

October 2000

Monthly Newsletter

## Board of Directors

Commodore	Rob Wilson
Im. Past Commodore	Voldi Maki
Vice Commodore	Phil Spletter
Secretary	Gail Bernstein
Treasurer	Becky Heston
Race Commander	Bob Harden
Buildings & Grounds	Michael Stan
Fleet Commander	Doug Laws
Sail Training	Brigitte Rochard

## AYC Staff

General Manager	Nancy Boulmay
Office Manager	Cynthia Eck
Caretakers	Tom Cunningham Vic Farrow

## Austin Yacht Club

5906 Beacon Drive  
Austin, Texas 78734-1428  
Office: (512) 266-1336  
Office FAX: (512) 266-9804  
Clubhouse: (512) 266-1897

## E-Mail & Web Site

[www.austinyachtclub.org](http://www.austinyachtclub.org)  
[ayc@austinyachtclub.org](mailto:ayc@austinyachtclub.org)

## AYC Business Hours

Tuesday - Friday  
8:30 AM to 5:00 PM

Saturday & Sunday  
12:00 PM - 5:00 PM

Closed Mondays

### Closed Club Holidays

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

## From the Commodore

As I told you in a previous Telltale, we are taking advantage of the low lake level to prepare for some possible harbor modifications. Using the recently completed topographic survey, Ray Schull and Tom Groll have prepared some preliminary plans for three possible modifications to the harbor.



**Project 1 - Excavate the area under the regular location of Docks 2 - 6.** This project would allow the docks to remain in their regular location until the lake level reaches 655'. Currently docks 4, 5, and 6 have been relocated to the point approximately 21% of the time since 1980. This excavation would have reduced this to approximately 6% of this time. Additionally the docks are much better protected at the point when the lake level is below 655' thus the relocation to the point would be much less damaging to the docks and boats. This project would also reduce the encroachment that may occur as the lake level drops when our docks protrude beyond the centerline of our cove. This would also provide a larger passageway for boats leaving and entering our cove.

**Project 2 - Excavate the shelf east of the north ramp.** This will significantly reduce the hazard of hitting this shelf when it is slightly submerged. This will also allow for the relocation of AYC docks to this area in times of low water, rather than to the more exposed present location on the point. This excavation may also allow for the future permanent location of either a new

dock, moving an existing dock to this location, or moving a small dock if we reduce the length of one or more of our existing docks.

**Project 3 - Widen the north ramp.** This proposal is to excavate the area to allow us to double the width of the current ramp. This would allow for multiple boats to launch/retrieve and greatly reduce the congestion and waiting required at the ramp. This work will also reduce the silt buildup on the ramp by properly sloping back the ground from the new ramp edge. We also propose to repair the erosion that has occurred along the west side of the existing ramp so that structural failure of the pavement can be avoided. This work would also allow the ramp to be extended should the lake level continue to fall below 639'

The material excavated from the projects is proposed to be placed on the un-paved portion of the point above elevation 681' or in the back of the south cove above 681'.

At the September meeting, the AYC Board of Directors gave its approval for the preparation and submission to the LCRA of plans that cover this work. This submission does not obligate us to complete this work within any particular time period, but is necessary if we want to move ahead. Approval of any of these projects awaits more detailed cost estimates and further input from the membership.

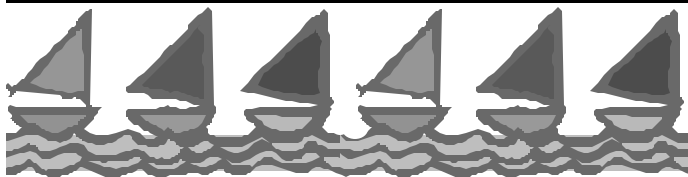
Rob

## Racing Scheduled

October	
7 <sup>th</sup> - 8 <sup>th</sup>	Governor's Cup Regatta
15 <sup>th</sup>	Winter Series #1
22 <sup>nd</sup>	Winter Series #2
28 <sup>th</sup> - 29 <sup>th</sup>	Club Jr. Championships
29 <sup>th</sup>	Winter Series #3
November	
5 <sup>th</sup>	Winter Series #4
11 <sup>th</sup>	West Marine Junior Regatta
12 <sup>th</sup>	Winter Series #5
18 <sup>th</sup>	Wild Turkey Regatta

## Winter Series RC Duty

October	
15 <sup>th</sup>	Race 1 ..... Keel Fleet D
22 <sup>nd</sup>	Race 2 ..... Centerboard Handicap
29 <sup>th</sup>	Race 3 ..... J/24
November	
15 <sup>th</sup>	Race 4 ..... SC/21
12 <sup>th</sup>	Race 5 ..... Catalina 22



## AYC Junior Championships

by Phil Spletter

The AYC Junior Team and Single-handed Championships will be sailed on October 28 and 29. The championships are open to AYC members (senior, associate or junior) or their children who have not graduated from high school prior to the 1999-2000 school year.

On Saturday, October 28, two person teams will compete for the Al Burke Memorial Trophy in two person boats. Although final permission has not been obtained at this writing, it is anticipated that the event will be conducted in the UT Flying Juniors.

On the following day, Sunday, October 29, the AYC Junior Single-handed Championship will be determined in Sunfish.

Competitors will be responsible for any damage to boats. Applications are available in the AYC office or on the AYC website. For further information contact Phil Spletter at 266-3155 or [spletter@jump.net](mailto:spletter@jump.net).

## Welcome Aboard

By Voldi Maki

### New Senior Members:

- Gary Ames has been sailing one year. He is the school sponsor of the Cedar Park High School Sailing Team. His goal is to learn to race.
- Greg Vanginault has raced in Corpus Christi and Houston. He owns a Southcoast 21, which he plans to race. He has been sailing 4 years.
- Lynn Hansen Shelton has been part of the club since 1994. She has raced in most of the series races and regattas. She has also contributed by helping conduct many sailing events.

### New Associate Members:

- Sungwhan Oh has been racing since 1988. He was a member of the UT Sailing Team. He has also been the assistant Junior Program Director in Boston Mass. He plans to continue sailing his windsurfer and crewing in AYC events.
- Andrew Rogers has been sailing since 1977 and racing since 1998. He plans to crew in AYC events and to eventually purchase a boat in a recognized fleet.

### Senior Member Reinstatement

- Carl Vernon has been granted reinstatement to his previous senior status.

### New Honorary Membership

- Jim Baker has been granted Honorary Membership for his work as a Senior Race Officer and his overall promotion of race management excellence at AYC.

### Leave of Absence

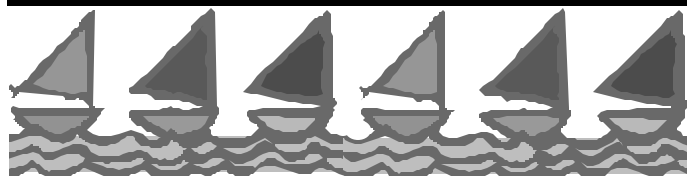
- Dan Tull has been granted a LOA due to him temporary move to Phoenix.

### Resignations

- James Brazell, Jim Deeter, Dan Friedman, and Martha Warner

### Membership Count

Senior .....	394
Associate .....	24
Junior .....	4
Leave of Absence .....	6
Honorary .....	8
Life .....	21
UT Sailing Team .....	13
Total .....	470



# Nominations for AYC perpetual Awards

by Lanelle Montgomery

Submitted by: \_\_\_\_\_ AYC Member #: \_\_\_\_\_

## AYC Perpetual Awards Nominations

### Jimmy B. Card Memorial Trophy:

To the Club senior sailor new to the sport. This trophy is to recognize the beginning sailor who enthusiastically, bravely, and with a real zest and enjoyment for life becomes a reasonably competitive sailor in their first or second year of sailing.

Nomination: \_\_\_\_\_

### Jessie McIroy Smith Bowl:

To the Club junior or senior sailor who has made an outstanding contribution or achievement in yachting beyond the Club level or normal Club activities. This award is intended to recognize a Club member for outstanding service to yachting or racing achievement beyond the Club level or to recognize an individual's accomplishments that are not within the normal scheduled activities of the Austin Yacht Club such as significant application of sailing skills in a rescue, ocean crossing, yacht construction, etc.

Nomination: \_\_\_\_\_

### Max White Memorial Trophy:

To the Club senior member for outstanding service to the Club in the past year. This trophy should be awarded to the individual who has given freely and unselfishly of their time and/or talents over and above what might otherwise have been necessary or expected of them.

Nomination: \_\_\_\_\_

### Corinthian Woman Sailor Trophy:

To a woman sailor exhibiting traditional Corinthian traits. This trophy is to be given annually to a woman who is an individual or family member who has exhibited good sportsmanship, enthusiasm, and participation, thereby making an overall contribution to the enhance-

ment of the sport of competitive sailing.

Nomination: \_\_\_\_\_

### Ol' Salt of the Austin Yacht Club:

To the Club senior sailor who has exhibited enthusiasm, sportsmanship, and a competitive zeal over a period of time, and has a quality of life that can be admired by all.

Nomination: \_\_\_\_\_

### Liz Bauman Memorial Trophy:

To the most improved female junior sailor. This trophy is to be given annually to a young woman who, though not necessarily the most accomplished, demonstrates those traits of cooperation, discipline, willingness to learn, and good sportsmanship that are the goals of the junior sailing program.

Nomination: \_\_\_\_\_

### Ron Harden Memorial Trophy:

To the most improved male junior sailor. This trophy is to be given annually to a young man who, though not necessarily the most accomplished, demonstrates those traits of cooperation, discipline, willingness to learn, and good sportsmanship that are the goals of the junior sailing program.

Nomination: \_\_\_\_\_

### Junior Sportsmanship Award:

To the Junior Sailor exhibiting outstanding sportsmanship throughout the year.

Nomination: \_\_\_\_\_

### Scott Young Cup:

To the UT Sailor of the year.

Nomination: \_\_\_\_\_



Thank you for your recommendations submitted to the Perpetual Awards Committee.

Post: Awards Committee  
Austin Yacht Club  
5906 Beacon Drive  
Austin, TX 78734-1428

Fax: Awards Committee  
(512) 266-9604  
E-Mail: Awards Committee  
ayc@austinyachtclub.org

Submission Deadline:  
October 31, 2000

## 3Q00 PHRF Rating Committee

by John Mandell

The PHRF Rating Committee operates on a quarterly calendar. Rating changes that are made by the committee during the third quarter become effective on October 1, the beginning of the following quarter.

A complete list of all boats and ratings is available for review in the Club office. A summary list of boat types and their ratings will be posted on the Official Race Notice Board (downstairs) and is also available on the AYC web site at <http://www.austinyachtclub.org>.

Below is a summary of PHRF Rating Committee activity for the Third Quarter, 2000.

- A. Review of J/80 rating. An open meeting was held on August 29 to hear comments about the J/80 rating. There are two principal configurations for the J/80: a One Design configuration (working jib) and a PHRF configuration (155% Genoa). Currently, there is only one rating for the J/80 and no distinction between the two configurations.

The Rating Committee met and decided to leave the J/80 rating at 117 to apply to the One Design configuration and add a new rating for a PHRF configuration, at 111. The committee also reinforced a long-standing decision that an individual boat may only have one rating and may not regularly alternate declared configurations (and ratings) from one event to another. Any J/80 that wants to change their declared configuration may petition the Handicap committee for a change.

The impact of this decision is that the J/80 owned by David Balfour (sail No. 51144) will have its rating adjusted from 117 to 111 and new J/80s (expected at AYC shortly) will be able to declare their configuration and know the rating impact.

- B. Permanent Ratings assigned.  
(New boats, existing class)

	<u>Boat Type</u>	<u>Boat Name</u>	<u>Sail No.</u>	<u>PHRF</u>
Rick Spencer	Hunter 33.5	Dream Chaser	(none)	138
Bill Lane	Merit 25		484	165

Outlook for Fourth quarter:

There are no currently pending requests for review. Two new members of the Handicap Committee will be elected at the annual Keel Handicap meeting to be scheduled in November.

## AYC Keel Handicap Fleet Annual Meeting

Thursday, November 16th, 2000, 7:00 PM

by Guy Stewart

The annual meeting of the AYC Keel Handicap Fleet will be held at the AYC clubhouse on November 16th at 7 PM. If you are or plan on becoming a KHF member then please plan on attending. If you would like to add items to the agenda, please contact Guy Stewart at (512) 259-4548, or email [gstewart@lane15.com](mailto:gstewart@lane15.com).

Agenda:

- ⇒ Financial Report
- ⇒ 2001 Business
  - PHRF Scoring System
  - Keel Fleet Splits
  - Long Distance Courses
- ⇒ Recognize outgoing Officers
- ⇒ Elect 2001 Keel Fleet Officers
- ⇒ Announce 2001 Fleet Captains

## 3Q00 PHRF Ratings

<u>Boat Type</u>	<u># of Boats</u>	<u>PHRF</u>
11:metre	1	72
Albin Ballad	1	186
AMF Paceship 26	1	213
Bahama 30	1	171
Beneteau 210	2	204
Beneteau 235	3	180
Beneteau 25	2	114
Beneteau 285	1	186
Beneteau 30	1	162
Beneteau 310	1	147
Beneteau 321	1	141
Beneteau 3255	1	135
Beneteau Class 8	1	150
Blackwatch 24	1	231
Buccaneer 210	1	300
Buccaneer 22	1	234
Buccaneer 220	1	234
Buccaneer 24	1	264
Buccaneer 250	1	216
Buccaneer 295	3	168-174
C&C 24	1	225
C&C 26	1	216
C&C 33-2	1	138
Cal 22	1	234
Cal 24	1	228
Cal 25	5	216-219
Cal 27	2	192
Cal 28	1	174
Cal 29	1	180
Cal 31	1	174
Cal 9.2	2	162
Cape Dory 22	1	252
Cape Dory 25	1	258
Cape Dory 28	1	222
Capo 26	1	159
Capri 22	4	198
Capri 25	6	168
Capri 26	1	195
Capri 30	1	102
Catalina 22	39	270
Catalina 25	13	222-228
Catalina 25 T	12	222
Catalina 250	2	231
Catalina 27	6	195-204
Catalina 27 T	9	195-204
Catalina 28	1	186
Catalina 30	1	189
Catalina 30 T	10	189-195
Catalina 320	1	159
Catalina 34	1	153
Catalina 38	1	129
Chrysler 20	1	264
Chrysler 22	2	270

### 3Q00 PHRF Ratings (continued)

<u>Boat Type</u>	<u># of Boats</u>	<u>PHRF</u>	<u>Boat Type</u>	<u># of Boats</u>	<u>PHRF</u>	<u>Boat Type</u>	<u># of Boats</u>	<u>PHRF</u>
Clipper Marine 26	1	246	J27	1	117	Ranger 23	3	222
Columbia 22	1	267	J29	4	108	Ranger 23 T	2	222
Columbia 26 MKII	1	228	J30	4	138	Ranger 26	1	198
Columbia 26 T	1	234	J34	1	114	Ranger 28-2	1	183
Columbia 8.7	2	204-210	J80 (One Design)	0	117	Ranger 29	1	183
Columbia 9.6	1	198	J80 (PHRF)	1	111	Ranger Fun 23	2	174
Compac 23	1	261	Kels	1	270	Rhoades 19	1	219
Coronado 27	2	228	Kenner Kittiwak	1	270	Rodgers 24	1	189
Coronado 28	1	216	Kiwi 22	2	210	Ross 830	1	138
Corsair F28-R	1	15	Kiwi 24	2	204-210	S2 7.3	4	234-240
Custom 45 Yawl	1	201	Laguna 24	1	243	S2 7.9	4	168-171
Cutter 23	1	264	Laguna 26	1	232	Sadler 34	1	180
Dufour 31	1	186	Lancer 28	1	258	San Juan 21	7	252
Ensign	8	252	Lancer 29	1	195	San Juan 23 SK	1	234
Ericson 23	1	234	Lancer 36	1	126	San Juan 24	7	216
Ericson 29	1	204	Lindenberg 26	1	168	San Juan 28	2	174
Ericson 34	1	144	Lindenberg 28	1	117	San Juan 30	1	168
Express 27	1	135	MacGregor 22	2	252	San Juan 7.7	2	198
FD Baba	1	195	MacGregor 25	2	228	San Juan 7.7 DK	1	192
G-22	1	222	MacGregor 26	1	219	Santana 20	4	222
Gulf Coast 18	1	270	Melges 24	3	99	Santana 2023	1	168
Gulf Coast 20	3	249-255	Merit 22	1	213	Santana 21	1	279
Gulf Coast 23	1	243	Merit 25	6	165	Santana 23	2	168
Harbor 20	1	216	Montego 19	1	288	Santana 25	1	186
Harmony 22	1	192	Montgomery 17	1	294	Santana 30	1	174
Hobie 33	3	90	Moore 24	5	156	Santana 525	1	186
Holder 20	9	186	Mustang 22	1	216	Seidelmann 25	1	216
Holder 20 w/trap	1	180	Neptune 16	1	336	Sharpie Schooner	1	300
Hunter 18.5	1	288	Neptune 24	1	240	Soling	3	150
Hunter 22	4	252	No. American 23	1	246	Sonar 23	2	174
Hunter 23	10	219-234	ODay 27	1	219	Southcoast 21	16	252
Hunter 23.5	3	240	ODay 28	1	198	Soverel 33	2	78-87
Hunter 25	4	225	Offshore 33	1	210	Spirit 21	1	264
Hunter 25.5	7	198-201	Olson 25	6	159	Spirit 23K	1	234
Hunter 26.5	4	186	Olson 30	6	99	Spirit 28 T	1	180
Hunter 28	1	186	Paceship 23	1	243	SR 21	1	168
Hunter 28.5	7	180-186	Pearson 22	2	246	Starwind 22	1	273
Hunter 30	5	174-192	Pearson 26	4	210	Stiletto 23	1	15
Hunter 31	2	174	Pearson 26 OD	3	210	T-33	1	156
Hunter 33	1	174	Pearson 28	3	198	Tartan 27 Yawl	1	240
Hunter 34	1	144	Pearson 303	3	186-192	Tartan Pride 270	1	126
Hunter 35.5	1	138	Pearson 31	2	180	Thunderbird	1	201
Hunter 37	1	156	Pearson 33	1	159	Triton 28	1	243
Hunter 40	1	99	Pearson 34	2	150	Ultimate 20	2	150
Hunter 410	1	120	Pearson Commander 262		249	US 21	1	198
Impulse 21	4	180	Pearson Electra	1	252	Venture 21	1	252
Impulse 26	1	138	Pearson Flyer	1	135	Victory 21	1	276
Irwin 25	1	234	Pearson Renegade	1	240	Viper 640	1	99
Irwin Citation	1	168	Pearson Triton	1	243	Viper 830	1	66
Islander 30 MK2	1	186	Pearson Wanderer 30	2	210	Watkins Seawolf	1	243
J22	14	174	Precision 23	2	237	Westwight Potte	1	351
J24	20	168	Ranger 22	6	222	Windrose 18	1	288

## Adult Learn to Sail Clinic

by Ravi Subramanian

We've got fifteen new, experienced racers at AYC! Well, OK, that statement may be a bit bold, but fifteen people did participate in a single day Adult Learn-to-Sail class on the September 9th. The class emphasis was time on the water. After a brief overview in the clubhouse, the students were rigging sunfish and sailing around the harbor with volunteer instructors. A few land drills supported the on-the-water experience, but the focus was



time on the tiller. Everyone learned the joys of capsizing and the basics of maneuvering. The club sunfish ran into the docks a couple of times, but with the light winds nothing was hurt except a few egos. This "throw'em in the boats" approach was only possible with the help of a large group of eager volunteers including Tim McKenna, Lela McKenna, Sungwhan Oh, Vicki Palmer, Kevin Reynolds, Renee Ruais, Claude Welles, and Kimberly Young. These individuals demonstrated, explained, encouraged, and even went swimming in a few cases, when the boat just didn't seem to want to come up. (New Sunfish aren't too difficult to right, but some of the club boats can be quite challenging!)

After a wonderful lunch organized by Cindy Carter and her daughter Summer (she set up breakfast, too, and snacks all-day long), everyone ventured out of the harbor to use what little wind was available. Buoys were set up for figure-eights and windward-leeward courses. Most of the students sailed single-handed, with instructors out in their own boats acting as shepherds, and everyone managed to make their way around the course. To round out their experience, the students

also sailed on a J/30 in the afternoon. John Bowden and Eric Faust took groups out on ZOT and let them rotate through the positions to learn about tacking a jib and how differently a boat responds with a few thousand extra pounds. It was a bit trying for everyone involved when the wind disappeared at times, but it was better than sending them out in 15 to 20 and everyone seemed to finish the day with a smile. A tired smile.



And so by 5:30, eight hours after we started, we had a group of seasoned veterans ready for a TransPac. Or at least a group who felt reasonably comfortable on the water, understood the basics of how to use the wind, and wanted to come back again. The single biggest question at the end of the day was "When's the next clinic?" We unfortunately had to say sometime next summer, but we did encourage them to come out and look for crew positions in the series races. (Two of them have already done so, with kudos to the Ensign fleet for finding spots for them, and hopefully more will in the future.) Thinking back on it, turning these interested individuals into active participants is perhaps the most difficult part of teaching beginners. As a starting point, if you happen to see an unfamiliar face out at the club, and it appears a little lost, introduce yourself! It may be one of these graduates, just trying to figure out how to keep sailing.



p.s. Thanks to Phil and John for helping move boats!

## AYC Senior Team Championship

by Phil Spletter

The regatta to determine the 2000 Club Senior Championship was sailed in light to medium, shifty conditions on September 30 in Ensigns. Three teams competed representing A-Fleet (Gretchen Hanover-skipper, John



Mandell, Scott Spurlin and Umit Aytac), the Ensign fleet (George Dahman, Franz Dahman, Bill Hawk and Lou Kimball with crew positions rotating for each race) and the Sunfish Fleet (Deke DeKeyser, Jerry Rabun -skipper, Carolyn Wilsford and



Frank Woodul). The event was a three race round robin series.

The Ensign team won the event after some close racing. The champion was not determined until the last race when being on the correct side of the course as wind filled in made the difference. Congratulations to the Ensign team. Special thanks to the RC – Bruce Foster, Leon Lance, Nicole Manning and Vic Manning and to the Ensign fleet for letting us use their boats!



## A Fleet News

Scott Spurlin

The AYC Indian Summer series has just concluded. I raced the last couple of races on Wasabi and witnessed some very close action. Wasabi and Tiburon were trading 1st and 2nd place with only a few seconds separating the boats on corrected time. Rob Van Landingham and Jim VanFleet were right there with there boats and the racing was always close! Great job guys on continuing to get out and go after it. The two race format per day was still in use and judging by the closeness that tells me that for A-Fleet that's the best format! Twice the fun and the racing stays close.

While those four A-Fleeters were duking it out on the waters of Lake Travis we had several more on the road. David Balfour (J80 "Kicks") and Jeff Jones (J80 "Sting") along with the Hobie 33 Team of Steve Vaughan, Jim and Tracy Henson were sailing on Galveston Bay for this years NOOD. The AYC'ers did us all proud! In the first race of the regatta Jeff stunned the J80 fleet by capturing a third (out of 17 boats!). It was his very first race in one-design J80 action. David Balfour and crew took a first in the last race of the regatta and brought home the regatta



Close finish for the crew on Kicks.  
(NOOD J/80 Course)

third place trophy after eight hotly contested races spanning three days. Great job! The Hobie 33 RedDer team placed third in the Hobie 33 one-design class. Again a very stellar fleet as the traveling Hobie sailors are some of the best to sail against. To put this in perspective the last place Hobie (6th) has owned a Hobie 33 since they were introduced and was at one time on the Hobie factory team! Not a bad days work for the Hensons and Mr. Vaughan!



Down wind leg on the NOOD J/80 course.

Many A-Fleeters have come out and volunteered the last couple of times that we have needed race committee. It was great to see a few of the faces that we don't always get to see. 'Preciate you coming out and helping. On that note A-Fleet has responsibility for the Wild Turkey Regatta (I believe its been moved to where it started on November 18th). We need a PRO, sign-up help, food and drink organizers, etc. Can anyone step up one last time this year? If you can't get your boat in and sail this may be a great time to participate as a volunteer.

### Annual Awards Banquet

by Bonnie Coleman

Mark your calendars now for the AYC party of the year! Saturday, Dec. 9 for Beach Party 2000. Sumptuous seated dinner, complimentary cocktail (cash bar will remain open all evening), dancing to the music of Off the Record, and Awards, awards, awards!!!

Awards - start thinking about who to nominate for the infamous Blue Duck Award for the most outstanding Blooper of the year. Remember that the nominee must be present to "win". Suggestion - if you have an outstanding nominee don't tell them & make sure they come to the party.

Get your formal sarongs & dress Hawaiian shirts ready!!!

Beach  
Party  
2000!!!



2000 J/24 World  
Championship

# Smythe Cup Finals (US Sailing Junior Single-handed Championship)

By Stephen Gay

Smythe Cup this year was hosted by the New York Yacht Club in Newport, RI, this August. I had the good fortune to qualify through my area to attend this event both this year and last year, and I arrived in Newport with aspirations. I'd spent the entire summer sailing hard, and I was ready to put up the score that was going to make me famous, or something like that, anyway. "In Thy Name of AYC, I Do Swear to Sail Well. . ."

The event was well managed, but quite different than any other regatta I've been to, or from any event AYC would host. For example, it was written in the Sailing Instructions that each competitor must have a blue blazer for the final trophy presentation. Oh, and after 7:00 PM you're not allowed in the clubhouse without a tie and blazer. Hmmm. And these people think Texans are weird.

The first day was a warm-up day, spent mostly preparing our equipment (Vanguard's ubiquitous Thornton was there providing the Lasers and the 420's for the Bemis) and discovering just how far out the race course really was. Narragansett Bay is large, but I felt I had the upper hand on the majority of the competitors from my experience sailing here in last year's Cressy final. Apparently not—the race course was run a good three miles away, in a corner of the Bay where no one (even the locals) had ever sailed. Fair it was, but when the assembled multitude of talent (Ken & Brad Read, Betsy Alison, etc.) couldn't say a thing about the breeze on our racecourse, it became evident that this was going to be a challenge. That night we had "big-boat night" where six IMS racers from 48' to 66' long took all the kids in the Sears/Bemis/Smythe competition for a cruise. I ended up having the time of my life driving a custom Farr 48' on a spinnaker reach in eight knots of breeze. Everyone got a chance to grind some, drive a bit if they had the stones for it, and trim the sails, with a couple of professional crew looking on and passing down sea stories. Undoubtedly, it was one of the coolest moments of my life thus far! Other post-race activities on later nights included a "How to become a 'Rock Star'" forum with a disgusting amount of talent (something like fifteen America's Cup and ten Olympic campaigns were represented on the panel), an "Ocean Racing Night" with JP Moruan (winner of the Open 50 class at the last BOC) and the bowman from Cayard's EF Language Whitbread campaign. It was a week that got even the guys in last fired up about sailing. For me, it was the culmination of a summer done nothing but sailing, and I came out of it even more pumped up than I went in to it—no burnout for me. The event's speakers and coaches were enthusiastic, helpful, and always available to talk to. It was incredible!

But. . . on to the goods. I know you want the results. . .

Day One: 12 knots out of the south. In the first two races, I rounded only one mark out of the top three (20 sailors qualify). This, however, was irrelevant, as I was informed that I had been scored OCS in both. This was a very, very harsh blow. At once, both my throw outs were gone, and the pressure that I was putting on myself got even higher. There had been no attempt to call back over early boats, something I thought was a poor performance considering it was only a 20-boat fleet. The final race of the day, I got it together and crossed the line second.

Day Two: 3-10 out of the west. Crazy, shifting breeze: home for me! I sailed the first weather beat no less than three times to get the pattern down, and right off the line myself and two others dived deep left as the fleet went right. It was scary for a while, but I knew that in a couple of minutes. . . the lefty arrived! I took another 2nd. Next race held similar conditions, and similar results: I arrived 2nd to the final mark but dropped two boats on the run to take 4th. The pressure that I'd gotten rid of was back—all of a sudden it occurred to me that with throw outs, I was winning the regatta! All I had to do. . . was. . . sail perfect. . . in the final race I was called over and restarted after taking penalty turns for a foul I committed. This ended the race, and the regatta—a medium air comeback from last in this fleet on that course was simply not possible. 16th, and I had to keep it.

Day Three: The low point. Breeze was 6-12 out of the east-southeast, also shifty but not as consistent. Perhaps it was the current, perhaps it was my state of mind, but I never got in tune with the shifts and my downwind speed was horrible. I was called over in the first two races and restarted, and even then I was always able to round the first mark in the top seven. I posted a 9-10 in these two, and now not only had I thrown away a chance for the win, I was risking melt-down even with throw outs. In the final race of the day I (finally) got a clean start and rounded the final mark third. But this time I guessed wrong, and the lefty that came in cost me ten boats. Bitter. . .

Day Four: One final race was scheduled. I was out of it, but I was ready to win a race. At the top, Clay Johnson led Andrew Campbell. Campbell had to finish 1st or 2nd with a boat between him and Clay to win. The race started light and got lighter. I had tuned up extensively before the start again and found the breeze deep left while the fleet traveled right. I sailed the triangle in 2nd (to the lighter guy who had also gone left) and up the final beat a nice five knots arrived. All of a sudden it got shifty, and Andrew Campbell arrived from nowhere in third with Clay right behind. For a while I led, but a breeze shift and an adroit move by Campbell right at

# Catalina 22 News

By Jon Fitch

The five race Indian Summer Series spanned some of the hottest weather Texas has seen in a long time. For those who were tough enough to brave that heat, there was some good sailing to be had. Omar Zia, Bill Wheat, Jim Johnstone,



Omar Zia and crew.

David Grogono, Jon Fitch, Ted Owens, John Grzinich, and Wade Bingaman all came out to race.

Wade Bingaman got off to a good start with two bullets. The next weekend Roy Crouse helmed his boat and racked up two more. The only humility Wade and Roy got all series long was when Ted Owens beat them in just one race. Wade, don't let me hear you griping that you don't know how to make that boat go . . . I don't want to hear it anymore! Wade and Roy, congratulations! Your



So, Larry just what model year C22 is that?

victory was hard earned and well deserved! By the way, were those really Cuban cigars you all were enjoying? Congratulations also to John Grzinich for a very respectable second place. From now on, watch out for that Bebop boat! And, in other news, Larry Hill had a very respectable third place finish (on his Sunfish). Way to go Larry!

If you were out on the water for the final weekend of the Indian Summer Series, you got to witness the change of seasons first hand. The day started off with a very fluky first race with a lot of 60 degree wind shifts and broad reaches. Just after the first race was over, we were hit with a very fresh sustained breeze of about 22 knots. At this point, everyone had doused their jibs and were heading for the harbor under main alone. Of course, in that kind of wind, we were all doing about 2 knots forward and 1 knot sideways. We had a really good rain shower and, even though some of us had to put up wet sails, it was a beautiful sight.

Two of our fleet members, Jen and Martin Grogono (whose brother is David Grogono), are proud parents of a new little crew member . . . Jen gave birth to a little boy named Max.



Jim Johnstone and the crew of Pandamonium.



Second place finisher, John Grzinich, along side Jim Johnstone.

bers, Jen and Martin Grogono (whose brother is David Grogono),

are proud parents of a new little crew member . . . Jen gave birth to a little boy named Max.

The Winter Series will start shortly... race dates are Sunday, October 15 (I think the date in the

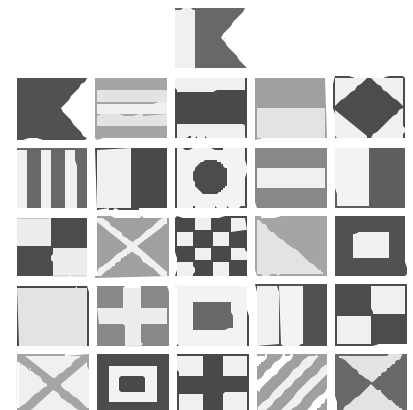
AYC Handbook, Oct. 14, is a misprint), October 22, 29, November 5, and 12. Don't forget we have race committee on November 12. Tentatively, the format will be distance around the permanent marks with a Genoa. Hope you are enjoying the nice fall weather (and winds) as much as I am. See you on the water!

## Smythe Cup (continued)

the finish forced me to duck and, in a picture-perfect finish, Andrew Campbell beat me out by inches to win the regatta while Clay crossed a moment later. So, you see, I was important in this regatta. . . .

Time has allowed me to consider my results a bit more dispassionately. In the races in which I was

not over early, I had a 2,2,3,4,(13). Scores like that win regattas. I'm proud of how I sailed, and I'm also very receptive to the lessons learned in this regatta. There will be no next time for me in this event (I've aged out), but there will be a next time in another event, and then I can apply what I've learned to take home the cup and head to the next level, the Olympics. . .



# J/24 World Championship

by Eric Nelson



## Pre-Race

When we pulled into Newport after the 33 hour drive from Austin, I knew I was going to like this place; the historical fort protecting the harbor was named after one of my favorite beers, Sam Adams! My next impression was the strong sense of organization that surrounded all aspects of this major world class event. And a good thing too, since over 300 sailors and 73 boats from Canada, Australia, Chile, Ireland, Bermuda, Great Britain, Sweden, Peru, Argentina, Italy, Japan, The Netherlands and the U.S. had to be weighed-in, fully measured and launched in two days! Each boat had a reserved space in a staging area (which buzzed like a NASCAR pit!) from which you would go to the various measurement stations on an prearranged appointment basis. Hull measurement was the most involved and mr. happy now sports some additional lead thanks to that !?#@%& Yankee scale! Of course the human scale was weighing heavy (too much cowda' maybe?) but we finally weighed in with half a kilo to spare. We finished measurement and launched late the second day, ready for the next day's afternoon practice race. Motor sailing out of Newport harbor for the practice under clear weather in the 60's (aaahhhhh!) and going by all types of sailing yachts (from old clipper ships to "retired" 12 Meters), we knew we were at the apex of yacht racing in the U.S. The practice race taught us 2 things. The first was that it takes longer than you think to get to the racing area that was 5 plus miles off shore if you don't factor in the tidal current (we barely made it in time). The second was that the RC was going to be very by the book; we had General Recall after General Recall, the RC never just let the fleet go since every start had so many unidentified OCS boats but since it was a practice race, no one paid attention to the I, then Z, then Black flags....so the fleet ended up returning to the harbor without rounding a mark!

## Day 1

Only 1 race was scheduled for Monday and we knew racing in a fleet with people like 1999 J/24



World Champion Vasco Vascotto (Milan, Italy), 1999 J/24 North American Champion Geoff Moore (Newport, R.I.), 1999 J/24 Midwinter Champion Tim Healy (Newport, R.I.), 1999 Rolex International Women's Keelboat Champion Pat Connerney (Newport, R.I.) and 1995 J/24 World Champion Bill Fortenberry (Jamestown, R.I.) would be tough....but we didn't really

think a lot about the conditions we would be sailing in. Well we started to once we got out to the racing area, it was totally different from the practice race conditions! A 10 knot southerly on top of big rolling swells had us sailing slower than the swells and it took some time to clean out our systems if you know what I mean. But once we settled in we had a good start and were sailing in the top third of the fleet, looking for the shifts that would move us up. Unfortunately the wind started to die and it became hard for us lake sailors to see the wind as the swells hid about half the water's surface (that is my excuse and I am sticking with it!). We thought there was more breeze further right and sailing into a big whole as we tried to cross over to it. We fell back as we watched both corners sail in to finish ahead of us! It was a quiet sail home knowing we had already sailed our throwout (hopefully), finishing Race 1 with a 48th.

## Day 2

With a Nor'easter rolling in on Tuesday (that the local TV weather people were calling "raw"), conditions were completely different than the day before. This was a pattern that we would see all regatta; each day's weather being very different. As we sailed out in 18-20 knots of breeze in 3 foot rollers (they looked more like 10 feet!) we felt good that we could redeem our first day's finish since there were definitely no holes to fall into! We started in wind that had built to 25 knots and gusty, driving the swells to four feet plus. We felt in the groove and played the favored left side to be 4th around the first weather mark.....then disaster struck! Our "brand new for the Worlds" spinnaker blew apart as we set it (it turned out that the seam glue never set properly and the sail just separated at all the seams). But the spirit of Ron Harden was with us and Bob called for us to hoist the Genoa as a 'chute since he remembered his Dad doing this in the "old days" on their Columbia 22. While it looked pretty ugly, Troy was able to trim it some and we actually jibed it once! While not as fast as our competition, we held on to 15th in Race 2. It was still a bitter pill for us to swallow though as we saw the boat that rounded the first weather mark next to us finish 5th! The second race the wind kicked up to 30+ knots and we had just one goal: surviving the most extreme conditions we had ever sailed in! We started Race 3 on what turned out to be the unfavored side but still rounded the first mark in the top 25% of the fleet, up went the "gennaker" which actually allowed us to sail lower and under good control (it was kinda like a reefed 'chute). But we got caught outside

of a pack of boats that came up from behind fast and they blocked us from working down toward the leeward gate. As you can imagine the downwind legs went by fast so by the time these inside boats either broached or jibed in, we lost ground both downwind legs. We weren't sure how to feel after finishing 35th in Race 3 but overall we knew we had lost a major opportunity to move up....



#### Day 3

With a borrowed spinnaker from the Netherlands team, we motored out in bright sun on calm seas and no wind Wednesday morning. After patiently waiting for close to two hours for the wind to fill in from the northwest, RC started us in 15 knots of breeze. After two General Recalls, the black flag came out. With everyone holding back a little, we had a good start and looked OK going into the first weather mark. Sailing in a pack we were looking for a way to break out and to honest we felt we needed to push a little harder to improve overall. One of the things we learned from past big fleet racing was that many times the outside boats in a mark rounding end up outside the 2 boat length circle, losing their inside room rights. Such a situation occurred for us and we went for it, well we picked the wrong boat to cut inside of and they protested us even though they could not have hit us if they tried too! But never the less, we would be the burdened boat at the Protest Hearing. With that hanging over our head we finished the race knowing it would be a late night "in the room". Race 5 started in about 18 knots under the black flag again. We expected the wind to slowly build and clock later in the day and it started to go right just after the start (and we started mid-line on a what seemed to be a mile long starting line!). Knowing we had to pull something good out of our butt, we started to take transoms to get right...but the right phase was stronger the more we went that way. This made for bigger ducks as the starboard boats continued to lift...well we misjudged a duck and yup, we bumped a boat (taking a 20% I Flag). Well we said "Thank You, may we have another?" and we got it (take I Flag #2). At that point we stopped trying to get right and tacked back into the fleet....we played a few shifts to stay in the hunt somewhat and finished 29th. After adding 2 20% penalties we ended up with a 57 for Race 5. Now to "the room", where suffice to say that the usual lying and cheating went on and we got tossed; we now had a new throw-out in a DSQ. We didn't let the next weather pattern of cold rain that came in that evening dampen our partying in the Thames Street pubs trying to forget Day 3.....

#### Day 4

We now have our old chute back, albeit looking like

Frankenstein with all its stitching "scars". With the first frost on the ground inland (brrrrr!), we motor sailed out wearing everything we had brought (good thing we planned for winter when we packed!). The 12-15 knot northerly winds were coming right down Narragansett Bay, making the breeze very shifty. Unlike Travis, the shifts were small in magnitude but big in scope across the course, the key to success was to get off one shift and find the next one without getting hung out. Well we got hung out pretty far right in Race 6 and had trouble getting back in contact with the fleet. With such a big fleet, that meant trouble and we ended up 59th. We learned a few things about this weather pattern (be more conservative) and we put that to use and raced to a 26th in Race 7. By now our lot had been cast but we had one more day to go and thoughts of the trailer race started to slip into our mind as tomorrow would be the last day of racing.

#### Day 5

Friday was a beautiful New England Fall day. The fleet was treated to several 12 Meters sailing out with us, giving the tourists on board a great sight of 73 J/24s under spinnaker heading out to race. The eighth race of the series started in 14 knots of wind from the North and flat seas. Compounding the tricky wind shifts was the rapidly dropping wind speed, down to 6 knots and falling as we rounded the last leeward gate. Once again we seemed to fall into a hole as we looked for breeze lines to take us to the finish, not wanting to get too hung out (we remembered Race 6!), we short tacked middle right, well the final kick in the butt for us was to see the far right and the left come in, dropping us to a 34th finish. But we pulled a small victory out this day, with the wind dying off to nothing but a ninth race scheduled, everyone was drifting around the finish area waiting. Well we have seen these conditions a lot on the Texas Circuit so we started our motor and headed toward the harbor (slowly). By the time the RC abandoned Race 9, we had a little jump on the fleet. A few 5 hp motors passed us but we still ended up 11th on the first come, first served pull-out list. With 2 hoists, we were out of the water and stick down a couple of hours later!

#### Conclusion

We ended up 46th overall :- ( but came away with some great experiences, especially from the Tuesday survival day. And the crew is all still talking to each other! We are looking forward to taking out our frustrations on the Texas Circuit fleet during the Beasley Cup at NYC in a couple of weeks. For those who want to study the details, Sail Newport has posted each boat's position at each mark of every race (I told you these guys were organized, they did this in real time also!), go to <http://www.sailnewport.org/worlds/index.php3?ArticleID=1> and click on "RACE X" (where X is the race number you want to see the mark rounding data for).



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