

January - February 2021



Featured: AYC New Website Committee NEW YEAR, NEW AYC WEBSITE

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Message from the Commodore

by Diane Covert

AHOY MEMBERS! I am honored to be your Commodore this year and I am so pleased to be working with a great Board who are dedicated, skilled and professional. I think I can speak for the Board members when I say that we are pleased to serve the Austin Yacht Club's most valuable asset ... our members.

January was our planning month of the year at AYC. Board members learned their new roles or improved their old ones, and assembled their committees. New committees started figuring out their procedures and dividing specific tasks. Since the Club is trying during COVID to have racing and associated events, more discussion time and patience is needed to think outside of the box. I ask you as members to be patient with these committees as they try and set new standards in their fields and may have to tweak them as time goes on.

I would like to put more emphasis on communication this year, to and from members. I am sure you have all seen the new and improved website which is easier to navigate and can be viewed easily on your smart phone. Congratulations to the committee that made this happen. Going forward we plan to beef up our social media content on our official AYC Facebook page at <https://www.facebook.com/austinyachtclub>.

Vice Commodore Anne Morley and new member Marline Lacombe are coordinating this page for new and informative content. So send your event and other

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You are
cordially invited!

Bill Records Photo

AYC Opening Day Ceremony and Spring Series Opener

Opening Day Virtual Ceremony

Saturday, March 6, 5:30pm
A virtual version of the AYC tradition
Featuring recognitions, videos, songs and more

Opening Race of Spring Series

Sunday, March 7, 1:30pm start
Grab & go brunch and libations
for racers

Please RSVP/register. Details on AYC website

Commodore report continued

information to them for distribution. I hope to have a new email address on our contact list soon where members can send their promotional event info for distribution to the website, Facebook page, Mail Chimp and Telltale.

At the January board meeting there were 25 Facility Usage Requests (FURs) approved, so we have a packed year ahead of us, beginning with the first social event, "Opening Day" March 6th and 7th. Because of being in stage 5 of COVID, the ceremony will be a virtual zoom event Saturday evening which will be fun and include videos of the traditional flag raising, blessing of the fleet, songs, and interviews of members. Coordinating this production will be new member **Mike Bayer** and his wife **Gina** who are in the video production business. Big thanks are extended to them. On Sunday March 7th **Cathie Martin** has cooked up an upscale box brunch and libations for sailors racing in the first Opening Series race. The procedure will be to send your box brunch order to socialcommittee@austinyachtclub.net, then on the day of the race, pick it up on site under the clubhouse and eat at your boat or at a socially distant area on site. Please RSVP with your name and number of lunches (sandwich, roasted red pepper hummus, house fried potato chips, sugar cookie, soft drink) you would like to grab. Also, please indicate your preference and how many: Cranberry-peach chicken salad sandwich; roast beef and Havarti cheese sandwich; chickpea salad sandwich; Prosecco.

Let's all enjoy our Opening Day the best we can by tuning in on Saturday night and racing on Sunday!

Vice Commodore Report

by Anne Morley



I am honored to be Vice Commodore this year. I've enjoyed giving back to AYC. I served on the Finance Committee for three years and was the Sail Training Commander last year. Thank you to **Ann Kitzmiller** for taking on the Sail Training position. I know she will do a great job.

You will find all of the fun regattas that we are planning on the AYC calendar. We are partnering these regattas with social events to add to the fun!

Turnback Regatta	May 15-16	Cajun Party
Roadrunner Regatta	June 5-6	
Centerboard Regatta	September 18-19	Caribbean Party
Governor's Cup	October 23-24	Oktoberfest

We are hoping that COVID will allow all of these fun events to take place! Think positively!

Be sure to check out the new website to find out the latest AYC news. The amazing website committee has created a wonderful tool for us all to use.

As Diane mentioned, we are also working on updating the AYC Facebook page to keep you up to date on AYC activities via social media. Please follow the AYC Facebook page at <https://www.facebook.com/austinyachtclub> to keep up to date with our latest information! Thank you to **Martine Lacombe** for assisting with this project.

Stay healthy and sail safe!

Harbor Report

by Russ Shermer



I am honored that you have chosen me to continue in the role of AYC Harbor Commander for 2021. Like last year, it will be good to share some thoughts on our priorities, projects and overall approach to achieving our goals.

NEW HARBOR INFORMATION YOU NEED TO KNOW FOR 2021

Our wet slips, dry storage area and trailer storage areas are all full. This has a lot of implications for our membership. As a racing Club, our rules require that we give higher priority to those with active racing history and to those types of boats that are typically raced at AYC. Additionally, our handbook states that all boats and trailers must be kept in full working condition. So if you have what is technically a derelict boat or trailer stored at AYC, you will probably be contacted by the Harbor Committee in the next few months. The good news is that we will work with you and will try to help you however we can.

2021 HARBOR PRIORITIES & GOALS

1. Ensure the safety of the members and protect both docks and boats through proper management, operations and boat storage.
2. Improve the usability, enjoyment and longevity of the harbor resources by completing as many of the in-flight harbor projects and repairs as possible.
3. Provide harbor resources to all members as fairly as possible through a transparent slip assignment process and impartial enforcement of Work Area and Boat Storage policies as defined by the Membership Handbook.
4. Reduce costs where it makes sense – mostly through volunteer efforts.

PROJECTS & REPAIRS BUDGETED FOR 2021

North Docks Safety Improvements

Last year we replaced about half of the rotting wood triangles on the North Docks. We are waiting for the remaining cement plating to arrive to complete the remainder of that project. Additional improvements include: floating swim ladders, fire extinguisher stands, wet slip numbering, dock 4 walkway extension, as well as various anchoring and cable upgrades.

Junior Dock and Pavilion Upgrades

The pavilion re-deck and floatation upgrade was pushed off last year due to a funding shortfall. This year we are hoping to re-deck the pavilion, provide additional floatation and add a 5th wheel to make it easier adjust as the lake levels continue to drop.

Rigging Docks and Board Boat Docks

Both of the rigging docks have old wooden ramps that need to be replaced. We are working to replace those with 4' wide aluminum ramps. The North Cove Rigging Dock has broken padding and exposed metal framing. We are planning to pad it in a manner similar to the South Cove Rigging Dock. In early January, we replaced the remaining wooden board boat docks with cement and vinyl covered galvanized framing. The old cradles were used.

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Dry Storage Area Improvements

Last year we repainted the numbers in the Dry Storage Area. This year we will be working closely with the Buildings & Grounds team and the Sea Scouts on brush and tree trimming projects to improve the quality of the dry slips.

ATTENTION MEMBERS!

AYC Boat and Trailer Storage is full.

The trailer parking area is for trailers of boats that are assigned to AYC wet slips or Board boat slips only. The "Back 40" aka "The Boneyard" is also full.

In the next two weeks, we will begin the process of removing unmarked/derelict trailers from the "Back 40" / "The Boneyard" to make room for trailers owned by members with wet slips.

If you have a trailer in the "Back 40 / The Boneyard" that is unmarked or that you would like to keep possession of, please take the time to put "AYC" and your last name on both sides of the tongue. We will begin moving unidentifiable and derelict trailers out to the Point for members to claim.

The unclaimed trailers will be sold or scrapped by March 24th.

Thank you.

Secretary Report

by Cheryl Pervier



As a long time Austin Yacht Club member, I am honored to have the opportunity to serve as the AYC Secretary this year. It's a role my husband Steve had some years ago. How many couples can claim that? The job sure has changed since then! From paper, pen and copy machines, to computers and websites!

In normal times we are active at AYC on several boats, of which the Catalina 22 is our primary racing boat. We cruise on the Catalina 30 and I enjoy sailing the Sunfish in warmer weather. We have also enjoyed traveling and sailing in many beautiful locations.

Some of my other interests include computer software and photography, so I participate in the website committee and serve as one of the AYC photographers. Volunteering is fun because it's an excellent way to get better acquainted with the wonderful members and staff of AYC. See you on the water (soon, I hope.)

FUR SUBMISSION DEADLINE REMINDER

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

The Board meetings are the 4th Thursday of each month (except for November and December). Please review the website calendar and the timeline for any event you wish to host and make certain that your FUR

is received within the timeline stated above. If your FUR is not received by 7:00 pm the Sunday prior to the board meeting, the FUR may not be considered until the next regular board meeting.

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

***When submitting your FUR, please make sure you receive a confirmation that your FUR was accepted and, if not, re-submit the form before the submission deadline. To submit a FUR, go to <https://www.austinyachtclub.net>, log in, and go to Members menu, Reservations and Requests, and Request for Event Facility Use.

If you have any questions or need help with form submissions, please feel free to contact me via email secretary@austinyachtclub.net. You may also contact Jackie at the office via email gm@austinyachtclub.net or call 512-266-1336.

Thank you for your cooperation and understanding.

Social Committee Report

by Cathie Martin



SNEAK PEEK: 2021 SOCIAL EVENTS

Races, Pop-Ups & Club Favorites

Throughout 2020 and into early 2021, we have been reminded of what matters most to us – our families, our friends, and our love of sailing. Though it is still difficult to gather, the Board of Directors and Club management are committed to our safety and opportunities to celebrate our victories and laugh at our defeats, together. As 2021 continues with twists and turns, look for traditional Club events and pop-ups as we move up and down COVID-19 restrictions.

MARK YOUR CALENDAR – OPENING DAY ON MARCH 7, 2021

This year to accommodate COVID-19 precautions, the Club's Opening Ceremony to kick-off the sailing season is being changed up and re-imagined. We'll be splitting the Club's brunch and the ceremony that follows. This split allows flexibility for a virtual ceremony to be held Saturday, March 6 at 5:30pm. Instead of brunch, gourmet "grab and go" box lunches will be available for pick-up before the 1:30 race on March 7.

2021 SOCIAL EVENTS

New this year, the social committee will be partnering with regattas to assist with post-race parties. In addition to the regattas and larger events, the committee is planning pop-up events that can be planned on the fly around any COVID-19 restrictions. If there is a break in the COVID-19 levels and we can meet, look forward to pop-up events – pancake breakfast, fish fry, chili bowls, After 5, beach balls, star gazing, sunset sails.

TENTATIVE SCHEDULE OF EVENTS FOR 2021

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Turnback Regatta Cajun Cuisine featuring Harry Polly's Gumbo Zydeco Band <i>May 15, 2021</i>
International Day Potluck Celebration of International Cuisine <i>Saturday, June 12, 2021</i>
4th of July Picnic & Family Day American Fare & Family Games by Claudia Bartlett <i>Sunday, July 4, 2021</i>
Centerboard Regatta Caribbean Pirate Party featuring Bill Benker's Pulled Pork Calypso Band <i>Saturday, September 18, 2021</i>
Toga Party <i>Pop-Up Event Date TBD</i>
Gilligan's Island Party <i>Pop-up Event Date TBD</i>
Governor's Cup Octoberfest Oom-Pah Band <i>October 23, 2021</i>
Wild Turkey Regatta Potluck Turkey Dinner Leftovers <i>Saturday, November 27, 2021</i>
AYC Annual Meeting <i>Thursday, November 18</i>
AYC Annual Banquet <i>Saturday, December 4</i>
New Year's Eve Party <i>Friday, December 31, 2021</i>

SOCIAL COMMITTEE VOLUNTEERS

The Social Committee is delighted to announce that several 2020 committee members are returning to serve this year. Committee members are:

Dee Choe & Jeff Sabuda
Pat Manning
Bill Benker
Marilyn & Jeff Jackson
Louise Miller & Walter Payne
Annie & Charlie Lancaster
Liz Stansfeld and William Stansfeld
Harry Polly, Guest Gumbo Chef
Claudia Bartlett, July 4th Family Games
Martine Lacombe, Social Committee Media Guru

We would love for you to join us. Send us an email at socialcommittee@austinyachtclub.net for the year or specific events. We welcome your comments and suggestions, too!

ALL AROUND SWEETS AND TREATS!



Kyndra Koble and Katie Froelich display their champagne cupcakes

AYC's membership is filled with talent – and here's one example that stirs up delicious goodness! If you have been under the clubhouse after the J80 fleet has raced, you may have been treated to champagne cupcakes and rum cake of **All Around Sweets and Treats** from founder **Katie Froelich** and **Kyndra Koble**.

Katie began her sailing career at Austin Yacht Club with PB&J summer classes under the coaching of **Bill Records**. She began racing Opti green fleet at the age of six years old, and then raced in Opti RWB until she transitioned to the RS Feva to have a boat with an asymmetrical spinnaker. In the Feva, she has raced at Worlds in Clearwater, Florida and England. She took second place at North Americans and the International Orange Bowl in 2018. She now focuses on her windsurfing skills.

Katie Froelich, along with her business partner, **Kyndra Koble**, are the driving forces behind the bakery business. "Kyndra and I became best friends in 7th grade just before Covid. We have become business partners and FaceTime non-stop every day," said Katie.

Specializing in custom artistic cakes for all occasions, *All Around Sweets and Treats* offers an array of freshly made breads, cookies and cakes. Every baked good is prepared from scratch with hand-ground flour and farm fresh eggs. "We only use fresh, high quality ingredients. Organic and locally sourced ingredients are also used whenever possible," said Katie. "My favorite thing to bake is cupcakes and cakes because I love frosting them."

"My favorite thing to bake is macarons because after I mastered them, they are perfectly smooth and crunchy on top," added **Kyndra**. "Macarons took me at least 15 times to finally master." Kyndra's mother, who came to the US as a young child from Vietnam, brings the richness of her Asian heritage to their cooking.

Katie has always loved baking and started a bakery business at the age of nine years old. During quarantine, she started exploring cake decorating and learned new techniques each time. She loves the creativity with cake designs. She envisions owning a bakery in France and plans to be the next Top Baker.

"We developed our website at the beginning of the summer and we launched it in early September, said Katie. "The most important thing we have learned is if you are truly passionate about something you are able to follow your dreams and take charge of your own future. We have learned much from making our own website. This business has taught us not only about recipes and decorating, but tech skills, management, and customer service."

Discover sourdough breads from family recipes and exotic cakes like Vanilla Flower Cake, Caribbean Rum Cake and Oreo Ice Cream Cakes on their website: All Around Sweets and Treats <https://alasweetsandtreats.wixsite.com/website>

Sailing Program Director Report

by Bobby Brooks



SAFETY IS NO ACCIDENT – MY TAKE ON THE LIFE JACKET

My former JWORLD employer and mentor, **Larry Klein**, was a world champion in the Etchells, J/24 and Soling classes, and 1989 U.S. Rolex yachtsman of the year. Larry's career to become an Olympic Gold Medalist in the soling came to a tragic end September 17, 1994. Here is the story from another great sailor and crew member on a tragic day during the Big Boat Series

on San Francisco Bay. The average water temperature for San Francisco Bay in September is around 58 degrees, air temperature on that day was 70 degrees at 1:00pm and wind speeds were 18-20 knots ... Sound familiar????

Chuck Riley: "There were eight of us onboard sailing the last beat of the second race of the day. We were leading the second place boat in our class by eight minutes. We had seven crew, including **Larry**, on the port "rack" (a shelf intended for hiking) beating into 18-knot winds and four-foot seas. Suddenly the rack failed and dropped seven of us in the water between Alcatraz and the city front. The one remaining crew onboard was having great difficulty tacking the boat to rescue us in the water. I saw that some of the crew near me, including Larry, were beginning to struggle to stay afloat.

After eight to ten minutes in the water, **Larry** told me he didn't think he could make it any longer. I had a lifesaving hold on him with my left arm, trying to keep him afloat. Then another crew, **Jorge Hegoilor** of San Diego, told me he thought he couldn't make it either. I swam to Jorge, pulling Larry with me, and began to hold Jorge up with my other arm. I could then feel Larry's body go lifeless. After what seemed like an eternity, the racing boat X Dream sailed by, saw our situation and immediately came dead in the water. It took several of their crew on deck to pull Larry up from the water and on deck. The crew of X Dream immediately began CPR and continued until the Coast Guard arrived. We rushed to the St. Francis Yacht Club where paramedics met us. They continued to work on Larry for some time and then rushed him to the hospital where he was pronounced dead."

Chuck: "We all had PFDs onboard, but no one was wearing them...."

A couple of items I would like to point out – **Larry**, while putting together a strong bid for 1996 Olympic Games, was a fitness fanatic and his body fat was at about 2%. **Leslie**, his wife, also told us the autopsy showed some bruising in the head region and Larry could have had a possible concussion. She also stated that a couple of doctors she talked to mentioned that hypothermia might have set in quicker due to these two circumstances.

Nonetheless, here was a terrific sailor, at the top of his physical condition and a good swimmer, who became another tragic statistic. A life jacket may or may not have saved his life but chances are that it would have definitely assisted him staying afloat while exhaustion set in.

I would like to challenge you – next time you go into a warm pool, put on your foulies, possibly boots and gear, things you might be wearing on a cold winter day, and see how long you can tread water. You will quickly see how very difficult it is to do. Now imagine dropping the water temperature 20 degrees and adding chop and waves...

So what are my thoughts....

In 2019, the Coast Guard counted 4,168 accidents that involved 613 deaths, 2,559 injuries and approximately \$55 million dollars of damage to property as a result of recreational boating accidents. Where cause of death was known, 79% of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 86% were not wearing a life jacket.

I personally believe in wearing a life jacket but I came to that decision through logic and experience (fell over twice while teaching), not from someone telling me what to do. These days we are much more aware of the dangers of sailing and have taken some small measures to prevent these tragic losses. We now have Racing Rule 40 that covers the competitor's wearing of a personal flotation Device (PFD). This Rule 40 was actually a direct response to **Larry's** death and the lawsuits that followed. There are two parts to this rule: 40.1 (the actual wearing of a personal floatation device) and 40.2 which states Rule 40.1 applies: (a) while racing in that race and (b) at all times while afloat that day. Remember that Rule 40.1 has to be mentioned in the NORs or SIs in order to apply.

I can tell you all the reasons why I wear a life jacket but it really is up to you, your skippers and/or the RCs if you are going to be racing. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

It's at these times, always hindsight, that we visit this discussion on safety. It is my opinion if you are sailing/racing on someone else's boat or have someone new onboard you should have this discussion prior to leaving the dock not during or afterwards ... I highly recommend that new sailors also wear life jackets at all times.

I am in control of what I can control (unless the RC hoists Flag Y then it's a requirement) and that's my own actions ... If it's my boat we all wear a life jacket, if it's your boat I will wear a life jacket. I can safely say that in all my experience I have never heard anyone tell me "No, you cannot wear a life jacket on my boat" ... That being said finding the right jacket can be daunting. There are many options out there, but that is cause for another article. Sail Safe!



Larry Klein



AYC JUNIOR PROGRAM REGISTRATION IS ON THE WEBSITE!

ADVANCED LASER



This is a laser specific class that focuses on high-level racing and boat handling skills. Participants should be interested in traveling to regattas throughout the season. Sailing experience is required to take this class, and you must be at least 14 years old. It will be one practice per week for five hours on Saturday mornings. Spots are limited to boat availability unless you bring your own boat.

All registrants for Advanced Laser Class must have approval from the AYC Coaching Staff.

[REGISTER NOW FOR ADVANCED LASER](#)

HIGH SCHOOL SAILING



For students 8th – 12th grades

AYC has a robust and energetic High School Program that is growing rapidly! This high school program is open to everyone in 8th-12th grades.

The focus of this high school program is twofold. Most importantly the sailors will learn the basics of sailing, rigging, and introductory racing. Once the sailors have mastered these skills, the curriculum will switch to advanced racing tactics, boat handling, and an intense knowledge of the Racing Rules of Sailing. There is no sailing experience required to join this program!

The following high schools have sailing teams and students may also receive PE Credit. Contact your school counselor for more info.

Lake Travis High School
Westlake High School
Sterling Classical School

[REGISTER NOW FOR HIGH SCHOOL SAILING](#)

OPTI PROGRAMS

OPTI I: BEGINNER



No sailing experience necessary! This introductory program is designed to teach sailors ages 8-12 the basics aboard our fleet of Optimists and Picos. Curriculum emphasizes the basics of sailing terminology, seamanship skills like knot tying and rigging, and boat handling. Sailors will be considered ready for Opti II when they are comfortable sailing independently upwind in 13-15 knots.

[REGISTER NOW FOR OPTI PROGRAMS](#)

OPTI II: INTERMEDIATE

The course curriculum focuses on refining boat handling skills and introductory racing skills and concepts through advanced racing tactics and strategy. Opti II has ranging skill levels from recent Opti I graduate to experienced sailors.

All registrants for Opti II must have approval from the AYC Coaching Staff.



OPTI III: ADVANCED

Opti III practice is for those sailors who are interested in the highest level of competition. This class is geared towards the sailors that travel to regattas on weekends, so the practice schedule is structured around the TSA regatta schedule. For seasons with two practices per week, sailors will have the option to attend one or both practices.

All registrants for Opti III must have approval from the AYC Coaching Staff.

BUILDING & GROUNDS POOL PARTY



John Maddalozzo and Marilyn Jackson priming and sanding pool railing
Photo by Marilyn Jackson



Final paint on pool railing (20 members participated) *Photo by Jorge Martín de Nicolás*



Juke Ball (new member) and Jeff Jackson painting and sanding pool railing
Photo by Marilyn Jackson



Pool partiers *Photo by Bobby Brooks*

WELCOME NEW MEMBERS!



John Powell

Senior Probationary

John has sailed with AYC member Jeff Avant in several events and has helped Jeff with his boat. He has partnered with Andy Liseisen in a Pearson 26.



Hayden Ross

Young Adult Probationary

Hayden is a 27 year old geologist who is a novice sailor, having sailed some with his father on a Catalina 16. Hayden wants to sail on as many boats as possible to help him get a feel for his future boat.

Trevor Miller

Associate Probationary

Trevor was in the Navy and did a lot of sailing with his father. He lives in San Antonio, but spends three or four days a week in Austin, where he resides on Lake Travis. Trevor is very eager to learn racing and is interested in J 80s.



Eden Myers

Senior Probationary

Eden's daughter is a member of the Sea Scout Ship and is also sailing with the AYC High School Program. Eden is eager to get into sailing. She wants to take Sail Training and looks forward to buying a boat in the future. She lives a mile away from AYC and is enthusiastic about participating in Club activities.

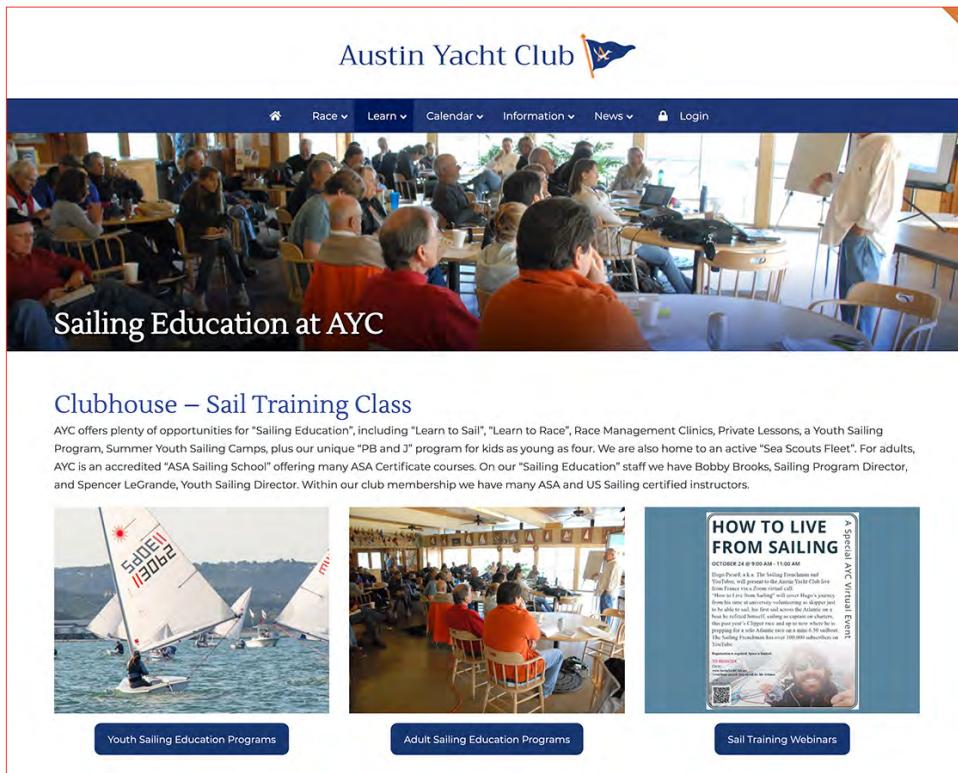


Ty Brockhoeft

Senior Probationary

Ty has partnered with Andre de la Reza in the Pearson 26 Los Monos. He has sailed in the BVI's and in the Society Islands where he got hooked on sailing. He owns a Laser II. Ty has taken several ASA courses, as has his wife. He is looking forward to expanding his sailing skills.

Featured Committee: AYC Website



The screenshot shows the Austin Yacht Club website. At the top, there's a navigation bar with links for Race, Learn, Calendar, Information, News, Login, and a logo featuring a blue sailboat. Below the navigation is a large photo of people in a clubhouse setting, with the text "Sailing Education at AYC" overlaid. Underneath this, there's a section titled "Clubhouse – Sail Training Class" with a brief description of the sailing education programs offered. To the left of the text is an image of sailboats on the water. To the right is a promotional graphic for a virtual event titled "HOW TO LIVE FROM SAILING". At the bottom of the main content area are three buttons: "Youth Sailing Education Programs", "Adult Sailing Education Programs", and "Sail Training Webinars".

The new AYC website is a substantial improvement in usability and navigation. It's designed to work on both PCs and mobile devices. It provides tighter security and enhanced reliability, it includes the latest levels of software, and it looks great!

BUILDING A NEW AYC WEBSITE

The Result of Planning, Study, Design Development and Testing

By John Grzinich and the Web Committee



Webmaster John Grzinich

The AYC Website Committee normally assists staff and members with using website features such as posting information, setting up registration forms, resetting passwords, and installing software updates. For 2020, we had a bigger challenge.

The previous AYC website had been online since 2014. While initially useful and current, it became technically dated, at risk of software problems, not mobile usable, with poor navigation. The AYC board was alerted in January and approved going forward with replacement as a key project for 2020.

After almost a year of planning, study, design, development, and testing, the new Austin Yacht Club website (<https://www.austinyachtclub.net>) was launched on Wednesday, January 6, 2021. The goals of the new site included an updated look and feel, improved navigation and usability, better performance and tighter security. It supports PCs, tablets, and mobile devices. It provides us with better security and reliability since it is now running on the latest levels of website software. Since AYC had many of its member processes and functions on the old website, we had to migrate much of its underlying content into the new website.

The project was a team effort led by AYC Webmaster **John Grzinich**. The committee was sponsored by **2020 Club secretary Gretchen Douglas** and included **Ed Pierce, Russ Shermer and Cheryl Pervier**.

John Grzinich led the great team to get good requirements and set priorities. The team solicited input from members and staff with a survey. Team members reviewed many yacht club websites, then selected our contractor, **Sara Ravesi of Black Opal Creative**. Sara had recently completed the design of Lake Canyon Yacht Club's website, which was our favorite of all those we checked out. Sara researched, recommended, and implemented the design, organization, and tools. She documented the tools and techniques, which will help us be more self-sufficient in the future. **Ed Pierce** provided significant technical expertise, while real-time documenting our many meetings and discussions. **Russ Shermer** provided IT expertise and project management guidance. **Gretchen Douglas** provided oversight and was our AYC Board interface. **Cheryl Pervier** curated the beautiful photos and contributed website expertise.

Kudos to the design team of **John, Cheryl, Ed, Russ, and Sara**, plus our **AYC Board leaders Russ and Gretchen** who enabled the funding with full support from the Board and staff!

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The Austin Yacht Club website features a header with the club's name and logo. Below the header is a banner image of sailboats on water. The main content area includes a section titled "Austin Yacht Club Racing" with text about the club's racing calendar and fleet support. To the right is a sidebar with links to "Racing News", "Course Card", "Club Series Racing", "Regattas", "AYC Fleets", and "Racing Calendar". At the bottom of the page is a link to "Upcoming Races & Regattas".

For 2021 the website committee will be offering training to members and staff on how to do some editing and news posts. We will also be sending out useful "how to" articles through our member Mail Chimp distribution and Website News posts. Additionally, we'll be working with other committees on website enhancements, and will seek out a few new volunteers for the 2021 website committee.

We hope our AYC members, as well as prospective new members, will find the new website more usable and friendlier. We anticipate it will be especially inviting to those interested in joining AYC. If you see any problems or see something that needs improvement, or have an idea for something new, please email webmaster@austinyachtclub.net.

JOB OPPORTUNITIES AT WEST MARINE

JOB OPPORTUNITIES WITH WEST MARINE

Looking for friendly, helpful, knowledgeable people to join our team. Flexible scheduling, store hours 10 to 6 during the season. 30% discount to employees. Training with Expert Voice for even better discounts directly from vendors. Great opportunity for high school and college kids, retirees, teachers and more. Looking for several part time people.

JOB DESCRIPTIONS

Assistant Manager

Assistant Manager is key to ensuring an excellent store experience and a role model for building relationships with Customers and Associates. They are passionate about aligning with WM business needs and achieving store goals. Position requires proven success achieving results both independently and through others by fostering a spirit of teamwork. Customers come to West Marine to fulfill a need, complete a project on their boat, or gather items for a great day on the water; Assistant Manager guides their team to ensure Customers leave with the right products to make that happen.

Assistant Manager Qualifications

Enjoy coaching, mentoring and growing your team for excellent store operations.

Ability to lead by example, greeting Customers and engaging them to ensure we fulfill their boating needs.

Agile leader who enjoys prioritizing and planning to drive results and meet business goals.

Keen interest in providing great Customer interactions and service, while sharing knowledge and passion about West Marine products.

Ability to train Associates to handle a wide variety of transactions.

Available to work a flexible schedule based on business needs, including nights, weekends and some holidays.

Sales Associate

Customers come to West Marine to fulfill a need, complete a project on their boat, or gather items for a great day on the water. They rely on Sales Associates for product knowledge and to understand the features, values and benefits of products. Sales Associates are comfortable engaging in Customer discussions to fulfill immediate needs while shopping, as well as recommending additional items or services that will complement their boating experience.

Each interaction with a West Marine Customer is an opportunity to exceed expectations and ensure they remain a loyal Customer.

Qualifications:

Keen interest in providing great Customer interactions and service, while sharing knowledge and passion about West Marine products.

Ability to process a wide variety of transactions to help Customers seamlessly complete their purchases. Strong communication skills, comfortable in small groups and in individual interactions to solve problems. A passion for boating or for life on and around the water.

Available to work a flexible schedule based on business needs, including nights, weekends and some holidays.

Ability to lift and mobilize items weighing 40 pounds to shoulder height, unassisted.

Why West Marine?

West Marine takes care of Customers and Associates, and we value our local communities. These founding principles were just as important to the mission statement 50 years ago when West Marine began, as they are today. West Marine is enthusiastic about serving boaters where they live, where they boat, and in our local communities.

We offer competitive benefits, including:

Healthcare coverage for full-time Associates

Generous merchandise discounts

Paid time off

Growth and development opportunities

West Marine's goal is to be the best boating supply company in the country and we do this by living our values. Our values are built around superior Customer service, being trustworthy, transparent, supportive, and collaborative. Come join our team!

Thank you for taking the time to help us with this quest. We really appreciate it.

Samantha Luttrell

Store Manager

Austin TX 78758

512 302 1406

Red Eye Regatta



A beautiful day for a regatta. *Photo by Karen Lewis*



Amazing Grace *Photo by John Powell*



Thank you Race Committee! *Photo by Karen Lewis*



Air Supply *Photo by John Powell*



Speed Racer *Photo by John Powell*



A great start to the new year. *Photo by Karen Lewis*

continued next page

Red Eye Regatta



Linda McDavitt and Crew on Bonfire Photos this page by Elizabeth Quintanilla



Crew of Amazing Grace



Ensign start, Tom Groll and crew on Brews'r and George Dahmen and crew on Styf Kop



Aaron McCulley and crew on Rumline

continued next page

2021 RED EYE REGATTA RESULTS

CLASS	SKIPPER	BOAT NAME	CLASS FINAL	OVERALL FINAL
Multihull	Aaron McCulley	Rumline	1	1
Multihull	Mike Beuerlein	Far Reach	2	2
Multiull	Bill Coon	Humility	3	3
Multihull	Bo Kersey	The Lucy Gene	4	4
<hr/>				
J80	John Bartlett	Speed Racer	1	2
J80	John Burke	Amazing Grace	2	4
J80	Ray Shull	Flyer	3	5
J80	David Whalberg	Restless	4	12
<hr/>				
PHRF-A	John Halter	Project Mayhem	1	1
PHRF-A	Linda McDavitt	Bonfire	2	3
PHRF-A	John Maddalozzo	Ornery	3	11
<hr/>				
PHRF-B	George Dahmen	Styf Kop	1	6
PHRF-B	Bill Records	Cafe au Lait	2	7
<hr/>				
J/24	Rhonda Moore	Illegal Smile	1	8
J/24	Amanda Worlow	Momentous	2	9

HAP MCCOLLOM TROPHY

More information available on the AYC website



Hap McCollum Trophy award winner John Halter and crew on Project Mayhem

Frostbite Series



Thomas Young and Bob Gross *Frostbite photos by Marilyn Jackson*



Kurt Carson and crew on Knot Rite, Jim Casto and crew on Two Hot



J80 start



Ed Pierce and crew on Lickety Split



Jonathan Baker and crew on Too Much J

continued next page

Frostbite Series

How to Become a Better Crew Member

by ASA Instructor Harry Polly



John Maddalozzo and David Mok on Ornery



Claude Welles and crew on Jackrabbit, David Jamail and crew on Blood, Sweat & Tears



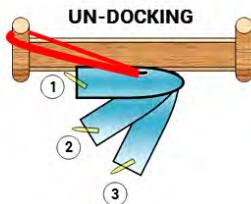
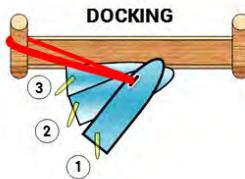
Bo Kersey and crew on Abandoned Assets

SPRING YOUR BOAT LIKE A PRO



Imagine that you are short-handed and need to dock your boat alongside a pier with just one line. How can you make this smoother and easier? Follow these three golden rules for safer sailing or cruising.

Turn your wheel or push and hold your tiller to one side throughout the maneuver. This applies when docking (left) or when un-docking (right).



1. Make Spring Lines Longer Than You Need

Use long docking lines for best control – in particular when it comes to spring lines. If possible, make springs 2 1/2 to 3 times the length of your boat. Now your springs will be long enough for most any docking or un-docking situation you encounter. Why so long? Consider this...

When short- or single-handed docking, you will loop the spring line around a dock piling or cleat and back to the boat. And you'll need an extra line to work the boat into the pier. You'll need extra line left over at the bitter end to work the boat into or off the pier or in or out of her slip.

Short springs "snub up" and you won't be able to bring the stern in. And you could "run out of line" just when you need a few feet more to get your boat into the pier. Make springs longer than you think necessary and you will be set to handle most any docking situation smooth and easy.

2. Set and Hold Your Rudder in Position

Once the bow touches the pier or piling, put the sailboat wheel or tiller hard over and leave it there (see illustration). Hard rudder and springs work together like wind and sails.

With practice, you will be able to fine-tune this technique, but for now, you will use hard rudder for most docking or un-docking maneuvers.

Consider that a rudder blade must have water flow across it – however slight – in order for it to be effective. When you place your shifter in ahead propulsion, it sends a powerful shot of discharge current from the propeller onto the rudder blade.

That's why any boat or ship will respond well to her helm (wheel or tiller) in ahead propulsion. But, shift into reverse and the opposite happens. Now, all of the discharge current will be shot toward the bow.

continued next page

None of that valuable flow will find its way onto the rudder blade. In reverse, you must first build up sternway (speed astern) in order to force water flow over the rudder blade.

And that's one of the key elements to boat handling with a small single screw vessel. If you need to pivot your boat, set your rudder to one side and leave it there. This makes your job easier and allows you to concentrate on throttle speed and working your boat alongside or into her berth.

3. Use Minimum Throttle Speed at All Times

Use absolute minimum throttle (speed) except in exceptional cases of heavy wind or current. Develop this mindset from the pros – eggs, not fenders – eggs. Imagine that eggs line your hull instead of fenders. Now, dock your boat or put her into your slip. Keep that in mind with every maneuvering speed you use in close quarters.

AYC Sailing in Strong Winds

by Chris Lewis



After years on the water including racing J80s in extreme conditions on Galveston Bay, I woke up thinking the February 6th races could have had casualties. The fleets were fortunate not to (as far as I know).

I saw a person being drug in the water with a half doused chute for a mile. An inadvertent jibe knocked a crew member who appeared to be without a life jacket. Also, boats laid on their side for extended periods of time.

Was flag Y flown by the PRO? I did not see it, but didn't look for it either as the obvious choice was to wear one.

In any event, I would like to offer a few safety tips. These would include:

- Wearing a life jacket does not require flag Y. The skipper or a crew who feels unsure should go ahead and require it (or put their own on). Statistics show that a life jacket vastly increases survival in the water (and your peace of mind).
- Carry a sharp serrated knife in the cockpit of the boat and each crew member should have a knife in a pocket ideally on a lanyard. The risk of being caught in a sheet is high. A J/22 crew member on Galveston drowned after slipping overboard in front of the mast with his foot caught in a spin sheet.
- If you are knocked down with a spinnaker up, release the halyard. Let it run or cut it. This unloads the boat. The sail can either be retrieved or the sheets released so that the boat escapes. On A-Kites release the tack line also and recover the sail from the stern. Any knot at the end of the halyard should be a figure of eight with a looped tail for quick release.
- Do not put knots in the end of your spinnaker sheets. If they are continuous, cut the sheet if you have insufficient strength to recover the sail.

- Tack around if you feel unsure about performing a jibe. The boom is a lethal weapon in conditions such as the races of February 6. Don't jibe until all crew members are in safe spots on the boat.
- Lastly – think ahead, and if you are the helm, communicate clearly with your crew. I heard many boats doing this and that was great to see.

These basic measures by all boats would reduce risks to life or injury and lower the number of obstacles to safely navigate!

Chris Lewis

Chairman of US Sailing Safety at Sea

Fun Friday Fun

by Marilyn Jackson



Jeff and Marilyn hosted bingo for AYC Fun Friday on February 5th. **Russ & Jill Shermer, Annie & Charlie Lancaster, Jeff & Marilyn Jackson and James Parsons** were in attendance. We played one regular bingo, three games making an A, Y, C and black out. Everyone won or tied a game. We had an awesome time.

Fun Friday virtual events will be held using Zoom on the 1st and 3rd Friday of the month through the end of April. New members, please join in on the fun and introduce yourself so we can get to know you and you can get to know your AYC family.

Our next AYC Fun Friday event will be on February 19th starting at 7 pm. **Jeff and Marilyn** will host a scavenger hunt. Join us for some fun.



Do you want to host a Fun Friday night and provide fun for yourself and others? If so, reach out to **Marilyn Jackson**. jacksonml2000@hotmail.com

IN MEMORIAM

Constance (Connie) Reynolds

by Nelson Reynolds



We lost a wonderful woman as Connie has unfortunately succumbed to ALS. It was a quicker progression than we expected, but she passed surrounded by her husband, two sons Patrick and Christopher, and unofficial son Ryan Harden.

Connie had a 40+ year career as a registered nurse in obstetrics, labor and delivery with the last 37 years at Georgetown Hospital. When I asked her how many babies she had delivered, she said she stopped counting after 1000. But she touched a lot of lives. I was amazed at the number of times we would be stopped in a store by someone who would exclaim "I remember you, you delivered my daughter, granddaughter..." or whatever. She definitely delivered three generations of several families.

She developed an extraordinarily strong connection with her colleagues over the years and continued to meet with them regularly even after some had moved on to other jobs.

Connie was a strong woman and I have quite a few anecdotes that I can share to attest to that. Suffice to say that she definitely earned the nickname I gave her of 'Constance of the Glittering Eyes.' Please ask me about the one about Connie and the New Mexico state trooper ...

One day Connie mentioned to me that she would like to have us get a boat. I suggested we get a sailboat and that started her love of sailing. We started with a day sailor to get our feet wet, so to speak, which then moved to a J/24. She was a trooper and helped campaign the boat, 'Evil Wicked Mean & Nasty, both in the local series races as well as the Texas circuit. Though she did find the J/24 to be a rather uncomfortable boat.

Ultimately our J/24 died and went to boat heaven. But Connie told me afterward "I really miss sailing." So, I started shopping for a new boat. Serendipity put us in touch with Eddie and Pat Calogero and we ultimately bought their Hunter. I am glad we were able to sail quite a few times, sometimes just to take the boat out to look at the sunset.

Right now, I am unsure about the timing for a memorial or service for Connie. With COVID and all I am hesitant to put people at risk by having a gathering, no matter how well intentioned. If we do come up with something I will certainly let everybody know. But for now, if you would like to honor the memory of Connie, please feel free to make a donation to the ALS Association of Texas in her name. ALS is an absolutely horrible, horrible disease and the association has done an absolutely wonderful job of providing support to patients and families.

Hopefully, we can get together and I can share some of my anecdotes and trust me after 43 years I have quite a few, but until then, stay safe.

Nelson Reynolds

IN MEMORIAM

Clift Price, MD

February 8, 1924 – February 19, 2021



Pinckney Cliff Price was born on February 8, 1924 in Bonham, Texas to Lucie Cliff and Pinckney Bryan Price, and died on February 19, 2021 at Westminster Manor in Austin, having recently celebrated his 97th birthday via Zoom with his large loving extended family.

Based on the tradition over four generations of the Price lineage, the first born male child took the first name Pinckney and then his mother's maiden name as his middle name: Clift. During a family move to Vernon, TX, however, at the age of 14, he asked everyone to call him Clift instead of Pinckney due to the intolerable nicknames he endured at school. Dad said thankfully, from then on, he was known as Clift Price. The large extended family cherished him as a child in Honey Grove and then around Texas and Arkansas as the family moved with his father's work as a highway construction engineer. Clift's father, Pinckney Bryan, had a degree in Civil Engineering from Texas A&M University, where his Dad was also a popular Yell Leader and member of the Aggie Corps. Eventually Clift was blessed with a younger brother, William Henry, and sister, Nancy Ellen.

During the depression, in 1938, the Price family moved to Dallas, where he graduated from Woodrow Wilson High School in 1940, and then moved to the north university area of Austin, where he and his siblings would be near enough to walk to the University of Texas. At the age of 16, Clift entered the University of Texas at Austin where he excelled academically on the pre-med GI Bill and graduated in 1943. At UT Clift was a member of Alpha Phi Omega, Tejas Club, Texas Cowboys, and was elected to the Friars Society, after being named one of four Outstanding UT seniors due to his excellent scholarship and campus leadership. Clift met his first love, Gloria Verre Coryell, in 1943 at a dance at Gregory Gym where a skinny man with a fabulous voice named Frank Sinatra performed. Clift and Gloria dated steadily until they married on May 8, 1945. While attending UT, upon learning of the bombing of Pearl Harbor in 1941 Dad said, "Every able bodied young man volunteered for service as soon as possible. I had to wait until the spring of 1942 when I turned eighteen."

After medical training at UT Medical Branch, internship in Philadelphia, and pediatric residency in Galveston, Clift served as a Navy medical officer on a troop carrier and one of only two doctors on a battleship during the Korean Conflict. When his tour in the Navy ended in March 1953, Clift and Gloria and their two children Bradley Bryan and Priscilla Coryell returned to Austin where he started his pediatric practice, joining the Children's Medical Center on West 30th. In Austin the family grew to include a new daughter, Nancigale Price, and a new brother, Lewis Clift Price. In 1977 after 24 years in private practice he left to become the chief of Texas Maternal and Child Health, and later Associate Commissioner of Personal Health Service for the Texas Health Department (1980-1990). During this period, Clift traveled

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to Russia and China where he met with other doctors and instructed them on more hygienic modern practices and, in turn, learned about successful Far East medical practices such as acupuncture. Upon his retirement from the Health Department, Cliff went on to do pro bono lobbying for the Texas Pediatric Society (1990-1997) during which he continued his lifelong efforts to improve the health and wellbeing of all Texas children. During his pediatric practice, Cliff helped lead Austin's campaign to fluoridate the city's water supply. This science-based practice met with great resistance as a supposed example of government overreach. At great personal expense, Dr. Price persevered, finally got it approved by the city council and Mayor Roy Butler. Within a year, children in Austin began to have fewer cavities.

After 36 years of marriage, Cliff and Gloria divorced but remained good friends and shared frequent family reunions, birthdays, graduations, and other meaningful life events. He later married Suzanne Cahoon Arnold in 1983. This happy union blessed Cliff with three loving step-daughters: Suzanne Arnold Veselis, Donna Arnold Winstead, and Annie Arnold Lancaster.

During his long and distinguished career focused on child and maternal health, Cliff helped lead memberships in the following organizations: Longtime elder at Westminster Presbyterian Church and many year active member of Tarrytown United Methodist Church; Texas Medical Association, American Medical Association, Travis County Medical Society (President 1968-69), Texas Pediatric Society (President 1975-76), American Board of Pediatrics, Fellow American Academy of Pediatrics, and Fellow College of Physician (Philadelphia). Cliff believed deeply in volunteer and community service and led by example. Consequently, he served on many other Boards in Texas including CEDEN Family Resource Center (President, 1986-89), Center for Child Protection, (1996-2000), Any Baby Can Foundation, Austin Parks Foundation, (1992-95), Barbara Jordan Foundation, Texan's Care for Children Association, Texas Pediatric Society Foundation, SAGE Lifetime Learning (Chair), Westwood Country Club (Charter member), Tarry House, Austin's Commodore Club, and Headliners Club. He was a founding member and past president of the Austin University Rotary Club and past District Governor Rotary District 5870. As an example of his lifelong focus on children's health, Cliff worked for years to help the Rotary Club build a tuberculosis clinic in Reynosa, Mexico, and early on in his career volunteered to care for children with polio at the Gonzales Warm Springs Rehabilitation Hospital. Another powerful force in Cliff's life was his deep dedication to improving literacy for all children. He was a founding member of Springboard – which eventually merged with Reading is Fundamental (RIF). Cliff was proud to have helped start Reach Out and Read, (1990-1995) where he gave young children a book and a prescription to their parents' to read every day to their child. Many pediatricians across Texas and the US now follow this practice.

Cliff was also a big believer in the life sustaining benefits of regular and vigorous exercise. He and some close friends were the first to jog on the Shoal Creek Hike and Bike Trail. He was a charter member of Westwood Country Club where he regularly played tennis (well into his early 90's), swam and lifted weights (practices he continued until just last year at Westminster). Cliff was also an avid sailor and was a founding member of the Austin Yacht Club and past Commodore where his beloved Ensign sailboat is still moored. Another powerful force in Cliff's long and wonderful life was devotion to all things UT and burnt orange. He was a Life member of UT Ex-Students Association, season ticket holder for 7 decades of the

UT baseball, basketball, and football. As he lay dying, his loving family all flashed the Hook 'Em Horns sign, sang the Eyes of Texas, and the Texas Fight song, as he tried to raise his fingers too. Our father was also a world class traveler – having visited six of the seven continents. And even after surviving a near fatal car crash eight years ago, he and wife Sue were able to wave to Antarctica from their cruise ship as they rounded Tierra del Fuego on their final overseas trip.

Dr. Price was predeceased by his first wife, Gloria Price Pfluger, grandson Price Malone, brother William Cliff Price, and sister Nancy Price Bowman. He is survived by his wife, Sue Cahoon Arnold Price, sons Bradley Price (Inez) and Lewis Price (Joany) and daughters Coryell Price Malone Duty (David), and Nan Price Cardiel (Miguel); three step daughters, Donna Winstead (Jim), Suzanne Veselis (Bob), Annie Lancaster (Charlie); eight grandchildren: Patrick Malone (Jocelyn), Stephen Price (Medwyn), Matthew Price, Paige Higman (Marty), Fran Cardiel, Josh Price, Meredith Massey Kloetzer (Justin), Madeline Massey Carl (Ty); eight step grandchildren: Sarah Lancaster and Charlotte Russell (Michael), Dr. Clinton Veselis (Bridgette), Meaghan Veselis, Ashley Veselis, and Skyler Veselis, Christopher Winstead (Shauna) and Catherine Winstead; four great grandchildren: Carlos Price, Pearl Price, PJ Malone, and Holly Malone; one step great grandchild: Rhys Winstead and much loved nieces and nephews. The events of recent months during the pandemic should serve to remind us all what Dr. Cliff Price taught so many--to live each moment we have in life to the fullest, to be resilient, and to find the silver lining in every cloud we face. He was blessed with the ability to always be alive in the present. He delighted constantly in the big and small things in life - a daily sunset, a billowy cloud, a juicy hamburger, or a crisp, cool dry martini. If every person in this great country of ours were as kind, empathetic, and generous as our father, Dr. Cliff Price, we would all be more dedicated to caring for each other and the world would be a better place.

A private graveside service for the family on Saturday, 2/27/21 at 3:30 PM was held at Austin Memorial Park. Pall bearers included: Bradley Price, Lewis Price, Stephen Price, Matthew Price, Josh Price, Patrick Malone, and David Duty.

We will hold a virtual public memorial service in his honor at 3PM on Saturday, 3/6/21. The link and livestream will be available at tumcaustin.church/funerals.

In place of flowers, please send memorial donations to: Reading is Fundamental: rif.org Reach Out and Read: reachoutandread.org Rotary Club Foundation, Austin University Area: bseals@flash.net Austin History Center: PO Box 2287, Austin, TX 78768-2287

IN MEMORIAM

Karel Dahmen

May 23, 1919 – February 16, 2021



The Dutch called their fellow countrymen who left for England after the surrender of Dutch forces to fight for the liberation of the Netherlands Engelandvaarders (England Travellers). Chance brought the 46 passengers and crew of the Zeemanshoop together on the evening of Tuesday the 14 May 1940 after the surrender of the Netherlands was broadcast on Dutch radio. The

majority of the passengers on the Dutch lifeboat were Jewish and many of them had already had to leave their homes in Austria or Germany. The four man "crew" were students at Dutch universities.

Karel Dahmen was one of the four students who deserve most of the credit for bringing the Zeemanshoop and its passengers to safety. His decision to cycle from Delft to Scheveningen after hearing the broadcast announcement of the surrender of Netherland forces changed the course of his life. After arrival at Dover aboard HMS Venomous he joined the SS Jupiter under Captain Dekker as assistant engineer before joining the Royal Netherlands Navy as an Ordinary Seaman (OD) on the HNMS Jacob van Heemskerk where he became the RDF Operator.

After officer training Sub Lt Karel Dahmen was posted to the Dutch Naval Liason Office at the Admiralty. In the Spring of 1943 he was posted to the RNN 9th MTB Flotilla at Dover and served as a specialist in the use of RDF in it's operations against German shipping in the Channel. He was then sent to the USA to train with the US Marines and the SeaBeas to create a Dutch Marine Brigade to participate in the Pacific war under US command and thereby make a meaningful contribution to the liberation of Indonesia.

In Karel R. Dahmen, his life and wartime career after arrival in England aboard the Zeemanshoop (link below), Karel Dahmen also describes his marriage and postwar career as an oilfield engineer with Stanvac Eastern in Sumatra and with the Continental Carbon Company in the Netherland and the USA where he has lived since 1967. He celebrated his 100th birthday on the May 23, 2019.

<http://www.holywellhousepublishing.co.uk/KarelRDahmen.html>

From George Dahmen: Karel Dahmen, avid lover of life and Ensign sailor, passed away in his sleep the morning of February 16. He was joyful to the end, painting water colors and bantering with his caregivers. He was lucid and not confused as he passed away peacefully. He loved and was loved by many. He insisted a sail was in his future this spring. Fair sailing my dear father.

IN MEMORIAM

Vicki Denice Gammon (Thompson)

June 6, 1957 – February 24, 2021



Our amazing wife, mother, grandmother, aunt, step-mom, substitute mom Vicki Denice Gammon has left us, and while heartbroken for our loss, we are jubilant that she is at peace. The effervescent energy that was her vivacious and generous presence on this mortal earth will carry on her journey to whatever the universe may hold in store. May peace and joy replace your pain.

She is survived by her spouse of over 34 years, Chris S. Thompson, daughter Ciara Gammon, step-son Joshua Thompson, granddaughters Ariya, Estelle and Daphne, siblings Kathryn Frazier, Joan Stanley and Dennis G. Pace II.

She succumbed peacefully to her second bout of cancer at home with her family close by. Ever the fighter, she survived ten years after her first bout with cancer that was supposed to have taken her in 2011. Due to a delayed diagnosis and treatments, the fight this time was even harder but in the end she could not prevail.

Vicki was born into an Air Force family and grew up bouncing literally from the four corners of the country. Born in Austin, TX to Dennis G. Pace and Marylou (Holland) Pace, Vicki spent her toddler years in Washington state, early school years in South Carolina followed by Alaska then Virginia, with the family finally settling down in San Antonio where she attended Judson High School.

Performing arts were her passion, participating in Choir, Drama and Pep Squad and numerous plays, she wrote poems and short stories. She completed cosmetology training and was licensed in cosmetology after graduation in 1975, before deciding to join the Air Force in 1978. She was a communications technician before being honorably discharged due to pregnancy. Vicki and her first husband, Allan Gammon, raised Ciara and lived on the family ranch outside San Antonio until their split in 1981. Vicki moved back to Austin and met Chris in the spring of 1984 and they moved in together shortly after. Ever openhearted and outgoing, Vicki seldom met a person or pet she did not like or could not win over. She was that tenacious "handful" of a Texas woman you hear legends about. She loved the outdoors and boating, camping, gatherings with friends, and going to concerts and festivals were the regular family routine. She loved shopping for tie dyed dresses and earrings.

Using her veteran's preference, she got maximum scores on her Post Office exams and started as a janitor in 1989. She excelled and rose in the ranks to be one of the few female maintenance technicians at the Austin mail plant. Numerous neck surgeries (5) from work related injuries forced her off of work duties in 2001 and resulted in her chronic pain condition that plagued her to the end.

Vicki loved people but maybe even more, her pets and animals in general. Having helped birth hamsters, 9 litters of Labrador pups and our current poodle yapper, Rocky, she was a devoted pet momma. A stray (animal or person) was seldom turned away. In accordance with her generosity, donations in her name to Austin Pets Alive or the Capital Area Food Bank are requested in lieu of flowers or food.

A celebration of her life is planned (per applicable COVID guidelines) for June 5, 2021, just shy of what would be her 64th birthday. Details are forthcoming.

On Behalf of Leon and Tatiana Lance

by Robbie Nelson
with an update from Tatiana Lance



Dear AYC members and fellow sailors,

From the bottom of my heart, as well as from Leon and Tatiana Lance, we cannot thank you enough for the huge outpouring of support on the GoFundMe page. We have raised enough money to pay for Tatiana's mom's funeral (that was a big worry now lifted), plus some extra funds for the medical bills that will start pouring in soon.

I know that Leon and Tatiana will want to thank each of you personally, but right now they are just trying to live each day with Covid. The virus leaves them exhausted at times, especially Tatiana, and she is still on supplemental oxygen.

If any of you have been thinking of making a monetary contribution to help them out with medical costs and bills, it would be gratefully appreciated. Some folks have expressed to me they prefer to write and mail a check or a card, and that is perfectly fine. If you want to do that, I have their mailing address if you need it.

Also, some of Leon and Tatiana's neighbors and AYC members have brought food over for them to eat while they are recovering. Tatiana or her mother used to do the cooking in the household, but now Tatiana is just too tired. If you have an interest in bringing them some food or groceries, please let me know and I'll get you set up. We all know that nutritious food leads to healing, and it's so hard to eat well when we are sick.

Here is my email and cell if you wish to contact me:

robbieanelson@gmail.com 512-230-8291

Here is the link for the GoFundMe. I have posted a few updates on it.

<https://gofund.me/72db6a30>

ATTENTION VOLUNTEERS!

As you all know, Austin Yacht Club is not just a sailboat racing club, we're also a *Member Volunteer Club*. The members are the force behind big and small tasks around the Club. There are a multitude of projects that we request members to assist with.

THANK YOU to all of you who completed the volunteer form on the first go round! We did have a great round of responses; therefore, we're asking once again for members to let us hear from you!!

We currently have 60 probationary members who are working towards their full membership. These probationary members are contacted individually when projects are scheduled; however, we would like to have a Volunteer List that everyone can access when a task comes up. We want to know what YOU like to do and what you want to do not only for the Club but for other members.

New committees are forming now. The Volunteer List will be a great help in staffing committees, for the execution of a project and also for the planning of a project.

Please complete the "Be an AYC Volunteer" form on the AYC website and let us know what YOU are interested in helping with. During the Covid pandemic, we're forming very small groups to do projects and YOU are needed and wanted!! All you have to do is log on to austinyachtclub.net and then click "Be an AYC Volunteer" at the bottom of the Member Menu. Please let us know what your special talents are and what truly interests YOU!

This list will be a fantastic tool for all of the committee chair people as well as for all members who will need to solicit expertise and assistance throughout the year.



Fall Fling Artwork by Cheryl Pervier – John Grzinich, Harry Polly on Catalina 22



RED EYE REGATTA

January 1st brought cool but sunny conditions with a gusty moderate breeze. Five members of B Fleet ignored the effects of the early morning and were joined by the Ensigns of **Thomas Groll** and **George Dahmen**, and the Finn of **James Bland**. The sail on a glorious day might have cleared heads but there was severe attrition through not reading and following the SIs for the pursuit race.

The performance of the day was by **George Dahmen** in the Ensign Styf Kop, who essentially led the race from start to finish. **Bill Records** in Café au Lait tried to chase him down but finished over four minutes behind. And those were the only finishers ... Boats whose skippers failed the administrative test by not checking in, passing through the start/finish line which was poison, or not providing a finish time included: **Entheos**, **Audacious**, **Nissus**, **Brews'r**, **Incognito** and **El Gallo**.

FROSTBITE SERIES

B Fleet opted to rejoin the AYC sponsored races with the Frostbite Series. The innovative NOI and SI set out to permit racing in a socially distanced manner, by restricting PRO duties to a minimum, and requiring all boats to self-notify their finishing times through a rapidly produced webform. Kudos to **Ed Pierce** for the hard work. B Fleet continued the pursuit race format, with course distances recalculated to provide more accurate handicapped start times.

A total of five B Fleet boats have raced in the FB Series to date, but not all have successfully finished each race. In fact, the attrition has been quite exceptional. In the first race, **Bill Records** had a great lift up the shore of Windy Point until he stopped abruptly, grounded and calling for chase boat assistance. And then the wind died as the fleet returned from the leeward mark. Incognito got a great lift around Cypress Creek, but then took 15 minutes to complete the last 100 yards. The Signal Boat seemed to be the low-pressure center, as Incognito and Alphaia (A Fleet) approached the finish line at similar pace on opposite winds/tacks. Blue Moon (**James Parsons**) was the only other boat to finish, **Mack Warner** having decided that life was too short to waste at 0.1 knots.

The second week saw **Bill Records** wisely make a similar decision before the start. **Mack Warner** in Warley, **Mike Bayer** in Entheos, and **David Weeks** in Incognito waited for the wind to come in and the one-hour postponed start. Incognito chased Warley to mark 4, and then managed to work the rapidly fading zephyrs to build a substantial lead, but as the wind dropped to zero from the south Mack and Mike retired leaving yours truly three hundred yards from 7, the leeward mark, and still trying to finish. However, although the wind picked up from the west and boat speed climbed to several knots, there just wasn't enough time to finish in the gloomy mist before the 17:30 cut-off. So that was a total B Fleet DNC/DNF. We got the rules for the pursuit races changed after that, to allow courses to be shortened, and with the result determined using TOT PHRF calculations.

The third race saw more wind, but very few tacks, as there were no ideal LD courses, and we all traveled the rhumb lines between the start/finish, 4 and 6 close hauled and reaching on a single tack. Approaching 5 proved decisive in the race. **Mack Warner**, sailing single-handed as usual, tacked early

and took the static shift to lead at 5, and despite **Bill Records'** best efforts maintained that lead all the way to the finish. Great racing Mack! Incognito and Blue Moon missed one of the gusts approaching 4 first time round and trailed the leading duo for the rest of the race.

Week 4 was certainly interesting, but again resulted in very few finishers from B Fleet. With winds around 18 knots, gusting 30, sail choice was critical. **Mack Warner** was reefed with reduced headsail, **Bill Records** and **David Weeks** were not reefed but using 110% and ~100% headsails respectively. The conditions were challenging and on the first rounding of the leeward mark Café au Lait and Incognito were fighting for space with J80s flying spins and at the limit of control. Bill rounded the mark and with a great lift on starboard tack was faced with three J80s racing downwind in echelon. The J80 on the right jibed abruptly and headed straight towards Café au Lait. Bill bore off to port to avoid a collision, but the J80 spinnaker dropped on the boat, covering Bill's crew and then throwing him against the stern rail. The J80 sprit pole raked Café au Lait tearing the jib leach, and then the two boats were brought together as the spinnaker caught one of the P26's winches. The spinnaker was quickly freed and the hulls never touched but by this time one of the J80s crew was overboard. They were quickly recovered and the J80 brought back under control, but with his jib damaged and the strong gusting winds Bill decided to retire from the race. The crew of Incognito knew nothing of these events despite being only two hundred yards behind, as they were faced with the two remaining J80s rapidly approaching mark 6. Downing/jibing the spinnakers was obviously awkward, and so Incognito took a wide line to the mark and tightened up on port tack. The two J80s ahead nearly came together as the first crossed on starboard, but Incognito just managed to duck the J80s and continue the race. The wind strengthened again as the fleet cleared Lake Travis Marina, but Incognito was in full control rounding B and heading back to 6 and the start-finish line. Unfortunately, I had misread the B-4 course, leaving Blue Moon to round 8 and cross the line as the only B Fleet finisher. We are all looking forward to more finishers in the final two FB series races!



New P26 One Design owed by Andy Linsesisen and John Powell
Photo by Bill Records

THE PEARSON FLEET KEEPS ON GROWING!

The size of the P26 fleet at AYC is well known, and it continues to grow by reputation. **Andy Linsesisen** and **John Powell** picked up a great P26 One Design (#179) from Walden Marina on Lake Conroe and we all look forward to seeing it racing on Travis before, or after, the inevitable refurb. **Mark Kamen** is also now officially a member, and has purchased **Ted Scarmalia's** P26, so we hope for more P26s to be racing future series.

Ensign Report

by Fred Ford



With 2020 not fading fast enough from our collective memory, let's give a nod of appreciation to all AYC members, the PRC and our Race Commanders (old, acting and new) for their creative efforts in providing race venues. Sailors need water time. We are racing in 2021 ... hurray! The Ensigns are putting six boats on the line with at least two more to join very soon ... it's that vaccine thing ... kind of a bummer.

Our Fleet's top performers for 2021, as of press time, are **George Dahmen** in Styf Kop and **Tom Groll** in Brews'r ... those two are pretty much tied. They are being chased hard by **Bill & Kelly Hawk** in Prickly Pair and **Lewis Price** in Dos Locos. The middle is really competitive with **Anne & David Morley** in Abaco, **Dave Gamble** in One With the Wind, **Danny and Norma Lien** in Gravy and **Annie and Charlie Lancaster** in Eagle. Valiantly competing for the tail on the dog are **Carl Wiseman** in Deep Six and **Fred Ford** in September. Like everyone else, we all miss hanging out after the races. The time is near when we can once again enjoy sailing Beer Can on Friday nights and sharing our boats with family, friends and new members. Looking forward to meeting everyone all over again.

Toward the end of last year, the Ensigns held a Zoom Cocktail/Business Party and elected our 2021 officers:

Ensign 2021 Fleet 30 Captain...George Dahmen

Secretary/Treasurer.....Fred Ford

Social Chair.....Carl Wiseman

Standing Committee Chairs

Chaparral Regatta.....Kelly and Bill Hawk

Sail 4 Kids..... Fred Ford

Chaparral Regatta and Sail 4 Kids will both be Fall events due to Covid 19. Our annual Full Moon Sail and Picnic will join the Fall events. Hopefully the late in the year dates will provide the safest and most normalized environment.

A special thanks to **Anne Morley** for her photos and layout work in the updated Ensign page under "Fleets at AYC." The new AYC website is great ... check it out.

Have a few pictures of Ensign sailors...life behind a mask.



Left to right: Dave "Doc" Gamble, Ann Riggs, Lewis Price



Left to right: Anne and David Morley, Bill and Kelly Hawk



Left to right: Jonathan Baker, Carl Wiseman, Norma and Danny Lien



Left to right: Hazel Sanchez, Annie and Charlie Lancaster



Fred and Jean Ford



Left to right: Ellie and Pippi



George Dahmen, 2021 Fleet Captain, presenting Burgee to Anne Kitzmiller, 2020 Fleet Captain

A-Fleet Report

by Kurt Zinsmeyer



NEW A-FLEET CAPTAIN

I have recently taken over as A-Fleet Captain from **Andrea Lesh**. Thanks to Andrea for her service! Clearly, I have big shoes to fill. I'm new to this job and relatively new to racing but I have been sailing most of my life. I grew up sailing a Catalina 30 on Lake Travis and I've spent many bareboat vacations in the Caribbean. I currently own the J88, Shaken, parked at the end of Dock 6. I have enjoyed learning the ropes of racing with A-Fleet over the past year and look forward to a return to post-COVID racing norms.

FROSTBITE SERIES

Frostbite series is ongoing through the hardships of COVID. Thanks to our PRC and other volunteers for developing the creative solutions to allow us to continue series racing during challenging times! The pursuit tables and online app have been the work of many clever people and we appreciate their efforts!

We welcome two new exciting boats to A-Fleet! We look forward to seeing both of these new boats on the water soon.

QUANT 23

Firefly is a Quant 23 foiling scow (SUI #10) owned by **Jay Pochop**. According to the builder, this is currently the only multi-person foiling sailboat stable enough for an amateur sailor to sail and race safely. The Quant 23 races with a crew of three. It will step up on its foils at about 8 knots true wind and the main is reefed at 13 knots sustained. Jay is currently waiting for a PHRF rating from AYC. Here is some additional information about the Quant in Jay's own words:



"I sailed the prototype on Lake Garda in Italy back in summer of 2018 and my perma-grin from that experience has yet to go away. Sharing that experience with some of AYC's juniors in the few test sails we've been able to make before the weather turned cold (it can be a wet ride) was super fun for all. The first question the juniors asked after they were done whooping for joy was 'when do we get to race this thing?'

My intent is to share the fun of this awesome technology with the Club both

by getting people on as crew as well as putting on a show as we fly down the course. Upwind performance should be somewhere between a Moore 24 and an Ultimate 25. Downwind same until the wind gets above 8 kts and then we'll go 15-20 kts boat speed and even faster on a reach.

Firefly is very maneuverable and nimble on her foils but things can go wrong very fast at 20+ kts boat speed. I don't find injury or damage fun in any way, shape, or form. Accordingly, we will be racing safety first at all times. No tactics duels while foiling and staying well clear of other racing boats while on our foils. We'll have to see what feels safe when we're upwind in same performance envelope of the other racing boats. If that sounds fun to you and you'd like to crew, please look me up in the AYC directory and drop me an email.

The cockpit is very shallow, and the boom is low. It feels like sailing on a big dinghy. There are two trapeze positions for the crew. You'll need to be mildly athletic to enjoy sailing on Firefly.

The 420 sailors took to Firefly like fish to water. I need at least one crew member experienced handling a spinnaker, large asymmetrical a plus. The second crew can be an enthusiastic beginner. As my primary goal is to share this experience, I'm thinking about developing multiple crews rather than the same crew that does every race.

OPEN 5.70

Jurassic is an Open 5.70 owned by **Spiros Tzivelekis**. Spiros is a new member who moved Jurassic to AYC in mid-December, 2020. Spiros raced with the Open 5.70 fleet in Southern California at the South Coast Corinthian Yacht Club from 2012-2015. Spiros is working towards getting a PHRF rating from AYC. Here is some additional information about the Open 5.70 from the builder's website:



"The Open 5.70 is designed for sailors who have enjoyed exhilarating surfing on dinghies or catamarans and want to once again find the same sensations on a small keelboat.

Stark, simple and well manufactured, the Open 5.70 is unsinkable and cannot capsize. The easy to handle asymmetrical spinnaker drives the boat downwind at high speed that can exceed 18 knots. Setting up the boat is very simple: the mast stepping and the launching can be done on your own. For weekend racing or sailing, its trailerable size allows to tow it behind your car with a standard car license. As an international OD Class, the Open 5.70 is a fantastic, fast sport boat supported by a friendly and active class association."

Roadrunner Fleet Report

by Constanze Heitkoetter



2020 ORANGE BOWL YOUTH REGATTA

The Roadrunners represented AYC well at the 2020 Orange Bowl International Youth Regatta at Coral Reef Yacht Club in Miami, Florida, sending two Opti and six C420 sailors to the annual event that is the largest international youth regatta in the U.S. and South America for sailors ages 8-18.

During the regatta which took place from December 26 - 30, there were all kinds of wind conditions. Every day a new experience for sailors, coaches, and race committee alike. Definitely exciting was the day when **James Brock and Vivian Heitkoetter** were faced with the challenge of a breaking mast. Thanks to many helping hands and vendor ZIM Sailing on site, they missed only one race and were back on the race course.

The 2020 OB certainly was different, with smaller fleets and all the safety precautions in place, but the host club and volunteers offered a great regatta for junior sailors that was worth the many miles traveled for the Roadrunners.

On the way home, the boat trailer and its crew stopped in Sarasota, FL to visit with sailing friends, and we got to see the very boat shop where the first Opti was built. What better way to start into a new year of junior sailing!



Practice day Photo by Constanze Heitkoetter



C420s left to right: Julius Heitkoetter, Lucy Brock, Hannah Progelhof (RCYC), Kate Hennig, Fiona Froelich, Vivian Hoetkoetter, William Baker (Houston), James Brock, Coach Jeff Brock
Photo by Constanze Heitkoetter



Photo by Gal Sela



Roni and Yuval Sela Photo by Gal Sela



Orange Bowl Start Photo by Peggy Hennig



Fiona and Katie Photo by Peggy Hennig

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Lucy and Julius Photo by Peggy Hennig



Vivian and Jamie Photo by Peggy Hennig



The Boat Shop Photo by Constanze Hoetkoetter

iQ Foiling in Florida

by Ethan Froelich



What an experience! The 2021 West Marine US Open Sailing Series and Mueller Skiff Sailing events concluded with the third Florida tour stop of Olympic Class Regattas in Clearwater, Florida February 7 before I had to fly back to Austin and focus on being a student at UT. US Sailing has done a great job in revamping their Olympic-bound program and providing a full schedule of opportunities despite Covid. I learned so much over the past two months. We even got coached by **Gonzalo Costa**, who helped design the board I sailed! US Sailing has nailed the process and provided an entry option for the next generation of sailors to enter elite racing. I was given the priceless opportunity to mix it up with those heading to Japan and those who already have a résumé longer than this summary. Ten countries were represented, with the United States joined by Canada, U.S. Virgin Islands, British Virgin Islands, Argentina, Bermuda, Chile, Guatemala, Puerto Rico, and Venezuela.



World Sailing has redefined the 470 class to be co-ed which means my former partner and I can no longer sail together. I was actually windsurfing before I ever sailed an Opti so when the new iQFoil emerged as the 2024 Olympic Games Windsurfing class, I decided to go for it. With covid still a consideration, it seemed a natural opportunity to explore the single-handed option. The concept around this class is to create exciting windsurf equipment that appeals not only to professionals, but also to the weekend windsurfer, and to create a foil racing platform at the local level. The training camps were awesome because we put trackers on each board, then afterwards we could look at exit and entry angles through maneuvers, VMG on each leg, and distance sailed. One of my favorite aspects of the class is that there are three different racing disciplines. There is regular course racing, slalom racing (reaching), and marathon races (1.5 hr long and about 15 miles!).

iQFoil requires a minimum of 7 knots and we only got one race off in Miami. However, Gulf conditions in Clearwater did not disappoint for the third regatta. This is the most fitness-centric sailing discipline I've experienced to date. Lots of aerobic gym time in my future.

Thank you to all at my home Club of AYC.

Now, back to my engineering classes at the University of Texas – until this summer when the second half of the circuit resumes on the west coast!

420 Midwinter Championship in Jensen Beach, FL

by Kate Hennig, High School Team Sailor



The sun shone brilliantly overhead as my family and I rolled up to the Martin County US sailing center in our well-loved 4WD green van. Despite the gorgeous weather, I was nervous. The Jensen Beach US sailing center was an unfamiliar landscape, and so I didn't really know where to go. That's why I called **Vivian Heitkoetter**. For some reason, Vivian is always very good at telling me how and what I should be doing. Needless to say, she answered and guided me over to the black trailer and after I said hi to everyone, I got to work rigging the c420 with **Fiona**. Mast up and secured. Check. Sails retrieved from the trailer. Check. (By that time, I was basically recovered from my nervousness – lists help me do that). Anyways, after some time we were out on the water. We had to keep the centerboard up until we were almost to the bridge stretching across the channel because it was so shallow in some places. The breeze was magnificent. As a lake sailor, I was amazed at how consistent it was; since I'm pretty new to ocean/bay sailing, the concept of sea breeze is new-ish to me. I suppose this is a good time to thank **Mr. Brock** and my fellow junior sailors for explaining it so well.

Mr. Brock set up a trapezoid course for us to sail on. We spent the day practicing starts and upwinds and reaches and down winds. Getting out on the trap in 18 knots is such an indescribable feeling, especially on a tight reach. Sometimes I feel like **Fiona and I** are teetering on the very edge of control. It's a chaotically beautiful balance between me on the trap and the pressure on our sails.

The next day, Friday, we also went out and practiced, but later. After we finished, we prepped our boats for the racing to come.

Day one of Midwinters had finally arrived. The conditions were not exactly ideal; there was a storm system that threatened to delay the onset of the sea breeze and dump buckets of rain upon us. Despite this, everyone was feeling ready for the day.

When we were out on the race course, I was amazed as always by all the c420s on the water. It's so cool seeing 96 boats that all look similar to your own practice at the same time. It made me feel like I was a part of a really awesome community.

Because we were in yellow fleet while the rest of the AYC juniors were in blue, **Fiona and I** were the first to start. We were sailing the outer course. The 5 minute whistle blew, then the 4 minute, and looking at my watch, I spoke aloud the 15 second countdown. We began accelerating at 10 seconds and then we were off! We had to tack out quickly though because we were being covered. For the rest of the upwind we worked to maintain clear air and go to the puffs on the water. Nothing really went amiss for the rest of the race, and we finished about mid fleet (we gained boats on our upwinds, held our position on both the reaches and the down winds). After finishing we looked to the right and saw a massive, dark, low hanging cloud looming on the horizon. By the time Blue fleet finished, it had begun to rain. Thunder and lightning soon followed. And that was our first day- 1 race! And to think, RC planned to get 4 or 5 in.

The next day, we were rigged and ready at 7:30. Conditions were light, and there was once again a risk of stormy weather later in the day. **Fiona and I** were in blue fleet this time, along with **Lucy and Julius, and Vivian and James**. Side note – We actually ended up starting above James for one of our races (10/10 would not recommend). As the day went on, Fiona and I had to make a choice between going course left or right at the start. On one hand, we saw a system on course right that looked similar to the one that made us have to go in early the day before, but on the other hand, the sun was beginning to peer through the clouds, warming the land, causing the sea breeze to build from the left. I remember us choosing the right the first race, which paid off, but on the second we went left, which was a mistake because the sea breeze was just not filling in. However, on our third start we went left again because port tack looked very favored and I saw a big puff on the left side of the course. Boy, did it fill in. It was so favored that the fastest boat

continued next page



L-R James Brock, Jeff Brock, Charlie and William Baker (Houston), Fiona Froelich, Kate Hennig, Vivian and Julius Heitkoetter, (not in photo) Lucy Brock Photo by Constanze Heitkoetter

on the right was at least 45 boat lengths behind the slowest boat on the left. After we rounded the windward mark, **Mr. Brock** came up to us and told us that this race was cancelled by the RC because the shift was just too extreme. Although I understand why they had to stop the race, I rather wish they didn't. It was nice to be at the top of the pack. We got one more race in that day before the storm came in from the right, and then we had to go in.

On Monday, the final day of the regatta, we were finally divided into our fleets (**Lucy/Julius-gold**, **James/Vivian-gold**, **William/Charlie-gold**, **Fiona/me-silver**). Also, the storms of Saturday and Sunday were behind us, and all of us were optimistic about getting lots of racing in. In the first race, the wind was light and Fiona and I focused on maintaining a slight leeward heel and having good roll tacks. We lost a few boats on the first upwind because we chose the wrong side. We set our spin with little difficulty. Overall, it was a solid race, as we held our initial starting position. In the second race, the wind was slightly heavier, but we kept our setting on 1 (light). By the third race, the sea breeze had really built. I was working to keep the board flat on the upwinds, and made the decision to not fly the spin on the reaches. Just after we rounded the windward mark, a puff hit us and we immediately became unstable. I watched as we nose dived into the water, filling our hull to the brim. As we watched 10 boats pass us, Fiona and I made the decision to capsize the boat to get the water out. I pulled on the shroud and she prepared to jump to the high side as soon as the centerboard was out of the water. Luckily, our plan worked and we got the boat upright with far less water in it than before. We finished the race, albeit not in the best position, but with the conviction that we did our best. Just after the finish, we hurried over to **Mr. Brock** where he quickly helped us untangle our spin halyard and then urged us over to the starting line. We got to the line a minute before the beginning of the 5 minute sequence. I bailed the boat as quick as possible. With no time to change our settings from light to heavy, I knew that I would be fully extended on the trap throughout all the reaches and the upwinds. And I was! Poor Fiona had to work so hard to keep the main sail in. It was windy enough that I was completely flat on the trap and Fiona only had the sail halfway in. We were planing on the reaches with no spin. It was a really crazy ride.

2021 Midwinters was a great experience that I will remember for the rest of my life. Thank you to everyone that made it possible for me to go, from **Fiona and the Froelich family** for putting up with me, to **Mr. Brock** for coaching, to the **Heitkoetters** for bringing the boats, to the AYC fund for being so generous as to support youth sailing through the time of a global pandemic.

Multihull Fleet Report

by Bill Coon



Multihull fleet welcomes **Joel Rosinbum** and his F27 trimaran to the fleet. Relatively new to sailing, Joel has been bitten by the racing bug and he brings his great attitude and fast learning abilities to AYC and Team Humility. Thank you to **John Bartlett** for telling us there was a new multihull sailor on the lake that we needed to recruit!

We kicked the new year off with six boats racing in the Red Eye Regatta – four trimarans, and two catamarans. **Aaron McCulley** with **Chris Reuwsaat** and **JP Bleibtreu** defended and retained the Red Eye Trophy on Rumline, while there was a tie for second place between **Mike and Brigitte Beuerlein** with **Philippe Bettler** on Far Reach and **Bill Coon** and **Joel Rosinbum** with **Brandon Furey** on Humility, followed by **Bo Kersey**, **Michael Morran** and **Rick Allen** finishing up the trimaran fleet in their guest appearance on the Lucy Gene. **Jim Casto** lead the way around the course on Too Hot and **Owen Crouse** followed on Neko.

We invited the AustinCats catamaran fleet to join us in our 3-race fleet run pursuit starts series December 12th, 19th, and January 8th in which **Jim Casto** won the series for catamarans on Too Hot, and **Bill Coon**, **Juke Ball**, **Johannes Brinkmann**, **Joel Rosinbum** and **Steve Pollinger** won the series for trimarans on Humility.

Mike Rohrer kicked-off his 2021 racing in Frostbite Series Race #3 with **Rick Nelson** and **Mark Biscotto** on Rush Hour having adeptly chosen to skip the first two very light air Frostbite races battled out in whispers of air by Too Hot, Neko, Abandoned Assets, Humility, and Far Reach.

Skippers and crew from several trimarans have been practicing on Friday afternoons in preparation for the 2021 Corsair Nationals being held in Sarasota Florida March 5th-7th. Kudos to **Bo Kersey**, **Aaron McCulley**, **Dave Kleinman**, **Michael Morran**, **Rick Allen**, **Juke Ball**, **Johannes Brinkmann**, and **Bill Coon** for working very collaboratively to help prepare two AYC Sprint 750s – Humility and Lucy Gene to represent AYC.



Sprint 750s Practice Fridays – Aaron McCulley, Bo Kersey, Rick Allen on Lucy Gene, Juke Ball, Johannes Brinkmann on Humility

Dinghy Fleet Report

by James Bland



Despite the valiant efforts of our Race Committee, I haven't done much sailing in January due to the weather and personal business scheduling. However, that hasn't stopped me from thinking about Dinghy sailing and working with Finn, Snipe and OK Dinghy National Fleets.

First, the AYC Snipe Fleet #505 has been provisionally rechartered. I'm looking for current and new members for the fleet. It's a great boat for families and couples, and I hope we can get some momentum.

The OK Dinghy National Fleet is growing and dues are being collected for 2021. Regional Championships are planned. Finn National Championships are planned for Corpus Christi Yacht Club June 24 - 27.

Lastly, if you can't sail because of temperature or temperament, then building a boat is the next best thing. I've been researching projects for the novice sailor and first boat sailor still trying to figure things out. The San Francisco Pelican Dory pram is an interesting boat with a wide range of utility. The PELICAN is ideal for home or special project building. I'll try and find a few other small boats to fit the more passionate enthusiasts, or closer to some of the other well staffed fleets at AYC.

If anyone has any questions contact me at jfbland@me.com or mobile 865 406 9572

A SAILING DORY-PRAM

SAN FRANCISCO PELICAN 12' is a unique centerboarder, combining the lines of the famous Banks fishing dory with the Oriental sampan bow, and versatile Standing Lug rig carrying 105 square feet of sail.

PELICAN'S features are a lightweight plywood hull, shallow draft, flat surfing bottom, and constant flare angle at chine, which provides minimum submerged friction. The sampan bow is a big factor in preventing burying and broaching when running before the wind in a swell. Her easy lift, or rocker forward, keeps her slipping along on top of a bow wave. This design feature also gives maximum interior space for the modest length, with greater chine buoyancy stability and speed.

PELICAN'S generous freeboard is 2' amidships, and the beam down at chine level – "where the action is" – is only 47", while the dory flare provides a 6'-1-3/4" beam amidships. This flare is so strong that the head and shoulders' weight of the crew, shifted to windward within the roomy cockpit, gives a righting arm like that of a Catamaran, and keeps the crew dry.

PELICAN'S Standing Lug rig is versatile, weatherly and forgiving! The novice sailor will find the Pelican ideal for training. The mainsail can be peaked up as well as any Gunter or Marconi type and made to do as well to windward. For long distance cruising the cockpit can hold plenty of gear, and picnic supplies, and can be fitted with an awning or boom tent or shelter. She is completely decked with protective coamings around the cockpit. The Pelican is a boat for heavy weather sailing, or for cruising around mudflats, or for competitive racing. Versatile best describes this dry and seaworthy design. It is a great family boat.

PELICAN is ideal for home or special project building.



Fairing the strong back



Cleared the snow away/melted. Top of the strong back faired and planed. Ready to start the bulkhead forms.

SORC Key West Race

Chris Lewis



Once in every 20 years it happens ... you are beating in the middle of the night for hours and hours towards Key West in a fleet of 30 boats trapped between the reef and the Gulf Stream. This year's SORC Key West Race was one of those years.

The race started off Port Everglades with a great mix of boats in ORC and PHRF plus a few multihulls with a faint NW breeze that tried to become a sea breeze. As it happened the US Navy was running submarine trials

south of the entrance, and the whole fleet motored south five miles to safe waters and recognizing that the US Navy is not to be messed with even if you are racing!

By the time Kenai, our A-Sym modified J/44 reached the Miami RW the light weight fliers were well ahead. We were sucked into an interesting false positive on that leg. With the wind behind, the further offshore you venture into adverse current, the more the apparent wind builds. Now if you were an AC75 this would have been a great tactic as you travel 3x the wind speed. But for a keel boat it feels good as your compass bearing on the boats inshore (shown by AIS) drops a few degrees on each refresh.

After the Miami sea buoy a light wind filled in from the SE and rotated S. The beating upwind began. We were inshore (finally) and on the correct side of the rotation. However, as we passed Fowey Rock it became clear that we needed to tack every 3 to 5 minutes in order to stay out of the stream. We would watch the calculated current Set and Drift on our B&G H5000 instrument pack (between GPS COG / SOG and Boat Speed and Heading) slowly rise on Starboard tack and then call the turn at 0.9 knts. It takes six people to efficiently tack a 145% Genoa with a 24 ft LP. One to release the moment the sail backs, one to stop it catching on the shrouds and then to skirt the foot inside the lifelines if needed, a tailer, a grinder, a mainsheet trimmer to release the sheet so the main roach does not hang on the back stay, and the helmsman. Meanwhile the modern boats with non overlapping jibs would annoyingly flip from one tack to the next.

The inner course boundary was set by twenty waypoints along the Keys that marked between them an imaginary no go boundary, straight lines slowly increasing in bearing. Our navigator would count down the feet to this line 500, 400, 300, 200, 100 and at 100 we would start the next tack out to the stream.

Kenai started to overtake boats after being almost DFL at the Miami Sea buoy. Then as the reef curved to the west, our port tack started to extend with an acute approach to the course boundary until we were at a point where if we sailed in high / slow mode, traveller up, stalled top tell tail and genoa on max. trim we could delay the next tack for quite awhile.

114 tacks later we were on a fetch, then a reach and the kite was up. We're making 8.5 knots to KW with the A3. But then our Navigator started to bring up bad news. "The high pressure sitting in the Florida Gulf is not moving. I ran the routing and every model shows that we won't finish inside

the 48 hr race time limit." As skipper I decided to ignore this as negative news is the last thing a tired crew needs to hear.

We pressed on and sure enough the wind shut off. But fortunately we were now in the 0.5 knt. counter current inside the stream off Marathon Key and we persevered with a VMG run in 3 to 4 knts. of breeze. 28 gybes later many boats had pulled out the race. Some were headed back and others were peddle to the metal to hit the Key West bars before closing on Friday night. We became locked in a boat for boat battle against Wings, a J121 with lead changes as shifts and puffs made all the difference. Lake sailing on the ocean!

Finally as the expected NE land breeze filled in and it allowed us to finish at 4 am with an elapsed time of 41 hrs 18 min.

Our perseverance paid off and we won ORC 2 Class and corrected to be second in fleet behind Flat Stanley, a Melges 32 that is a fraction of our 23,400 lb displacement.

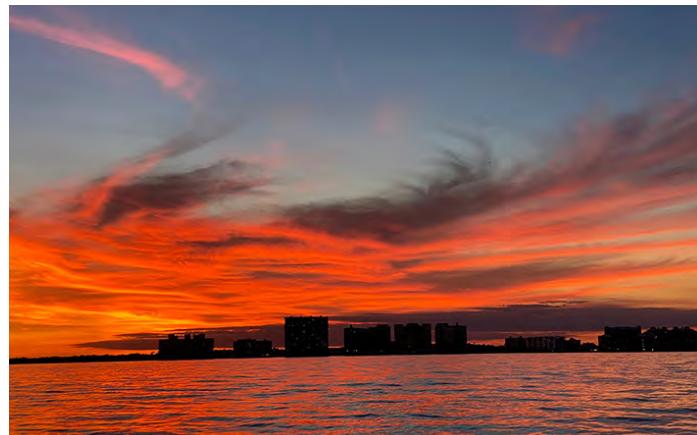
For comparison the first time we sailed this event, Kenai finished the 170 mi course in just over 16 hrs!

So now we are entered in the final Islands In the Stream event; a 340 nm race from Miami to Eleuthera on Feb. 17 th where strong finish could mean that we win the Island In the Stream Series. But the Gulf Stream, a venture into the Atlantic around the exposed Eleuthera coast and a lot of water has to pass under the bow between now and the finish off Cape Eleuthera Marina. Never mind all the COVID tests involved.

Chris and Karen Lewis went on to win the 340 nm SORC Eleuthera Race in windy conditions and clinched the SORC Islands in the Stream Series.



Kenai



Florida sunset

SNOMAGEDDON

February 15, 2021

Photos by Tom Cunningham



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The Winter of Our Discontent
Photo by Cass Meyer