



Opening Day Brings Out Our Best



Photo Cheryl Pervier

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Events, Camps, Clinics and More!

SAVE THE DATE

Mar 18-20 J/24 Circuit March Madness
Mar 26-27 Easter Laser Regatta
Apr 1 FJ Training Series #1
Apr 1 Balfour Cruising Presentation
Apr 9-10 TSA Roadrunner Regatta
Apr 16 Learn to Sail Clinic
Apr 17 Spring End of Series
Apr 17 Chaparral de Mar Regatta

Apr 22-24 J70 Circuit Stop
Apr 23-23 SEISA Team Racing
Championship
Apr 30-May 1 McCarthy Cup
May 28-29 Turnback Canyon Regatta
Jun 17 Moonburn Series #1
Oct 1 AYC Fleet Challenge

ONE DOWN!
Frostbite End of Series



Photo Chuck Waldron



Photo Ann Morley



Photo Ann Morley



Photo Ann Morley

From The Commodore

by Molly Lewis



AYC is now officially "open"! We celebrated Opening Day 2016 on March 7. It was yet another wonderful day on Lake Travis and a good excuse to celebrate the treasure we have here at AYC. Many thanks to all those who pitched in and made it happen: to **Pat Manning and Susy Ortega** and their team for coordinating the wonderful food and beautiful clubhouse decorations; to **John and Claudia Bartlett** for the Bloody Marys; to **Sea Scouts Troop 681** for the flag raising ceremony; to **Harry Polly** for coordinating with the Sea Scouts and bringing in a bagpiper, which added a really special touch to the ceremony; to the **Roadrunners** for their fabulous singing; to **Doug Laws and Tom Romberg** for their moving words during the ceremony; to **Calin Popescu** for his generous contribution in support of the 3rd annual Lake Travis beer bottle drawing; to our wonderful staff, **Jackie and Tom**, for many hours of behind-the-scenes support to make it all run seamlessly; to **Kate and Coleman** for coordinating the Un-Regatta for the kids; and to **Chris Thompson**, our Building and Grounds Commander, for ensuring that the grounds were in great shape for the day, including a facelift to the AYC sign on the point – it looks fabulous! Take a look the next time you sail by.

As has been pointed out many times, Opening Day is hardly the start of racing and sailing on Lake Travis. Already this year, in addition to completing the Frostbite Series, AYC has hosted a Spinnaker Clinic by **John Bartlett**, a Race Committee Clinic led by **Vic Manning**, a Start Clinic by **Scott Young**, a weekend-long Junior Racing Clinic coordinated by the **Roadrunners** and supported by **Kate and Coleman**, pre-season junior training, and more! As the winning-est sailors will tell you, a good start makes a huge difference. And that's exactly what we had in January and February. Here's what's coming up next, just between now and the end of April:

As has been pointed out many times, Opening Day is hardly the start of racing and sailing on Lake Travis. Already this year, in addition to completing the Frostbite Series, AYC has hosted a Spinnaker Clinic by **John Bartlett**, a Race Committee Clinic led by **Vic Manning**, a Start Clinic by **Scott Young**, a weekend-long Junior Racing Clinic coordinated by the **Roadrunners** and supported by **Kate and Coleman**, pre-season junior training, and more! As the winning-est sailors will tell you, a good start makes a huge difference. And that's exactly what we had in January and February. Here's what's coming up next, just between now and the end of April:

- **Spring Series Races** – we had a great turnout for Race #1, and expect more terrific Spring sailing throughout the series, with the social committee providing delicious meals following each race. The series will end on April 17 with the **Chapparral De Mar Regatta** coordinated by the Ensign Fleet.
- AYC will host a **J/24 circuit stop**, the **Easter Laser Regatta**, the **TSA RoadRunner Regatta**, a **J/70 circuit stop** and the **UT Sailing Team's SIESA Team Racing Championship and McCarthy Cup**.
- Regular season **junior practice** has begun, and Kate and Coleman will also be providing a four-week Friday-night **FJ Training Series** for adults beginning April 1, the Sail Training committee will offer a **Learn-to-Sail clinic** on April 16, and **Harry Polly** will teach **US Sailing Level 1** on April 23-24 and April 30-May 1.
- On April 1, we'll host a special social event where **David and Cindy Balfour** will talk about their adventures cruising down the western

coast of the US and Mexico and across the Pacific to New Zealand, stopping at the Galapagos and Marquesas Islands along the way.

- During the last week in April, **Wednesday night Sunfish and Laser sailing** and **Friday night Beer Can races** will start.

In short, there is a lot going on. Come out and be a part of it. In addition to enjoying it just because it's all fun, you can also take pride in knowing that you are fulfilling the vision that our founders had when they bought the land and built the Club in the 1950s!

Keep living the legacy!



SAVE THE DATE

AYC FLEET CHALLENGE

The AYC Fund is pleased to announce the
6th ANNUAL AYC FLEET CHALLENGE

Saturday, October 1, 2016

This year's **Fleet Challenge** will be held in conjunction with the **AYC Luau**, so plan to stay after the racing for a fun and festive evening!

Hawaiian racing attire is encouraged!

The best-dressed team will earn a throw-out.

Contact your fleet captain
and start organizing your team.

The **AYC Fleet Challenge** is the annual fundraiser for the **AYC Fund** and supports numerous sail training, junior development and facility support initiatives for sailing in Central Texas.

Race Commander Report

by Ed Taylor



The Frostbite Series is complete with a total of 59 entrants, nine more than 2015. Timely and accurate results including dinner and awards finished off the End of Series. If you have not received your trophy, please let me know so we can make arrangements to get yours.

Permanent Race Committee training was completed on February 20, 2016. **Vic Manning** presented great materials including the Race Committee Handbook, checklist, flags and copies of rules, NOR and SIs for discussion. **Chris Thompson** presented more training for the on-the-water scoring using the iPad. We intend to have another Race Committee training session open to all Club members using an outline on How to Conduct a Race.

All NOR, SI, Order of Starts, RC Duty and Course Card are complete for the Spring Series. If you have not received your updated documents look online in the racing section and documents.

RC equipment including Tetrahedron repair is complete. Please use care when attaching anchors, screwing caps on and not over-inflating marks. All marks should be put away in their proper location after each session. Repair and replacement of the handheld wind instruments was completed by **Tom Cunningham**. Tom is also repair/replacing the covers/hydraulic cylinders to the gas dock boxes located on the RC dock.

See you on the water.

Building and Grounds Report

by Chris Thompson



It's already spring – and many chores are underway to prepare for the fun and frolic to follow.

Some of the short term projects you may see underway in the next few months will include:

1. Finish the water lines to the cabins. This will involve some (a lot of) noise and dust to saw some trenches.
2. The front sign has undergone its last repair. **Tom** is doing a patch and paint to use it temporarily and then we will display this in a more protected location. Some designs and options are being discussed.
3. Scaffold rental to complete the point sign, clubhouse siding repairs, and any other above ground work.
4. Siding repairs from woodpecker damage – cover existing cedar with Hardy Board siding and repaint.
5. Coordinating with Harbor on trailer parking cleanup and reorganization, brush clearing.
6. Exterior lighting improvements; work area electrical panel.



Photos Bill Records

THANK YOU to all those who attended our very successful work party on 2/27. We accomplished a lot and the Club is looking great. We had our **Commodore and Race Commander** scraping paint and our **Treasurer** balancing on a 20 foot high scaffold! In addition to those dedicated members mentioned below, I hope to see a lot of new names on my list as the year moves forward. The work crew (if I missed anyone I apologize – you weren't on the sign-in list):

Vic Manning	Fred Ford	Molly Lewis	Mason Wheelless
Bill Records	Doug Laws	Terry Schertz	Keith Denebeim
Steve Ward	John Howard	Doichin Tzolov	Ed Taylor
Tommy Gairloff	Kevin Reynolds	Jerome Denis	Joe Roddy
John Maddalozzo	Bob Musselman	Etienne Denis	Sharva Paralkar
Robert Anderson	Philippe Bettler	Xavier Denis	Mark Atkinson
Wade Bingaman	Bruce Uphaus	James Parsons	Mark O'Brien
Alan Stanard	Laurence Denis	Nancy Morales	John Parker
Jeff Avant	Harry Polly	Kristen Pajares	Willis Thorstad
Steve Frick	Ken Berringer	Avi Katz	Kelly Thorstad
Carol Frick	Anne Riggs	Rachel McGibbins	

That said, there are always a number of projects on the TO DO list so please drop me (or **Jackie**) a call or note if there is something that falls into your area of likes or expertise, especially building/facility trades related. I plan to schedule some smaller work sessions, each with a handful of people to help with some of the other projects I'm continually identifying.

Thanks to **Bill Records** and **Jackie Wheelless** for the action photos.



Photo Jackie Wheelless

Harbor Report

by Joe Roddy



Opening weekend brought great weather and plans for the upcoming year's events and upgrades. We should have the new hand rails for the new stairs up in the next few weeks. A welcome addition for a smooth ride up and down to the docks!

As you might have guessed the recent rain has increased the lake level upward. We will continue to adjust docks and walkways to provide safe access.

There is still the good possibility that spring rains may increase level to above full stage with the possibility of flooding. With that said, AGAIN, a reminder to check your trailer tires in dry sail and trailer storage. If you have no working trailers the priority will be to move those that do.

All trailers still are required to have your name on both sides. We will be enforcing this requirement and billing non-compliant owners 50 dollars. The south ramp has been extended somewhat to add more room for the increased activity and capacity.

Board boat dock replacements have been ordered and are proceeding. Updates when available.

Please read dock box rules for size and venting as only two with generators have been found to be vented as per required. Thanks in advance for your help in keeping our docks and grounds in great shape!



John Bartlett Spinnaker Clinic

some very interesting props. I think that everyone learned quite a lot from his presentation and his on-the-water coaching was really good. Then he had a Q&A at the Club and answered a lot of questions. **Mack Warner** videotaped the entire clinic which we plan on posting on the website. If this works out, we plan on videotaping other clinics in the future.

On March 5, we had the **Scott Young Start & Tactics Clinic** and this was a good one. The clinic started with a chalk talk and followed with on the water coaching. Scott sailed on most of the boats for a short race. We scheduled this as well as the Spinnaker Clinic early in the season before the Spring Series, one of the most popular. The junior Laser sailors were invited to attend Scott's chalk talk and they all said they learned a lot. On April 2 at 9:00 a.m., Scott will give the Opti sailors the same chalk talk.



Sail Training Report

by Bill Records



The Junior Program pre-season practices are underway with good participation from the Lasers. Registration is underway for the Spring Season.

On February 6 and 7 we had an advanced race clinic for Optis and Lasers. **Coach Coleman** coached the Lasers and **Coach Jamie Gilman**, from Lakewood Y.C., coached the Optis. It was an exceptional clinic and we plan to invite Jamie back.



Coach Jamie Gilman

On February 20 we had the **John Bartlett Spinnaker Clinic** and it was one of the most successful clinics we ever had. 17 boats signed up and crew totaling over 50 people attended! John gave an excellent chalk talk, using



Photos Bill Records

Scott Young Start Clinic

Steve Gay will be teaching U.S. Sailing Level 1 instructor course on April 23, 24, 30, and May 1. I encourage anyone interested in teaching kids how to sail to take this course. We will use FJs to teach this course.

On April 16, we will have the first **Learn-to-Sail Keelboat class**. This class is for beginning or intermediate sailors and also those wishing to learn more about crewing. We will provide the boats.

We are working on a speaker series and have talked to **Jim Merritt** to present the first talk. Jim is a boat surveyor, boat designer and builder, and former plant manager at C&C Yachts in Rhode Island. He has a very extensive resume and will share his experiences with us. The Sail Training Committee is partnering with the Keel Fleet to bring this to fruition.

Notes from Your GM

by Jackie Wheelless



THANK YOU to everyone for a very well attended Opening Day Ceremony! It was so great to see so many happy sailors in one room at the same time! Current and Past Board members, Past Commodores and Founding Fathers, all celebrating together! The newly re-organized Social Committee (spearheaded by **Susy Ortega and Pat Manning**) created a beautiful atmosphere and served wonderful food to top off the day! OH, and of course ... **Calin Popescu** once again showed us the money ... three times!

Mother Nature continues to show us that we're out of practice with a full lake!! If your boat is in a wet slip ... please take precautions for boat wakes. The lake is getting busier and busier and with the docks inside the cove, we haven't had to worry much about boat wakes. Due to your boat rocking back and forth from these wakes, PLEASE check to be certain that your mast will not come into contact with any other boat masts. PLEASE check and secure your dock lines.

During the recent Work Day, the lower parking lot was re-stripped. Please do not park within the yellow striping on each side of the handicap parking spot.

The cabins are in full swing. There's a Wait List for most AYC events so if you need to reserve a cabin, please make sure you call or email the office in plenty of time. Things to remember:

- AYC members may be placed on a reservation waiting list for the cabins on AYC open regatta weekends. However, such waiting lists will be subject to reservations made by out-of-town regatta race participants made any time prior to five days before the regatta.
- During all regatta weekends, there will be a two-night minimum for renting cabins. An exception may be made if a cabin has not been rented by the Thursday prior to the regatta weekend.
- No pets are allowed on Club property at any time.

I'm working with **Harbor Commander Roddy** and **Buildings and Grounds Commander Thompson** to devise a plan and date to "attack" the Trailer Parking Area. Our hope is to remove all of the trailers and clear some extra space and then relocate the trailers back into that area in a more orderly manner. At the same time we'll be checking for names on trailers and condition of trailers and contacting owners to take action on making their trailer road worthy "just in case".

The Dry Storage Area is being "audited". Please help us by making sure your space is free of trash, all trailers are within the confines of your space (not encroaching on other spaces) and your trailer is in operational condition in case it has to be moved.

As always ... thank you all for making Austin Yacht Club such a wonderful place to work and play!

WELCOME MARCH NEW MEMBER!



Robert Cabrera
Senior Probationary

VOLUNTEERS NEEDED

Volunteering for these events will count towards your Probationary Requirements as service to the Club.

ROADRUNNER REGATTA, April 9 and 10

The AYC Roadrunner Regatta is one of the most popular Junior regattas in Texas. Our 2015 regatta won the Texas Sailing Assn's award for Best Regatta of the Year (out of 15 Junior regattas in the state). This recognition is due entirely to the awesome volunteers who come out and make it happen. We hope that you can come help us out again. We need volunteers on the water and on shore. Please let us know if you can make it, and if you have any preferred duties. Any questions, please email **Stefan Froelich** sfroelich@HASystems.com or **Jeff Brock** jeffbrock@me.com.

COMMUNITY OUTREACH, April 16

On April 16, AYC will welcome young men and their mentors from local non-profit, Explore Austin. We need volunteers to provide boats and serve as volunteer skippers. Please let us know 512-266-1336 or email kate@austinyachtclub.net if you are interested in skippering, providing a boat or helping out in any way! Explore Austin combines the benefits of mentoring and outdoor adventure in a six-year program for 6th through 12th grade underserved youth. Focusing on team building and leadership training, Explore Austin helps "Explorers" increase self-confidence, build character and develop a sense of responsibility.

Sailing Director Report

by Kate Noble



The 2016 Season is off to an amazing start with jam-packed training schedules for both juniors and adults!

Adult Sail Training

We kicked off the 2016 season with two advanced clinics to get y'all ready for the Spring Series. Both events had huge turnouts and were very successful. Many thanks to **John Bartlett** for coming out on February 20 for the Spinnaker Clinic and to

Scott Young for the Start Clinic on March 5. Thank you to **Sail Training Commander Bill Records** for coordinating the Spinnaker Clinic and **Claude Welles** for chairing the Start Clinic.

In April we are offering a half-day Learn-to-Sail Clinic aboard keelboats on Saturday, April 16. We are also offering a beginner level FJ Training Series in April. The series includes four weekly lessons from 6:00-8:00 pm on Friday evenings. Registration for both is available on the AYC website! Check out the flyers in this edition of the Telltale for more information.



First day of practice

Junior Sailing Program

The first day of the Spring Season of the Junior Sailing Program was Saturday, March 5. We had a beautiful day to open the season with warm temperatures and moderate wind. Our new practice schedule ran smoothly with intermediate and advanced level Optis practicing with **Coach Coleman** from 10:00 am to 3:00 pm, beginner Optis with me from 12:00 to 2:30, and FJs and Lasers with both **Coach Coleman and I** from 3:00 to 5:30. Enrollment is good for the Spring Season and we have attracted several new sailors with our new non-member registration option.

The 2nd Annual Junior Opening Day Un-Regatta was a big success! We had 25 participants in nine FJs and one Laser come on out for a fun afternoon of unconventional races.

We had four scored races:

1. Backwards Finish: Sail to the windward mark, round, and sail backwards through the line to finish

2. Mystery Start: The mystery was whether or not the start was upwind to the windward mark or downwind to leeward. The direction was given at GO and you were either clear or over early depending on what side of the line you chose. This one was so much fun we did it twice!
3. Backwards Start AND Finish: Boats started above the line and had to sail backwards down to the leeward mark, round, sail upwind, round the windward mark and sail backwards through the line to finish.



Ben Froelich and Anna Jayawant sailing backwards at Un-Regatta

We were cut a little short due to increasing winds so we have lots more fun ideas in store! We are hoping to offer this one again in the summer so we can incorporate capsizing and getting wet! After four races, prizes (\$5.00 Amy's Ice Cream gift certificates) were awarded to the 2nd place finishers **Eli Ortiz** and his aunt **Tessa Bliss** and first place finishers **Jamie Brock, Eric Jayawant and Nicholas Carew**! The goal of the Un-Regatta is to have FUN so we also award the sailor who has the most fun! This year's winner and recipient of a \$10.00 Amy's Ice Cream gift certificate was **Fiona Froelich**! Congrats to everyone and thanks for coming out!

We do have extra t-shirts from the Un-Regatta for sale for \$15.00 each in the AYC office. Many thanks to **Preston Bezzant** for the design!

Summer Programs

Believe it or not, summer preparations are already underway! We look forward to offering six weeks of Junior Sailing Camp and four sessions of our PB&J Summer Sailing Series in 2016. See flyers for both programs in this edition of the Telltale! Registration is available through our website beginning February 1. Please note that members will need to use the coupon code AYC2016 to obtain member pricing.

We are currently looking for seasonal instructors to staff our 2016 Junior Sailing Camp. If you, or someone you know, is interested in joining the AYC team this summer, please contact me!

continued next page

Junior Racing News

Congrats to **Tony Slowik III** who competed at his second international Opti regatta this past week, the International Palamos Optimist Trophy in Catalonia, Spain! After three days of racing in anywhere from 3 knots of breeze and flat seas to 25 knots of breeze and 6 to 7 ft seas Tony finished 164th out of 537 boats. His best finishes were a 15, 18, 19. He finished right in the middle of Silver Fleet.



Photos Bill Records

Aiden Krempetz

16 AYC sailors competed at the first Texas Sailing Association Youth Circuit regatta of the year, the Change in Latitude Regatta at Corpus Christi YC February 27-28! Special congratulations to **Spencer LeGrande** who took first in Laser Radials, and **Tony Slowik** who took 5th overall in Opti RWB. Also big shout out to **Aidan Krempetz** who finished second in Green Fleet in his first ever travel event – and only because he lost the tie-breaker! Congrats to all of our AYC sailors!

Roadrunner Fleet News

by Stefan Froelich

FEBRUARY 2016

Sailing Argentina

Congratulations to **Lucas Tenrerio** on the completion of his first international regatta! Here's the summary written by his father, Gus:

"Lucas's final result was 138th. The number itself is nothing to write home about, however did we accomplish what we set out to do? The answer is yes and much more.



Lucas Tenrerio

These last few days have shown me, and most importantly I think it has shown Lucas, that he can overcome adversity. He was thrown into the shark tank, and survived.

He faced extreme new conditions he had never seen and learn from it, and adjusted as needed. The steep waves on day 2 of racing, combined with the strong wind posed a big challenge for him, but he tried to figure it out; he tried to "solve" the problem; as I always encourage him to do; but the highlight is that he did not quit any of the races, even after being swamped a few times and feeling "fear", as he put it. We do look for mental toughness, and I think he forged some of it this week that will stay with him forever.

11 months. That is the number of months that Lucas has been sailing for. He started the Opti I program with **Coach Kate and Charlie** in March of 2015. On May 5, for his 10th birthday, we got him a club boat I purchased from

Kate, and then it was literally off to the races. Capping that first year of Lucas's sailing by competing in the advanced Optimist "Timoneles" fleet at the "Semana Internacional del Yachting" in Argentina, is an accomplishment that is even hard for me to comprehend. I am his dad, so I am biased of course, but I am impressed, and so yes we accomplished our "getting experience" objective, and as I said, much more."

Racing Clinic Success!

Thanks to the coordination and support from the AYC Fund, the Roadrunner Fleet, and AYC Sail Training over 20 Laser and Optimist sailors had an amazing weekend right here at Lake Travis. The weekend racing clinic launched Friday night with fajitas and a chalk talk, followed by two full days of practice. When keel boats were aborting Saturday conditions, the youth continued to sail. A total of eight hours on Saturday with reported maximum gusts of 33 kts. was just the right thing to prepare for upcoming regattas in Corpus Christi and San Francisco Bay. The learning continued Sunday under 10-15 winds allowing for attention to the finer details of how best to sail to maximum benefit. The Laser Fleet was coached by our own **Coach Coleman**, and the Optimists were under the guidance of **Coach Jamie Gilman** of Lakewood Yacht Club.



Opti clinic participants



Photos Bill Records

Laser clinic participants

Learn to Sail Clinic

The Austin Yacht Club is offering a Learn to Sail clinic for beginning and intermediate sailors to learn the basics aboard keelboats.

Clinic Includes:

Land Based Instruction:

Basic sailing terms

How sails work

On the Water Instruction:

Rigging

Steering

Crewing

Refreshments and follow up talk

When: Saturday April 16, 2016

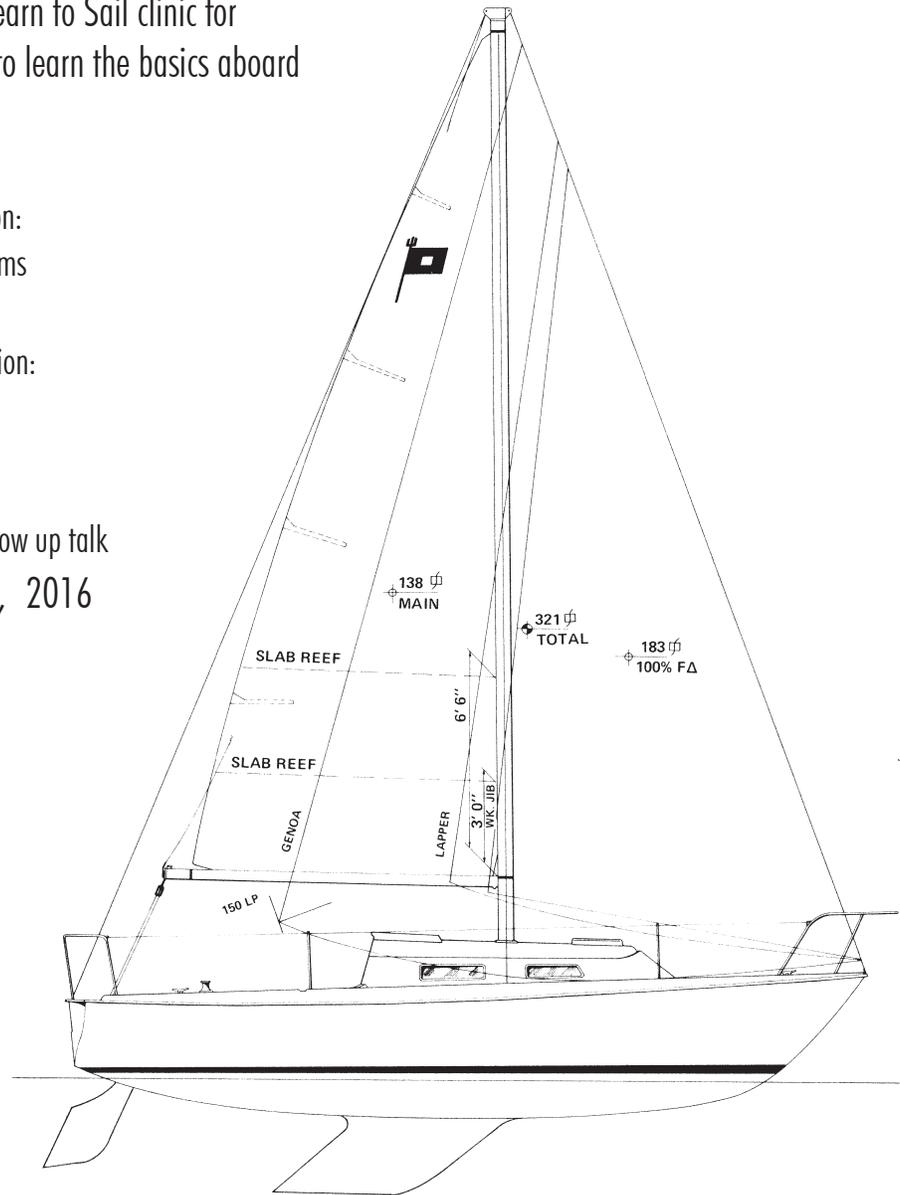
1-5PM

Where: Austin Yacht Club
5906 Beacon Dr.
Austin, TX 78734

Cost per Person:

AYC Members: \$50.00

Non-Members: \$65.00



Please bring sunscreen, a reusable water bottle, hat & sunglasses. Close toed water shoes/sandals or boat shoes, a sun protection shirt (rash guard or similar), and a waterproof layer are strongly recommended.

Register online at austinyachtclub.net

Contact AYC Sailing Director **Kate Noble** at (512) 266-1336 or kate@austinyachtclub.net
or AYC Sail Training Commander **Bill Records** at (512) 913-4989

AUSTIN YACHT CLUB

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, and windsurfing.



CONTACT

(512) 266-1336

kate@austinyachtclub.net

5906 Beacon Drive, Austin, TX

Register online:

AUSTINYACHTCLUB.NET

discounts available for multi-child and multi-session

	DATES	MEMBER	NON-MEMBER
1	June 13-17	\$395	\$480
2	June 20-24	\$395	\$480
3	June 27-July 1	\$395	\$480
4	July 11-15	\$395	\$480
5	July 18-22	\$395	\$480
6	July 25-29	\$395	\$480

AUSTIN YACHT CLUB

PBJ 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.

ayc members: \$65.00
non-members: \$100.00

	DATES	TIME
1	June 4, 11, 18 & 25	9:30-11:00
2	June 4, 11, 18 & 25	11:00-12:30
3	July 9, 16, 23 & 30	9:30-11:00
4	July 9, 16, 23 & 30	11:00-12:30

CONTACT

(512) 266-1336

kate@austinyachtclub.net

5906 Beacon Drive, Austin, TX

Register online:

AUSTINYACHTCLUB.NET



Opening Day



Opening Day – Always Special

by Wade Bingaman

I admit that Opening Day has always been my favorite event at the Club. But I never thought about why. I have now. For me, Opening Day displays everything that makes our Club special.

First, the Club has over 60 years of history which is celebrated on Opening Day. Our Club began with members racing home-made boats. This year we are participating at Resolute Cup, an invitation-only racing event at the New York Yacht Club. Just like the City of Austin, we are no longer small or unknown. The importance of AYC's tradition was clearly shown by the fact that we had at least 18 past Commodores present for this year's ceremony.

Next, our members' amazing volunteer efforts shine on Opening Day. The **Social Committee** provided a splendid brunch. The **Bartletts** put everyone in the proper frame of mind with their now traditional Bloody Mary station. The **Sea Scouts** started the official proceedings with a nautical style flag raising. The **Junior Sailors** serenaded us to close the ceremony. The **Catalina 22 fleet**, serving as Race Committee, gave us great racing on the water. The **Social Committee** did double duty and closed the day with more food and drinks. These were all the efforts of our volunteer members. Anyone who has not volunteered to help at the Club should try it. It's the easiest way to meet members, and you become part of the AYC tradition.

Finally, we had a glorious day of sailboat racing. The lake was full, the weather warm, and the breeze excellent. I can't think of a better combination for the sport I love.

A rich and long Club history, friends working together, and sailing on a beautiful lake – that's what Austin Yacht Club is and what we enjoyed on Opening Day 2016.



Photo Bill Records



Photos Deborah Mathison



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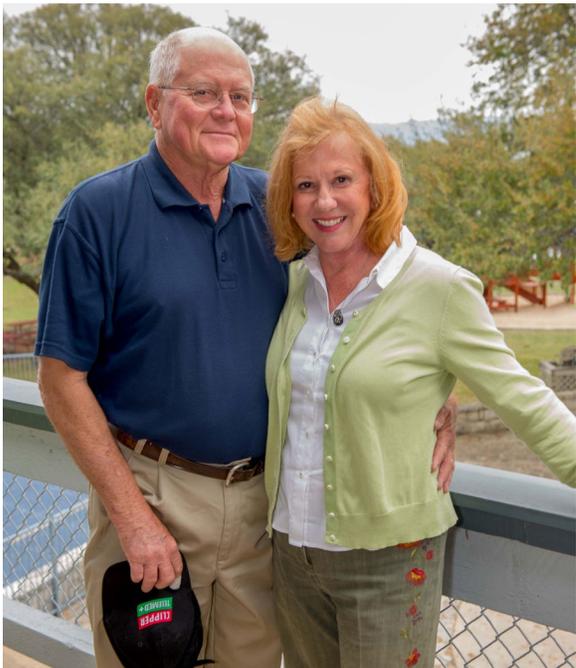
Photos Deborah Mathison



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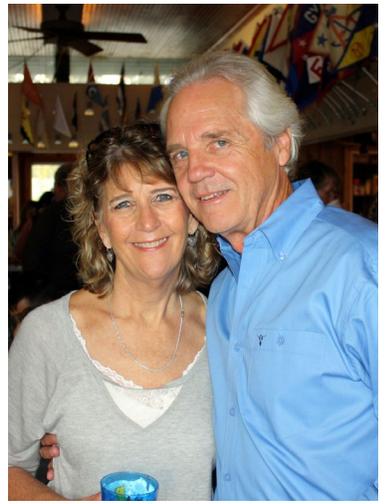
Photos Deborah Mattison



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Spring Series #1



Photos Cheryl Pevier



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Photos Cheryl Pervier



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New Burgees and Fleet Models Swirl Around the Members' Hall

by Mark O'Brien



There's a new look in the AYC Member's Dining Hall this month. Over 250 Yacht Club Burgees have been catalogued, added, cleaned and reoriented to line up as a heading directly with the Compass Rose scored into the concrete floor of the Club. Our members have been collecting Burgees since the 1950s, and it shows. About 30 countries in all continents are represented. To add to our collection, get an AYC

burgee from the GM, and swap it with a YC that we do not already have. An inventory list will be kept in the office and eventually we'd like to put this online for all to enjoy.

The work is still in process, but if one stands on the floor compass and faces due North, there is a method to the system. One sees Yacht Club burgees from Lake Belton to Fort Worth/Dallas and East Texas/Oklahoma areas. Turning Clockwise (that's to Starboard for those who don't know what an old-fashioned analog clock is) the Ozark Clubs, then the Midwest Rivers and 5 Great Lakes, the Northeast – Canada, New England, Europe, The Mid Atlantic States, and the Southeast Clubs come to view. The majority of the world's Yacht Clubs are in this quadrant, so we will add more capacity.

At 90 degrees Due East, we hit the Upper Gulf Coast, New Orleans east to the Florida Panhandle, then Florida, South Africa, the Caribbean Islands, Brazil, and followed by Southeast Texas Gulf from port Arthur to Corpus Christi. Then there is a gap where we have placed the J22 and J24 half models, the Thistle, M-20, MC and Sunfish fleets above the room.

Due South brings us to Canyon Lake, San Antonio and Mexico. Then another Yacht Club gap as Laser, Coronado 15 and Catalina 22 models are placed. Interesting that the Cat 22 model is the only one on Starboard... Hmm...

Swinging around to Southwest brings the Polynesian Pacific Islands, New Zealand and Australia into focus. We have more Aussie burgees than any other foreign country. Another gap is filled by the South Coast model. And we're in South and East Asia, then Hawaii.

From Due West at Ensenada, Mexico, we swing to the West Coast, from California, Oregon, Washington and British Columbia, and some internal clubs in the Rocky Mountains i.e., Casper Wyoming! That produces the final gap where the J-80 and Ensign models are now housed.

Many thanks go to the many that have assisted, especially to the **Russ Shumer** Family who figured out translating the club locations in Google Earth to Python software into headings. **Lawrence Case** took many images of the burgees themselves. Also, **Fred Ford**, **Ann Riggs**, **Tom Meyer**, **Vic Manning** and the **James Carman Crew** were a huge assist to this effort.

By the way, we don't need any more burgees from Waikiki YC or the Bitter End – we have several copies of each. Older burgees will be repurposed as a string of forestay decorations for future club events, much like code flags.

If you have further suggestions, we are all ears! A great project for probationary members, too. How about a burgee trivia contest?



FJ Training Series: Beginner

FRIDAYS 6:00-8:00 pm

APRIL 1, 8, 15 & 22 (weather make-up date April 29)

Non-members: \$100 / AYC Members: \$60.00

A progressive series of four lessons designed to introduce adults to dinghy sailing.

Register online at austinyachtclub.net

For more information, contact AYC Sailing Director Kate Noble at (512) 266-1336

ALERT: Clean, Drain and Dry Your Boat

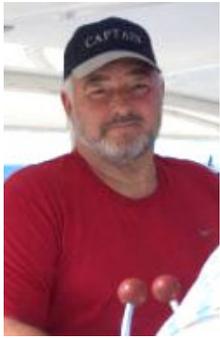


The **zebra mussel** is a small freshwater mussel. This species was originally native to the lakes of southern Russia; however, the zebra mussel has been accidentally introduced to numerous other areas, and has become an invasive species in many different countries worldwide.

Please visit <http://www.texasinvasives.org/zebramussels/> to find out more about this invasive species and what we can all do to prevent its spread.

Man Overboard, Part 1

by Harry Polly



This is the first of a four part series of detailing the advantages and disadvantages of the more popular methods of Man Overboard Recovery (MOB). Crew Overboard (COB) is another way to refer to MOB.

Man overboard is a serious situation on any boat. The objective is to develop a safe, efficient, and reliable recovery routine that can be executed properly from memory in the event someone falls overboard. I like to make the distinction

of a person in the water (PIW) verses MOB. PIW is when someone who falls overboard and has a life jacket on. MOB means a person overboard without a life jacket. One is more serious than the other.

The key to a successful MOB recovery is the crew's determination to recover their fellow crew member. MOB situations can become very serious quickly. Most MOB recoveries are not successful because most of us do not practice MOB maneuvers.

The Four Phases of Man Overboard Recovery

- 1) PHASE I – SHOUT 'MAN OVERBOARD'
 - a. Shout "MOB Port or MOB Starboard"
 - b. Assign a "Pointer" who should NEVER take eyes off the PIW
 - c. Throw PIW a Type IV PFD and shout, "Are you O.K.?"
- 2) PHASE II – RETURN TO THE PERSON IN THE WATER (PIW)
 - a. Using one of the many MOB recovery methods bring the boat windward of the PIW at a slow speed under a knot (a slow walk)
 - b. Helmsman should take command of effort by verbalizing what he/she is doing to inform the crew and remind them of the process.
- 3) PHASE III – RETRIEVAL OF PIW
 - a. Attach a line to the PIW and the boat
 - b. Bring PIW back on board
 - i. Ladder
 - ii. Several crew members pull the PIW back on board
 - iii. Halyard and winch to raise back into the boat
 - iv. Lower main sail and use a gurney
 - v. Any other ways to get the PIW back on the boat
- 4) PHASE IV – AFTERCARE
 - a. Get PIW out of the elements
 - b. Keep warm to avoid hyperthermia
 - i. Mild Hypothermia – feeling cold, violent shivering, and slurred speech
 - ii. Medium Hypothermia – loss of muscular control, drowsiness, incoherence, stupor, and exhaustion
 - iii. Severe Hypothermia – collapse, unconsciousness, respiratory distress, cardiac arrest, or even death
 - c. If possible, go back to port

The Figure-8 also known as the Quick Turn method is the most repeatable and reliable MOB recovery method. The disadvantage is that one is

required to sail away from the PIW. In ocean conditions or a heavy chop, this can be dangerous.

Here are the steps of the Figure 8 Man Overboard Recovery process:

STEP 1 – As soon as the person falls overboard, someone should shout "Man Overboard Starboard Side" or "Man Overboard Port Side", throw the Type IV PFD, and assign someone to be the spotter. The spotter points to the PIW and gives verbal directions to the helmsman as to where the PIW is. The spotter MUST never take their eyes off the PIW.

STEP 2 – The helmsman immediately steers to a beam reach from whatever point of sail the boat had been sailing. Once the helmsman is on a beam reach sailing away from the person in the water, he/she can look back over their shoulder to get a sense where the person is and that they are "in fact" straight behind them.

STEP 3 – The crew prepares a heaving line, boarding ladder, blankets, and jackets.

STEP 4 – After sailing long enough for the crew to get prepared (about a 100 yards), the helmsman commands the crew to prepare to come about.

STEP 5 – The helmsman executes a tight nearly 270-degree snap tack sail on a broad reach aiming downwind from the PIW. The loop formed by the loose jib sheet in the water also gives the person in the water something to grasp when the boat comes along side.

STEP 6 – The spotter continues to give verbal and visual direction to the helmsman. The spotter should always point to the person in the water. This gives the helmsman a sense as to where the PIW is and how the boat is progressing back PIW.

STEP 7 – As soon as the helmsman achieves a board reach and the man overboard is about 45-degrees off the bow, he/she should then head up into a close of reach always keeping a visual on the PIW.

The helmsman, before getting to close to the PIW, should test to see if the boat is actually on a close reach by having the crew luff the main sail fully. The boat is on a close reach if the boat starts slowing to a stop.

The helmsman can look to see that the masthead fly is pointing 40 to 50 degrees off the bow. This to indicates a close reach, but requires the helmsman to take their eyes off the spotter or the person in the water.

The helmsman will want to bring the boat windward of the PIW. The helmsman should make sure the boat does not crash down on the PIW.

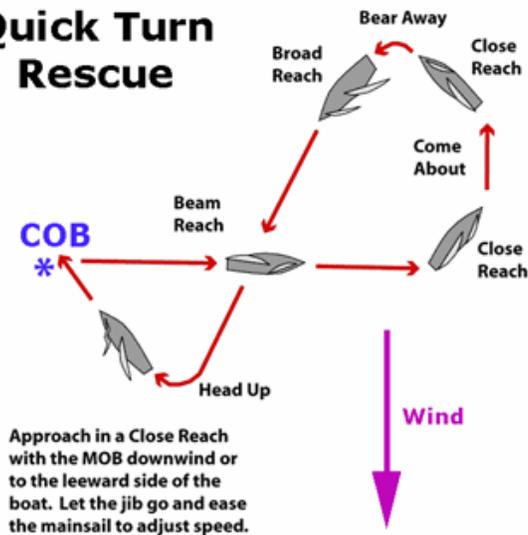
STEP 8 – The helmsman should call for the luffing of the main sail to stop the boat. In the event the boat comes up short of the PIW, the crew can trim the mainsheet to bring the boat forward.

STEP 9 – Once the person is close or alongside, the crew can throw the PIW a line with a loop to reattach them to the boat. If the PIW is unconscious or exhausted, they will not be able to help in their recovery, so all crew members will have to haul him/her up by the armpits. Alternately, a line may be led under his/her armpits and pulled up with a halyard. However, if the PIW is a swimmer; he/she can swim to the stern of the boat and the boat ladder be used to bring them on board.

continued next page

STEP 10 – After the victim is aboard, treat them for possible hypothermia.

Quick Turn Rescue



The One-Minute Rule

Recent U.S. Coast Guard and Sea Scout Survival at Sea Drills found that the chances of a successful recovery go down dramatically when it takes longer than one minute to bring the boat back to a MOB. After coming to a beam, reach with the PIW right behind the boat – count to three slowly. Then tack to broad reach and count to six slowly before heading up towards the PIW nearly close hauled then fall off to a close reach bring the boat to a stop windward of the PIW. Finally, throw them a line to reattach them to the boat. The trick is to get close to the PIW on a close reach windward in one minute. Most crews cannot do this unless they practice.

One hundred percent of the people who do not go overboard survive the incident. The old rule is "one for the boat and one for you" still applies no matter what is happening on board. As a competent skipper, one must train and encourage one's crew in how to handle a man overboard situation. Things happen fast and suddenly.

Gybe Ho...

Captain Harry Polly is the lead ASA Instructor at the Austin Yacht Club. By either taking or challenge one of the many ASA courses, one can master most man overboard situations.



FLOOD PRECAUTIONS

If you have a dry storage space:

THINGS WE STILL KNOW:

The lake is full.

The ground is saturated.

We don't know when or where it could get ugly, but...we DO know there's a pretty high likelihood that it WILL get ugly!

Following these last few days of rain, rain and MORE rain, here's a "refresher course" on what to do if your boat is in the Dry Storage Area and the lake comes up suddenly.

Why not check your boat and/or trailer NOW before it becomes an emergency situation?

Prior to any imminent flooding, develop a detailed plan of action to remove your boat from the dry storage area to a previously identified safe haven to secure your vessel. Specifically identify and assemble needed equipment and supplies. Keep them together and test your plan to see if it works before any flooding actually occurs.

Arrange for a friend to carry out plans if you are out of town during a flood.

PLEASE DO NOT move your boat out of Dry Storage to another location within AYC until you receive email notification that flooding is imminent and instructions on where to relocate your boat.

Know your responsibilities and liabilities.

All boat trailers of AYC members shall have the letters "AYC" and the last name of the owner affixed to both sides of the trailer tongue. All boat cradles, dollies or other storage equipment stored on Club property shall have similar identification affixed in a prominent location. If any boat storage equipment is not so identified, the Harbor Commander or Club Manager may have the lettering done and assess the cost to the owner. That identification helps daily and in when the equipment must be moved. There are a bunch of unmarked trailers out there. ****There are lots of unmarked trailers in dry storage right now!****

Determine the requirements to load and haul your boat to a safe area. Be sure your tow vehicle is capable of properly and adequately moving the boat. Check your trailer – tires, bearings and axles should be in good condition. Too often a flat tire, frozen bearings or a broken axle prevents a boat from being safely and quickly moved.

Make sure fire locks and/or ball locks are removed from your tires/trailer hitch. ****There are lots of flat tires in dry storage right now! Is one of them yours!!!****

In case of emergency, necessary steps may be taken in the owner's interest, without notification, and he/she shall have no recourse against the Austin Yacht Club, its officers, employees, or anyone taking such emergency action.

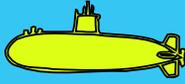
"GET BACK"

To

Turnback Canyon Regatta

May 28th-29th



The Austin Yacht Club's legendary regatta "Gets Back" to its historic format!  Two days. 17 miles to Lago Vista and back. Overnight stay. Great party sponsored by the City of Lago Vista with the Beatles cover band "The Egg Men". Camping. Food and beverage vendors on site. Registration information coming soon!

"Rock and Roll" our way back to Lago Vista
Lets "Get Back" to Turnback

"Get Back" to Turnback

by Diane Covert, Turnback Canyon Regatta Chair



Everyone involved is excited to announce that this year's Turnback Canyon Regatta will "get back" to its original format by sailing to Lago Vista park on Saturday, May 28 and returning to AYC on Sunday, May 29.

The historic two-day, long-distance, overnight, out-and-back format for the Memorial Day weekend regatta started in the 50s, continued through the 70s and 80s when up to 300 boats participated, but was shortened in recent years when the lake dropped to extremely low levels. Now, with the lake nearly full, the original Turnback Canyon Regatta configuration is back! As is the Saturday night party!

The City of Lago Vista will be sponsoring the Saturday evening event, with food and beverage vendors selling barbeque, Cajun food, and burgers. Lago Vista has already booked the "The Eggmen" band (<http://www.eggmen.com/>) who, if you haven't seen them, dress up and sound like "The Beatles"! It will be a dance party in the park with the Fab Four!

Soon, you will be able to register for the Turnback Canyon Regatta online on the AYC website. There will also be on-site registration at AYC the Friday evening and Saturday morning before the race. Your registration includes pre-race breakfast at AYC on Saturday morning, and also breakfast at Lago Vista on Sunday morning in advance of the return leg of the regatta. If you have extra camping gear it can be loaded into an AYC-provided U-Haul on Saturday morning to be transported to and from Lago Vista park where there is a camping area near the anchorage.

At the conclusion of the regatta on Sunday, awards will be presented, the Roadrunners will be cooking burgers as a youth-sailing fundraiser, tall tales will be told, and a good time will be had by all! Please save the date and plan to "get back to Turnback" for 2016!



WE'RE WATCHING!



2016 CHAPARRAL DE MAR "Roadrunner of the Sea"

Hosted by Ensign Fleet 30

Participants: Open to skippers (primary helmsmen) of age 75 years or older to compete for the annual Chaparral de Mar trophy. Also open to "Old Salts" between 70 to 74 years of age to compete in friendly competition for a mystery prize and bragging rights, pending availability of boats.

Qualifications: AYC Members, past AYC Members, or a parent of an AYC Member who raced at AYC with their child.

Boats Provided: The Ensign Class offers their boats, rigged and ready.

Crew Provided: The Ensign Class offers crew. Each boat will have at least one crew of the boat owner's choice. Additional Crew will be determined by boat-owner and skipper.

Regatta Format: One race, likely non-spinnaker, using a posted Long Distance Course, likely the last start on the Series Line.

Date: April 17, 2016, Meal and trophies to follow, at the AYC End of Spring Series Buffet.

Boats are limited, first come first to be registered!

If you plan to register to race, please notify:

Danny Lien dannyrien@gmail.com 512 731 4627

Fred Ford ffordf@gmail.com 512 261 3270

J/24 Fleet Update

by David Broadway



Fleet activity is ramping up for the upcoming March Madness J/24 Texas Circuit Regatta stop at AYC on March 19-20! Due to the drought, 2011 was the last time the Kenyon Cup (J/24 Texas State Championship perpetual trophy) was presented at AYC. Present then was four-time J/24 World Champion **Mauricio Santa Cruz** aboard *Bruschetta*. It was a highly competitive regatta and *Bruschetta* finished in third place behind two Austin Yacht Club J/24 teams. **Ryan Harden's** *Running on Empty* team dominated the 2011 event.

In the Lake Travis drought interim, the Kenyon Cup has been presented by J/24 designer **Rod Johnstone** at the J/24 TX Circuit stop held at J/Fest (Lakewood YC). **Natalie Penner/Bob Harden's** *Giggles* team won the Cup last October. The competition for "The Cup" is guaranteed to be fierce!

With Lake Travis nearly full, the 2016 Circuit event already has 19 J/24s pre-registered for the event, more than the turnout for any of the 2015 Circuit stops! The final number of entries is anticipated at 20+ to kick off the Circuit season.

<http://www.j24fleet21.com/events/2016/J24CircuitStop/>

With the addition of **Jorge Martín-de-Nicolás' Three Stray Dogs** to the 2016 AYC Road Warrior contingent, AYC will be represented with eight J/24s on the 2016 Circuit, more than any other yacht club! At least two more local J/24s will participate in the home event, so AYC will have 10 entries or half the fleet. The event has been well-organized by **John Parker** and his team of volunteers.

At the local series level, **Stu Juengst** and his *Vang Go* team won the Frostbite Series. Six J/24 entries were on the start line for the Spring Series opener. **John Parker** put together another "informal regatta" for



Courtesy Jorge Martín-de-Nicolás'

March 12, which along with the March 13 Spring Series #2 provided the fleet with a tune-up opportunity for the AYC Circuit stop.



Courtesy Jorge Martín-de-Nicolás'

For the first road trip of the year, the *Three Stray Dogs* team of **Jorge Martín-de-Nicolás, Doc Gamble, Steve Ehlers and Adolfo Bernal** recently ventured to Marina del Rey for the Southern California Yachting Association Midwinters at the California Yacht Club. They finished in the top 5 according to the Doc!

<https://vimeo.com/156165024>

The fleet continues to grow as **Doichin Tzolov and Erich Meiske** purchased one of the first AYC core J/24s *Patty Wagon*, originally owned by **Ed and Patty Halter**. The new owners are currently doing some repairs and working on the bottom. They will be on the start line soon! Welcome to the fleet!

Catalina 22 Fleet Update

by Steve Pervier



A week before Opening Day, Catalina 22 sailors walked the dry sail and docks to look at all 19 C22s at AYC. Each owner was able to highlight updates on their own boat, and maybe discuss a few problem areas. We saw that many of our winning boats have a set of "go-fast" improvements we can recommend for others. We also noticed some more general updates to promote, such as scupper drains and rig reinforcements.

There were a few boats with expired stickers, flat tires, or other issues. But it's clear our fleet has the potential to put a good group of boats on the race course. We should repeat this activity sometime, as it's educational for all, especially for sailors new to the Catalina 22 class. Thanks to **Jon Fitch, Brian Grothues, and John Grzinich** for joining **Cheryl and me** on this first "fleet walk around". We were also accompanied by **Joe** (who runs the used parts table) and his young sailing friend **Lizette**.

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The brunch and ceremonies for Opening Day 2016 were great, and after the festivities it was also our first Race Committee duty this year. PRC has recently approved combining RC duties of Catalina 22 and Southcoast 21 fleets, so SC21 sailor **Tom Meyer** served as our Principal Race Officer, while **Scott Bryan and Scott Walsh** returned to serve as chase boat crew. Thanks to SC21 Fleet Captain **Bob Musselman** for signing them up. Thanks also to C Fleet Captain **James Parsons** for (at the last minute) finding **Dan** in his crew list for our third chase boat! We decided to staff an extra chase boat in case conditions might be risky with higher winds and colder water, especially as Centerboards were added to the starting sequence.



Driving our three chase boats were C22 sailors **Brett Wilson, Joe Roddy, and myself**. On board the RC boat, thanks to **Brett**, was **John**, one of his neighbors interested in returning to sailing. We hope we piqued his interest this day! C22 members aboard RC were **Brian Grothues** (congrats, first time on RC!), **Steve and Meri Shepardson, and Cheryl Pervier**. **Tom** did a great job as PRO, directing three chase boats, running the main boat, making appropriate use of AP, and deciding to shorten the Centerboard course well ahead of time. That was helpful, as it took two tries and extra weights to anchor our chase boat near Mark 4 in 170 feet of water.

Thanks to everyone who served, for giving over 50 AYC boats a great Opening Day of racing! We gave this season a fine start, and now it's our turn to put C22s on the line and have fun. While that doesn't always happen in Spring Series, let's look for improving competition in the weeks and months ahead. Let me know what I can do to help you join us. See you on the water!

Ensign Fleet Update

by David Morley



New Ensign Fleet Members

We welcome **Jim and Jane Lanshe**, new owners of *Prime Time*, to our fleet.

2016 Frostbite Series

Congratulations to **George and Frans Dahmen** for winning the 2016 Frostbite Series. **Eric Cremer** placed second, and **Elliott Bray** placed third. Good job to all of those dedicated sailors who got to the starting line and raced in January!

Chaparral de Mar Regatta

The Chaparral de Mar Regatta, which is hosted by the Ensign Fleet, is embedded in (in lieu of for Ensigns) Spring Series #4 on April 17, 2016. This all-Ensign regatta recognizes current and former AYC member senior sailors or parents of current AYC members and has two categories of competitors: "Younger Seniors," age 70-74, who compete for a bottle of wine, and "Seniors," age 75 and up, who compete for a bottle of wine and the perpetual trophy, complete with bragging rights. The Ensign Fleet provides a crewed Ensign, including the owner/skipper, to each competitor. Save the date, and for more information contact **Danny Lien** (dannylien@gmail.com) or **Fred Ford** (fford@gmail.com). We had a lot of fun last year, and we are starting to get inquiries for this year's regatta. Danny and Fred need to start building a list of Ensign/owner sailors willing to enter their boat in the regatta. Please contact Danny and copy Fred if you can make your boat and yourself available. Also, it is time to start contacting prospective competitors, so please spread the word and recruit a competitor.

Ensign Class Region IV Regional Championship Regatta

The Ensign Class Region IV Regional Championship Regatta will be held at AYC on June 15 - 18, 2016. We are expecting a tremendous turn out with as many as six out of town boats and twelve local boats. This promises to be a very competitive regatta, which will include numerous past regional and national champions! The Notice of Regatta and Sailing Instructions will be distributed during March 2016. We are currently working on a budget and assigning tasks to help make this a successful event. We need volunteers to assist with registration, lodging, loaner boats, boat launching and retrieving, sail measurement, tee shirts, meals, race committee, and trophies. If your boat is available as a loaner to an out of town guest, or if you have a particular task with which you would like to assist, please contact **Tom Groll** (tomg@tg-eng.com) to let him know.

2016 Annual Ensign Fleet 30 Meeting

The 2016 Annual Ensign Fleet 30 meeting was held at AYC on January 16, 2016. Many thanks to **Fred Ford** for being a fantastic Fleet Captain in 2015! New/past officers were elected: Fleet Captain – **Kelly Hawk**, and Secretary/Treasurer – **Anne Morley**. Thanks ladies for serving this year! The annual dinner was a treat: BBQ was tender and flavorful, and the potluck dishes were all delicious. Thank you to **Fred and Jean Ford, Danny and Norma Lien, Tom and Kelly Groll, Bill and Kelly Hawk, Anne Riggs, and Elliot Bray** for organizing and preparing for a great annual meeting and dinner!

Keel Fleet Update

by Karen Bogisch



2016 has started off with a bang. There was fun sailing during the Frostbite Series with all kinds of winds from light to blowing over 30mph. Opening Day on March 6 brought out large numbers of boats in a beautiful breeze.

At the annual Keel Fleet meeting in December, the following were elected to the Keel Fleet Board:

Keel Fleet Captain – Bob Goldsmith

Keel Fleet Treasurer – John Maddalozzo

Keel Fleet Secretary – Karen Bogisch

A Fleet Captain – Keith Lackey

B Fleet Captain – John Thurston

C Fleet Captain – James Parsons

We've held two meetings this year and here is what's coming up!

1 – Beer Can Racing begins on Friday, April 23, and runs through September 16. We will need volunteers to be Beer Can chefs, so please fill out the volunteer form on the Keel Fleet website or email me at karenann78749@yahoo.com if you can volunteer to cook for one or more Friday evenings during Beer Can season.

2 – C Fleet Captain **James Parsons** has proposed a night racing series for this summer. The Moonburn Series will take place on June 17, July 15, and August 19.

3 – The Independence Day Regatta will take place on Saturday, July 2, chaired by C Fleet.

4 – We are bringing back the Single-Handed Regatta, which will take place on August 13. B Fleet Captain **John Thurston** will chair this event.

5 – Finally, we will end 2016 with the annual Wild Turkey Regatta on November 26th, the Saturday after Thanksgiving, chaired by A Fleet.

We also hope to have one or more Keel Fleet social events this year as well. Please come out and join us for all of these wonderful activities.

C Fleet Update

by James Parsons



It's a good thing motorboats aren't on the lake much in March, because they would have been overwhelmed by the 52 sailboats on the water for Opening Day.



A delicious breakfast and heartwarming ceremony greeted sailors who were dressed a lot nicer than the normal uniform of khaki's and white t-shirts.

Shortly after, choices had to be made for the days races. Well, right after deciding: Chocolate or Vanilla, for the fluffy cake. Then it was on to more sailing related choices: Jenoa vs Jib?



The first start saw **Keith** on *Slip Kid* and **Larry** on *Blue Moon* off to great starts. I don't think anyone thought they were over, but there was a general recall to keep things interesting (it wasn't for anyone being over early).

The second start saw the course shortened, from a 4-3 to a 4-2, to make sure we were paying attention.

Slip kid, *slip kid*, second start and **Keith** was off to another great start, as was **Bill Records**. The *Pirate Unicorn* was in contention as well, having passed **Bill Records**, only to be passed back.

At the first mark, Who was first? The boat with The Who logo, *Slip Kid*. (Feel free to spot my references to The Who in this and the previous line. I may try to stop from here, sorry **Keith**).

The *Pirate Unicorn* was third, not far behind. Then *Blue Moon*, followed by *Blue Note*, *Lady Love*, *Warley*, *Second Wind*, an Ensign... I mean an O'Day 28 skippered by **Roger Huth**, and **Mark Bradford's** sleek looking S2.

On the downwind leg, *Café au Lait* showed *Slip Kid* that sliding down the water like him, there was no easy way to be free. (oops, another song reference). *Lait* passed *Kid* just before the mark, and covered him on the way to the finish.

The race for 3rd also saw some changes. The *Pirate Unicorn* has realized just how unicorns might have gone extinct, if survival depended upon downwind sailing legs, and spinnakers were used in the hunt. A healthy lead over *Blue Moon* was erased, but even quicker was *Blue Note* who had a hefty deficit to catch up. With their spinnakers up, and the wind easing, the spinnaker boats caught up and passed the *Unicorn*, which was languishing with wings on either side, feeling rather blue.

On the way to the finish, *Blue Note* went hunting for unicorns (the mythical ones, not the boat), trying to catch *Café au Lait* and *Slip Kid*, going on the far side of the island. The move provided a scare for the leaders, but *Café au Lait* won by 3 minutes, and *Slip Kid* beat *Blue Note* by 51 seconds.

Blue Moon beat the *Pirate Unicorn* (with no crew visible at the finish) by 26 seconds.

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The next set of boats were *Lady Love* beating out *Warley* by 43 seconds.

Then, something happened. After finishing, what could be described as their first wind, the boat called *Second Wind* got a second wind and . . . let's just say a white Catalina 25 may have some new orange accents on its hull.

Then the O'Day that was mistaken for an Ensign crossed three minutes later, followed by the S2.

After the race, three of the four crew of the *Pirate Unicorn* went for a swim. Some may say this was a ritual to Neptune, to spare this unicorn from extinction that for each boat that passed it, a crew member had to take a swim.



MOONBURN SERIES



Twas the night after a hot windless day, when all through the lake nothing was stirring, not even the ducks. It was too hot, for them to try their luck.

When out in the sky, there arose a moon, as the sun departed.

Away to the porthole, when what, to my wandering eyes should appear, but miniature ripples upon the water.

Could it be? The night before Christmas, in June? Alas, it isn't. It is better . . .

Summer sun brings a risk of a sunburn. Summer moons, bring no risk of a moonburn. And when that summer sun disappears, the cats will play (and half cats [mono hulls], and cats and a half [trimarans]).

Going out sailing 3 to 4 nights a week last summer, with the first sailboat I ever owned, will stick with me forever. It reminded me of the times I crossed the Atlantic, being able to see so many stars. But how can I get others to experience how enjoyable it is?

Why, organize a race. Of course! I met up with **Chris Thompson** in late October for his birthday, and he encouraged me to put the idea out there at the Keel Fleet annual meeting. I did, and the support was amazing.

I am thrilled to officially announce the MoonBurn Series. Three races as close as we can get to the full moon, starting just after sunset, and finishing before midnight.

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All three dates are Friday's: June 17, July 15, and August 19. Party/awards to follow after the finish of the last race.

More details to come in later articles. Feel free to contact me with questions. For now:

Beer Can races are still on.

Race Committee incentive – As it is a 3 race series, and throw outs aren't possible, we want you to get credit for taking part. The race you are volunteering in, gets credited as equal to your worst result.

Cost – To be determined. I'm researching some options for the party on Aug 19 after the race, and would like to keep costs low.

Costs? It's a Keel Fleet regatta, rather than a Club series race. It will be open to boats outside of AYC to participate.

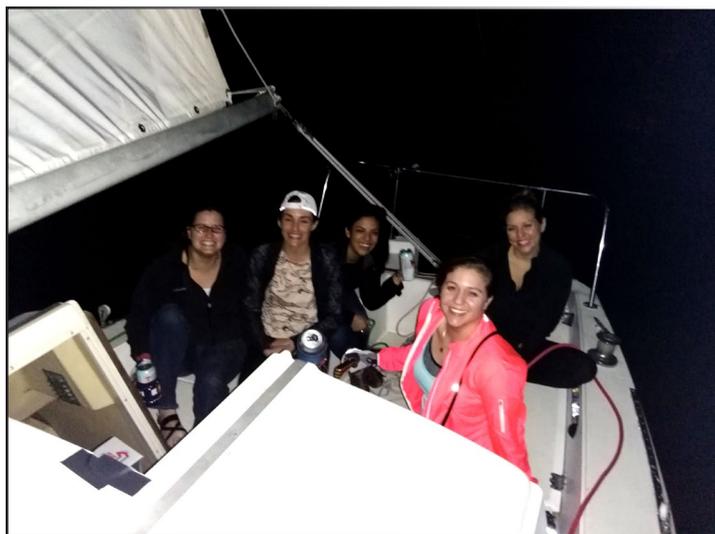
Safety – One reason for sailing with a full moon the first year, is for safety. I think land is easy to see at night regardless, but if I will admit it is easier with the full moon. More importantly, motorboats can see us easier. Maybe next year, we'll throw in a moonless series. I could go on more about safety, but want to keep this fairly brief. For now, I'd think about getting your running lights going, if they aren't. There are inexpensive options available using lights that can be taped onto a boat for boats like Ensigns without wiring installed. Also, LED lights are dropping in price. I'll share some resources next month.

Why Fridays? Less motorboats than on Saturday nights.

Driving – Why drive? We can sleep on our boats after, with the music of a marina to lull us to sleep.

I'm looking forward to sharing the amazing experience of sailing at night with you all, and if I haven't won my first race by then, C Fleeters should check their boats for buckets tied to their rudders. ;-)

Have some questions or tips you'd like to share with others on night sailing? Shoot me an e-mail. thesailingcarman@gmail.com



Race To Cuba, Part 1

by Ed Taylor



90 miles from the south coast of Key West is Havana. It has been an elusive sailing destination since 1061 when the US imposed an embargo against Cuba. Now the US has allowed limited boat travel to Cuba. This was not the first Conch Republic Cup but, it is the first time with government approval. The CRC consists of three 90 mile offshore races mixed with some buoy races at Varadero and Havana.



The King 40 is a strong and powerful boat that requires good crew work and perfect execution of maneuvers. Skipper **Jim Hightower** and crew of **Caitlynn and Colleen Taylor** took care of packing and retrieving spinnakers down the front hatch and **Steve Vaughn** kept us on course through the reefs surrounding Key West and navigating the Gulf Stream.



The remaining crew came from Houston area clubs while they all kept me busy running the foredeck setting spinnakers, staysails, blast reacher, Code 0 and occasionally a jib for limited weather work during the entire race.

Our first leg of the race from Key West to Varadero was delayed one day due to strong 30+ knots of wind from the NE. With a strong running Gulf Stream, this would have made a difficult if not dangerous crossing for some of the more cruiser oriented racers. The following evening race started with clear skies and a good North breeze made for some perfect downwind sailing.

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Varadero is a 5 star resort run by the Spanish. Over 500 empty dock awaited us with the Dock Master alerting us to stay on the boat while a long procession of officials including the Guardia, Customs, Doctor and a drug sniffing dog while securing the boat flares and Sat Nav phone. Expect a visit from the tax man and daily health insurance policy fees. There is no sense of urgency to be allowed to get off the boat until all official paperwork is hand written. Varadero has an excellent and well protected marina and many small stores and restaurants. Money can be exchanged at the hotel or currency exchange. Siesta time is somewhere around 11:00 to 1:00 so don't expect to conduct any transactions until then. Most of the crew got Canadian currency or Euros from our local banks to exchange at a rate of 3%. You may exchange the greenback for an additional 10% for the Castros. **Colleen** was able to go into the Town of Varadero while we did our obligatory buoy race for the state officials.

The race to Havana was uneventful along the North coast of Cuba. Mixed with occasional rain showers and sailing into the city lights of Havana Harbor. This is not Miami with tall high rises but, the big city steals all of the wind out of the Harbor and with Hemmingway Marina nine miles to the West of Havana, our finish was delayed until the early hours.

Next Time; the sight and sounds of Hemmingway Marina and Habana!



Written February 26, 2016

Race 7

Airlie Beach to Da Nang Vietnam, Part 1

Hello all,

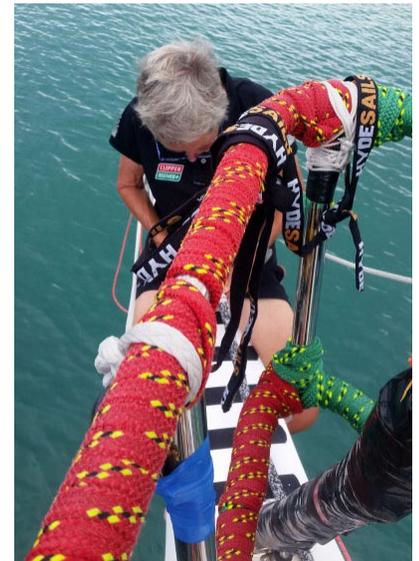
You are correct, what am I thinking writing about race 7 when I haven't finished Leg 3 or Leg 4. Well, this race turned out very special for me so wanted to share it now.

And yes, I am delinquent but if you have me on your Facebook you know that during the Da Nang stopover I flew home to attend my Aunt Katie's memorial service. Am now at DFW waiting for my flight to go back. That has been interesting as after I left Da Nang, I discovered my visa was a single entry visa. The Clipper office has been working since the 20th to get me back into the country. My approval came in a few hours prior to leaving San Antonio today. Without it I would still be there.

So, the adventure begins!

We left Airlie Beach amid intermittent showers accompanied by cold air and high winds. The bright side was there were rainbows.

We did the normal parade out of harbor, then circled a Cruise ship, went around several marks, all of this accompanied by some of the sailboats from Airlie Beach. My new friend Sandy was on one of the sailboats that is known for it's bright quilt colored sail cover.



Last Minute on the bow sprit adding anti chafe to tack line

Then, we motored over 24

hours to make our way outside of the islands, the strong current issues in the passage and the possibility of damaging any of their reefs, especially the Great Barrier Reef.

Once we were at the start point we did a Lemans start (all line up with one boat considered the line and with one minute to go all engines go off with only the main up and you work to stay in line. Once the gun goes off, the crew runs forward and hoists the stay sail and the Yankee that has been designated. Sails cannot be changed and no course change for the first 10 minutes.) We had a great start and were soon in first!!! However, our watch went below to take our 4 hours off and when we came back up we were in back of the pack going through the middle of two islands with Seattle and Mission Performance. The rest were either in the right side of the islands or the left side of the other one. Not sure what happened. The group on the

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left ended in the lead and then came the right side (LMax, Derry London Derry, Garmin, Great Britain) and then came us. The fun thing was I saw a shooting star so the night watch was not wasted.



Some exciting seas

The next few days we had heavy air and some reefing. That was followed by lots of sun and intermittent showers which were actually squalls that brought big wind and cool air for 10 to 20 minutes and then it was over. I believe we were experiencing a bit of the monsoon season. Very hot, with all of us sweating most of the time and no air down below so very difficult to sleep. Also we had to deal with everyone and their wet clothes that did not dry the entire 4 weeks.



My bunk with clothes hanging and it was one of the few that was not obliterated with wet clothing.

I now know why a baby cries when they have diaper rash. The things I am learning.

Have seen more shooting stars and one amazing one probably because it was in the southern hemisphere. Can anyone tell me why the southern hemisphere has big explosive shooting stars with a bright long tail and the northern hemisphere does not? Unbelievable some of the ones I've seen.

Have been labeled the Trim Queen. Even got the sails so Ryan could release the wheel for over 2 minutes with it continually returning to correct course.

Waves would eventually knock it off course. Also getting to do a lot of helming this leg even during some of the heavy air. Looks like fun right?



Oh oh, no spotter! Boy am I having fun!

Well, then we hit the doldrums and had a couple of no wind days and extremely hot days. We had a preview of this on Leg 1 and I am wondering how did I let myself do it again? And to top it off looks like Leg 7, Seattle to Panama Canal to New York is the same kind of weather for a large portion of the trip. Am I really going to do it again?? You bet! Can't wait to go through the Canal!

During the first few weeks of this race we played tag with Seattle, Mission Performance, LMax and Garmin. Interesting then if you look at the results of the race.

When we are trimming the kite, one's bottom gets very sore. Someone remembered the beanbag and of course used me as the excuse to bring it up to protect my bony bottom.

The heat has gotten so bad that we moved to 4 hour watches during the day and 6 hour watches 6pm to 6am. Our focus is drained. Squalls and rainbows are a relief! Enough for now. Hope to get one more off before we take off tomorrow.

Airlie Beach to Da Nang an Historical and Exciting Adventure (Part 2)

We sailed up the East side of the Philippine Islands on our way to Da Nang with our turning point at the top of Luzon. I recognized the names of many of the Islands as we went by from hearing exPOWs from WWII talk about their experiences as POWs of the Japanese. My dad was a POW of the Japanese for 3 1/2 years so this part of the trip was significant to me as I compared the weather we sailed through with the stories I had heard about the Philippines and the "Hellships" voyages to Japan.

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January 31, 2016 – On the way up we experienced the monsoons, rain, unbearable heat and what it was like to never quite dry out. The temperature became cooler and the seas more active as we got further up the coastline. I did learn as we sailed over the Yap Trench that it was one of the deepest areas of water in the world. We also traveled up the Philippine Sea and Luzon Strait. This area was also full of rainbows as talked about earlier. Besides having a great day helming (started watching the mast lean and reacting to it as I am still fighting having to keep my eyes glued to compass) and hitting 15.7 VMG (velocity made good), it was just a fun day.

February 1, 2016 – Surprise, Clipper has added 1200 miles to the race as everyone was going too fast and the doldrums did not last long enough. Da Nang was celebrating their New Year and we could not enter there until the 17th. Yowee! as we were all excited to get there early!!

February 2 & 3 dark brown or black snub nosed dolphins were sighted yet they stayed away from the boat unlike all the others we had seen that came up and played with us. They also were much more subdued in the wadnding straight up just below the moon. Simply beautiful! It is fun to see how they rotate as the night goes on.

On the 4th we passed by Bafan Island (all my POW and descendant friends, did you know there was this island?) It is spelled differently than Bataan but it is up above Luzon and we sailed by it. I believe that we will go by it again on the way to China. Also on the 4th we turned to go on the new route that took us down the west side of the Philippines.

Now the big winds hit us as we ventured into the South China Seas. Many exciting moments as we were cruising along with the Code 3 kite up (winds 20 to 30) when all of a sudden the winds dropped to nothing for about 2 minutes and then BAM!!! We got hit with gusts over 40. Mark had begun setting up for a gybe and then the kite started wrapping around the forestay (front wire that holds the mast up and also the Yankee sail goes on). Bad news! We got part of the other watch on deck to try to get it down and it kept wrapping. The guys tried pulling it but the kite is so big it was like trying to wrestle about 3 bulls at once. We gybed and then it unwrapped from the forestay and wrapped around the inner forestay. The guys wrestled with that for a while and Sean went up to see if he could unwrap some but he just got tossed around the inner stay like a puppet. Eventually Han and Ryan took a turn and no one could get it under control. Oh, no way was I going up there. Sorry but my good sense prevailed on this one.

All this happened around 5:30am. Later in the afternoon after sailing all day with just the main and the kite wrapped, we sailed for land with less wind. Still could not get away from 20 to 30 knots of wind but did see a beautiful sunset and some great views of the mountains and land.

Nothing worked so the next move was to sail to Salomague Harbor and anchor. Here I wondered if this was one of the places the Hellship my father was on, the Canadian Inventor, pulled into for one of its many repairs on its way to Japan. We arrived there around 10pm and Skipper Matt goes up the mast with the thought to undo the inner forestay with the kite and lower it to deck where it could be unwrapped. Wrong!! Couldn't get inner forestay undone. After several hours of trying that and Sean, Ryan and Han going back up to swing around like puppets the order was given to cut the kite in

the center of the belly and perhaps that would lessen the wind issue and it could be untangled and then sail repair team would get to work on it. WRONG again. They cut and it shredded. Then they cut the head and it flew into the water. Needless to say we no longer had anything we could even try to repair.



Sailing towards inland of the Philippines to find less wind.

Over 24 hours dealing with the kite and we still could not save it. The only good news? We were not the only boat to have issues due to weather and seas. Apparently over 22 incidents after the turn to the new course. The bad news, we lost ICharcoal and Da Nang during this time. Could we catch them?

The rough seas and the changes in temperature with heat and rain, etc. made me realize how amazing the Greatest Generation was. How could those men have survived the voyages on the Hellships through all that being stuffed in a hole of a container ship body to body with no ventilation and no food or facilities. We had a rough time, but what did they have. Unbelievable! I am glad my dad made it through all of that to come home. If not this post would not be written.

We went past Subic Bay area where a hellship lies on the bottom. Later we turned west and if we had turned east we could have gone to Manila Bay and Corregidor Island where my dad was captured. An unbelievable chance for me to experience the seas those POWs experienced.

OK, enough for now, got to get some sleep as we journey to China in the morning.

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www.austinyachtclub.net
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NEWSLETTER

Susie McDonald, Editor
telltale@austinyachtclub.net

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

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AYC 2016 RACE CALENDAR

Mar 18-20	J/24 March Madness Circuit Stop
Mar 26-27	Easter Laser Regatta
Apr 3 (Sun)	Spring Series #3 1:30p Start C Fleet RC
Apr 9-10	TSA Roadrunner Regatta
Apr 17 (Sun)	Spring Series #4 End of Series 1:30p Start B Fleet RC
Apr 17	Chaparral de Mar Regatta
Apr 22, 29	Beer Can Races 6:30p
Apr 22-24	J/70 Circuit Stop
Apr 23-24	SEISA Team Racing Championship
Apr 27	Sunfish and Laser Series 6:00p
Apr 30	McCarthy Cup
May 1	Summer Series #1

AYC 2016 NON-RACING EVENTS

Mar 16, 23, 30	Opti II/III Practice 5:00-7:30p
Mar 17, 24, 31	Laser Practice 5:00-7:30p
Mar 17	Membership Committee Meeting 7:00-8:00p
Mar 19-20	ASA 101 Basic KB Certification Class 8:30a-5:30p
Mar 19, 26	Opti I Practice 12:00-2:30p
Mar 19, 26	FJ/Laser Practice 3:00-5:30p
Mar 20, 27	Free Sail Sunday 1:00-4:00p
Mar 24	AYC Board of Directors Meeting 7:30-9:00p
Mar 26	Opti II/III Practice 12:00-2:30p
Apr 1	Dave and Cindy Balfour Cruising Presentation 6:00-8:00p
Apr 1-2	Sea Scouts 6:00p
Apr 2, 16	Opti II/III Practice 10:00a-3:00p
Apr 2, 16, 23, 30	Opti I Practice 12:00-2:30p
Apr 2, 16, 23, 30	FJ/Laser Practice 3:00-5:30p
Apr 3, 17, 24	Free Sail Sunday 1:00-4:00p
Apr 1, 8, 15, 22	FJ Training Series 6:00-8:00p
Apr 6, 13, 20, 27	Opti II/III Practice 5:00-7:30p
Apr 7, 14, 21, 28	Laser Practice 5:00-7:30p
Apr 16	Learn to Sail Clinic 1:00-5:00p
Apr 23-24	US Sailing Level 1 Course 8:00a-5:00p
Apr 26-27	ASA 101 Basic KB Certification Class 8:30a-5:30p
Apr 28	AYC Board of Directors Meeting 7:30-9:00p
Apr 30-May1	US Sailing Level 1 Course 8:00a-5:00p

Due to low attendance, AYC Friday Movie Night has been canceled for the duration of 2016. Thank you to everyone who has come out to support this event. We look forward to bringing Movie Night to you once again in 2017!



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JOIN US!
APRIL 1, 6-8 PM
AYC CLUBHOUSE

David and Cindy Balfour have spent most of the last couple years cruising in their custom ocean-going catamaran, in and around the Pacific Northwest and across the Pacific Ocean from Mexico to New Zealand by way of the Galapagos and Marquesas Islands.

They will share their adventures - complete with photos, stories and technical advice - with AYC members and guests

No charge! Snacks, beer, and wine will be provided

