

September 2020



Sailing during Covid-19 Sail safe, stay healthy!

FEATURED: MULTIHULL FLEET



Multihull start, 2019 Wild Turkey Regatta Photo by Marilyn Jackson

Message from the Commodore



Hopefully the heat of the summer is behind us for the year as we approach fall. The City and County have recently moved from Covid Stage 4 Restrictions to Stage 3, and hopefully to Stage 2 soon.

Unfortunately, given the orders from the City and County that limit gatherings, we have had to cancel the Annual Banquet for this year. Given the lack of sailing and other activity this year, we have also decided not to present most of the Annual Awards. In place of the Sailing Awards, we are asking for nominations for Special Service to the Club Awards for those who have gone above and beyond during this crazy year. Nominations can be submitted via the website. More details in this issue.

The Board will review the nominations and make selections. However, take heart, the Blue Duck Award will be presented at the Annual Membership Meeting along with the Special Service Awards. The Blue Duck nomination form is also on the website.

The Board is planning a couple of Covid-compliant regattas for the weekends of October 10th and 17th. See Vice Commodore Diane Covert's column for more details. As of now, the Skippers meetings will be via Zoom before the regatta, and trophies acknowledged by Zoom afterwards. More details online and in this issue of the Telltale.

Although we have had some much needed rain, not much of it has ended up in the lake, so look for dock moves starting very soon.



Tri's in fog *Photo by Bill Records*

IN THIS ISSUE

Commodore's Report

Board of Director Reports

Sailing Program Director Report

Welcome New Members

In Memoriam – David Lewis

Safety First by Harry Polly

Calling All AYC Artists

Feature: Multihull Fleet

J24 DCYC by Elizabeth Quintanilla

Fleet Captain Reports

Photos by Members

Award Nominations

Vice Commodore Report

by Diane Coverl



At this writing, I am excited to tell you about a "last minute" AYC-sponsored regatta coming up on two consecutive weekends of October 10-11th and Oct 17-18th. We are calling it the Fall Fling Fleet Regatta. It is an effort to salvage some fun and organized racing out of this year's craziness.

The first Saturday October 10th will feature the One Design fleets with staggered starts. Sunday October 11th the Centerboards will race. The second Saturday, October 17th will feature the multihulls and PHRF fleets in a long-distance type race. On Sunday, October 18th the J80s will race. The regatta will feature member-only boats, no registration fee, t-shirts, box lunches to go, awards but unfortunately no after race party or official gatherings. You can find more information on page 28 of this Telltale, and on the AYC website. It promises to be a great event!

Harbor Report

by Russ Shermer



As the Lake Travis water level goes down, we have been heavily focused on planning dock moves. We may do some permanent restructuring of the docks to reduce dock move costs in the future.

We had a high wind come through the Club earlier this month. There was some boat and hoist damage on the north docks and some damage in the dry storage area. The proposal to repaint the numbers in the DSA was approved last month and was recently completed. Special thanks to **Bill Coon** for owning and driving that project. The new numbers look great! Bill's article and photos follow my report.

The **Sea Scouts** have taken on some wet slip repair projects. Please contact them if your slip needs repair. All the T-heads on the North dock should have proper cleats now.

The mission to replace the rotting wood triangles with preferable cement or combination cement and vinyl continues. The other harbor projects are on hold until the fall.

Dry Slip Number Re-painting Project

by Bill Coon



Can you find your dry slip – Yes you can!

The rain finally abated on September 10th and 11th long enough to allow completion of Harbor Committee's Dry Slip Number Re-Painting project led by **Russ Shermer and Bill Coon**. A black background was added along with high visibility yellow. Three new slips were labeled at the back of the dry slip area, including slips extra-wide slips 185 and 196. The trailer parking area exit was labeled with a prominent No Parking band. Photos to the right.



New numbers at the front of dry slip area



Added two WIDE slips at back of dry slip area



Slip 184 - Added at back of dry slip area



No parking for trailer parking exit

Building & Grounds Report

by John Maddalozzo



Oak wilt trenching left several unmarked utility lines cut. Lines were repaired and checked for leaks. Minor repairs to the septic metering were performed. That concludes the immediate actions on oak wilt for this year but we will need to be removing dead trees over the next year or so.

Discussions with contractors regarding the Shelter 1 upgrade to a meeting room seem to have stalled. I'll be trying to kick start that project.

After one false start, the leaky office windows were finally replaced.

Wireless connectivity to Sail Training and the cabins has been upgraded. We will be monitoring the systems for any reported issues. Special thanks to **Barry Thornton and his friend Kris Thompson** for engineering the system, sourcing the hardware and setting up the networks. **Chris Renner** also pitched in with some last minute cabling expertise.

Wind damage cleanup was performed by an ad hoc crew on Saturday 7/22. Thanks to the **Joy family, Bill Coon, Jim Casto, Janet Hendricks, Can (John) Kalyoncuoglu, and Anne and David Morley** for making that their Saturday morning project with no advance warning

That same wind storm knocked down a large tree by the barn. As it worked out, it was not one of the oak wilt affected trees. We are awaiting removal in the next week or so.

We identified a problem with the awning near the Sail Training Shelter 1 and have taken steps to improve the stability of the structure. More work may be needed. Thanks to **Jeff and Marilyn Jackson** for an immediate fix.

Secretary Report

by Gretchen Douglas



As a reminder, all Facilities Use Request forms (FURs) should be submitted and received by me no later than 7:00 pm the Saturday prior to the regular Board meeting for them to be approved at the current month's Board meeting.

The Board meetings are the 4th Thursday of each month (except for November and December). Please review the website calendar and the timeline for any event you wish to host and make certain that your FUR is received within the timeline stated above. If your FUR is not received by 7:00 pm the Saturday prior to the Board meeting, the FUR may not be considered until the next regular Board meeting.

As a reminder, all FURs **must have a representative present at the Board meeting** at which it is to be voted on so that board members may discuss any questions they may have pertaining to the FUR.

*****When submitting your FUR, please make sure you receive a confirmation that your FUR was accepted and, if not, re-submit the form before the submission deadline.**

Please feel free to contact me via email or you may email or call Jackie at the office (512-266-1336) if you have any questions or need help with form submissions.

Thank you for your cooperation and understanding.

Sail Training Report

by Anne Morley



AYC Sail training programs are ramping up. It's exciting to see so many people participating in the new programs.

Don't miss this! **Bobby** is presenting a Rule 18 Webinar on September 26, 2020 at 9am. Register now! He will have two guest speakers, **Mark Foster and Brad Davis**. Bobby has great video footage that will help with the discussions.

63 high school students have registered for the High School program. These students receive PE credit from their school for participating in this program. **Spencer** has worked tirelessly to divide these students into 20 small groups that will sail safely single-handed. Siblings sailing together will be able to participate on FJs. They are following all Covid protocols. This is one of the largest high school programs in the US. Congratulations Spencer!



High School practice with coach Jeff Brock Photos by Anne Morley

AYC hosted the ASA 101 Instructor Course the weekend of September 11, 12 and 13. The Instructor Candidates are all AYC members and they followed all Covid protocols. Congratulations to all of the candidates!

Sail Training continues safely giving private and semi-private lessons, and coaching the Opti 2 and 3 groups. Some school districts are pushing their start dates back. Sign up for private lessons!! Private and semi private lessons are available for members, members' children and members' grandchildren. We hope to expand the scope as the Covid Stages go down.

Due to the fact that Sail Training programs are ramping up, **Bobby and Spencer** will no longer be able to set the marks for unofficial races. Therefore we have set up a program that will allow you to check out RC chase boats.

continued next page

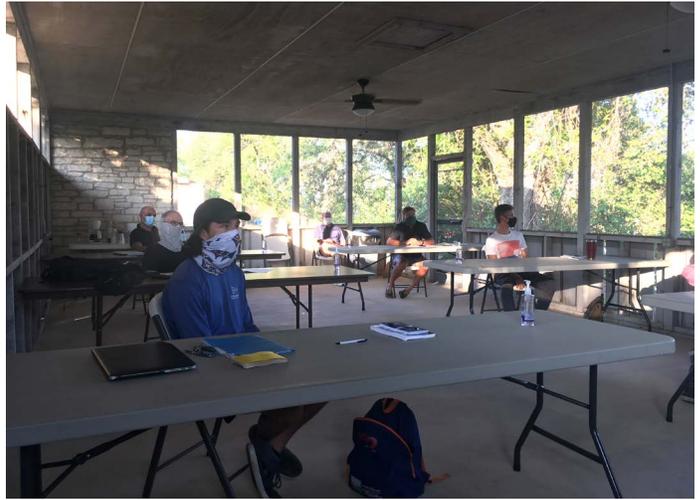
Registration for using RC boats is now up on the website. Contact **Bobby Brooks** for details.

The Sail Training Dinghy Charter Program is up and running. If you'd like to try a dinghy out before you buy one, charter one! Contact **Bobby Brooks** for more information or look on the website.

All Sail Training programs are following Covid CDC guidelines. All participants must check in and have their temperatures taken. Every participant and instructor must wear masks. Boats are sanitized after each use.

We have a porta potty that is only used by Sail Training students and it is sanitized regularly. We want all of our programs to be a safe and fun.

Everyone stay healthy and sail safe!



Sail Training cabin set up for safe learning

Sailing Program Director Report by Bobby Brooks



ASA 201 Instructor Certification Course

Ahoy from the Sailing Program Director! Some new items that are coming in the upcoming months are Rule 18 webinar September 26 at 9:00 am. <https://www.austinyachtclub.net/event/2020-rule-18-part-i-and-ii-webinar/>. We will be joined by our very own Race Management Instructor, PRO **Brad Davis** and National Judge, World and National Champion **Mark**

Foster. As we head into the fall next month we will be taking a look at Heavy Air Sailing.

Also, Semi-private and Private lessons are still available for Dinghies as well as private coaching on your boat with your crew!

We have also just successfully completed our ASA 201 Instructor Trainer course! **Captain Dick Dawson** from the Dallas area came down to lead our three-day program. **Pierre-Louis Bossart**, **Can Kalyoncoglu**, **Duke Snyder**, **Rick Allen**, **Brian Grothues** and **Spencer LeGrande** all successfully completed the course consisting of a 102 question test, one classroom presentation on a given topic, a dockside presentation, and on-the-water drills. I thank each one of them for going through the program and all the assistance from **Harry Polly** and **John Thurston**! We will be looking at hosting another session in the spring!!!!

Fair winds and following seas!



Classroom and on-the-water training, ASA 201 Instructor Certification Course



RULE 18 Parts I & II



Brad Davis



Mark Foster

Join Bobby Brooks, Mark Foster and Brad Davis as we discuss and diagram Rule 18 Parts I&II. What to do when you are on the port tack layline to the weather mark as well as your options as you surf that last set of boat wakes into the crowded leeward mark/gate.

Start the conversations early in the game!!!! Slow the boat down ... What? Why would I do that??? Once we know the rules, we can use them to our advantage.

**Mark your calendar:
Saturday, September 26, 9:00 a.m.**

**[REGISTER
ONLINE](#)**



AYC RC BOAT USAGE FOR COVID FLEET RACING

Race Committee Chase Boats are now available for use during our Covid-19 series racing and for emergency purposes.



AYC Fleets can now have pre-qualified chase boat driver check-out to set marks and run their races.

Chase boat requests must be made **24 hours** in advance for Covid Series racing by registering online.

[REGISTER
ONLINE](#)



REMINDER ... Boat storage slips are **not vacant** just because there isn't a boat in them. There have been an abundance of cases this past month in which members moved their boats without requesting a move. You may be in someone else's slip whether their boat is there or not. Please be sure you are in your assigned slip and not in a slip that is assigned to another member. If you would like to relocate to a different boat storage slip you must complete a **STORAGE REQUEST FORM** – you must sign in on the website to complete this form, it is located under the Member Menu.

PLEASE NOTE: There have been numerous complaints that members' boats are **being boarded without the owners' permission**. Please remember that **you must have the owner's consent to board their boat (unless it's an emergency or conditions are such that a boat is rendered unsafe or a menace to other property)**. The Harbor Commander and his Committee and Club Staff are exceptions during the performance of Club business.

Following is the list of Harbor Committee Captains, please contact Jackie (gm@austinyachtclub.net) or Harbor Commander Russ Shermer (harbor_commander@austinyachtclub.net) if you have issues on your dock/storage area and we will contact the Captain for you:

- North Rigging Dock – James Denny
- South Rigging Dock – Bill Coon
- Rylander Pavilion – Jeff Brock
- Dock 1 – John Bartlett
- Dock 2 – Bill Hawk
- Dock 3 – Harry Polly
- Dock 4 – Bob Leonard
- Dock 5 – Cass Meyer
- Dock 6 – Jeff Avant, Jeff Wigzell
- Dry Storage Area – Sea Scouts
- Historian – Aaron McCulley, John Bartlett
- Work Area – Harry Polly
- Dry Out Area – Harry Polly
- RC Dock – Rick Nelson
- BB Docks – Pierre Bossart
- Trailer Parking – Bill Hawk



THANK YOU From the UT Sailing Team!

The UT Sailing Team extends an **ABSOLUTELY HUMONGOUS** thank you to everyone who supported us during 40for40!!! In total we raised \$16,305, which is the most we have ever raised at any 40for40!!! That's crazy! Thank y'all soooo much. We love and appreciate every single one of you!

2020 SPECIAL SERVICE AWARDS AND BLUE DUCK NOMINATIONS

Nominations Accepted through OCTOBER 15

This year AYC would like to recognize the AYC Members who have given their time and talents, and who went over and above in helping the Club and membership despite 2020's unusual circumstances disrupting our regular sail racing season. We are also taking nominations for the Blue Duck blooper award.

Here's how you can make your nominations heard:

1. Email your nomination to: nominations@austinyachtclub.net
2. Submit your nomination via website to: <https://austinyachtclub.net/special-service-award-and-blue-duck-nominations/>

PLEASE NOTE: You must log in to the website to view this page!



SAY HELLO TO AYC NEW MEMBERS!



Kate Hennig
Student

Kate is a returning Junior member. She wants to sail again in the High School Program.



Martine Lacombe
Associate Probationary

Martine learned to sail on Solings at the Miami Sailing Club. She and her husband are ASA 101 certified. She is looking forward to getting back to sailing.



Andrew Swearengen
Senior Probationary

Andrew is new to Austin. He has taken ASA 101-104 in Florida. He has done some bareboating in the BVIs, and is interested in smaller centerboard boats to get close to the water.



Nathan Leake
Senior Probationary

Nathan is interested in learning to sail and maintain sailboats. He has recently bought a Catalina 22. The photo is of Nathan, his dad and his dog, Chika.

IN MEMORIAM

David L. Lewis

July 12, 1954 - September 02, 2020



David Lewis passed away peacefully in his home, with his wife Molly and their menagerie of pets around him.

David was born on July 12, 1954, to Ramon and Patsy Lewis. He was preceded in death by his father Ramon and his

beautiful sister Diane. He is survived by his wife Molly, mother, Patsy, brother Brian and wife Danna, brother John and wife Kathy, brother-in-law Mike Mueck, and in-laws Bill and Sherry Isbell, Scott Isbell, Dawn and David DeMille, and nieces and nephews whom he adored.

David graduated from Texas A&M in 1976 with a degree in Zoology and began working as an Environmental Scientist at Radian in Austin, Texas. He emerged as a leader in analytical quality assurance and in 2001, he was among a small group of scientists that spun off from Radian to form Signature Science, which has now grown to more than 200 employees. At SigSci, David was both the brains and energy behind the company's quality assurance practice, which was the backbone of the company for many years and remains a thriving part of SigSci's business today. He was particularly proud to have served on two overseas science team deployments in 2003 and 2004 as part of the Iraq Survey Group.

David loved to sail, competitively and just for fun, beginning with Hobie Cats and eventually moving to his beloved keel boat, Vitamin Sea, on which he spent many perfect afternoons cruising and racing around Lake Travis, as well as few crazy-cold dead-of-winter full-moon sails that seemed like incredible fun at the time. He was an active member of the Austin Yacht Club for as long as he was able to be active and was proud to have served as the AYC Commodore in 2009. He cherished the many memories and friends that he made there.

David enjoyed woodworking, yard work, and almost any kind of home repair, especially if it involved three or more trips to the hardware store on the same day (which it usually did). Until he could not anymore,

2020 has dealt AYC another blow with the passing of David Lewis, AYC Commodore 2009. We are with Molly and with David's family in spirit.

I did not know David well, but I was certainly aware of him as I mostly saw the stern of Vitamin Sea when I used to sail a Pearson 26 against him back in the old C-Fleet Days.

I will always remember an evening of conversation with David and Molly after the Christmas Party the year David was Commodore. I was so amazed that such an intellect could be in such a warm and accommodating person.

Dane Ohe, Commodore



Home is the sailor,
home from the sea.

"Requiem"
Robert Louis Stevenson



continued next page

David always whistled while he worked. Sometimes he whistled when he just sat. Sometimes in the middle of a movie, which was not quite as endearing at the time as it sounds now. David had a quick wit and an easy laugh. He enjoyed dishing out the sarcasm and teasing, but equally appreciated a clever retort from his recipient.

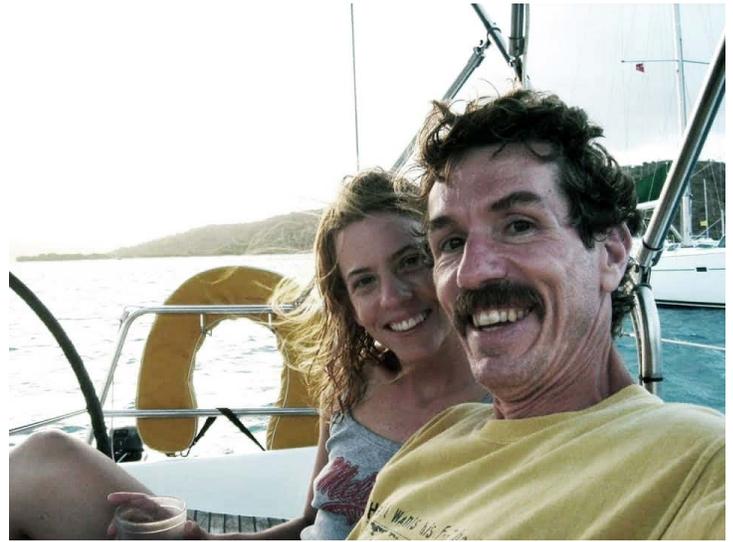
David tried for years to get Molly to share his appreciation for Bob Dylan, Andrew Lloyd Webber, and 60s-70s protest rock; he really only ever succeeded with the Bob Dylan. He liked to keep and collect old stuff, ranging from those Saltine Cracker tins that they don't make any more to the bright red '67 Chevy StepSide pickup truck that he bought sight unseen from eBay and had shipped from Illinois to Texas.

David loved his pets, which have been many, mostly strays and rescues. His most famous (and maybe most loved) rescue was Miss Kitty, who he found abandoned in a parking lot on a freezing night in Edgewood, MD while on a work trip. He fed her chicken nuggets for two days and supposedly tried to find a home for her there but ended up smuggling her back to Austin in a duffel bag that he stowed under his seat on the plane. They were inseparable for years.

David valued integrity, loyalty, good technical writing, and being right. But above all, David loved his family, including all extensions thereof. He told Molly every day of their lives together how much he loved her and often bragged to her about her, whether it was warranted or not.

For more than ten years, David struggled with a progressive degenerative muscle disease. He rarely complained. He mostly just woke up each day and adjusted to whatever that day's new reality held for him. Even toward the end, when he began feeling more tired and worn down by the slow but constant decline, he never railed against his fate (but tolerated Molly's railings). His prayers, at least the ones he said out loud, were not so much for himself, but were giving thanks for the beautiful days and being together, and for protection for those he loved and was worried about. They got longer and longer over time.

David knew Jesus Christ as his Lord and Savior and while we don't know exactly what it looks like, we take comfort knowing that David is now well and whole and experiencing a fullness that was never possible on this earth.



I met David Lewis during my first year on the board, and I noticed that no one was more prepared than David. He was always ready to deal with every issue before the board and had a not so subtle way of cutting through the BS. His arguments never got personal. I learned a lot from David and his advice made me a better commodore.

On the race course, David was very competitive and raised the bar in his fleet. He got the most out of his San Juan 7.7, a difficult boat to sail, and was always in the hunt. To beat David, you had to sail your best. His efforts always made our Club better and he will be missed.

Bill Records



continued next page

“For I am convinced that neither death nor life, neither angels nor demons, neither the present nor the future, nor any powers, neither height nor depth, not anything in all creation, will be able to separate us from the love of God that is in Christ Jesus our Lord.” Romans 8:38-39

In lieu of flowers, those wishing to honor David’s memory with a contribution are invited to consider one of the following, or any other charity of your choice:

Hospice Austin <https://www.hospiceaustin.org/get-involved/donate/> Central Texas Food Bank <https://www.centraltexasfoodbank.org/>

Austin Yacht Club Fund <https://www.austinyachtclub.net/ayc-fund/>



Those of us fortunate enough to have known him know what a TREASURE he was.
Jackie Wheelless

Molly, all of our arms are tightly wrapped around you for support and strength. Sending my deepest condolences, may David Rest in Comfort & Peace.

Gael Slowik

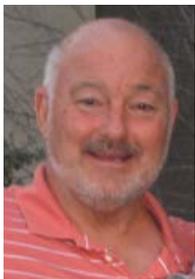
David, I’m pretty sure you are out there somewhere, sailing a red San Juan 7.7 and having a hell of a time. I will miss you, my friend.

Susie McDonald



Safety First

by ASA Instructor Harry Polly



Good seamanship demands a culture of safety to prevent serious injury (or loss of life) to all those on board at all times. The skipper is responsible for creating that culture before going to sea and providing leadership before and during each voyage, whether the voyage is an ocean passage, a daysail or a race around the buoys.

A Culture of Safety Includes understanding the leadership role that the skipper must play:

- Planning - Determining the objective of the voyage, considering the capabilities and limitations of boat and crew
- Preparing - Thinking through both expected conditions, including weather, that the boat and crew are likely to face, as well as the range of unexpected conditions and emergencies, and the actions necessary to (1) prevent and (2) mitigate potential problems
- Risk Management - Making decisions regarding what risks to take, what risks to avoid and how to mitigate the risks that may be encountered. Maintaining situational awareness at all times
- Crew Management - Selecting crew appropriate for the voyage, ensuring they are properly prepared, motivating them and taking steps to ensure their health and safety; designating a second in command in the event of the skipper's incapacitation.
- Preparing and proactively maintaining the boat and all safety equipment in good working order appropriate for the range of possible conditions, including lifelines, jack lines and hard points for tether attachment, preventers, medical kit, life jackets (PFDs, or Personal Floatation Devices), harnesses and tethers, Lifesling and other overboard equipment, radios and satellite phones, EPIRBS (and PLBs, including AIS PLBs if used), other emergency signaling devices, fire suppression equipment, and damage control supplies and equipment.

- Preparing and training the crew, with special emphasis on practice of both boat handling and personal safety skills, including:
 - "Welcome aboard!" checklist/briefing, including prevention of accidents such as fire, physical accidents, crew overboard and gear failure
 - Fostering a culture that encourages the crew to make regular visual checks of the boat, report potential issues to the skipper, and speak up if they have any other concerns - and listening to them
 - Operation, inspection, testing and maintenance of PFDs and tethers
 - MOB recovery

Seasickness Prevention and Treatment

At-sea routines, including:

- Leadership
- Situational awareness
- Maintaining a lookout
- Piloting and navigation
- Habitual use of safety equipment
- Anticipating weather and wave conditions
- Bilge monitoring and bilge pump testing.
- Dinghy safety

References and Safety Training

- "The Art of Seamanship," by CCA member Ralph Naranjo, and "The Annapolis Book of Seamanship," by CCA member John Rousmaniere, contain extensive sections regarding a culture of safety, what Naranjo refers to as "the safety triangle" - vessel, safety gear, seamanship - and Rousmaniere describes as "forehandedness... the skill to manage and minimize risk by anticipating danger."
- "SOUTH": The Story of Shackleton's 1914-1917 Expedition" by Ernest Shackleton - A story of extraordinary seamanship and leadership.
- "Safety at Sea: A Guide to Safety Under Sail and Personal Survival" by US Sailing. This handbook is used in most US Sailing sanctioned Safety at Sea courses.
- Many boating organizations, including the CCA, New York Yacht Club, Storm Trysail Club, Sailing Foundation and US Sailing conduct classroom, hands-on and online safety training.
- It is the skipper's responsibility to comply with U.S. Coast Guard and other authorities' requirements.



2020 Red Eye Regatta, Multihull Start in the style of The Great Wave off Kanagawa
by Cheryl Pervier



2019 Turnback Regatta, Doug Casey and crew on Corsair F31 Tribology Photo by Anne Morley



Multihulls – A Longstanding Tradition at AYC

by Jim Casto, Fleet Captain



The Multihull Fleet is sometimes considered the “newest” fleet at AYC, since we have been only included in AYC Series racing since the late 90s. But AYC members have been very active in multihull sailing for many years before that, and not just Turnback Regatta. And how many fleets can say two of their members were actually married on a fleet boat, at the dock, at AYC? **Mike Beuerlein & Brigitte Benquet** were married five years ago in August, down at the pavilion in south cove, on **Doug Casey’s** trimaran.

Standing on the shoulders of giants is how I think of my personal experience sailing multihulls. I couldn’t have gotten as far without help from others. This is not an exhaustive list, but a flavor of multihull sailors from my 32 years at AYC:

JK – enough said. But I do remember watching him win races over all the hot Hobie 16 sailors, and other sailors with much faster boats, sailing the old beat up Hobie he had in the backyard.

Rick Sharp and son Eric Sharp as crew, then **Gary Mosier** as crew – racing a Tornado catamaran on the “Tornado Circuit,” competing in National and Continental championships, finishing the Worrell 1000 and then directly entering the 1988 Olympic trials. Rick then raced his NACRA 5.2 with his wife **Bev** (while keeping a J30 keelboat in an AYC slip for crazy “fleet parties” on Lake Travis).

Mark Rylander – also sailed a NACRA 5.2, including at the 1980 NACRA Nationals on Lake Tahoe with 105 boats on the starting line. Even as late as 2004, he had a NACRA 5.2 with bright pink sails. (pictured at right – **Rick Sharp’s** old boat)

David Lewis and Molly Isbell Lewis – raced Hobie cats in the 80s and early 90s. I served with each of them on the AYC Board, with David in 2008, and with Molly in 2018. They always supported multihulls, and I appreciated Molly’s “coaching” as I “interviewed” for a position on the AYC Board.



Mark Rylander’s NACRA 5.2

continued next page

Featured Fleet: Multihull

John Bartlett and Joanne Weberlein – winning the Texas Catamaran Championships on Lake Somerville, on an well-used NACRA 5.2. John’s enthusiasm for going fast and sailing well is contagious; he has always supported cat sailors. And, he is always willing to provide go-fast tips and ideas to make AYC better.

Steve McKinley – convinced me to buy a NACRA 5.5, and when there were four on Lake Travis, with three at AYC, we all got faster. He also bought a F27 – one of the earliest trimarans at AYC, about 1998. Named “Gimme Sa’Moa” in honor of his Samoan wife **Tulili**. Fleet Christmas parties at their house are legendary.

John Howard – always had a large multihull of some kind, and he always has advice for me on how to navigate the tricky waters of AYC politics.

Jim van Fleet – his large and powerful F31 trimaran was sailed in many offshore events with AYC members as crew, including the Chicago-Mac. I believe the boat, now owned by **Bo Kersey**, still holds several offshore records.

Steve Piche – sailed and finished multiple Worrell 1000, founded the “Great Texas 300” beach cat race from South Padre to Galveston, and was the winner of an AYC annual award. He showed me the importance of positivity, publicity and planning, to make a good event.

Johannes Brinkmann – sailed a Hobie Tiger, then he convinced **Scott Young and John Morran** to get one, which they campaigned for a season or two on the catamaran circuit. The way those two climbed the learning curve and challenged the leaders after only a few times out, was just awesome to watch.

Multihull fleet members have sailed in multiple National Championships, Worrell 1000, GT300, US Sailing Area F championships, offshore regattas, and we continually support AYC and other Yacht Clubs by attending regattas year-round. Our fleet participates in AYC Series when scheduled and we have continued to enjoy racing together over the summer, using a “pursuit” style of starts, where we all end up converging on the finish mark. Would that be called a “Beer Stein” series, instead of Beer Can? And some of us sail for adventure, not just racing, as seen in the other stories, and this picture from the Fall Creek waterfall on Lake Buchanan.



Fall Creek waterfall on Lake Buchanan

We all know stories that begin with “remember when . . .” are plenty when sailors gather, because they are fun to recount by those who were there. But for the newer sailors who weren’t there, it can sometimes feel exclusionary. For true inclusion, we should be still trying to create events and memories that will be, in the future, the “remember when” stories of our newest fleet members, or even future fleet members.



Big Brothers & Big Sisters “Take a Kid Sailing” event sponsored by the Multihull Fleet

One way to support that goal and to showcase multihull sailing to new sailors, is AYC multihull sailors making catamarans available to various groups. The **Sea Scouts** now have a very solid NACRA 5.2, donated by the **Hawks** after their kids finished sailing it. The **Roadrunners** have had a fully rigged Prindle 16 for over five years, and which has been located on “South Beach” for three successive summers. Just pull up the main sail and go sailing! After learning to sail the Prindle very quickly, **Ethan Froelich** quickly became a popular F18 catamaran crew, sailing in several of our Texas catamaran circuit regattas, including the Ruff Riders and the Dash. And, for the more advanced youth sailor, there have been donations of two F18 Hobie Tigers, which is a high-performance spinnaker catamaran. It’s become very popular as well, and over Labor Day weekend, **Julius Heitkoetter and crew** took the F18 to Dallas for a regatta at DCYC.

We have a couple new fleet members who have “graduated” from the UT Sailing Club: **Rikin Shah (Hobie 18)**, **Wendy Ji & Robert Cathriner (Hobie 16)**, and a couple of “walk-ons”: **Jared Steele (NACRA 5.5)** recently moved here from Dallas, and **Chris Reuwsaat (Hobie 18)** and **Gordon Hummel (Farrier trimaran)** recently joined.

To sum up, the multihull fleet is very active at AYC – and not only on the water. The AYC Board has included a multihull fleet sailor for five of the last 10 years, and in support of volunteer service to the Club, we always have fleet members on several standing committees. The fleet has vigorously supported Big Brothers/Big Sisters for many years with the annual “Take the Kids Sailing” day at Windy Point. For the last two years, in partnership with local Hobie Fleet 64/AustinCats, we have sponsored kids to attend AYC Summer Sailing Camp. This year, due to COVID, was the first time in over 40 years it was cancelled. Our fleet is committed to fun, fast & safe sailing, and service to AYC.

Double the Fun - Racing & Day Sailing

by Bill Coon



I joined AYC in 2010 when I become the fourth owner of a 2000 Nacra Inter N20 performance catamaran which I bought from **Bo Kersey** who told me, "You have to join the Yacht Club, it will make you a better sailor." Few words have been so true in my life.

My wife, **Paula**, was a true gamer – we learned together, as 52 year olds, how to sail – and right – our new to us speedster. Unfortunately, as we edged towards 60, it was becoming harder for us to sail together on these fast cats, and our participation at AYC dropped off dramatically from 2015 to 2018. So, when **Felipe Payet** put his 2007 Corsair Sprint trimaran up for sail in December 2018, we jumped on the chance and joined the growing number of aging catamaran sailors who are "aging into trimarans."

Buying the 11 year old trimaran was an expensive acquisition for us. We spent more on it than on the combined cost of the previous dozen or so sailboats we've bought in the past 40 years. However, I guessed it might be the perfect boat for us as we entered semi-retirement. I was hoping that in addition to racing, the boat would be excellent to take friends, family, and other guests day sailing.

The 24 foot trimaran has indeed been a perfect social platform for day sailing on Lake Travis, as well as an excellent racing boat. The boat's stability in a broad range of wind conditions allows people at different sailing comfort levels to enjoy their time on the lake.

Some People Prefer to Sit in the Large Cockpit Area



Day sailing with Katey, Chris, Isabella on the Lucy Gene



CB & Cathylynn with Spinnaker – Luce Gene Day Sail



Big Brothers and Big Sisters "Take a Kid Sailing" event

continued next page

Featured Fleet: Multihull

Others Enjoy Sitting on the Amas



Out on the edge with Dog on the Lucy Gene

We Get to Enjoy Weekday Sailing with Long-time Friends



Weekday sail with Hardings

There Are Those Who Enjoy Laying Out on the Trampolines



Big Brothers & Big Sisters kids hanging out on the trampoline



Andrew, Clay on tramp

And the Adventurous Who Choose to Learn How to Drive



Andrew learning to drive the Lucy Gene

It's been more challenging to take friends day sailing during the pandemic, but we know better days are ahead, and in the meantime, we've modified our day sailing to small groups – usually one or two guests at a time.

If you've forgotten what trimaran sailing is like, or you've never experienced it – contact me for a ride.

Bill Coon
bill@elceeinterests.com

It's Voldi's Fault – Or Why We Own a Trimaran

by John Howard



My sailing began like it did for most folks, with a Sunfish. In 1974, I was riding my motorcycle through the desert of West Texas and came upon a small lake in Horizon City, near El Paso. There were Sunfish for rent and over the course of the summer, I would sail a Sunfish several times. There was something about moving a boat through the water without a motor.

Fast forward to 1986 at the Houston Boat Show. I had a couple thousand dollars and was ready to buy a motorboat for Galveston Bay. It quickly became obvious I needed a boat bigger than I could afford to fish Galveston. I kept eyeing the Sailboat Shop display. There was a Hobie 16 with its colorful sails just speaking to me. Talking to the salesperson, I realized there was a big market for used beach cats. So, **Carolyn** and I bought our first multihull through the Houston Chronicle.

Our first outing was to Fayetteville Lake, where we became acquainted with the sailboat. Later, while at the Sailboat Shop getting some parts, the manager mentioned most beachcats sailed at the end of the Texas City Dike. So, the next weekend I'm there. "Wow" was all I could say and that's when true multihull sailing became part of my life forever. Forty-plus cats, every weekend, and with tips and suggestions from the locals, I became a better sailor.

On to 1991, still sailing at the Dike, my friend, **Mark**, started talking about the Ruff Rider Regatta on Labor Day weekend. He had sailed it the previous year and wanted a large showing from the Dike. That day, he got 10 boats committed to going. So, after figuring out logistics, my neighbor, **Paul**, and I headed to South Padre Island. This was my first race and we finished mid pack. I also realized the Hobie 16 was too small for two grown men and supplies, mainly beer. By the next Labor Day, I was the proud owner of a Hobie 18. This started the progression to bigger catamarans.

In 2000, I owned a Stiletto 23 (23 feet long and 14 feet wide) and needed a place to store it. I applied for Austin Yacht Club membership. At the membership meeting, I met **Voldi Maki**, Immediate Past Commodore and a multihull owner, who had just completed Ruff Rider Regatta on his trimaran. I think he was surprised that I had completed Ruff Riders 11 times.



2020 Red Eye Regatta, John Howard and crew on Lagniappe
Photo by Marilyn Jackson

When **Carolyn** and I join AYC, we were one of three active multihullers.

The AYC multihull fleet consisted of two Stiletto 23s and a F-28R. We tended to show up for regattas, but rarely for series races. We were A Fleet rated, and the A fleet boats didn't exactly want multihulls to race against them. In fact, I was informed that the Keel Fleet had a meeting and voted not to let multihulls sail in their fleets. (Whaaat? Maybe we were too fast, I don't know. I thought Race Committee made the decisions about racing.) Anyway, about that time, **Doug Laws and David & Molly Lewis** needed help in B Fleet. So we started racing series races with them on the San Juan 7.7s.

In 2001, **Voldi** asked **Carolyn** and me to race on his trimaran for Turnback. It was a great time for racing but turned out to be bad for the pocketbook. We fell in love with the simple setup of a Farrier trimaran. Time to look for a new boat, a Trimaran. My shopping landed us one in Seattle. Unfortunately sailing it home to Austin wasn't an option. So after 16 years and eight catamarans, we transitioned to the Trimaran, where we are still today after almost 19 happy years.

Since joining AYC back in 2000, **Carolyn** and I have sailed on many monohulls – San Juan, J/29, J/24, J/22, J/80, J/70, Catalina 22, Catalina 30, Ensign, South Coast. We like the one design racing and have met many members by sailing in different fleets. It was great fun, but there is nothing like the thrill of sailing at 15+ knots with only the wind.

Ruff Rider Bandit Run

by Mike Beuerlein



Brigitte and I were really jonesing for a vacation. Our planned 2020 trips to Hawaii and Paris had been cancelled due to the pandemic so we were hungry for any sort of adventure away from home. One of AYC's newest members, **Chris Reuwsaaf**, floated the idea of a Ruff Rider Bandit run; a 100-mile deep reach up the Intercoastal Waterway from SPI to Corpus Christi. His mom and mentor, **Terri Reuwsaaf**, a Ruff Rider veteran many times over, has almost unquestioned credibility regarding what is within the realm of

possibility in Texas coastal sailing. **Philippe Bettler and Stefan Froelich** were up to coming with us. It was irresistible. The only question was logistics.

The original Ruff Rider Regatta was my intro drug into long distance multihull sailing. The idea that you could easily sail really fast over a vast expanse of uninhabited coastline was hugely exciting to someone who had learned to sail on a Minifish in Florida. When I packed all my belongings on the trampoline of my Hobie 16 to move to Texas from California, after some minimal amount sailing offshore from Santa Monica, I was easy fodder for Austin Hobie Fleet 64's near universal adoption of the Ruff Rider bandwagon.

Organized and run for 25 years by the legendary **Scott Kee**, the original Ruff Rider regatta attracted over 100 catamarans each year for decades. Caravans of trailers from all over Texas, Oklahoma, Louisiana and Kansas would head south every Labor Day weekend to take part, in large measure because it was a fairly easy sail in most years – a broad reach in consistent wind with warm, flat water.

Even raw novices, like my brother and I, pictured here in 1987, with our minimalist approach to sun protection, our camping supplies wadded in a garbage bag and our drinks in a styrofoam cooler bungied to the trampoline, might reasonably expect to succeed.

One of the biggest challenges to doing the Ruff Rider Regatta has always been the logistics; specifically, how do you get someone to spend their Labor Day weekend driving a trailer from South Padre up to Corpus Christi and then waiting around in the heat for you to show up? With a Corsair F-28R, that problem is solved! We simply sailed it down to South Padre offshore. It was our version of the Harvest Moon Regatta, only the water was warm and the breeze was steady enough to hit 10-11 knots upwind for long stretches. We estimated we could make the passage in about 13 hours but, since we got away a little later than planned, the wind died before we arrived and it actually took us closer to 16. We sailed through the night with a nearly full moon so that the dawn corresponded with our planned arrival. It was magical!



If these two knuckleheads could do it, so could we.

Friday, we piddled around in South Padre, re-stocked provisions and showered for the pre-race party at Clayton's on the Beach, five miles away, but a series of timing issues meant we missed our ride to the party. No matter, we enjoyed some nice local take-away, got a good night's sleep and prepared for an early start on Saturday morning. There are a couple of power lines and bridges to pass under and a few dredging spoils locations to pass over before getting to the channel which caused us some concern but our navigation charts were up-to-date and our depth sounder was accurate so we had absolutely no problems. When we set the sails just north of the Queen Isabella Causeway, we expected to barely make the start off the Laguna Madre flats across from the Edwin King Atwood Park, eight miles away. 30 minutes later we were nosing into the shallows (with the daggerboard and rudder up, our 28-foot multihull draws about 18 inches) and setting the anchor, well in advance of schedule.

It was so good to see **Terri and Chris** on the beach again, preparing for the start of a race! **Steve Cooley, Tom Skutca, and Mark Hawkins** were also scattered around the beach setting up their boats with more sailors still expected to arrive. Team Corpus Christi or Bust was also preparing to start the classic course for the 24th time in the last 25 years! It was obvious, however, that a minority of them would be ready to start at the traditional 10:00 AM start time so we negotiated a postponement until 10:30 AM. At 10:30 sharp we blew our horn (more for my sake since most everyone ignored us), pulled our anchor, and headed due west for the channel. I've made the mistake of heading north, getting caught in the shallows and running along beside (and occasionally dragging) my Hobie 16. We had no interest in doing that with an F-28R.

Tom Skutca (Hobie 20) passed us before we made the channel and **Steve Cooley (Hobie 18)** shortly thereafter even though we were deep reaching quite respectfully IMHO. That's when we decided to unfurl our never-before-used-by-us screecher. We didn't rig it correctly and it took far longer than it should have but, suddenly, our speed increased from 11-12 kts to 15-16 kts. It was easy to fly, balanced, manageable; and in the flat, calm water of Laguna Madre we were absolutely smoking along so that, in relatively short order, we were closing on the leaders. We were having so much fun we neglected to notice we were also closing on the land cut until we were already well into it and, though still exhilarating, we felt it might be best to furl our new favorite sail before we got ourselves into trouble were we to encounter a sandbar. That's when we encountered the sandbar. Our boat went from 15 kts to 0 in a boat length and I went from standing on the trampoline to standing in knee deep water in front of the boat.

That was just the unforced error **Tom and Steve** had been waiting for us to make, so they sailed away and left us to sort ourselves out. The famed Hobie Hilton, our mid-way stop, is located near mile marker 9 just ahead so we soon joined them around 4:30 PM.

This is when we really appreciated the luxury of a Corsair F-28R! We anchored securely ashore with our swim ladder in waist-deep water and set ourselves to preparing a cocktail and a delicious picnic dinner. Sailing with French crew meant we were exceptionally well-provisioned with fine cheese, bread, fresh fruit, fresh vegetables, excellent charcuterie and exquisite liquor.

continued next page

Featured Fleet: Multihull

A series of warm showers intermittently rolled through as we waited for the rest of the boats to arrive but we were able to shower in fresh rainwater, towel off, unpack our spray jackets and/or retreat to our covered cabin with separate comfortable bunks. Just before nightfall, **Mark Hawkins** and his crew arrived but warned there'd probably be no further boats. We offered to share our feast, our water, our beer with those sorry catamaran sea dogs preparing to sleep on their trampolines, in their wet clothing, in the mud and mosquitoes, with their make-shift tents fashioned from their mainsails over their booms but they were too self-reliant to take anything from us but a couple of AA batteries to power a dead GPS. We set our high-powered lantern positioned down the channel to light the way for any who might still be sailing but, when even more squalls blew through, retreated indoors out of the mosquitoes, to our card games, our quality French rum and/or warm, dry bunks.

I can certainly understand their feelings; I've been there many years on my own Hobie 16 and I've never taken a handout from anyone on a trimaran.

Sunday, **Steve Cooley's** horrific wind forecast came absolutely true. A nice teaser breeze then gradually going dead and then going onto the nose. **Tom and Steve** had jumped out to a big lead with an early start but when we fired up the outboard, augmented with the sails, we closed in a big hurry. At this point, they wisely and happily took a tow for the next 15-20 miles.

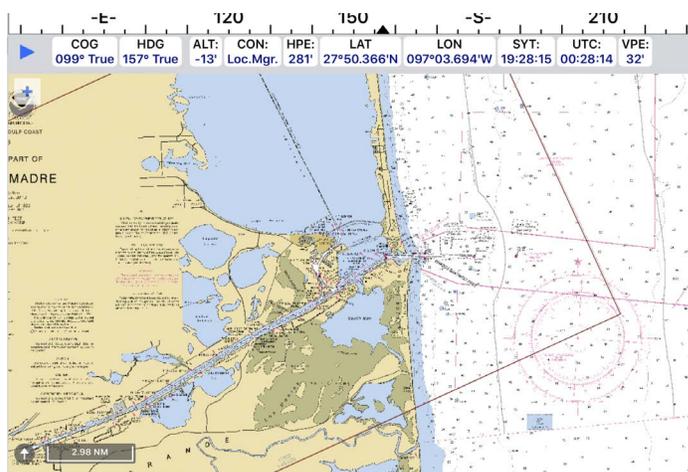
Once we cut loose our baggage, the wind had slowly built to the point we were able to make decent time through Corpus Christi bay to the Corpus Christi ship channel where we hardened up to make the Port Aransas Marina harbor entrance and finish well before dusk.

The Port Aransas Marina is an underappreciated gem on the Texas Gulf Coast. It has beautiful, clean bathrooms/showers, bountiful free parking and the best price on 20 lb. bags of ice we found. The other boat owners we met were friendly, talkative and generous with advice on local restaurants or ports. We intended to make it our home thereafter but the lure of nice, reasonably-priced hotel accommodations within walking distance proved irresistible. We returned to the marina for camping a couple of nights and wonderful day trips down to Rockport, Corpus Christi or out into the Gulf of Mexico with the extraordinarily able/locally knowledgeable crew of **Linda Asaf and Rick Kole**. It was wonderful and we hated to have to leave.

Despite some of the worst wind conditions I've experienced in over 30 years, the entire trip was unexpectedly uneventful and relaxing. There were no groundings, save the one. No hardships, no breakdowns, accidents, or disagreements; minimal yelling. Navigation is unbelievably easier nowadays with modern technology (iNavX is fantastic) and it helps to have more than one cook in the kitchen provided they all speak French. We got to enjoy watching porpoises play in the bow wakes of all the big ships entering the Corpus Christi Ship Channel and were even able to entice a few to play in our wakes when we were flying our new favorite sail. It was wonderful to unplug from the chaos of 24-hour connectivity/controversy coverage and concentrate

on learning new things about our boat. It made me wonder why I didn't get a trimaran to do this race a long, long time ago!

*Postscript: **Mark Hawkins** and his crew finished unaided at the Bird Island Boat Ramp around dusk Sunday, making him the sole "entrant" in the "race" to "complete" the course and technically the overall winner. In reality, all those who challenge themselves to explore new waters and learn more about their boats are winners.*



continued next page

Featured Fleet: Multihull



continued next page

Texas 200 Weta Style

by Peter Lange



I followed a couple of buddy boats through Sting Ray Hole into the Corpus ship channel and watched the water go from bumpy chop to almost flat calm. I was excited to make the turn up the channel because I knew it was going to be a close reach in flat water with 15+ knots of wind coming over the channel spoil hills. I was not disappointed. When I sheeted in and got on heading, I took off like a rocket! The one thing I didn't have was a knot-meter. So, I have no

idea how fast I was going, but it felt like enough to pull a skier!

How did I get here? I set a goal in December 2016 to do the [Texas 200](#) on a [Weta trimaran](#). This was a stretch goal because I didn't even own a Weta. I signed up for the Texas 200 the first week of January, and reserved a room at [Sunset House Motel](#). So, I was basically committed at this point. Now I needed a boat.

I had been shopping around, but used Weta's were hard to find in Texas. So, I searched the coasts and found a potential candidate boat in San Diego. I was travelling out to San Diego on business in early February. So, I set up an appointment to view the boat, made an offer, and signed a purchase agreement.

The next step was to get it to Austin, Texas. On my next trip out to San Diego several weeks later, I was able to coordinate with a [UShip](#) driver to meet me at the boat and get it ready to haul. I flew back to Austin after meeting the UShip driver, and he arrived in Austin the next day! That was easy!

I asked my son what he thought we should name the boat. Upon seeing her size, he did not hesitate, and said, "Puppy Dawg!" Sold!

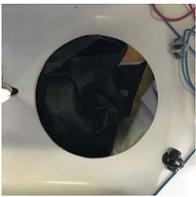
Puppy Dawg was in fairly good shape for a 2010 model, but there were a few modifications that I wanted to make for the trip including a storm main since there is no way to reef the stock Weta main, a roller furling jib to make things a little easier for single handed sailing, and an increased opening to the only internal storage area on the boat.



continued next page



Featured Fleet: Multihull



Here's a picture of the opening to the storage area in the front of the cockpit fully loaded with gear! I increased the opening from 6" to 12" and purchased an Armstrong watertight compression deck plate to cover the new large opening.

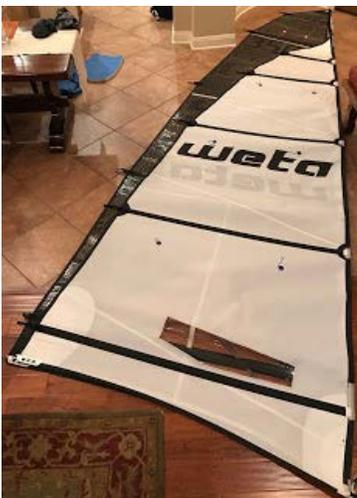


Here's a picture of the boat set-up at the bottom of my driveway with full main, roller furling jib and yellow reacher. Fortunately, it was a mostly windless day when I took this picture!

The picture below shows the storm main on top of the stock main. In Port Mansfield, I made the decision to only take the storm

main. I figured if it was light I would just be going slower, but when the wind picked up, I would be glad I had the smaller main up. The boat was relatively new to me as well, and I was still getting used to it. In retrospect, it was the

right decision for 2017. However, there were a few stretches where I wished I had the stock main. Next time, I will take both mains and just strap one down to the nets. I wasn't really worried about the difficulties of the trip much, but that is because I sailed a [19.5' open cockpit Tramp trimaran from Stewart Florida to Marsh Harbour, Abaco, Bahamas in 2015](#) where I learned A LOT about sailing small trimarans in all types of big water conditions. I also had sailed the Tramp offshore on the Texas coast



and in the inter-coastal for over 300 miles in preparation for the Bahamas trip. So, how hard could this Texas 200 be compared to all that? More on that later ...

There were some distinct differences for the Texas 200 relative to my Tramp experiences including:

- A lot less storage! So, the need to really cut back on gear.
- No battery, and hence, no wired electronics or tiller auto-pilot.
- No bimini! How was I going to protect myself from sun and stay cool?

Let's break these down one by one.

GEAR

On my Bahamas trip, I spent nine days underway solo – six days to reach Marsh Harbour against the wind, and three days coming back downwind. During this time, I learned a lot about what was essential and what I could live without. I would not be cooking. So, that eliminated the need for cooking

gear. Also, I would sleep on the net. So, I decided to not take a bulky air mattress. My actual gear list is fairly long. So, give me a call or send me an email if you are interested in the details.

LACK OF BATTERY AND ELECTRONICS

I did not expect this to be an issue, and it wasn't. For the Texas 200, a hand-held VHF and an electronic navigation device is really all that is needed. Of course, having a smart phone/iPad is a plus. On top of that, a Bluetooth speaker added a little entertainment.

In terms of navigation, I had iNavx set-up and ready to go on both the iPhone and iPad. I only pulled out the iPad underway on day 4 going across Panther reef. The rest of the sailing was line of sight and following a couple buddy boats. If I wouldn't have had the buddy to follow, I definitely would have referred to the charts more often.

In terms of boat speed, that is really a nice to know. That said, after I got back, I purchased a [Velocitek Speed Puck](#). I really would have liked to have known how fast I was going. At one point on day 5, I pulled along side of a power boat and asked him how fast he was going. After he told me 10 knots, I sheeted in and pulled ahead of him!

The hardest part of sailing solo without a house battery and electronics is lack of self steering. That said, in a Weta, self-steering isn't really practical given the boat's speed and agility. It is definitely an athletic boat when the wind picks up. As a result, I was exhausted at day's end on the water.

NO BIMINI

This was probably my biggest concern of the trip. I remembered how hot it was going to the Bahamas in June 2015, not to mention the incredible burning power of the sun. So, I did a little research and bought gear specifically to deal with this issue. In summary – hat, sun glasses with head strap, AYC neck buff, Frogg Togg, long sleeve shirts, long pants, full fingered gloves, and socks. There was only a little skin on my face exposed. This I covered with sun screen and endeavored to keep my face away from the sun as much as possible. The clothes strategy along with my sun protection tent in camp worked out very well in terms of staying cool and not getting burned.

THE TRIP

My basic plan was to drive to Port Mansfield on Saturday, find a place to safely launch and moor the boat, do the bus trip on Sunday, enjoy the sailing, and head home on Friday. Leading up to the trip, I was contacted by fellow trimaran sailor, **Eric Dalhkamp** (see photo below), and we struck up a virtual friendship. Eric was getting into Port Mansfield on Wednesday. So, I asked him if he could find us a place to moor which he took care of on his arrival.

Saturday (June 10) / Sunday (June 11)

With the mooring concern out of the way, I focused on packing up and hitting the road on Saturday. It was an easy trip down from Austin with fine weather in route, and I had the boat in the water and moored by 5pm on Saturday. Given that the Weta has no secure storage, I decided to keep the bulk of my

continued next page

Featured Fleet: Multihull

gear in my hotel room since I was going to be gone most of Sunday dealing with finish line truck/trailer logistics. The picture below is the Sunday morning Skippers Meeting and sign-in. After this, it was off to Magnolia Beach to drop off our trucks / trailers and head back to Port Mansfield on a nice air-conditioned bus. For those not familiar with the Texas 200, this little bit of logistics set's you up for a one way down wind sail from Port Mansfield to Magnolia Beach.

Monday – Day 1 – Port Mansfield to Land Cut – 23 Nautical Miles

In order to get all my gear to the boat on Monday morning, I hauled along a compact dolly. So, after rising and taking my last running water shower for 5 days, I placed my fully loaded and very heavy Yeti on the dolly and piled all of my other gear on top. It was a "fun" walk over to the dock, and for the first time, I was able to see all of the gear laid out on the boat (see picture below). Wow! Amazingly all of this fit below deck, except for the following:

- Yeti cooler (strapped to cockpit floor)
- Fresh water shower (strapped to cockpit floor) - won't have this next trip
- Anchor and road (see red bag near rudder in photo below) - will put in a crate next time
- Standup paddle (bungeed to windward ama)
- Whisker pole (bungeed to windward ama)
- Fenders (lashed to nets) - will not have this next trip
- Dolly (lashed to nets and never used again – I don't know of a better way to solve this need since I think I would need to wait a long time for an Uber ride in Port Mansfield!)
- Pole anchor (bungeed to foredeck) - not sure if I will take this next time

The amazing part is that the waterline is right at the point of entering the cockpit! (see below)



It took me a while to get everything sorted and underway. I was one of the last boats to leave port, but I made sure I left before Eric's boat, Crosswins, in case I needed assistance since I was motorless, and I didn't feel like paddling. As I approached the mouth of the harbor, the sailing became difficult as the wind was light and spinning in circles due to the wind shadow of the condos at the harbor entrance. I was starting to get frustrated with the situation, when I

looked up and saw Eric powering down the channel. I hailed him and asked for a tow. I was grateful for the assistance, and that would be the first and last tow of what was to be five glorious days of sailing!

This first sail is one of those times I wish I would have had my stock main up. I was going slower than I wanted, but it was nice to be away from the stuffy harbor and out on the open water. Navigation was easy as there were plenty of boats ahead of me. I just followed the sails and passed them one by one. Once in the flat water of the land cut, the wind picked up and I was treated to some fun planing. Camp one was upon me before I knew it, and I was ready for more! I relaxed in the afternoon and endeavored to stay out of the sun.



Tuesday – Day 2 – Land Cut to North Padre Island (south of Bird Island) – 31 Nautical Miles

Since I knew I was faster than most of the other boats, I took my time getting going in the morning. The wind was light, and I knew it would pick up later in the day. I had noticed that one of my side stay tangs was not sitting in the mast properly, and I would need to drop the mast to fix it. With a bunch of other sailors around to assist, we dropped it, seated the tang properly, and had the mast up within a few minutes. Thanks team!

After pushing away from the mud and getting underway, it was clear that it was going to be a light air, dead downwind sail for a while. So, I set up the whisker pole, pulled the reacher out to windward, and locked the sheet into the pole. After that, I was able to lay down on the nets and steer at an easy 5 knots or so. Fantastic!

As the day progressed, the wind started picking up and coming forward on the starboard beam. I shifted the reacher to leeward, locked my feet into the hiking straps, and took off. Again, I had no idea how fast I was going, I just knew that I was on a plane and was able to hold it for long stretches.

Once into the relative open water at the mouth of Baffin Bay, the wind cranked up some more. I was now clearly over-powered as the leeward ama stuffed itself several times in the gusts. So, I rolled up the reacher and pulled out the jib. Even with this new sail configuration I was able to hold a plane, and it felt really comfortable for long periods of time. I had not had this

continued next page

Featured Fleet: Multihull

experience on the boat yet due to the limiting size of the lakes I was sailing and the constant need to tack or jibe. There was a really big smile on my face as I cruised along at well over 10 knots. In the process, I had passed most of the fleet that had left before me in the morning, and Puppy Dawg was the 7th boat into the beach.



Camp 2 had beautiful shallow sand a good distance out from shore, and I pulled the boat up into about a foot of water. **Dana Munkelt** from "Joe Cool" came out to greet me as I pulled up. Once the boat was anchored, we just sat in the warm water and chatted as we watched the rest of the fleet tack into the anchorage.

When Crosswins arrived, I helped them anchor and hid from the sun in the shade of the boat. Again, another glorious day of sailing, afternoon on the beach, sunset, and a few tunes over dinner before calling it a night.

Wednesday – Day 3 – North Padre Island to Mud Island – 36 Nautical Miles

Day three was the second longest leg, but there was a stop early in the leg at Snoopy's for lunch and ice. It was an easy sail down to Snoopy's from Camp 2. Puppy Dawg just glided up to the dock on the starboard side. After a nice meal, I went in search of a bag of ice to top off the Yeti, and a better anchor. I found both within walking distance, and was underway in short order.

I was sailing large, broad reach legs down the channel from Snoopy's to Corpus Christi Bay in an effort to kill time while waiting for Crosswins and Quantrills Revenge (**Capt. Dave Gilbert** on a Prindle 18). Both boats were double handed with one crew on the tiller and one on the electronic nav to guide us through Shamrock Cove and Sting Ray Hole. The idea was to get as close as possible to the leeward shore of Mustang Island in hopes that the shorter fetch meant calmer waters, and this turned out to be a good plan.

Once out of the ship channel and into the Bay, it was a close reach up toward Shamrock Cove. The Weta just loves a close reach, and it was a blast out in the open Bay. I was going so fast, I could luff up and wait for the other boats or sail downwind past them and then spin around and shoot past them again. Anyway, I was just having an incredible time sailing across the Bay.



As I noted at the outset of this trip report, the sail up the ship channel was unbelievable, and crossing the ferry tracks at Port A was no problem given the speed I was able to hold. As I turned down Lydia Ann Channel and off the wind, Puppy Dawg slowed down a bit, but it was good to get a bit of a rest before entering Aransas Bay. Turning Northeast out of the channel up to Mud Island Camp 3, I was again on a fast, close reach. Awesome! I thought about sailing past the camp up

along Mud Island just for the fun of it, but I "woke up" and realized I needed a break.

After three days of fast, athletic sailing, I was starting to feel the exhaustion, but the adrenalin of the sail helped balance it out. Another great day with no gear failures and no injuries! I fell asleep early.



Day 4 – Mud Island to Army Hole – 43 Nautical Miles

Up just before sunrise again, another slow start to the day, but this was the longest leg. So, I couldn't hang in camp too long. Given our need for at least two feet of water for center boards and rudders, Puppy Dawg, Crosswins and Quantrills Revenge decided to take the ICW at the Northeast end of Aransas Bay down to marker 37 before cutting into San Antonio Bay at the north end of Rattlesnake Island.

Quantrills Revenge got underway first, and I caught up with him at Rattlesnake Island several hours later but I was only about 10 minutes behind. We had no idea where Crosswins was. So, we applied more sunscreen, took a bio break, and cracked open lunch while we waited. As we were wrapping up lunch, Crosswins came around the bend in the ICW. It was time to go.

By this time around mid-day, the winds were up and so was the chop in San Antonio Bay. It was a rough ride across the open bay to the Panther Reef Cut. After threading that needle, it was a decent sail across the Northeast end of the bay to South Pass – the entrance to Espiritu Santo Bay.

continued next page

Featured Fleet: Multihull

Again, I followed the other boats through the cuts, but as the line through South Pass was clear, I sheeted in and pulled ahead. Looking back I thought to myself, "Crosswins seems to be too far to starboard." The thought came and went as the wind gusts accelerated Puppy Dawg forward.

Quantrills Revenge and Puppy Dawg dueled it out down San Antonio Bay until we were almost to Army Hole, and then the radio cracked. "Puppy Dawg, Puppy Dawg, Quantrills Revenge, do you see Crosswins?" I looked back. "No", I said as I spun around and headed back up my incoming track.



Quantrills Revenge lead the way back to the Southwest as we scanned the horizon for Crosswins. After about ten minutes of sailing, we saw Crosswins big red jib on the horizon. Quantrills Revenge hailed Crosswins and discovered that their rudder was lost after running aground in South Pass. They had the rudder onboard, but it had been ripped out of the gudgeons. Crosswins was motor sailing with jib only, steering with the outboard, and making way to Army Hole. So, I swung around and headed that way to see how I could assist when Crosswins came into port.

As I neared Army Hole, my centerboard kept bumping the bottom. The direction I needed to head to shore was dead into the wind, and I was only about 100 yards out. So, I jumped overboard and waded into the marshy shoreline. Later I was told that there were alligators around there. Lovely!

After I tied off Puppy Dawg, I grabbed my VHF and ran up to the marina to see if there was a place to tie off Crosswins. All of the docks were already taken. I hailed Crosswins, and guided her into the main basin to tie off against the concrete quay wall. All's well that ends well.

There were lots of parties going on as it was the last night out before the final day. I headed back to Puppy Dawg to get settled before the evening set in. I was anchored next to **Graham Byrnes** on his Core Sound 17, Carlita – a boat which he designed and built. We struck up a nice conversation about sailing in Australia, Graham's native country. I did my honeymoon there in 2002 on a 33' Seawind 1000 catamaran in the Whitsunday Islands – fantastic sailing!

After my conversation with Graham, I mustered a bit of energy to hang out for a while on the quay with a number of sailors as the sun went down. I headed back to Puppy Dawg completely exhausted and slept well that night.

Day 5 – Army Hole to Magnolia Beach – 20 Nautical Miles

The last day, I was up just before sunrise again. I was sitting on top of my cooler in my underwear sipping on a double shot, cold coffee as the sun was rising. Out of the corner of my eye, I saw a woman approaching with

a camera taking pictures on this beautiful morning. She introduced herself as **Pam LeBlanc** of the Austin Chronicle and struck up a conversation. She was interested in how I was tent camping on my little trimaran. She asked permission to take my picture, and I said, "Let me put my pants on first." ;-)
Here's her pic. Thanks, Pam!



Once I stowed everything, I was underway once again. I had mixed feelings inside. On one hand, I was tired and ready for a shower / air conditioning. On the other hand, I could sail on forever! Always the sailor's dilemma!

It was a fun but short sail over to Magnolia Beach, and I headed over towards the boat ramp to anchor. As I hiked back to the parking lot to get my truck / trailer, I was offered a ride by a local – so welcoming!

I decided to pull Puppy Dawg out on the sand because she is so light, and **Dana Munkelt** was there to assist. Thanks, Dana! I thought it would be easy to pull the boat out, but it was very difficult and I was kicking up a lot of sand with the tires. When I got up on level ground with the boat out of the water, I looked down and saw that I had my parking brake on the whole time. That was the moment that I decided I was too tired to drive back to Austin that night.

I caught the tail end of the beach party, visited a friend of mine in Port O'Conner for dinner, and headed back to my hotel in Port Lavaca to crash for the evening.

The next morning it seemed like I was up at dawn as usual and headed back to Austin. When I got home, my wife and son were gone. So, I just emptied

continued next page

Featured Fleet: Multihull

all the gear on the driveway for cleaning and made myself a BIG margarita. It was a relaxing end to and incredible week!

If you have ever thought about doing the Texas 200, but there are just too many unknowns to sort out, reach out to me, and I'd be happy to walk you through it step by step. It is a great way to see a big part of the Texas coast up close!



"My favorite photo" - 6 year old Margaret Faust sailing her new Optimist Photo by Sarah Faust

Dinghy Fleet Report

by James Bland



August was too hot for me to venture out. With heat index numbers exceeding 100° F, the one or two times I ventured out were heat exhaustion events for me.

The US OK Dinghy Racing Association continues to grow and attract members. When we have enough boats, Austin Yacht Club will be Fleet #1.

I have applied for re-activation of Snipe Fleet 505 at AYC. **Steve Keckler** and I have organized and invite

any interested AYC members to join us.

Lightning 14XXX, Yellow FunForeva has come back to AYC. She needs a side stay turnbuckle and some TLC, but **Brad Kocen** is aiming to get her back into racing form.

Be safe, go sailing.



A small repair on Finn USA 88 (James Bland)

continued next page



OK Dinghies at Kiel Wocke



OK Dinghies at Kiel Wocke



Jibe Tech makes Snipes during the winter months, delivery is around six weeks



Austin Yacht Club is sponsoring a last minute
Fall Fling Fleet Regatta
October 10-11 and 17-18, 2020

Let's have a little fun for what is left of this crazy year!!!
The AYC is sponsoring a fleet regatta for member boats only on two consecutive weekends, Oct 10-11 and 17-18.

This will be a different kind of regatta with fleets racing on different days with staggered start times, RC assistance, awards, lunch to go, and hopefully t-shirts. Unfortunately, due to COVID circumstances, there will be no after racing event or party.

Racers must register but there is no registration fee to enter, only a fee for a box lunch and t-shirts. We ask that members who register abide by current AYC health and safety guidelines around the grounds and docks.

Volunteers are needed for general help and:

- One-design fleet - NOR/SI preparation, race committee (Contact Diane Covert)
- Center board fleet – race committee (Contact Louise Miller)

The schedule is as follows:

- Saturday, October 10th – One Design fleets – J22/24, Ensign, Catalina 22, South Coast 21, Pearson
- Sunday, October 11th – Centerboard fleets – Sunfish, Laser, Finn, FJ, etc.
- Saturday, October 17th – Long distance race – Multihull, PHRF fleets A&B.
- Sunday, October 18th – J80 fleet

Details are still be worked out. Please check the website next week for additional information and the registration form.

Sunfish Fleet Report

by Louise Miller



Some exciting news for AYC as its Sunfish sailors dominated the Fall Dinghyfest at Regatta Rush Creek Yacht Club on September 19-20. This served as the Sunfish Southwest Regional Championship, which is a qualifying event for the 2021 Sunfish World Championship. The regional qualifier is usually held at the Wurstfest Regatta on Canyon Lake, but since that regatta was cancelled this year, **Stewart Draheim** used his connections at RCYC to get them to host the qualifier this year.

Annie Lancaster reports that the conditions at Rush Creek were challenging with an unusual NE shifty wind. There were 12 boats registered for the Sunfish class with four boats from AYC.



Fall Dinghyfest trophy winners L-R (holding trophies) Stewart Draheim, James Brock, Lucy Brock

Stewart Draheim dominated the regatta but was challenged by **James Brock**. **Lucy Brock** overcame a leaky boat and stayed in the top of the fleet. **Annie** found success following the leaders around the course. As a result, AYC took the first four places! Because this was a World qualifier, two bids were available. Stewart and Lucy already have bids to the Worlds so the bids were awarded to James and Annie. Congratulations to them all!!!

Rush Creek did a great job hosting a social distancing regatta that required masks in the club house and distancing outside on the deck. What a great weekend of sailing.

On the home front, Wednesday evening races are drawing to a close for the year. For those of you unfamiliar with the format, the fleet races every Wednesday evening, but only the third Wednesday of each month counts towards the championship. The other Wednesdays are practice races. As of this writing, we have one more championship race to go, with **Stewart Draheim**, **Bonner Cordelle**, **Lucy Brock** and **Annie Lancaster** in the top four positions so far.

Even though our Wednesday evening racing is ending this month, fear not! There will be more opportunities to sail you Sunfish. There will be an AYC

Centerboard regatta coming up on October 11. Mark your calendars and stay tuned to the AYC website for more information as it becomes available.

And we'll continue to meet on Saturday mornings for more fun in the Sunfish. This past Saturday, we practiced capsizing and recovering. It's such a confidence builder to know that you can completely turtle the boat and recover on your own! Come on out and join us. Launch time is typically 10:30 am.

Happy Sailing!



Saturday Fun Sunfish sailing – Annie Lancaster in light air Photos by Cheryl Pervier



Saturday Fun Sunfish sailing – Vicki Stones and Louise Miller



Catalina 22s practice *Photo by Bobby Brooks*

Catalina 22 Report by Steve Pervier



The Fleet Alliance is sailing on quiet Sunday mornings, below 100° with few boat wakes! Thanks to fleet members for suggesting and participating. And thank you, **Bobby and Spencer**, for mark sets, starts, and sailing tips!

On August 16 six Catalina 22s raced: **Peter (singlehanded)**, **Johannes with Monica on a new boat**, **Cody with Justin**, plus **Louise and Walter, Meri & Steve**, and **Cheryl & Steve**. The next Sunday **Charles** brought his South Coast 21 and two crew for even less air, then **James and Sarah** joined us in zero wind. We found ways to cool off til the new wind allowed some spinnaker practice.

Our best day was August 30, with four boats in five short races around **Spencer's RIB**, and a W buoy for a longer final race. Tricky wind made for downwind passes, and first place for three boats, including **Cody's**, singlehanded!

And on September 6 **Bobby** ran nine-minute drills, each three minute sequence starting the next, ending in a full race. That was a great practice. Next time I hope to beat more boats! We say "Get Well Soon" to a couple of our skippers, and look forward to having them – and you – sailing with us soon.



Peter Broberg, Steve & Meri Shepardson, Johannes & Monica Brinkmann



Steve & Cheryl Pervier, Catalina 22 spinnaker *Photo by James Denny*



Louise Miller and Walter Payne with Bobby Brooks *Photo by Cheryl Pervier*

Roadrunner Fleet Report

by David Michael



TSA Youth Circuit

At the annual Texas Sailing Association (TSA) Youth Circuit Rock the Rock Regatta at the Corinthian Sailing Club in Dallas, **Nicholas Carew** took 2nd in his second ever laser regatta! Despite wind conditions being low, there was enough wind to finish four races.

A big congratulations to Nicholas!

Endless Summer Opti Series

The purely recreational Endless Summer Opti Series continued strong through the end of the season. With an average of nine Opti sailors each evening of the series, it was a strong turnout given the challenge of this year. A big thanks to the **Brock, Elerian/Matous, Goras, Sela, and Michael** families for being out there every week on race committee and safety boats.



Nicholas Carew with his trophy for 2nd place in the Laser competition at the Rock the Rock Regatta

Opti Team Racing

The weekly Opti Team racing practice continues, fueled by the enormous enthusiasm of the participants. Roadrunner member and former Opti sailor **Tony Slowik** has been assisting **Jeff Brock** with coaching. Tony has valuable insights gained from participating in team racing events of the United States Optimist Dinghy Association (USODA) and the International Optimist Dinghy Association (IODA). These upcoming team racers are having a great time practicing together and are looking forward to the opportunity to compete in USODA and IODA team racing events.

Informal Laser & Sunfish Racing

The Wednesday night Laser and Sunfish races have continued to be popular with the older kids, with more than a dozen Roadrunners competing over the summer.

Multihull Performance Sailing

After a summer of heavy use, the Orange Prindle is leaving the South Cove beach to spend the winter in a dry slip. Being able to launch from the beach this summer made it easy for the kids to be out on it almost every day at least once. With all this time on the water the kids were able to develop some solid multihull performance sailing skills. The fleet is grateful for **Jim Casto** putting together the FUR and for the AYC Board supporting it.

Roadrunner Car Wash Fundraiser

On Fridays after Beer Can races, cars have often been leaving the Yacht Club looking sparkling clean thanks to the weekly Roadrunner fleet Car Wash Fundraiser organized by **Constanze Heitkoffter**, and assisted by parents **Nan**



Carwash Fundraiser – Roadrunners finish detailing Jeff Brock's coach boat. L-R: Willaim Michael, Ramzi Matous, Yuval Sela, Nicholas Carew, Elsa Brock, Calvin Brock, Ronie Sela, Jackson Brock and Lucy Brock

Taylor, Mary Carew, And Gal Sela. The kids took the work seriously, and have done a great job raising funds for their fleet to use for equipment maintenance.

2020 Hobie Mid-Americas Area Championship

by Julius Heitkoffter

Late on September 4th, **Matthew Mason and Julius Heitkoffter** arrived at Dallas Corinthian Yacht Club with the Roadrunner's F18 Hobie Tiger, after having made a spontaneous decision that morning to go racing at the 2020 Hobie Mid-Americas Area Championship. After an early morning they were greeted on the giant DCYC lawn by 38 other Hobie catamarans who were all getting ready to race.

While the wind at the beginning of the first day was extremely light and the RC postponed, **Matthew and Julius** still went out on the water to mess around and practice on the F18. Later that day, the wind had built to 2-5 and the RC quickly started a race with the F18 and the Hobie 20s. However, after just one race all the boats were quickly ushered in as a storm that built over the Texas plains had grown to 50+ knots.

The next day went smoothly with constant 5-10 knot breeze and some very competitive racing. While there may not have been another F18 present (hence **Julius and Matthew** got first in their division), racing was still very tight against the almost-as-fast Hobie 20s and the regatta was both an excellent learning experience and, of course, a great deal of fun.

J24 DCYC by Elizabeth Quintanilla



My journey to the J24 DCYC began months ago when searching for a way to get points toward my AYC membership, and evolved into a personal passion to support one of my sailing heroes, **Tonja Sanchez-Holmes** of DCYC. She lives and breathes the motto by Marilyn Monroe, "We should all start to live before we get too old." These are some of the challenges that Tonja faced to come back and race on the J24 circuit.

- In 2014, **Kelly Holmes-Moon** raced his 2nd Worlds on *Bad Moon* and **Tonja** (wife) raced her first Worlds on *Siren*.
- In 2016, Kelly raced his last regatta, *The HOOD* at HYC. He passed 10 days after they put *Bad Moon* on the trailer to head home.
- In 2017, Tonja helmed *Siren* at the J/24 Nationals at Houston Yacht Club. *Siren* was T-boned at the regatta.
- She went into a nine-month rehab and didn't race at the helm for three years.
- Came in 2nd at the 2020 J24 DCYC Circuit Stop with three Austinites as part of the team.

The 2019 J24 *Siren* team actually had three Austinites, **myself**, **Emy Usheva** from **UT Sailing Club**, and **Nick** originally from the **UNT** sailing team now living in Austin. Emy is now an Emergency Medicine Resident Physician at UT Southwestern Medical Center.



Team *Siren* placed 2nd

Siren was missing pretty key components to the boat (compass and windex). Regardless, after four races and an amazing team, we ended up in 2nd place out of 13 boats. **Tonja** drives *Siren* by feel, visualizing the course, and incorporating feedback from each member of the team to pull a 5-2-2-5 at the circuit stop. As a wind whisperer, I was able to see the shifts, puffs, and more importantly the lulls. The best part of *Siren* was the team camaraderie where each member was able to bring their best and enjoy working together.

For those who do not know, I overcame my Lyme Disease and other medical challenges and now have the strength to sail as foredeck or mast with various fleets at AYC and other Texas Yacht Clubs. Despite COVID-19, I felt it was worth the risk to be part of the team that my hero put together, and looking forward to the *HOOD* regatta at HYC and the remaining J24 stops.

Life is more than sailing. However, through sailing, we inspire and change the world. I hope that AYC members continue to organize sailing events at AYC to expose at-risk children to sailing. **Mike and Brigitte** do an amazing job with the Austin Catamarans and two years ago I was proud to be part of **Kurt Carson's** crew, taking foster kids on their first sail on his J-29, *Knot Rite*. This is important to me because I believe in the following quotes from Walt Disney:

"All our dreams can come true if we have the courage to pursue them."

"It's kind of fun to do the impossible."

"The way to get started is to quit talking and begin doing."



Elizabeth and Tonja

We are encouraging others to chase their dreams by sharing our stories through pictures and posts on Facebook. You never know how you inspire another. What I have learned from **Tonja** is to appreciate the present, don't take life for granted, and live the best life you can regardless of where you are or what your challenge.

PS: I totaled my RAV-4 on the way to DCYC and despite a car fire . . . I still competed to make sure I was part of this amazing team.



Photos by Members

A&B Fleet Informal Races *Photos by Marilyn Jackson*



Cass Meyer and crew on Namaste



Kurt Zinsmeyer and crew of Shaken Knot Stirred



Dane Ohe and crew of Aphaia



Marilyn Jackson, Jeff Jackson, John Maddalozzo on Ormery

J80 and J70 Informal Races *Photos by Marilyn Jackson*



J80 start

continued next page

Photos by Members

J80 and J70 Informal Races (con't) *Photos by Marilyn Jackson*



Ed Taylor and crew of Air Supply



Kirk and Janis Livingston and crew on Swift



Bruce McDonald and Lisa Porta on Rogue Wave, Karen Bogisch and crew on JazzTacks



J80 traffic jam just after start



Karen Bogisch and crew on JazzTacks, Jim Pearce and crew on The JACK



Larry Ratliff and crew on Restless, Bob Gross and crew on Shotgun

Photos by Members

AYC Work Day Photos by Marilyn Jackson

Photos by Elizabeth Quintanilla



Chris Renner on lights



Team Jack and Team Romberg



John Maddalozzo and Kris Thompson on WiFi



Sunday youth sailing



Jeff Jackson on Shelter 1 awning repair



Sunday youth sailing

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 Wheelless
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

Photos by Members

Photo by Laurinda Rohrer



Bo Kersey and crew on Corsair F31 Abandoned Assets



2020 Special Service Award Nominations



Recognize those that have made a difference this year at AYC!

Email the awards committee your nominations at nominations@austinyachtclub.net.
Deadline is October 15.

This year we would like to recognize the AYC members who have given their time, talents and went over and above in helping the club and the membership despite the unusual circumstances disrupting our regular sail racing season. Stay tuned for information on when award recipients will be announced. Please submit your nominations here:

Special Service Award

Nominee: _____

Why: _____

Nominee: _____

Why: _____

Nominee: _____

Why: _____

Blue Duck Trophy: The coveted Blue Duck Trophy is presented each year to the Austin Yacht Club member who executes the biggest blooper, as nominated and voted by the AYC membership.

Nominee: _____

Why: _____

YOUR NAME: _____

CONTACT EMAIL _____

CONTACT PHONE _____



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



"Our Very Own John Bartlett on his Moth" by Keith Denebeim
Digital Painting

www.denebeim.com/paintings/



Calling All AYC Artists!

Each month, the Telltale will feature the artwork of members. Send in your high res images to ghowiellc@gmail.com. Self-promotion is a good thing.