

October 2020



AYC October Surprise – Fall Fling Fleet Regatta

FEATURED: J 80 Fleet

J80s upwind, October 2020 informal race, skippers left to right: David Wahlberg, Mark Foster, Terry Schertz *Photo by Bill Records*



Message from the Commodore

How to Be a Part of the Process

Recently some members have questioned how to bring their ideas for and concerns about the Club to the attention of the Board of Directors. How do they gain insight into how decisions are made and how priorities are set?

The individual Commanders (Harbor, Race, Buildings & Grounds, Sail Training) and their committees are the first line of access to the Board for issues/ideas that fall within their purview. Operational issues about the day to day workings of the Club or facilities should be brought to the attention of the General Manager and the Commodore. The Vice Commodore is the contact for AYC regattas. The Secretary is the contact for the Directory and Website and the Past Commodore is the contact for Membership issues. For large projects that may take a few years to put aside the necessary funding, the Long Range Planning Committee is involved. Please engage with the appropriate Commander or group if you have an idea for the Club or if you have a concern. Please remember that the Commanders are all volunteers, it may take them a few days to get back to you.

The Commanders will assess and address issues that can be dealt with in the short term. For items that require expenditures over \$1,500 or are a capital improvement and add assets to the Club, Board approval is required. Normally, requirements are gathered throughout the year, and the Commanders bring those requirements to the two budget and planning meetings, the first in December with both the current Board and the incoming Board members, and the second in January, with the new Board. During those meetings the past year's income and expenses are reviewed as well as any capital projects that were completed during that year.

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Thank you, AYC Board, Thank you

This is to personally and publicly thank the AYC Board for their service to the Club. This year, without a doubt, has been like no other. Our fellow members agreed to be on the Board thinking of racing, regattas, parties and good times. Instead, they have had to deal with virus loads, sanitization and airborne transmissions – bluntly, serious life or death issues.

Those of you who have ever served on any board know it is seldom the best time of your lives. But our AYC Board members dutifully served the Club and shrugged through an unprecedented situation. I have not agreed with every decision they have made, maybe you haven't as well. But I don't agree with everything my wife does either. Differences here or there should not make us lose respect and appreciation for their efforts. They've done a good job.

Our Board has worked tirelessly to do what they believe is in the best interest of the Club as a whole. And for this, I thank all of them.

Wade Bingaman

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A projection is made for the next year, estimating the income, expenses and funding available for large projects. The requirements and proposed projects that have either been on the list or proposed are then analyzed to determine an estimated cost and then are prioritized by the Board based on estimated available funding.

Once the list of projects for the next year has been approved, those projects are added to the CAPEX (Capital Expenditures) budget. These projects are listed in the Treasurer's report every month at the Board meeting. Each Commander will lay out the projects for the year in their first Board report and will update progress on the projects at each Board meeting. Coming to the Board meetings or reading the Board reports if you can't make the meeting is the best way to stay informed of Board and Staff activities, priorities and progress.

Of course, sometimes change or something comes up that requires a change in priorities. Any changes in the budget and funding requires a vote of the Board, which will happen at a Board meeting, except in case of extreme emergency. For example, for this year of Covid and all the uncertainty, the Board has decided to delay almost \$200,000 of capital expenditures based on less money coming into the Club than was planned. Last year, there was extra funding due to some projects not being able to be completed, and that money was reprogrammed into repairs for the Pavillion.

To summarize, please advocate to the appropriate Commander or Board member to have input to the process. This can be done via email to the Commanders or the Board. Progress on Board and Staff actions can be monitored via the Board meetings and Board reports each month.

As the Club grows, the Board realizes that we need a better way to keep track of suggestions and concerns from the membership. We are starting to look at tools that will help us track and manage suggestions and requirements. We need something better than a Suggestion Box on the wall of the clubhouse.

Vice Commodore Report

by Diane Covert



We finally had a regatta! The Fall Fling Fleet Regatta was successful and fun. Members seemed to be enthusiastic and jumped right in, plus we had good weather for both weekends! Many, many thanks go to the regatta chairs, **Louise Miller, Russ Shermer and Ray Shull**. Thanks to the PROs **Ed Pierce, Bo Kersey, Jeff Brock, Bill Records, Jim Casto** and for the multiple reviews of the NORs and SIs put together at the last minute.

Big thanks go to **Cathie Martin**, social chair, and **Dee Chow Bui** for ordering and organizing the sandwiches and bags all four days. And thank you to the many members who volunteered for RC, photographer, and shore duty. It was also nice to meet quite a few new members volunteering and receiving their needed probationary points. I hope that we all portrayed the volunteer spirit that keeps our racing events going at the Club.

19 boats consisting of One Design fleets, J22, J24, Ensigns, Catalina 22, and Southcoast 21 raced the first Saturday, October 10 in light winds. Sunday, October 11 featured the Centerboard fleets for a total of 34 boats

consisting of Sunfish, Lasers full rig and radial, FJs, Portsmouth and Optis. The second Saturday, October 17 featured approximately 36 total multihulls and PHRF A&B fleets in a long distance race to Lakeway and back. On Sunday, October 18 the J80s had 15 participants. Photos plus articles by regatta chairs later in this issue.

It was great to see members returning to the Club again and racing competitively. Mainly, we had a great time and a safe successful regatta.

Sail Training Report

by Anne Morley



AYC Sail Training programs continue to grow. It's exciting to see so many people participating in the new programs.

Spencer now has 65 high school students participating in the HS program. They are following all Covid protocols. This is one of the largest high school programs in the US. Great job Spencer! Registration for next season coming up soon!

Spencer is working out the details for a program that will extend the racing. We are now offering Opti 1, 2 and 3 classes. Sign up now!

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

Bobby and Spencer are back in the office now. In order to improve communication with Sail Training Staff, we are asking that you call Bobby and Spencer on the main AYC number. Please DO NOT call or text them on their cell phones. We appreciate your following this protocol.

The Sail Training Dinghy Charter Program is active. Contact **Bobby Brooks** for more information or look on the website.

Everyone stay healthy and sail safe!

Harbor Report

by Russ Shermer



During the week of October 18, our dock vendor completed the re-decking of the RC dock. The upgrade included cement plates, extended dock fingers and winch stands to better deal with changing lake levels.

The next project in the pipeline is to replace the rotting wood triangles on the North docks.

The **Sea Scouts** continue to perform repairs on wet slips. Please contact them if your slip requires repairs.

From the AYC General Manager

by Jackie Wheelless



Thank you to **Greg Grover** for all the Fall plant arrangements around the office and to probationary members **Wendy and Richard Ji-Cathriner** for weeding the front gate flower bed and putting up the Fall decorations in the office.

There are some Probationary Members who are only short a few service points to complete their probation.

Please contact me for service point opportunities.

Cathie Martin and her volunteers did a GREAT job coordinating food for the four different Fall Fling Fleet races over the past two weekends. Sandwich dilemmas and weather changes didn't deter this group!

The Annual Membership meeting is scheduled for Thursday, November 19, and proxies have been mailed to the voting members of the Club. Please complete your proxy, sign it and return it to the AYC office by **Monday, November 9th. Quorum for the Annual Meeting is mandatory, your completed and returned proxy is very important!**

Just a reminder:

- Each member in good standing shall be entitled to one vote (except Associate, Honorary and Students who shall have no vote). A member's spouse or an unmarried dependent minor child or unmarried dependent full time student of a member shall be granted all the privileges of membership but shall not vote except as hereinafter specified.
- Member in Good Standing: To qualify as a Member in Good Standing the member's financial obligations to the Austin Yacht Club must be in good order and not in violation of AYC Membership Handbook Article VIII. Sec.1 Past due Accounts and Article VIII. Sec.2 Termination for Nonpayment. The member must not be under Board Approved Sanctions as provided for in the AYC Membership Handbook House Rules General # 7. The member must also be in compliance with the Bylaws of Austin Yacht Club Article III Sec. 9.B (Termination for Nonpayment). C (Suspension or Expulsion).D (Reinstatement).

If you are a voting member and you have not received your proxy, please contact me as soon as possible. I can email a proxy to you.

Thank you to the trimarans who corrected their backwards parking and are no longer driving over the grass behind the dry slips.

If you are not receiving the Mailchimp emails and you would like to receive them, please contact me and let me know. Some members have unsubscribed from the emails which means you will not receive them and I cannot add you back to the recipient list. You will need to submit a form to Mailchimp to be re-subscribed. You may also want to check your PROMOTIONS or SPAM boxes – the majority of the Mailchimp emails hit my Promotions box.

Dry Sail Area, Dry Out Area, Trailer Parking

If you're storing a boat and/or other personal property at AYC, please be sure that you've read the Harbor Rules. We have a very busy Harbor Committee trying to keep everything within the current guidelines. The criteria below are constantly being monitored.

Dry Sail Area

The dry sail area is continually monitored for **trailer identification**. All boat trailers of AYC members shall have the letters "AYC" and the last name of the owner affixed to both sides of the trailer tongue. All boat cradles, dollies or other storage equipment stored on Club property shall have similar identification affixed in a prominent location. If any boat storage equipment is not so identified, the Harbor Commander or General Manager may have the lettering done and assess the cost to the owner.

No assigned storage space may be loaned; therefore, if you have another member's boat in your dry storage slip, their boat trailer will be painted with the name of the member who the slip is assigned to.

For all other storage areas, the Board will consider, as a guideline, **whether the boat or equipment stored is at least in usable condition.**

All boats stored in dry sail spaces must **stay within their assigned space** (not extending into the adjacent space), not be parked on the grass or extend into the drive beyond one trailer length. If more than one boat is stored in the dry sail space and exceeds the requirements, a second space must be requested.

Dry Out Area

The dry out area is monitored continually to be sure that boats are not over staying the **maximum 30 day limit**. Any boat in the dry out area for more than 30 days may be considered **Improperly Stored**. Exceptions to this rule include boats that are in between circuit stops and other extenuating circumstances that have been cleared through the Harbor Commander or General Manager. In all cases, a boat may be considered improperly stored if **the boat does not have an associated dry or wet slip assignment.**

Trailer Parking

The trailer parking area is for trailers and boats assigned to AYC wet slips or Board boat slips only.

Sailing Program Director Report

by Bobby Brooks



Coaches Corner with Leatherneck and Laser Laddie

Leatherneck: Hey Laddie, you ever hear of a dude named John Bertrand from Australia???

Laser Laddie: Didn't he build boats?

Leatherneck: Not quite... A little sailboat racing history lesson here. The America's Cup was the longest running International Sport that had the same country winning

it for 132 years straight!!!!

Laser Laddie: That seems like a long time!

Leatherneck: Guess who broke that winning streak in 1983??

Laser Laddie: John Bertrand??

Leatherneck: Believe it or not, we use to sail the America's Cup in non-foiling monohulls!!!!

Laser Laddie: What?? Come on??? Why would anyone want to do that? And by the way how did he do it??

Leatherneck: Well, here is one of the components he focused on for victory:"

"Tactical intelligence is the ability to continuously and unemotionally assess your strategic options. Maintain an ongoing narrative – state your hypotheses and observations about what is actually happening so that your understanding of the current conditions and racecourse improves throughout the race or day." JOHN BERTRAND

Have you ever wondered what the lead boats are talking about aboard their boat? Or, how the lead boats can clearly explain after the day of racing what they saw out there? The following are some of the core narratives that will keep you focused.

Believe it or not, it's the same basic narrative race to race!!! We have to take the emotion out of the equation as it will cloud your decisions. Yes, that means don't just slam tack and gas the boat behind you because they did it to you last time. You may send them off in a more favorable way after they tack to clear their air.

I break down the tactician's job into two topics. First is the Strategy (game plan) of the race and second, there are the Tactics used to execute the Strategy. The tactician can use the following questions to keep on the game plan and execute good tactics.

Core Questions to Ask Yourself During the Race

#1. What place are we currently in? Are we J.J. Watt defense or are we DeAndre Hopkins offense?

Basically, if you're behind where you want to be, you'll probably need to play offense and take a little more risk to catch up. Play defense if you're leading or happy with your current place.

#2. What are my Vegas odds? How much risk do we want to take?

After you answer question 1, you can determine how much risk to take. This is why when we go into the last day or couple of races in the series, we write down competitors' points:

- Can't risk – you're in a good position and want to keep that position.
- Can risk – you're in an OK position, but could possibly gain with some calculated risks.

- Must risk – you're in a bad position and need to take some risks, either calculated or otherwise.

#3. Key Factors to add up for an overall score: Are we lifted or headed? Are we in clear air? In max pressure? Are we going fast?

This question focuses your attention to the wind and boat speed – the key components of a successful race. Ideally, you would have four "yes" answers at any point in the race: lifted (upwind) or headed (downwind), are we in clear air, max pressure, and going fast? That's not always possible, but if you focus your thoughts on these four elements you will keep focused on the end game.

You may have to negate one of these elements in order to achieve a better position on the course. Especially on a lake! For example, sailing on the lifted tack is generally safe, but not if there is a favorable shift or more pressure somewhere else.

#4. You have to keep your priorities in order. What is the most important element right now – the course, wind, or the fleet/opponent?

During a race, you have three variables to consider as you make your decisions. Their relative importance changes as the race progresses.

- Course: This variable addresses your position relative to the course marks and boundaries. Course-based decisions become important as you approach the laylines, or when you can sail for more time on one tack than the other (I call it the long tack or favorable tack), or when there are natural boundaries such as shores and obstructions.
- Wind: The wind variable addresses the factors discussed in question 3 above – clear air, maximum pressure, and lifted tack. You can rarely ignore the importance of the wind, although the course or fleet variables sometimes take over, if only temporarily.
- Fleet/opponents: This variable concerns your position relative to other boats. If you could always make the correct wind decisions, you'd never have to worry about other boats. since you'd get around the course in the shortest possible time.

Realistically, however, fleet-based decisions will be important, especially during the following:

- 1) When you are unsure about the wind and want to avoid big losses.
- 2) When you want to maintain a lead.
- 3) When other boats are affecting your ability to carry out your wind- or course-based strategy.

Continuous Assessment and Next Steps

The answers to the questions above will change frequently, so you need to keep asking them to yourself. Try to anticipate changes and think about the next steps. For example, you should be able to anticipate puffs, lulls, and shifts by watching the water and all the other clues. You can anticipate disturbed air situations and avoid them in advance. You can also anticipate course-based and fleet-based decisions – for example when approaching a layline or when you see a crossing situation developing.

Learn from Your Dialogue

In answer to the earlier question, how do the top sailors recall and describe the specific factors that made them successful in a race? That's because they consciously think through these questions like the four in Bertrand's scheme. When you consciously answer these questions – either out loud or silently – you are locking in knowledge that will help you make better decisions as the race goes on.



August 2020 J 80 Informal Racing Photo by Marilyn Jackson

History of the AYC J 80 Fleet

by Ray Shull, Fleet Captain



I remember my first introduction to the J 80 was sometime in the mid 1990s when “Kicks” and then “Sting” arrived at AYC and began racing. It was usual to see some of these first asymmetrical keelboats on Lake Travis competitively racing in A Fleet. With their flat reaching spinnakers, and extendable poles, this new style of boat met with great success. It wasn’t too long before other J 80s appeared on the scene, and soon a Fleet was formed, a Texas J 80 Circuit was organized, and J 80s were consistently seen racing in AYC Series Races, Regattas, and Beer Can races.

I recall a Turnback Canyon Regatta in the early 2000s on my J 29, when I just couldn’t lose a pack of about four J 80s that just always seemed to be just a few boat lengths away. I could put a little distance on them on the upwind legs, but they would always recover that distance whenever they could hoist that big asymmetrical spinnaker. I think these J 80s finished within a minute or so of each other after a three-hour sail to Lago Vista. I remember thinking that this looked like a good boat and a good One Design concept. I looked at the eight to nine people on my boat versus the four on a J 80 and counted how much I could save on beer money alone. Could this be the next big One Design class at AYC?

The next few years saw the J 80 Fleet grow significantly. I was PRO for a J 80 Circuit Austin stop in the early 2000s when over 20 boats showed up, the racing was extremely competitive, and some of the best sailors in Texas were skippering. It appeared that the J 80 would be the replacement performance boat for high level One Design keelboat racing in Texas and the US. The J 80 North Americans were routinely drawing over 80 boats, with boats from Europe and Asia coming over for the close competition. Here at AYC, the J 80 Fleet had grown to nearly 10 boats by 2008 with **John Bartlett**, **Claude Welles**, **Bob Leonard**, **Greg Buck**, and **David Balfour** actively racing their boats.

Then a few years later, the J 70 was introduced and the advantages of a retractable keel, needing only three crew members, and a world-wide movement to small trailerable racing sailboats shifted the focus of one-design keelboat racing away from the J 80. The Texas J 80 Circuit participants’ focus quickly shifted to this smaller boat and J 80 sailing continued at the local level, but primarily as a part of the PHRF A Fleet racing. Fleet numbers continued to hover around eight to nine boats, with four to five actively racing. The central Texas drought of 2001-2015 certainly also contributed to lower participation as boats were difficult to launch, the racing area was greatly diminished, and sailboat racing on Lake Travis declined with the drought conditions.

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Featured Fleet: J 80

Then in 2016, with Lake Travis finally full and ready for a resurgence in sailboat racing, renewed interest in the J 80 occurred. There were several J 80s available for a reasonable price in Texas and nearby states, and several active racers from other fleets moved into the J 80 Fleet.

By 2018, there were 12 J 80s at AYC, and nearly all of them were actively raced. About that time, the Fleet was recognized as a One-Design Fleet and the interest increased even more. AYC members went as far as Florida, the East Coast, and the Great Lakes area in search of a good, competitive J 80. By the end of 2019, there were 23 J 80s at AYC and commonly there were 15+ boats racing in the regular AYC Series races.



2019 Double- Single-handed Regatta, 1st Place
Photo by Bob Leonard

Currently, there are two more J 80s on their way to AYC and they are expected to arrive by January 1. This will bring our total number of boats to 25, which I have been told by the National J 80 Class Officers will tie AYC with Annapolis Yacht Club as the largest J 80 Fleet in the Western Hemisphere. However, the other AYC (the one on the Chesapeake) typically only has 10-12 boats show up for racing. We will soon be the largest J 80 Fleet in the Americas, and already are the most active fleet in terms of average number of boats racing and number of races held during the year.

This year has certainly been challenging for all fleets at AYC to maintain any kind of racing schedule. The J 80 instituted very informal racing on Friday evenings using the typical Beer Can starting line, time, and course. We shortly found out that the distance between the No-Wake Buoys in the North Cove was too short for over 10 J 80s starting. We thus began setting two temporary buoys just off the AYC point to use as our starting line on Friday evenings.

We also set two temporary buoys near AYC for a start/finish line for Sunday afternoon racing. To encourage boats to sail with limited crew, we established start time advantages for boats that were sailing non-spinnaker, single-handed, or double-handed. **Bobby Brooks and Spencer LeGrande** have been very helpful in setting the marks that are needed and providing training sessions, videos of the races, and suggestions to the racers. This format has proved popular for everyone and provides an opportunity for boats that wanted to limit their social distancing from members who were not family members or close friends (your "Pod"). We established "Pod" guidelines for socializing after the races, contact on the dock, and interaction on shore. To date we have not had one case of anyone in the Fleet testing COVID positive that could be traced to exposure from our sailing activities.

We're not sure where our Fleet numbers will head in the next few years. Currently, we have the great opportunity to sail almost every weekend against such great sailors as **Scott Young, Matt Romberg, Jeff Jones, and Claudia and John Bartlett**. Everyone is getting better at sailboat racing, the closeness of the finishes is amazing, the camaraderie is excellent, and the social part of sailing is emphasized as much as the competition. I hope that we will continue our Fleet successes for a significant time in the future.



Karen Bogisch and crew on JazzTacks, Bob Gross and crew on ShotGlass
August 2020 J 80 Informal Races Photo by Marilyn Jackson



Struggling to hoist that huge, asymmetrical spinnaker Photo by Bruce McDonald

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Why Do We Sail a J 80 at AYC?

by Claudia and John Bartlett



We bought our first J 80 in the Spring of 2008. Funny, looking back to the reason we decided to buy "Restless". We wanted a boat we could cruise, take out our family and non-sailing friends. At that time we had just come out of J22s and the SC21 and wanted a bit more room in the cockpit. There were only a few J 80s racing and we raced in A Fleet which was my first experience racing PHRF. We were really happy with the boat and having fun but all the racing was done in a long distance format. That was fine for a while but we really missed the round the buoys courses. In the spring of 2011 we launched "Speed Racer" after **John and Claude Welles** bought new boats from the Worlds in Newport.

With our old boats sold, the fleet started growing and we started splitting the racing between round the buoys and long distance courses. Team "Speed Racer" was fortunate to have **Bob Gross** drive up from New Braunfels every weekend to crew for us. **John Horn** joined us and we meshed as a great team. Bob started traveling internationally for his job and then **John Foster** stepped to make a seamless transition. Bob finally relocated to Austin and bought "Shotglass" two years ago. It was like having one of your children leave the nest, but we knew it was for the best and the Fleet kept growing. We are now a solid One Design Fleet and the fleet is still growing! As of last count we are pushing 25 boats.



Claudia and John double-handing Speed Racer

During Covid 2020 the fleet has continued sailing. We decided as a Fleet how to do this safely while we still got in competitive races. We have raced Friday evenings and Sunday afternoons with numbers up to 14 boats and never less than six or seven. **John and I** have often discussed that we have enjoyed 2020 racing as much if not more than any other "normal" year!

Why is the J 80 fleet so successful? I think there are several reasons. First, We have **Ray Shull** ... it's all about fun! ... on the water and off the water. Second, competition equivalent to circuit level every weekend. Third, no one travels ... why? ... because we don't need to. Fourth, everyone is welcome to join us ... on and off the water, and finally, the after races social/rum debriefing gatherings with a great group of sailors who are also our friends!

We feel so fortunate to be a part of this great fleet!



Team Speed Racer Photos submitted by Claudia Bartlett



2019 Summer Series Photo by Anne Morley

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J 80 Fleet 1, Lake Winnepesaukee NH

by Claude Welles



Since July, I've been fortunate enough to sail my most recent J 80, hull number 667 "Pressure", in J80 Fleet #1 at Lake Winnepesaukee, New Hampshire. Our local fleet has about 15 members, with an average of 10 or 11 showing up for the weekly races. The J 80 is the only One Design racing fleet on Lake Winnie, which is a very large body of water in Central New Hampshire.

Generally, the 80 Fleet sails each Thursday evening with two or three races a night plus one weekend regatta, usually held in late September. The Winnepesaukee Yacht Club also hosts a few events as well, with most of them being of the long distance format. Due to COVID, this year has been a year of experimentation with alternative events, including a Match Racing Clinic/Regatta instead of the usual J Jamboree regatta. Thursday racing this year was not scored and a few boats sailed shorthanded, but there was a volunteer race committee who set the marks and did the starts. Courses are almost always windward/leeward twice around with a downwind finish.

Lake Winnepesaukee is a large, mostly natural, lake (it has a dam, but only to raise the lake eight feet) with over 200 islands and many more rock outcroppings. It is a beautiful clear lake used by locals and summer visitors for all sorts of watersports. Sailboats are definitely in the minority. Many of the islands are inhabited, but only two are linked to the mainland by bridges. The lake freezes solid, starting in December, and becomes a venue for ice fishing, snowmobiling, and skating. In late spring, things thaw out, and the boats are launched, usually by mid May. Boats are pulled out in the October-November timeframe, and most island residences, called camps, are closed at the same time. As I write this in the first week of October, *Pressure* has been on her trailer for a week and is awaiting being shrink wrapped for the winter.

Our seasonal house is in Meredith, NH, just a few miles from the lake. While **Jo Ann and I** would have liked a lake view, the need for land for our two dogs and the cost of lake view homes had us looking at acreage inland. We have two tree covered acres and a large fenced in area for the dogs. We stay in New Hampshire through October to take advantage of the fall foliage experience and spend several days driving and enjoying the scenery.

The people in Fleet 1 have been welcoming. Many of you probably met **Casey Nickerson and Jeff Rabinowitz** in Austin a few years ago. They offered a boat and lodging for the 2019 J 80 NAs hosted by Fleet 1. **Ray Shull and crew** took them up on their offer and had a great time.

JoAnn and I plan to return to NH next summer to beat the heat and enjoy racing on the lake. We have room for visitors, so if 100+ degree days aren't your thing, we have an alternative. **Nan Taylor and Ray Shull** visited us this year and even took part in Thursday racing.



Shrink wrapped *Pressure*
Photo by JoAnn Welles



Sailing on Lake Winnepesaukee Photo Credit Laconia Daily Sun

Why I Love Sailing

by Kirk Livingston



Kirk and Janis Livingston, 2019 Fall Series
Photo by Cheryl Pervier

I think it all began when I was growing up. Not because I grew up sailing but because I grew up in South Eastern New Mexico where lakes are small, shallow and muddy. I love being around the water. It seems such a simple thing but it is a beauty to behold. The cool breeze coming off the water, the sound of waves lapping up on shore. A friendly laugh. Water skiing till your arms and legs could no longer hold up.

After moving to Austin out of college, I found the love of my life, **Janis**, who grew up on Lake Travis skiing and had something called a Laser. It did not take long and a friend at work asked us to crew for him. We, like all new sailors, knew absolutely nothing but off we went and it was great. We learned fast and had a good time. One of our most memorable moments as crew was flying the spinnaker for the first time. Janis bought a book, we studied a bit, got an extra crew and at the next series race put the thing up. We were doing fine and all seemed well until the wind piped up to about 18 knots and we took off on a plane. Janis at this point was down below reading out the instructions on what to do next and all we could do was hang on. We contemplated jibing but we hadn't gotten to that point in the book so we

went straight to a takedown and managed to get the chute down without incident. It was a thrill and Janis and I wanted to do more. I was hooked.

After a while we started crewing on a San Juan 24 and learned that jibing a San Juan 24 was an exercise in timing. You see, you only have about five seconds to jibe a San Juan 24 or it starts rolling like crazy. I still recall **Becky Kuban** calling out in a Southern drawl "One Thousand One, One Thousand Two, One Thousand Three" while we jibed the chute. We had a good time on the San Juan, it was a great light air boat and we won a few races. **John and Becky Kuban** were good teachers and patient with us.

Eventually we decided it was time to buy a boat of our own and we purchased a Merit 25. The Merit Fleet was growing and they had some good sailors so off we went. Our first year was a lesson in humility as we learned to sail. We were so bad when we started that we'd end up not rounding the marks just so we could sail close to the other boats. Eventually we figured out the Merit after many hours of practicing and racing. Our learning curve was steep and the Fleet camaraderie really made sailing fun. The Merit Fleet began to shrink a bit so we thought it was time to move on.



Light air racing this Summer in the Sunday informal races

We moved into the J24 fleet and started over in the back of the pack again. No surprise as many of the J24 sailors at that time were Olympic champions and some of the best sailors in the Club were in the J24 fleet. We repeated our plan, cut the marks, get the speed up, get smarter, sail faster. The key for us was to keep working at it. Improving the boat and improving our skills. The challenge and the learning made me want to work hard at it. The racing was competitive and fun. Talking about how to do better was a common theme among sailors. Everyone was helpful. After sailing in the local J24 fleet we moved up to the J24 Circuit.

Now we'd done it. We were getting routed in Corpus Christi and at Houston Yacht Club where the winds are high and steady. We eventually discovered that our old J24 had vermiculite in the keel sump and keel was moving all over the place. As **Janis** described it, the bow was like riding a bucking bronco and it was. We fixed that, practiced some more and started moving up the Fleet, eventually qualifying for the Worlds a couple of times. The best parts of it was our crew always had either my wife Janis on or my son **Sam** who at time started sailing the circuit when he was 12. We had a great time learning and competing. It was a privilege to talk to sailors like **Bill Draheim** and **Paul Forrester** who happily shared their knowledge with us newbies. That's one of the best parts of sailing that I've found. Sailors love to talk about sailing and don't mind helping a fellow sailor. I can't count the number of times I asked one of the top sailors for some advice and they obliged. Helping others is what truly makes sailing a joy.

We sold our J24 due to a health scare and after 10 years came back to the Club in 2019. I started feeling better and went out to the Club to get a ride and got several on J 80s. The **Lackeys** volunteered a J 80 for me try out and I took them up on it. Little did they know I wasn't good at jibing the J 80 and the jibe did not go very well. I turned too fast but they were very patient and we managed just fine. I tried out on a couple of other boats and eventually we decided to buy a J 80 and brought in boat number 20 to the Fleet.

The J 80 sailing at Lake Travis is some of the best that I've ever done. The fleet is friendly, the water is great and a fresh breeze off the lake still makes me smile. The competition is intense. You've probably guessed that we started at the back again and are having a great time learning how to sail the J 80 and learning from all of our friends and fellow sailors at AYC. See everyone on the water. US J 80 77, Team Warp Speed, **Janis Livingston**, **Kirk Livingston**, **Jeff Sabuda**, **Dee Chow**, **Matthew Sabuda** and others who've been along with us for the ride. Thanks so much!

2010 J 80 World Championships

by Scott Young



What a wild ride! **John Morran, Terry Flynn, Philip Williamson and I** embarked on a two-regatta J 80 campaign that began at the North Americans in Marion, MA. The four of us had never sailed together as a team prior to that regatta. My last J 80 event had been the Worlds in Corpus Christi, TX in 2006. We had no idea if we would be competitive but our assumption was that we were going to be able to compete in two of the best One Design keel boat regattas in North America in 2010.

Our team was pretty incredible! My trusty tactician and best friend, **John Morran**, has been with me in pretty much any regatta that I have ever done well. He is rock solid steady, super smart and will do anything for the team. John insisted on cleaning the bottom of the boat every morning in the chilly 55-degree water. He is just that kind of guy.

Terry Flynn has a J-22 World Championship under his belt with several other national and North American championships. I was pretty surprised when he offered me the chance to steer his boat. Believe me, there were plenty of times leading up to the NAs and Worlds when I questioned his wisdom.

Phillip Williamson joined us for the first time at the NAs. Phillip has raced with his brother-in-law, **Glenn Darden** for many years and together, they have won the J 105 North Americans, the JY 15 NAs and several Swan 42 regattas. He could not have fit in better with our team!

So ...all of the elements were in place. Great team, great boat, great sails...now all we had to do was execute. After the NAs we felt that we were really starting to figure the boat out. We ended up a pretty strong 4th and felt like we were coming on strong at the end. The biggest unknown for me was how good the European boats would be. We were hearing a lot about how strong the Spanish teams were and I was a little worried that we might not be in their league. It seemed like a lot of the press covering the event had already conceded the Regatta to the Spanish before it ever began which I think served to stoke the competitive fire of many of the American teams.



Photos submitted by Scott Young



We had hoped to get a good day of practice in on Sunday, followed by a practice race on Monday with the Regatta beginning on Tuesday. Our plans had to be adjusted when a strong Nor'easter moved into the area leaving us with about 20 knot breeze and large confused seas. We went outside the bay on Monday and had about a two-hour sail but were only able to line-up with a few boats and never could really tell how we were moving. It was important to get a feel for just how large the waves were and how to keep the boat on its feet both upwind and downwind.

The talent of this fleet was quite intimidating. I believe there were at least five former World Champions. The "Spanish Armada" as they were affectionately referred to were all very impressive. In Spain, the J 80 is used by their sailing federation as the boat for developing the talent of their best sailors. It was evident by the way they sailed

their boats, especially downwind, that they were very comfortable and confident with their boat handling.

Notwithstanding the obvious American favorites of **Glenn Darden, the Stork family, Jeff Johnstone, Jay Lutz, and Allan Terhune**, amazing sailors were sprinkled about the fleet as trimmers or tacticians. **Vince Brun, Max Skelly, Karl Anderson, Dave Loring, Scott Nixon, Moose McClintock, Tim Healy, Stuart Johnstone**.....just to name a few were all competing. This was setting up to be one of the most competitive events that I had ever sailed!

The first day of the Worlds dawned with the Nor'easter still firmly entrenched. The skies were quite overcast with winds in the 20-knot range with a large swell running. In the first race, **Ben Schwartz with Scott Nixon** calling the shots won with ease. We finished 8th and were very close to 3rd or 4th.

We got locked in on trying to pass one boat on the last leg and didn't really sail the best VMG to the finish and lost four boats right at the end. Our inexperience kind of showed a little. We had to learn how to cut down on tactical mistakes when we were in close quarters with other boats! The 2nd race was very similar with strong breeze and big swells and we had a solid 5th. Defending World Champion **Rayco Tabres** won the race.

continued next page

Featured Fleet: J 80



The 3rd and final race of the day again started in strong breeze. We had a good start and worked the right-middle of the first upwind leg. It began to seem apparent that we had really good upwind speed and were actually making some pretty good gains downwind as well. We were winning our side of the course pretty handily and rounded the weather mark with a good lead. We popped the chute and got up in a plane and never looked back. We managed to extend our lead and crossed the finish line on a flat-out, screaming plane doing about 18 knots. It was very exhilarating to win a race in a World Championship ... especially in the manner we did!

After the 1st day, we were in 4th or 5th with all Spanish teams in front of us. They were as good as advertised! They were aggressive on the starting line, adequate speed upwind, sound tactically and really fast downwind. As I have learned in the Laser class, all you have to do is hang upwind and all of the

big gains are really made downwind. In planing conditions, this proved to be true in the J 80 as well.

We had a so-so start to Day 2, but once again sailed a good first beat and round the top mark around 7th. No one could see the leeward gate with the fog and haze and we decided to jibe away to try and consolidate a little more to the middle of the course on the run. When we jibed back, we had lost close to 10 boats and ended up in a cluster in the middle of the gate. At one point we were probably 25th but made a decent rally to finish 15th. In the back of my mind, I was really hoping this would be our throw-out race but with such a talented Fleet and 8 races to go, this thinking was probably a little naive. As it turned out though ... this race was our worst.

The last race of the 2nd day saw the breeze start to increase quite strongly. We got a pretty decent start and played the middle left on the beat. About 2/3 of the way up, it looked like we were winning our side. We narrowly rounded the first windward mark ahead of a pack of boats that had banged the right side of the beat. We got a puff after we set our chute and took off on a plane with spray flying everywhere. We jibed to port in a huge puff and by the time we rounded the leeward mark, we had a 100-yard lead. As we got closer to the next windward mark, we realized the race committee had shortened the course and were going to finish us. We crossed the finish line and breathed a huge sigh of relief that we would not have to worry about fighting off Regatta leader **Carlos Martinez** on the final run.

The race committee was going to shoot for four races on Day 3 so we knew this was going to be the pivotal day of the Regatta. **John** made the observation that we tend to have a really good first day in many of the events that we sail and then we get a little conservative on the 2nd day and don't sail as well. He took me aside before we left the dock and told me that we needed to put the hammer down and sail very aggressively and not let up. It was exactly what I needed to hear.

With shifty, almost lake-like conditions, we were hopeful that we would excel and perhaps maybe it would mix up the Fleet a little.

After several general recalls and the black flag out, we finally got a start off. We started near the pin and played the left side of the beat. About half-way up, it looked like our side was doing well. Every so often, huge right shifts would come in with big breeze so you had to really stay on your toes. We rounded the first weather mark about 7th and jibed pretty quickly and caught a puff and jumped several boats. We rounded the leeward gate and picked off a couple of more boats and for a bit were in the lead. We let one boat get a little too far left of us and rounded the next weather mark second and couldn't quite reel them in on the last run to the finish.

We managed to end the day with a 2-6-4-4 which was if not the lowest, close to the lowest score for the day. With all of the carnage that had occurred with BFDs, 20% Z-Flag penalties and protests, we were very interested to see what the standings would look like going into the final day. Once we got to shore, we



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Featured Fleet: J 80

learned that leading Spanish boat, *Peraleja Golf*, steered by **Carlos Martinez** had BFD'd on one race and later that night we learned that **Rayco Tabarez** had been DSO'd in two races. Suddenly, we now tied for 2nd overall with ECC *Viviendas*, steered by **Jose Maria Torcida** and only one point behind *Peraleja Golf* with them throwing out their BFD. It was going to be interesting!!



The final day dawned with beautiful clear skies and a 15 to 20 knot breeze from the West. Our strategy was to just continue to sail our race and not get too worried about points until the last race. **John** felt like there was more pressure on the left side of the course and so we played the left. Early on, it was hard to tell how we were doing but **John** got us out to a lane of wind that tacked under and we got about 15-degree lift and fresh breeze and started sailing over the top of the fleet. With about a 1/4 mile to go, I thought we might be winning!

A right shift came in at the end and a few boats from the right were able to get across us as we got to the windward mark. As fate would have it, we tacked under ECC at the windward mark and with the current pushing us towards the mark, we managed to eke around it. Unfortunately, the boat in front of us and the ECC guys behind us who we were essentially tied with claimed

that we had hit it. My team was convinced we did not but with two boats claiming we did, we thought we would have a hard time convincing a jury otherwise.

Terry did an excellent job keeping me calm and we were able to do our penalty turn after the off-set mark and get our chute up without losing too many boats or distance. This did allow the ECC team to leg out on us a bit and we finished 4th to their 3rd. **Thomas Klok with Vince Brun** aboard won this race and the *Peraleja Golf* team stumbled to a 24th. We were now pretty clear of 3rd place and only one point behind ECC going into the 10th race.

Just before the start, the breeze freshened dramatically and with about 30 seconds before the start, the wind shifted hard to the left to the extent that no one could lay the starting line. We were near the pin and at about 20 seconds to go, it was obvious that we were not going to make it. I flirted with tacking to port and crossing but I thought this would be too risky so we did the conservative thing and tried to jibe around. The scene got so chaotic at one point with numerous collisions and lots of screaming with nearly the whole fleet rafted up in 25 knots of breeze, we felt sure that the race committee would call the race off.

We were shocked to find that they let the race go on. We were in real trouble. It took us probably 20 seconds to find an opening just to jibe around and once we did, we realized that we would have to duck the rest of the fleet. Fortunately, the ECC guys were pretty tangled up as well and we weren't too far behind. **John** quickly assessed that he felt that the boats on our hip on port didn't have as good an angle as we did and he really wanted us to stay on port tack.

I had a very narrow lane with **Vince Brun's** team immediately below us threatening to pinch us off. **John and Terry** told me that I had to sail the best that I have ever have to hold the lane because we had to stay on port tack. I mustered up all that I had and somehow, we miraculously not only were able to avoid being pinched off but we also eventually were able to roll over the top of them.

Through all of the carnage and even after ducking the majority of the fleet off the start, we were able to get around the weather mark in the top 15 with ECC just ahead of us. ECC had problems on their chute set as did we. Somehow, our tack line came un-cleated just after the chute filled and it tried to twist into a knot. **John** ran up on the bow and was able to straighten the chute out before it tangled into permanent knot and saved the day. Fortunately, our problems were less than the ECC team and we were able to charge away from them and we were able to pass several boats on the run and the ensuing windward leg. ECC was well in our rear-view mirror as we rounded what we thought might be the last windward mark of the Regatta.

In the back of my mind, with the wind gusting over 30 knots and the time getting close to the limit within which the race committee wouldn't be able to start another race, I thought this downwind leg would be the most important of my life. I can't even to begin to describe how puckered up I was driving the boat down waves at speeds of 20 knots. **John** was playing the boom vang constantly to try to keep the boat from broaching and **Terry** was doing everything in his power just to hang on to the spinnaker sheet, forget trying to actually pull it in! **Phillip** was hanging off the back of the boat hooting and hollering and I was literally holding on to the tiller with a death grip quietly praying under my breath that I wouldn't do anything stupid to capsize us.

We came blasting through the finish line in 8th place while the ECC team had even more problems on the last leg and dropped back to 18th. We honestly thought at that point that we were the new World Champions! I thought there was no way the race committee would try and run another race. It was so windy and so close to the time deadline and boats were scattered about the race course in various forms of carnage.

Our celebration was short lived as we realized from the radio communications that the race committee was going to indeed move forward with the final race. It was now reportedly gusting to 35 knots!

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We started near the leeward end of the line with **Glenn Darden** just above us and **Rayco Tabares** below! Not exactly where you want to be with a former world champion on either side of you. We held our own and played the left side of the beat. As we approached the windward mark, it was evident that the right side had paid off big. There were boats that we hadn't seen the whole regatta ahead of us. The **Storks** were crossing us with only a jib up as their main halyard had broken. That was a testament to how strong the wind was and how favored it was on the right. We were deep but ECC was just ahead of us.

As we rounded the weather mark, we set the chute and wiped out almost immediately. I heard a loud crack come from the rudder. I wasn't sure exactly what had happened but I suspected we had a problem. We got the boat back on its feet and realized the spinnaker sheet was now over the boom and if we didn't fix this, there would be no way that we could jibe. **John** went to the leeward side of the boat and somehow forced the boom up and the sheet down as we are on crazy plane and got us sorted out. I began to realize though the boat was not responding the way it should and I was on the verge of being out of control.

We managed to make it to the leeward mark but the ECC guys opened up some distance on us. We sailed a good next beat to round the weather mark just ahead of them. All we had to do was make it down one more run to really be the World Champions. As we set the chute, it looked like everything was going to be okay. Then suddenly we got hit by a gust that literally pulled the spinnaker halyard out of the cleat and our chute was headed to the water. Somehow, **John and Philip** saved us from disaster and got the chute back up and we took off again, only to quickly wipe out. My steerage now was really bad.

The ECC guys took off like their hair was on fire and were passing boats right and left. With our rudder now angled 25 degrees to port, I was having a heck of a

time just trying to get the boat to the finish line. As the leg progressed, the reality of the situation was beginning to set in. There were boats in front of us broaching out of control and in one case, not even flying a chute. The ECC guys were going to pass these boats and to hold on to our lead, we had to as well. Unfortunately, there was just not enough time or steerage for us to pass the boats we needed to. Even at the finish, we weren't really sure how we stood.

Our gut told us that we had lost but when we checked the preliminary standings online our iPhone on the way in, they had us tied for first with us winning the tie breaker. We were suddenly elated but also very suspect as to whether this was right. We literally did not find out the final results until almost two hours until after we got to shore. As time went on, it was clear that our gut was right and that ECC had gotten the necessary boats between us to win.

I am still pretty disappointed because we were so close! On the other hand, if you had told me a month ago that we had a chance to win the J 80 Worlds and end up a very strong second, I would probably have taken that! Over the course of two Regattas (the NAs and the Worlds), we sailed 24 races at two great venues with great wind and incredible competition and just got better and better. My sincere congratulations to the winners and to the other Spanish teams, **Jeff Johnstone and his team** and **Glenn Darden** and the Le Tigre team that rounded out the top 5.

My teammates were absolutely amazing! We had the best time both on and off the water! The J 80 Class is about as good as it gets. The competition and the sportsmanship was world class! I can't wait until the next time I get a chance to sail the J 80!

(Editor's note: Scott's wish has been granted here at AYC.)



2013 Opening Day Regatta, Larry Ralliff on J 80 Restless *Photo by Bruce McDonald*

Fall Fling Fleet Regatta

OCTOBER 10, 2020

One Design: Ensigns, J22, J24, Catalina 22, Southcoast 21



Tom Groll & crew on Ensign Brews'r *Photos this page by Marilyn Jackson*



Anne Morley and crew on Ensign Abaco



Ensign spinnakers



Ensigns rounding mark



Jim Bridgwater and crew on J22 Silicon Ship



Linda McDavitt and crew on J22 Bonfire

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Fall Fling Fleet Regatta

OCTOBER 10, 2020

One Design: Ensigns, J22, J24, Catalina 22, Southcoast 21



Catalina 22 and South Coast 21, first start *Photos this page by Marilyn Jackson*



Harry Polly and John Grzinich on Catalina 22 Dry Heave



James and Sarah Denny on Catalina 22 Coyoacan



Peter Broberg and crew on Catalina 22 Trivial Pursuit



Steve and Meredith Shepardson on Catalina 22 Chili Verde



Louise Miller & Walter Payne on Catalina 22 Strings Attached

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Fall Fling Fleet Regatta

OCTOBER 10, 2020

One Design: Ensigns, J22, J24, Catalina 22, Southcoast 21

ONE DESIGN

SAIL#	FLEET	BOAT NAME	SKIPPER	PLACE
578	Ensign	Brews'r	Tom Groll	1
1414	Ensign	Prickly Pair	Bill Hawk	2
588	Ensign	Styf Kip	George Dahmen	3
672	J22	Silicon Ship	Jim Bridgwater	1
629	J22	Bonfire	Linda McDavitt	
5253	J24	Blue Boat	Megan Yancy	
166	SC21	Lil' Chuck's	Charles Christie	1
150	SC21	Gone Coastal	Tom Meyer	
5477	Cat22	Moonlight Sonata	Brian Grothues	1
9802	Cat22	Chilverde	Steve Shepardson	2
752	Cat22	Dry Heave	John Grzinich	3



Catalina 22s - Harry Polly, John Grzinich, Meri and Steve Shepardson



Going downwind - Catalina 22 and South Coast 21



Tom Meyer and son Mark on Southcoast 21 Gone Coastal



Catalinas and South Coast rounding second mark



Mark rounding for Catalina 22 and South Coast 21

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Fall Fling Fleet Regatta

OCTOBER 11, 2020

Centerboard: Sunfish, FJ, Laser Radial, Laser Full, Opti, CBH Portsmouth



Louise Miller
Regatta Chair

It was an early start for the Centerboard Regatta, with more than one sailor mentioning that they were not able to finish that cup of coffee before getting on the water for a 9am start. But the grouching subsided once the races were underway, and a good, full day of racing was had by all. Even though we were unable to have any social activities (and alas, no beer, wine or dancing), I think all the participants were very happy to be on the water, compete with their friends, and

enjoy the camaraderie that comes with this wonderful sport. We ended up with six classes: Optimists, Sunfish, Laser full-rig, Laser radial, Flying Juniors and Centerboard Handicap (Portsmouth), racing on three separate courses. There were 34 boats and we ran a total of 52 races in all. Not bad for a one-day regatta.

We started out with sailable wind in the morning (not that much – probably around 4 knots or so), but it really picked up after lunch with about 15-18 knots gusting up to 22. Winds were from the south, shifting a little to the east before they picked up, settling into winds from the southwest. It was a record-breaking high temperature of 99 degrees that day. Good thing dinghy sailors have the option of jumping in the water to cool off! But by the end of the day, most of the racers were a bit worn out and ready to get back to shore a little early.

It was truly a big day of sailing on the Opti course, with a total of 13 races – more than any of the adults could handle! Due to a scheduling conflict, most of the older Opti sailors were at a TSA youth circuit regatta in Dallas that weekend, leaving the entire Opti course to five young sailors – **Jackson Brock, Calvin Brock, Storey Evans, Charles Yen and Orion Yen**. They made the most of it, with Jackson taking the lead, followed by Calvin, then Storey.

Meanwhile, on the FJ/Portsmouth course, **Wendi and Catherine Froelich** dominated the Flying Juniors winning seven out of eight races, with **Matthew Sabuda and Caleb Bui** coming in second overall. **James Bland** won the Centerboard Handicap class sailing his OK Dinghy. In the Sunfish/Laser course, **Lucy and James Brock** continued the Brock winning tradition with one of them winning each of the seven Sunfish races. In the final tally, Lucy took first place and James second. **Annie Lancaster** was right there with them coming in second or third in just about all the races, giving those youngsters some respectable competition and finishing third overall. **Gray Rackley** successfully commanded the Laser full rig races with a perfect total score of 7 out of 7 races (after one throw-out), leading **Robert Bennett and Oren Connell** who came in second and third place, respectively. Young **Nicholas Carew** made an impressive showing winning first place amongst the radial-rigged Lasers, followed by **Brian Grothues and Fiona Froelich**.

Many thanks are due to the PROs who did a great job preparing for and conducting the races: **Bill Records** on the Opti course, **Jeff Brock** on the Sunfish/Laser course, and **Bo Kersey** on the FJ and Portsmouth course.



James Brock Centerboard photos by Bill Records except where marked



Sarah Faust and Lucy Brock

Additional race committee volunteers who made the day a success included **Amy Brock, Robbin Kersey, Paul and Mary Carew, Mike Beuerlein, Jay and Jared Pochop, Tony Yen, Aaron McCulley, Phil Bautista and Chris Rouwsaat**.

This Regatta came together with an immense amount of help from **Diane Covert, Russ Shermer, Bobby Brooks and Ed Pierce**. Lunch was expertly organized by **Cathie Martin** and provided that day with assistance from **Kim Day**. Thanks to **Chris Bataille and Walter Payne** for setting up and handling late registration, **Jackie Wheelless** for the registration reports and making board docks available for racers to use during lunchtime, **Renee Ruais** for running the race results, and **John Grzinich** for his website wizardry.

And of course, the Regatta owes much of its success to the sailors who participated and made the event fun for everyone. For those of you who want to join in the fun – you have one year to get ready for the next one!

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Fall Fling Fleet Regatta

OCTOBER 11, 2020

Centerboard: Sunfish, FJ, Laser Radial, Laser Full, Opti, CBH Portsmouth



Annie Lancaster Photos by Bill Records



Coach Bobby



Vicki Stones, Louise Miller



School of fish



First regatta for Hazel



Vicki Stones

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Fall Fling Fleet Regatta

OCTOBER 11, 2020

Centerboard: Sunfish, FJ, Laser Radial, Laser Full, Opti, CBH Portsmouth



Brian Grothues, Fiona Froelich, Kate Hennig Photo by Peggy Hennig



Robert Bennett Photos by Bill Records except where marked



Kate Hennig Photo by Peggy Hennig



Calvin Brock and Storey Evans



Laser competitors Photo by Peggy Hennig



Jackson Brock and Storey Evans

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Fall Fling Fleet Regatta

OCTOBER 11, 2020

Centerboard: Sunfish, FJ, Laser Radial, Laser Full, Opti, CBH Portsmouth



Charles Yen Photos by Bill Records



Jennifer Loehlin



James Bland on OK Dinghy

CENTERBOARDS

SAIL#	FLEET	SKIPPER	PLACE
4906	Sunfish	Lucy Brock	1
3660	Sunfish	James Brock	2
4822	Sunfish	Annie Lancaster	3
15	FJ	Wendi Froelich	1
13	FJ	Matthew Sabuda	2
4	FJ	Ed Pierce	3
194473	Laser Radial	Nicholas Carew	1
15	Laser Radial	Brian Grotheus	2
156852	Laser Radial	Fiona Froelich	3
162451	Laser Full	Gray Rackley	1
161049	Laser Full	Robert Bennett	2
162347	Laser Full	Oren Connell	3
20139	Optimist	Jackson Brock	1
19924	Optimist	Calvin Brock	2
9280	Optimist	Storey Evans	3
1008	CBH	James Bland	1
777	CBH	Jennifer Loehlin	2
185	CBH	Mike Mashl	3

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Fall Fling Fleet Regatta

OCTOBER 17, 2020

Multihull, A & B Fleets



Russ Shermer
Regatta Chair

Some Learnings from the Fall Fling Fleet Regatta

Last year, the Multihull Fleet had started to design a long distance race for the fall. The idea was a one-day Turnback-style distance race out to Lakeway and back in a single day. The race would be open to all fleets and be scored on the boat's performance rating. We got the FUR approved for the October date, a commitment from the J 80 fleet to RC the race and some very draft initial documents. Other than that, we really had not made much progress in the Spring when COVID hit. As Summer wore on, many of the fleets started to hold some form of weekly racing. Various fleets figured out how to have fun with informal racing that was conducted without chase boats and race committees.

About a month ago **Jim Casto** reminded me that the Lakeway Regatta race date was coming up in a few weeks and shared with me his ideas for a format that minimized crowd density on Club grounds. Simply put, the morning race to Lakeway would be a pursuit-style race so people would be leaving the docks at different times. The race back would be a standard fleet start so that finishers would be arriving at the Club scattered out. We provide lunch on the water but nothing afterwards to give everyone the incentive to leave the Club after the race. I thought this was brilliant and so proposed this to my fellow Board members and asked their thoughts. The response was pure excitement at the fact that we might actually be able to pull off a full Club regatta and do it safely. The regatta quickly became two full weekends. We had most of the One Design fleets on the first Saturday with the Centerboards on that Sunday. The second weekend had the Performance Fleet racing to Lakeway on Saturday and the J 80s owning the lake on Sunday. We had over 100 boats race in this regatta!

Though we have received a huge amount of kudos for the event, it was less than perfect. I was bummed when I learned that, after we locked the dates, the J24 and J22 boats had a circuit stop on the weekend we scheduled their One Design races.

We also found that with adding technology can come interesting consequences. The phone application known as "RaceQs" has been gaining considerable interest at the Club as an alternative to traditional scoring. Most of the racers in the Lakeway race did run the app. During the virtual party after the race, we presented a slide show of all of the photographs **Anne Morely** took of the boats and then followed it with a replay of the two races from the RaceQs website. We watched a number of boats miss one of the course marks. It was clear that they never knew they missed that mark and there was no real way for them to find out after the event.

One pleasant discovery was that even though we love big parties after a regatta, most fleets like to have a less crowded lake to race on. Splitting fleets between racing mornings, afternoons or evenings on Saturdays or Sundays may very well become the new normal racing format.



Bo Kersey on 31-1D Abandoned Assets *Multihull photos by Anne Morley*

Painfully, I learned that no matter how well you advertise an event registration deadline, people will miss it. As regatta chairs, we had to guess on the hats, but closed registration to get an accurate count on the food. For the Performance Fleet race, we closed registration early enough to calculate start times and publish them by the skippers' meeting a day before the race. Perhaps next time when people ask after registration is closed, we'll be able to say, "Sure you are welcome to race. Bring your own lunch. You missed out on the free hat. Go look at the start time spread sheet and calculate your own start time." I apologize to those who missed out due to my errors. This was my first rodeo – I mean regatta.

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Fall Fling Fleet Regatta

OCTOBER 17, 2020
Multihull, A & B Fleets



Brandon Furey (left) and Russ Shermer, skipper (right) on F24 Mk II Trial Run



Rick Nelson on Hobie 17 Sport The Reefer



Jim Casto on NACRA 5.5 TWO HOT



Brandon Furey and Jill Shermer



Mike Rohrer on F28R Rush Hour



Jim Casto

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Fall Fling Fleet Regatta

OCTOBER 17, 2020
Multihull, A & B Fleets



Bill Records and Hazel Sanchez on Pearson 26 OD Café au Lait



Kurt Gustavson and crew on Catalina 30 Camelot



Ian McAbeer on Beneteau First 27 Seascape named Seahorse



Kurt Zinsmeyer and crew on J88 Shaken



Chris Lewis and crew on J70 GB

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Multihull, A & B Fleets



Duke Snyder and crew on J70 Niffany



Chris Thompson and crew on Beneteau First 30E Nemesis



B Fleet boats



John Thurston and crew on Ross 830 Fastbreak

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Fall Fling Fleet Regatta

OCTOBER 17, 2020
Multihull, A & B Fleets

A, B, Multihulls

SAIL#	FLEET	BOAT NAME	SKIPPER	PLACE
1927	A Capri 25	Ornery	John Maddalozzo	1
007	A J88	Shaken	Kurt Zinsmeyer	2
50	A J70	Rogue Warrior	Bruce McDonald	3
198	B Pearson 26 OD	Café Au Lait	Bill Records	1
1393	B Pearson 26	Incognito	Dave Weeks	2
1006	B Pearson 26	Chips Ahoy	Matthew Sabuda	3
130	TRI Sprint 750 MkII	Humility	Bill Coon	1
51589	TRI F28R	Rumline	Aaron McCulley	2
140	TRI F28R	Far Reach	Mike Beuerlein	3
427	CAT Nacra 5.5	TWO HOT	Jim Casto	1
6216	CAT Hobie 17 Sport	The Reefer	Rick Nelson	2
104976	CAT Hobie 16	Toaster	Wendy Ji-Cathriner	3



Hector Luhan and crew on Columbia 26 Banshee



Pearson 26 OD "Café Au Lait" Bill Records and Crew
in the style of the The Great Wave off Kanagawa
by Cheryl Pervier



Dane Ohe and crew Cathie Martin and Lauren Bach on Pearson 31 Aphaia



Calling All AYC Artists!

Each month, the Telltale will feature the artwork of members. Send your high res images to ghowiellc@gmail.com.

Self-promotion is a good thing.

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Fall Fling Fleet Regatta

OCTOBER 18, 2020

J 80 Fleet



Ray Shull
Regatta Chair

The J 80 Fall Fling Regatta on October 18 turned out to be amazing winds, great weather, awesome sailing and great fun. 16 J 80s came out to sail in the blustery winds with gusts in the low 20s. The race committee comprised mostly of Multihull sailors, headed by **Jim Casto** as PRO, provided great courses for the four races.

We used channel marker 5 as our weather mark with the almost dead south winds, with leeward marks of D mark and a temporary L mark. What was maybe most amazing was that in the four competitive starts, not one J 80 was over early. After seeing the consistent aggressive starts in the recent Sunday afternoon racing, it was surprising that no one pushed the line so hard that they were called over. During the start practices **Bobby Brooks** held for us the week before, one boat was over early on four of the nine practice starts. I guess everyone is trainable, at least for a while.

The racing was always close with one point between first and second going into the last race. In that race JazzTacks did a textbook example of closing the door on Wild Thang and forced them into a bad start in the second row. Wild Thang found out what many of us had experienced that day, a second row start in this fleet would usually result in a double digit finish. JazzTacks finished first overall, Speed Racer was second, and Too Much J was third.

Afterwards we gathered in small groups near the clubhouse and nursed our sore muscles, talked about the racing, enjoyed the chili provided by our ad-hoc social committee, and partook of a mixed beverage or two provided by the crew of Restless.

Just a great day to spend on the lake doing what we enjoy doing best.



Close start of Race 1 J 80 photos this page by Russ Shermer



Approaching the leeward mark with chutes flying



JazzTacks takes the pin end of the start



J 80s heading downwind in the blustery winds

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Fall Fling Fleet Regatta

OCTOBER 18, 2020
J 80 Fleet



Bob Mathison and crew on J 80 Proof *Photos this page by Bob Leonard*



J 80 mark rounding



J 80s traffic jam in the works



Ken Berringer and crew on J 80



Terry Schertz and crew on J 80



J 80 Fleet owns the Lake

Fall Fling Fleet Regatta

OCTOBER 18, 2020
J 80 Fleet



Jeff Jones and crew on J 80 Wild Thang *Photos this page by Russ Shermer*



Ed Taylor and crew on J 80 Air Supply, Kurt Livingston and crew on #77

J 80 Fleet

SAIL#	FLEET	BOAT NAME	SKIPPER	PLACE
122	J 80	JazzTacks	Scott Young	1
1320	J 80	Speed Racer	John Bartlett	2
221	J 80	Too Much J	Matt Romberg	3



Who dat?



Ray Shull and crew on J 80 Flyer



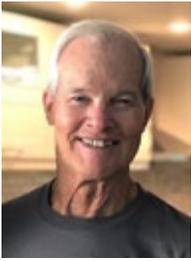
The Jack Syndicate on J 80 #540 J.A.C.K.

IN MEMORIAM

EIGHT BELLS FOR DICK TILLMAN

November 27, 1936 - October 15, 2020

by Bill Records



I was in charge of the "Media" boat for the Women's Sunfish North American Championships that was hosted by AYC. Before I left the dock, a gentleman approached me and asked if he could come with me to watch the races. He introduced himself as **Dick Tillman** and told me that he had three daughters racing. Off we went, spending the whole day photographing the Regatta and talking about sailing.

When I went home that night, I googled **Dick Tillman** and was amazed at his sailing accomplishments: U.S. Sailor of the year, college champion, U.S. Snipe Champion, North American Laser Champion for three years, Finn Champion. He wrote the *Complete Book of Laser Sailing*.

The second day, we continued talking sailing and he was just as interested in my sailing experiences as I was in his. For a guy with so many accomplishments, he was very humble. This guy was "All Sailor" and was as nice and gracious as he could be. He was glad to hear that we were building a fleet of Pearson



26s and said there might be some for sale in Florida and that he would let me know. When I mentioned our road trips to buy boats, he said if we found one in his neck of the woods, we would have a place to stay. We discussed the possibility of his coming back to be a guest speaker. We corresponded via email up to about month before his passing. He never let on that he was sick. He was a true gentleman and great sailor and will be missed.

JazzTacks ... looking for crew!

The spinnaker is red,
and the sky is blue.
I have a J/80
that is looking for crew.

Can you help me?
I want to know,
as I sail her alone
away from the shore.

Her name is JazzTacks
and she sails like a charm.
Who can help me
keep her safe from harm.

Scott Young was in
and brought me fabulous crew,
John Morran and Doug Kern,
just to name a few.

There were the Brocks.
Jeff, Lucy and James,
who helped sail the boat
in the wind and waves.

Without all those souls rescuing me,
JazzTacks would be sitting
alone in her slip,
and not enjoying the breeze.

By Karen Bogisch



Dinghy Fleet Report

by James Bland



It's been a long time since we had racing at AYC and the Summer was hot. So when the AYC Board was able to give us an event it was cause to rejoice, but also pointed out some things that have gone lacking.

I spent a couple of hours checking and then adjusting the position of the mast step and the mast rake on the OK Dinghy to good effect. The main goal is to neutralize the helm of the boat. Singlehanded

boats can be tricky, the Finn has gotten a considerable amount of lore from Olympic Competition, the OK Dinghy is a little simpler and there are good reports about moving the mast forward in the boat first and then checking the mast rake at the mast partners on deck.



[In my Ensign, an adjustment of one inch at the mast step made a big change in how the boat sailed - Thanks **George Dahmen**]

Investigate how the sail fits with the mast. I had a normally cut sail to test, but it came with two stiffer battens at the top that helped to open the leach up and give better flow off the sail. For some reason most OK sailors like a little curl in leech for pointing. In light air this can be effective, but in heavy air it can be the kiss of death and make the boat hard to sail.

Every boat has a lesson to teach you. If something isn't working, make a change and notice what happens. Get a training partner and start building up your tiller time.

Something else has come to my attention for new members. When you join the AYC family, the best insurance you can have to enjoy our Yacht Club is to crew for other people if you are not experienced and if you are experienced buy a boat that has other boats on the Club grounds that are similar, or better yet part of a big One Design community [Keel boat, or Dinghy / Centerboard / Beach Cat]. If you get something or have something that has very low numbers, there won't be many people to help you. Not a problem for experienced sailors who have National or Global networks, but primarily the new person getting started may have trouble fitting in.

There are over 50 established One Design Classes globally with big numbers. Check out the World Sailing website for the International classes, like the OK, Finn, Lightning, Laser, Sunfish and Snipe. US Sailing now has One Design Central to talk to the dinghy racing.

Catalina 22 Report

by Steve Pervier



In the last month our Fleet Alliance continued a successful six-weekend series of fleet activities during this Covid time. On 9/13 we ran long distance races around LCRA #'s 7, 6, and 5, and were joined on the course by a few J/ boats doing the same. Sunday 9/20 we repeated **Bobby's** 3x3 drill: rolling three-minute starts, the third one a full race. With four C22s and one SC21 ready to start, we invited the same J/22s and J/24 to join us. Eight boats

on the line! We completed five cycles or 15 starts in about 90 minutes, and the combined fleets got better and better. Thanks, Bobby!

Our participants on these two "fleet activity" days: **Charles** with his daughter **Lily** in SC21, and C22s **James & Sarah**, **Cody** with **Justin**, **Steve & Meri**, and us -- **Cheryl & Steve**. We were joined by **Jim** with his crew, and **Linda** with her crew in J/22s, and new J/24 sailor **Megan** with **Rem**. Very nice to sail with all of you!



Rem Copeland and Megan Yancy on J24 with Cat22 and SC21

All our weekly practice then two weeks off (due to calendar conflicts then no wind) made for pent-up demand for the Fall Fling One Design Regatta on 10/10/20. Credit also **Ed Pierce's** good leadership and prep work ahead of time, and his PRO work that day. Or was it the free registration, free hat, and

continued next page

West Marine gift certificates for the top places? Anyway, it worked -- with a two boat SC21 fleet and an eight boat Catalina 22 Fleet -- the largest fleet in that Regatta.



Brian Grothues at Catalina 22 start

Thanks to **Vice Commodore Diane** for providing this regatta, and all the volunteers who made this event so much fun. Adding to our boats from earlier weeks we had **Tom with his son Mark** in SC21, and in C22s, **Louise and Walter, Peter with Jim**... and two of three C22 winners: **Brian Grothues & Margarito Morales, Steve & Meri Shepardson, and John Grzinich with Harry Polly**. Congratulations to each of you, and to our SC21 winners **Charles Christie with his daughter Ivy**.

Let's stay safe and have more fun sailing!

Roadrunner Fleet Report by David Michael



What is the Roadrunner Fleet?

The Roadrunner Fleet is comprised of youth sailors racing in Optimists, Lasers, C420s, and FJs. It is organized and overseen by parents and established by-laws. 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 they can!

After a summer of mostly cancelled race events, the youth sailors of the Roadrunner Fleet were able to compete in three Regattas during October with impressive results.

On October 10-11, six AYC youth sailors went to Lake Lewisville and competed at the 2020 Pirates of the Corinthian Regatta hosted by the Dallas Corinthian Yacht Club, part of the Texas Sailing Association 2020 Youth Circuit. The wind was light the first day, resulting in cancelled races, but the wind picked up the next day, allowing for some good action. **Roni Sela, Yuval Sela, Ramzi Matous, and William Michael** competed in the Optimist Red-White-Bue fleet races where **Roni Sela** placed second in the Opti Blue fleet and **Yuval** placed second in the Opti White fleet. In the Laser Radial fleet class, **Lucas Tenreiro** placed first and **Tony Slowik III** placed second. **Lucy Brock and James Brock** came

to compete in the first day of the C420 class races, which were unfortunately cancelled after the first due to the light wind. It was a beautiful weekend, the Dallas Corinthian Yacht Club were great hosts, and the kids had fun.

Also on October 10-11, nine AYC youth sailors stayed at Lake Travis to compete at the Fall Fling Fleet Regatta hosted by the Austin Yacht Club. In the Sunfish class, **Lucy Brock** placed first and **James Brock** placed second. **Nicholas Carew** placed first in the Laser Radial class. In the FJ class, skipper **Wendi Froelich's** boat placed first and skipper **Mathew Sabuda's** boat placed third. **Orion Yen, Charles Yen, Storey Evans, Calvin Brock and Jackson Brock** competed in the Opti class where Jackson placed first, Calvin placed second, and Storey placed third. Great to see the strong turn-out by the Opti sailors despite 1/2 the fleet being out of town! Also a beautiful weekend, the Austin Yacht Club put on a great regatta with more kids having fun.

On October 17-18, nine AYC youth sailors went to Canyon Lake and competed at the Canyon Chaos Regatta hosted by the Lake Canyon Yacht Club, as part of the Texas Sailing Association 2020 Youth Circuit. Light wind made for long slow races the first day but the second day saw white caps on the lake and variable winds making for some exciting racing! The AYC Red-White-Bue Opti sailors who competed were **Roni Sela, Yuval Sela, Ramzi Matous, and William Michael**. Congratulations to Roni for placing second in the Blue fleet, Yuval for placing second in the White fleet, and William for placing first in White fleet! Another beautiful weekend, and great hosts, at the The Lake Canyon Yacht Club.

It should have been mentioned last month that on September 18-19, two AYC youth sailors went to Galveston Bay and competed in the 2020 Houston Open One Design (HOOD) Regatta hosted by the Houston Yacht Club. **Lucas Tenreiro** placed first in the Laser 4.7 class and **Toni Slowik III** placed second in the Laser Radial class.

The weekly Roadrunner Opti Team racing practices continue, with **Toni Slowik III** assisting **Jeff Brock** with coaching.



Gal Sela at the helm of Dolphin Girl, the Roadrunner Fleet coach boat, at the 2020 Pirates of Corinthian Regatta hosted by the Dallas Corinthian Yacht Club October 10-11.

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The HOOD Regatta at Houston Yacht Club Sep 19-20



Tony Slowik III sailed his new Laser Radial in his first HOOD Regatta. With gusts up to 40 MPH, Tony placed 2nd by one point. He also got to meet the gentleman who bought his Father's old J-24 YIKES and also placed 2nd in the event.

Laser Class Gulf Coast Championship at Texas Corinthian Yacht Club Oct 3-4



Lucas Tenreiro placed 2nd in Laser 4.7



Tony Slowik III placed 2nd in Laser Radial

2020 Pirates of the Corinthian Regatta at the Dallas Corinthian Yacht Club Oct 10-11



Roni Sela placed 2nd in Opti Blue Fleet



Yuval Sela placed 2nd in Opti White Fleet



Tony Slowik III placed 2nd to Lucas Tenreiro's 1st in Laser Radial

2020 Canyon Chaos Regatta at the Lake Canyon Yacht Club Oct 17-18



William Michael placed 1st in Opti White



Nicholas Carew racing his Laser



Lucas Tenreiro (right) placed 1st, Tony Slowik III (center) placed 2nd, Keaton Chandler (left) placed 3rd in Laser Radial competition at the 2020 Canyon Chaos Regatta at LCYC



L-R: Yuval Sela placed 2nd in Opti White, Calvin Brock placed 1st in Opti Green, William Michael placed 1st in Opti White, Jackson Brock placed 2nd in Opti Green and Roni Sela placed 2nd in Opti Blue

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Independence Day	July 4
Thanksgiving Day	November 26
Shopping Day	November 27
Christmas Day	December 25

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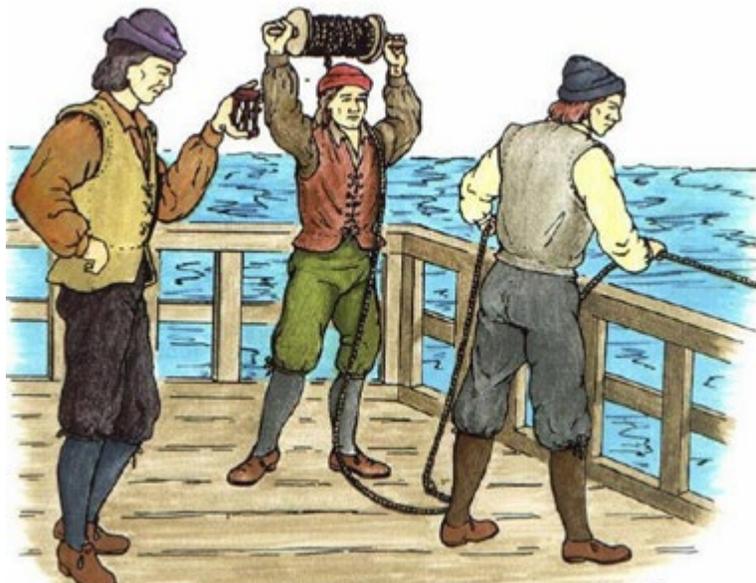
What is a Knot? by ASA Instructor Harry Polly



When we drive our cars on land, we measure speed in miles per hour (mph). This is actually "statute miles" per hour. When traveling in a boat, speed is measured in nautical miles per hour or knots.

The term "knots" comes from the way nautical miles per hour used to be measured on boats, starting around 1637, long before electronic instruments were available, when English navigator Richard Norwood suggested the following

method of measurement:



A line (string or small rope) with a standardized triangular piece of wood, called a chip log, was thrown from the moving ship. The chip log would pretty much stay still in the water while the ship sailed away from it. The line was allowed to run out as the boat moved along.

After about 50 feet of line, the line was divided into 47-foot 3-inch sections called knots. Once the 50-foot mark passed the navigator, a 28 second sand glass (like a small hour glass) was started and the number of knots to pass through his had in 28 seconds were counted. For each knot that passed, in that time, the ship was moving one nautical mile per hour, or one knot. (The line and chip log were of course pulled back on board the ship and used again).

But why such strange measurements as 47-feet 3-inches and 28 seconds? One British Admiralty nautical mile is 6,080 feet. (Today we know that a nautical mile, one minute of the earth's rotation at the equator, is actually equal to 6,076.115 feet, now called an international nautical mile). An hour is 3600 seconds. 3600 seconds divided by 28 seconds is (almost) equal to 6080 feet divided by 47 feet 3 inches. This was an amazingly precise measurement for the time.

SAY HELLO TO AYC NEW MEMBERS!



Matt Brown

Associate Probationary

Matt has had some sailing experiences in the past, but now has time to go sailing, learn to race and meet good people.



Marie Snidow

Associate Probationary

Marie grew up around Lake Travis and used to sail with friends on a Catalina 22. She wants to focus on sailing and learning about racing.



Tobin Beal

Senior Probationary

Tobin and his family are interested in sailing. His sons have attended AYC Summer Camp. Tobin is ASA level 101, 103, 104, 111 and 114 certified, and his son Jayden is level 101, 103 and 104 certified. The family loves to cruise in the Bahamas and Thailand.



Kent Winegar

Associate Probationary

Kent and his wife took classes many years ago and after a long absence, would like to revisit sailing and exploring it as a family activity.



Geoffrey "Juke" Ball

Senior Probationary

Juke is a passionate multihull and catamaran racer. He has sailed from AYC in the past and is ready to become a member.



Chris Henkel

Senior Probationary

Chris is an enthusiastic Laser sailor and back in Texas. He has competed in regattas at the club, regional, national and international level. He has also assisted with Junior and Adult programs.



Spiros Tzivelekis

Senior Probationary

Spiros received his offshore sailing certificate in Greece in 1998 and has sailed several bareboat charters in the Aegean Sea. He is ASA 104 certified. Spiros was active in the SSCYC in Marina del Ray. He and his family are looking forward to being part of the Club.

Photos by Members



September 2020 Sunfish Saturday Sailing, Vicki Stones and Louise Miller
Photo by Cheryl Pervier



September 2020 A & B informal races, John Maddalozzo on Capri 25 Orneri
Photo by Marilyn Jackson



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