

AUSTIN YACHT CLUB TELLTALE

May 2014



It's Spring, Go Sailing!



Easter Laser Regatta

Cover photo by Bruce McDonald

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SAVE THE DATE

May 17-18	ASA 101 Basic Keelboat	June 22	Summer Series #4
May 18	Summer Series #1	June 28-29	ASA 101 Basic Keelboat
May 22	Board of Directors Mtg	June 29	Summer Series #5
May 24-25	Turnback Canyon Regatta	August 23	Fleet Challenge and Summer Bash
June 1	Summer Series #2	December 7	Annual Banquet
June 8	Summer Series #3		

SPRING SERIES



Photos by Cheryl Pervier
More Spring Series photos on back page



From The Commodore

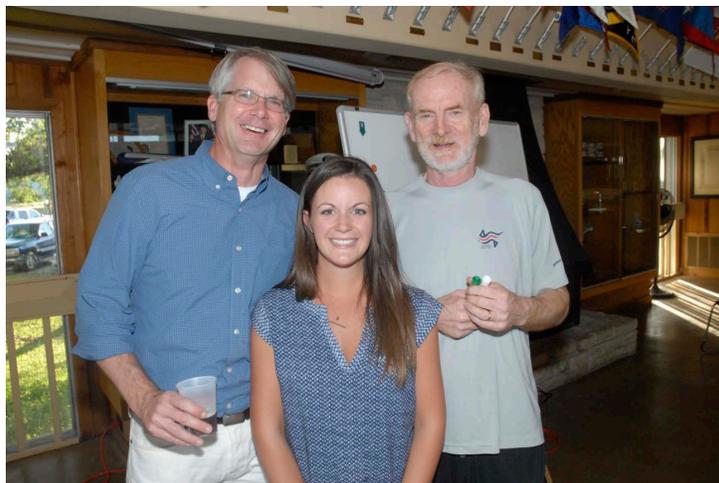
by John Morran



So far a great Spring at AYC.

April was busy with our Spring Series Races, a great turn out for **Fred Schroth's** 31st Annual Easter Laser Regatta, UT Sailing Team SEISA Event and the start of the popular Beer Can Races.

We ended the month with a special speaker on April 29. **David Dellenbaugh**, a world class tactician, happened to be in Austin for a few days and we were lucky to have him do a presentation on the difference between upwind and downwind racing



Myself, Coach Kate and David Dellenbaugh – Photo by Bill Records

tactics and strategy. We had a great turnout of members of all ages, sailing experience and boat types. Dave writes a great newsletter and has a lot of information on his website – I encourage all of you to check it out: <http://www.speedandsmarts.com>. A big thank you to **Coach Kate, the Roadrunner Fleet parents and especially Tom Cunningham** for helping us get this organized and set up. I am glad that AYC has had two of these types of events (**Jeanne Socrates and David Dellenbaugh**) this Spring. I would like AYC to continue to schedule these types of events – so keep your eyes and ears open and let me know if you have any suggestions or are aware of an opportunity for our Club to keep expanding the types of experiences that these programs provide to our members.

May is off to a great start with **Scott Young's** Start Clinic, the inaugural Chaparral De Mar sponsored by the Ensign Fleet and the final Spring Series Race. Wednesday Night Laser/Sunfish racing is starting and Summer Series starts before the end of the month. Turnback will be the highlight of the month and Vice Commodore **Barry Bowden** has a great event planned (three races this year). We would like to get a big turnout, but even if you can't get on the water – don't miss the party.

Your AYC Board has been hard at work and has some big projects in the works. The Harbor Committee is monitoring the low water situation and continues to try to find ways to make the lake as accessible as possible. We are planning to schedule some kitchen improvements, finalize plans for a new septic system and get started on a new playscape. Please take

the time to help me thank the AYC Board members for the hard work and great job they have done so far this year. Thank you: **Barry, Doug, Wade, Jen, Molly, Eric, John and Christopher.**

May will continue to be a busy time at AYC:

Fridays	Beer Can Races
Wednesdays	Laser and Sunfish Races
May 18	Summer Series starts
May 24-25	Turnback Canyon

More events and detailed calendar info are available on the new AYC website.

Go sailing!

Vice Commodore Report

by Barry Bowden



2014 Turnback Canyon Regatta To Get New Twist

Turnback Canyon Regatta will get a new twist this year with an additional race to be added. Since we are unable to sail up the lake and spend the night as we used to do (and a lot of members happy about that change), we are going to change the plan for Saturday's racing. We will start as always at AYC and sail up the lake towards Lakeway and finish the first race. The second race will start as soon as each group finishes and race back to a finish at AYC, or as close as we can get so no one misses the party. The Sunday race will be a single race in the AYC basin area.

And speaking of the party, this year will have a patriotic theme to celebrate Memorial Day. We are planning a catered fish fry with a steel drum band to listen to, and a band to dance to as well. A dessert contest is being planned by the Social Committee, led by **Pat Manning**, to add to the festivities. Fix your best dessert and bring it to the club to share and win that contest.

Plan on racing this year, and if you can't make that work, at least join us for the party. It will be a great one (rain or shine) and should not be missed. Evites are out so be sure to RSVP.

The 31st annual Easter Laser Regatta was a great success this year. Austin Yacht Club and the Easter Bunny (**Fred Schroth**) hosted the Area F Smythe Cup Qualifier Championship with planning done by **Yolanda Cortes-Mares**. There were 20 junior sailors who competed in this in Laser Radials with the top two sailors qualifying for the USSailing Smythe Cup Championship to be held later this year. **Reese Guerriero and Parker Hughes** qualified for this event.

The Full Rig had 32 sailors with the top three being under 30, and the first two finishers 18 and 16 years old. It seems there are plenty of younger Laser sailors out there ready to take over from the older ones.

Thanks to **Claude Welles, Vic Manning, Jorge Martín-de-Nicolás, John Parker, Jen Schwan, and Ed Taylor** for helping with race committee.

Welcome New Members

Photos by Deborah Mathison



John Thurston



Robert Bennett



Terry Schertz



Jonas Durfor

Sail Training Report

by Eric Rochard



May 10 was the Women's Clinic. It was a beautiful day and a good turnout.

To keep up with the increased Sail Training activities, we are replacing the Suzuki motor from skiff #2 with a new Honda outboard. This motor will be used on the skiff until Sail Training is able to replace the skiff #2 by a RIB (central console, 12 feet, "tropical" grade tubes). This will be a major investment for AYC, budget permitting.

From a financial perspective, Sail Training 2014 is slightly behind budget as of April 2014. We will carefully monitor the Summer Camp registration and we will adjust our expenses accordingly if required.

Harbor Commander Report

by Wade Bingaman



Notice to All Members: If you are parking your boat on the beach, you must: 1) Have your name on your trailer/boat; and 2) Be currently assigned a parking place (dry sail, wet sail, board boat). Beginning later this month, the Harbor Committee will MOVE ALL NON-COMPLYING BOATS to a holding area. We hope everyone will voluntarily cooperate with our request and that moving boats will not be required.

Question: What's the single largest income stream for AYC?

Answer: Harbor fees. 44% of our total income is derived from boat storage fees (wet slip, dry slip, board boat slip). Our dues only comprise about 39% of our revenue.

To put it mildly, harbor fees are very important to the financial stability of the Club. As you may know, our budget is very tight. There are many projects at the Club that need doing now but are being put off because of lack of money. A few examples are new board boat docks, new dock #5, new RC dock, and resurfacing the dry sail area, and those are just projects that deal with boat parking. Needless to say, requiring all members to pay to park their boats is not just fair, it's necessary.

The Harbor Committee is happy to report that there have been several recent improvements to our docks:

- The upgrades to our wet slips are now completed. You will find the dock unions are properly connected.
- The board boat docks have been moved to the north cove and are now arranged so that they are much more usable.
- The rigging dock along the metal launch ramp has been moved directly adjacent to the ramp, making it much easier to launch and retrieve boats.
- A new walkway is being installed for the Rylander Pavilion. This will be in place before summer camps begin and will help make access to the junior dock safer.

2014 Adult Training Calendar

June 14-15	Advanced Two-Day Match Race Clinic
June 22	Centerboard Clinic
July 12	Full Moon Cruising Clinic
September 6	Centerboard Clinic
October 4	John Bartlett Spinnaker/Trim Clinic
October 25	Women's Sailing Clinic
November 8	Basic Keelboat Clinic

HULL CLEANING AND BAKING

Hire the Froelich and Brock Roadrunners for all your boat cleaning and baking needs!

Is Your Boat Dirty? Are You Too Busy To Clean It?

The Froelich and Brock Roadrunners are working to earn money to race in the upcoming Texas Sailing Association Circuit. We clean boat hulls, and scrub and polish decks.

BEFORE



AFTER

Hungry?

We also make homemade Scottish shortbread, homemade bread from fresh ground wheat, pumpkin pies, apple pies, strawberry pies, peach pies and apricot pies. Please contact us to place your order. Delivery to AYC every weekend.



**Please support us and contact us for a quote or order at
ethan@hasystems.com**

Sailing Director Report

by Kate Noble



Summertime is right around the corner and I am looking forward to all of the great programming lined up for the next several months. As always, if you'd like to volunteer for Sail Training in the upcoming months, or for questions about any of our programs, please email me at kate@austinyachtclub.net.

We were extremely fortunate to have the opportunity to host world-class sailor and tactician **David Dellenbaugh** for a speaking engagement at Austin Yacht Club at the end of April. The event was well attended by both adults and junior members and David's upwind versus downwind comparison was interesting and engaging. I hope to have more events like these in the future – it is so wonderful to see our membership of all ages coming together to learn more about our sport from one of the best! For more tips from Dave, be sure to check out his newsletter *Speed & Smarts*, available at speedandsmarts.com. Thank you again to everyone who came out and also to the volunteers who helped out behind the scenes, especially to **John Morran, Tom Cunningham and Jackie Wheelless** for their support in organizing this event. Extra special thank you to **Tom Cunningham** for organizing the set-up and clean-up effort!

As the weather continues to warm up and the Sunfish/Laser series returns, I am sure you are all looking forward to getting your centerboard boats out of the garage or dry sail and on the water! If you don't have a small boat and are interested in dinghy sailing, there will be several opportunities for membership to get out on the Sail Training fleet. First, our year-round Free Sail Sunday program is open to ALL members, not just juniors! Staff and/or designated volunteers are available on the Rylander Pavilion every Sunday (weather and club schedule permitting) from 1:00-4:00. AYC Optis, Picos, Lasers, Sunfish and FJs are available during this time on a first-come, first-serve basis. Come and go as you please throughout the afternoon and bring the whole family! Please note that no formal instruction is available during this time, however staff is on-hand to assist with rigging, launching, and troubleshooting. Second, the AYC Fund will be running an FJ race series on Sunday mornings this July and August in preparation for the annual Fleet Challenge. Stay tuned for more details!

Adult Training News

On May 3, we had our first advanced clinic of the 2014 season, the annual Start Clinic with our own **Scott Young**. The clinic was open to dinghies with the Sail Training FJ fleet available to participants. Our junior Opti, Laser & FJ sailors participated in place of their regular Saturday practices. The following weekend was the Women's Sailing Clinic. Open to female sailors of all skill levels, this full-day clinic had a great turnout. Registration for upcoming Sail Training clinics is available on the website. Please contact me with questions or if you are interested in helping out at kate@austinyachtclub.net.

Our American Sailing Association program has done well so far in 2014. The April 101 class had six students. The next offering is May 17-18 – registration for ASA is also available on the AYC website.

Youth Training News

Exciting news as we continue to grow our youth training programs – we look forward to welcoming a new high school sailing team from Hill Country Christian High School. Many thanks to the AYC Fund for their support in this exciting new program. Coach **Kiel Killeen** will be leading several introductory practices this Spring before we launch a full program this Fall.

The Spring Season of the Junior Sailing program will wrap up at the end of May. We will take a break from the program in June and July to accommodate our busy Junior Sailing Camp and PB&J schedules. The Summer Season will begin on July 30.

Summer Program News

Junior Sailing Camp begins June 9! I am thrilled to welcome back a very talented and hard-working staff. Coach **Kiel Killeen** will be running things out on the water as Head Counselor and will be joined by returning counselors **Erin Hawk, Tracy Hawk, Taylor Crouch, Meredith Morran and Nikki Goodwin**. We are offering six sessions of our Junior Sailing Camp this summer. Space is limited and going extremely fast, so be sure to register soon! Session 3 (June 23-27) is now FULL. Our ever-popular PB&J Summer Sailing Series will run on Saturday and Sunday mornings in June, and Saturdays only in July and August. Check our website for more information and registration for both PB&J and the Junior Sailing Camp. Please help us spread the word about our summer programs – stop by the AYC Office to pick up some flyers to post around your community!

ROADRUNNER SAILOR OF THE MONTH!



Ricky Trent

Ricky Trent has been an active participant in the Junior Sailing program for the past several seasons, sailing FJs. He is also an active part of the Sea Scouts and served as a Counselor in Training (CIT) last summer at AYC's Junior Sailing Camp. As a junior at Hill Country Christian High School, Ricky has worked extremely hard over the past several months coordinating with both AYC and Hill Country administration to establish a new high school sailing team. AYC is thrilled to revive high school sailing at our Club, thanks to Ricky's hard work! Congratulations, Ricky!

Hard Lessons the Cold Way

by Doug Laws (Sail on Tuesdays Society – SOTS)



Recently our SOTS group went for a relaxing sail on a sunny, Tuesday afternoon, winds 10-15 with higher gusts. We were only 200-300 yards from the dock, taking it easy and reaching for the first beer, when we were hit by a rogue gust. The main sheet could not be released in time and in just a few seconds we had broached and the boat was full of water. The good news was that nobody was hurt, ensigns do float, the battery for the bilge pump did work under water, and the wind pushed us back to the dock.

There have been other cold water incidents the past month, so I thought it would be appropriate to pass along some of the lessons we learned:

- Skipper and crew must be alert at all times and pay attention to wind conditions.
- Assign responsibility for tending the main sheet before leaving the dock.
- Crew stay with the boat, if it is floating. One of our crew swam to the docks. The water is too cold and dangerous for swimming.
- Regularly check life jackets to insure they are serviceable. One of our inflatable life vests did not work. Suggest all wear a jacket or vest.
- Life jackets and cushions were in a bag in the bow of the boat. We could not reach them. However, they possibly helped keep the boat afloat.
- Two of us had dry clothes in the car to change. Suggest that for others this time of the year. Also a hot shower ASAP. Cold water can cause hyperthermia and kill in a very short time.
- Leave cell phones, wallet, etc. on shore or have a watertight package.
- Conduct Man Over Board drills.
- We had seven folks on the ensign. Too crowded.

Many thanks to **Tom and Louis Soefje** for bringing pumps to speed up pumping water from the boat. The boat is OK and we are OK. I just hope we learned our lesson. The only thing really hurt was our pride.

Just Keel Me by Jim Johnstone



If you missed the **David Dellenbaugh** talk on April 29, I have to say it was a fascinating story of 10 simple differences between beats and runs, and how to use those to improve your sailing performance. I took a lot of notes and then wondered what David might have to say about 10 simple differences between cruising sailboats and ultra-light racing sailboats. It might go something like this:

Speed: Ultralight boats are faster, we know this because Isaac Newton told us that boat acceleration equals the wind's force divided by the boat's mass. Most of you probably did not know that Sir Isaac was a sailor and started England's first PHRF fleet in the 1600s. He soon grew tired of losing to smaller, lighter boats and turned his attention to the invention of physics so he could explain why he was losing without blaming it on the stupid handicap rating his boat had.

Mistakes: The time it takes to recognize you have made a mistake on a large cruising vessel is somewhere between a few hours and forever,

whereas on an ultralight it is measured in nanoseconds. I once wrapped up my foredeck crew during an asymmetrical spinnaker jibe on my 27 foot cruiser and nobody even knew he was missing for days. In ultralights mistakes tend to be more spectacular and therefore quickly recognized. Touching the tip of your mast in the water because of incorrect spinnaker trim is instantly understood from the giant gasping sound of the crew.

Flat Sailing: Ultralights like to be sailed flat. Cruisers routinely heel over until their windows are in the water and they are showing everyone how much moss is growing on the bottom of their boat. This is known as the moss aeration maneuver, necessary for clean windows and healthy moss.

Potty's: Cruisers have nice big potty's with mirrors, running hot and cold water and a person that hands you a towel in exchange for a small tip. Ultralights don't even carry a bucket, and forget about toilet paper.

Storage: My ultralight has one drawer and a cabinet that you cannot open because the cooler is up against it. Cruisers have drawers, cabinets, and his and hers hanging lockers with separate shoe storage.

Cocktails: Cruising boats are especially good for having cocktails while watching the sunset. One of my boats had a little table you could bring out to the cockpit and lock in place so you could have cocktails and snacks while you watched the sunset or your favorite football team on the 55-inch plasma TV that hung below the boom. You never see anyone having cocktails on an ultralight.

Sleeping: Cruisers have luxurious berths with sleep number mattresses and fitted sheets. There is plenty of indirect lighting and surround sound speakers that run off of Bluetooth from your cell phone or Ipad. Ultralights have pipe berths with moldy canvas. If you want music you hum it yourself.

Motors: Cruisers have mammoth turbo charged diesels that are suitable for towing small barges into a 30 knot headwind. Ultralights use the lowest horsepower, lightest weight 2 stroke motor available and can barely move the boat itself in a 5 knot breeze.

Sail Condition: Cruisers replace their sails once every generation whether they need it or not. They like Dacron sails because they are white and do not rot. Ultralight sailors replace their sails more often than a teenager replaces their cell phone. They like whatever the latest space age material is that is light weight, doesn't stretch, and makes people ask what kind of sails are those? To which they reply. " Oh these old rags? I got them secondhand from the fleet champion after he won the nationals on his chartered boat, they would not fit in his luggage so he sold them to me for a song."

Put away time: Cruisers roll up jibs around the forestay, flake the main into the dutchman, flip the fenders (which never come off) over the side, close the hatch, put on the dock lines and they are headed ashore to par-tay! Ultralights coil up miles of rope for the spinnaker, the main jib and extra job halyards plus the twingys, stow the spinnaker pole, put extensions on all the low stretch lines and hide them in the halyard, Carefully roll all the sails and smooth out any wrinkles, cover everything with canvas, hoist the owl to keep the grackles away, raise the hydro hoist and then carefully wipe down the sides and bottom. In a few hours they are done but too exhausted to par-tay.

So the next time you are complaining about your PHRF rating, just remember you have options, you can invent physics, or you can grab a cocktail and enjoy the sunset while you watch an ultralight sailor putting his boat away.

2014 Turnback Canyon Regatta Party

SATURDAY, MAY 24

5:30 p.m.

AYC CLUBHOUSE

Fish Fry 6:00 p.m.-7:30 p.m.

Live Music 5:30 p.m.-10:00 p.m.

Lime Drop Steel Band

Shoal Brothers Band

Dessert Contest 5:00 p.m. Judging



Meal wristbands are available for \$20 per person online through Regatta Network or at the AYC office. Meal wristbands must be ordered by May 19 to be guaranteed, no refunds, please. One wristband only is included with registration to sail in regatta.

Turnback Regatta Dessert Contest Rules



The theme of the regatta is "Americana"

1. Enter the contest by sending your name and the name of your dessert to pmbookkeeping@aff.net. Creativity in naming your dessert will be used to determine any tiebreakers during judging. Do not use your name in the dessert's name in order to ensure anonymity during the judging.
2. A number will be assigned to each entry when it is received at pmbookkeeping@aff.net. You will receive an email response indicating that your entry has been accepted and what number you have been assigned.
3. The dessert must provide a minimum of 12 servings.
4. The criteria for judging will be: a) Appearance/Presentation, b) Flavor, c) Texture, d) Relevance to the regatta theme, Americana.
5. Entries should be placed on the dessert contest tables by 5p.m. on Saturday, May 24, 2014, and must be labeled with the number that was assigned to you and the name of the dessert. Remember, your name cannot be part of the name of the dessert.

2014 EASTER LASER REGATTA

Photos by Bruce McDonald



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Photos by Bruce McDonald



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SPLASH!



Jonathan Baker



Yolanda Mares



Steve Ehlers



continued next page



Alexandra Mares



Photos by Bill Records

Eric Faust



David Maguire



Medial rescue



Will Abrams



Out-of-towners

J/24 Fleet Update

by John and Meiling Parker



J/24 Launching/Retrieving

Since our last article, the lake levels have been falling and we are now around 626' MSL. The rigging dock has been moved more closely to the north metal ramp making launching and retrieving easier for the fleet.

As of May 1, at this level, we can still use this ramp. Thanks to **Wade Bingaman and the Harbor Committee team** for making the dock change.

Please contact **David Broadway, Jorge Martín-de-Nicolás, or John Parker** if you would like any information on techniques for using the metal ramp with your J/24.

Local Racing

Spring Series

Series racing began on Sunday, March 16. At the end of the series, we had seven boats participating in the series with **Dave Broadway, Stephen Burke, John Parker, Stu Juengst, Pat Hitchins/Mark Hulings, Thunder Cookie and Roman Shor for UTSC.**

Criteria for selecting the 2014 Fleet Champion has been considered. We will be using participation criteria in 2014 for purposes of identifying the winner of this award. Stay tuned for more information.

Upcoming Regatta – Turnback Canyon

Turnback Canyon is coming up on May 24 and 25. This will be the 2nd Annual Ladies J/24 regatta at AYC featuring the ladies at the helm. Everyone involved had a great time last year and we look forward to having an increased level of competition this year. For those interested in participating, please contact **John Parker or Jorge Martín-de-Nicolás**. If you are a boat owner, please let us know if you have identified or need to identify a lady to helm your J/24. Alternatively, if you are unable to participate in the regatta, please let us know if you would be willing to lend your boat to a qualified team with one of the up-and-coming lady skippers at the helm. Our goal is to make sure all teams are evenly matched with qualified trimmers and foredeck such that the competition is truly a test of the "nerves of steel" of our up-and-coming lady skippers :-)

Maintenance

The J/24 fleet continues to tune and improve their boats.

Scott Brinkman, Scott Suitlas, and John Parker continue to work on Fergie with bottom paint, completion of deck hardware movement, and upgrading the accessories for racing.

Dave Broadway continues to put additional care and maintenance into Superman. See the photo top right of **Juan Martín-de-Nicolás** welding the stainless steel stanchions.



Juan Martín-de-Nicolás welding Superman's stanchions – photo courtesy of Jorge Martín-de-Nicolás

Social

Saturday, May 3 brought the first J/24-J22 fleet social of 2014. There were well over 20 people in attendance and everyone enjoyed fajitas, margaritas and delicious ice cream treats that were available. A margarita competition was held with three participants. **Laura Miller** entered the mango margaritas which are always a favorite, **Bob Mathison** a traditional frozen margarita, and **Doug Casey and Steve Frick** from the multihulls entered a Mexican martini. At the end of the day, it was a tough decision from the five judges, but they finally agreed that Bob's traditional frozen margarita was best overall in taste and presentation.

Special Recognition

Tom Shelton

I would like to send special recognition to one of our fleet members, **Tom Shelton**, for making his boat available for the J/24 fleet for several years. Tom's boat, Run-A-Muck (a.k.a. Fergie), has been placed into my care with the purpose of using it as an educational and training platform for sailing and racing in the J/24 fleet. Tom, we appreciate your generosity and plan to put your boat to good use both locally as well as in out-of-town events.

Scott Brinkman & the Racing School Students

Also deserving special recognition are: **Scott B., Scott S., Dyan, and Ruben**. Thanks to you, Fergie is back in the water and ready to use for education, training and racing.

If you would like your email address added to the J/24 Fleet mailing list, please let us know. We use the mailing list periodically throughout the year to communicate upcoming events with the fleet.

Out-of-Town Events

During April, **Natalie Penner** with Giggles, **Stuart Juengst** with Vang Go, **Jorge Martín-de-Nicolás** with Thunder Cookie, and **John Parker** with Chupacabra enjoyed the hospitality of the Fort Worth Boat Club for the 2nd J/24 circuit stop of 2014. Saturday brought heavy, gusty, and shifty winds. On Sunday, the winds calmed despite weather reports of heavy thunderstorms in the area. At the end of the Regatta, our own **Natalie**

continued next page

Penner was victorious taking the first place trophy. Congratulations to **Natalie** and her team for their success.



Team Giggles – First place winners J/24 fleet – 2014 Fort Worth Audi 65th Annual and Leukemia Cup – Photo courtesy Tonja Holmes-Moon

Upcoming Out of Town J/24 Events

The Texas J/24 fleet will have its next circuit stop at the Dallas Corinthian Yacht Club at Lake Lewisville in Denton the weekend of May 17. This is a beautiful venue and always a lot of fun.



Downwind leg FWBC 2014 – Photo courtesy Marie Nuchols

Venue	Event	Dates
Dallas Corinthian Yacht Club	Corinthian Heritage Cup Regatta	May 17-18
Corpus Christi Yacht Club	Surfin' Safari	June 14-15
Houston Yacht Club	HOOD and Beasley Cup	Sep 20-21
Lakewood Yacht Club	J/Fest	Nov 1-2
Lake Canyon Yacht Club	Circus	Nov 15-16

If you are interested in participating in one of these out-of-town regattas with the AYC J/24 fleet, please contact **John Parker** or **Jorge Martín-de-Nicolás**. For general information on the J/24 Texas Circuit, you may visit <http://www.j24texas.com> for additional details.

A Fleet Update

by Eric Rochard

PHRF racing season is already well underway. The A fleet has seen some good participation in the Frostbite and Spring Series. **Ed Taylor** and the crew of **Air Supply** are enjoying an edge over the rest of the fleet but the results are very close, with many boats finishing within a few points.

New boats are coming to the A fleet. **Carrie and Jeff Jones** have demonstrated the downwind speed of the **Viper VX** and there is also a **Laser SB3** ready to join the fleet. With the canyon configuration of the lake, the classic symmetrical chute does not have a disadvantage and we hope to see the **Olson 30** and the **Hobie 33** back on the water!

J/22 Fleet Update

by Bob Mathison

The J/24-J22 fleets held their joint Spring Social under the old AYC oaks on May 3. **Brian Mager** cooked the tasty fajitas, beans and corn, while **Meiling and John Parker** (J/24 Fleet Captain), **Candace Miller and Deborah Mathison** set up the fixin's and décor. **John Saunders** hooked us up with electricity for blending – whoohoo – margaritas! Parker held a brief meeting introducing new fleet officers and guests, a new dues payment structure and brought up plans for the future. **John Saunders** lauded **Renee Ruais**, outgoing J22 fleet captain, for her contributions to growing the fleet and helping to launch our combo J22-J/24 social group.

The margarita competition was kicked off with J22 **Bob Mathison's** Limey Margarita, J/24 **Laura Miller's** Mango Margarita and **Doug Casey's** Hot-Hot Mexican Marini, representing the newly formed J72 fleet. (You'll have to get the details from Doug about this boat.) After a studied review of the contest rules, a thorough tasting of the offerings and eyeball semi-focused on presentation, the panel of five motley judges – **Bob Harden, Carol Frick, Stu Juengst, Noelle Muñoz and Chris Hammel** – selected **Captain Bob's** Limey Margarita as the winner and awarded him a bottle of Patron with a handsome set of shooter glasses. The evening concluded with ice cream cookie sandwiches for dessert. A good time was had by all!

After four weekends of especially fluky winds and heady competition, the 2014 Spring Series concluded Sunday, May 4, with only seconds separating the finishers. After tallying eight races, **John Halter** (Project Mayhem) took home the first-place trophy, followed by **Rosanne Butera** (Crash Course) in 2nd, and **Bob Mathison** (401(J)) in 3rd. **Bruce Uphaus** (Riff Raff) fought back to a very close 4th, followed by **Renee Ruais** (Goldilocks), **Pierre Bossart** (Flying J), **Gordon Miller** (Caledonia), and **Steve Brown** (Jabberwacky). **Rosanne and her able crew of Ravi Subramanian and Scott Walsh**, pulled out two second-place finishes in the April 27 races, climbed the leader board to second place overall-- and never looked back! Congratulations to all the participants for making this a great series of competition!

The next series begins May 18. The J22 fleet has RC duty so let **Captain Bob** know if you can help. Be sure and check the AYC calendar for other upcoming events including the Turnback Canyon Regatta on May 24 & 25. See you on the water!

See next page for photos of J22-J/24 Spring Social

J22-J/24 SPRING SOCIAL

Photos by Deborah Mathison



Ensign Fleet Update

by Doug Laws

(Elliot Bray and I were going to race Prime Time for the 3rd series race and then changed our minds because of unsettled weather conditions and light winds. However Elliott and Jenny did race with Tom Groll and I went home, but noticed that winds were starting to pick up. Racing got exciting as recited by Jenny to me the next day. See her email to me:)

Well, by now you've probably heard from Elliott, but let's start at the beginning.

Do you remember that Tom was installing the footstraps on his benches when I arrived to sail? Well, he had to go get more tools, and by then we heard the horn for the first start. We were 7 minutes late to the line for our start. It was a miracle we weren't later, but the wind went from 0 to about .5 mph so it wasn't all glass.

During the race little gust-lets came up; we actually passed another Ensign before the puffs fizzled out. Most of the time we were on the low side to keep the boat heeled over. I spent all my time on foredeck, helping heel and making sure the #1 jib got around the shrouds, and of course working the pole on the spinnaker runs.

We felt a few droplets of rain toward the last leg of the W2 course, but the clouds didn't look like they were going to start pouring. In fact, a little patch of blue sky was showing to the north.

As we got set up for the 2nd race, I could feel a slightly cooler breeze coming up, so I put on my yellow Gore-Tex jacket. We could see that the wind up by the dam was filling in. It was maybe up to 6 mph, gusting to 8.

Tom called a great start, and we shoved two Ensigns over the line early, then the horn blew and we were off. Immediately a second horn blew, signaling that those two boats had crossed early and needed to come back. We continued on our merry way until we heard RC hollering that we needed to come back, too, that we also had crossed the line early. We didn't think so at all, but we went back. So much for being out front.

Pretty soon the wind was up over 10. As we rounded the weather mark and put up the chute, I could see whitecaps rolling behind us. We were almost to the leeward mark when Tom called for me to take down the pole. The topping lift was too tight, and I was struggling with releasing it from the mast ring. At the same moment the pole came loose, a gust hit us and I was swinging over the water. I hung on like the daring old gal on the flying trapeze, but the boat broached and I was in the drink. My first thought was, "Oh, hell, here we go again!"

The boat didn't seem to be righting, and I figured I may be dragging it over, so I let go of the pole. Besides, I need to get up to the surface. Holy cow! Now I know what one of those little lane-marker bumps feels like in heavy traffic! Boats with chutes up were coming at me from one direction, and boats heading to weather were coming from the other direction.

George threw a life jacket straight at me, but the wind caught it and tossed it 30 feet away. Unbeknownst to me, Tom had immediately tossed me his lifesaver on 100' of line, only to discover that in heavy air his boat

had moved 100' past me in a split second! Frans tossed another jacket and I swam after it, finally reaching its straps. I told them to keep going, and by then Tom and crew were back (I hope they rounded the mark).

Tom literally picked me up by the seat of my pants and hauled me in.

Yes, we finished the last two legs of the race, and yes, I'm fine. I think I'll be wearing a life jacket in heavy air, though! Thank goodness the water and air temps were much warmer than two weeks ago.

And the two times I've worn my yellow Gore-Tex jacket this year, I've ended up sopping wet. Maybe I won't wear that jacket again.

– Jenny

(I believe that's enough excitement for the Ensign fleet this year.)

From Roadrunners to Chaparrals

An Ensign Sailor's Comments

by Danny Lien

It was not a light-air day. Even with their #2 jibs flying, the Ensigns were sometimes very close to dipping their rails, and the fillers had to be held lightly so the boats could be feathered up into the wind until the main trimmer eased off a bit. Ensigns have a small rudder and in a breeze the main steers the boat almost as much as the rudder does; sailing upwind can take an effort from the entire crew. Conditions were typical for the near-desert weather we have been having recently – strong afternoon winds – and with the lake level so low the weather mark approaches, especially Mark 4, were very tricky. As the wind buffeted against the cliffs the puffs seemed to just drop from the sky and spread out on the water. Those puffs proved hard to work around and boats changed positions at the last upwind mark. Three came down the course for a close finish. At the gun, it was Arak Bozyan who took the trophy sailing the late Jim Baker's old boat.

Typical winds but not a typical race, for all the skippers in the eight Ensigns were over 75 years old. There was probably not as much hiking out, but the sailors kept the boats flat for the most part. After the race I asked a crew on Dos Locos how Cliff Price managed. "Fine," was her reply, "He sailed well upwind and feathered the boat in the gusts just right". Not bad for a 90 year old!

I watched from the dock as the Ensigns came in, smiles on most faces. A mother talked with me as her child (a sixth grader on a boat full of kids) sailed in to the harbor. She told me how excited her daughter was to be sailing in the AYC junior program. But as a mother, she watched intently from the dock as her daughter's boat came in. I remarked to her that sailing was a sport unlike all others, where one could sail with beginners and national champions and Olympians, all on the same course . . . and then as I watched the Ensigns come in, I realized one could also sail with skippers of all ages. If we do this again, maybe we will stipulate "Skippers Over 75", but paired with at least one Roadrunner Junior Crew, under 16 – From Roadrunners to Chaparrals . . .

continued next page

Skippers: **Arak Bozyan** with young wife **Elizabeth** as crew, **Keith Renard** (who watched victory just slip away at the second top mark), **Larry Haig**, **Jack Kern** (with three generations of crew on board), **Cliff Price**, **Brad Davis** (who learned that while approaching the RC boat on starboard at the start, an upwind laid-over Melges 24 can cost a few boat lengths), **Doug Laws** (and **Deke Dekeyser**, who is allegedly mature enough to have skippered his own boat!), and **John Vance**.

Scheduled Skippers who couldn't make it this time: **Jake Aggarwal** wanted to race but had to leave town, and **Bill Holman** who came out for the Skippers Meeting, but on crutches from a recent fall, and **Karel Dahmen** who had prior vacation plans . . . maybe next time!

If you have read this article to this point please let us know if there are any other "Over-75" skippers who actively raced at the Club as members or with their member-kids.



Photos this page by Deborah Mathison

continued next page



Photos this page by Cheryl Pervier



Ray & Sandra's Sailing Adventure

by Ray Shull



Sailing out into the Gulf of Mexico from Galveston

Chapter Three: The Cruising Life 04/09/2014

We have begun our cruising adventure from Galveston Bay (finally), having waited until the weather improved from the frequent frigid cold fronts that we experienced this winter. With hope that warm weather finally was here to stay, we started our preparations for departure in early April. The list of things to do seemed endless, but we approached each day and prioritized what we wanted to accomplish that day. Finally around April 5, we were nearing the point where we felt we were close to being ready and we started watching the weather closely. After a cold front was forecast to arrive around April 7, we tentatively set April 9 as our departure date. Some friends that we had met at Clear Lake had moved up their departure date so that they could leave with us in their Beneteau 42. Having a companion boat seemed like a fun way to travel.

On the departure day we topped off the water tanks, stowed all the extra gear, disconnected the shore power, and left the comfort of the marina for the challenges of sailing east to Florida and beyond. We were accompanied as we sailed out by not only our friends who would be sailing with us, but also a friend of ours from the marina followed us out in his small skiff with his trusty pilot dog "Martini". Together we all sailed to the fuel dock, topped off those tanks and headed out into Galveston Bay.

Our first night we anchored near Galveston in a place named Bolivar Roads. This is just off the Houston Ship Channel and is used as an anchoring spot for large ships before they travel into the Bay. We anchored near a couple of large tankers but far enough to be out of their way if the winds or tides shifted their location. The next morning we hoisted anchor and sailed out into the Gulf and turned east. Our cruising life had actually begun.

Our first stop was Sabine Pass near Port Arthur. The sailing that day was perfect with 15-18 knots of wind on a beam reach. We were typically sailing 7-8 knots with occasional bursts of speed near 9 knots. We arrived at Sabine Pass about an hour earlier than we had planned and



Anchored at Sabine Pass with oil rigs as neighbors

prepared to anchor for the evening. We had planned to anchor a few miles upriver on the back side of an island, but upon arrival saw that this area was heavily industrialized with numerous oil rigs, refineries, and large fishing boats. We changed our plan to instead anchor just inside the jetties in a protected area that was just off of the channel. No ships came by for several hours and then about a dozen tankers motored past just about dusk.

The next day we prepared to raise the anchor and sail to the Calcasieu River outlet. However, the wind from the southeast and the outgoing tide from the northwest had apparently wrapped the anchor line around the keel. After attempting to free it for about an hour, it finally released us just before I was planning to use my diving equipment to try to release it. I was more than relieved to see the anchor break the surface and nestle snugly in its home on the bow. My lesson learned was to set both a bow and stern anchor when we're in a spot with a wind opposing the tide.

Finally released from our connection to the east Texas mud, we sailed east to the Calcasieu River. We arrived around three pm, and began looking



Approaching Monkey Island, no monkeys anywhere

continued next page

for a suitable anchorage at a place named Monkey Island. No monkeys were seen, but the island provided a nice anchorage on the north side. It appeared that maybe the alligators that lived there had eaten all of the monkeys. Our companion boat arrived shortly after we anchored and we rafted together for a few hours to visit about sailing in the Gulf, the numerous encounters with dolphins during sailing, and how everything on our two boats were working.

We planned our next stops, the Vermillion River and then across Vermillion Bay to the Gulf Intercoastal Water Way (GIWW). However, a strong cold front was forecast for two days later, so we revised our plans



Sailing into Lake Charles

and headed up the Calcasieu River to Lake Charles so that we could have better protection from the forecasted strong winds and low temps.

We hoisted anchor without incident the next morning and motored up the river to Lake Charles. There we found a great marina next to the city's civic center and enjoyed several days of relaxation. The front that arrived brought winds of 40 knots for an hour or so. We were glad to be safely secured in a marina slip. The winds also lowered the lake levels about three feet, so we were stuck, literally, in the mud until the winds subsided and the lake level rose. We also discovered that a nearby lock on the GIWW had been closed for maintenance each day for eight hours for the past two weeks, so that the boat traffic was heavily backed up. We stayed an extra day in Lake Charles to let the barge traffic clear a little before our first trip in the GIWW where we would be sharing the water with big, slow-moving, low maneuverability barges.

The first evening we anchored where the Mermemtau River crossed the GIWW. We found a nice place with good depths, great scenery with the nearby cypress trees, and it seemed to be a good holding spot. About three hours later a small tug boat pushing a work barge went by fairly closely and hailed us on the radio. They informed us that we had anchored in the middle of the river channel, and that it was used for some commercial traffic so we should move. They were reasonably polite, as tug boat pilots can be, so we apologized and moved about 100 yards to the nearby bank. This seemed to be okay and no one else had a problem with our location.

The next day we continued east in the GIWW and anchored the next night in Petit Anse Bayou. The significance of this Bayou is that about twenty miles upstream is the famous Tabasco hot sauce factory. This bayou also had quite a bit of barge traffic, especially large liquid carrying barges with "Danger-Explosive Material". We weren't sure if this barge traffic was connected with the Tabasco factory, but you never know.

Following that, we traveled to Morgan City and tied up to the public docks near the old downtown district. This was directly under two overhead highway bridges and just upstream of a railroad lift bridge, so it was a little noisy. We all adjusted pretty well and slept fine until about 6 am the next morning when the railroad bridge lowered to allow a passing train. The five long blasts from the bridge, the horn from the train as he crossed, the two long blasts from the bridge when it was being raised, and the several horn blasts from ships waiting for the bridge to lift, was just enough to "gently" arouse us from our sleep.

The next day we traveled through the heart of the Atchafalaya swamp on the GIWW. Beautiful cypress trees, a few eagles were spotted, seemingly endless marsh land on both sides, and few passing barges. This was a very scenic day of traveling east through Louisiana. We stopped at Houma and tied up to the public dock that the city provides for traveling boaters. Once again we're under two overhead highway bridges, but the traffic noise level was much lower. Not having a railroad lift bridge next door helps a bunch.

Our next stop was Jean Lafitte, a small town named after the French pirate who made the area his domain. We anchored just behind an island where the Barataria Channel joins the GIWW. Once again we were positioned near the barge path but at sunset several barges went by with plenty of room to maneuver. They were all single barges about 200 feet in length. The mosquitoes quickly found us, so we retired early in anticipation of a long day the next day passing through New Orleans. At about 2:30 am we were awakened by the sound of large diesel engines very close by. I went up top and noticed a 40 foot tall tug with a very long barge string maneuvering approximately 50 feet away from us. He was attempting to turn approximately 600 feet of barge length through a 120 degree turn. I hailed him and asked if we needed to move or help his maneuvering. He replied that he was just trying to make this difficult turn without hitting the shore on the other side of the channel. He said that he thought we were okay, but he would let us know if he needed anything from us. After slowly backing, twisting, going forward, and then repeating this process for about 15 minutes he made the turn and went on up the channel. He hailed us as he left and said he hoped he didn't disturb us. How could two, five thousand horsepower engines driving a tug and barge backward and forward within 50 feet ever disturb us? I thanked him for his courtesy, complimented his skill, and wished him safe travels.

continued next page



Passing through New Orleans

The next day we made the 20 mile trip to New Orleans and went through two locks, three lift bridges, one bascule bridge, and a short trip on the Mississippi River. The river current was strong, so for a while we were traveling at 10 knots over the ground. Except for all of the floating logs and debris, it was an enjoyable trip on America's largest river. We made it in from the southwest side of the Big Easy to the east side in about two hours. We had been told to plan on at least six hours, so we liked with how well it had gone.

After New Orleans, we planned to anchor at a place called Rabbit Island near the Mississippi state border. We arrived there a couple of hours ahead of schedule, so we decided to continue on to the east. On the gps map, an island named Half Moon Island appeared to be a good place to anchor. When we arrived, it was great. It was a nice protected anchorage, at least from southeast to southwest winds, which we expected, thousands of laughing sea gulls, and no one else in sight. A beautiful sunset ended our day. The next morning we may have found why the sea gulls were laughing when we discovered that the boat was completely covered by thousands (maybe millions) of various flying insects. Fortunately we put the bug screens early the night before, so they were mostly on the outside. We departed before we took the screens down and shed bugs ALL the way to our next stop in Biloxi.

Upon arrival in Biloxi, we called the marina and were welcomed to Biloxi but also informed that the access channel to the marina was closed at the time for practicing by competitors in the Off Shore Power Boat Racing



Sandra's view of the power boat racing from up the mast

Association's inaugural spring race. One of the 200 mph unlimited class boats came out and buzzed by us at high speed while we waited for the channel to be opened. We were assigned a slip approximately 100 feet from the weekend race course on the other side of our seawall. We had a great time watching the high speed boats scream by. I hoisted Sandra up the mast in the boson's chair and she served as a spotter for everyone near us in the marina and had the best view in the city of the racing.

Not only did we enjoy the boat racing, but this weekend was also the Cobia Challenge Gulf Fishing Tournament. The headquarters for this event was also in our marina. With all this entertainment going on, we only very briefly visited the nearby Golden Nugget casino. There was more activity in the marina that we wanted to see.



The winning Cobia fish; the fish is on the left

The fishing tournament weigh-in was a blast. Lots of gamesmanship involved about how you entered the harbor, when you brought your fish to the weigh-in scales, and how they reacted to their placing. The winning boat came in the marina playing AC/DC as loud as possible and they waited until very near the end to bring their 77 pound cobia to be weighed by the officials. It seemed they had been celebrating for several hours on their trip in from fishing. With the celebration, we figured they had one BIG FISH.

We departed the next morning and enjoyed the best sailing day since we left the Gulf in Louisiana. We covered approximately 75 miles the next day crossing both the Mississippi Sound and Mobile Bay. We found the marina owned by Jimmy Buffett's sister Lucy in the Gulf Shores area for the evening. This area is also known as LA (lower Alabama). We had some of the best gumbo we've sampled so far on our trip, and we have sampled a lot.

The next day we headed for our first Florida destination, Pensacola. Between LA and Pensacola the water changed from brown to blue, the shoreline changed from mud to white sand, and the shoreline became lined with beach houses. We were glad to see the change and anticipated our long stay in these conditions.

continued next page



The end of a perfect day

Our next destination will be Panama City, where we will stay for several days before crossing to Tampa Bay/St. Petersburg. We're looking forward to relaxing there for a while and spending some time on the beach.

One observation is that our sailing philosophy has changed somewhat over the past few weeks. Prior to that we made our plans around where we were going, how we would sail there, and what we do when we arrived. I believe that we have had a change of attitude so that we still have a general plan for where we are headed, but enjoying the sites and places along the way is the main objective of our travels. We have met some great, friendly people at every place we have stopped. We have seen some wonderful country and experienced some of nature's beauty around every bend along our path. This is what cruising is all about!

Chapter Four: The Cruising Life 04/30/2014

We made it to Pensacola, Florida. Yesterday we received over 24 inches of rain in 24 hours. Major flooding, but for living on a boat all we did was float higher and discover a few leaks on the boat.



The welcoming committee at Pensacola

Tomorrow we're planning to sail to Destin and then to Panama City, weather permitting. Thanks to everyone for following our journey.

Chapter Five: The Cruising Life 05/07/2014

We're currently in Panama City, Florida, enjoying the warm weather, sunny skies and great breezes. We made the long trip straight from Pensacola to Panama City in one day (90 miles), and we are glad to make it to a great marina in the bay. We're planning to spend a couple weeks here before we head further east (and finally south) to the Clearwater area. We've been visiting Sandra's family in this area and enjoying the great blue water and white sand beaches. It's quite a change from the brown water of Louisiana and the western Gulf.

Sandra has added more chapters to our blog at:
<http://www.sailblogs.com/member/noagenda>

Please visit it for more detail and several pictures of the storms in Pensacola, the Blue Angels practicing over our boat, the Thunder Beach biker rally in Panama City and some of the other interesting events we have seen on our trip.

We plan to stay here until around the 16th or so, and then head to the Clearwater/Tampa Bay area. We'll provide more info when we can.



Just another day at my new office

SAVE THE DATE

**4th Annual AYC Fleet Challenge Benefiting
the AYC Fund**

Saturday, August 23, 2014

**Fleet Challenge will be run in conjunction
with the AYC Summer Bash!**

Start getting your teams together!

Stay tuned for more details!

Message from the GM

by Jackie Wheelless

I know the question on everyone's mind about this time of the year is "WHEN WILL THE POOL OPEN??"

You can be assured that **Tom Cunningham and Matthew Ostrander** of Trident Pools have been working on the solution to this inquiry for a while now. The main culprit to opening the pool prior to Turnback Canyon Regatta is the massive amounts of oak pollen falling during the months of April and May. The pollen begins to taper off right around the end of May and the pool cover rolls off to everyone's excitement and satisfaction!

**** Please be patient for just a few more weeks while the gunk is cleaned out of the pool and the water is restored back to its proper chemical balance.

Would you prefer to receive your monthly billing statement electronically?

According to a study commissioned by the PayItGreen™ Alliance, if one in five households switched to electronic bills, statements, and payments, the collective impact would save 151 million pounds of paper, avoid filling 8.6 million household garbage bags with waste, and avoid producing two million tons of greenhouse gas emissions. It's very simple to change your billing technique; all you have to do is contact me at 512-266-1336 or via email at gm@austinyachtclub.net. When you receive your monthly statement electronically, you have the option to click a Billing Solutions link and pay your statement online as well.

Have you lost your trailer license plate?!

A member turned in a Texas Trailer license plate that was found down at the point just after Easter Laser Regatta. Please contact the office if you or anyone you know is missing one!

Thank you AYC members for making Austin Yacht Club such a pleasant, gracious atmosphere and such a wonderful place to come to every week!

SAVE THE DATE

AYC SUMMER BASH

Saturday, August 23, 2014

Stay tuned for more details!

AYC Scuttlebutt

by Bill Records

C Fleet RC Duty

On April 27, C Fleet had Race Committee duty and Fleet Captain **Chris Thompson** had no trouble getting enough volunteers. It was a diverse group of long time members, new members, and most importantly headed up by **Vic Manning**. During my many years at AYC, I have never witnessed better race management and under the most difficult conditions. The wind direction varied over 180 degrees and the velocity went from 0 mph to 15 mph and back to 0 mph! Twice, the starts for the second set of RTB courses had to be postponed due to finishing boats on the long distance courses. It was a consensus of the Race Committee that having boats finishing upwind simultaneously with boats finishing downwind is asking for trouble and should be rescinded. I feel that there is enough room to set a leeward mark downwind of the RC boat. Also, do we really need two windward marks? With the present lake level, they are set fairly close to each other. These issues complicate RC work and create confusion for the racers. Why not keep it simple? All in all, it was a great experience for all who served and definitely a learning experience. You can't give **Vic Manning** enough credit for his superb race management.

The Fleet Grows

John Durfor finally splashed his Pearson 26. (Yes, you can still launch a 4 foot draft boat!) After extensive work on cleaning, rigging and bottom work, his boat is ready to sail. It looks great and should be fast! New member, **Mark Atkinson**, recently purchased a Pearson 26 on Lake Ray Hubbard and had it delivered to Lake Travis. After some necessary work, he hopes to launch it and start racing.



Guest Speaker, David Dellenbaugh at AYC

World-class sailor and tactician **David Dellenbaugh** spoke at Austin Yacht Club on April 29. David's presentation on the difference between upwind and downwind racing tactics was enjoyed by all.

Social Committee News

by Pat Manning

Lots of news from the Social Committee!

Series Race Meals

For the Summer and Dog Days Series only, there will be no meals served except at the End of Series Award ceremonies. We have found that the summer series races are not as well attended as the rest of the year and many of you who do choose to sail are inclined to swim and/or hang out at the docks after the races. Serving a meal for a very small crowd is not economically feasible. Beer, however, will be available, as usual.

We are looking into the possibility of moving the kegs of beer to the beach area for all except the End of Series Award ceremonies. If this can be done, it would be a great opportunity to plan fleet dock or beach parties after the series races. Drink beer, cool off in the water, hang out at the docks – perfect summer evening activities.

End of Series Awards Ceremonies

The meals served at the End of Series Award Ceremonies will be extra special. The Ice Cream Social and Potluck dinner is certainly an option at this point and we will keep you well informed of our progress in planning these events.

Turnback Canyon Regatta Party

The Turnback Canyon Regatta party is scheduled for Saturday, May 24, from 5:30 to 10:00 p.m. The party features a catered fish fry dinner, two bands for your entertainment, and a dessert contest. Rumor has it that Barry has negotiated some interaction with local rum and craft beer vendors. Dinner wristbands are \$20 each and can be purchased online through Regatta Network or at the office. Wristbands must be ordered by May 19 to be guaranteed, no refunds, please. Remember, one wristband only is included with registration to sail in the regatta so be sure to buy them for your crew and other guests.

Dessert contest rules are as follows:

1. Enter the contest by sending your name and the name of your dessert to me at pbookkeeping@att.net. Creativity in naming your dessert will be used to determine any tiebreakers during judging. Do not use your name in the dessert's name in order to ensure anonymity during the judging.
2. A number will be assigned to each entry when it is received at pbookkeeping@att.net. You will receive an email response indicating that your entry has been accepted and what number you have been assigned.
3. The dessert must provide a minimum of 12 servings.
4. The criteria for judging will be: a) Appearance/Presentation, b) Flavor, c) Texture, d) Relevance to the regatta theme, Americana.
5. Entries should be placed on the dessert contest tables by 5p.m. on Saturday, May 24, 2014, and must be labeled with the number

that was assigned to you and the name of the dessert. Remember, your name cannot be part of the name of the dessert.

Questions? Send me an email or give me a call – number is in the book.

August 23 Summer Bash

The Summer Bash will be held in conjunction with the Fleet Challenge. Think "throw food on the table" shrimp boil, with live music and all the post-race activities associated with the annual Fleet Challenge. Start getting your teams together and stay tuned for more details.

Mark your calendars for this fun summer event!

December 7 Annual Banquet

We're changing things up a bit this year! The annual banquet will be held at the Broken Spoke, the "last of the true Texas dance halls." Dinner will be the Broken Spoke's "best chicken fried steak in the world."

Here are some of the Spoke's claims to fame:

- Promoted by the European Tour Guide as a "must see place when visiting Texas."
- Voted "Best Honky-Tonk in Texas" by Texas Highways magazine.
- Voted "Best Country Dance hall in Nation" by Entertainment magazine.
- National Geographic called us "Their favorite night spot."
- Among many of the famous visitors to Spoke (and we've had quite a few), the Queen of England's entourage stopped in to get a feel for what a true Texas Honky-Tonk was like.
- Among the TV & Movie Stars to visit have been Clint Eastwood, Robert Duval, Dolly Parton, Lonnie Anderson, and Dan Rather.

We will have a band (of course) and there will be plenty of time for dancing! So dust off your Texas tuxes and your cowboy boots and plan to have a great time on Sunday, December 7. For more information about the Broken Spoke, including nearby hotels, visit their website, <http://www.brokenspokeaustintx.com>.

SAVE THE DATE

AYC ANNUAL BANQUET

Sunday, December 7, 2014

At the Broken Spoke!

BOARD OF DIRECTORS

Commodore	John Morran
Past Commodore	Christopher Dwight
Vice Commodore	Barry Bowden
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Sailing Director	Kate Noble

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office@austinyachtclub.net

NEWSLETTER

Susie McDonald, Editor
Email submissions by 1st of month to:
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 24
Independence Day	July 4
Thanksgiving Day	November 24
Shopping Day	November 25
Christmas Day	December 25

BOARD OF DIRECTORS

E-MAIL ADDRESSES

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harbor_commander@austinyachtclub.net

AYC 2014 RACE CALENDAR

May 16, 23, 30	Beer Can Races
May 14, 21, 28	Laser/Sunfish Races
May 18	Summer Series Race #1 1:30 first signal RC: Multihull
May 24-25	Turnback Canyon Regatta
June 1	Summer Series Race #2 1:30 first signal RC: J/24
June 4, 11, 18, 25	Laser/Sunfish Races
June 6, 13, 20, 27	Beer Can Races
June 8	Summer Series Race #3 1:30 first signal RC: Multihull
June 22	Summer Series Race #4 1:30 first signal RC: PHRF A
June 29	Summer Series Race #5 1:30 first signal RC: PHRF B

AYC 2014 NON-RACING EVENTS

May 17-18	ASA 101 Basic Keelboat Class Day 8:30a-5:30p
May 22	AYC Board of Directors Meeting 7:30p Clubhouse
June 7	PB&J Session 1 & 2, Day 1
	Sail 4 Kids Kiwanis Event
June 9-13	Junior Sailing Camp
June 28-29	ASA 101 Basic Keelboat Class

NEW FJ Summer Series Valet Racing!

Show up at 9am and the juniors will rig your boat for you!

Based on comments and turnout for the last two Fleet Challenge Regattas, we would like to see the FJs being used in a racing format for anyone interested.

When - Every Sunday in July and August

Show up at 9:00 am
First start is at 10:00 am
No races will start after noon

Where - Junior dock; all the gear will be on the dock

What - 4 or 5 short intercollegiate-style races each day, similar to the Wednesday night races

Who - AYC members, Juniors, non-AYC members, parents of prospective juniors; anyone interested

Cost - \$25 charter fee per Sunday per boat. The money raised will go toward new racing sails for the FJs

Benefits - The money raised will go toward new racing sails for the FJ's and The AYC Jr. Program

For additional questions contact:

Bonnie Lackey: lackey.bonnie@gmail.com, or
Debbie Rackley: debbierackley@yahoo.com

SPRING SERIES



Photos by Deborah Mathison



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



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Tue. thru Sun. : 11:00am ~ 7:00pm*

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