AUSTIN YACHT CLUB
TELLTALE
May 2020

Riding Out the Storm of Covid-19
FEATURED FLEETS: C22, SC-21

Opening Day 2020, C22s and SC-21s *Photo by Cheryl Pervier*

IN THIS ISSUE

Congratulations Class of 2020
Commodore's Report
Board of Director Reports
Youth Sailing Director Report
From the AYC GM
Starting Tips 2 by Scott Young
7 Golden Rules by Harry Polly
Rule 14 by Brad Davis
Sailing & Nautical Films by Mark Zion
Carlota's Chronicles by Carlota Dwyer
Featured Fleets C22 & SC-21
Covid-19 & Single-Handed Sailing by James Bland
I'm Sure Dad Was Rolling His Eyes by Annie Lancaster
C420s Quarantine Sailing by Constanze Heitkoetter
Weekend Sailing Adventures by Jim Casto
In Memory of Bob Goldsmith
Socially Distant Sailing Photos by Elizabeth Quintanilla

Message from the Commodore

As we enter another month of lockdown, the Board and Staff of the Club are keeping a close eye on the situation and the recommendations coming from the State, County and City levels. We have asked **Vice Commodore Diane Covert** to convene an advisory board of Club members with appropriate professional expertise to guide and advise us as we navigate reopening. Please see her article with the details in this Telltale!

April and early May have teased us with some beautiful weather, making this even harder. I have been out to the Club myself to do some boat work, including restoring my neglected Catalina 22. There have been many members out enjoying their boats while exercising the appropriate social distancing and use of face coverings. I am glad members are coming out to get on the water and to check in with their friends. Several of the fleets have put together informal activities to promote safe group sailing. Please continue to use caution when in the proximity of other members, we don't want anyone to get sick from visiting the Club.

To this end, the Board has agreed that the clubhouse, the ice machine and the bathrooms will remain closed through the end of May, and all AYC sponsored events have been canceled through that time. These are all high-touch places. We simply can't get the PPE to protect the staff or enough cleaning to ensure adequate sanitation of these areas. We understand that not everyone agrees with these decisions, but we are doing our best to ensure the safety of all who come out to enjoy the lake. As much as possible, please pack in and pack out what you need and bring. Trash cans are also places that multiple people touch.

continued page 3

The Roadrunner Fleet and Austin Yacht Club Wishes to Honor our Four Graduating Seniors

Eli C. Ortiz
209 Wagontrain Circle
Copperas Cove, Texas 76522

ELI C. ORTIZ

When Eli was four years old, we traveled to Corpus Christi. All day he bugged me to go to the Bayfront to see the boats, so I finally gave in. He was fascinated by the sailboats, turned to me and said, "Mom, I am going to sail one of those one day." I laughed and nodded, but I had serious doubts. No one in our family had ever sailed, or even been on a sailboat. But I had always told him to dream big so I let him believe. Little did I know he would not only fulfill that dream, but it would become a passion that would shape his entire future.

Eli was 10 when he took part in his first sail; he was a little late to the sport but he took to it quickly and he fell in love. Since then, he has sailed in countless regattas and on a variety of boats. He went from heavy winds as part of the Corpus Christi Sailing Team to shifty winds of Lake Travis, and was adopted by the Austin Roadrunners. He earned his Sailing 1 Instructor certification and helped teach sailing to countless kids. He made friends that have stayed with him since the beginning and, I am sure, will continue to stay with him long into his future.

Now, Eli is taking his sailing experience to the next level. At the end of this month, he will graduate from Vista Ridge High School where he earned the Ranger Star Award and the Navy JROTC Fleet Reserve Association Spirit of Americanism Award. In August, Eli will report to the Recruit Training Command Great Lakes Center in Illinois as a Navy recruit to become a Fire Controller. This position will require that he be at sea for six months at a time and entails calibrating and maintaining his ship's fire systems. Once he graduates from Basic Training, he will be a E3 Seaman.

To say that our family is proud of him would be a vast understatement and we are excited to see to how far he goes. As he begins this new journey, he will be missed; however, he has reminded me on countless occasions that AYC will always be his home away from home and he plans to return to sail and to teach future sailors whenever he can.

Eli and our family would like to thank everyone at AYC and on the Roadrunner team for accepting, guiding, and loving him throughout his sailing career. It has helped shape and build him into a fantastic young man. Many thanks!

Ethan Froelich
12326 Hanging Valley Drive
Austin, Texas 78726

TEXAS
The University of Texas at Austin

ETHAN FROELICH

Ethan will graduate from Sterling Classical School, summa cum laude, with 34 college credits achieved.

Sterling has kept Ethan centered and grounded through its Christ-centered approach to all that encompasses life. The school and Austin Yacht Club have always supported his desire to compete at sailing's highest level around the world, and this has allowed him to discover that true independence is earned by solving his own challenges of balancing academics and his passion for sailing.

Ethan is both analytical and adventurous, patient and energetic, and has been taught how to manage his academics and to work for his regatta entry fees so he can spend an absurd amount of time on the water.

Although recent events have cancelled all the 2020 sailing regattas, he departs from his high school sailing career as the USA National Champion in the 1420 and sixth in the world.

Ethan will attend the University of Texas with a Major in Geosystems Engineering and Hydrogeology.

"You haven't won the race, if in winning the race
you have lost the respect of your competitors."

Paul Esvstrom

continued back cover

Congratulations Class of 2020

It may be a while until we are back to "normal", so we are looking at innovative ways to continue to engage the membership. Our **Sailing Director Bobby Brooks** has been developing more virtual seminars and classes. The J/80 fleet has been holding socially distanced practice with the help of other members setting an informal starting line. Our **Race Commander John Parker** has been working with the fleets to determine new ways to engage in racing activities without putting members at risk.

Important work continues at the Club. We have a beautiful brand new South Cove rigging dock thanks to the work of several members, lead by **Harbor Commander Russ Shermer**. Improvements have been made to the Dry Out area. The AYC Website is being revamped under the leadership of **John Griznich** working with various Board members. And of course we continue to plan for Summer Camp and PB&J series thanks to **Sail Training Commander Anne Morley, Youth Sailing Director Spencer LeGrande and of course Bobby**. Groundskeeper **Tom Cunningham** has been busy keeping the property looking great during this time. And **General Manager Jackie Wheeless** has been herding cats while dealing with Club business matters from her home.

I would like to express my gratitude to the Board of Directors. They are working like a well-oiled machine. We continue to meet virtually and regularly to look at the current state of the situation and try to guide the Club through these times with an eye towards safety. We look forward to reopening as soon as we feel we can ensure the safety of our members and our staff. I hope to see you out there as soon as is possible.

Vice Commodore Report
by Diane Covert

The Board has been meeting virtually to formulate an action plan to move the Club forward. We are getting ideas from various sources and networking with other clubs through US Sailing and the Association of Marina Industries. The AYC board has also decided to create a Covid-19 Advisory Committee consisting of medical and legal professionals, and first responders. The group will meet to discuss steps for resuming AYC activities along with suggested timelines for moving forward.

AYC and other yacht clubs are networking online, sharing ideas of what they are doing or not doing to keep their business afloat. You can imagine the input from these clubs are varied with state rules being different, and most locations will not even start their sailing season till June. We at AYC are on the leading edge since we have a year-round season. So far, all the clubs are taking a wait-and-see attitude and do not seem to be in a big hurry to jump back into business as usual. Discussed are issues and procedures of employee safety on returning, member safety, facility access, possible informal family racing, and summer camps. Also discussed in articles are legal liability issues such as the importance of putting in place written procedures in case of a positive case.

A big thank you goes to the AYC staff for their work keeping the business going the grounds clean and safe for all.

We all love this weather lately and are itching to get back out on the water. Please bear with us as we work through the process listed above. As you access your boats, please be mindful of others around you, and follow the guidelines put in place. We are all a big sailing family and wouldn't want to harm anyone in our family needlessly.

Building & Grounds Report
by John Maddalozzo

- A leaking hose fixture has been repaired on the side of the clubhouse.
- Replaced hand chain on hoist. Lubricated lift chain per inspection recommendation.
- Extended lawn mowing, edging, cleanup in field and point areas.
- Some extra attention to the grass in front of the clubhouse.

I thought the membership might be interested in other activities **Tom Cunningham** has been keeping up with. A lot goes into keeping our Club running and looking nice! Here are some excerpts from his work log. A week in the life so to speak.

Every day:
Sanitize
Walk docks
Lock up

Tues. Apr. 21
Answer email
Organize shelter 4
Talk with fire rescue about gate switch
Wash shelter 5
Wash concrete on lake side of shelters 4&5
Wash shelter 7

Wed. Apr. 22
Wash shelter 8
Wash concrete around all cabins

Thur. Apr.23
Paint picnic tables inside and outside shelter 5
Paint picnic table in shelter 7
Check on cabin 6 repair
Answer email
Board meeting after work

Fri. Apr. 24
Paint picnic table in shelter 8
Put up paint equipment and tidy up paint room
Trash run
Talk with B&G about concrete repair
Deal with truck blocking chase 3
Launch chase 3
Answer email

continued next page

Sat. Apr. 25
Make bulb and switch list for shelters
Home Depot run for bulbs, switches, wood hardener and Simple Green
Fill truck with gas
Replace bulbs inside and outside shelters
Teplace duplex switch in shelter 8, still having issues …

Sun. Apr. 26
Trash run
Wash truck
Answer email
Fill out work log and time sheet and email

Notably, **Tom** also installed shelving in the Social Committee storage room, boxed up and stored some of the SC materials.

Sail Training Report
by Anne Morley

Hope everyone is healthy and safe in these challenging times.

Bobby and Spencer replaced the carpet on Rylander Pavilion. It looks amazing! Thank you both for all of your hard work!

Spencer is teaching our youth virtually. He is having a great time with the junior and HS programs, viewing virtual sailboat races through an app. They record it and go over the video for learning purposes. Great job, **Spencer!** Read more about it in **Spencer's** article.

On May 6, the entire Sail Training Team watched the US Sailing webinar on Adapting Junior Sailing Camps. We learned that "camps" cannot begin until they are approved to open by the Governor. We are looking for other learning options until we can have "camps." Check out **Spencer's** article about the latest camp dates.

Once the Club opens we will be offering private lessons and Coach Sails. Our Sail Training Team continues to educate ourselves on how to hold Sail Training opportunities safely for everyone!

Always live and sail safe!!

Youth Sailing Director Report
by Spencer LeGrande

High School Sailing Goes Virtual

Covid-19 has changed everything, so we've had to get creative. I'm excited about what we're doing in High School Sailing. We're holding virtual practices twice a week through Zoom. My goal was to keep the teams connected, keep sailing on their minds, keep them engaged, and help expand their sailing knowledge.

What I've found is that these virtual classes have been awesome. The sailors are excited about seeing each other again. I'm able to teach them sailing

strategies they can practice, even though they're not on the water, through **Virtual Regatta.** Virtual Regatta is an online sailboat racing game where each sailor has their own boat, and our team is virtually racing each other in an online race. It's the next best thing to being on the water. The students love it, and they've even been able to practice their race course banter!

Through this program, I've seen sailors make mistakes in the game that they make out on the water. I am able to point this out and explain what they are doing wrong. Virtual Regatta gives the sailors and me a whole new perspective. When we are out on the water, the sailors can't see an overhead view of their boats' position in relation to the starting line or the other boats. In the game, however, we have the advantage of being able to clearly see what's going on. It helps everyone see where mistakes are and how to improve. It's created many aha moments. Check out the app at https://www.youtube.com/user/virtualregatta.

In our Zoom meetings, I've also been able to expose the sailors to the incredibly vast world of sailing. We have many high schoolers who are new to sailing, and this is an excellent opportunity to show them what sailing has to offer. We've been viewing videos not just of dinghy racing, but all kinds of sailing from foiling F50 Catamarans to cruisers crossing oceans. Some of these boats really blow their minds (mine too!).

Even in virtual sailing, safety is still first. Sailing this way is keeping us all safe, and that's a priority right now. It is also helping to keep our skills sharp until we are all able to be out on the water again!

continued next page

New Starting Dates for Summer Camp and PB&J

The global status of the Coronavirus is changing daily, and the Austin Yacht Club is continuously listening to guidance from local, state, and federal agencies to respond appropriately. In light of the ongoing attention given to the virus, we'd like to assure you that we're taking this situation seriously and that the health and safety of our campers, camper families, and staff members remains our top priority. Every summer, we work hard to keep our community healthy and safe so we can continue to share with campers an amazing summer experience and wonderful memories.

As a response to the Covid-19 situation and after careful consideration, we have decided to amend our summer schedule as outlined below. Based on recommendations by local, state, and federal authorities and CDC, we feel it is best to delay the start of our camp session to a time that gives us a healthy buffer between the projected end of Texas's "shelter in place" order and full staff training for our summer camp team. While our summer would normally start May 30, for now we have decided to delay until June 6. See below:

Summer Camp Dates

Session 2:	06/15/20	06/19/20
Session 3:	06/22/20	06/26/20
Session 4:	07/06/20	07/10/20
Session 5:	07/13/20	07/17/20
Session 6:	07/20/20	07/24/20
Session 7:	07/27/20	07/31/20
Session 8:	08/03/20	08/07/20

Registration: https://www.austinyachtclub.net/junior-sailing-camp-pbj-information-page/

PB&J Dates:

Session 1:	June 6, 13, 20, 27	9:30am - 11:00am
Session 2:	June 6, 13, 20, 27	11:00am - 12:30pm
Session 3:	July 11, 18, 25, Aug 1	9:30am - 11:00am
Session 4:	July 11, 18, 25, Aug 1	11:00am - 12:30pm

In the event that we cancel sessions under the amended dates we will offer full refunds.

In these unprecedented times, we recognize that summer camp will be more important than ever. Rest assured, new operational procedures will be put in place that adhere to guidelines of the CDC and local health departments. It is our goal to maintain a safe and healthy environment while continuing to create memories that will last a lifetime.

As we continue to prepare for the summer, we will communicate any further operational/scheduling changes and any other information needed as it becomes available. One of the operational changes planned for this summer will be in our check-in process to include temperature checks, and to limit outside exposure to our camp environment.

Camp will look and feel a little different this year. Our world looks different. Even with all these differences, we will continue to create experiences and hope that your camper will be part of it. We care for you and your families and are planning on having another incredible summer here at Austin Yacht Club. We're available Wednesday to Sunday from 9:00 a.m. to 5:00 p.m. to handle your questions and make any adjustments.

Please STAY SAFE and REGISTER FOR AN EXCITING SUMMER!!!

Summer Camp and PB&J Pricing Information

AYC Member Coupon Code: AYC2020
AYC Members MUST input the Coupon Code for Member Pricing.

The discount code will zero out your transaction on ACTIVE and your registration will be billed (at the member rate) on your AYC member account.

Follow this link for more information and registration: https://www.austinyachtclub.net/junior-sailing-camp-pbj-information-page/

Something to look forward to:

From the AYC General Manager
by Jackie Wheeless

Hello Again!

I'm extending the deadline for everyone to request the plastic Austin Yacht Club member cards. These cards are utilized when visiting other yacht clubs to identify you as a reciprocal yacht club member.

*****Members who have lost their membership card or who have a membership card that has expired and would like to purchase a replacement card, please email me by no later than May 31 and I will add you to the card order. The replacement cards will be charged to your member account, the cost is $2.50 per card. *****

I placed the last order in July, 2019. All members who had joined through June 1, 2019 were sent a plastic membership card at no cost. I'm working on placing an order for NEW MEMBERS who have joined the Club between July 1, 2019 and May 1, 2020. If you have reinstated your membership within this time period, you will also be included in the card order that is being placed.

If you are a new member who has newly joined AYC or who has reinstated your membership between the time period of July 1, 2019 and May 1, 2020 you do not need to contact me, you are already on the list to receive a new card.

Covid-19 Update from the Board

The health and welfare of our Austin Yacht Club community continues to be our number one priority. As a community, we seek to be supportive of our members and we seek to make decisions and provide advice with the aim of doing our part in reducing the spread of Covid-19.

For all of us, the world has changed quickly and forever. We have learned our daily routines and responsibilities can be disrupted almost overnight; we have new phrases that define our reality, such as "social distancing" and "flattening the curve." We are reminded how much we all rely on each other and how, through our decisions, we can protect each other, older adults and those most susceptible to this virus. At the same time, we are learning that feelings of isolation and uncertainty when we're stuck at home can take their toll. But we are learning other things, too. Our AYC community is hardy and optimistic, and the life of our Club continues.

It is in line with our concerns and our responsibility to our members and staff that the Board has made the unanimous decision to extend the postponement of AYC organized events through May 31.

The clubhouse, bath houses, office, water fountains and ice machine remain closed. The water bottle fill station downstairs will remain operational.

Please feel free to come enjoy your boat but please do so with caution. The following are the minimum recommended health protocols for all individuals visiting the Club and engaging in water activities. Individuals are encouraged to adopt additional protocols consistent with their specific needs and circumstances to help protect the health and safety of themselves and all members. The virus that causes Covid-19 can be spread to others by infected persons who have few or no symptoms. Even if an infected person is only mildly ill, the people they spread it to may become seriously ill or even die, especially if that person is age 65 or older with pre-existing health conditions that place them at higher risk. Because of the hidden nature of this threat, everyone should rigorously follow the practices specified in these protocols, all of which facilitate a safe and measured reopening of Texas, our nation and the Austin Yacht Club. The virus that causes Covid-19 is still circulating in our communities. We should continue to observe practices that protect everyone, including those who are most vulnerable. The importance of practicing healthy hygiene habits such as:

Social/physical distancing: To practice social or physical distancing, stay at least 6 feet (about 2 arms' length) from other people, do not gather in groups, stay out of crowded places and avoid mass gatherings. **Please do not gather underneath the clubhouse.** Keeping space between you and others is one of the best tools we have to avoid being exposed to this virus and slowing its spread locally and across the country and world.

Wash your hands often with soap and water for at least 20 seconds especially after you have been in a public place, or after blowing your nose, coughing, or sneezing. If soap and water are not readily available, use a hand sanitizer that contains at least 60% alcohol. Cover all surfaces of your hands and rub them together until they feel dry. Avoid touching your eyes, nose, and mouth with unwashed hands.

Cover your mouth and nose with a cloth face cover when around others. You could spread COVID-19 to others even if you do not feel sick. Everyone should wear a cloth face cover when they have to go out in public. The cloth face cover is meant to protect other people in case you are infected. Continue to keep about 6 feet between yourself and others. The cloth face cover is not a substitute for social distancing.

Fleets should not be organizing formal events at AYC during this time. The Board is working on a plan to resume organized activities after the "all clear" is given by the authorities. Please help us keep everyone safe and healthy!

I miss my AYC family face-to-face interactions and all the hugs that come with that, BUT my fur babies are absolutely LOVING me running the Club from home!

Starting Tips 2
by Scott Young

Simply put, the START IS THE MOST IMPORTANT PART OF THE RACE!!!!

Before each race, I try and ask myself, "What do I have to do to get in phase with the first wind shift and how do I get on the tack that takes me closest to the windward mark as soon as possible?" The overriding goal, no matter where on the line you choose to start, is to attempt to put yourself in the most flexible position possible. This means keeping as many of your options open as you can and most importantly, putting yourself in a position to get on the favored tack as quickly as possible.

In my previous article, I focused on the optimum way to start at the leeward end (pin-end) or the weather end (committee boat end) of the starting line. What I failed to discuss in any detail are the advantages of a good mid-line start.

A mid-line start can have several strategic advantages. Many times the weather and leeward ends of the line tend to be more congested. The reason for this is that it is often easier to gauge how close you are to the starting line at the extreme ends of the line so boats tend to congregate there. Often, the middle of the line is fairly open and the possibility of a good start exists without having to fight as hard as you would at the other two ends of the line.

The advantage of a mid-line start is that you are generally able to either hold starboard tack (if you are in the lifted starboard phase at the start); or due to less congestion, you may have the opportunity to get over on to port tack more easily if you feel you are in a headed (left) phase at the gun. The key to a mid-line start is being confident with exactly where the starting line is.

A common phenomenon, especially in big fleets with long starting lines is that the fleet often misjudges where the line is, and many times the boats in the middle of the line are several boat lengths shy of the starting line at the gun. This is known as mid-line sag.

One of these days after the races, ask a race committee member how far the fleet was off the line in the middle of the starting line. I bet you will be surprised. It is very common that the boats in the middle of the line are 2 to 3 boat lengths below the line. The middle of the line is rarely over-early. So how do you know where the line is to take advantage of this sag?

The best way is to try and get a line site of the starting line. This entails sailing just to the right of the anchored race committee boat and looking over the top of the race committee boat while trying line up the starting flag with the leeward starting pin. Then, try to pick out a feature along the shoreline such as a house, boat dock, building etc. that is in line with the starting line.

Once this is accomplished I like to sail to the location on the line where I am most likely to start. When I reach this position, I will have one of my crew go to the bow and sight down the line as I sail on starboard tack, close-hauled across the line. Using the object on the shoreline to the left of the starting pin, I ask the person on the bow to tell me when the object on shore lines up with the leeward pin. When we reach that point, we are theoretically on the line.

As helmsman, I also like to have my own visual as I am sailing for the line. As we are crossing the line on starboard tack, when my crew on the bow tells me that we are on the line, I immediately look to leeward in my normal upwind steering position and try and get a visual on shore immediately in line with the leeward pin. In this case, my line site on shore will be slightly different than the perspective my bow person will have due to the distance between us. I will usually defer to the bow person in the final seconds but it is really nice to be able to make a quick visual check myself.

On larger keelboats, don't hesitate to have your bow person up on the bow pulpit telling you or sending you hand signals as to where you on the line. Practice this process with your crew and then listen to them! The bow person's perspective is going to be much better than yours and when they start waving you to go, go!

In addition, keep in mind where you are relative to the boats around you. As a rule, I try to never let the boat that is to leeward of me have their bow forward of mine. I don't want them to be in a lee bow position off of the line. I don't worry so much about having the boat to weather of me covering me up a little at the start. It is always safer to have the windward boat blocking the view of your boat from the race committee. I will try to stay covered up until the last possible second.

Usually, by being slightly to leeward, you can eventually work your bow clear and hopefully get yourself in a good lee bow position and start pinching off the boat that you used for cover.

If the boats to leeward and to windward are ahead of you, even if you think you are close to the line, you have to trim-in and accelerate with them, even if you are all ultimately over-early. You simply can't afford to be rolled from above and pinched off from below. Nine out of ten times, you will either be safe, or the race committee will call for a general recall.

The only time that I would suggest that you stay away from the middle of the line is after several general recalls and the race committee has put up the "I flag" indicating that the around-the-ends rule is in effect. This means that if you are over early in the middle of the line, the only way to exonerate yourself is to round one end of the line or the other and restart. If you are over early in the middle, it could result in a long sail to get around one end of the line to restart.

Sometimes in large regattas with really long starting lines, a mid-line boat is anchored on the starting line. Usually, the folks on the mid-line boat are not sighting the line and calling boats over early. Sometimes these boats are not even situated perfectly on the line. If you have done your homework, you can determine how close to the mid-line boat is to the line and use it as a great reference point. In fact, whenever a mid-line boat is anchored, I like to start just to weather of it. It can provide you a great buffer from boats trying to get on your lee bow, and if you use it correctly, you ought to be able to get yourself very close to the line.

Know These Seven "Golden Rules" of Navigation!

by ASA Instructor Harry Polly

If you are anything like me, it's rare that you look forward to another mathematical calculation "rule of thumb." Here are seven simple rules you can use to enhance your sailing navigation safety – without a whole lot of math!

Why know traditional methods of navigation with all the high-tech push-button navigation gear available today? Top sailing skippers use this knowledge to:

- Avoid running aground in familiar or unfamiliar waters.
- Read a nautical chart at-a-glance with confidence!
- Plot Latitude and Longitude with blazing speed and accuracy.
- Gain independence from "electronic-only" navigation.
- Learn fast, easy methods to check your Gps or chart plotter.

Follow these seven sailing tips to keep your sailing crew or partner safe and sound wherever you choose to cruise!

1. **Double-check Courses.**
   Parallel rules and protractors tend to slip when underway. Just a slight bit of slippage could throw a course or bearing off by several degrees. Take the extra step and measure your plotted course twice. If both measurements agree, you will know you're right!

2. **Keep Bearing Spreads to 60-90-120.**
   Shoot two or more bearings with a minimum angle of 60 degrees between the objects. This will reduce errors and gives a more solid fix. If you shoot just two objects, the best spread between objects will always be 90 degrees. With two objects the maximum angle should never exceed 120 degrees. Scan your nautical chart ahead of time; find and highlight objects you can use for bearings. This will make your plotting faster, easier, and more fun.

3. **Measure Distance with Care.**
   Because chart projections have some error after being flattened from a 3-dimensional image, distances can distort. This becomes more critical on charts with smaller scales, such as those used in coastal or offshore navigation. Measure distances on the Latitude scale adjacent to your current position for more accuracy.

   For example, let's say you are navigating on an offshore chart with a scale of 1:250,000. If you are located in the center of the chart, measure distances from the central part of the latitude scale. If located near the top of the chart, use the latitude scale near the top to measure distances. If located near the lower part of the chart, use the latitude scale near the lower part of the chart to measure distances. This gives you more accurate distance measurements for planning, provisioning, determining arrival times, and for the conservation of water and fuel.

4. **Shoot Bearings Ahead or Astern First.**
   Take visual bearings on objects near the bow or stern first. Bearings to these objects change slowest as you move through the water. Take visual bearings to objects near the beam last. Bearings to these objects change fastest. Mark the time of the position when you have taken the final beam bearing. Enter the time of the fix into the navigation log along with your bearings. This allows you to reconstruct your path over the earth's surface and provides a historical and legal record of your vessel's journey.

5. **Become Plotting Compass Savvy.**
   Learn to become super proficient with the plotting compass (also called a "drafting compass"). This tool has a needle point on one leg and a small sliver of pencil lead on the other. Few navigation tools are more versatile. Choose a compass about 7" long overall for comfort and fast, accurate plotting. Note in the photo (right) the pencil lead inserted into one leg.

   Use the plotting compass to plot Latitude and Longitude one-handed, swing an arc from a radar range, or project a series of Dead Reckoning positions ahead of your last position – with a simple sweep of the pencil lead across the course line.

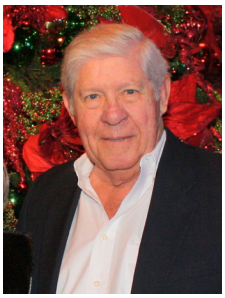
   Some navigators might prefer dividers – a navigation tool that has a needle point in the end of each leg. But dividers require a separate pencil for plotting. The plotting compass does twice the work in half the time!

6. **Know Your Soundings.**
   Before you start to use any nautical chart, find out what the soundings mean. Look under the title of the chart (title block area) and on the top or bottom margins. Your chart will say Soundings in Feet, Soundings in Meters, Soundings in Feet and Meters, or Soundings in Fathoms. These are the most common soundings used on nautical charts.

   For example, let's say you see a sounding of 2 on your chart. Does this mean 2 feet, 2 fathoms (12 feet), or 2 meters (6 ½ feet)? Never assume one chart's soundings are the same as another. Always check the title block and chart margins first before you start to navigate. Pass on this vital information to your sailing crew.

7. **Allow for Leeway Error.**
   Sailing vessels slip sideways (called "leeway") when beating or reaching. There are fancy calculations to determine leeway but always work your way upwind of your intended destination to account for unexpected wind shifts or navigation errors. Some navigators like to set their course two to three miles upwind or upcurrent on purpose. This gives them a good margin of safety and allows them to fall off to a reach or run to the final destination.

RULE 14
by Brad Davis



14. AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room or mark-room:

a. *Need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room, and*

b. *Shall be exonerated if she breaks this rule and the contact does not cause damage or injury.*

The point of this rule is that a starboard tack boat has just as much obligation to keep clear even though they have the right of way.

NO excuse for hitting another boat. Read Dave Perry's rules book and you will see many instances where the starboard boat was DSQed as well as the port tack boat for failing to avoid contact. Any questions, contact **Brad Davis** at brad.na5bd@gmail.com

HARBOR RULES REFRESHER:

General

3. Member Boats Only: No member may keep any boat on AYC property in storage or for sale other than his personal boat. **Boats stored on the Club premises must be entirely owned by AYC members; otherwise the boat must be removed from the premises.** No personal boat shall be used as a demonstrator to the general public.

There have been boats found on AYC grounds that are owned by an AYC member AND a past member who has resigned and left the Club. The registration of these boats must be updated to show that these boats are owned entirely by AYC members.

DID YOU KNOW?!

Any member(s) entering into joint boat ownership with an existing slip holder must notify the AYC Club Manager and Harbor Commander in writing within 30 days of the joint ownership commencement date.

Any member(s) entering into joint boat ownership with an existing slip holder shall be required to vacate the slip:

A. On sale of all of the original slip holder's interest in said jointly owned boat or any subsequent replacements thereto, or

B. If the original slip holder relinquishes his/her slip through resignation, Board action, leave of absence, or voluntary action as described in the last paragraph of the Harbor Rule 13, unless the remaining owner-member(s) qualifies for a permanent slip by normal progression through the dock priority list.

Please take a few minutes to send notification to the General Manager and Harbor Commander of any joint boat ownership you are involved in. Taking a few minutes now will certainly pay off for everyone in a case in which one of the owners must resign from the Club and one of the joint owners would like to be considered for the slip that the boat is currently occupying.

REMINDER: Harbor Membership Handbook edits approved at the March 19, 2020 Virtual Board Meeting

PREVIOUS handbook verbiage is in *ITALICS*.
APPROVED changes are in **BOLD**.

House Rules – Work Space Area

28. Hoist reservations: reservations for use of the A-Frame hoist must be made through the office. The hoist can only be reserved for three days at a time, after which it can be reserved for another three days.

28. Hoist reservations: reservations for use of the A-Frame hoist must be made through the AYC Website. The hoist may be reserved for a maximum of three days at a time.

29. Work area reservations: reservations for the slab part of the work area must be made through the AYC office. The pad can only be reserved for three weeks at a time, after which it can be reserved for another three weeks. The work area slab is only for boats that are actively being worked on. Boats who exceed their time limit or those who fail to make a reservation with the office may be considered Improperly Stored.

29. Work area reservations: Reservations for the slab part of the work area must be made through the AYC Website. The pad may be reserved for a maximum of three weeks at a time. The work area slab is only for boats that are actively being worked on. In all cases, a boat may be considered improperly stored if the boat does not have an associated dry or wet slip assignment. Boats which exceed this time limit or whose owner fails to make a reservation through the website may be considered Improperly Stored.

31. Dry out area: boats may remain in the dry out parking areas for a maximum of 30 days. Any boat in the dry out area for more than 30 days may be considered Improperly Stored.

31. Dry out area: boats may remain in the dry out parking areas for a maximum of 30 days. Any boat in the dry out area for more than 30 days may be considered Improperly Stored. Exceptions to this rule include boats that are in between circuit stops and other extenuating circumstances that have been cleared through the Harbor Commander or General Manager. In all cases, a boat may be considered improperly stored if the boat does not have an associated dry or wet slip assignment.

32. Clean Marina Guidelines: The Austin Yacht Club and its members follow the Clean Marina Guidelines for our work area and other environmental related marina practices. A copy of the Clean Marina Guidelines is available at the AYC office or on line at the Clean Marina website. **Any maintenance work that may create storm water pollution by contaminating the soil such as any work involving sanding, grinding, painting, or any work involving any type of chemicals must be done on the work area.**

HARBOR RULES – Launching and Sailing

8. Sailboard Recommendations: Due to the limited maneuverability of larger boats, sailboards are encouraged to keep clear of larger craft in the Pool Canyon area.

8. Sailboard Recommendations: Due to the high traffic and limited maneuverability of larger boats, sailboards are encouraged to utilize the South Cove rather than the North Cove and to keep clear of larger boats.

Sailing and Nautical Film Recommendations
by Mark Zion

For the past couple of months, we've all been spending more time at home than out sailing. What's a marooned sailor to do? How about watching a few movies! Below are a half-dozen films taken from Google lists, followed by another half-dozen of my personal and less mainstream "nautical" favorites. Find them on YouTube, Netflix, Amazon Prime, iTunes, TCM, etc. or order the DVDs. Enjoy!

Kon-Tiki (1950). In 1947, Heyerdahl and five others sailed 4,300 miles across the Pacific on a balsa wood raft. This is the classic Academy Award winning documentary, not the 2012 "dramatization".

Maiden (2019). Even if you saw it at the AYC-sponsored screenings, watch it again! 24-year old Tracy Edwards and her female crew prepare for and compete in the 1989 Whitbread Round the World Race.

The Dove (1944). Produced by Gregory Peck, this coming-of-age adventure is based on the true story of Robin Lee Graham, who at 16 set sail in a 23ft sloop trying to be youngest person circumnavigate.

The Riddle of the Sands (1979). Classic British swashbuckling yarn based on the early English spy novel. In 1901, two British yachtsmen visit Germany's Frisian Islands and discover a plot to invade England.

Wind (1992). Inspired by the NY Yacht Club's loss of the 1983 America's Cup and the 1987 effort to take it back, some say that "Wind" has the most realistic on-deck big-boat sailing sequences in film.

Red Dot on the Ocean (2014). Inspiring documentary about a once-rebellious youth who buys a sailboat on-line and becomes the first person to sail nonstop around North and South America.

The following are from my own list of nautical films – maybe less mainstream but still great viewing.

Hobie Story (2009, Parts 1 & 2). Lots of us sailed Hobie Cats in the 1970s and 80s. It was totally cool. Period. These films follow the exploits of surf and sailing entrepreneur and legend Hobie Alter.

The Weekend Sailor (2016). Award-winning documentary. An inexperienced Mexican sailor and his eclectic crew compete in and unexpectedly win the first Whitbread Round the World Race in 1973.

Pirate Radio (2009). In 1996 when Britain effectively banned rock music, pirate radio stations broadcast from ships anchored off shore. Think ZZ-Top's "The X". Think Animal House. Think irreverent fun film.

Courageous – Ted Turner's Quest for the America's Cup. An entirely distinct and long-gone moment in America's Cup racing – media mogul and his scrappy crew take on the eastern yachting establishment.

In Harm's Way (1965). John Paul Jones wished for a "fast ship going in harm's way". John Wayne got such a ship in this WWII naval pic with Patricia Neal, Kirk Douglas, Burgess Meredith, and Henry Fonda.

Endless Summer (1966). The crown jewel of surf movies. Our boys chase the summer from Australia to Tahiti to Senegal. In their surfing they find the challenge and joy of sport – much like we do in sailing.

Carlota's Corona Chronicle Three by Carlota C. Dwyer

Items for the "Who Would Have Ever Thought" file... with an appreciative note for the meaning of "Out of Every Adversity..." and/or the welcome comfort of the familiar "...the Bright Side."

Currently at home a lot, **Walter and I** are embracing an unexpected world of possibilities from some of our old, familiar household appliances. We have discovered the endless potential of knowledge and intelligence available right in our own living room. Who would have guessed so many educational opportunities could be so conveniently located within quarantine boundaries?

Like so many of us with just a limited smattering of Spanish, French, or German, we proudly boast we can presently utter "OK" with an authentic Italian, Welsh English, Finnish, and clearly Polish intonation. Aside: "Il processo" (Italian), "The Trial" ; "Hinterland" (Welsh English)," "Bordertown," (Finnish) and "Mire" (Polish), Aha, TV—passport to the world!

Since preparing numerous meals per day every day is part of our "new normal," the seemingly endless flow of cooking shows has presented a wealth of fresh ideas. Special thanks to the intrepid contestants of one particular show, who have inspired me to try anything ... and I mean anything, as long as I have a trusty basket of random ingredients to start. The thought of combining nori, cheese curds, two chicken feet, and candied tamarind gives me no pause ... I'm peering in my basket, pondering possibilities with this toothsome variety ... hmmm maybe a potent combination to begin the day? How about a breakfast soufflé or maybe for an early start on the run ... pull out the blender, add a bit of protein powder, and we have a super nutritious smoothie. Do I, perhaps, have time to add a Scotch Egg on the side?

Carlota's Corona Chronicle Four

In keeping with the desire to be on the side of those who help and with the hope to add to our own intellectual stimulation, **Walter and I** decided that with the increasingly shrinking boundaries of our quarantined universe, we should seek some unprecedented and challenging experience — we decided to get a new pet. No, not just another domesticated bit of fluff. Temporarily buoyed by a wave of good will, we would selflessly volunteer to adopt one of the less popular species.

continued next page

Online we reviewed various possibilities at a local animal shelter and zoo. However, events did not proceed as smoothly as anticipated. Suddenly the decision became complicated, some re-thinking clearly required. A few examples –

Despite its sleek coat and alert gaze, the spunky ferret did not seem best adapted to our relaxed lifestyle and the somewhat narrow circumstances of our downsized Village home.

While the orphan bat was definitely in need of a loving home, we found the mandated daily diet of 1000 plus assorted insects somewhat daunting and clearly beyond our gathering powers. Not to be so quickly deterred, we continued our quest.

We must admit we soon discovered that while our hearts went out to the abandoned Tazmanian Devil, we had to say no, despite the enticing promise that all adoption fees and licenses would be waived. MeMe's aesthetic appeal might be sadly misread as appetizing.

Somewhat humbled, we have decided on a less ambitious choice. We currently ponder whether a dwarf sloth could find happiness in our living room ficus… Onward, to be continued …

Carlota's Corona Chronicle Five

Somewhat discouraged in our quest to identify the perfect candidate for our most needy pet project, **Walter and I** have temporarily paused in place with what we have for now . However, unwilling to surrender unequivocally, we have once again returned to raise the banner and meet the challenge. Fortunately, as we all know, the internet offers a virtual cornucopia of alternatives. So, with hope in our hearts, we resume our search.

First to get our attention was a recuperating chimpanzee, who sadly suffered the loss of an ear in a scuffle of ambiguous circumstances ("Who started this?" No answer.) during outdoor exercise. Lefty has sparkling brown eyes, an inquiring mind and a ready wit. He offers the added advantage of being able to assist with **Walter's** physical therapy. A definite "maybe."

Hesitant to settle for the easy option, we proceed to give serious consideration to a young porcupine, Pepe, who is valiantly struggling with some serious anger issues. Not wanting to discourage well intentioned efforts, we regretfully feel it best to take a pass.

There is MeMe (an obedience school dropout herself) to think of, and considering possible consequences, we ultimately judged it would be best not to take any chances.

Finally, and quickly exhausting current possibilities, we were deeply touched by an elderly Kimoto Dragon, bravely enduring a slight but, nonetheless, surely painful limp.

After subtle warnings about Trixie's highly developed sense of personal territory, we declined. Once more, at least for the time being, we decide to stay with our current choice. Life always turns out to be so complicated … Forward.

From Knot the Austin Yacht Club, Admins: Tom Lappin and Summer Wise Yen

Featured Fleets: C22 and SC-21

SC-21s – Tom Meyer with Amy Gunkler vs. Doug Powell and crew

C22s – Louise Miller with Lauren, Kevin and Joe Roddy, and Dave Meredith with George Robison

2020 AYC C22 FLEET

Captain: Steve Pervier
steve.c22.ayc@gmail.com

Fleet Measurer: John Grzinich

2020 AYC SC-21 FLEET

Captain: Tom Meyer
tsmeyer@austin.rr.com

CATALINA 22 RESOURCES

Catalina 22 National Association: provides Class technical info, events and more. Visit catalina22.org for AYC fleet Class rules, and detailed C22 history.

A great manufacturer, **Catalina Yachts:** started with C22 50+ years ago and still building. See CatalinaYachts.com.

AYC Catalina 22 Fleet 69: the 69th sequential C22 Fleet, chartered in 1978. See our plaque in the AYC clubhouse, listing fleet captains over the years.

All Catalina Fleet 69: Our Austin area cruising fleet, for all boats from Catalina Yachts. Come be our guests! See CatFleet69.org for details.

Photos by Cheryl Pervier except where noted

The South Coast 21/Catalina 22 Fleet Alliance

WHAT'S A FLEET ALLIANCE?

We're pleased to tell the story of two great fleets of AYC. We want to show you why either boat is a great choice for beginning sailors, families, couples, and singles, and for a variety of interests – without being expensive or difficult to manage. You can even own another, more specific boat like a Sunfish, a Laser, or a big cruising boat too, since both South Coast 21s and Catalina 22s are easily dry-sailed.

BIRTH OF THE SC-21/C22 FLEET ALLIANCE by Bob Musselman

Those of us who have been at AYC for several years have all seen that fleets and fleet participation run in cycles. The SC-21/C22 Fleet Alliance is a new concept for AYC. Combining the two fleets has allowed both C22s and SC-21s to continue to provide some kick-butt, competitively fun, one-design racing at a bargain basement price, as well as some top-quality race management.

Fleet participation in the past few years was looking grim for both SC-21s and C22s. Neither fleet had enough boats on the line to fulfill AYC bylaw requirements for fleet status. Those of us still racing remained very loyal to our boats and the concept of one-design racing. The bigger problem we faced was the requirement for fleets to provide race management. Raw numbers of people and/or experience levels just weren't there for either fleet. It was looking inevitable that both fleets would be lumped into the handicap fleet. That didn't seem to be a very palatable idea either for all parties involved. Lot's of concerns about the wide range in size and performance characteristics in boats. No offense to the handicap racers, but us one-designers cringed at the thought of racing with the handicappers. It was a dilemma.

Tom Meyer needs to get credit for coming up with the SC-21/C22 Fleet Alliance solution. SC-21s and C22s are similar in size and performance characteristics. By combining forces we have the experience levels, skills, and number of people to get the race committee job done, as evidenced by the many compliments we have received in the task. **Steve Pervier** needs to get credit for providing the management skills that are holding the Fleet Alliance together. **Jim Casto**, in his capacity as Race Commander, needs to get credit for providing the catalyst for formation of the Alliance. I also just recently learned that **Jim** was the one who coined the term "Alliance" for the fleet. I rather like the term Alliance. Seems to describe the spirit of our group. I predict that once things return to normal at AYC you will start seeing some of us with SC-21/C22 Fleet Alliance t-shirts. It would only be fitting ... or should they be C22/SC-21 t-shirts. We may have to do some arm wrestling to come up with a design.

continued next page

Featured Fleets: C22 and SC-21

SC-21/C22 FLEET ALLIANCE: C22 PERSPECTIVE by Steve Pervier

Late in 2015, between dinner and trophies, **Bob Musselman** approached me with an idea. For series race committee, SC-21 could provide the PRO and one or two key positions, if C22 would provide the bulk. Well ... yes, it was getting harder to staff a committee, with many experienced racers departing for other boats or participating less. So I answered, "OK", and he took the idea forward.

The first joint RC in March 2016 had **Tom Meyer** as PRO and **Bob** nearby for signals. I found C22 volunteers as before, eventually including one or two new people via friends like **James Parsons** with a large crew list. I enjoyed meeting these new racers, and found we could do a good job training them as they extended our staff. I usually put myself on a critical chase boat and **Cheryl** at scoring. With **Tom and Bob** leading the Signal Boat we consistently did well as a Race Committee.

Later, our incoming Race Commander, **Jim Casto**, asked me offline at a Board meeting, "So what do you call this, a two-design fleet?" "Ha, ha", I chuckled and added "No." He tried again, "A level fleet?" which I quickly answered "No!" – knowing that's effectively handicap racing, and we're committed one-design racers. I said, "It's a fleet agreement, or partnership." Then he suggested, "A Fleet Alliance?" Yes, I said, fixing the name. (Thanks, **Jim**!)

C22 and SC-21 sailors have grown as allies and friends ever since.

Catalina 22s

South Coast 21s

Photos this page by Bruce McDonald

continued next page

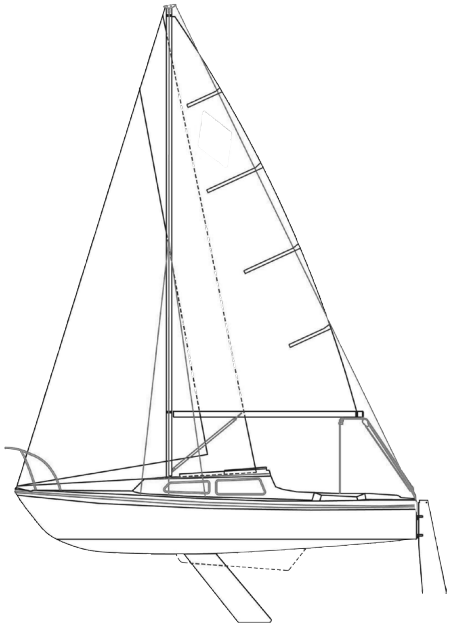
The Catalina 22 Fleet

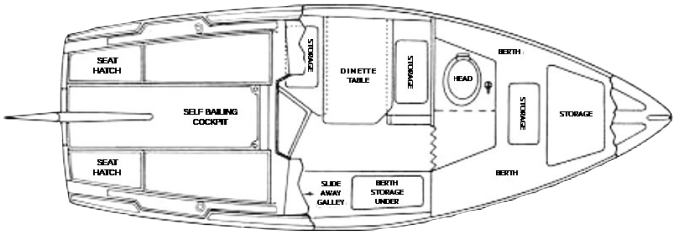
THE CATALINA 22 FLEET by Steve Pervier

Welcome to the Catalina Fleet! We're delighted to have you with us, whether skipper, crew, cruising guest, race committee member, or discussion participant! Among AYC fleets the C22 is one of the more versatile designs, so our fleet members have a variety of interests. Many other boats are bigger, faster, lighter, or more trailerable – but with your C22 you can do many things. You can race one-design from the Club level to a national championship, cruise around Lake Travis, or trailer to racing and cruising elsewhere, and then you can sleep onboard your Catalina 22. Skills learned in a C22 can be taken to many other boats. This is among the most successful keelboat designs, the latest "Sport" model is still being built, and there are many boats on the used market to choose from.

Best of all are the people of our fleet. We have sailors from very new to very experienced, on all parts of the racing spectrum from beginning to national champion, and of all interests including cruising, racing, teaching, partying, and "simply messing about in boats". Sailors of all demographics share the same water and wind, and we are delighted to sail with them. Several of our members and alumni have cruised blue water, have served on the AYC Board, or have been well known in other fleets. **Let's go sailing!**

For a peek into the Catalina 22 Fleet today, keep reading ...





CATALINA 22 MODELS AND SPECIFICATIONS by Steve Pervier

The first Catalina 22 design was built from 1969 to 1985. Most of the boats available, and most of those in our AYC Fleet are of this design. Slightly newer C22s, ("new design", sail numbers 13343 to 15347) have slightly higher, longer cabin tops and an updated interior. The mast on this design is three inches shorter, preserving the same sail plan. All these boats are fairly comparable, with a few options like pop-top (on most boats after 1972), and fixed keel (fairly rare).

Specifications

LOA	21'6"	I (Masthead-Deck)	25'10"
LWL	19'4"	J (Stern-Mast)	8'0"
Beam	7'8"	P (Masthead-Boom)	21'0"
Mast (Original)	25'0"	E (Mast-Boom End)	9'10"
Displacement	2250 lbs	Sail Area (Working)	212 sq ft
Ballast	550 lbs	Whisker Pole	12'0"
Draft (keel up)	20"	Spinnaker Pole	8'0"
Draft (keel down)	5'0"	PHRF (commonly)	270

The "New Boat", as we called the new design boat, has several improvements, including a fuel locker that vents into the cockpit and overboard, a cockpit floor that slopes aft to thru transom scuppers and a sink located ahead of the dinette.

The Mark II, a somewhat different model was built from 1995 to 2010, and about 250 of these were made. It has a beam some 8 or 9" wider, and a larger interior, with the same hull lines below waterline, but with more weight also. This boat wasn't popular for racing with a pointing angle limited by its wider shrouds.

Photo by Bruce McDonald

The current Catalina 22 "Sport" model has been built from 2004 and is still being built from an original C22 mold which was slightly faired. This latest model is quite close in size, weight, and sailing characteristics to the original, has a larger cockpit and a modern interior. This boat is a little lighter than the "New Boat". It has a fiberglass-encased keel and no exterior teak, both for less maintenance.

continued next page

Featured Fleets: C22 and SC-21

A CATALINA 22 SAILBOAT JUNKIE IS BORN ALONG WITH A QUEST FOR SAILING by Patrick McGettigan

I caught the sailing bug about eight months ago when I decided on a whim to take a lesson and spend time on Lake Travis. Although I am above the minimum age for Social Security benefits, before I go forward with this short essay, I totally disclaim any knowledge or experience about actually sailing at this point. My prior sailing experience was less than a dozen times with an uncle while in college, and thereafter a few times with my brother. All of which occurred before 1980.

So, what happened? I am not sure I can pinpoint the reasons this invigorating jolt was triggered. The summer heat had something to do with it. Nature and water were a factor. Learning something new and different played a part. But I am super glad it happened. I have become a sailboat junkie. And like any obsession, it grows and grows with each article I read, every You Tube I view, and random conversations I have with other sailboat owners. One piece of information leads to another and the journey just keeps going with the joy of learning, cruising and sailing expanding each step of the way.

My Catalina 22 is more than 40 years old, having been born sometime during 1978. The boat's name is *Quest.* Red hull. I bought it in November 2019 fully equipped. It was in a slip among much larger sailboats equipped with sails, fixed dock lines and ready to sail.

I feel extremely lucky to have purchased a used Catalina 22 with the enormous volume of information available on the internet. This alone makes the Catalina 22 a perfect fit for a newbie. You can easily read just about anything that you might have some nagging fear or thought about, and useful tips on being better at sailing.

The name alone aptly describes the journey since last November. I only sailed Quest 7-8 times until mid-January when I removed it from the slip to a place for painting and maintenance. Many hours before and after sailing it have been spent not only about the features of this sailboat but of places, people and experiences others have had sailing. There are multi-levels of enjoyment – the sport, the intriguing intricacies and terminology of the sailboat, the challenges with the elements of weather, the viewing of far-away places and aquatic life are just a few examples. Even the tasks associated with boat maintenance have a degree of pleasure.

I hope to give an update in the next year about my experiences sailing *Quest.*

The Lake Travis All Catalina Cruising Fleet has monthly cruises and meetings.

LAUNCHING OUR SAILING ADVENTURES by Louise Miller

What is the best way for two adults to learn how to sail for the first time? "Go buy a boat and take it out for a spin" may not be the best answer, but that's exactly what we did. We bought a Catalina 14.2 and tried to launch from Cypress Creek Park. Not our shiniest moment. After a few more misguided attempts, one of which ended with us turtling the boat, we took a step back and reconsidered our approach. Although the 14.2 seemed like a good starter boat, it just wasn't the right one for us. Also, maybe there was a little more to this sailing thing than we originally thought. What to do?

Our first step in the right direction was to take a few sailing lessons at AYC, which led to crewing on other boats, clinics and other learning opportunities. Then, not too much later, we happened to have a friend who was looking to sell his Catalina 22. He took us out on a sunset sail and we knew right away that this was a boat we could enjoy together while learning how to sail. Fast forward a few years and we can now say what a good decision that was. We've found the boat to be perfect for beginner sailors – relatively inexpensive (so we don't fret too much about dings and scratches), simple to rig and maneuver, and with a cabin comfortable enough for an enjoyable outing.

Louise Miller and Walter Payne, cruising on *Strings Attached.*

Also, there's a vast Catalina 22 knowledge base out there, including the Catalina 22 National Sailing Association, online forums, and of course our fellow sailors in both the AYC racing fleet and the Catalina cruising fleet. From guides on raising/lowering the mast, checking your swing keel, fine tuning for racing, making your own curtains and so much more – we've been able to find answers to just about every question we've had so far. And here's an important bonus – we've found that Catalina 22 sailors are definitely a welcoming bunch – generous with their time, expertise and advice.

So for us, the Catalina 22 was the perfect boat to get us hooked and help us launch our sailing adventures. We highly recommend it for those of you who, like us, were not born sailing and are looking for a boat you can enjoy racing and cruising around the lake.

continued next page

Featured Fleets: C22 and SC-21

Brian Grothues and crew Margarito Morales

SHARING OUR LOVE OF SAILING by Brian Grothues

Since joining AYC in 2008, **Margarito** and I have enjoyed sharing our love of sailing with a myriad of friends. I'm not sure if I could even count how many folks we've introduced to sailing for the first time. Some even become excellent crew like **Shane** who has raced with us countless times and would never miss a Turnback Canyon Regatta. You know they are getting into it when your friends are volunteering for RC duty!

Campouts, raft ups, parties, and regattas are all fun on a Cat22 and we've certainly had some adventures and good times! The versatility of the boat is one of its best attributes. An overnight trip on Lake Buchanon, dropping anchor next to the Fall Creek waterfall is a top 10. Just be sure to watch out for overhanging tree limbs when launching at the public ramp!

Another memorable trip was taking the Cat22 to Port Aransas with another pal and sailing up the channel towards Corpus Christi. A cold front blew in earlier than predicted with gusts well over 40 mph. We had quite an exciting downwind sail with main only, and eventually bare pole. There are plenty of dolphins to keep you company and sometimes they seem to have a sense of humor popping up next to you spurting water at your face.

After taking our friend **Richard** from England out for a cruise, and then Frostbite races, he promptly joined us for a southern Caribbean charter. It's been a joy bringing newbies into the sport of sailing and we will keep the tradition going!

C22, A LIFELONG PASSION by John Grzinich

The Catalina 22 is one of the most popular sailboats ever built. It was designed in 1969 by **Frank Butler** and became the start of Catalina Yachts. Production started in 1970, and by 1981,10,000 boats were built.Over the next 10 years another 5,000 were built. Since then, only about 500 more have been built. A new upgraded design went into production in 1985, the Mark II in 1995, and the Sport in 2005. In 2009 while at the Ft. Walton Beach National Regatta I had the fortune to have dinner with **Beattie Purcell**, who was the number two man at Catalina Yachts during the first 20 years. I got to hear his stories of how Catalina Yachts went to one factory in California, to a 2nd factory in North Carolina, to a 3rd factory in Florida, just to keep up with demand for C22s. Here is a link to a story about Beattie sailing C22 No. 1 at the Chicago Yacht Club. https://www.catalina22.org/index.php/video-library/video/catalina-22-the-1970s

The Catalina 22 was not designed for racing; it is basically an on-the-water camper. Inside, it came with a dining table, cushions, an optional sink and stove unit, and a pop-top. With a crank up swing keel, and kick up rudder, it

A little C22 history through brochure covers

is easy to take into shallow water, close to the shore. With a swing keel, and only weighing 2300-2600 lbs, it is pretty easy to trailer, launch, and haul out. The old saying, two boats on the water, will eventually start racing, and by 1973 some serious racing began, leading to "C22 Class Rules", Regional Regatta's, and eventually a yearly National regatta. A "Catalina 22 National Sailing Association" was created, and it is a great source information on cruising, racing, and maintenance for your boat. Here is the link; https://www.catalina22.org/index.php There's a beautiful slide show on the home page for the C22 NSA website with photos of C22s racing and cruising. I am in the photo with four boats starting a race on Choctawhatchee Bay, sailing C22 Sport 15563. This was the start of a race during the 2013 C22 Nationals, held at the Ft. Walton Beach Yacht Club. Ft. Walton Beach is also the start of the annual Northern Gulf Coast Cruise for C22s.

continued next page

In that event you'll have C22s rigged to max for cruising. The week is spent sailing the intercoastal channel over to Pensacola Bay and across to the shores of Alabama, camping out along the way. In 2009 **Ted Owens**, long time AYC member and C22 sailor, sailed 'Both' the Nationals and the Gulf Coase Cruise, back to back, same boat. The most notable AYC C22 racer is **Pete Harper**, who went on the win the C22 Nationals 5 times.

Catalina 22 National Regatta, Lake Grapevine TX, June 1988 *Photo Sandy Kennedy*

When I joined AYC in 1994 there already was a very active C22 fleet, but I did not own one. I had previously owned a 1979 C22 in New York, sailing the Hudson River, and starting to do some racing. In 1994 I put my name on the AYC crew list board. **Gary Payne** contacted me about crewing on his C22 in an event called "The Turnback Canyon Regatta". That was my start of C22 racing at AYC. I eventually bought a 1975 C22, and started racing it in Series Races. Back then we could get 5-10 C22s on the starting line, so it was an incredible learning experience, not only for how to sail the C22 in all conditions, but for developing racing skills in one design competition. All the C22 racing experience at AYC gave the confidence and ambition to sail my 1st C22 National Regatta in 2002, which was being held at the Houston Yacht Club. 60 boats would come for a C22 National Regatta. Since then, many of the active C22 racers have moved on, both at AYC and Nationally. But, in Texas we have a very active Region 8 fleet, which runs a racing circuit, getting 5-10 boats at a regatta. Fixing and Restoring C22s built in the early 70s is now a hobby. At last year's Wurstfest Regatta on Canyon Lake, we had 10 C22s, everyone with a different color paint job. We were called the "Skittles" fleet.

If you are relatively new to sailing and racing, the C22 is a great boat to start out with. The cost can be very reasonable as there many boats available, in a wide variety of condition. You can sail the boat single-handed, or with two, three, or four on board. A company called "Catalina Direct" has replacement and upgrade parts. Per class rules you do have to have an outboard motor, on the normal motor mount, and it must run. For non-spinnaker racing, only three sails allowed on board, a jib, genoa, and main. Dacron sails are fine, reasonably priced, with used ones available in "Sail Warehouses".

John Grzinich with Steve and Cheryl Pervier *Photo by Bill Coon*

While I suggest the C22 is a great starter boat, as you see from my story, and I could related many others, sailing a C22 can easily become a lifelong passion. I am on my 4th C22, sailing, racing, and refurbishing number 752, which will be 50 years old next year.

Besides a great boat, I found that C22 sailors are the most friendly on and off the water.

WHY THE CATALINA 22? by ASA Sailing Instructors Harry Polly and Joe Roddy

I have been sailing for 60 years and teaching ASA sailing courses for 37 years. Over the years, I have sailed and taught on many different types of sailboats. I have found the Catalina 22 to be an outstanding starter boat for novice sailors.

The Catalina 22 is a great day sailer, racer, and weekender. As a pocket cruiser she remains at the top of the mobile sailing heap. The Catalina 22

Photo submitted by Harry Polly and Joe Roddy

continued next page

has defined the pocket-cruising trailerable class for 51 years. With stalwart sailing qualities, an exceptional builder, fanatic owner support and a strong class association, the boat's future is assured. With its light displacement and available swing keel, the Catalina 22 can truly be considered a trailer-sailer by any modern standard.

She is a great starter boat.

One can sail her with a crew of two – three if you plan to fly a spinnaker or anticipating winds over 14mph. Most people carry a mainsail, 150% jib, and a 110% blade jib. She can easily be reefed for heavy air. Due to the traveler being located along the stern, a Catalina 22 can be single-handed very effectively. The boat encourages couples and kids to get into racing. The Catalina 22 is a compromise in most respects, which shows in its practical appearance. There's no dramatic sheer, no graceful overhangs, no sleek deck layout. It's a simple boat providing the basic essentials for first-time sailors or budget-strapped families looking to daysail, weekend cruise or maybe join a racing fleet.

The boat sails best in light-to-medium air. On boats with the swing keel, some have found that using a smaller jib helps balance the boat.

Used Catalina 22s are very inexpensive.

Due to the large number of Catalina 22s built, there is a used marketplace of modestly priced boats. If possible, always get a trailer for your boat. Many dry stored boats are in very good shape. They make great project boats. Parts are very easy to acquire. **Catalina Direct** is a support company that offers replacement parts and advice on all models of Catalina sailboat especially the Catalina 22. Refitting a Catalina 22 is easy because Catalina Yachts and independent national vendors such as **Catalina Direct** have available parts.

She is a great adult sail training boat.

I have taught at six different ASA Sailing Schools. We have always had one or two Catalina 22s as trainers. Catalina 22s require less muscle than other learn-to-sail keelboats. Currently at AYC our Sea Scouts have a newly acquired Catalina 22 that will be used in the Sea Scouts and the ASA program. ASA101 graduates who are members of AYC will be able take the Sea Scout Catalina 22 out or even race her. The Sea Scouts named her "Ragin' Cajun."

"You won't find a better built boat for the money," said **Bill Brooker**, an ASA instructor at Sara Bay Sailing in Longboat Key, Florida, where Catalina 22s are part of the school's fleet.

Steve Pervier with crew John Grzinich and Cheryl, with Steve and Meri Shepardson close behind

She is a great boat to advance to higher levels of racing.

One can grow into a very competitive racer by sailing a Catalina 22 "head to head" with other Catalina 22s. Racing fleets can be found throughout the United States. There is a large owners' group from which to gain advice and insights regarding making a Catalina 22 go faster.

She is rugged.

Despite its small size, the Catalina 22 is built like a beast; the solid hull is hand-laid fiberglass, the deck a fiberglass sandwich with wood core. The interior is made from a one-piece pan liner, an idea designer **Frank Butler** learned from Lockheed, which he used in the process when building its airplanes.

Catalina 22 is an easy trailerable boat.

continued next page

She is easy to trailer.

With a maximum displacement of 2490 lbs. or less depending on keel model, the Catalina 22 is easily pulled without a powerful truck as a tow vehicle. The light weight also enables the Catalina 22 to use a single axle trailer, although the trailer wheels should be of the 5-lug type.

The swing keel and relatively flat bottom also mean that many powerboat trailers can be easily modified to support the Catalina 22.

Conclusion

Daysailer, club racer and weekend cruiser, the versatile Catalina 22 is well-suited to the new sailor, those stepping up from dinghy sailing, or young families on limited budgets hoping to get out on the water.

Unlike many builders of sailboats available on the used boat market today, Catalina remains in business, and continues to manufacture and source parts for the Catalina 22. Catalina 22 owners benefit from **Catalina Direct**, which makes buying many Catalina 22 specific parts very convenient.

As an aside, it's worth noting that **Catalina Direct** is a dealer for Catalina Yachts and is not run by Catalina, the manufacturer. With the vast majority of Catalina 22s still afloat, the boat has a huge user base and a very active owners' association with racing, the Catalina 22 National Association. Many owners of the Catalina 22 report that the plethora of information available from other owners, that the manufacturer was still in business, that a version of the boat continues to be manufactured, and that spare parts were readily available, were key points influencing their decision to purchase a Catalina 22.

Joe Roddy and Peter Broberg and crew, going downwind

A TRIP TO THE ABACOS by Steve Shepardson

After a week of buying provisions and loading them aboard *Wings*, our 1988 Island Packet 38, we finally set off for the Bahamas. Our plan was to go to West Palm Beach and sail to the Abacos, then to the Exumas, crossing the Gulf Stream at the next good weather window. We left on Wednesday morning, spent the night in Stuart and anchored by the Lake Worth inlet Thursday evening. We checked the weather and the report said Friday, SE winds 10-15 with 3ft seas, just right for our crossing. Anchor up at 3am and we were on our way.

12.5 hours later we arrived at Old Bahama Bay marina, West End.

We had an easy check-in with customs and immigration, arranged for a sim card from Aliv to be delivered the next day, walked along the beach and made it an early night.

Two nights in the marina and after rounding Memory Rock we crossed the Little Bahama Bank stopping at small cays along the way. The water is crystal clear but only about 15 feet deep, sand with occasional patches of grass and coral on the bottom. Anchorages are the same but only 8 to 10 feet. You can look down and see your anchor dug in.

Manjack Cay was a very pleasant surprise with more of the crystal clear water we had been enjoying but also a beautiful crescent beach and picnic area with a hiking trail peppered with artwork left by previous cruisers. There are only a couple of homes on the island and only a few other boats in the anchorage so we decided to stay awhile. Another trail leads across the island to the Atlantic side, one long white sand beach with its protecting reef to enjoy all to ourselves.

We visited Green Turtle Cay with its shops, restaurants and marinas, a bit more civilization just a couple of miles away but preferred staying at Manjack. You can see the starfish on the bottom and the fish swimming around your boat. Occasionally some porpoises would come around to entertain us. Wonderful settled weather. Conch, lobster and fish caught by new friends on a neighboring boat for dinner as we watched beautiful sunsets with star filled nights. Paradise found.

Paradise Found *Photo by Steve Shepardson*

continued next page

OKAY, OKAY ! Everyone wants to know why in the world would we come back to the States when we were living in Paradise. So I'm going to fess up and tell the real reason. The Bahamas are taking Covid-19 very seriously including 24/7 curfew until the end of April. If more cases are found, at least through May. No inter island travel allowed so we couldn't continue South through the rest of the Abacos to the Exumas.

A month of no visiting shore or other boats. No walking through towns of pastel painted houses and stopping for conch salad on the side of the road. You get the picture. As part of this effort to limit the spread of the virus the government has seen fit to close liquor stores and ban the sale of alcohol. Yes, we left with a well stocked boat. Full provisions for 60 days. What happens when the Captain issues orders for double tots all around to ease the pandemic worries? That's right. You run out! So believe it or not, the reason we had to come back is simple. I ran out of rum. :)

South Coast 21s

Linda Donovan and Bob Musselman

Charles Christi and crew

The South Coast 21 Fleet

SOUTH COAST 21 DESIGN by Ray Shull

The South Coast 21 is a Carl Alberg design. South Coast produced about 300 of these boats. There is an active racing fleet on Lake Travis.

The early rudder design on these boats was inadequate. In strong winds boats were known to do 360 degree spins. Later models were equipped with a redesigned rudder which greatly improved the stability of the boat. The early rudder has a flair and is wider at the top than the bottom. The redesigned rudder is straighter and uses a solid post instead of hollow pipe.

Hollis Metcalf, the owner of the factory, wanted a lightweight daysailer, approximately 21 feet in length, that would be used primarily on inland lakes and near-shore coastal areas. The first design submittal by **Alberg** was for a full-keeled open cockpit daysailer much like the Ensign. **Hollis** sent the design drawings back to **Carl Alberg** with the direction that the boat was to have a fin keel and self draining cockpit. **Mr. Alberg** at first refused to make the changes, since this was against the traditional thinking at the time, but finally agreed to the requested modifications.

The fin keel, fractional rig, upper diamond stays, and wide flat stern sections of the hull of the South Coast 21 were very different from the typical boats of this era. However many of these aspects are found on many of the designs developed more recently.

The boat was available in either fully rigged or kit form. The boat was shown at various boat shows around the South and was fairly well received as an early model fiberglass construction day sailer. The boat was popular as a club racer and a set of Class rules were written to encourage the one-design nature of the boat. These rules have been changed little since their original format and are still used today.

Two noticeable changes were subsequently made in the design. The first several boats were found to experience more weather helm than desired in higher winds. The boats would sometimes round up when heeled over in a gust and would auto-tack if the mainsheet was not released quickly.

continued next page

Featured Fleets: C22 and SC-21

Thus the keel was moved a few inches back in boats with hull numbers greater than 90. This modification did not have the completely desired effect and complaints of the boat auto-tacking were still received at the factory.

This situation resulted in the factory personnel looking at adding a larger rudder to the boat. It was felt that a bigger rudder would allow the boat to have better control in these situations. The factory personnel determined that a rudder similar to the one used on the then Olympic Class boat, the Tempest, would be used. This rudder was unusual in that it was reversed tapered. That is, the top of the rudder is smaller than the bottom. This rudder change occurred somewhere around hull number 110. This larger rudder also dictated that the rudder shaft be revised from tubular stainless steel to a solid stainless steel shaft.

This change improved the handling characteristics of the boat in these conditions. Boat owners also found that replacing the standard traveler with a low-friction, easily releasable system also made a marked improvement in the ability of the boats to be manageable in high winds.

Large fleets of these boats were developed near the factory in Shreveport at Cross Lake and in Austin, Texas at Lake Travis. Subsequently, in the early seventies, a rivalry developed between the fleets and a Class Championship Regatta was held annually. The location alternated between these two fleets.

FOR HE'S A JOLLY GOOD FELLOW by Bruce McDonald

A number of years ago the South Coast 21 Fleet was the largest one-design fleet at AYC. After each race we had a tradition of drinking gin and tonics under the cottonwood tree. I had just gotten my SC-21 and was dry sailing it. There was often a long line to put boats back on trailers, so I often showed up late for the party or missed it altogether. **Carl Morris** noticed my predicament and came to my aid, suggesting that I do as he did, come up the Club and have a few gin and tonics, and then go and load the boat when there is no line. I thought that this might be a good idea until I realized that this was the person who had dropped his boat off the trailer three times!!

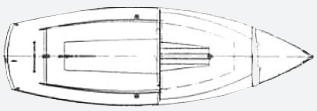
Tis better to be in the boat with a drink on the rocks than in the drink with the boat on the rocks!

FROM THE ARCHIVES: SOUTH COAST 21 MARKETING BROCHURE REPRODUCTTION

South Coast 21

SAIL RATHER THAN BAIL when you own a spritely **SOUTH COAST 21!** The large, self-draining, 8 ft. cockpit is designed for sarety and maximum enjoyment. Minimum maintenance is insured with quality teak trim and fiberglass construction. This sporty fin-keel daysailer, designed by Carl A Alberg, N.A., includes built-in floatation, lock-up cabin and two berths. It is ideal for one-design class racing. When purchased in kit form the SC-21 is 80% finished. All that needs to be done to complete this kit is to install the exterior wood trim and deck hardware, build in the berths, step the mast and go sailing!

L.O.A.	21'-4"
L.W.L.	14'-4"
BEAM	6'-11"
DRAFT	3'-0"
S.A.	191 Sq. Ft.
DISP	2000 #
BALLAST	625 #
FIN.PRICE	$2595.00
KIT	$1495.00



Please Note: TO ALL FLEET CAPTAINS....please update your fleet page on the AYC website. Some of these fleets have not been updated in quite some time. Please review your page and add some fleet news and updates. Thank you!

Covid-19 and Single-Handed Sailing
by James Bland

Brendan McAndrews has sailed a Finn many years ago. Taking advantage of a beautiful learning breeze, I gave him USA 88, Audacious for an hour in the evening – on April 30 for a check ride. One design racing started at the Austin Yacht Club and makes it vibrant with the OK Dinghy and Finn in the center along with Lasers and Sunfish. Perfect for dealing with social distancing and zebra mussels. Lower cost than small keel boats and large fleets globally with international competition.

I'm sure Dad was rolling his eyes...
by Annie Lancaster

The Ensign Fleet have had some Sunday sail-abouts during these social distancing times. When the wind is right an Ensign is a pleasant two-person boat unless you are **Tom Groll** and then the Ensign can be single-sailed in any type of wind. Those who have joined these afternoon sails are **Ann Kitzmiller and George Dahmen, Bill and Kelly Hawk, Anne and David Morley, Annie and Charlie Lancaster and Tom Groll**. **Fred Ford** got his boat back in the water so hopefully he will be on the lake soon. **Carl Wiseman** has his boat in the work/dry-out area for some maintenance and we hope he is back in the water soon, too.

There was one exceptionally challenging Sunday for Eagle, April 19, the anniversary of my **Dad's** passing. I really wanted to take the Ensign out for a sail even if the wind was a little (or maybe a lot) over **Charlie's and my** sailing ability. The good news was since the wind was out of the NNW we did not have to spin the boat before hoisting up the sails. The bad news was when we finally admitted the wind was too strong and we needed to return to the dock, we failed to maneuver Eagle into her slip. It appears I dropped the sails too soon and the strong wind pushed us up against dock #1. Not sure of what our options were, we looked up and saw **Ann and George** returning to their slip (successfully, of course) and they came to our rescue. **George** derived a floatable rescue line and **Ann** got into the cold water to swim it to our bow. **Charlie** secured the line to our front cleat and **George** started pulling us to dock #2. **Ann** made sure our stern remained clear of dock #1 and **George** landed us into our slip safety. I quickly took the Meatball flag from our backstay and put it on theirs. I suspect **Dad** was rolling his eyes at our attempt but sent them as AYC angels to keep Eagle safe. We are so grateful to **Ann and George** and truly blessed with the AYC family!

C420 Quarantine Sailing
by Constanze Heitkoetter

The great quarantine sailing switcheroo on the C420s: **Julius Heitkoetter** now skipper with his sister **Vivian**, **James Brock** now crew for his sister **Lucy**, for the ultimate Brock vs. Heitkoetter challenge.

With all 2020 US Sailing Youth Championships cancelled, you will see a lot more of those four over the summer on Lake Travis.

Julius and Lucy had sailed in the CHUBB Championship three times: Twice in the Sears Cup with Taylor Snyder, winning the Seamanship Award in 2017 and the Sportsmanship Award in 2018. Last year, they finished in 4th place of the Bemis Cup, where **James Brock** also participated with AYC junior sailor **Nathan Gantala**.

Photos by Constanze Heitkoetter

BREAKING NEWS!

The Roadrunner Regatta has officially been postponed until December.

SAVE THE NEW DATE: DECEMBER 19-20

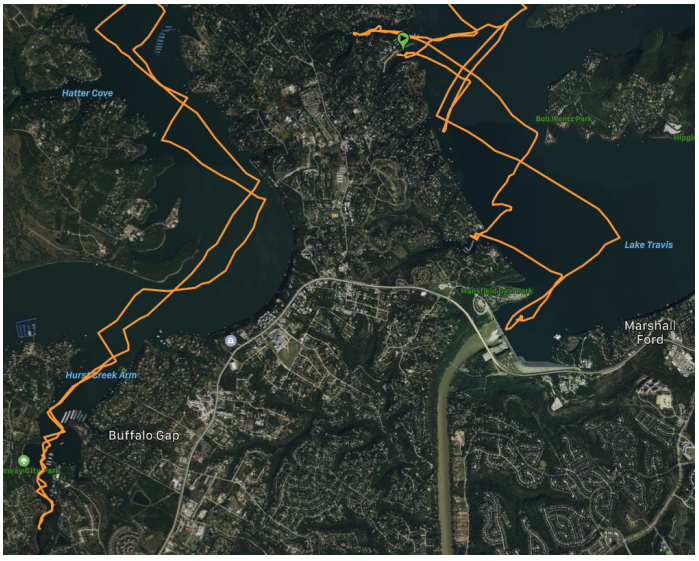
Silver lining ... We are now the "End of Year Regatta" for TSA (that's an honor!) and we will be able to have an alumni line for TSA alumni using the FJs. It will be a fun regatta!!

Weekend Sailing Adventures
by Jim Casto

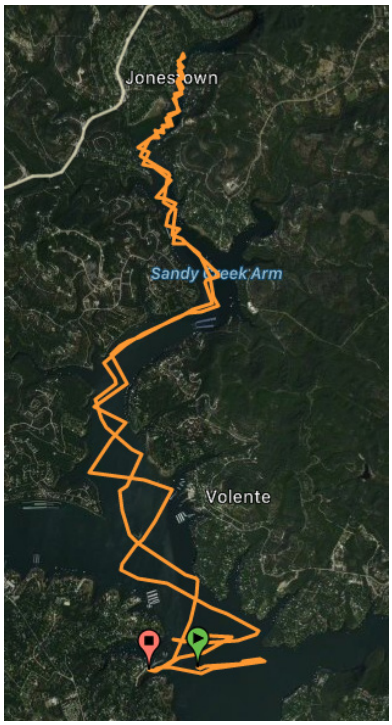
Without organized racing, I found I needed a challenge to keep myself in shape & stay sharp – and a reason to keep my boat in shape, too. So I decided to sail to some places on Lake Travis I usually don't.

Sunday the 19th I sailed to the very back of Devils Cove, where the creek splits. Got a beer from a boat in the cove. And then sailed downwind across the lake to the very back of Cypress Creek, by the boat ramp on Bullick Hollow Road. That's the image below, since I didn't have my GPS, I had to estimate. Red is upwind, purple is downwind, it was an unusual NNW wind.

On my next adventure weekend, I remembered to wear my GPS watch, and so I have some tracks/links to show. Wind was from the south mostly.



Saturday I sailed to the back of Hurst Creek, past Lakeway City Park, looks like I made about 15 tacks upstream from Sail & Ski to the docks at the private park off Ladin Lane. Then to the dam, then into the back of Pool Canyon. I got a total of three beers from motorboats on that trip.



Sunday I sailed to the back of Sandy Creek. It looks like 25 tacks from the back of Sandy, to the island near D & B marks. Didn't get any beer from anyone, though.

Between Saturday and Sunday, I probably sailed 40 miles. I saw speed in the 15-16 lots of times when I looked at the watch, but I actually haven't figured out how to see the max speed in the data.

De La Reza Family Sailing the Jack *Photo by Jim Casto*

In Memory of Bob Goldsmith

November 19, 1950 - April 25, 2020

Fair Winds and Following Seas

John Robert Goldsmith, Jr. (Bob) died peacefully on April 25, 2020, in Lakeway, Texas at the age of 69.

Bob is survived by his wife Jeane and their two children, John Goldsmith and wife Elizabeth and Amy Solimine and husband Tory, grandsons, Ryan Goldsmith, Sean Goldsmith, Lucas Crawford, and Cooper Solimine, and his two sisters, Mary Ann Goldsmith and Carolyn Goldsmith. He is preceded in death by his parents John R. Goldsmith and Mary D. Goldsmith.

Bob was born on November 19, 1950, in San Antonio, Texas. He was the oldest of three children and was raised in Williston, North Dakota and Tyler, Texas. In 1973, Bob earned a B. A. degree in the Plan II Honors program at the University of Texas in Austin. After graduating, he worked as an independent petroleum landman on projects in Missouri and Texas and continued to work as a landman on a part time basis while attending the University of Texas School of Law, where he graduated with honors in 1976. Bob met his wife Jeane in 1968 while attending college in Austin, and they were married in 1971. They welcomed their first child John into the world in 1975 and daughter Amy in 1979.

Bob began his legal career in Midland, Texas, learning oil and gas law with the Lynch, Chappell law firm. In 1980, he helped found the firm's Austin branch office, which grew to over a dozen attorneys. In 1982, Bob passed the Louisiana bar exam and expanded his practice to include representation of companies acquiring properties in Louisiana. In the mid-1980s, when a economic crisis struck the oil and gas industry, Bob formed a bankruptcy section that combined oil and gas and bankruptcy expertise and was involved in one the largest Chapter 11 cases ever completed in the United States at that time. Bob began working with Karen Bogisch in 1994, and their practice increasingly focused on oil, gas and mining litigation and other oil, gas and energy law matters. In 1998, Bob and Karen founded Goldsmith & Bogisch and practiced law together for 20 years. Bob wrote and spoke frequently on legal topics and presented papers for legal organizations including the State Bar of Texas and the University of Texas School of Law. Bob was a member of the first group of attorneys to become board certified specialists in oil, gas and mineral law by the Texas Board of Legal Specialization and was admitted to practice law in Texas and Louisiana state courts, Federal courts in the Western and Northern Districts of Texas, and the U.S. Court of Appeals for the Fifth Circuit.

Bob was active in civic affairs and was a director of the Midland Jaycees and President and Rotarian of the Year of the Rotary Club of North Austin. He was an avid sailboat racer, joining the Austin Yacht Club in the 1980s, where he served as captain of the Keel Fleet several times, Secretary, Vice-Commodore, and Commodore in 2008. Bob was presented with the AYC Old Salt Award in 2018 and was known for his humorous presentations of the annual Blue Duck Award for biggest sailing blooper. Bob also enjoyed sharing his sailing knowledge and creating life-long sailors of his crew members. Bob was a man of many interests including playing guitars, target shooting, scuba diving, traveling with Jeane, and reading from his large collection of books.

Due to current circumstances, a memorial service to celebrate Bob's life will be scheduled at a later time. The family would like to thank those who cared for Bob in his final months, including his daughter Amy, Alex Rotsart, Ayanna Simpson, and Cathy Wallace.

continued next page

Launching JazzTacks 7 *Photo submitted by Karen Bogisch*

Memories of Bob Goldsmith

Bill Records: We have lost a great sailor, former Commodore, and terrific human being in the passing of **Bob Goldsmith**. In the last few years Bob and I became very good friends. It all began at the Luau in 2009. Throughout the evening, Bob would frequently refill my Mai Tai, almost too frequently! The next morning, he called me and thanked me for agreeing to serve as Sail Training Commander on next year's board. In the midst of a sizable hangover, my memory of the Luau had receded into the shadows of my mind. So I took his word for it and the rest is history. He assured me that he would always be there to support my efforts and was a constant source of solid advice. Bob was a fierce competitor and a great sportsman, rarely seen in a protest hearing. Let's all give **Jeane** the support she needs at this difficult time, and remember Bob fondly. *Eight bells for Bob Goldsmith.*

Karen Bogisch: A few months after I first met **Bob Goldsmith** through work, we were flying on a business trip to Midland. I get terrible motion sickness if I don't take Dramamine to fly, but Bob was certain that he could cure me of all my motion sickness by simply taking me sailing. Soon thereafter, I was at AYC for a sail on Zydeco, his Hunter 28.5 ... correction for a race on Zydeco, with **John Bartlett** on board with a new sail. I think it was all a trick by Bob to find a built-in crew member for the next 20 plus years. Through the years, I sailed with him and Jeane on Zydeco and their Fun 23, which he had fondly named "Calamity Jeane" after **Jeane**. The calamities were more on the part of the boat, not on the part of Jeane, as once we lost the mast and also had a man overboard incident. Through it all, Bob taught me a lot about sailing and made me a sailor for life. I will always thank him and Jeane for bringing me to my AYC family. After Bob was commodore in 2008, he insisted that I finally join the Club. And I wouldn't be a J/80 owner without Bob! I was satisfied having fun sailing and racing on other people's boats when Bob's eye was turned to the a J/80 and he convinced me that we should buy a boat together. After we discovered that Calamity Jeane was suffering from some serious deck issues, there was no turning back, and we bought JazzTacks together in the Fall of 2017. Bob was just starting to get the hang of sailing her when he got sick, but I know that he would have been fighting for the front of the fleet every week and enjoying the camaraderie of the post race rum parties that have become a J/80 fleet tradition. I have so many memories of Bob at AYC and stories racing with him that could tell the tale of Bob's AYC life, and I know that others do too. He was the Blue Duck emcee for several years and would circulate through the members at the annual banquet trying to find the most "deserving" recipients, but managed through all of his years of sailing at AYC to not be awarded the trophy himself. He worked as commodore in 2008 to improve the Club and was instrumental in making certain the AYC obtained title to the land underwater, so that the Club would always have the right to use it for locating docks when the lake is low. But most of all he enjoyed sailing and racing at AYC and hanging out with his AYC friends sharing stories. Next time you are sailing, please take a moment to think of him as you sail around Lake Travis!

John Maddalozzo: For many years, **Bob** and crew (notably **Karen Bogisch**) traded places with my Capri on the race courses. Win or lose, I always remember Bob for being upbeat, enthusiastic and engaging in the after-race discussions. We really enjoyed competing against each other. Later I had the good fortune to serve on the Keel Handicap Fleet Board with Bob as the Fleet Commander. At that time **James Parsons** proposed the MoonBurn Series and **John Thurston** proposed revising the Single-Handed Regatta. Bob could not have been more encouraging and supportive, and we all still benefit from those Board initiatives. The Board usually met at Bob and Karen's office and they always had bottles of wine to pass around, making us feel at home there. We miss you, Bob. Thanks for everything.

Jeff Jackson, Bob Goldsmith, Karen Bogisch on the committee boat – MoonBurn
Photo by Marilyn Jackson

continued next page

Zydeco 2017 *Photo submitted by Karen Bogisch*

Bob Goldsmith, Jeff Jackson – MoonBurn Regatta *Photo by Marilyn Jackson*

Memories of Bob Goldsmith

John Grzinich: In 2008 I had the honor and pleasure of serving on the AYC Board as Sail Training Commander under **Bob Goldsmith** as Commodore. During that year I got to really appreciate Bob's positive clear leadership. Apparently the previous year there was a flood, and some sort of financial issue which impacted the sail training program. Bob made clear he wanted positive financial results from Sail Training and Summer Camp in 2008. He made clear what was expected. It seems like every year the AYC Commodore faces some crisis, and 2008 was no exception. That was the year of the "Great Underwater Land Grab". Someone bought several normally underwater plots at a tax sale, and then starting sending AYC no trespassing letters. It turned out AYC had anchors for the docks in those plots. We thought Travis Landing owned that land, and we even had a written agreement allowing us to use the plot for our dock anchors. Being an attorney, Bob provided cool, calm leadership through the whole process, without actually legally representing AYC, which he made clear, he could not do. Bob brought in an outside attorney to legally represent AYC. With great patience, and considerable time investment during 2008, Bob guided us through resolution of what was essentially a blackmail attempt. 2008 was also a year we hosted the "Leukemia Cup Regatta" to raise money for the Leukemia Society. Bob was totally supporting the project, even hosting regatta committee meetings in his office. Bob Goldsmith as commodore made my year on the AYC board a very positive experience. After that year Bob always greeted me with a smile and a friendly discussion. I certainly miss that!

Commodore Bob

Sea Dog Bob

continued next page

Jeane and Bob Goldsmith – Austin Yacht Club Annual Banquet

2018 Ol' Salt of the Austin Yacht Club

"Bob Goldsmith has been a member of AYC for 30 years, and his love for AYC runs deep. He served as commodore in 2008 and one of his lasting contributions is the critical support he provided in resolving the lawsuit over the bottom of the lake, helping make certain AYC could continue to be able to use the point for its docks. He has been captain of the Keel Fleet a number of times, most recently in 2016 and 2017, when he led the Keel Fleet in starting the Moonburn Series and bringing back the Single-Handed Regatta. His competitive zeal led him to race a Hunter 28.5 cruiser to many trophies in B Fleet over the last 20 plus years. In 2017, he and **Karen Bogisch** purchased a J/80 together, and he enjoyed the challenge of learning to race a new boat. He also joined the DF95 craze and bought a RC boat he named "Puff", taking her out to race with the fleet a couple of times. Off the water, Bob has always enjoyed applying his excellent oratory skills to the role of emcee for AYC events – from the Blue Duck Awards to opening remarks at sailing events to recognizing contributions of other AYC members and thanking the founders of the Club. Anyone who knows Bob can probably remember a time he has held them captive recounting something about AYC and its members who he loves and who makes him feel so honored to be a part of this Club. In return, it is AYC's honor to name Bob Goldsmith as the 2018 "Old Salt" for all of his contributions to AYC and for his true enjoyment of the sport of sailboat racing."

Socially Distant Sailing Photos

Three generations of Rombergs *Photos this page by Elizabeth Quintanilla*

Bill Coon on his multihull

John and Kathy Burke on Amazing Grace

Bob and Gayle Leonard sailing at sunset

Kurt Carson solo sailing on Knot Rite

continued next page

Socially Distant Sailing Photos

The Morleys sailing Abaco *Photos this page by Elizabeth Quintanilla*

John Bartlett on his WASP

Annie and Charlie Lancaster sailing their Ensign

Keith Denebeim solo sailing J.A.C.K.

BOARD OF DIRECTORS

Commodore	Dane Ohe
Immediate Past Commodore	Annie Lancaster
Vice Commodore	Diane Covert
Secretary	Gretchen Douglas
Treasurer	Felipe Payet
Race Commander	John Parker
Buildings & Grounds Commander	John Maddalozzo
Harbor Commander	Russ Shermer
Sail Training Commander	Anne Morley

AYC STAFF

General Manager	Jackie Wheeless
Sailing Program Director	Bobby Brooks
Sailing Coach	Spencer LeGrande
Head Caretaker	Tom Cunningham

AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, TX 78734-1428

Office: 512-266-1336
Office FAX: 512-266-9804

E-MAIL AND WEBSITE

www.austinyachtclub.net
office@austinyachtclub.net

NEWSLETTER

Susie McDonald, Editor
ghowiellc@gmail.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 12
Independence Day	July 4
Thanksgiving Day	November 26
Shopping Day	November 27
Christmas Day	December 25

BOARD OF DIRECTORS E-MAIL ADDRESSES

buildings_grounds@austinyachtclub.net

race_commander@austinyachtclub.net

vice_commodore@austinyachtclub.net

past_commodore@austinyachtclub.net

sail_training@austinyachtclub.net

commodore@austinyachtclub.net

secretary@austinyachtclub.net

treasurer@austinyachtclub.net

harbor_commander@austinyachtclub.net

Another Satisfied Customer!

Commodore Dane Ohe's quarantine project:

"The Catalina 22 has been sitting for years neglected. Time to fix her up! Thanks to Ethan Froelich for the pressure wash job! She is a dead boat no longer!"

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

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

SUPER POWERS
HULL CLEANING SERVICES

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

The Roadrunner Fleet and Austin Yacht Club Wishes to Honor our Four Graduating Seniors

Marcus Tita
5905 Tumbling Circle
Austin, Texas 78731

Carnegie Mellon University

MARCUS TITA

Marcus began his sailing career like many other lucky kids, in the AYC PB&J program. Seeing 6-year-old Marcus together in a tiny Opti with a 6' 2" Olympic champion Sailor, Doug Kurn was special. Marcus was a PB&J and then summer camp regular. He started competing as a Roadrunner in the Opti fleet at about age 12.

He got his first competitive race boat in January of 2013 and spent the better part of 2 1/2 years racing on the Opti Circuit with the rest of the rapidly growing Roadrunner Opti Fleet. It was a fantastic group of parents and kids who went everywhere together and always had fun. The highlight of his Opti Racing career was participating in the North American Opti Mid Winters in New Orleans during Thanksgiving. It was very cold and windy the first day of the regatta when all 250 competitors boats went into the water. Marcus battled. It was a great learning experience and something the whole family will never forget.

After growing out of Optis at 15 Marcus dabbled in racing Lasers in a few regatta's but the demands of being in HS at a very academic oriented school like LASA and playing JV baseball left little time for competitive sailing. Marcus did come back to help teach the new kids in the PB&J program in the summer.

Marcus loves to compete in sailing and other sports He went on to be the HS State Spikeball (look it up, your kids will know) champion, and SW regional champion, and was scheduled to compete in the Nationals this summer, but COVID-19 put a stop to that.

Marcus is set to graduate from LASA in May and was accepted into the Carnegie Mellon University School of Engineering for this fall. We are all still trying to sort out what college looks like in the age of COAVID-19, but no matter what, Marcus will always be a sailor and take all that he learned as a AYC Roadrunner with him.

Taylor Snyder
8203 Farmington Court
Austin, Texas 78736

UNT UNIVERSITY OF NORTH TEXAS

TAYLOR SNYDER

Taylor has always been eager to take on new challenges. She has competed in volleyball, tennis, horseback riding, gymnastics, lacrosse, piano, French horn and choir, in addition to racing sailboats. She bravely faced life altering scoliosis surgery and never complained about her plight. Through it all, the primary passion of her life has been competitive sailing.

Taylor grew up spending a few weeks each summer with friends in Newport, Rhode Island – the sailing mecca of the US! Before she moved to Austin, she enrolled in a summer sailing camp at Sail Newport – even though she didn't think there would be anywhere to sail in Austin. In the fall of 2012, members of The University of South Florida sailing team stayed with her while competing in an AYC collegiate regatta. The USF coach encouraged Taylor to go out in a sailboat with her family friend Charlie Bess, who was competing for the USF team. Taylor saw that you actually CAN sail in Austin.

In 2013, she decided to try sailing at AYC in earnest. Taylor joined as a student member, beginning her quest to become a competitive sailor. Between learning to sail with Coaches Kate and Coleman, free sail on the weekends, and sailing on big boats during the Frost Bite series with Vic Manning and Dane Ohe, she practically lived at the Club. Taylor also bought and paid for her first boat – a Laser she named Buddy – and it was off to the races! Literally! She jumped into competing on the TSA youth circuit and even went to Miami to sail the highly competitive Orange Bowl regatta on a Laser. She later teamed with Hanna Progelhof on the C420 and they raced extensively on the TSA Circuit. She traveled to C420 regattas in New England and again in the Miami Orange Bowl. Taylor teamed with Lucy Brock and Julius Hoetkoetter to compete in the Sears Cup two years in a row, winning the Sportsmanship Trophy the first year and a 4th place in year two. During her senior year she has concentrated more on local sailing, racing primarily with Bob Gross on his J80 and her Laser, "Buddy."

Sailing hasn't been Taylor's only extra-curricular activity. She joined the lacrosse team at Bowie High School and has been on the Varsity team since her sophomore year. Her teammates selected her to be a Captain the past two years. She's also an editor for the Bowie yearbook; all while taking AP classes, working at AYC as a camp counselor, and working holidays at Churchill's Fireside and Patio.

Taylor will be enrolling at the University of North Texas in their Honors Program studying biology in preparation to become a Physician's Assistant. She selected this University partially because they have a well established collegiate sailing team. Taylor thanks the people of AYC who have helped her become a competitive sailor, including: Bill Records for putting her on that first "big" boat, all of the AYC Coaches, and all of the skippers she has sailed with (especially Bob Gross). Special thanks to the Brocks, Heitkoetters, Froelichs, Progelhofs and Bartletts. *Photo by Bill Records*

Congratulations Class of 2020

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

And now for some lighter reading ...

HIGHLIGHTS FROM PAST TELLTALES by John Howard

October 1961 – Austin Chamber of Commerce proposes a 10-day water festival to promote Highland Lakes. ASC proposes Governor's Cup regatta tie-in and "obtain a large permanent trophy to be awarded."

May 1970 – **Tom Romberg** suggests renting out the cabins for $66 per month.

October 1971 – Royal blue, orange and white chosen as designated Club colors.

December 1971 – Four Austin Sailing Club members recognized for 20 years – **Pat Kimbrough, Bill Carter, Tom Leach and Tom Shefelman**

June 1976 – Turnback Canyon Regatta – 146 total boats, 86 multihulls, 7 centerboards, 52 keelboats. Biggest fleet Hobie 16 with 28, second M.O.R.C. with 22 boats.

September 1976 – Proposal for Junior Sailing program.

April 1985 – AYC Sports Car Club is one month old.