



## HAPPY FALL SAILING, Y'ALL!



### Thank you, Race Committee!

Fall Series Race 1 – Dane Ohe, Cass Meyer, Cathie Martin, John Maddalozzo on signal boat *Photo by Marilyn Jackson*

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# 2020 AYC Service Awards

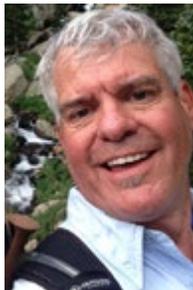


## #1 AYC Service Award Recipient: Bill Coon

Bill Coon singlehandedly did more for the harbor this year than anyone! This included gathering requirements for the South Cove Rigging Dock and coming up with a design that everyone loves; he helped install wheel stop replacements for broken ones in the parking lots and added them for the Dry Out Area; he repainted the Dry Storage Area slip numbers and still had time to be on the membership committee AND was an active sailor all year long. His selflessness, willingness to help others, share information and learnings (sometimes very difficult to do), all of this in a 'happy to do it' attitude is a credit to Bill and to the AYC. Congratulations, Bill!



Big Brothers and Sisters event on Bill Coon's Lucy Gene



## #2 AYC Service Award Recipient: Ed Pierce

2020 has not slowed down the involvement of this AYC competitive sailor and volunteer. Dancing and yoga moves aside, Ed has gone out of his way to teach new members how to adjust standing rigging, provides guidance, mentoring and coaching, ensures we all know how to drive the RC boats, and even gets his hands dirty doing the work. At any random opportunity you are likely to see Ed wandering the grounds looking for his next project. Congratulations to Ed Pierce!



Ed Pierce providing in-water support



## #3 & #4 AYC Service Award Recipients: Gal Sela and Jeff Brock

Despite the COVID-induced chaos, Gal and Jeff did not hesitate to adjust sails quickly and continue with a 2020 competitive plan. Each individually contributed in excess of 20 hours a week to keep the youth sailing program on track and competitive. Using their own coach boats, youth practice was able to continue all year long and included the Endless Summer Series, Fun Fridays with watermelon and knee boarding, and team racing. Gal and Jeff continued to coach, to inspire, and to travel the state escorting youth racers at away regattas where the team presented excellent results. Their efforts to consistently scrounge up equipment and to provide repair advice helps grow this most active fleet. Additionally, they have delegated responsibilities to the more experienced youth sailors to help pass on knowledge and experience to the younger set and growing their experience with opportunities on the F18, 29er, Flying Scot, and wind surfing.



Coach Gal Sela with AYC Juniors



Congratulations Gal Sela and Jeff Brock! Good luck to these two coaches and the 10 Roadrunner competitors headed to Miami this December for the largest youth event in the nation.



Coach Jeff Brock with high school sailors



## #5 AYC Service Award Recipients: Dee Chow and Jeff Sabuda

This relatively new couple at AYC exemplifies the model AYC member. Their contributions extend well beyond the Pearson and J80 racing fleets. Not only have they helped with social events using their stellar organization skills and contributing very tasty dishes, but special recognition is also due for their dedication and ongoing efforts to support the Sea Scouts. Congratulations to Dee and Jeff!



Sea Scouts in the kitchen with Dee and Jeff

## Commodore's Report by Dane Ohe



The year that no one anticipated is drawing to a close. We have learned a lot during the last seven months of dealing with Covid-19 and not all of those lessons were easy. I have full confidence that as we move forward into the next year, we will be able to return to many of the activities that we all joined the Club for, both sailing and socializing. It may look a little different, but 2021 will be

full of racing and having fun.

The Annual Meeting of the Membership of AYC took place on November 19. The primary business of this meeting was to elect the Board of Directors for 2021. This is the first time that the Annual Meeting had been conducted remotely. There were a few glitches but there were at times almost 70 different people logged into the meeting, which is a great turnout!

Immediate Past Commodore **Annie Lancaster**, as a representative of the Nominating Committee, placed the proposed slate of Officers into nomination. Following that, there was a call for nominations from the floor. Hearing none, a motion was offered and passed to close the nominations. We were able to use the Polling function in the Zoom software to conduct a vote of the members present, and the new Board of Directors was voted in. I would like to welcome and congratulate the new Board:

- **Commodore: Diane Covert**
- **Vice Commodore: Anne Morley**
- **Secretary: Cheryl Pervier**
- **Treasurer: Felipe Payet**
- **Race Commander: John Parker**
- **Sail Training Commander: Ann Kitzmiller**
- **Building and Grounds Commander: John Maddalozzo**
- **Harbor Commander: Russ Shermer**

I look forward to working with each Officer next year as Immediate Past Commodore and Membership Committee Chair.

Speaking of which, if you are interested in serving on the Membership Committee next year, please contact me. Even with Covid, we had 35 people apply for and be approved for membership this year, and we don't see it slowing down next year.

Along with sailing and socializing, the best way to get involved in your Club is volunteering. There are many opportunities, including work parties, committee duty during races and other. The Club is run by volunteers, all the way up to the Board, and the Board needs new members every year. The best way to prepare to be on the Board is to volunteer and serve on many of the Board committees, including Harbor Committee, Permanent Race Committee, Sail Training Committee, Building and Grounds Committee and Finance Committee. After gaining some experience on a few committees, you might decide that you would like to be on the Board!

After the business of the evening was concluded, we switched over to the fun part of the night and handed out some awards. Due to a lack of sailing opportunities this year, we decided to skip the Perpetual Awards that focused on sailing and have the members nominate those who in their opinion had performed special service to the Club throughout the year. We then selected five people from that list for special recognition. As a token of our appreciation, they were presented a Pirate's Chest full of locally sourced booty, including Salt Lick BBQ sauce, Pedernales Texas Tempranillo, Round Rock Honey, Torch's Tacos Hot Sauce, Electric Jellyfish Hazy IPA, Edi's Chocolates and a gift card to Amy's Ice Cream.

The recipients of the service awards, shown on page 2 of this Telltale, were **Bill Coon, Ed Pierce, Gal Sela and Jeff Brock, and Dee Chow and Jeff Sabuda**.

The one perpetual award that could not be skipped was the Blue Duck. This year the Blue Duck went to **Bill Coon** for his double adventures including his Trimaran Flip here and an attempt to fry himself by getting his mast entangled in electrical power lines up in the Chesapeake. Fortunately no one was hurt in either incident. Check out page 19 for details.

We also recognized the help and advice provided by the Covid Advisory Committee. In the early stages of the lockdowns and the spread of the virus, this group of Medical and Legal professionals, all Club members, provided expert advice and council as the Board struggled with how to best protect the Club and its members. You will be able to recognize them by their new, grey facemasks embroidered with the AYC logo. A heartfelt Thank You to that committee, **Bruce McDonald, Wade Bingaman, Karen Bogish, Joe Roddy and Andre de la Reza**.

The Awards Committee did all the work to compile the list of service awards and the Blue Duck nominations, and came up with the ideas for the gifts. My thanks to the Awards Committee, **Candace Miller, Stephanie Froelich and Morgan Ward**, you all did great this year.

Also my thanks to **Cathie Martin** as Social Chair, she had great plans for the year and just wasn't given the chance to execute. Cathie will be helping out with social activities next year and I am really looking forward to what the committee has planned.

Finally, I would like to thank the staff, **Jackie, Tom, Spencer and Bobby**. It has been a strange, challenging and at time frustrating year. Thank you all for hanging in there, rolling with the punches and coming out the other end. We can't do it without you.

I will see you all out on the lake!

## **Dear Board of Directors,**

To say, “thank you so much for volunteering to serve on AYC’s Board this year”, hardly fits the energy, leadership, and grace you exhibited both collectively and individually this year. Under the best of circumstances, volunteering on a board takes time away from your family, career, social life, and hobbies. This year was phenomenal in the number and diversity of issues you faced on behalf of AYC. In addition to the situations that arise with a large membership, extensive grounds, and aging infrastructure, you stared down a global pandemic, developed a safety plan and adjusted to accommodate members’ desire to race.

As a group, as a Board, you have remained steadfast and demonstrated unfailing leadership. That you stayed together as a Board is a testament to your strength and commitment to each other and the Club. I am sure you questioned the value of your commitment and whether to continue more than once. The membership applauds your commitment and strength to see the year through together.

As social chair, I touched a few of you. All I kept hearing last fall was that 2020 was going to be the year of fun. Hearing that over and over inspired me to propose memorable experiences and menus. **Dane Ohe, Diane Covert and Jackie Wheelless** spent a great deal of time brainstorming and budgeting with me. I would throw out an idea, see it rolling around the table and then talk about its impact on membership types, fleets and family-structures. The goal was to ensure member inclusion and reasonable pricing. One of my fondest memories is trying to get money out of **Dane**. I was not often successful. **Diane and Jackie’s** enthusiasm for a fun year was inspiring and fed my creativity. We had great plans that I hope we see unfold next year.

Thank you for bringing your passion, intellect, insight, experience, and resources to the table. Thank you for challenging me, encouraging me, and tolerating me. Your efforts have guided us through a 100-year, global pandemic.

*Cathie Martin*

## Immediate Past Commodore Report

by Annie Lancaster



It is hard to believe that even during a pandemic, people want to join the Austin Yacht Club! (Well, maybe that is not too hard to believe because we members know that we have a little piece of heaven here on Lake Travis.)

Looking back over the year, I have some good news and bad news. Starting with the bad news, AYC had a total of 24 members of various status resign due to life changes or relocations or finances, and had

13 junior resignations mainly because they were away at school or focusing on other priorities. But the good news is that we had 38 new probationary members and 4 new junior members who vary from national and world competitors to AYC legacies to new empty nesters to longtime crew deciding to join to new Austinites looking to learn or continue the sport of sailing. The Membership Committee postponed the probationary year deadline for earning required points due to the pandemic but there were 10 members who graduated from probationary to full membership and there were four members reinstated. There were a number of member status changes and the most notable was members changing from Senior to Senior Retired status reflecting the fact that some of us are not getting any younger. But more good news, five of the new probationary members are Young Adults who will help the Club carry on its traditions of premier sailing and racing.

The Membership Committee continues the Mentor Program to match up probationary members with mentors who welcome the new members and encourage them to get involved in the AYC events. On the horizon, the Membership Committee is considering a revised program for approving new probationary members. It involves interviewing prospects and their sailing experience to see how AYC can benefit their goals and ensure successful integration into the AYC family. Many thanks to those who served on the Membership Committee this year, **Paul Carew, Rachel Bailey, James Bland, Jim Tillinghast, Louise Miller, Bob Gross, Cathie Martin, Bill Coon and the AYC staff.**

And now it is time to say good-bye to the Board. It has been my honor and challenge to serve AYC these last five years. You all are a passionate bunch of sailors and I hope you know I appreciate each one of you. I have enjoyed getting to know all the members of the various Boards and admire their devotion to the Club. If you would like to serve on the Board, start now by volunteering, joining a committee and getting involved. We are a volunteer Club that needs everyone's input. The Board tries to listen to everyone and decides what is best for the whole membership. When I was asked to be on the Board, I solicited advice from my dad. He said, "Just be sure to do what is best for sailing and best for the Club". That has been my goal. Many thanks to the AYC staff, **Bobby, Spencer, Tom and especially Jackie** who held my hand, kept me true to the Handbook and was patient with me as I tried to come up to speed on running a Board. I look forward to seeing you and sailing with you and serving beside you all at AYC, our little piece of heaven on Lake Travis.

Member Type	Dues %	2020 thru 11/20
10 Year Ol' Salt	50%	2
30 Year Ol' Salt	0%	21
Associate Membership	100%	14
Associate: Probationary	100%	25
Honorary Membership	0%	4
Life Membership	0%	19
Non-Resident Membership	50%	6
Sea Scout	30%	1
Senior Membership	100%	275
Senior: Probationary	100%	43
Senior Retired Membership	75%	17
Student Membership	30%	25
UT Sailing Club	30%	1
UT Sailing Team	30%	1
Young Adult Membership	75%	5
Young Adult: Probationary	75%	5
Leave of Absence	0%	2
Grand Total		466
Total Dues Level	100%	357
	75%	27
	50%	8
	30%	28
	0%	46
		466
<b>ADJUSTED TOTALS</b>		<b>390</b>

## Vice Commodore Report

by Diane Coverl



I would really like to conclude this year on a positive note, because the past 12 months have been tough for all of us – and for AYC. Getting through the pandemic, our own issues, and the Club's issues have required us all to think "outside of the box". We haven't been able to "plug and play" in the traditional format of AYC events, meetings, racing, etc., and that has meant an enormous amount of planning time. For the AYC Board, committees, fleets, and staff, hours and hours of discussion have occurred thinking "how can we do this differently". Literally that has included everything from holding a regatta to opening a restroom stall.

The recent Fall Fling Fleet Regatta was an "outside the box" event, which was successful and fun. Members seemed to embrace the different format with enthusiasm and jumped right in. We did it smart and we did it safe. It was great to see members returning to the Club again and racing competitively.

Next year of course we all hope the world can return to normal activities, seeing our friends, having events, racing and sharing what we love about sailing and the Club. In the meantime, we will still have to think "outside the box" for everything we do and that will take more time, patience, and better communication among members, Board, and staff. I encourage all AYC members to come forward, volunteer, and make suggestions for how we can do things positively next year while still thinking "outside the box".

- We will be installing "No Trespassing" signs at the cove entrances to reduce the issues we had last summer with public access.
- Members have noted that they are getting lacerations by the zebra mussels located on the dock floatation while they are in the water scrubbing their boats. We have found a few tools that should work well for scraping the zebra mussels off without damaging the floatation casings and will provide those as recommendations.

I would like to again mention what a wonderful team the Harbor Committee has been this year. It has been through their efforts, wisdom and guidance that we were able to accomplish so many projects this year. Thank you, Harbor Committee!!!



The new RC dock Photo by Cheryl Pervier

## Harbor Report

by Russ Shermer



Greetings Members,

Due to dropping lake level, we have begun the low-water dock moves. Dock 6 was the first to be moved. Unless we get an unexpected rain, docks 5 & 4 will be moved as needed. The South Cove rigging dock will be shortened as the water level drops to allow boats launched to exit to the lake.

The wood triangles on docks 1 & 3 are in need of replacement. After extensive analysis and developing prototypes using faux lumber and concrete, we have chosen concrete for cost, aesthetics and ease of installation. Our dock vendor has located a suitable concrete triangle supplier. We hope to have those installed in the next 4-6 weeks. The Harbor Committee is arranging work parties to perform the installation to reduce the costs to the Club.

The three wooden board boat docks located near dock 1 will be replaced with new dinghy docks similar to the other board boat docks located on the North Cove Rigging dock and the Junior Dock in the South Cove. We expect those to be delivered before the end of this year.

Last but not least, thanks to the Harbor Committee, we have a new RC dock.

Other projects the Harbor Committee members are working on include:

- The Dry Storage area is full. We are looking at options to accommodate new members. The Boneyard is full as well. We are looking at removing brush, debris and trailer parts to make more room.

## Building & Grounds Report

by John Maddalozzo



The Building and Grounds Committee is looking forward to next year's pool season and recently had some fence modifications performed. Prior to that work the rock wall next to the pool was powerwashed. Painting of the fence is up next along with a renewed pool deck. Thanks to **Claudia Bartlett** for help with getting bids from a pool fencing contractor. Thanks also to **Jeff and Marilyn Jackson and Norman (Cass) Meyer** who spent a long day helping with fence prep

and priming on the new fence work. Watch for an opportunity to help with the remaining paint work in the near future.

If you have been down below the clubhouse recently you will have noticed the new Adirondack chairs that add to the seating options on the patio. Credit goes again to those who decided we needed new seating options. There are a number of donors. Check out **Claudia's** story following this report.

By the way, please do not remove the chairs from the downstairs patio area and also please return any chairs moved to the grassy area to the paved patio area so as to not interfere with the bi-weekly mowing.

In other news...

- A bid has been received for making Shelter 1 suitable for a Sail Training classroom/meeting room.

continued next page

- Tree trimming and dead tree removal is to be scheduled soon, including selected trimming in the Dry Sail area.
- Bathrooms are now fully open. Please continue to use a mask when using the facility and maintain social distances.



John Maddalozzo, Cass Meyer, Jeff and Marilyn Jackson grinding, sanding and priming swimming pool fence *Photos by Marilyn Jackson*

### The Bunny Project

by Claudia Bartlett and Bob Gross

2020 has been a difficult year for all of us. Fortunately, we have a beautiful Club to come and spend quality time at enjoying our shared passion for sailing. With the clubhouse closed due to COVID-19 precautions, and the desire to spend more time outside in fresh air, the need for additional seating became apparent. For several members, particularly those with chronic back problems (**Bob Gross**), the picnic tables are not comfortable. Additionally, the existing arrangement neither provided enough seating for the membership, nor allowed for adequate social distancing while visiting after spending time on the water.

While the Building and Grounds Committee expressed interest in adding seating, we were told that it was not a priority for the Board, and that my proposal for the Club to purchase affordable, stackable seating had not gained the traction necessary to move forward.

While discussing this with **Bob Gross**, we started looking for a solution that would meet the following criteria:

- Extremely comfortable – particularly for those with back problems
- Durable and easy to maintain
- Collapsible or stackable to move and store when necessary
- Match the aesthetic of the Club

After searching the web we ran across the Ena Folding Adirondack Chair (Grey) from Wayfair. **Bob** offered to order two and donate them to the Club as a test. I immediately matched **Bob's** offer and ordered a set of four as a trial.

The reception was extremely positive; as soon as the first four chairs were set up under the big oak tree, members began inquiring about the new additions. After explaining how the test chairs came about a number of members asked for the ordering information so they could donate additional chairs to the Club for everyone's benefit.

As additional chairs showed up **Bob** affectionally named the new Adirondacks "bunnies" because they just keep multiplying. It was clear that members saw the benefit of comfortable seating.

To recognize the generosity of these members I had plaques made with "Donated by" and the members' names. The following members have donated chairs:

**Bob Gross, Ann Riggs, Ray Shull, Terry Schertz, Karen Bogisch, Stephanie & Stefan Froelich, The Sabuda Family, Janis & Kirk Livingston, The J.A.C.K. Team, Bonnie & Keith Lackey, and Claudia & John Bartlett.** We have a total of 23 chairs to date.

The chairs represent close to \$4,000 in capital improvement to the Club donated by caring members. **The chairs are for all membership to use and enjoy at all times.**

Making our Club a more comfortable environment and improving the surroundings are important to many of us. If you have any ideas please contact the appropriate Board member with your ideas.



Cathy and John Mandell enjoying the new Adirondack chairs *Photo by Claudia Bartlett*

## Social Committee Report

by Cathie Martin



### 2020 Wrap-Up

About this time last year, Commodore **Dane Ohe**, Vice Commodore **Diane Covert** and General Manager **Jackie Wheeless** shared their enthusiasm and determination for 2020 to be year of fun, fun, fun. Their positive energy inspired me to serve as the 2020 Social Committee Chair.

We tossed out a wide variety of ideas and narrowed them down to 16 events ranging from traditional Club events to a couple of experiments. Before the onset of COVID-19, we held eight social events that ranged from post-race Frostbite snacks like Frito pie, Phở Gà cooking class to **Guest Chef Danes'** flaming bananas foster. We served almost 600 meals/snacks. Opening Day was catered and hosted nearly 250 members and non-members. Opening Day was the Club's last official social event for 2020.

I would like to thank this year's Social Committee Members for their participation:

<b>Pat Manning</b>	<b>Monica Paredes</b>
<b>Marilyn &amp; Jeff Jackson</b>	<b>Linda McDavitt</b>
<b>Karen Bogisch</b>	<b>Fred Ford</b>
<b>Louise Miller &amp; Walter Payne</b>	<b>Annie &amp; Charlie Lancaster</b>
<b>Dee Chow &amp; Jeff Sabuda</b>	<b>Jennifer Hopgood</b>
<b>Diane Covert &amp; Mark Zion</b>	<b>Ed Pierce</b>
<b>Dave Benker</b>	<b>Bill Benker</b>
<b>Can Kalyoncuoglu</b>	<b>Liz Stansfeld &amp; grandson William</b>
<b>Dave Meredith</b>	<b>Charles Christi</b>

Volunteers and members, I have enjoyed getting to know you better and have wonderful memories from the year. But mostly, I could not have done it without your support, ideas, suggestions and hectic fun in the kitchen.

Here are some of my personal Social Committee highlights:

#1 **Ed Pierce** bursting through the kitchen's glass door and announcing "I'm hunnnngrrrry!" after calculating race results.

#2 Adding a Phở cooking class from **Dee's** Frostbite series post-race snack.



Dee Chow's Phở making class *Photos submitted by Cathie Martin*

#3 **Liz Stansfeld's** grandson **William** gobbling down my gumbo.



Ethan wolfs down a snack after Opening Day race

#4 **Ethan Froelich** munching on a cracker loaded with chicken salad



Cathie Martin and Jennifer Hopgood celebrating after serving 52 baked potatoes with yummy Benker Brisket

#5 Post-event euphoria with **Jennifer Hopgood** – it's done!

#6 **Dane's** flaming bananas foster as part of his guest chef menu



Bob Gross' Infamous Bloody Mary Bar at the Opening Day brunch

#7 **Bob Gross'** Bloody Mary Bar

#8 Show tunes by Vicki Stones



Cathie Martin, Annie Lancaster and show tunes singer Vicki Stones loading chili in a Topper's Rum bucket

#9 Benker's world famous brisket



Bill Benker along with brother Dave Benker, Sarah Zajicek, Can Kalyoncuoglu and Liz Stansfeld load baked potatoes with Bill's delicious brisket.

Thank you for allowing me to serve as the Social Committee Chair for 2020. We started out with a bang!

Sail Training Report

by Anne Morley



What a year for AYC Sail Training! Due to COVID we had to completely revamp our program and set up safety protocols. Our Sail Training staff have made Sail Training the safest and most COVID-responsible part of AYC. I'm very proud of what we accomplished, even with limitations.

Early in the year, we did a complete audit of past years and all Sail Training documentation. We updated the AYC Handbook to match the Youth Handbook.

In February, we welcomed **Bobby Brooks** to AYC as the Sailing Program Director. Bobby was hired to help grow the Adult Sail Training Program.

We realized camp wasn't going to be able to happen in 2020, but organized safe private sailing lessons for all ages. **Spencer and Emily** have done a great job getting the Youth on the water. We were able to add Opti 2 and Opti 3 later in the season and they have been very active. **Spencer** has created, with **Emily's** help, a very successful High School program. We had over 65 kids sailing singlehanded this past season.

We created the AYC Dinghy Charter program. This gave everyone a chance to safely get out on the water.

**Harry Polly and John Thurston** have done an amazing job getting ASA moving forward in a safe manner. I greatly appreciate all of your effort assisting **Bobby**.

I worked with **John Parker** on the COVID protocols. I helped write the safety protocols for Sail Training and assisted with the other sections. It has been a fluid document as the COVID restrictions change. This was very time consuming but very important. I was dismayed at the varying acceptance of the protocols. Our goal has been to keep members and staff healthy through this pandemic. We appreciate those who have happily followed these protocols.

I would like to thank my Sail Training Committee for their willingness to serve on my committee. Unfortunately we were not able to work together on projects as much as I wish we could have. I have met and worked with many of them individually, but not as a group. Thank you to **Linda McDavitt, Terry Schertz, Harry Polly, Mary Carew, Bonnie Lackey, Bill Records, Jeff Brock, Spencer LeGrande, and Bobby Brooks**.

Everyone stay healthy and sail safe!



**FACE MASKS!**  
**\$15/each**

Please email Jackie if you would like to purchase an AYC 2020 mask.

Only 20 in stock.



## HEAVY AIR RACING WEBINAR



Join Andrew Kerr on Saturday, December 5 at 9:00am as we discuss the major components of heavy air racing. Andrew, a NorthU coach, has sailed for over 30 years, winning both National and North American Championships in multiple One Design fleets. His mantra ... Big air? Bring it!!! Andrew is a seven-time J24 National Champion, a 13-time Santana 20 National Champion and has won 31 NOOD events on various One Design boats since 1988! In addition to his incredible achievements, Andrew has traveled the world teaching seminars and leading clinics for fleets, classes and yacht clubs.

Webinar is limited to 100 viewers. A recording will be made, so if you can't make it, please register and we will send you a copy. Price is \$10 for members and \$20 for non-members

[Sign up now!](#)

Have any questions for Andrew?? Send Andrew your questions prior to the Webinar and you will get them answered!  
kerrsailing@aol.com

[Send Andrew a Question](#)

## From the AYC General Manager

by Jackie Wheelless



It's hard to believe that this time last year we were all gathered together side by side in the clubhouse laughing and watching **Commodore Annie** pass out awards. Not long after that, we were all crammed together at the Oasis laughing and dancing the night away. Just a couple of short months later we were all shoulder to shoulder having a wonderful brunch and celebrating another Opening Day Ceremony.

**Commodore Dane** was so excited because 2020 was going to be HIS year, he was going to be Commodore F-U-N. But, as we all know, Commodore F-U-N quickly became known as Commodore Covid aka, Commodore All Business and No Fun. He and his BRILLIANT team were tasked with navigating us through a global crisis with no previous maps to follow and no forecast of when it would end, only that it was ramping up and up.

Our Board members have been called to think about our Club while balancing their very real concerns about their own personal health and wellness. Being able to wear their Board hat and think about the needs of the AYC and their members and staff is crucial and part of their legal duty of loyalty. This may mean being understanding about the fact that our favorite program or service may have to be discontinued and being ok with that because it is what is best for the Club.

This has been quite a year but crawling through it TOGETHER has been a comfort. I've spent more hours with the current Board than I've spent with any of the previous Boards. We've had laughs and dealt with some "not so funny" things and we've brainstormed until our heads hurt. Through it all, we've remained a TEAM.

The staff and I were separated for months but stayed in touch via text messages, calls and Zoom staff meetings. **Tom** had the time and the space to complete tasks that have been on his very extensive "to do" list for a very long time. **Spencer** had a crash course on "thinking outside of the box" and came up with a Covid safe strategy to get private lessons and the youth program back on the water. We hired **Emily Verdoia and George Walters** as part time coaches to support the Youth Sailing Program. **Bobby** slid out of his comfort zone and successfully hosted some exciting Webinars.

We're all looking forward to returning to what we knew as normalcy but until that time, we just keep on keeping on and continue to keep each other safe.

This is the time of year that I get really emotional. I have to say SEE YOU AROUND (never good-bye) to some of the Directors but then I also get to say HELLO to others:

- **Annie Lancaster.** My oh my, what do I say about **Annie**? She and I have been through thick and thin together. We've had each other's backs for years (we went to high school together!!) and have been in the trenches together many times, especially over the past four years. We've laughed together (and at each other) and we've shed tears together. We've brainstormed, plotted and solved mishaps and problems. I'm betting that she's probably signed more AYC checks than any other Director in the history of the Club. **Annie** is SUCH a joy and has such a contagious laugh! I know she and **Charlie** will continue to come see me when they do their

daily walks, it's been a true honor to work with her and to call her my "sister."

- **Gretchen Douglas.** I didn't know **Gretchen** very well when she joined the Board last year so I was a bit intimidated when I first met her ... because the first meeting we had she came rolling into the office with a briefcase on wheels. THAT was a hard act to follow! Throughout this past year she's been such a voice of reason, intellect and humor. She's juggled a daughter going off to college during Covid, a younger son attending virtual school and all the while she is teaching her students virtually. Through all of this chaos and uncertainty, she's still managed to get the Board meeting documents uploaded in a timely manner and found the time for countless meetings to discuss Club business. I've gotten to know **Gretchen** and have been in awe of her energy, intellect and humor. I'll miss our last minute frantic calls just before Board meetings and the laughs I always have when I receive the agenda and many of the names are misspelled. She always keeps her cool upfront and exhibits such a calm demeanor. She's my idol.

I really look forward to working with the returning Directors again next year and to help navigate the new Directors through their new roles and responsibilities.

As we all look towards 2021 and hope for a less challenging year, my hope is that everyone has a wonderful Thanksgiving and Holiday Season. I'm plotting with Social Chair **Cathie Martin** and probationary members to get some festive lighting and decorations underneath the clubhouse and around the grounds so that if you're out here in the evening you'll have some Holiday Cheer. WARNING ... I've given **Spencer** and his youth program a greenlight to decorate with gusto ... he and **Emily** are VERY excited about this project!

I truly, truly hope that once we're able to have social gatherings again that **Dane Ohe** will be asked to help plan and host an event or 10. He REALLY wanted to PARTY 2020 away!

## SAY HELLO TO AYC NEW MEMBERS!



**Steve Frick**

Senior Membership

Steve has been reinstated as a Senior member effective November 1, 2020.



**Chris Covington**

Probationary Senior Membership

Chris' membership is effective November 1, 2020. Her children are involved with the Youth Program and she wants to learn to sail as well.

## Youth Sailing Report

by Spencer LeGrande



Before COVID, we had good numbers for the High School Program, which was unfortunately cut short. The Opti classes had not yet started, but we got Opti 3 running over the summer, and Opti 2 in the fall. The Youth Program is going very strong right now. We have a solid group of Opti sailors and over 60 high schoolers involved in high school sailing.

Over the summer, we gave a lot of private lessons. We also worked out dinghy charters so the boats could be used by members after they passed a dinghy sailing checkout.

We lost camp this year so Opti recruitment is a bit lower than normal. Right now, we are working to get Opti 1 back on the schedule for spring so we can start them up and get them racing. We have transitioned the Opti program into a more racing-oriented program.

Looking forward, we are going to continue working on getting kids traveling to regattas in both Optis and Lasers. Next spring, we hope to have a few of the kids who liked Lasers during the singlehanded high school season start up in a Laser-specific class. Regarding next summer, we hope to figure out a way to have camp in the safest way possible – probably utilizing a lot of the skills we learned from the last eight months dealing with COVID.

We would like to thank **John Bartlett** for the endless sail and boat cover repairs, **Jeff Brock** for his extra help with coaching, scheduling, and planning, **Fred Scroth** for the endless boat repairs, **Pat Feagin** for keeping our coach boats running, **Tom Cunningham** for his help with our projects, **George Walters** for coming on as another coach to deal with the huge High School Program, and all of the Juniors' parents for supporting us and the program!

## How Does ASA Sailing School Help AYC?

by ASA Instructor Harry Polly



At AYC, we operate an American Sailing Association (ASA) sailing school. AYC is one of 400 affiliated sailing schools throughout the U.S., Caribbean, Europe, Central America, and Asia. These accredited schools offer ASA certifications to individuals who meet an internationally recognized rating for a particular level of sailing. Over a half a million student sailors have been certified through ASA sailing schools.

AYC benefits from operating an ASA sailing school in the following ways:

First, ASA provides a standardized sail training program for new sailors. At AYC, we prefer to teach two students per boat on two different boats during the course using two different certified sailing instructors. This gives a student experience on different boats and learning under different teaching skippers. Our program is more curriculum driven than instructor driven. We use checklists and teaching guides to make sure everyone gets the same material.

Our motto is to make a student a better sailor than they were when they signed up for our ASA 101 Basic Keelboat Sailing Class. We do more than give a certification.

A second benefit to AYC for operating an ASA sailing school is that the program attracts new members to AYC. We get a steady flow of prospective members who take our ASA courses. Many of them go on to join AYC as active members and racers.

Our ASA course also creates a cruising track to complement our racing track. Many sailors want to race and go cruising in such places as the British Virgin Islands. Both of these objectives can be achieved at AYC.

The final benefit to AYC for operating an ASA sailing school is how the ASA program helps slow down dues increases. ASA brings to AYC an additional revenue stream. If ASA revenue were not there, AYC would have higher dues increases.

Meet AYC's ASA instructors: **Rick Allen, Pierre Bossart, Barry Bowden, Bobby Brooks, Paul Carew, Kurt Carson, Brian Grothues, Can Kalyoncuoglu, Spencer LaGrange, Hector Lujan, Dane Ohe, Gary Payne, Steve Pervier, Bay Peterson, Harry Polly, Joe Roddy, Gal Sela, Duke Snyder, John Thurston, Claude Welles, and Jeff Wigzell.**



Austin Yacht Club ASA Instructors

## Melges 24 Competition, Lessons Learned

by Elizabeth Quintanilla and Zane Yoder



So, I sailed with **Zane Yoder** on his Melges 24 - FNG #009. The Melges 24 has been a US Sailing racing class since approximately 1993. This is a high-performance boat that features a big mainsail with a generous roach cut, a flat-cut headsail, and an asymmetric kite that's flown off of a retractable sprit pole. The boat could be sailed doublehanded while still providing plenty of challenge, both for the driver and the crew. There are roughly 850 Melges

24s sailing worldwide, and the list of previous world-championship winners reads like a who's-who of the sailing world, with names including **Vince Brun, Harry Melges III, Jimmy Spithill, the brothers Jonathan and Charlie McKee, and Dave Ullman.** Zane has been sailing the Melges 24 since the Pensacola nationals in the mid-90s.

Here's what I learned:



### The key differences between a J80 and Melges 24

The J80 has a fixed keel v. the retractable keel for the Melges. Therefore, the J80 needs more water at the launch than the Melges. On the other hand, wet slips for the J80 avoid dealing with the retractable keel on the Melges every time you launch and pull the boat. Having crewed now on both, I would say the Melges requires a more athletic crew and more team coordination. J80s around AYC regularly race with a crew of three to five. The J80 is also more forgiving in terms of weight management and rig tuning. J80 is set up like a big boat. Melges 24 has continuous jib and spinnaker lines and is setup like a dinghy.

The Melges 24 has a narrower keel and rudder. Rig tuning and weight management is critical. I noticed in one of the races we weren't tuned right for one of them, but it was only a half off. What does a half turn really do for the boat? You would be shocked to know that one turn on an upper or lower, even though it doesn't seem like it matters with the rig. It actually does. A lot of people who come into this class definitely find out quickly that rig tune matters down to the last turn because if they're too tight, you're going slower than everybody else. If you're too loose in rig tuning, you're heeling more and slower than everybody else. Half a turn is literally the difference between being the top three at the weather mark or being 15th.

Like the J24 class rules, the Melges 24 class has a weight requirement. Zane likes to sail with an athletic crew of five to have an extra hand in getting the spinnaker up and down. The main reason people want the extra hand is that these boats are not super complicated to sail, but you have to make sure everything you do is perfect. The talent level is so high that if you hourglass the spinnaker or don't get it dropped quickly, you're going to lose five boats in under 30 seconds. You have to have all of your jobs happening perfectly. The extra hand helps ensure you don't make any mistakes.

My observation of the J80 class is that the bottom half of the fleet doesn't have all their crew hiking out far enough to balance the heel, causing the driver to use the mainsheet, traveler, and backstay to flatten the boat and slow down. In the Melges 24, you've got to hike. You've got to move your weight around. You have to lean in when the breeze goes away. It's such a sensitive boat that you actually have to move a lot. You've got to keep the boat flat as much as you can. Then again, if the breeze dies, sometimes

you have to jump all the way down the low side. It's just like a big dinghy. In some ways for the driver, weight management is more like a Laser. Zane would actually compare this boat to a Laser sailed by five people.

Lasers or a lot of smaller dinghies use continuous lines because you're moving your weight all over the place. It's really easy to have one line with you instead of having to have one line for each side, it just cleans up the mess and you don't have quite as much dead line floating around the boat. It also doesn't need winches. The sails are small, it's a two-to-one purchase on the jib. The boat's set up perfectly so that just about anybody can pull and get it all the way in. If not, the sailors have devised a kind of a banjo effect on the line to get the last couple of inches in where you lead it to the weather side and you just step on the line or pull on it with your hand. The purchase gets the last little bit of tension and you just don't need a winch no matter how heavy the wind is. This is possible to do with the cross-sheeting in the J80. You can transfer any lightweight Junior dinghy sailor easily into a Melges class. Timing is quicker and needs more accuracy than a J80.

People who are transferring from other classes would probably need to realize that weight matters a little more, and quickness of your hands matters a little more. Just being a little quicker, bouncing around the boat, and ducking when the boom comes over. The big boom comes over hard and fast. The boom is lower than that of the J80 and at one point I was on my knees and belly pulling in the spinnaker to avoid a "BOOM". It doesn't take a whole lot of weight to pull anything in but the timing is quicker than a J80. You're going a little faster than a J80 and the competitiveness of the class. You're pushing your spinnaker all the way to the mark, and you're hoisting before you're around the mark. Everything happens a little quicker than a lot of boats. It really comes down to perfection and timing on how effective you are at getting your maneuvers done. There were six pro teams and some of the "amateur" teams had retired pros that got "real" jobs. There were several high dollar paid professional sailors at the Mobile Bay Regional regatta. Even though the Melges 24 is sensitive, there was one team of 70 year olds. However, you need to be more physically active and just a little more aware of your heel, your angle, how hard you hike. It's a sensitive boat. You really need to trim and adjust things at all times.

### Some tips to prepare your team for a regatta:

Get your team lined up, get as much practice, try to make sure your boat's in good shape, and if you travel try to get there early, get everything situated, do some sailing before the regatta. That way you can familiarize yourself with the area and the race course. Then, you have some idea how to drive through waves or how the boat reacts, and that helps your overall mindset leading into the event. That way, you're not caught with as many surprises. So getting in there earlier and doing your homework is definitely a big part of the job.

### Sailing in Mobile Bay is not like Lake Travis

In Mobile Bay, there are currents, tides, weather patterns including effects from the hurricane. You have to add 2-3 extra boat lengths to a layline and you have to lay up a little closer, when you get to the mark, depending on what the currents are doing. The wind is different but you can still get strong 20-30 degree shifts but not as often. The normal is 5-8 degrees. So the game is a hunt for pressure, consistent pressure. Pressure is key over the huge wind shift.



We were dealing with fronts leftover from a hurricane. So it changed all the local knowledge. And from there, it was basically just having to read the wind in the clouds as they came.

Mobile Bay is a 30-mile long bay that is 15-20 miles wide. It is shallow like Corpus Christi with a sea breeze that fills in between 11-3 pm. Mobile is one of the USA's older cities with a large international port. Fun fact: Mardi Gras started in Mobile, AL and they keep the party tradition going. Mobile Yacht Club is the 2nd oldest yacht club in the country, founded in 1847 with lots of sailing traditions.

**Zane Yoder was also the unofficial regatta chair and ...**

Zane is the Gulf Coast District Director of the Melges 24 Class and a sail consultant for Quantum Sails. He's been sailing since the age of seven starting with Sunfish to being in Top 10 in over 30 Nat Champs Sunfish, Laser2, Laser, F/S, M24, Rhodes 19, J24, and J22. Zane has also been a sailing coach for most of his life, coaching several athletes who have gone on to win college sailor of the year, and US Sailing Team Honors.

**A well-run regatta needs a good race committee.**

This competition had the PRO from Charleston Race Week and the Melges Worlds/Nationals as Principle Race Officer working on running the on-the-water stuff along with the normal Mobile Yacht Club Regatta Chairman who runs a lot of the local races as a PRO. Between the two of them, they handled all the on-the-water stuff. The yacht club had an abundance of volunteers to keep everything straight at the event including video recording the finishes.

**Getting ready for the event**

MYC had been hit with a hurricane a week and a half earlier and had four feet of water inside of everything. So there was a lot of clean up and repair to do and the club had to bring in a new crane to fix things because a crane broke the day before the event. They had to pressure wash five acres of docks, land, and piers. There were a lot of small logistics that the commodore, race officers, sailing directors, and club volunteers did to prepare for the event non-stop.

**How MYC handled COVID**

Mobile Yacht Club keeps the club sterilized with a professional crew cleaning weekly and before any big events. The skipper's meeting, registration, dining, and awards were done all outside. People were able to social distance

themselves. Outside masks were optional but inside masks were required. However, masks were removed inside for dining in the restaurant but there was an abundance of social distancing and the bar stools were removed to avoid people gathering at the bar. MYC took every reasonable precaution they could to keep members safe. Instead of a band or dancing, we had an extra two kegs of beer. Free beer was served at the harbor, dinner, and awards ceremony outside under a tent with serving staff wearing gloves and masks. Staff from a restaurant came in and served BBQ for dinner and pre-wrapped sandwiches were served as a grab-and-go during the awards to make sure that all the traveling teams had a good meal on the way home.



## Performance Dinghy Fleet Report

by James Bland



It's been an "interesting" 2020 and the Fall Fling Regatta was a welcome relief to an otherwise dour year. Thanks to all the Junior sailors who came out and competed, as well as the seasoned sailors who were scored by Portsmouth rule. We had an all-conditions day and got some boats out that race only rarely, an OK Dinghy (**James Bland**), a Contender (**Mike Mashl**), and a Harpoon 5.2 (**Jennifer Loehlin**).



Fall Fling Performance Dinghy Portsmouth Racing – Mike Mashl on Contender, Jennifer Loehlin on Harpoon 5.2, James Bland on OK Dinghy Photo by Bill Records

I'm looking forward to the Performance Dinghy Fleet, Laser and Sunfish events next year and a big Centerboard Regatta in the fall. I will be extending invitations for District 2 Snipe sailboats and OK Dinghies. The Finn Masters event was cancelled in 2020 and will not be sailed at AYC in 2021.

Many One Design fleets are having financial difficulties, and this is hard for me to understand. The pandemic will be temporary, but withdrawing support from our institutions so they can be there when we can start racing and socializing again is corrosive. I hope everyone will support their own National Class organizations generously if you can.

According to Robert Deaves, OK Dinghy International Assn. secretary,



*"The membership in the USA is now at its highest level since the 1970s and is increasing all the time, and full credit to James Bland for all his work to achieve this...Everyone is looking forward to getting back to normal racing."*

Survive, Revive, Thrive.

While small boats have not been allowed a start with the last racing of the year, there is nothing stopping anyone from lining up after the sanctioned classes have started and run the course under your own watch. Figure out the handicap with the Ensigns (about 2'40" / 160 seconds per hour for Snipes, Lasers and Finns), start that amount behind them and try to overtake the leader. While not precise, it will give you a good idea of your own speed. Only normal right-of-way-rules will apply to you and out of courtesy, you should not force right-of-way situations and give everyone racing lots

of room and clear air. It will only take one or two tacks to clear the slower boats, should you make contact with the fleet you're following. Courtesy and Sportsmanship paramount.

I will try to get a start for all the Dinghies in all events next year, pending Race Commander cooperation. Winter is typically not very popular, but with the right gear on a fair day, sailing a little wetter shouldn't be a hardship. We're blessed with "soft water" year round and probably one of the reasons most people do so well traveling.

As always, Stay Safe, Go Sailing

## B Fleet Update

by David Weeks



### Fall Fling Regatta

B-Fleet had great attendance at the Fall Fling Regatta, with a total of 11 boats, including nine Pearson 26s. Three new P26 skippers, **Mike Bayer** in Entheos, **Jeffrey Lane** in Rylliun Nova, and **Brian Carlson** in Rusalka raced their boats for the first time. And two of the P26s were crewed by Sea Scouts – Chips Ahoy skippered by **Matt Sabuda** and **Jeffrey Lane's** Rylliun Nova.

The downwind start saw a wide range of tactics, one or two skippers using broad reaches, while the majority sailed wing-on-wing spread out across the western part of the lake down to Lake Travis marina. Most boats then hugged the shoreline round to Emerald Point, but Incognito and Gybing Tiger went further out looking for cleaner air. The two approaches were about equal until disturbed air around the marinas gave an advantage to the boats further out, but nonetheless B-Fleet started the beat up to Arkansas Bend with Café au Lait in the lead followed by Incognito and Broken Arrow. Chips Ahoy and Entheos were on their sterns with the rest of the fleet close behind. Broken Arrow, skippered by **Liz Stansfeld with Ed Pierce and Fred Schroth** on board passed Incognito at Arkansas Bend after taking an inside line, and helped by fouled sheets on a couple of Incognito tacks. The broad reach to the finish by the 14-mile mark was uneventful, with B-fleet finishing in order, and with the first A-fleet boats only just overtaking at the finish.

After eating lunch the return B-Fleet race started with most boats at the shore end of the line, leaving Incognito a clear reach to Arkansas Bend. The run down to the 10-mile mark saw the familiar order of Café au Lait, Incognito and Broken Arrow, but with the rest of the fleet in close company. Broken Arrow and Entheos took the left shore which proved the best choice, and allowed Broken Arrow to overtake Incognito. Rylliun Nova Sea Scouts crew upped their game on the run and became competitive. Not everyone had studied the SIs though, and Incognito took a lonely track to the 9-mile mark, which they rounded just behind Café au Lait. The reach around Hudson Bend and the beat up to AYC allowed Incognito with its 155 genoa to overpower Café au Lait (130 genoa) to the finish, but it was close. Chips Ahoy (mylar 130 genoa), also rounded 9-mile mark and overtook Café au Lait on the reach but couldn't sustain the advantage on the beat up to AYC. Many of the other B-Fleet boats were having too much fun on the reach so they didn't bother to heed the radio calls to round the 9-mile mark to starboard.

*continued next page*

The Fall Fling Regatta was widely praised by B-Fleet members, who loved the opportunity to blow away the COVID cobwebs in a long distance pursuit format (and the excellent conditions helped). It is alleged that Incognito had the fastest corrected time for race 2 of any boat in the regatta.

### Sailing with Smaller Jibs by Bill Records

Trying to stay safe during the pandemic, most of us have been racing shorthanded and not flying spinnakers. Recently, **John Bartlett** designed and built 130 genoas for Pearson 26s. I bought one and have been using it a lot in medium wind, and it does not appear to be slower than a 150. The 150 might have the edge in straight line speed but the 130 is much easier to tack and points higher. In the Fall Fling we seemed to have the advantage in tacking duels with boats with 150s. Since a Pearson 26 is a heavy boat, the orthodoxy has been to carry huge headsails. In the 80s we sailed with a 170! So, race with the sail that you can handle and point the boat in the right direction and you will win races!

### B-Fleet Pursuit Races

B-Fleet continued to partner with A-Fleet for their regular Saturday racing, using a modified beer can format and handicap. The races have proved popular and fun, with the pursuit format allowing more boats to remain connected with the racing for longer. The use of RaceQ's has been refined by A-Fleet's **Cass Meyer** and definitely adds to the interest. The race replay allows everyone to check out the tactics used and look at ways to improve for the next race. And the creation of a beer can split spreadsheet allows performance on each leg to be analyzed. The differing characteristics of the boats are very evident and the advantages of spinnaker and genoa sizes in different winds can be assessed. Thanks to **Bruce McDonald and Cass Meyer** for taking on the race committee duties.

Typically there are about six B-fleeters racing each week, but the wind of October 24 wasn't good for racing at the nominal 2pm start and only a few folks stuck around and waited for conditions to pick up. Conditions were better on Halloween with four B-fleet boats racing, including **Mack Warner** in Warley, his Ranger 23 TR, and **Can Kalyoncuoglu** in Gunes (Capri 22). **Anthony Yen** (Tacking Tiger) and **David Weeks** (Incognito) provided the P26 competition. Incognito led B-Fleet to the finish convincingly, but RaceQ's preprogrammed start failed to work, so that didn't happen ...

The race of November 7 saw strong B-Fleet participation with six boats; five Pearson 26s (Incognito, Entheos, Café au Lait, Broken Arrow and Tacking Tiger) and **Mack Warner** in Warley. The new normal is that B-fleet is racing short-handed, typically with 2-3 total crew to maintain social distancing, but a special shout for **Anthony Yen and Mack Warner** who have regularly been racing singlehanded. In this race Café au Lait got a great start and was minutes ahead of the fleet at the windward mark, but in the light winds Incognito's decision to use a spinnaker quickly unwound the handicap on the downwind leg to D mark. Incognito led the fleet on the beat back to 6-mile mark, but mistakenly tacked on the line perhaps handing the race to Café au Lait, depending on whether you believe your own perceptions or the GPS track. **Mike and Gina Bayer** had a superb race in Entheos. Having started nearly two minutes behind Café au Lait, and rounding the windward mark

over five minutes behind, Entheos made up time on the downwind leg and scorched the beat, taking over three minutes out of Incognito, and correcting over Café au Lait. **Can Kalyoncuoglu**, sailing short-handed, also used his spinnaker to make up substantial ground on the fleet.

### B-Fleet Fall Racing November 14

B-Fleet decided to Opt-Out of the Fall Series due to limited social distancing – a combination of the required 4-5 person crewing of the signal boat, and all fleets coming to race at the same time. Instead B-Fleet has continued its partnership with A-Fleet in a hybrid racing format – we now have a fleet mass start (Saturday 2pm start) and have modified PHRF handicaps for non-spinnaker, 2-person crew and single-handed rather than the beer can pursuit time handicaps. RaceQ's continues to be used as part of the race management, and the race spreadsheet with corrected total and leg times available the next day. The first race of the experimental format was November 14 and proved successful, with the differing courses for A and B fleets suiting their boats and crews. B-Fleet sailed 4-5-D-5-f.



Above: Mack Warner on Ranger 23 TR  
#154333 Warley  
Below: Mike and Gina Bayer on Pearson 26 OD  
#154354 Entheos  
Photos by Jennifer Loehlin



Eight B-fleet boats raced, including **Bryan Leasure** racing for the first time in Tanqueray (S2 7.3). There was a wide range of head sail choice on the Pearson 26s, with **Bill Records** on Café au Lait opting for his excellent used 110, **Mike Bayer** (Entheos) and **David Weeks** (Incognito) 130, and **Ed Pierce** (Broken Arrow) 155. **Anthony Yen** (Tacking Tiger) was sailing singlehanded with at least a 130. The wind was variable, generally SSW 15 knots gusting 25, and dropping intermittently to below 10.

Incognito, Warley and Broken Arrow made good starts on starboard tack, with Tacking Tiger on port. Entheos and Café au Lait followed. The gusty conditions proved challenging for **Anthony Yen and Mack Warner** who were sailing singlehanded, and **Mike and Gina Bayer** had a steep learning curve on the windward legs. On the long run/broad reach from 4 to D Broken Arrow chose to use their spinnaker, but the gusty winds limited its effectiveness and with a slow take down both Incognito and Café au Lait beat them to the mark. The upwind leg back to 5 was a mix of close haul/reach, with Café au Lait outpointing

the other P26s but 30 seconds back from Incognito at 5. On the run to the downwind finish Café au Lait (110 working jib) chose to reach while

Incognito (130 genoa) took the direct route wing on wing. There was little to choose between the two tactics until a gust from heaven, centered on Café au Lait, and never reaching Incognito (because of the Cypress Creek effect) took Café au Lait into the lead. Incognito heated up to the finish to lead across the line, but Café au Lait corrected to win the race due to the two-person crew. Congratulations to **Mack Warner** on finishing a great singlehanded race, and to **Mike and Gina Bayer** for learning to deal with the challenging

conditions. **Hector Lujan** (Columbia 26) finished strongly, flying spinnaker on both downwind legs, but we have no RaceQ's track, so will never know quite how well he did. **Anthony Yen** was forced to retire and **Brian Leasure** fought to the finish but added an extra two miles to the course by going to 4 on the second upwind leg, so was a DNF. For everyone who participated, this was an enjoyable but challenging race. So for the rest of B-Fleet, prepare your boat and get racing ... We're having fun despite COVID, and keeping safe!

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## Photos by Members

Cheryl Pervier



AYC clubhouse and harbor, Lake Travis level 660

# Photos by Members

Marilyn Jackson



Fall Series Race 1— Linda McDavitt and crew on Bonfire, Jim Bridgwater and crew on Silicon Ship



Fall Series Race 1— Ensigns and J22s



Fall Series Race 1— John Halter on Project Mayhem, Linda McDavitt on Bonfire, Jim Bridgwater on Silicon Ship



Fall Series Race 1 — Charlie & Annie Lancaster with crew on Eagle



## And the 2020 Blue Duck Award Goes to Bill Coon

Well, everyone, this year was a doozy, and not surprisingly there were multiple nominations for COVID itself to be the winner of the Blue Duck Award. But leave it to 2020 to cook-up a Blue Duck event so unbelievable it beat out the coronavirus.

On a beautiful breezy day in late June, two sailors set out to race their Corsair Sprint 750s on Lake Travis. Everything was going well, the main sheet reefed, spinnaker rigged and ready to go. In fact, it was going SO well that those two sailors were WINNING the race.

But it wouldn't be much of a Blue Duck tale if that was the end of the story, oh no, we are DAYS away from that!

Now, if you've never been so fortunate to experience a boat pitchpoling first-hand, listen up, because here are just some of the joyful moments you might get to encounter ...

- A few bruises, some small cuts
- Your boat's 35 ft mast hitting the bottom of the lake in approximately 30 ft of water
- An AYC rescue boat full of experienced sailors – appearing as if magic (thanks to some emergency calls and quick-acting onshore)
- Hours of volunteered hard work trying to right the boat, attaching tow lines and unrigging lines – all while in the water
- A marking buoy mishap ...
- A multiple-day survey and rescue mission for lost mast and sails ...
- And finally, **Ed Pierce** in full-on scuba gear – popping to the surface to make a joke, confirming your sail numbers

Oh and just in case that wasn't enough, the saga continues. About a month later ... across state lines ... a final lesson was learned: While his first boat was getting repaired this same individual decided to buy a second trimaran and launch into the Chesapeake ...

Despite being extremely focused on the task at hand and all the planning and multiple runs through his checklist ... A tight parking lot and an unanticipated entanglement of his mast and some power lines resulted in a near-electrifying experience.

Luckily no one was actually electrocuted during this incident and the boat fared significantly better this time. Oh yes, and the lesson learned here was: always remember to look up!

An unbelievable story that is sure to be shared around the Club for years to come both for its comedic factor and as a story that truly captures the lengths to which AYC members will go to help a fellow sailor!

Thank you Bill Coon for our 2020 Blue Duck double tale!



# CONGRATULATIONS BLUE DUCK RECIPIENT BILL COON!

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General Manager	Jackie Wheelless
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Youth Sailing Director	Spencer LeGrande
Head Caretaker	Tom Cunningham

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## NEWSLETTER

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

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## THE LAST WORD ...

### Are you an Opti Parent?

You know you're an Opti parent when:

1. Your kid's entire wardrobe consists of regatta t-shirts.
2. You can back a trailer down a crowded ramp and retrieve a coach boat in 4 minutes flat.
3. You are on a first name basis with every boat charter company.
4. You are nervous about leaving your ten year old home alone, but you have no problem sending her out in 25 knots of breeze and 6 foot swells.
5. You think it's normal for a hotel room to look and smell like a refugee camp.
6. You celebrate more holidays with sailing families than with blood relatives.
7. You often wonder how quickly bacteria multiply on an unrefrigerated Subway sandwich.
8. You can't fathom that some students actually achieve a perfect school attendance record.
9. You buy more than 10 wind indicators per year, but your kid still needs another one.
10. You rationalize spending an entire weekend sitting at a yacht club bar as just part of "supporting your kid's passion for sailing."

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*OptiNews shares these ten observations by Paul Danielson from the Optimist Class trail.*



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