

June 2020



Sailing During Covid-19 Stay safe, stay well!

## FEATURED: A & B FLEETS



A FLEET J29 Bruce McFarland and crew on Jus Knot Rite Photo by Cheryl Pervier



B FLEET Pearson 260D Bill Records and crew Hazel Sanchez Photo by Mack Warner

### Message from the Commodore



Things are starting to open up. The Club accelerated the opening of bathhouses to June 17. We will be meeting very soon to determine what the rest of the phased opening looks like, focusing on the clubhouse, the pool and the ice machine. More details are inside this issue.

The Board of Directors and the Advisory board have been trying to navigate a myriad of shifting information, where something that is settled science one week is found to be untrue the next. It is our goal to get the Club re-opened as soon as resources permit while keeping members, guest and staff as safe as possible. We have ordered and hope to have delivery of all the necessary cleansers, disinfectants and equipment to do this by the time you read this. Cleaning tasks will be split between the cleaning company and AYC staff once the needed supplies arrive.

I would like to again thank the Board of Directors, the Staff and the Advisory Board for their insight and input during this time. No one on the Board wants to keep the Club closed one day longer than necessary.

Moving forward, a large part of the Club's mitigation of Covid will depend on the actions of the members. Please remember that the virus is still active and at the current time cases are increasing. You may feel like you are managing your risk, but I ask that you manage the risk for those around you also by taking the necessary precautions.

I can't wait to get my boat back in the water and get out there.

## Dear AYC Board and Staff –

Thank you for doing an excellent job managing AYC’s response to the COVID-19 pandemic! As a former board member, I know that this pandemic presents numerous challenges everyday. For the past several months, you have been rising to the challenge of protecting the health and welfare of members and staff, while allowing maximum safe use of AYC.

As with any organization of diverse membership like AYC, not all members agree on how best to implement the recommendations and policies of our local, state, and federal governments and agencies. Given society’s uncertainty and confusion of how best to manage the COVID-19 pandemic, it is imperative that we focus on and demonstrate the utmost regard for the health and welfare of fellow members and staff. To assist you, members need to step up as leaders and support your efforts to protect all of us, rather than testing the limits and violating the COVID-19 restrictions.

One fundamental, somber question for all of us to keep in mind: “If a member or staff dies from COVID-19, did I do everything reasonably in my power to prevent it?” As long as we are focused on answering “yes” to this question, it will provide the singular navigation beacon to get us through this storm together. The noise of uncertainty and confusion can be filtered (or silenced) by the sound of the beacon, which calls us to steadfastly support the board and staff so that we do not miss the mark.

Managing the impact of the COVID-19 pandemic on AYC’s operations is physically and emotionally draining, but keep up the good work. You are doing an excellent job. Thank you very much!

Regards,

David Morley

email: [dpmorley1@gmail.com](mailto:dpmorley1@gmail.com)

mobile: 713-906-7686

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## COVID-19 Update

We've always prioritized the safety of our members, and in these uncertain times, this is no different. That's why we are implementing and enforcing best practices for social distancing and self-isolation in the midst of COVID-19. As we begin the process of re-opening areas of our Club, we will take steps slowly in order to maximize the safety of our members and staff.

### BATHHOUSES NOW OPEN – LIMITED ACCESS

The bathhouses opened on Wednesday, June 17 in conjunction with the start of Sail Training's Private/Semi-Private lessons (<https://www.austinyachtclub.net/austin-yacht-club-junior-sailing-program/>) which began Monday, June 15.

AYC's contract cleaning crew will clean the bathhouses in the mornings and Tom will follow up their cleaning with spraying disinfectant (Max Quat <https://www.powerwash.com/max-quat-super-disinfectant.html>). On Saturday and Sunday, Tom will be doing both the cleaning and disinfecting of the bathhouses. Please be patient and courteous when the bathhouses are closed for cleaning and disinfecting. Please do not enter the bathhouses until the "closed" sign has been removed.

**Please note:** The Club is closed on Mondays so the bathhouses will be open but will not be cleaned and disinfected on that day.

A log of cleaning days and times will be posted in each bathhouse. The cleaning/disinfecting will be done Tuesday - Sunday weekly.

There should only be ONE PERSON AT A TIME in the bathhouse. For the first two weeks there will be ONE STALL, ONE URINAL and ONE SINK operational in each of the bathhouses, please abide by this limited availability. If all goes well, a second stall, urinal and sink will be opened the first week of July and the third stall and sink will be opened by mid-July.

The showers in each bathhouse will be blocked off and are not to be used.

### BATHHOUSE ETIQUETTE:

- One person at a time using facilities
- Wash hands before and after use
- Facial Covering should be worn
- Please maintain a 6-foot distance from those around you
- Showers are unavailable at this time

BY USING THE BATHHOUSE, YOU VOLUNTARILY ASSUME ALL RISKS RELATED TO EXPOSURE TO COVID-19.

### LIMITED REOPENING: FLEET ORGANIZED ON-THE-WATER ACTIVITIES

As part of AYC's limited reopening, and in the interest of having AYC members and their families re-engaging in on-the-water activities in a limited and responsible fashion, the AYC Board is lifting the restriction of fleet-organized on-the-water activities. To promote social distancing and avoid large crowd sizes at the AYC docks and grounds at any point in time, it is recommended that the fleet captains coordinate staggered times of launching and docking/retrieving.

To help facilitate coordination, **Race Commander John Parker** has created a spreadsheet that can be used to help with planning dates/times of arrival and exit of the respective fleets to/from the Club. This spreadsheet has been distributed to the Fleet Captains.

Fleet Captains – when scheduling your fleet events, it is recommended that fleets try to stagger their arrival/departure times by an hour or so to keep the congestion down at the Club, docks, walkways and the ramps. This is not mandatory; however, this type of cooperation will assist in accommodating members in a socially distanced manner. At the very least, if all fleets use the spreadsheet, it will enable everyone to know which fleets will be at the Club and when. The following details will apply:

### CURRENT SITUATION

Limited opening of Club has begun:

- AYC is not organizing, promoting, nor sponsoring any on-the-water member activities at this time.
- AYC equipment, including RC boats and other RC racing equipment are not to be used by the fleets during this time.

Fleet-driven activities

- Fleet driven on-the-water-only activities are allowed.
- Scheduling of Fleet Activities – Responsibility of Fleet Captains
- Questions regarding these activities – Direct to your AYC Fleet Captain

AYC Calendar:

- Has been cleared of AYC on-the-water events for June and July.
- The AYC Board will continue to review and update the calendar regarding AYC events.

Looking forward:

- The AYC COVID-19 Advisory Board will continue to meet.
- The AYC Board will continue to open the Club as possible.
- The AYC Board will tighten constraints if necessary.

AYC Member Participation:

- AYC Members and Family are permitted.
- Members are responsible for their behavior and should be considerate to other members.
- Social Distance.
- Wear face coverings when near other members.
- Please do not congregate near the walkways where members will be attempting to get down to their boats or back up to the parking lots.

Following the above protocols will ensure that Austin Yacht Club members will remain respective of the current situation in relation to COVID-19. It's a start and we all ask for your continued cooperation and understanding during this pandemic period.

Stay safe, stay well!

## Vice Commodore Report by Diane Covert



The AYC Board and the COVID-19 Advisory Committee have been meeting weekly discussing and approving a "first steps" report which can be found in full on the AYC webpage. This report is the result of a detailed information/data gathering effort. The recommended actions and guidelines in this report have been developed by the AYC Board of Directors' COVID-19 Advisory Committee, which includes Board members along with other AYC members with relevant expertise, medical professionals **Bruce McDonald and Joe Roddy**, first responder **Andre De La Reza**, and legal professionals **Wade Bingaman and Karen Bogisch**. A huge thanks goes to this group who painstakingly debated the boundaries of the information out there. This report is based on the COVID-related best practices and recommendations of outside experts including: **US Sailing and its consultants the Gowrie Group, the Marina Industries Association, Governor Abbott's "Open Texas" Task Force, the CDC, and Austin/Travis County health authorities.**

It is expected that the "first steps" outlined in this report will be complete in June. Repairs are now being made to open the restrooms. After that, the AYC Board can consider whether to proceed with a phased, orderly and safe resumption of certain Club activities.

Please be respectful of other members wishes and space, see you on the water.

## CONGRATULATIONS ANDRE!



**Captain Andre De La Reza** has been chosen to be the next Assistant Chief for the Austin Fire Department (AFD). Assistant Chief De La Reza will be responsible for Homeland Security, Special Operations and Wildlife Division. He

will replace Assistant Chief Pablo Ruiz who is retiring effective June 20, 2020.

Assistant Chief De La Reza has almost 19 years of service with AFD and is currently working on Quint 19. He spent three years working in Communications as a Captain and two years as a Lieutenant in the Wildlife Division. Chief De La Reza is also known for his long-time commitment as a member of the Emergency Service Pipes and Drums (ESPADA). His appointment to Assistant Chief is effective June 21, 2020.

## Harbor Report by Russ Shermer



Greetings AYC Membership,

Our dock vendor has reported that there are six to seven feet of clearance in the most shallow slips. We intend to adjust the docks to keep it that way. We still want hydro hoists to be placed further out. However, we can now accommodate more boats. The South Cove rigging dock repairs are complete.

Wheel stops were installed in the Dry Out Area so that specific slips could be identified and assigned. We intend to move the Dry Out Area sign-up online. The wheel stop purchase was combined with the B&G need to replace broken wheel stops in the parking lots. Many thanks to **Bill Coon and his son Andrew** for working with **Tom C.** to place and set all of the wheel stops. We appreciate your volunteer service, **Bill!**

The ongoing harbor projects are being delayed due to material shipping delays. We are working with our dock vendor to figure out what projects can get done sooner rather than later based on the availability of materials.

## Secretary Report by Gretchen Douglas



In an effort to ensure that the Online Member Directory is **current and accurate**, we'd like you to take a moment to review your information that is currently displayed in the online directory and please submit any updates/changes.

There's a pdf directory of members' addresses, phone numbers, and email addresses on the website. This pdf file is secure under the Member Login so you will need your password to log onto the website. The second button on the Member Menu is the **Printable Member Listing** which is where you can find this pdf file created from the QuickBooks records in the AYC office database. You do not have to print the listing but you can find your name to verify your information.

Below the Printable Member Listing link is the **Member Info Change Form** that you need to complete and submit to make any changes to the information listed. Please be sure to click the **SUBMIT** button at the bottom of the form to update your information corrections (email, address, phones, and boats).

**Please note, the information on the website is current through March, 2020** so if you've submitted a Change of Information request after this date the changes will be updated and another pdf will be loaded onto the website.

We're hoping to upload the newest information quarterly; therefore, the next upload will be after June 30, 2020.

Thank you for your help.

## Youth Sailing Director Report by Spencer LeGrande



After careful review of available information relating to the impact of the coronavirus COVID-19, the AYC Board of Directors and Sail Training staff have unanimously voted to cancel our 2020 summer camp and PBJ season. The health and safety of our camp community is paramount and remains our steadfast compass in making difficult decisions. An incredible amount of research, thought, and care has gone into making this difficult decision. We know

you and your children were looking forward to another fun summer at camp – we were too! We know that summer sailing camp means more than just sailing, it's bonding with friends, learning skills and relaxing in our beautiful environment. It is so hard to imagine summer without it.

### We have worked out some options for AYC members.

As the Club begins to open in phases, we will be offering the next best thing to summer camp. Semi-private and private lessons for all AYC members and their immediate families began June 15. Classes will run Monday through Friday with small group sizes of 1-4 sailors per session. All sailing experience levels welcome! If you would like more information on our Semi-Private/Private Lesson program email [spencer@austinyachtclub.net](mailto:spencer@austinyachtclub.net) or take a look at the website

### Who can Register?

- Adult AYC Members
- Children of AYC members
- Grandchildren of AYC members
- Student AYC members and their immediate family members

This Summer we will also be running our advanced racing classes for Opti 3 and Advanced Laser. Those groups will be practicing on the weekends from noon to 5:00 pm. They will be training to compete in the TSA Circuit.



### New Neck Gaiters Available!

If you're looking for a new, stylish, and sun protective face mask, we got you covered!

We will be selling AYC Neck Gaiters for \$7. They are white with the AYC Burgee printed all the way around. They're made to help keep you cool when wet. For more information, or to buy one please contact,

[spencer@austinyachtclub.net](mailto:spencer@austinyachtclub.net), and we'll get it to you!

**Bobby and Spencer** will be back on the grounds, Wednesday - Sunday out of Shelter 3, as we begin to open the Club in this phased rollout. They will also be out on the water filming mark rounding, starts, and sailing to gather content for more webinars and debriefs in the future. We'll keep you posted on any new developments during our rollout. Stay safe!



Photos submitted by Spencer LeGrande



## Racing Rules of Sailing

### 16 Changing Course

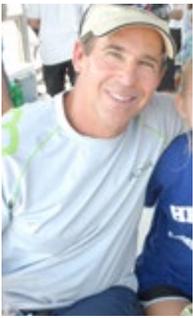
16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear.

16.2 In addition, when after the starting signal a port-tack is keeping clear by sailing to pass astern of a starboard-tack boat, the starboard-tack boat shall not change course if as a result the port-tack boat would immediately need to change course to continue keeping clear.

Any questions, contact **Brad Davis**.

## Be the Shift

by Scott Young



Have you ever been driving in traffic and it seems like you are hitting every intersection just as the light is turning green? Are there days where every meeting or appointment is exactly on time and lasts just the right amount of time for you to make your next appointment? I know...it doesn't happen very often but those days might be for us what it is like for Michael Jordan or Tiger Woods...that feeling of being in the "zone"...those days where the

green looks big enough to drive a truck through. To equate it to sailboat racing terms...I will call it "being in phase" with every wind shift.

When approaching the weather leg of a sailboat race, the goal is to connect the dots on your journey upwind in such a way as to try and create the straightest line possible from the starting line to the windward mark. If you were to plot your course on a graph, tack by tack, the goal would be to have the fewest "zigs and zags" possible.

In many ways, sailboat racing can be described as a game of geometry. How can you link up the wind shifts to always keep you on a course that takes you on the straight course to the windward mark? On Lake Travis, the wind gods often present us with that opportunity to sail straight at the weather mark given the range that the oscillating wind shifts usually have. At the same time, if you are out of phase with such large oscillations, you will find that you are effectively sailing back and forth across the lake without making much ground towards the windward mark.

When you boil it all down, at any given moment you are either on the right tack or the wrong tack. Usually, there is no in between. Unfortunately, most of the time in the heat of battle, it is hard for us to detach ourselves from the chaos that is going on around us on the race course enough to be clear whether we are on the right or wrong tack at any given moment. Wouldn't it be great if we had a bird's eye view from above? Armed with this information, wouldn't it be easier to make our decision on what to do? Since we don't have this benefit (although I would wager that the America's Cup boats are working on that), we must try and develop a similar ability to visualize what is happening on the race course.

To me, having that ability to detach from the chaos and slow the game down is crucial. One way to accomplish this and get the big picture delivered to you instantly is to do your homework prior to the race and to work hard on figuring out the optimum angles to get you up the weather leg.

As I have talked about in my prior articles, there are many clues that are out on the race course to look for. You can use your compass; you can use visual clues such as where your bow is relative to the windward mark or another landmark on shore. You can also use boats that are ahead of you or perhaps cruising boats way up the lake to check your angle vs. theirs.

Again, developing this visualization begins from the time you leave the dock. I like to get out on the race course early and sail up wind. Every few minutes, I ask myself, "is this a good tack or a bad tack?" Once I feel that I am in synch with the shifts, I look around me at the shoreline, other boats, the compass, etc. and I try to remember what this looks like. If it is good, I will make a mental image note...the same if it is bad.

I believe that developing this visualization makes it easier to make quick

decisions after the start, and your ability to act on the instincts that you developed before the start will give you the split-second advantage that could likely dictate the outcome of your race.

Again, the bottom line is "stay on the tack that takes you closest to the mark." In trying to attempt this, you are going to have plenty of obstacles that will keep you from following this simple advice. You will have boats tacking on your wind, starboard boats forcing you to tack...lots of bad stuff happening all around you.

I remember my teammate back in the old UT sailing team days named **Dave Chapin**. Dave was a master at sailing in bad air and doing anything necessary to stay in phase with the wind shifts. If Dave was on a lift and a boat came along and tacked on his lee bow or directly on his wind, Dave would find a way to find that extra gear and to point his boat up and keep it moving to allow himself to hang in the bad air until the next shift arrived. Remember, when you are on a lift and a boat tacks on you, tacking off immediately is about the worst thing you can do. What is the opposite of a lift? You guessed it...a header. The problem begins to compound when you sail that header for a minute or two to get clear air and then you decide to tack back. What inevitably happens is the second you tack back, the new tack starts to get headed. You get the picture.

One thing I see a lot of people do on the race course is to get so obsessed with being the "starboard boat" and yelling it at anyone they come close to. Their belief that they have the "right of way" can often result in some serious tactical mistakes. If you are on starboard tack and you feel like you are on a good angle to the weather mark, the last thing you want to do is force a port tack boat to tack on your wind and then force you on to the headed tack. I routinely wave a port tack boat across if I like the angle of the tack that I am on.

The only time I might force the issue is if there is a strategic reason to make the port tack boat tack. When you are doing this, make sure your intentions are very clear. When you are on the water with a lot of boats, wind and noise, "go...sounds a lot like no!" Make sure you and your crew are on the same page when it comes to communicating with the port tack boat. I have seen the skipper yelling "no" and crew yelling "go." The best thing to do is to wave the port tack boat across or to yell something to the effect of "Starboard...you will not cross." Just make it very clear.

Strategically, if you are on port tack and you feel you are sailing into a header and a tack to starboard may be in order, if a starboard boat enters the picture, use this opportunity to tack immediately below the starboard tack boat, regardless if they are telling you that you can cross. Keep in mind, they are letting you cross for a reason. They are going the right way and you are going the wrong way. If you lee bow the starboard tack boat, you quickly force them into a situation where they will either have to go slow and high to survive or be forced to tack out of phase with the wind shifts. Ultimately, one less boat to worry about, right?

You undoubtedly will encounter a situation where you are on starboard and you are in a close crossing with a port tack boat. The port tack boat starts to hail, "tack or cross." Technically, under the rules, you are not required to hail anything to the port tack boat other than perhaps the simple word, "starboard." When this circumstance arises, you have to quickly assess the tactical advantages of letting the port tack boat cross you, even though it doesn't have the right of way...or forcing the port tack boat to cross. In fairness to the port tack boat, you really can't change your mind once you have hailed a reply.

Here is my thought on the situation...and, it really comes back to the basic premise we always have to be thinking about. Am I on the right tack

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## SAY HELLO TO AYC NEW MEMBERS

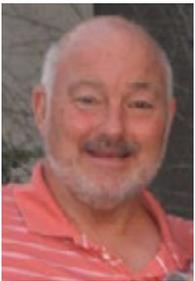
or the wrong tack? If I believe I am on the right tack, I will immediately start communicating to the port tack boat to cross and I will bear off and let the port tack boat go. If I feel like I am on the bad tack, I will clearly let the port tack boat know that it can't cross and force them to tack on to the "bad tack" that that I am on. In doing so, I stay in phase with the wind and my competitor does not. Now that I am on the "good tack" and I think it is going to last a while, I will want to figure out how to give myself as much runway as possible on the "good tack" to take advantage of the high angle for as long as possible.

To summarize, work hard to develop a comfort zone for what a good angle looks like on race course and always strive to find it. Keep your head out of the boat and talk through situations with your crew before they arise. Make sure everyone on the boat understands where you think you are at any given moment. I routinely tell my crew, something to the effect of "I like this angle... I like this tack... this feels good"...etc. And, I make sure that everyone on the boat knows that this is a tack and an angle that I want to protect no matter what.

Next month, I will talk about the concept of "footing to the headers".

### Why Not Become an ASA Sailing Instructor?

by ASA Instructor Harry Polly



For 37-years, I have been teaching the ASA101 Basic Keelboat Sailing course to new sailors. There are no words that express how rewarding this experience has been.

Seeing a student's eyes light up when they catch on to a new sailing concept is what it is all about. One of my first ASA101 students at Rush Creek Yacht Club in Dallas went on to become an international ocean

racer who has logged thousands of miles at sea out of sight of land. He tells me that I planted the seed that started it.

Being an ASA instructor can be challenging because you have to be able to handle almost every conceivable situation that can come up while sailing. You need to inspire your students with your enthusiasm for sailing, encourage them when they are disappointed, pass useful information on without seeming to be a "know it all," and keep your mouth shut by letting students learn in their own way when needed. Finally you have to be prepared to single hand your teaching boat, if called upon to do so. ASA takes the position that no matter how many students are on board, at the end of the day, you have to be able to single hand your teaching boat if necessary.

This summer AYC will host an ASA Instructor Qualification Clinic. We are looking for 10 AYC members who think they are ready to become an ASA sailing instructor. The clinic will be a three-day program held at AYC. You will be asked to teach a sailing concept in a classroom setting and single hand a 20-28 foot keelboat.

As an ASA Sailing Instructor, you can earn extra money teaching the ASA101 Basic Keelboat Sailing course at AYC. Plus, you can become an AYC private sailing instructor teaching various coaching sessions.

If you are interested becoming an ASA Sailing Instructor, contact **Sailing Director Bobby Brooks** at 512-266-1336 or email [bobby@austinyachtclub.net](mailto:bobby@austinyachtclub.net). Bobby is AYC's ASA Sailing School Administrator.

Gybe Ho...



### Chris Reuwsaaf

Senior Probationary

Chris has been sailing mostly Catamarans since 2017 but has crewed on various boats. In 2008 he bought a Hobie 18 and has been involved in sailing through the AustinCats where he is currently serving as Commodore.



### Jason Perkill

Senior Probationary

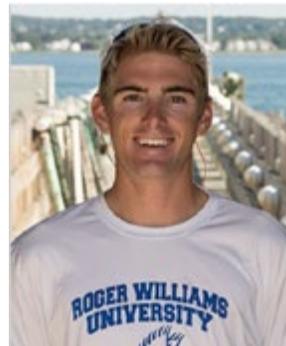
Jason's sailing experience includes building a boat! He has a friend who owns a Laser and hopes to become a Laser sailor too.



### Jon Wolfe

Senior Probationary

Jon has been involved in sailing as crew for various members for 15+ years and is finally getting his own boat. He has sailed Catamarans around Texas.



### Stewart Draheim

Young Adult Probationary

Stewart moved to Austin from Dallas/Arlington where he was a member of Rush Creek Yacht Club. He is looking for a place to fulfill his sailing addiction and train on the Sunfish. He is the 2019 Sunfish Circuit Champion.

(not shown)

### Gordon Hummel

Senior Probationary

Gordon is new to the area. He has sailed most of his life, having raced extensively as a child in Florida. He and his wife, Rachel, were active sailors in the SF Bay where they lived for years. Presently they own a 2019 Corsair 970 Cruze at Canyon Lake. They have three kids, ages 10, 13 and 15.

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# Featured Fleet: A Fleet

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## The A-Fleet Boats at AYC Include:\*

11 Meter	J 70
Beneteau First 30E	J 88
Beneteau 24	Olsen 30
Beneteau 27.7	Pearson 30
Beneteau 36.7	Pearson 31
Capri 25	Pearson Flyer
Catalina 30	Ranger 28
Etchells	Ross 830
Extreme 25	S2 9.1
Hunter 28.5	San Juan 7.7
Hunter 280	SeaScape 27
Hunter 30	Tartan 28
Hunter 33	Ultimate 20
Islander 30	VX One
J-29	

\*I can't promise you this is 100% accurate but you get the idea.

## About the A-Fleet

### 2020 AYC A-FLEET

Captain: Andrea Lesh  
[andrealesh@yahoo.com](mailto:andrealesh@yahoo.com)

Today's A-Fleet used to be the B-Fleet, but when the J-80s became a one-design fleet in 2019, the B-Fleet combined with the remaining A-Fleet, and here we are. The A-Fleet is part of the AYC Performance Racing Fleet, along with the B-Fleet and the Multihull Fleet. The fleet establishes Local PHRF (Performance Handicap Racing Fleet) ratings to adjust elapsed racing times to allow different speed potential boats to race on a competitive basis. The A-Fleet's current PHRF grouping at AYC is from 0 – 193. We have a wide range of sailors – from many newer members wanting to learn and improve their racing skills to some of AYC's most seasoned racers and long-term members.

While many of our skippers and these boats like to go FAST and WIN, you'll also notice that *some* of these boats can be HEAVY ... AKA full of creature comforts like A/C, bathrooms/marine heads, staterooms, kitchens, bars, cocktail tables, and have been affectionately referred to as martini boats, party barges, BABs (big ass boats). So if you run out of rum or don't feel like peeing in a bucket, come find us and join us for a race!

### Catalina 30



### Pearson Flyer



### Beneteau First 30E



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# Featured Fleet: A Fleet

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**11 Meter**



**J/70**



**J29**



**Pearson 31**



**Ross 830**



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## Featured Fleet: A Fleet

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J 88



\*Photos provided by AYC members (Cheryl, John, Marilyn, Bill) and my aging iPhone

Capri 25



As you can see, there is quite a range of boat styles represented in the A-Fleet. It's always fun to see who's going to win on any given day ... light wind, heavy wind, it's always different.

### OUR TIME AT AYC AND WITH THE A-FLEET

by **Andrea Lesh** – Catalina 30, A-Fleet

**Rachel and I** became members of the Club fortuitously, thanks to meeting **Mack Warner**, and buying his Ranger-28 in May of 2017. I grew up in Minnesota sailing smaller lake boats (M-16), and had an Ericson 29T on Lake Pepin, Wisconsin. **Rachel** grew up in Austin sailing a Pearson 26 Commander, but neither of us had sailed in ages when we joined. We've learned a lot and still have a ton to learn. That's the beauty of sailing. We've moved on to a Catalina 30 (see comment above about a bathroom), and have loved the experience –

- We've managed to not hit any boats.
- Stalled at the start line and at the finish line (yep, for many minutes with the RC boat watching in disbelief).
- DNF, finish in place, and last place are terms we're very familiar with.
- We've won a second-place trophy (2nd out of 2).
- We've cooked hundreds of Beer Can burgers.
- Made friends for life, and have had hours of fun.

Stop by and see us on dock 4! We're next to the **Benker** brothers (Hunter 30) towards the end of the dock. You'll usually find us floating, scrubbing, or sailing.



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## Featured Fleet: A Fleet

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### STORIES FROM ABOARD OUR CATALINA 30

by Steve and Cheryl Pervier, Catalina 30, A-Fleet

"I want a nice boat to take people on", she said. So while the owner supervised two boys swimming we checked out his Catalina 27. I lifted the keel sump cover. Suddenly my first mate, sitting opposite, shouted "SNAKE!" and scrambled topside. The owner went below and lifted the cover just as a 2-inch wide body slithered out of view. Maybe not this boat! Months later, we decided to check a Catalina 30 before referring her to our cruising fleet. But on that day we saw the potential of this most popular 30-footer, and she became our new big boat.

I had driven a Hobie 33 in Turnback, but didn't expect to own an A-fleet racer... until the J/80s departed, leaving new fleet splits. We cruise or cruise-race our Catalina 30, but one day we tried a series start near Cypress Creek, setting up a late starboard approach. At 30 seconds the light SW wind went hard left. I imagined an awkward doublehanded tack, so we held on instead. Then I saw worried faces, as five tons of C30 ran the line towards them. Some tacked back, others ducked -- and just then the wind went right. Sail on, #BeautifulMonster!

In one-designs it's a game of inches (or less!) but in keel handicap it's a game of whole seconds. Rarely is there a tie between two boats with the same corrected time, and then who wins that race? The net -- PHRF racing allows for another outcome not possible in one design. It's about speed around the course, and beating your rating. Creative and attentive sailors can find ways to get there faster, whether it's geographic shifts, adjusting sails differently, or using the crew weight well. What about boats that always win? Change their ratings? Or ask their skippers why!

Early handicap racing used a variety of measurement systems such as IOR and MORC, while Level Racing boats had to fit a measurement rule. Starting in California in 1959, PHRF (see PHRFsocial.org) spread nationwide in the 1970s. There was a Lake Travis PHRF Station hosted out of Dodd Street Docks, where pre-race meetings were held. In the early 80s that group entered AYC, becoming our Keel Handicap Fleet, growing in a time of 300+ boat Turnbacks to several sub-fleets. Now which clever fleet member modified a phrase from ABC's Wide World of Sports into "The agony of D-Fleet"? Ha ha!

Keel Fleet events are great for enjoying Lake Travis sailing, like weekly Beer Can events enjoyed by many in and beyond the fleet. Without race committee, it's about the boats and crews, and who you catch or leave behind. Then there are the Moonburn evenings. When the moon phase is right, many enjoy racing as the sun sets and the night darkens. It may be about navigating with equipment better than Red October, or on the dark water seeing your speed hit 20 knots. Or maybe it's sailing at sunset, or as the moon rises. Either can be beyond words.

Cruising, daysailing, or overnighting are popular in our Keel fleets. Some of us belong to All-Catalina Fleet 69, or connect with the UT Sailing Club, Sea Scout ships 441 or 681, or meetup groups like the Sailing Society. Organized cruises have gone from AYC to Arkansas Bend, Barry's Cove, the Sometimes Peninsula, and other destinations. We look forward to raft-ups and stern-anchored shore events and remember them long afterwards. And just on our own boats we have the joy of anchoring for a day stop or overnight, maybe cooking breakfast before sunrise, or just enjoying sailing in all its variety.



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## Featured Fleet: A Fleet

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### THE VERSATILITY OF SAILING

by John Thurston, Ross 830, A-Fleet

I have been an avid sailor the past 25 years. What keeps me interested in the sport is the variety of options available through sailing. Within the same sport you can go on a relaxing sunset cruise, an intense race around the buoys, join a party at a raft up, or camp overnight at anchor. I started out learning to sail at a young age on a Sunfish. Just a few knots feels so much faster when you are only inches from the water. I then progressed from board boats to cruising and racing keelboats including offshore in the Atlantic.

When I moved to Austin, the first place I looked up was the Austin Yacht Club. After crewing with a number of members, I began looking to purchase a boat. I had previously owned a Catalina 27, and was interested in something about the same size that was more of a racer. Many members recommended buying a one design, but after many years racing PHRF and ORC I preferred the variety of boats you sail with in handicapped sailing. I found a sleek looking boat for sale in dry dock and joined the club. The Ross 830 was made in Auckland, New Zealand by **Murray Ross** who is known for sailing in the Olympics, Whitbread, and America's Cup. At 8.3 meters (27.25 feet) long and only 2,500 pounds, the boat is a light displacement racer/cruiser with a roomy cabin and a large cockpit for crew. With a long 34 year history at AYC, I returned the name back to its original – Fastbreak. I enjoy sailing with a variety of A Fleet boats and am looking forward to the challenge of new entrants to the fleet.



At helm of the 12 Meter Nefertiti



Ross 830, 2107 Single-handed Regatta



Ross 830 in 2019 Fall Series

### SUN POWERED PROPULSION, OR HOW I DROPPED A CHEVY POWER PLANT IN MY SAILBOAT

by Cass Meyer, Pearson Flyer, A-Fleet

When I took over as steward of Namaste, a 1982 Pearson Flyer, it was a long-forgotten dream come true. When I first started crewing at AYC in 2009, it was for Jon Nash on Namaste; the big boat that didn't have a working engine. Jon decided to pull out the notoriously underpowered stock diesel, and replace it with an Electric Yacht 5 hp. When I took over the boat, it had been sitting, mostly unused, for about 7 years. After lots of cleaning, lubing, scraping and scrubbing, we were back on the water mixing it up on the starting line with the other handicap fleet boats. The problem again was that again we were without propulsion. Batteries need to be maintained, just like any other chemical process, and 7 years of sitting in the Texas heat was more than any lead acid battery would be expected to survive. After removing the 4 deep-cycle lead-acid batteries, I proceeded down the rabbit hole of possibilities for energy storage that had not been previously available. I found I person on Ebay that was cutting up old reclaimed Chevy Volt batteries, for "other uses". The motor wants between 50 and 40 volts, and the Lithium Ion batteries on a Volt come in 48-volt blocks. This sounded perfect. The batteries also came with a battery management system which balances the charge on each cell, so the battery remains at top performance for as long as possible.

Now the problem was how to get the electrons back over to the cathode after they had made the trip through the electric motor. I called up the company that installed solar panels on my house, and they just happened to have a slightly damaged panel that worked just fine, they were willing to part with. The panel snugly fits in my cockpit while charging and is just barely able to fit on the dock when racing.

The final piece of the puzzle was getting the variable current and voltage from a solar panel to charge a finicky battery. I found a charge controller

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## Featured Fleet: A Fleet

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made by Genasun that could be specifically tailored for my panel and charging needs. After this last piece of major hardware, I only needed to figure out what gage wire was called for, find a step-down converter from 48 volts 12-volts to run my boat electronics, and then source a 48-volt inverter to run my blender, so I could make it through the Dog Days series, with an icy cold beverage onboard.

A bit about performance. The motor spins up really quickly and has started every time. The only times I use the motor is when I am backing out of my slip, and when there is no wind to get home. The only time I tried to use it with the sails down motoring into a stiff 20 knot breeze, we were going really slow, and I gave up after twenty minutes. As for the range, again I have not tested it, because it is really boring motoring around a bunch. I have camped on the boat and had lights on all night, made coffee in the morning, without any noticeable drop in capacity. I could probably upgrade my propeller to increase speed, but that would be silly for my purpose. I could also get another battery pack to wire in series and have plenty of power capacity for a long weekend of camping without needing to recharge. Again, I haven't run into this problem yet, so I'm not interested in trying to solve it. The bottom line is, my motor is silent, exceedingly reliable, clean, and easily maintained by someone who can follow a wire from start to finish.



Connecting it up!



Let's motor on out of here!



A-Fleeeeeeet Fun!!

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# Featured Fleet: B-Fleet

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## About the B-Fleet

### 2020 AYC B-FLEET

Captain: David Weeks  
[weeksd@yahoo.com](mailto:weeksd@yahoo.com)

The Performance Racing Fleet (PRF) B-Fleet is a diverse fleet that includes all keelboats with a PHRF of 195 or greater, but excluding the one design fleets – South Coast 21 and Catalina 22 Alliance, and Ensign.

B-Fleet is an eclectic mix of boats, reflecting the differing interests and motivations of their skippers. There are racers and cruisers, family boats, social boats, crewed boats and single-handed boats. All have a place to play in B-Fleet.

In total there are 32 boat types, with a total of 73 boats, but not all are active. Writing this article gave me the opportunity to review the B-Fleet composition, and to significantly broaden our membership email list. The cross-referencing of the boat directory, PHRF listings and membership directory identified significant data issues, but any errors in the analysis are mine. If you do spot any errors, let me know and I'll correct them – we have much to do to improve the data integrity of our records.

### Alphabetical Listing of B-Fleet Boat Types

Ref	Boat Type	PHRF	# of Boats
1	Buccaneer 250	216	1
2	C&C 24	237	1
3	Cal 20	282	1
4	Cal 25	228	1
5	Cape Dory 25	258	1
6	Capri 22	219	1
7	Catalina 25	228*	7
8	Catalina 250	222	1
9	Catalina 27	195*	5
10	Catalina 270	204	2
11	Catalina 30	195*	1
12	Columbia 26	228	2
13	Columbia 8.7	204	2
14	Electra	252	1
15	Ericson 27	234	2
16	Freedom 21	234	1

Ref	Boat Type	PHRF	# of Boats
17	Harbor 20	216	1
18	Hunter 23.5	240	3
19	Hunter 25	225	1
20	Hunter 27	204	1
21	Hunter 28	198	1
22	Irwin 31	216	1
23	Kiwi 24	210	1
24	MacGregor 25	231	1
25	MacGregor 26	222	1
26	Pearson 26	210	22
27	Pearson 27-2	210	2
28	Ranger 23 TR	222	1
29	S2 7.3	234	4
30	San Juan 24	216	1
31	Santana 20	222	1
32	Venture 22-2	219	1

**TOTAL 72**



*B-Fleet photos by Bill Records except where noted*



*Photo by Bruce McDonald*

Larger cruising yachts are represented by the Catalina 27s and one Catalina 30, which are the fastest boats in the fleet, followed closely by the Hunter 27/28 series.

In races, B-fleet is dominated numerically by the Pearson 26s. An enthusiastic and dedicated long-term collaboration by **Bill Records and Fred Schroth** has seen the numbers of the Pearson 26 and Pearson 26 Weekender/One-Design increase so that AYC now has one of the largest active fleets in US.

Other boats with significant numbers include Catalina 25, Hunter 23.5 and S2 7.3. Smaller in number but more active are the Columbia 26s and Ericson 27s.

# Featured Fleet: B-Fleet

## B-FLEET RACING

As a PHRF fleet, B-Fleet allows direct competition between all boats, the handicap system compensating to a considerable extent the differing characteristics of the boats. If you're a member of B-Fleet but haven't raced your boat come give it a try! The faster boats have to build up a substantial lead to overcome their handicap, and if you choose a race with the right conditions for your boat you can gain significant advantage. Don't worry if you haven't got a spinnaker – there's a nine second/mile reduction in your race time if you register for the series as non-spinnaker.

### B-Fleet Boat Type Listing by PHRF Rating (data from PHRF Master List)

Ref	Boat Type	PHRF	# of Boats
1	Catalina 30	195*	1
2	Catalina 27	195#	5
3	Hunter 28	198	1
4	Catalina 270	204	2
5	Columbia 8.7	204	2
6	Hunter 27	204	1
7	Kiwi 24	210	1
8	Pearson 26	210	22
9	Pearson 27-2	210	1
10	Buccaneer 250	216	1
11	Harbor 20	216	1
12	Irwin 31	216	1
13	San Juan 24	216	1
14	Capri 22	219	1
15	Venture 22-2	219	1
16	Catalina 250	222	1
17	MacGregor 26	222	1
18	Ranger 23 TR	222	1
19	Santana 20	222	1
20	Hunter 25	225	1
21	Cal 25	225	1
22	Catalina 25	228#	7
23	Columbia 26	228	2
24	MacGregor 25	231	1
25	Ericson 27	234	2
26	Freedom 21	234	1
27	S2 7.3	234	4
28	C&C 24	237	1
29	Hunter 23.5	240	3
30	Electra	252	1
31	Cape Dory 25	258	1
32	Cal 20	282	1

Over the last year, on average nine B-Fleet boats have raced each series, with five boats in each race. Given our fleet numbers, we can do better!

Come race with us! While some of the fleet skippers are competitive, you'll find them willing to help others starting out racing, providing encouragement and technical knowledge. Thanks to the several skippers have chosen not to race their own boats for a series, and have provided extended coaching with excellent results.

Close racing is good for the fleet. It makes racing more exciting and adds to the camaraderie. One memorable race (#4) in the Frostbite Series saw three different Pearson 26s lead the B-Fleet race within 200 yards of the windward mark (**Jeff Sabuda with Bill, John Durfor and myself**), only for the same to happen in reverse at the following lee mark. Strategy, wind shifts, luck, performance and human error all played a part in the mark roundings.

And a special shout needs to go to those skippers who have resolutely decided to recently race B-Fleet single-handed. **Ed Pierce** demonstrated he was able to keep up with fully crewed boats until starboard right of way forced rapid maneuvers that lost him boat speed and position, while **Mack Warner's** speed when sailing his Ranger 23 TM was awesome until he got a spinnaker wrap. Great sailing!



**No such thing as a typical B-Fleet sailor – All ages welcome!**

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\* The majority of Catalina 30s have a rating of 189 and race in A-Fleet. # Two different PHRF ratings are quoted for these Catalinas.

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## Featured Fleet: B-Fleet

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### AYC's Tiny Columbia Fleet Welcomes Newbie Crew!

by Jeff Avant, Columbia 26, B-Fleet

Lighthearted, but at three tons wet, 950 of **Bill Tripp's** Columbia 26 Mark II's were built of solid glass and cast iron from 1969 (my first year at AYC) to 1977. The C 26 has been chasing **Bill Shaw's** slightly lighter Pearson 26 around the race course since 1970.

Closely matched in winds 15-20, the 500 lbs heavier Columbia is outpointed by the Pearson in light winds, but is solid, stable and forgiving. Its wide flat foredeck is roomy enough for a collegiate sunbathing team and with a roomy cockpit, a dozen guests fit just fine, pre-covid. The recognizable bubble top cabin gives modest headroom, at the cost of high freeboard which looks a little ungainly in daytime, but looks just fine at night. Generally the PHRF is 228, but it can outperform the competition in heavy wind and coastal chop. The sturdy rig with rigid mast has oversized fittings and ample safety margin. A large masthead genoa and symmetrical spinnaker is needed for the light winds of Travis. Above all it likes a spirited reach. Curiously, it has an exact clone big sister at 43 ft that outperforms its class with a blistering PHRF of 98.

Popular in the 70s and mostly in blustery coastal areas there are only two Columbia 26s left at AYC. The green striped Banshee, brought to AYC by **Bill and Linda Casnovsky**, is now piloted by **Hector Luan** who actively recruits prospective members as crew. **Jeff Avant's** blue striped boat with no name has been ghosting the breeze on Travis for 30 years – easily recognized by her classic hourglass spinnaker technique.

See you on the waves!0



Jeff and Jodi Avant



Jeff Avant's "Boat with No Name"



Hector Luan's Banshee

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## Featured Fleet: B-Fleet

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### Pearson 26, 260D

by Bill Records, B-Fleet

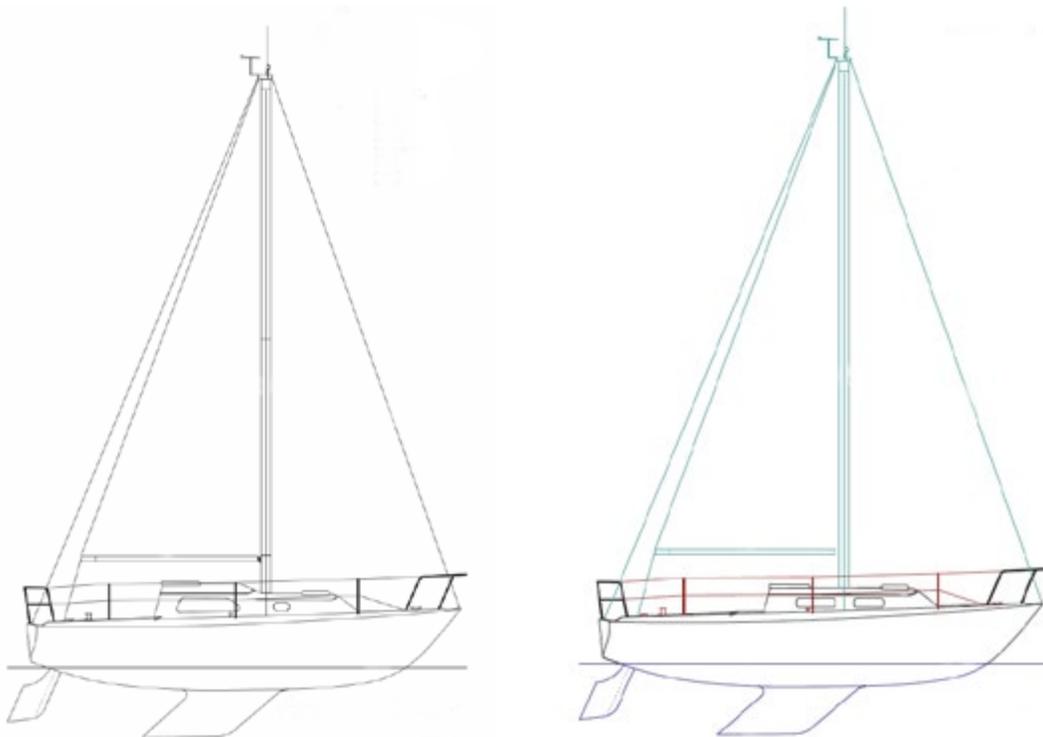
Most of the boats currently racing in B class are Pearson 26s or Pearson 260Ds. They represent two versions of the same boat. The hull and sail plan are the same. They differ in the deck design. The Pearson 26 (standard) has the larger cabin and smaller cockpit. The Pearson 26 OD (One Design) has the smaller cabin and larger cockpit. They perform the same with a PHRF rating of 210. Early on, they were designated as "Racer-Cruisers." You could take the family on an overnight cruise on Saturday and race on Sunday. Most boats built today are either racers (sport boats) or cruisers (slow!).

The Pearson 26 was designed by **William Shaw**, who always put performance first. They were first built in 1970 and sold through the mid 80s. Over 1700 Pearson 26s and 262 Pearson 260Ds were built. A Pearson 26, built in 1975, won the 2020 Frost Bite Series: a testament to quality of construction. **William Shaw** once said " We did not know how strong fiberglass was, so we used a lot of it."

A lot of the keel boats racing today sail like dinghies, while the Pearson sails like a big boat. Although they are heavy (over 5,000 lbs), they sail well in light air and a pure joy when the wind pipes up. We have carried a 155 Genoa up to 16 knts. When rigged properly, they can be easily single-handed.

If you are looking for an affordable, family-friendly boat that can be cruised and raced and part of a growing fleet, consider the Pearson 26. We now have 18 at AYC. **Fred Schroth** has one at his shop that he will custom restore for anyone interested.

"Come Sail With Us."



Left: Pearson 26 Right: Pearson 260D

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## Featured Fleet: B-Fleet

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### Christo Sails at AYC

by Bill Records, Pearson 260D, B-Fleet

Years ago, before I learned to sail, I was hired by Laguna Gloria Art Museum to document their exhibits and visiting artists. The European artist, **Christo and his wife Jeanne Claude**, came for an exhibition and series of lectures. I was delighted for the opportunity to photograph them and at the last minute, I was appointed their designated driver. During a drive through the Hill Country, **Christo** asked if there were any lakes nearby and if I knew of anyone who could take them sailing. I called **Francis McIntire**, who I knew was a member of the Austin Yacht Club and asked him if he would take them sailing. He said that he would love to and for me to bring them to the Club at 2:00 PM, that Saturday. On the way to the Club, I noticed that it was rather windy. Actually it was blowing 18-25 knts!

I brought them down to dock one and there was **Francis** with his M20 Scow, rigged and ready! **Christo** was dressed in his usual jeans, jean jacket, and desert boots. **Jeanne Claude** on the other hand was wearing a tight fitting designer dress with high heels! There was an uneasy look on the faces of the museum board members who accompanied us to the dock. I stepped in and suggested that maybe another time would work better, but **Jeanne Claude** said no way to postponing, kicked off her heels, and the two jumped aboard the Scow! Off they went while the board members were speechless. About two hours later, they returned with **Christo** on the tiller and were sopping wet! **Christo** told me that he sailed as a boy on the Black Sea. Sadly, **Jeanne Claude** passed away in 2009 and **Christo** joined her on May 31, 2020. The world lost two great artists (and sailors!).

### Chips Ahoy Christening

Senior member and Sea Scout Ship Skipper, **Jeff Sabuda**, purchased the Pearson 26 earlier this year for his Sea Scout Ship 441 with hopes to teach the youth how to sail and race on a keel boat. Under the tutelage of **Bill Records**, his scouts took first place in the Frost Bite Series in the B Fleet. The kids are hooked!

This Pearson 26 certainly knows AYC well. She was previously owned by **Walt and Carlota Dwyer**, longtime AYC members.

After the scouts worked on the boat and performed a bottom job with **Bill and Fred's** help, they wanted to rename the boat. Thus, the name "Chips Ahoy" was decided. What is in a name? The scouts have a tradition of bringing Chips Ahoy cookies to every campout as their dessert. Their long time Scout Leader, **Jeff Sabuda**, is a computer chip designer. That and combined with the familiar nautical greeting, Ahoy! – the name Chips Ahoy was decided.

With lots of champagne to offer to Poseidon, **Bill Records** performed a renaming ceremony. The renaming ceremony tradition goes back to the early Roman Empire. Changing the name of a seafaring vessel requires appeasing Poseidon with copious amounts of alcohol (in this case Champagne) and then submitting the new name. Apparently, Poseidon was pleased with the name "Chips Ahoy," as the seas did not rise up and swallow the fine vessel.



Photos by Marilyn Jackson





## Hints from Heloise's Galley



by Carlota Dwyer

(Something old, maybe something new...)

Just as the great wagon trains of the past frequently featured some kind of character often called "cookie," most sailing crews have someone who takes on kitchen duties even if only in the most minimal sense of drinks and an occasional fortifying chip. Here are a few ideas offered with the hope that something will suggest some unique opportunities:

### "Water, water everywhere / Nor any drop of cold to drink"

As both water and ice (!! ) are counted among our most precious possessions, on our boats anyway, here's a way to economize on both. The night before you plan to pack your ice chest, fill some of your standard water bottles about one-third to half way. Then, place the bottles on their sides in the freezer. The next day when upright the bottles will have a very cold and very solid column of ice from top to bottom. Fill the bottles about half-way with water or beverage of choice. As the day progresses, the ice will not only gradually keep everything around very cold but also melt to finish filling the bottle to the top.

### "Is this an egg which I see before me?"

Occasionally what was originally planned as just a brief sail or trip to check the boat extends into several hours on the lake, and snack supplies (if any) are exhausted. What to do with home and the prospect of nutritional sustenance quite distant? Sometimes we would like to plan for something more than what is packaged at a convenience store in small bags and tall bottles. Now is time for a menu item that with just a little prior preparation is greeted with a chorus of oohhs and ahhs and becomes an instant hit—

#### Haiku: Rejoice!

CoVid 19 ruled  
The spring of our discontent -  
Change is in the wind.

Carlota Dwyer

### Really Simple Deviled Eggs with a Handy Twist

The prep. process is totally uncomplicated: Boil the eggs, immerse in ice water 4 to 5 minutes, remove shell and set aside. Here's the key to this approach - cut the eggs in half like the equator on little globes, not like open rowboats. Mix egg yolks with salt, pepper, mayonnaise, and mustard. Fill the little globes to slightly heaping.

Now prepare the packaging. Place an open egg carton, such as the most common styrofoam ones in the HEB, on the counter. Line the carton with a large sheet of plastic wrap (Glad Wrap, for example). Gently tap down on the plastic wrap at each indentation to hold an egg and place the filled egg halves back in the space they were packed originally. A carton that came with a dozen eggs can now hold twelve (filled) halves. Cover with more plastic wrap and close the carton. The deviled egg halves are protectively covered and sealed with plastic wrap, as they lie in their insulated carton. If the Deviled Eggs in Carton can be prepared the night before, all parts of the package can be most thoroughly chilled in the refrigerator overnight. One of the best advantages of this procedure is that when the eggs are consumed (they go very fast!), the carton and plastic wrap can be discarded or recycled. No take-home to wash up.

### "Salsa, Glorious Salsa...Wonderful Salsa, Marvelous Salsa...Magical Salsa"

Many of us are very grateful that we have entered the "no rules in kitchen" era. Whether it's soup or salsa, more is always better, and from bagels to burgers, everything is best! For a really streamlined and cool version of the old "queso," i.e. queso con chili or cheese with chilies, prepare the traditional quartet of pico de gallo (chopped chiles, tomatoes, onions, and cilantro). Then, add grated queso fresco (feta will do if necessary) and serve the chips. Done, hearty, and nutritious. At home or on deck, it can't be beat!

#### Haiku: Race Day Blues

Now the wind freshens,  
As we near the final mark -  
Too little, too late.

Carlota Dwyer

## Sunfish Sailing is Great!

by Louise Miller



What's the best boat for social distancing? A one-person dinghy – like the Sunfish! Add that to the long list of reasons why Sunfish sailing is such a great complement to your sailing program.

With the suspension of AYC activities due to COVID-19, we were not able to conduct our much-anticipated Sunfish Clinic, nor begin our Wednesday evening series races. But given how easy it is to sail a Sunfish while

maintaining a safe distance from others, many Sunfishers are getting out on the water and enjoying some informal racing on Wednesday evenings, as well as just scooting around for fun on Saturday mornings. What a great way to get some practice in while waiting for the racing season to begin.



Photos by Marilyn Jackson

And on the topic of practice and training, I'm very excited to announce the start of "Tacky Tuesdays with Bobby." AYC Sailing Director **Bobby Brooks** will be videotaping the racing on Wednesday evenings and conducting Zoom meetings the following Tuesday evening to review the races and offer suggestions and other training tips. Needless to say, this is an excellent opportunity to advance your skills.

As far as the racing season goes, we're waiting to see what will happen with the rest of the 2020 Texas Sunfish Racing Circuit regattas. The next Texas Circuit regatta was not scheduled until mid-September, so we have some time to see how things shake out. Also, the Sunfish North American championship that was originally scheduled for June in Hyannis, MA has been tentatively rescheduled for August at an alternative location, yet to be decided.

Last but not least, I'd like to welcome **Stewart Draheim** to the Sunfish fleet. **Stewart** and his fiancé, **Bethany**, recently moved to Austin from Dallas, and **Stewart** just joined AYC. **Stuart** has been racing the Sunfish since he was 14 and learned from some of the best sunfish sailors in the world like **Greg Gust**, **Paul Foerster**, and his dad **Bill Draheim**.

**Stewart** is a former Youth North American Champion and the reigning four-time Sunfish Southwest Regional Champion. He is also the Sunfish Texas Circuit Chairman as well as the Southwest Regional Representative. He says, "Feel free to come ask me anything about Sunfish sailing as it's my favorite thing to talk about! Best boat in the world!" Also, you might want to check out some of the online videos his dad posts about the Sunfish, including "Bill's Q School – The Sunfish is the perfect budget boat for our sport". The Sunfish fleet communicates primarily via email using an email distribution list. If you are thinking about joining the fleet, let me know and I will add you to the email list so you can keep up with Sunfish events. If you are interested in private or semi-private lessons (up to four students), now is a great chance to schedule one with **Spencer**. Also, if you are interested in buying or renting a Sunfish, let me know as I am compiling a list of available boats.

Meanwhile, happy Sunfishing!

## AYC MEMBERS

Please .....

- Avoid coming to the Club if you or a close contact of yours feels sick or has a temperature.
- Practice personal hygiene. All members and family members should thoroughly wash hands before arriving and immediately after leaving the Club.
- Facial covering, see <https://www.kxan.com/news/local/travis-county/travis-county-issues-mandatory-face-mask-order-for-all-businesses/>
- Practice social distancing (6+ feet).
- Do not gather under the clubhouse in groups.
- Members and their families are requested to use face coverings when others are present on ramps and docks where safe social distancing is not possible in close quarters.
- Members and their families should BYO water and water bottles when coming to the Club/facility. AYC water fountains will only be for bottle refilling.
- Members and their families are encouraged to use bathroom facilities prior to coming to Club, and/or to use head on their own boat.
- Members are reminded not to share personal water bottles, good, gear, equipment, sunscreen, towels, paddles, etc.

## Dinghy Sailing is a Great Way to Start

by James Bland



Dinghy sailing is the foundation of every world class sailor. Everyone has to start somewhere, and small boat racing is the fastest and surest way to learn how a sailboat reacts to steering and sail trim to go fast. Get started with the informal racing at AYC. It's also a great way of socializing and maintaining physical fitness, strength and flexibility.

Sailboats are just boats — with sails. Simple, right?

But, sailboats can be anything from dinghies to super

yachts. So, deciding the kind of sailboat you want to sail is important. Dinghy sailing is a great way to start. While racing against different boats is fun and instructive, eventually sailors find the one design boat that fits them and their ambitions the best. There are probably over 150 One Design dinghy classes in all price and size ranges. A previously owned boat in good condition with a good record in a big class is often the best choice/value for the new racing sailor. Look at the class numbers world wide and what is being sailed locally before making a choice. **Commodore Vanderbilt** once stated that he'd sail a bathtub, if that's what was being raced. At AYC different small boats compete using the Portsmouth Handicap system – <https://www.ussailing.org/competition/offshore/dpn/> <https://www.ussailing.org/wp-content/uploads/2018/01/2017-Portsmouth-Precalculated-Classes.pdf>



The fundamentals of racing are most easily learned in small boats. Many small boats are designed specifically for younger sailors, and most provide a lifetime of enjoyment for adults as well. Because of their size and simplicity, many small sailboats can be sailed singlehanded or with a crew member or two.

I am happy to talk to prospective and new racing sailors. We can find you a class and a boat to meet your needs and budget. Some boats like the OK Dinghy and the Snipe can still be homebuilt.

Serious Sailing, Serious Fun !

## Roadrunner Fleet Update

by David Michael



What is the Roadrunner Fleet? The Roadrunner Fleet is primarily comprised of youth sailors racing in Optimists, Lasers, C420s, and FJs. It is organized and overseen by parents and established bylaws. The Roadrunner Board focuses its efforts on racing and regattas, leaving Club sailing lessons and camps to the Sail Training department of AYC. The Roadrunner fleet is heavily involved with the Texas Sailing Association, USODA, AYC's Frostbite Series, AYC's Endless Summer Series, and simply getting on the water every chance we get.

Despite the suspension of official Racing and Regattas during this time, the Roadrunner Fleet has stayed busy informally practicing, obtaining online training from US Sailing, and making improvements to the Youth Sailing Boat storage Area.



On any day of the week you will see Roadrunner sailors out on the water informally practicing. In addition to practicing with their Optis, Lasers, and C420s, the Roadrunners are busy broadening their skills and having fun with keelboats, multi-hulls and windsurfing. We particularly admire commitment to developing racing skills and enthusiasm shown by upcoming Opti sailors **Yuval Sela, Roni Sela, Ramzi Matous, Jackson Brock, Calvin Brock, and William Michael.**

So far this summer we have four Roadrunner sailors, one Roadrunner fleet Captain, and one AYC Sail Training Commander taking the US Sailing Instructor 1 Certification course. In response to the new social distancing concerns, US Sailing divided the training into two parts; the first part is online, and then as soon as conditions allow, the second in-person part of the course is in person. Roadrunner sailors **Lucy Brock, Wendi Froelich, Julius Heitkoetter, and Kate Henning** have completed the first part of the training and are looking forward to acquiring their Instructor I certification at the first opportunity.

One might notice the recent improvements and spring cleaning at the Roadrunner Fleet boat storage area that Maintenance Chair **Gal Sela** and Sportsman Chair **Jeff Brock** have been busy with. The Opti storage rack is now a triple-decker, the Lasers have their own "hitching post", and the Poison Ivy is beaten back for another season. The Opti sailors will be pitching in by painting the new storage rack and hitching post.

See you out on the water!

## Stories of Sailing in New Zealand

by James Parsons



Greetings my Austin friends. I write this to you from Austin in June, but these are some stories from New Zealand from February and March this year. It was an epic trip, which culminated in a unicorn picture, breaking records, and an overnight stay, before driving to the airport and finding out that SXSW was cancelled.

### Sailability in Wellington.

I learned sailing by being a volunteer for Sailability Wellington (we took people of all abilities sailing) in 2007. It changed my life. It's still on the radar as something I'd like to start here in Austin. And we have Board positions available if anyone would like to give back and expand the sailing footprint in Austin (contact [sailabilityaustin@gmail.com](mailto:sailabilityaustin@gmail.com)). The folks in Wellington gave me advice to seek out sailors as Board members, which does seem pretty smart.

I volunteered a few times (as I always do when I'm back), and got to see my friends take part in the 2020 Hansa Class National Regatta.



Alice is the wonderful woman in the wheelchair, who taught me the ropes when she was a teenager. She might be in a wheelchair and have spina bifida, but she was just like anyone else on the water.

If we get it up and going, we'll likely have to start at Lady Bird Lake due to the lack of accessible facilities at AYC. There's nothing against sailing at AYC and holding a national regatta in the future, should things become more accessible.

### Assisting with the delivery on Halo

My last trip back to NZ was September 2018 (only 14 months before). During that time I was introduced to Halo, and her skipper **Geoff Head**. Three of us anchored off of Somes Island, had a bit of tea, and sailed back. I showed him how to fold his jib, based off of what **Keith Denebeim's** had shown me.

This time, I heard **Geoff** might need some assistance delivering his boat from EBYMC to RPNYC after splashing it. **Murray Thomas** knew I was in town. He's the all-round Wellington crew organizer (who inspired me), and also part-time Halo Crew. With our powers combined, I linked up two of my friends with Halo who were onboard before me.

During the 'introduction' **Geoff** didn't recognise me, but when he did he said "Oh, JAMES James!"



We had a great day, and the storms that cancelled racing one of the yacht clubs races stayed away. The other one got two races in. Oh, and he was still putting his sails away the way I had showed him :-)

After our sail, the dragon boats tried their luck and the wind and waves capsized most of them. I got a pic of a skipper who had his first capsized in 25 years, and his merry crew.



### Sailability in Auckland

Auckland is where I lived in 2004-2006 when I got to NZ. But, it was before I got into sailing, so I never got to experience the nickname of the city from the water (The City of Sails).

This time was different. I budgeted time to be in the area, and launched myself wholeheartedly at sailing.

I had a great time getting to know the good folks with Sailability Auckland, and got to see sailing with a decent current for the first time. I also got some pretty epic pics overlooking where the America's Cup is going to be hosted.



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## Racing in Auckland

Overall I spent eight days in Auckland, and spent two volunteering, three racing, and two cruising.

The racing was amazing. As was the sailing community. I have always envisioned moving back to Wellington, but now Auckland is seriously in the mix. I can always visit Wellington.

Friday night I showed up at the social. Met some great people. Met someone that reminded me of **Bob Goldsmith** as well. I put feelers out for getting on a boat for the next day, and it worked out.

Race #1 – Gulf Harbour to Waiheke Island was roughly ~3 hours. The winds were very, how shall I say....much like sailing on Lake Travis during summer. Spotty and shifty. Well, we didn't finish last. We were about to pass the fastest boat in the fleet when they got a puff and became a dot on the horizon within five minutes. We ended up 5th out of 10 boats, with a first time racing skipper.

I got to talking to the captain of the finishing boat. He'd been coming to Waiheke Island for 40 years. He also was the only person on the boat. Which,



who knows, maybe that's one thing we could do in the future if we need to. I'd volunteer.

I switched boats (as the one I raced on went back before dinner), and got a great night's sleep in the bay.

Race #2 – A scored Wednesday night race, after getting back into town after visiting an old friend in Whangerei (a big sailing town to the north). I was going to race with Planet X, but they couldn't get back in the water at the time (they were prepping for the big race that weekend).

I met some cool people, grinded away on the winches, and we beat our rivals in the standings.

Race #3 – The annual Route 66 Race is 66 miles up from Auckland, and finishes in Marsden Cove. It started due to Marsden Cove being a safe harbour during a cyclone due to the geography. Someone thought it could be a cool race, without a cyclone.

Well, the unicorn made it's Auckland appearance. Pre-race, and at the awards. Their fb page thought I was the secret weapon that helped them break personal and course records (15.1 knots max speed, and an average of 10.4 knots). It didn't hurt that the winds were perfect for the boat, and that the parents and their son were all there, and they sail together quite well.



I was doing whatever I could to get the us planing, which was amazing with the waves.

The hull of planet X is edged more like a cartoon batman jaw than a traditional rounded boat hull. The pictures don't really do it justice. But, it's a 30+ year old boat that is 42 feet long.

It was loaded up for a 10 day voyage afterwards, but that didn't phase it. We still horized the rest of the monohull fleet, and beat some multi-hulls.

The gatherings after was quite epic. I got to hang out with so many awesome sailors and made some sailing and career connections.

I spent the night, went to the awards, grabbed my bags and went to the airport at the end of an amazing trip on March 7th (6th in the US).

This was the last sailing my friends got to enjoy for a bit. Things have of course changed a bit in the world since, but my hope is that we can adapt and make adjustments so we can survive (life and sailing). I miss seeing my sailing friends, and I suspect you do as well.



**Thank you Marilyn and Jeff Jackson**

**For taking home and restoring the picnic table that's at the point! It looks beautiful!!**

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## On the Water Photos

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Sunfish and Laser informal practice *Photos by Marilyn Jackson*

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## On the Water Photos

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Robert and Shelia Anderson on Flying Cloud



Nina and Salvador Aguirre, coming back after a leisurely sail



Cass Meyer, Caston Meyer on Namaste



Diane Convert and Mark Zion on Soulstice *Photos by Marilyn Jackson, above*

*Photos by Elizabeth Quintanilla, below*



Little boat sailing practice



Knot Rite sailing back to AVC (drone)

## BOARD OF DIRECTORS

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## NEWSLETTER

Susie McDonald, Editor  
[ghowiellc@gmail.com](mailto: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

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J70 Rogue Wave, A Fleet, Bruce McDonald and Crew *Photo submitted by Bruce McDonald*



B-Fleet family fun, Chris Thompson, Marilyn & Jeff Jackson Photo by Bill Records

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### And now for some lighter reading ...

#### **HIGHLIGHTS FROM PAST TELLTALES** by John Howard

January 1963 – Dues are \$1.50 per month.

May 1970 – A sandwich bar is open on Wednesdays, Saturdays and Sundays from noon to 6pm.

October 1970 – The new soft drink machine was broken into.

December 1981 – Liz Bauman Memorial and Corinthian Woman Sailor trophies were awarded for the first time.

August 1985 – Jim Smith won the First Annual Road Rallye in a Chevy Blazer.

