

APRIL 2023



## Breeze On! April@AYC



Day Two, 2023 North U Performance Racing Clinic. "Numerous students who attended the Clinic commented that they were able to experience more racing situations in the week of racing at AYC than they typically encounter in a year of racing at their home venue." (from Ray Shull's article, p18) *Photo by Bruce McDonald*

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### SAVE THE DATE

Fridays in May Wednesdays in May 5/3 5/6-7, 20-21 5/6-7, 13-14, 20-21, 27-28, 6/3-4 5/13 5/13 5/20 5/21 5/25 6/4 6/10-11 7/1 8/6	Beer Can Races Sunfish & Laser Races Two Person Centerboard Discussion Adult Beginning Sailing in FJs Summer Series Races* Long Range Planning Town Hall Farewell & Thank You Party for Emily ASA 101 Public Classes Discover Sailing Board of Directors Meeting Free Sail for AYC Members Governor's Cup Regatta Single Handed Regatta FunDay Regatta
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\* Saturdays: Ensigns, J22, J24, Pearson 26, PRF-A, PRF-B, J70, Centerboards  
 Sundays: Multihulls and J80s

## Message from the Commodore

by Russ Shermer



On April 15 and 16, we had our Spring End of Series awards and dinner. Our social chair had both events very well organized and even had some of the food pre-made. PRC did a great job managing the race committees and handling all of the Clubspot scoring.

I would like to thank the PRC also for the outstanding support at Turnback. The signal boat was unable to bring up the anchor on Saturday so had to cut the line and tie a buoy to it. Sunday morning, the PRO stepped onto the signal with a newly installed anchor. PRC was able to retrieve the original anchor on Monday.

We are excited that the annual banquet this year will be held on a new date, at a new location and will have a new band. The location is the Vintage Villas and High Fidelity is the band for this year. I believe the date is Friday December 8 from 6PM – 10PM.

I would like to thank all of the volunteers who helped with the EOS meals and the Turnback Canyon Regatta. Those events all went very smoothly. It took a village and the village showed up and made it happen.

Thank you!

## Buildings & Grounds Report

by Jeff Sabuda



Another busy month for the Buildings & Grounds Committee and all the volunteers involved! Projects this month included:

1. Kirk Livingston, based on the 2022 AYC annual survey results, lead the concrete etching project under the clubhouse. Several complaints regarding the "Slippery When Wet" concrete surface was noted by the survey review committee and action was taken....  
Thank you, Kirk!
2. Owen Crouse, of his own accord, spent a couple hours picking up trash along the Beacon Dr. fence line up to Rittenhouse Rd. It included dismantling a few of the ice storm dead limbs and much paper and plastic debris. Owen reports there a couple more hours should finish the job and looks forward to leading the remaining cleanup efforts to beautify our property.
3. Thank you, Kirk Livingston, John Mandell, John Grzinich and Ed Pierce, for the installation of the new Weather Station for AYC at the point. The new weather station brings a more robust system that is easily accessible via Tempest.

The current station is: 98272 accessible via the following link: <https://tempestwx.com/station/98272> The name is "Austin Yacht Club" and it's GPS location is on the AYC point.

## Sail Training Commander Report

by Linda McDavitt



April has flown by and life has been fairly quiet in the Sail Training arena due to a multitude of other events.

Discover Sailing was led by the Keelboat Fleet with Dane Ohe in charge, assisted by Wade Bingham and Jenny Loehlin. They must have had a great time as many of the students signed

up for Beginner Adult sailing in FJs. Great testament to discovering that sailing is truly a fun sport. Thanks Dane, Wade and Jenny!

During all this, the Rylander pavilion was carpeted, a couple of picnic tables put up on the observation deck, and 420s completed their move to the Junior area in preparation for the Intercollegiate National Invitational held on April 29-30.

To top that off, Tom Groll provided the leftover carpet to Shelter 1 along with help from Ed Pierce. It's great as now the room is not so boomy and easier to hear in. Thanks Tom, Ed Pierce, Jorge Martín-de-Nicolás, and Will Schwartz!!

May's Adult Learn to Sail class is full with a waiting list so the action is fixing to come. Discover Sailing is Saturday, May 21 with the Pearson 26 Fleet. If you have a spouse or good friend you would like to introduce to sailing, this is a great way.

I was sad to hear that our Junior Program Director, Emily Verdoia would be going to St. Thomas to teach, but hmmm, I would have jumped at that opportunity at her age so can only wish her the best of luck and a giant Thank You for a job well done here at AYC! We are currently in the process of finding someone to replace her and it is a hard task.

Best to all and Happy Sailing!

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## Volunteers Needed: Wet Slip Repair Day

AYC Members: We are scheduling a work party to replace rotted wood and rotted rubbed edging on all six of our wet docks.

**WHEN:** Saturday, May 6 from 10:00am to 2:00pm

We will meet on the point near the dock ramps.

**WHAT TO BRING:** cordless drill (if you have one, not a requirement) No dock repair experience needed – we will show you what to do.

This event will count as a service project for Probationary Members.

RSVP to Harry Polly, Project Leader, so we will know how many helpers to expect.

[harry.polly@hotmail.com](mailto:harry.polly@hotmail.com)

Thank you!!

## Harbor Commander Report by Tom Groll



### Harbor Refresher

#### AYC Members:

It's that time of year again, a reminder of some of the overlooked Harbor Rules.

It's important to know your responsibilities and your liabilities:

- No member may keep any boat on AYC property in storage or for sale other than their personal boat. Boats stored on the Club premises must be entirely owned by AYC members; otherwise the boat must be removed from the premises.
- All boat trailers of AYC members shall have the letters "AYC" and the last name of the owner painted on both sides of the trailer tongue in legible letters at least 4" high.
- All boat cradles, dollies or other storage equipment stored on Club property shall have similar identification affixed in a prominent location.
- If any boat storage equipment is not so identified, the Harbor Commander or General Manager may have the lettering done and assess the cost to the owner.
- The identification must match the name of the slip assignee.

Proper identification helps on a daily basis and in times when the equipment must be moved.

Thank you for your cooperation!

## From the Desk of the GM by Jackie Wheelers



I'm pleased to report that the Austin Yacht Club continues to make progress in various areas.

Our Commercial Insurance Package proposal has been submitted. Our goal is to ensure that the Club has the coverage it needs and to keep our premiums as affordable as possible.

Lynn Weir and I are also preparing for the arrival of auditors in May. This is an annual process that ensures the Club's finances are in order and that we are in compliance with all applicable regulations. We are confident that our books are in good shape and that we will pass the audit with flying colors.

I would like to take a moment to commend Tom Cunningham for his continual support of the Club. Tom has been a stalwart member of our community, and his dedication to the Club is an inspiration to us all. We are fortunate to have him on our team.

I also want to express our gratitude to Michael Balli for his excellent management of the cabins, bathhouses, and clubhouse. Michael has worked tirelessly to ensure that these facilities are clean, well-maintained, and ready for use. His efforts have not gone unnoticed, and we are grateful for his hard work.

Finally, I must bid farewell to Emily, our youth sailing director, who is leaving us for St. Thomas. Emily has been a valued member of our team, and her passion for sailing and teaching has inspired countless young people. We all wish her all the best in her new adventure and thank her for her contributions to the Austin Yacht Club.

## THE COACH'S CORNER



Emily Verdoia, Youth Sailing Director

It is with a heavy (and excited) heart that I announce I will be leaving AYC at the end of May. I have accepted a position at the St. Thomas Yacht Club and will be managing their youth program and sailing office. Spencer and I will be moving down there next month to begin this new and exciting chapter in our careers!

AYC has been an integral part of my life since I joined the UT Sailing Team in 2016. Working here and being part of this community has been such a blessing. I have had the incredible joy of meeting and coaching so many young sailors. Starting out as a coach and eventually becoming director has helped me develop so many skills that I will continue to use every day. I am deeply grateful to AYC for the time I have spent here and particularly grateful to all the wonderful kids who have been a part of my journey.

A special thank you goes to all the youth sailors I have had the privilege of coaching. Witnessing your development as sailors and as people has been an honor. We have challenged each other and worked to overcome them together. I will miss you all very much. I look forward to the day when you are grown, and we get to race against each other! Until then, keep sailing, keep smiling, and stay in touch!

Thank you to everyone for a fun-filled and busy few years here! Don't be a stranger if you ever find yourself down in St. Thomas!

Despite this sad announcement, we are in the midst of a very busy spring so here are some updates:

The spring season is always a big one for the youth program. It is the first big season of each year and we have so many enthusiastic sailors! We have had a great season filled with a variety of wind conditions, so the sailors have a very well-rounded level of experience right now. We have about 30 Opti sailors across the three levels of classes. The Single-handed/Double-handed class has 15 sailors who are all very dedicated – they have the best track record for attendance this season! The high school program is going strong with 40 kids in two groups.

The RoadRunner Regatta happened in March, which was a big calendar shift, but didn't deter the 100 sailors who attended! There were three AYC C420s (all of whom were on the podium!!), seven ILCA 6s, eight Opti Green Fleeters, and five RWB Optis. It was such a great event filled with good racing – thank you to all of the volunteers who made it possible.

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The Lake Travis High School Sailing Team traveled to the SEISA Championships at Lakewood Yacht Club for fleet racing and team racing this season and placed second and third in those events respectively. Congratulations to the team of Jamie Brock, L Wind, Wyatt Tauber, Laura Covington, Ryder Getson, Luka Vukmirica, and Zach Romberg!

Summer camp is gearing up and filling up! If you haven't registered yet and want to attend, best to hop to it!! Almost every week has some availability, but it is pretty limited by now. We are working with Sail Strong: The Steve Piche Memorial Youth Sailing Fund to allocate one week of camp to underprivileged youths in Austin who would otherwise, not have the opportunity to learn to sail.

Free Sail is going to start back up in June. The dates are June 4, 18, and 25; July 9, 16, 23, and 30; September 10 and 17; and October 8. Each day, there will be a supervisor on the Junior Pavilion from 1:00PM-5:00PM to help rig and ensure sailors are safe. Free Sail is not an opportunity to learn how to sail, but a time for experienced sailors to come practice on AYC-owned centerboard boats. Each participant is required to check in with the Free Sail Supervisor and sign a waiver. We expect that all participants can execute the following skills:

- Capsize and right the boat they choose to sail
- Leave and return to the dock without injury to the themselves, the boat, the dock, or someone else

The boats available for use will be the FJs, Optis, and Picos. There will be Lasers and Sunfish available, but they are being stored on land so they will need to be dollied and launched. We are working on a possibility of having one or two available on the docks, but we have not

come up with a plan just yet. Should Free Sail need to be canceled due to weather or another circumstance, notification will be sent out to members at least 24 hours before. If you have any questions, please reach out to me ([emily@austinyachtclub.net](mailto:emily@austinyachtclub.net)) or Sail Training Commander Linda McDavitt ([sail\\_training@austinyachtclub.net](mailto:sail_training@austinyachtclub.net)).

## AYC YOUTH SAIL TRAINING OPPORTUNITIES

### Austin Yacht Club Junior Program

Contact: Emily Verdoia [emily@austinyachtclub.net](mailto:emily@austinyachtclub.net)

Austin Yacht Club has a strong Junior Sail Training program. There are multiple sailing lesson programs available depending on the child's age and ability. Participants learn basic sailing skills through advanced racing techniques and can successfully advance as far as they wish.

Junior programs include:

PB&J	Ages 4-7
Junior Sailing Camp	Ages 8-16
Opti I, II, III	Ages 8-12
High School programs	High School
Laser and FJ Classes	Minimum age of 12

### RoadRunner Fleet

Contact: Constanze Heitkoetter [cheitkoetter@hotmail.com](mailto:cheitkoetter@hotmail.com)

The Roadrunner Fleet is primarily comprised of youth sailors racing in Optimists, Lasers, C420s, and FJs. It is organized, overseen, and funded by the parents of RoadRunner fleet members.



PB&J launching, Summer Camp 2022 Photo by Bill Records

# AUSTIN YACHT CLUB

## SUMMER SAILING PROGRAMS



**PB&J Summer Sailing** is the perfect introduction to sailing for kids ages 5-8. Each session of PB&J is four weekly Saturday lessons that are 90 minutes long. The goal is to get young children comfortable on the water and in the boat to spark a life-long interest in sailing. Lessons are simple, safe, and fun so the young sailors can learn basics through games and hands-on learning.

**Summer Sailing Camp** will provide a unique summer sailing experience for kids ages 8-16. This day camp runs Monday through Friday from 9AM to 5PM. Sailors will learn how to sail small sailboats like Optimists, Picos, Lasers, Sunfish, and Flying Juniors. Through a combination of classroom learning, land activities, and water drills, our sailors gain the fundamental skills to become life-long sailors!



### **Camp:**

AYC member: \$500/week

Non-member: \$650/week

### **PB&J:**

AYC member: \$75/session

Non-member: \$115/session

### **Questions?**

Email Youth Sailing

Director at

[amily@austinyachtclub.net](mailto:amily@austinyachtclub.net)

## BOTH PROGRAMS HAVE SESSIONS AVAILABLE FOR JUNE AND JULY!

### **Summer Camp Dates:**

Camp starts at 9:00AM and ends at 5:00PM with early drop-off and late pick-up options.

**Session 1:** June 5-9

**Session 2:** June 12-16

**Session 3:** June 19-23

### **PB&J Dates:**

**Session 1:** May 27, June 3, 10 and 17 (9:00AM - 10:30AM)

**Session 2:** May 27, June 3, 10 and 17 (10:30AM - 12:00PM)



## Sailing Camp Fundraiser by Jim Casto



In past years, the local Austin catamaran fleet and AYC multihull fleet have sponsored several kids from Big Brothers/Big Sisters to attend AYC Sailing Camp. This year, working with Emily Verdoia & Linda McDavitt, we have set aside the entire week of June 26-30, and offered 25 scholarships to at-risk youth for the opportunity to attend Sailing Camp at Austin Yacht Club! This is a big step up for the Steve Piche Memorial Youth Sailing

Fund (SPMYSF), and our prior fleet efforts to send a couple kids each year to AYC Sailing Camp. In addition to paying all fees for the camp, we are also planning daily transportation across town for the kids, since the families may not all be able to bring the kids themselves. Transportation costs & logistics are significant, so the per-kid cost is higher than just the "AYC" registration costs.

This year's goal of sending 25 kids to sailing camp, for no charge to their families, represents our wish to share the sport of sailing and all that it offers, to those less fortunate.

Now it is up to all of us to fund those scholarships, giving those kids the opportunity to grow through sailing – which we all have experienced. We have until June 1 to raise the funds for this year's camp. Will you be a part of this?

And how do I donate you ask ... well....

Go to [SailStrong.org](http://SailStrong.org) – click on any *Donate* button.

On the left side will be the SailStrong fundraiser which the SPMYSF is focusing on at this time. Click anywhere in that area and a new window will open, giving you the opportunity to donate in a variety of ways.

Be assured that we will share our progress with all donors. Be on the lookout for updates from campers during the year as to what was their favorite aspect and what they learned.

Thank you for joining in on this amazing opportunity! This is going to be a very worthwhile experience for many youth!

\*\*\*Please forward to others who you feel share our goal!

If you want to assist with transportation logistics, or have any other questions, please contact Jim Casto at [jcasto@sbcglobal.net](mailto:jcasto@sbcglobal.net).

Jim Casto, Director

Sail Strong / Steve Piche Memorial Youth Sailing Fund

Board members : Terri Kischer (Exec Director) & Chris Holt

## WELCOME NEW MEMBERS



### Venkat Ragavan

*Associate Probationary*

Venkat is one of the Sea Scout leaders. He became interested in AYC membership after participating in Sea Scout activities at the Club. Venkat has extensive sailing experience.



### Andrew Brunhofer

*Young Adult Probationary*

Andrew has extensive sailing and racing experience. He is interested in helping with AYC Sail Training and Youth programs.



### Richard Allen

*Associate Probationary*

Richard is one of the Sea Scout leaders. He became interested in AYC membership after participating in Sea Scout activities at the Club. He's been sailing since he was 10 years old, currently races with Bo Kersey.



### Emily Jakobeit

*Senior Probationary*

Emily has eight years sailing experience, and has been crewing on AYC boats for several years. The family plans to buy a boat in the near future.



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## RoadRunner Regatta

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The RoadRunner Regatta happened in March, which was a big calendar shift, but didn't deter the 100 sailors who attended! There were three AYC C420s (all of whom were on the podium!!), seven ILCA 6s, eight Opti Green Fleeters, and five RWB Optis. It was such a great event filled with good racing – thank you to all of the volunteers who made it possible. *Emily Verdoia*

Opti Red Fleet Photo by Cheryl Pervier



Registration L-R Eric Faust, Jeff Brock, Elsa Brock, Amy Brock  
Photo by Marilyn Jackson



Kitchen volunteers L-R: Emily Verdoia, Constanze Heitkoetter, Stefan Froelich  
Photo by Marilyn Jackson



Watching the Skippers Meeting Photo by Marilyn Jackson



Last minute coaching Photo by Marilyn Jackson

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# RoadRunner Regatta

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*Photos by Marilyn Jackson*



RC Jeff & Amy Brock and Larry Wise



James Brock



Lasers and Optimis



Optimis rounding



Optimis rounding



Optimis rounding

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## RoadRunner Regatta

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RC Chase 3 L-R: Richard Ryon, Russ Shermer, Frank Rowden  
*Photo by Marilyn Jackson*



Lasers and more *Photo by Marilyn Jackson*



Co-PRO James Bland announced winners with Eric Faust and Russ nearby  
*Photo by Cheryl Pervier*



Opti Red Winners *Photo by Cheryl Pervier*



Opti Green *Photo by Cheryl Pervier*



# Spring Series Races

Photos by Cheryl Pervier



J22/J24 RC L-R: Ken Berringer, Jorge Martín-de-Nicolás, Renee Ruais, Jim Bridgwater, Alison & Gerry Kwiecinki, Gabriella Banka, Adolfo Bernal



Pearson 26 RC L-R: (back) Ty Brockhoeft, Steve Schultis, Anthony Yen, Brett Wilson, Bill Records, David Weeks, Mike Mashl, Chris Ryan, Andy Linheissen, (front) Jonathan Joy, Abby Ryan, Nicole, Carl Meyers, Paige



RC Volunteers Paul Hintikka and Jay Pochop



Kitchen volunteers L-R: Gina Stanard, Abby Ryan, Teddy Rave, Chris Ryan served ham & fixings prepared by Janis Livingston



Race 3 – Catalina 22 Sea Snail and Ranger 23 Warley



Race 3 – Pearson 31 Aphaia

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# Spring Series Races

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*Ceremony photos by Cheryl Pervier*



Race 3 – Catalina 22 Moonlight Sonata and Capri 22 Gunes



Race 3 – Pearson 26s Cafe au lait and Incognito



Race 3 – J70 Chariot



Race 3 – Ensigns Dancing Bear and One with the Wind



Race 3 – Ensign Eagle



Race 4 – J80s approaching windward mark

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# Spring Series Races

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*Photos by Cheryl Pervier*



Race 4 – Trimarans Rush Hour, Trial Run and Lucy Gene



Race 4 – J80s downwind Air Supply, Warp Speed and Speed Racer



Race 4 – A Fleet start



Race 4 – Catalina 22 Sea Snail



Race 4 – South Coast 21 WT

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## Spring Series Races

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*Photos by Cheryl Pervier*



Race 4 – 11 Meter Warrior



Race 4 – J70 Ampersand



Race 4 – J88 Shaken



Race 4 – J22 Bonfire



Race 4 – J80s Downwind



# Spring Series Trophies

Photos by Cheryl Pervier



1st place J80 J.Eagle L-R Presenters Commodore Russ Shermer and Vice Commodore Bill Hawk with Eric Faust (middle) and Jonathan Baker (missing)



2nd place J80 Speed Racer L-R John Foster, Anne Riggs, Claudia & John Bartlett, skipper



1st place Trimaran Lucy Gene L-R Steve Pervier, David Grogono, Jim Rehage, skipper



1st place PRF B Gunes Onur Celebioglu and Can Kalyoncuoglu, skipper



2nd place PRF B Sea Snail Millie Yap and William Kozminski, skipper



1st place J70 Rogue Warrior Wade Kokernot and Bruce McDonald, skipper



2nd place J70 GB Chris Lewis, skipper (right), with Russ Shermer



3rd place J70 Chariot, Terry Schertz accepting for Gayle Leonard, skipper (missing), with Russ Shermer



1st place Pearson 26 Cafe au Lait, Bill Records, skipper, with Russ Shermer

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## Spring Series Trophies

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*Photos by Cheryl Pervier*



2nd place Pearson 26 Jack of Hearts Richard Ryon, skipper, with Russ Shermer



3rd place Pearson 26 Justus Chris Ryan, skipper, with Russ Shermer



1st place PRF A Aphaia Diane Covert accepting for Dane Ohe, skipper, with Russ Shermer



1st place Ensign Dancing Bear Molly Lewis and Tom Groll, skipper, with Russ Shermer



2nd place Ensign Stijf Kop George Dahmen, skipper with Russ Shermer

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## Spring Series Results

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### PRF A

POS	SAIL	BOAT	SKIPPER	TYPE	PRF RATING
1	224	Aphaia	Dane Ohe	Pearson 31	180
2	007	Shaken	Kirk Zinsmeyer	J88	87
3	191	Jus Knot Rite	Bruce McFarland	J29	120

### PRF B

POS	SAIL	BOAT	SKIPPER	TYPE	PRF RATING
1	827	Gunes	Can Kalyoncuoglu	Capri 22	210
2	2112	Sea Snail	William Kozminski	Catalina 22	279
3	163	WT	Bob Musselman	SC 21	246
4	5477	Moonlight Sonata	Brian Grothues	Catalina 22	270

### J80

POS	SAIL	BOAT	SKIPPER
1	1327	J. Eagle	Baker/Faust
2	1320	Speed Racer	John Bartlett
3	537	Sweet T	Terry Schertz
4	77	Warp Speed	Kirk Livingston

### PEARSON 26

POS	SAIL	BOAT	SKIPPER
1	198	Cafe au lait	Bill Records
2	230	Jack of Hearts	Richard Ryon
3	1660	Justus	Chris Ryan
4	258	Entheos	Michael Bayer

### J70

POS	SAIL	BOAT	SKIPPER
1	50	Rogue Warrior	Bruce McDonald
2	181	GB	Chris Lewis
3	182	Chariot	Gayle Leonard

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## Spring Series Results

### J22

POS	SAIL	BOAT	SKIPPER
1	629	Bonfire	Linda McDavitt
2	358	Lite'n Up!	Terry Schertz
3	672	Silicon Ship	Jim Bridgwater Gerry Kwiecinski
4	984	Bubbles	Renee Ruais

### J24

POS	SAIL	BOAT	SKIPPER
1	285	Honky Tonk	Brian Metz
2	2160	Stray Dog	Jorge Martín de Nicolás

### ENSIGN

POS	SAIL	BOAT	SKIPPER
1	578	Dancing Bear	Tom Groll
2	588	Stijf Kop	George Dahmen
3	1167	One with the Wind	David Gamble
4	929	Dos Locos	Lewis Price

### TRIMARAN

POS	SAIL	BOAT	SKIPPER	TYPE	PRF RATING
1	46	Lucy Gene	Jim Rehage	Corsair Sprint 750R	33
2	355	Trial Run	Russ Shermer	F24 MK II	45
3	34	Rush Hour	Michael Rohrer	F28-R	27

### CATAMARAN

POS	SAIL	BOAT	SKIPPER	TYPE
1	945	Burt	Joel Rosinbum	Nacra 5.2
2	1193	Neko	Owen Crouse	Hobie Getaway
3	7765	Hobie 18	Esteban Rodriguez	Hobie 18
4	86	Capricorn F-18	Rikin Shah	Capricorn F-18

## North U Performance Racing Clinic

by Ray Shull



AYC again hosted the prestigious North U Performance Racing Clinic April 21 – 27. Widely regarded as the top sailboat racing clinic offered anywhere in the world, this clinic offers five days of top level sailboat racing instruction both in the classroom and on the water. This is the second time that AYC was selected to host this clinic and was again sponsored and hosted by the local J 80 Fleet. AYC joins sailing venues such as

Newport, San Diego, Miami, St. Thomas, and San Francisco as hosts for this well-known advanced sailboat racing instructional event.

55 sailors from throughout the US signed up for the training. Sailors participated from New England, the Great Lakes, the Pacific Northwest, the West Coast, and the Gulf Coast. A few AYC members took advantage of having the top sailboat racing instruction available offered in their own backyard and enrolled in the course. 14 teams were assembled from the sailors who attended the Clinic and they sailed together for the week.

Five days of intense sailboat racing instruction began with the first day of orientation, team assignments, coach assignments, and initial sailing on Lake Travis. 14 professional coaches were assembled by North U for the on-the-water instruction. A coach was assigned to each boat and provided personalized, continuous instruction whenever the boats were on the water. After the first day of getting to know the boat, the coach, and the other team members, four days followed of intense sailboat racing instruction, practice, more instruction, and more practice.

Classroom instruction was primarily conducted by Bill Gladstone, the president of North U. He was assisted by the coaching team in



Bill Gladstone Photo by Christina McFerren



Classroom instruction Photo by Marilyn Jackson

presenting detailed instructions of advanced racing techniques, specific discussions of sailboat racing rules, discussions of advanced sail and rig tuning, and lessons learned from their years of competition at national and international sailing regattas.

The sailing portion of the clinic was comprised of numerous practice starts, discussions with the team of various race starting techniques, subsequent race starting practice, up to eight races per day, and post-race debriefings with each team as they returned to the dock. After the completion of practice and racing each day, a group discussion



Photo by Bruce McDonald

of each day's sailing was reviewed with drone video footage, on-the-water coach boat video footage, and white board depictions of racing scenarios that had occurred.

During the week at AYC, 72 starts were conducted for the assembled racing fleet. 32 races were started and completed. The teams typically rotated the assigned positions on the boats every two races, but this was decided and tailored for each team on each boat. Numerous students who attended the Clinic commented that they were able to experience more racing situations in the week of racing at AYC than they typically encounter in a year of racing at their home venue.

At the conclusion of the week of training, the students and coaches couldn't have been more appreciative of the way they were welcomed at AYC and assisted with any issues that arose. Numerous comments were received about how AYC was the perfect venue for a training program such as this. Comments were received on how well-run the event was, how much time on the water was provided, and how friendly everyone was to the students. AYC, the primary event organizers, and the volunteers from AYC received a standing ovation at the awards ceremony from the sailors who had participated in the Clinic.

This event could not have occurred without the generous contributions of many AYC members. First were the members who chartered their boats to be used during the Clinic for the sailing training. The event could not have occurred without their selfless support and willingness to loan their boats for this event. The boats that were used were as follows:

Flyer – Ray Shull  
Sweet T – Terry Schertz  
Jazz Tacks – Karen Bogisch  
Farvrumwerken – Keith and Bonnie Lackey  
Too Much J – Matt and Tom Romberg  
The JACK – Chris Thompson and Andre de la Reza  
Knot Rite – Kurt Carson

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Blood Sweat & Tears – David Jamail  
 Warp Speed – Kirk and Janis Livingston  
 Kaos – Patrick Flynn and CeCe McCann  
 Speed Racer – John and Claudia Bartlett  
 Thesus – Ken Berringer  
 Jackrabbit – Claude and Joanne Welles  
 Restless – David Wahlberg  
 Merlin (standby boat) – David and Gretchen Douglas

Numerous AYC members volunteered their time and resources to provide the many aspects of the Clinic that were necessary. These are listed as follows:

*Before the North U week:*

Ray Shull (J80 Fleet captain) arranged for the charter of 14 J 80s and one standby boat. The boat owners made sure their boats were properly equipped, cleaned up, and ready for charter.

Terry Schertz lined up and coordinated with volunteers for on-shore and on-the-water. She worked with Claudia Bartlett to initially organize the food. She coordinated with the boat owners to have the boats cleaned and properly prepared for the week-long sailing event. She also worked with Bobby Brooks from North U to check out the boats with the owners before the event began and is following up with any repairs and replacements needed after the event.

Tom Groll organized getting the last docks out of the North Cove as soon as the wind was light enough, making sure the boats being chartered were available. He also thought to arrange for additional port-potties to be out on the point (much appreciated!).

Jeff Sabuda did cleaning and upgrades to the cabins to make sure they were ready for the coaches during their stays.

Tom Groll and Bruce McDonald opened up their homes to host two coaches each, since they had more coaches than rooms in the cabins.

Bill Hawk organized beer from Infamous and coordinated this with the End of Series gatherings the weekend before, and Turnback Canyon the weekend after.

**The J 80 fleet** sponsored a 'Welcome North U Sailors' sign in front of the clubhouse.



Photo by Christina McFerren

*During the week:*

Claudia Bartlett was master of ceremonies for five days of lunches and happy hours, and a dinner on Tuesday. She had an all-star team of Karen Lewis, Nan Taylor, Jim Rehage, Gayle Leonard, Dee Chow, Gina & Alan Stanard, and Anne Riggs for all or part of the week. John Bartlett and Bob Leonard both did extra duty taking trash up to the dumpster to keep up with the 85 people enjoying meals and drinks

while listening to the lectures. This group got rounds of cheers and applause everyday!!



Claudia and team members Karen Lewis, Nan Taylor and Jim Rehage  
 Photo submitted by Claudia Bartlett

Ray Shull served as PRO and worked with Kirk Livingston, Jim Rehage and Karen Lewis to keep a steady roll of practice starts and races for the teams. The MarkSet Bots were used exclusively and made it possible to run square courses with just three people.

Bruce McDonald brought out his RIB, and with assists from Nan Taylor and Bob Leonard to drive, took a ton of great pictures. Bob Gross was out in his RIB assisting with the MarkSet Bots.

John & Claudia loaned their RIB to Bill Gladstone to use for filming drone video footage to use in lectures. John Bartlett and Kurt Carson took turns driving for him.

And special thanks to Iron Wolf Distillery and Ruta Maya Coffee for sponsoring the event and providing evening refreshments and morning caffeine respectively for the sailors.

**On-the-Water Photos by Bruce McDonald**



*continued next page*







## Melges 15 Overview

by Kirk Livingston



*Follow-up to May 3 meeting*

The Melges 15 (M15) is a fun, modern two person centerboard boat and is a great boat for new members to try out racing and sailing with family and friends without having the expense and upkeep of a keelboat. Seasoned racers can enjoy the simplicity and ease of sailing the M15 as the current M15 sailors range from age 13 to 83. We

believe there is enough interest in the Melges 15 that AYC can build an M15 one-design racing fleet. We also believe that adding this new fleet will expand the number of active racers at AYC and attract new members who want to race a modern, fun two-person dinghy.

The M15 has a jib, main and a single line spinnaker set and retrieve setup. It has all the new modern features such as:

- A wide stable boat with a narrow entry for stability and an easy to launch and retrieve asymmetric spinnaker for planing downwind.
- It's easy to sail and can be sailed with just a main and jib or with all three sails.
- An open cockpit with a top down vang that clears up the cockpit and makes the crew happy.
- The sails are small enough such that it can be easily sailed by most anyone.

Here is a link to an article on the M-15. It's a new and growing class with 60+ boats at the recent mid-winters and a growing fleets in Dallas, Houston, CA, the Northeast and Florida. [Rise of the Melges 15: On LBI. This Boat Someday May Be in a Class By Itself – The Sandpaper.](#) And a video playlist: [Melges 15](#)

The two- person Melges 15 centerboard has a number of advantages over some of the boats currently sailing at AYC:

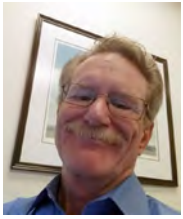
- If you want to try out racing your own boat it's a great place to start.
- It's a boat with enough performance downwind to make it exciting but forgiving enough to be easy to sail.
- Easy to launch and retrieve. The boat weighs 230 lb so it can be hand launched by one or two people.
- It only takes two people to sail. The competitive weight quite broad at between 275-350 lbs
- Family and friends can easily be part of the team.
- No wet slip required.
- Lower cost of ownership.
- Great boat to learn helming and crewing on.
- They're lightweight and less expensive so mishaps have far lower consequences.
- They are easily trailered to out of town events if someone wants to compete with and learn from the best in the nation.
- The expense and effort of out of town regattas is significantly lower than with a keelboat. (i.e. J24, J22, J80, J70)

If you have any questions, want to arrange for a demo sail or want more information, please reach out to Kirk Livingston, 512-663-4706 or [kirkkjb@sbcglobal.net](mailto:kirkkjb@sbcglobal.net).



## Living the Dream

by Nelson Reynolds



### Part 2

OK, so we ended up last time where I got the boat. But first I would like to drop back into the dream. I know I went over how my dad and I used to pour over Sail magazine and talk about sailing off-shore and such. But my realization of my love for the sea came with my first sail offshore. Once

we got beyond the shelf and the color of the ocean became that deep azure, it really stirred in my heart, and I knew then where I wanted to go. At least eventually...

So, I got the message on the drive up that I now own a rather large yacht. Now the challenge would be to find a place to dock her while I got her fitted out for blue water cruising. I knew that sailboat moorage on Lake Travis was at a premium and you basically had to buy a boat in a slip to be able to find a slip, but the municipal marina at Corpus Christi said they could accommodate me when I wanted to get there. So I figured that the Seattle area wouldn't be much different. Wrong!! It seems that most privately owned boats in the United States are in Washington. Luckily, a marina up on Orcas Island had sent an email to the brokerage, Swiftsure Yachts, that they had winter moorage available. I contacted the marina manager at Deer Harbor marina on Orcas Island and booked a dock space. Well, at least until the end of April.

Now, the challenge would be getting Twisted Journey from Seattle to Orcas Island. The first step was to get her out of Union Lake and into Puget Sound. I had booked an overnight dock space at Shilshole Marina and convinced an agent at Swiftsure to help me get the boat through the locks and to the marina. That involved two draw bridges and a set of locks. Quite fun. Barb had a great time blowing the horn to request the bridge to open. FYI, the air horn on Twisted Journey is as loud as the horn that the bridges use to respond. Maybe the Ballard Bridge operator felt inadequate. Anyway, we had to wait a bit for the bridge to open. Then it was on to the locks.

Luckily, we got to go through the small lock with only one other boat. We were chatting as we got secured to make the transition, and we found out that they were going to the same island we were, and that they had just gotten their boat out of the boatyard after some work had been done. Tying up went fine and then lowering the water level. Once the gates opened, the fun started. Keep in mind that when you go through locks there will be currents and eddies. The boat in front of us was definitely not prepared for this. The husband evidently felt he needed to handle the lines and fend off, and put his wife on the helm. They managed to free the dock lines, but things kind of went bad from there. She didn't get enough steerage once they were free and so started to spin a bit. She ended up running the bow into the side of the locks. Then she over corrected and managed to slam the stern into the other side of the locks. She over corrected once again and slammed the bow into the side of the lock. Of course, the husband was yelling the whole time on what she should be doing. And that always works so well.

With that example, my thoughts were "oh, crap, what if I do the same thing?" But not to worry, our exit from the locks was uneventful. We continued out into Puget Sound and over to Shilshole Marina for the night.

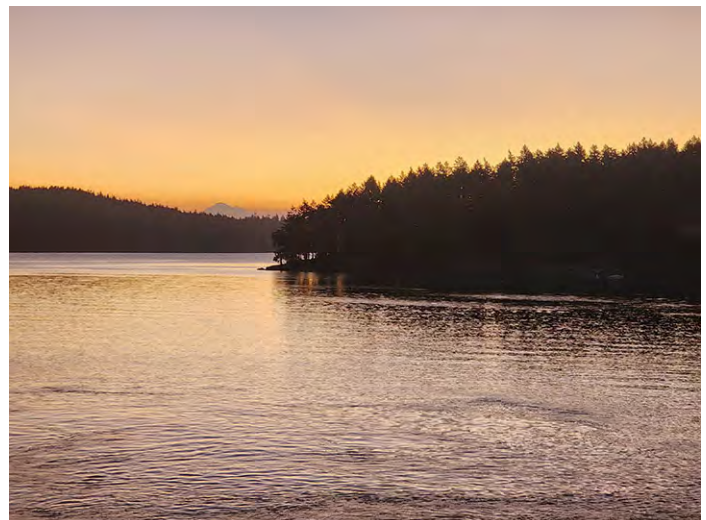
Because this was a new boat to me I had engaged a captain to work with me on the next leg. Now, from Shilshole to Orcas Island can be done in a rather long day, but we decided to break it up into a two-day

trip. The captain, well captains, met us at Shilshole the next morning. The captains happened to be the same team that had performed the survey on the Twisted Journey, so I figured what better person to acquaint me with the boat's systems. One of the highlights of the leg was when we were performing maneuvers in reverse to one of the nav buoys, we had a sea lion camped out on the buoy barking at us when we got too close. The trip to Everett Marina was uneventful, and we bid a fond farewell to the captains, Jim and Delaney, and bedded down for the night.

The next day, we had three options for routes to Orcas Island. One was to back-track to Puget Sound and sail across the Strait of Juan de Fuca. The second was to travel the Swinomish Channel up to Anacortes and then across to Orcas. The third option was to head through Deception Pass. The Deception Pass route was definitely the shortest, and least boring. After checking the tide charts and making sure that we would be going through somewhat close to slack tide, we decided on the Deception Pass route. One of the captains from the previous day thought we were crazy.

One thing to keep in mind is that the tidal swings in that area can be up to 10 feet or so, and narrow cuts like Deception Pass can have significant currents, like six knots or so. So going through there was.... FUN!! It's always fun when a 30,000-pound boat gets spun in the eddies like an Optimist. I definitely want to do that again. We had been warned to keep to the left side as we went through, but there was a power boat that blocked us from that side so we had to work through the eddies. Add to that, there are almost always people lining the shore and the bridge watching and waiting for you to mess up.

Once past the pass, it was pretty much uneventful. Other than the beautiful scenery. The trip up to Orcas Island was what made me rethink my plan of bringing the boat back to the Texas gulf coast. I think I'll be keeping Twisted Journey in the Seattle area for a for a bit yet. But keep in mind that the marina I found on Orcas Island was only available until the end of April...





## Diam World Cup Regatta by Mike Beuerlein



A year ago, when Philippe committed to go the distance with me on the Worrell 1000 race and help cross that adventure off my bucket list, I knew I owed him big time. I had to help him cross his big ticket off his bucket list no matter what it was. Philippe has always been fascinated by the Diam 24, a cross between a F18 and a trimaran with a lot more emphasis on the F18. These things are hugely responsive in light winds; in a



decent breeze they are semi-guided missiles. Philippe lusted to race Diam 24s in some Caribbean regatta and found an enthusiastic bunch of like-minded fantasizers amongst the AYC multihull racing community. They were Bill Coon, Juke Ball, Martin Hunt from Bill's Sprint 750 Humility [Team Humility] and Michael Moran, Philippe & me [Team Hubris]. When Philippe put it all together, found a race, found charter boats and a reputable coach, found lodging and flights; the trip was over-subscribed from the start.

We flew into Princess Juliana International Airport near Simpson Bay, that Caribbean airport where the end of the runway is right on a tourist beach, on a very reasonable round trip from Austin for around \$650 apiece. We found very comfortable AirBnB properties (approx. \$450 apiece/week) within walking distance of where our boats were kept, one in downtown Philipsburg [Team Humility] and one just up the hill at the edge of downtown Philipsburg with a nice view of Great Bay and the cruise ship port [Team Hubris].



The island of Sint Maarten is known as "The Friendly Island" because the border between the Dutch third and the French two-thirds is the most peaceful non-guarded border between two nationalities in the world. The island has also embraced its reality as a tourist mecca with the most beaches per area, the most cruise ship traffic and duty-free shopping, as well as the most restaurants and slot machines per capita of anyplace on earth, but we didn't have time for any casino visits when there was unparalleled sailing to be done. We met nearly every morning for breakfast at a lovely little French bakery [Le Cafe] where our paths converged on our way to the boats. The boats were at a little beach near Grumpy's bar called Dock Maarten and were cared for by our coach/charter master, Pierre Altier, a professional sailor/racer with numerous charter vessels all over Sint Maarten and a lifetime of racing high-performance sailboats.

The first two days we met for familiarization with the boats and on the water coaching with Pierre transferring between boats and providing new sails and boat parts if we ended up breaking anything. The Diam 24 sails much like an F18, it doesn't like to sit still or go slow; it only likes to be sailed as fast as possible at the very edge of control. This can be unnerving for people who haven't sailed thousands of miles on an F18 and is unsettling even for those of us who have. The Diam 24 is bigger and more powerful than an F18 and when it loads up, it takes off even faster. The Diam 24 is more solidly constructed than an F18 and the three hulls give more assurance against capsizing but the amas are wave piercing, which means they'll often be submerged and threatening to pitchpole. It's a fantastic high-performance boat but were you to take the family out on it (as the promotional literature suggests is possible) you'd most likely be charged with child-endangerment. Add to that, the winds were quite sporty throughout our stay and we sailed perhaps one hour out of the total four days we sailed without a reef in.

*continued next page*





Pierre Altier is a great guy, an excellent coach and a very good sailor but he doesn't like to be beaten in a race by newbies so he didn't go out of his way to make the courses for the race clear to non-locals. Subsequently, we ended up having to follow him around the course from within Simpson Bay up to Indigo Bay and back in the first race. The second race from Simpson Bay around the western end of Sint Maarten up to Friar's Bay halfway up the western side of the island was a bit clearer and we were able to hang with him and cross him a few times. He nipped us by about 20 seconds at the finish, largely because he knew where the finish was. It was absolutely sublime sailing in indescribably beautiful conditions, but we were going so fast and the competition was so tight we had little time to sight-see.

The second day of racing was even more intense with no abatement of the breeze and the prospect of traversing the windward side of the island where we knew the waves would be even larger. Unfortunately, the gennaker pin failed on our boat as we were shaking down the boat prior to the first start on the second day. Without the gennaker, we knew we'd be no match for Pierre and, with no prospect of repairing it on the water, we prepared to sail back and not get to compete. In our despondency, we failed to start the third race and, by failing to compete, we gave up valuable points. We did start the fourth race and managed a third despite the lack of a gennaker since the course ended up being primarily a high speed jib & main reach with all three of us out and aft as far as we could possibly position ourselves to avoid a pitchpole. We only needed the gennaker for the last couple of miles so we lost out to the locals who could fly theirs but it was a very fast, enjoyable ride nonetheless.



We didn't make this trip to win more trophies but to establish more memories and camaraderie, and we certainly accomplished that goal. The last two days were filled with sight-seeing around the island and exploring the history and features we couldn't appreciate during our frenzied circumnavigation. We breached the fortress at Fort St. Louis and haggled

with the merchants at the Marigot street market. We traded burgees with the Sint Maarten Yacht Club while noting the very well-worn Austin Yacht Club burgee already hanging there.



We treated ourselves to gourmet meals at some of the finest restaurants on the entire island. We visited the home of our new friend, Pierre, at his beautiful manse overlooking Oyster Pond and we all made plans to return to do it all over again as soon as possible!





## Catalina 22 Fleet Report

by Steve Pervier



Catalina 22 sailors **William Kozminski & Millie Yap** improved their racing in Spring Series 2023, with help from expert crew **Mack Warner**. They earned second place, scoring just one point out of first, and improving by a place every time! And in a light and very shifty wind they were only 2.5 minutes behind series winner **Can Kalyonuoglu's** Capri 22, correcting ahead of that boat in the final

race. Regular participation and just sailing more often between races is making a difference for this team. Congratulations, William & Millie!

Another improving boat is the wing keel C22 Mark II sailed by **Liz Stansfeld** and **William Deboer**. Cheryl & I joined them when



Steve Pervier (left) with William Deboer and Liz Stansfeld Photo by Cheryl Pervier

Harmony was away, and in those two races we finished before TLE or being finished in place. This is good progress – as we saw for longer times in each race, it helps to be closer to boats when you want to observe and learn from them.

Some of the boat speed items that made a difference recently – 1) The bottom has to be clean; 2) Don't use less sail than other boats if the wind is decreasing, or has sustained light spots or lulls (yes, you may need to adjust sail controls, backstay, and other things if the wind is a bit high, but a C22 needs its sail power); and 3) Put crew weight not too far forward or aft, and use it to help with helm balance. Long term there are many more items – boat speed is a game of details.

We enjoyed all who raced in B-fleet, but we must congratulate the SC21 team of **Bob Musselman** and **Joseph Runyon**, as they beat all the faster boats around the course routinely! We also admired **Can** and **Onur** sailing their Capri 22 for moments of incredible speed. And the consistently fastest C22 was sailed by **Brian** and **Margarito**, who corrected over 10 minutes ahead in their one race. We should ask each of these teams to share some racing secrets. Maybe you could get a ride or ask them aboard with you.

Summer Series runs five consecutive Saturdays: May 6, 13, 20, 27, and June 3. Sunfish and Laser Wednesdays started May 3, and Beer Can Fridays began April 28. It's time to enjoy the moderate temperatures, and a mix of springtime weather – varied winds, warm and sunny, or perhaps a good rain to raise our lake level. At 638' MSL it's still possible to traverse between Mansfield Dam Park and the Sometimes Islands via the gap farthest west, two lengths west of the northern Shallow buoy to one length west of the southern one – but in a growing number of shallow areas take it easy. Save the boat speed for your next race!

## Dinghy Fleet Report

by James Bland



**James Bland**  
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### Finn North American Masters Regatta



The Finn North American Masters regatta was a huge success, through three days of winds ranging from sporty to barely there, 22 skippers raced for glory. The final results were John F Dane [Pass Christian YC] as the overall winner, Michael Mark as the top 'Grand Grand Master', Julian Bingham as top 'Vintage Finn', Joerg Kernade as the 'Most Seasoned Competitor'[77] with a strong 12th place finish on Sunday, and Andrew Glass as 'Not (quite) Last Place'.

### The History of the Flying Scot



The Flying Scot is a time-tested design that is comfortable and safe, as well as fast and great fun to sail. The Flying Scot is one of the few small boats which have been in steady production since 1957, and was inducted into the American Sailboat Hall of Fame in 1998.

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In 1939, designer Gordon K. “Sandy” Douglass pioneered the use of molded plywood hulls for sailboats. After the success of the 17’ Thistle and the 20’ Highlander, Sandy decided to introduce a new design in the 19’ field for a planing family-racing boat. He also decided to break away from Douglass and McLeod, Inc. and start his own operation in Mentor, Ohio.

The time had come to make the change to fiberglass construction. This new design should have the safety of wide side decks and also a roomy cockpit. The solution was to lower the deck and to shape it into the form of seats, thus combining the advantages of both. Engineering the structure was another matter. Fiberglass offered opportunities but also presented problems – fiberglass was denser than wood, so it must be thinner; thinner lacks the stiffness and needed to be handled differently, since it is flexible; and flexing would be the greatest enemy since it can lead to cracking. Other manufacturers tried a balsa sandwich construction in an effort to add strength without weight and this is the direction Sandy decided to go. In the autumn of 1956, a wooden prototype was built for the use of testing and later as a plug for building the fiberglass molds. This boat was completed in late December and was taken south for sailing trials.

Following the trials, Sandy was confident enough to announce the new design in the January 1957 issue of Yachting magazine. One of his biggest problems with the new design was actually deciding on the name for the class and a suitable emblem. With over 600 classes already on record, the field was somewhat restricted. In keeping with the tradition of using Scottish names, Douglass, Thistle and Highlander, the name Flying Scot was chosen. “Flying Scot” was the name of the famous express train from London, England to Edinburgh, Scotland and also a famous yacht in the 1890s. The emblem presented even more acute problems with fewer choices. At first, Sandy tried to use the two letters “F” and “S”, but they did not make a good emblem.



After more experimenting, a squiggle was added, transforming the two letters into a good emblem with a recognition value. The squiggle actually is a very stylized word “lying”, which the “F” gives the Flying S.

[More at the Flying Scot Sailing Association <https://fssa.com> and Flying Scot, Inc. <https://flyingscot.com>]

The Scot’s nickname is Flying Sidewalk due to it’s stability. The Scot is used in over 100 Sailing Schools. With less and less water, the shallow draft of 8 inches is attractive. There are several Clubs in Texas racing Flying Scots. AYC had a charter at one time.

#### FS Specifications

Length, overall . . . . . 19’ 5.8m.  
 Length, waterline . . . . . 18’ 6” / 5.6 m.  
 Beam . . . . . 6’ 9” / 2.0 m.  
 Draft, board up . . . . . 8” / .2 m.  
 Draft, board down . . . . . 48” / 1.2 m.  
 Mast height, above water . . . . . 28’ / 8.6 m.  
 Sail Area, main & jib . . . . . 191 sq. ft. / 17.65 sq. m.  
 Sail Area, spinnaker . . . . . 200 sq. ft. / 18.6 sq. m.  
 Weight, all up . . . . . 850 lbs. / 385 kg.  
 Gross Trailering Weight . . . . . 1200 lbs. / 545 kg.  
 Portsmouth Handicap - 90.3

## Wednesday Night Sunfish & Laser Races

by Daniel Garces



### Hello Sunfish and Laser Sailors!

The Wednesday night Sunfish and Laser sailing series is back, and all sailing enthusiasts are welcome to join.

The series opens Wednesday, May 3, with races starting promptly at 6 pm. This is an excellent opportunity for sailors of all skill levels to come together and enjoy an evening of friendly competition and socializing.

Afterward, all are welcome to join in food and fellowship as we kick the series off with a post-sailing potluck dinner. Anyone who would like to bring something to share is welcome to do so. This is a great opportunity to meet new sailors and swap stories about previous sailing experiences.

Whether you’re a seasoned sailor or a beginner, the Wednesday night series is an exciting opportunity to test your skills and enjoy the thrill of the race. So grab your gear and head down to the waterfront. We can’t wait to see you!

Happy Sailing!



Max Ross on Laser at 2022 Sunday Funday Regatta Photos by Bruce McDonald



Annie Lancaster on Sunfish at 2022 Sunday Funday Regatta



## Ensign Fleet Update

by Lewis Price



Motivation is defined as “the reason or reasons one has for acting or behaving in a particular way.”

As we all sail our way through another wonderful year of racing Ensigns at our beloved AYC, I've been pondering about what actually intrinsically motivates us to continue to participate in this sport year after year and in some cases, including myself, decade after decade. Many of our fleet members have taken it a step further, and volunteered thousands upon thousands of hours of their time,

away from family or work obligations, simply for the betterment of the Club itself. These dedicated folks have served on the Board for years in a variety of leadership capacities, from Commodore on down the list.

So, I ask, what inside of all of us causes us to prioritize sailing and in particular, Ensign racing, as well as the betterment of AYC in general, with such high importance? Simply put, what is our motivation? It's funny, when you talk to people who have never spent much time around the sport, they will convey to you their misguided image of all the men wearing blue blazers, ascots, captains' hats and top-sider loafers, with the women in dresses with large sun hats on their heads, everyone with a cocktail in their hand. Nobody ever having to hoist a halyard or trim a sheet while the boat magically sails itself. Little do they know that we sail in layers of sun reflecting gear, goofy looking floppy hats, Converse All-Star high top sneakers (best sailing shoes ever made), and all have on gloves with holes for our fingertips. Then you invite them for a sail, even a cruise, not even a racing situation, and you often hear, “oh man what a bunch of hard work that was, I'm never doing that again.” Or one of my favorites, “just sitting on the boat gave me bruises in places I didn't think I could get them.” Finally, “where is the motor, can't we just turn on the motor?” As a related side bar, on Dos Locos, we jokingly refer to sailing, particularly racing, using the oxymoron, “intense leisure.”

So what keeps us coming back to this uncomfortable, totally non-glamorous sport, that is just a bunch of hard work? The easy and logical answer is, because we enjoy it, or it gives us pleasure. But why???... A related question might be when did the “sailing bug” bite you, but more importantly, why did it “bite you” at that point in your life??

Some of us might offer the answer, “because we learned at an early age and it just stuck with us.” Annie Lancaster and myself, for example, were fortunate to have literally grown up around the sport and AYC, with our respective fathers being part of the group that purchased the land where the old fishing camp/marina, called Beacon Lodges, was located. I learned how to sail on a Sunfish on what was then Town Lake, in a camp for kids sponsored by AYC, along with multiple experiences at the Club itself sailing in the cove. Annie learned around the same time I did. We both went on to serve as crew on the various boats our parents owned, including the Ensigns we sail today. What's interesting is that we are both the youngest of four siblings who were all simultaneously introduced to the sport, but we were the only ones who have gone on to truly embrace sailing as adults.

That being said, the sailing bug really didn't “bite me” until I moved back to Austin after college in my early to mid 20s, and I had an opportunity to sail the Ensign on my own. I also crewed for various partners of my father, most importantly Tommy Kozlowski, learning all the various roles and their required techniques in high pressure situations. This all brought a new appreciation of the sport. But I also witnessed a dark and negative side.

A side of the sport that I vowed then and there not to perpetuate when I was the one who was eventually “in charge.” What I'm referring to is the screaming, belittling skipper syndrome. There's a reason our boat is named Dos Locos, as my father was known to become a little “heavy handed” in pressure situations himself. This was a real turn-off for me and almost drove me away from the sport. Fortunately, I sought new crew positions within our fleet until 929 was delegated exclusively to me in the late 90s to early 2000s.

Back to the motivating force behind why we love the sport so much. I think for some it might be the technical aspect of sail trim, rig tension, and all the various equipment we use and maintain on the boats. Each racing opportunity gives them another chance to utilize said equipment in more efficient ways, to get just a little more speed out of the old girl. Others might be motivated by the tactical side of racing and the constantly changing challenges that it presents.

The social side of a team sport like sailing could understandably be another major driving force. I know some people continue to sail because their spouse or significant other truly enjoys it. The racing presents an opportunity to spend some time together doing something you both love to do.

Another reason I feel people prioritize sailing, especially at AYC, is simply the Club itself. What a wonderful oasis or sailing mecca, if you will, that we have at our disposal. All the more reason to heed the call for volunteers at regattas, workdays, and to serve on the various committees, etc., so we can keep dues low, and keep AYC “Austin Weird.” With the six months of “summer” – May until November – that we experience here in central Texas, the Club represents the ideal location to escape the heat and enjoy a water sport on what my Dad use to call, “the jewel of the Highland Lakes”, Lake Travis. Some of you enjoy the Hudson Bend area around the Club so much that you've built or purchased homes close by and have lived in them for years.

Personally, my motivation to continue to sail has evolved over the years, as I'm sure is true for most of you. In the last 10 to 15 years my major motivation has been crew development and the unique relationships that result. I've come to truly enjoy witnessing the growth of my crew members who might have joined us with limited sailing experience or none at all. It's amazing to see “that light bulb turn on” in their heads as they hone their skills and technique with the various equipment. It is especially a thrill to see them continue to get an overall grasp of tactics and truly begin to see “the big picture.” This year I've taken it a step further and allowed the trusted members of our “Team Locos” to take a turn on the helm for an entire series. The growth factor and appreciation for the various jobs, especially steering, is off the charts and enthusiasm seems at an all-time high. It's also given me an opportunity for me to get my “head out of the boat” and make better tactical calls.

Finally, I think the overriding reason we all continue to sail is the Ensign Fleet itself.

Good old Ensign Fleet 30 at AYC. Let's face it, we just have a wonderful caring, supportive group of folks who all help each other in a multitude of ways. In recent years we've been fortunate to add a few new members, allowing for new personalities to enjoy, along with new ideas and talents. The relationships we've developed have to be the major motivating force, whether we tangibly recognize them or not. Hell, I've known some of you so long I consider you family, and we are there for each other both on and off the water, in both good times and bad. I only have to think back to the recent tragedy in my immediate family and how supportive all of you were. My family and I were deeply moved.

Stay motivated, and I'll see you soon on the water.

Let's Go Ensign Sailing!!

## Houston Battle of the Bay Regatta

by David Michael



The Houston Yacht Club "Battle of the Bay" Regatta was 4/22 - 4/23. This event is part of the 2023 Texas Sailing Association (TSA) youth circuit.

AYC was well represented in the regatta. Congratulations to all AYC juniors who participated in the races.



2nd day of Battle of the Bay Regatta at Houston Yacht Club. Opti RWB start last and final race of the regatta. Blowing 23 knots.

*Photo by Sue Perdue*

### AYC Racers

Opti Green Fleet:

**Margaret Faust** (green fleet is not officially scored but she was at the top of the fleet!)

Opti RWB:

**William Michael**, 2nd place Blue fleet, 4th place overall.

ILCA 6:

**Fiona Froelich**, 17th place

**Lucas Tenreiro**, 3rd place

C420:

**Ewan Dossin & Vivian Heitkoetter**, 1st place

**Roni Sela & Kate Froelich**, 2nd place

**Yuval Sela & Ryder Getson**, 3rd place

## IN MEMORIAM

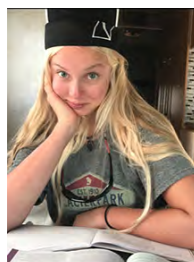


David Hasti 1936-2023

David Hasti passed away February 24, 2023. He was born in 1936 in Sebring, Florida where he grew up on a lake. He joined the Navy after high school and served on a Destroyer. After the Navy, he attended college and graduated with a PhD in Physics from the University of Texas Austin.

His love of water began when he grew up playing on a lake and continued throughout his life. He joined AYC in 1971. He spent many hours enjoying sailing and racing at AYC, mostly on Lasers and his keelboats, a Santana 22 and a San Juan 24. In 1980, he moved to New Mexico to work for Sandia National Laboratories. After his career there, he retired to Corpus Christi so he could once again "play in the water." In retirement, he enjoyed windsurfing, paddling, boating and living by the water.

A celebration of Dave's life was held on Sunday, April 2 at Linda McDavitt's home.



### Howdy AYC Membership,

This is Kate Hennig, ex-AYC youth sailor turned TAMU student. I was recently elected to the position of Captain of the TAMU Sailing Team, and with this new position, I want to strengthen the connection between the current team and its Alumni. Right now, our first priority is reaching out to Alumni who haven't had the opportunity to stay in the loop. The team leadership is trying to start up a regular (but unobtrusive, I promise!) newsletter to update our Sailing Ags community regarding the goings-on of the team.

If you are interested in this, and hearing about upcoming Alumni regattas, please fill out [this form](#).

Also, I wanted to mention that TAMU Sailing will be attending the Women's Fleet Race Championships in Kings Point, New York from May 23 to May 27. We are super excited to go and represent Texas A&M there, and if any Texans are in the area, it would be great to have y'all watch.

Beyond that, if you'd be will to [donate](#) to the TAMU Sailing Team to help get us there, we would be deeply grateful.

Thank you for taking the time to read this!



## BOARD OF DIRECTORS

Commodore	Russ Shermer
Immed. Past Commodore	Anne Morley
Vice Commodore	Bill Hawk
Secretary	Lynn Jaeger
Treasurer	David Jamail
Race Commander	Kurt Carson
B & G Commander	Jeff Sabuda
Harbor Commander	Tom Groll
Sail Training Commander	Linda McDavitt

## AYC STAFF

General Manager	Jackie Wheelless
Youth Sailing Director	Emily Verdoia
Head Caretaker	Tom Cunningham

## AUSTIN YACHT CLUB

5906 Beacon Drive  
Austin, TX 78734-1428  
Office: 512-266-1336

## E-MAIL AND WEBSITE

[www.austinyachtclub.net](http://www.austinyachtclub.net)  
[office@austinyachtclub.net](mailto:office@austinyachtclub.net)

## NEWSLETTER

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

## AYC BUSINESS HOURS

Wednesday - Sunday	9:00A - 5:00P
CLOSED MONDAY AND TUESDAY	
Clubhouse Hours	9:00A - 10:00P

Closed Club Holidays:

New Year's Day	January 1
Easter Sunday	April 9
Independence Day	July 4
Thanksgiving Day	November 23
Shopping Day	November 24
Christmas Day	December 25

## BOARD OF DIRECTORS

### E-MAIL ADDRESSES

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[harbor\\_commander@austinyachtclub.net](mailto:harbor_commander@austinyachtclub.net)

## AYC May 2023 Race Calendar

Wednesday Sunfish & Laser Races	Every Wednesday
Beer Can Races	Every Friday
Summer Series Races	5/6-7, 5/13-14, 5/20-21, 5/27-28, 6/3-4*
*Saturdays: Ensigns, J22, J24, Pearson 26, PRF-A, PRF-B, J70, Centerboards	
Sundays: Multihulls & J80s	

## AYC May 2023 Non-Racing Events

Adult Beginning Sailing on FJs	5/6-7, 20-21	9:00am-noon
Wet Slip Repair Day	5/6	10:00am-2:00pm
ASA 101 Public Classes	5/20-21	9:00am-5:30pm
Discover Sailing	5/21	1:00-5:00pm
AYC Board Meeting	5/25	7:30-9:30pm
<b>Youth Sailing Practice</b>		
Spring High School Sailing Practice	Through May	
	A Team: Thursdays and Fridays 5:00-7:30pm	
	B Team: Mondays and Tuesdays 5:00-7:30pm	
Spring Opti III Practice, 9:00am start	5/13, 20	9:00am-2:00pm
Spring Opti III Practice, 5:00pm start	5/3, 10	5:00-7:30pm
Spring Opti II Practice	5/13, 20	11:00am-2:00pm
Spring Opti I Practice, 3:00pm start	5/13, 20	3:00-5:30pm
Spring Opti I Practice, 1:00pm start	5/14, 21	1:00-3:30pm
Single-handed & Double-handed Practice	5/14, 21	9:00am-12:00pm
PB&J Summer Sailing Session 1	5/27	9:00am-10:30am
PB&J Summer Sailing Session 2	5/27	11:00am-12:30pm