

# Telltale



December 2008

Monthly Newsletter

## *Inside this issue...*

*RRS 2009-2012 changes*

*Proposed 2009 Race Calendar*

*Felipe Payet's Viper News*

Plus...

2008 AYU Perpetual  
Award and Annual  
Trophy Winners

And

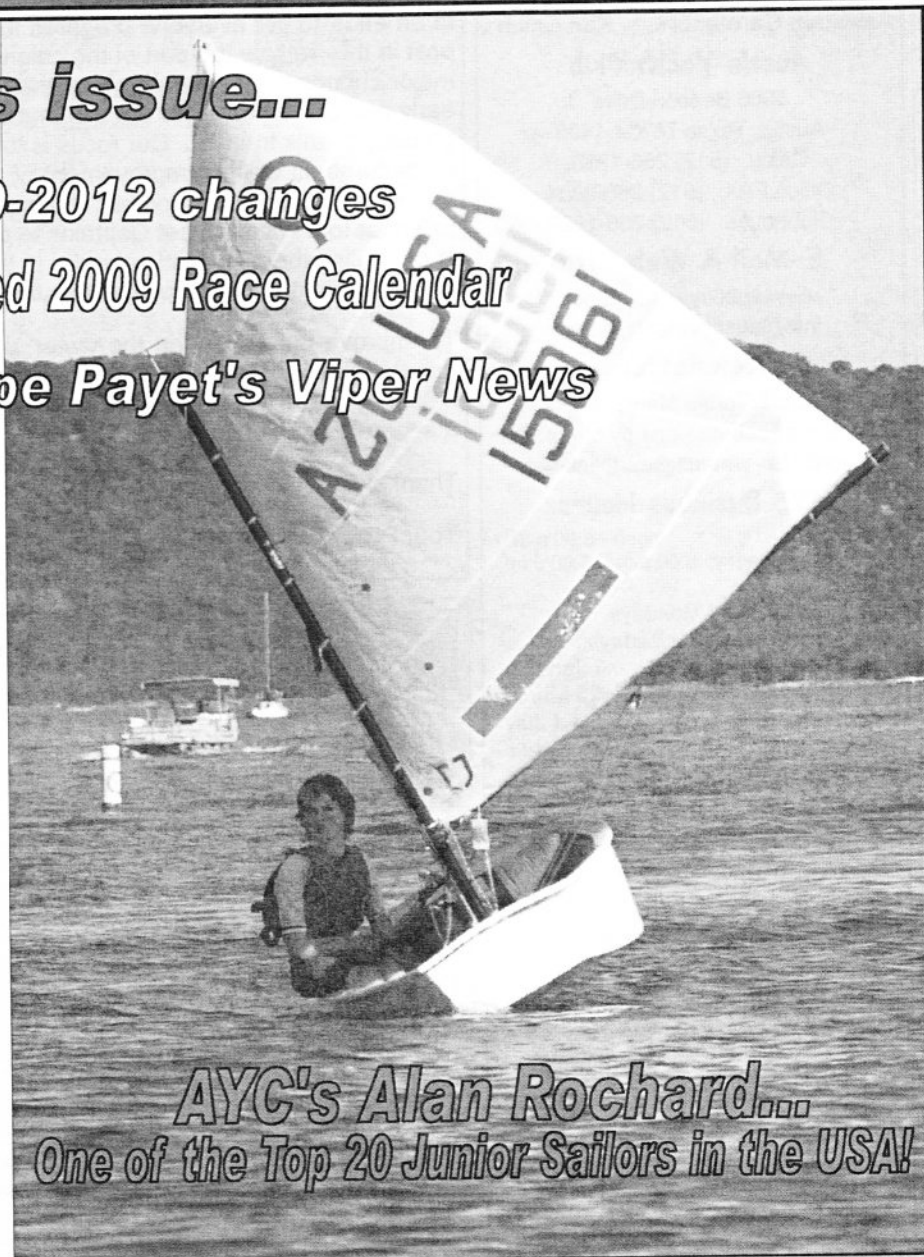
History of AYU



January 1, 2009  
Red Eye Regatta



January 24, 2009  
Start of  
Frostbite Series



*AYC's Alan Rochard...*  
*One of the Top 20 Junior Sailors in the USA!*

### Board of Directors

Commodore	Bob Goldsmith
Im. Past Commodore	Eric Nelson
Vice Commodore	David Lewis
Secretary	Randolph Bertin
Treasurer	Tom Romberg
Race Commander	Steve Eller
Buildings & Grounds	Jim Casto
Fleet Commander	Chris Dwight
Sail Training Commander	John Grzinich

### AYC Staff

General Manager	Bob Woods
Bookkeeper	Pam Radebaugh
Head Caretaker	Tom Cunningham
Assistant Caretaker	Kim Erlich

### Austin Yacht Club

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

### E-Mail & Web Site

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

### Newsletter

Yolanda Cortés Mares, Editor  
E-mail submissions by 5th of  
month to: [ymares@earthlink.net](mailto:ymares@earthlink.net)

### AYC Business Hours

Tuesday: noon—5:00 p.m.  
Wednesday-Sunday: 9:00 a.m.—5:00 p.m.

Closed Mondays

Closed Club Holidays:

New Year's Day	1 January
Easter Sunday	23 March
Independence Day	4 July
Thanksgiving Day	27 November
Shopping Day	28 November
Christmas Day	25 December

### Board Member E-mail addresses:

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Cover photo: Alan Rochard, pictured training at Lake Travis (photo courtesy of Brigitte Rochard),

## AYC Proposed 2009 Race Calendar

January 1	Red Eye Regatta (Keel Fleet)
January 24	Frostbite Series Race #1 (RC Multihulls, PRC Broussard/Ford FWS 1:30 p.m.)
January 31	Frostbite Series Race #2 (RC Ensign)
February 7	Frostbite Series Race #3 (RC J22, UTST Spring Qualifier)
February 14	Frostbite Series Race #4 (RC Catalina 22)
February 21	Frostbite Series Race #5 (RC Southcoast 21)

## PRC Report By Rick Smith

In an effort to get everyone prepared for next years racing, the PRC wanted to post in this Telltale the part of the calendar that seems to be solid as far as any major changes. Please note that the PRC has scheduled 2 RC clinics for the early part of the year. We will ask that each fleet appoint two representatives to go through this training. Our focus is to work to improve the 'on the water' race procedures as well as improvement of the data recording/collection process to enable a timelier and smoother scoring result. We will be sending the full year calendar to all of the Fleet Captains to provide input on the schedule. Our plan is to publish the proposed calendar in the January Telltale issue or on the club web site prior to the approval at the January Board meeting.

To improve the series 'on the water' data we are working on changes to enhance the mandatory check in for all series races. We are looking at a combination of on the water check-in, voluntary sign up at the RC board, and possibly a separate radio channel for check-in.

Thanks,

Your PRC

## AYC Wild Turkey Regatta Race Results

### PHRF Spinnaker A:

1. Bartlett, J. 2. Hens/Vaughn 3. Shull, R. 4. Henrickson, J. 5. Tillinghast, J.

### PHRF Spinnaker B:

1. Uphaus, B. 2. Ruais, R. 3. McDavitt, L. 4. Dwight, C. 5. Taylor, K.

### PHRF Spinnaker C:

1. Burke, J. 2. Morris, C. 3. Lewis, D. 4. Laws, D. 5. Wilsford, J.

### PHRF Non-Spinnaker A:

1. Casey, D.

### PHRF Non-Spinnaker B:

1. Grzinich, J. 2. Weller, P. 3. Gall, K.

**Note:** These results are being provided for informational purposes only. For actual results, please see the AYC website at [www.austinyachtclub.net](http://www.austinyachtclub.net) or contact the AYC Office.



## AYC 2008/2009 Non-Racing Events

December 6	2008 AYC Annual Banquet at The Austin Club
December 11	KHF Handicap Review Committee Meeting (7:00 p.m.)
December 12	Catalina 22 Fleet Christmas Party (AYC Clubhouse)
December 13	J24 Fleet Holiday Party (AYC Clubhouse)
January 17	Viper demo
January 18	RC Clinic
February 8	RC Clinic

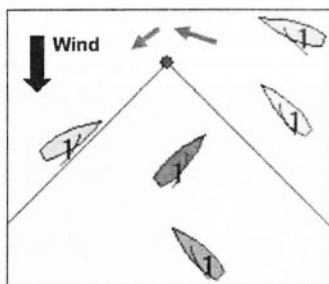
## Racing Rules of Sailing 2009-2012

By Gail Bernstein

The new RRS take effect worldwide on 1 January 2009. There are some noteworthy changes in the rules, which I will attempt to summarize. It is important that racing sailors know the rights and obligations of their boats. Please obtain the books listed in *Books for Your Christmas List* (found on page ?) and study the definitions and the rules of Part 1 and Part 2.

The very last section in the rulebook (even behind the index) contains the definitions. This section is the dictionary of the rulebook. Please note there are two new definitions in the 2009-12 RRS.

**Fetching:** A boat is *fetching* a mark when she is in a position to pass to windward of it and leave it on the required side without changing tack.



In this diagram Green and Yellow are *fetching* the mark, while Gray, Pink, and Blue are not. Please note that a boat fetches a mark even if she has to shoot the mark as long as she does not go past head-to-wind.

**Mark-Room:** Room for a boat to sail to the mark, and then room to sail her proper course while at the mark. However, mark-room does not include room to tack unless the boat is overlapped to windward and on the inside of the boat required to give mark-room.

(Continued on Page 5)

## From The Commodore

By Bob Goldsmith



This has been a really great year at AYC. To hit some of the highpoints:

*This is the biggest that AYC has ever been.* For the last 20 years we hovered around 400 members but recruiting has really taken off in 2008, and we are now just slightly under 500 members. That's a 20% increase! No doubt many factors are at work, but three seem very significant. Under **Bob Woods'** guidance the AYC office has become efficient and welcoming. Also, our in house media has reached an entirely higher plane. **Yolanda Cortés Mares**, the editor of this publication, has made the Telltale not just a great club newsletter but one of the better sailing magazines anywhere. **Tom Lang** has the website running very well and the emphasis this year on changing content and artwork keeps the members reading and has attracted attention beyond AYC.

AYC raised \$50,000 to fight blood cancer. That's a lot of money and something we can all be very, very proud of. Regatta Chair **John Howard**, L&L Society event director **Debbie Wilkinson**, and VC **David Lewis** really made it happen with a lot of help from a lot of committed volunteers.

AYC's junior program has really taken off. It is becoming a huge program that serves our members and is bringing in many kids from the community who are learning about our sport. And it is making good money for AYC. Hats off to Sail Training Commander **John Grzinich** and all who helped him.

AYC's team won the Mallory Cup again. According to US Sailing's press release, our guys have won the United States Men's Championship, which is what the Mallory Cup signifies, more times than any other team.

I could go on, but in the interest of time and space let's just say that this is your AYC, you made it happen, and we can all be proud together. AYC faces challenges in the years ahead but it also has great opportunities. Sailing is the greenest racing sport, and our commitment to keeping AYC inexpensive means that members can enjoy it in good times and bad. It has been a pleasure and an honor to serve as your Commodore in 2008. If you race sailboats, you're our friend. See you out there.



## Sail Training Report By John Grzinich

Now that December is here, I've started working on *my* 'transition' plan. **Bill Hawk** will be taking over the Sail Training Commander role next year. Bill is no stranger to the job, having done it in 2003, plus his whole family is the cornerstone of sail training at AYC. Bill and I have already started meeting to discuss some of the plans for next year. Bill's got some great new ideas he plans to focus on, and I've offered to help out. So, stay tuned to future Telltales and the AYC website for sail training plans and offerings. Of course, we welcome and want your input regarding what the members would like in the way of sail training in 2009.



*Ray Shull demonstrates the purpose of a halyard on his J29.*

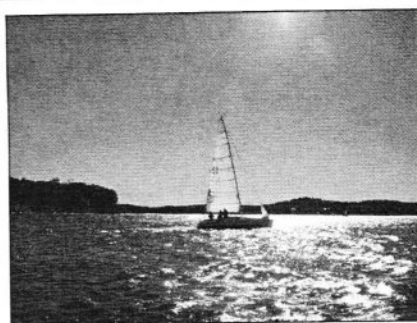
again, typical of our adult sail training clinics this year; it was attended by mostly non-members. From my perspective, this is great; we are increasing awareness and interest in sailing throughout the Austin community. It was a very windy day, white caps in the main basin, raising the obvious question; do we take new sailors out and scare them, or thrill them? Fortunately we had the kind of volunteer instructors and boats that can confidently handle those conditions. **Ray Shull** with his J29, **Steve Vaughan** with his Hobie 33, and **Claude Welles** with his J80. Claude did caution folks they would get wet for sure on his boat. This class was not intimidated, very enthusiastic and ready to go. Claude took the students with some experience and wet weather clothing on the J80. The rest of the class split between Ray and Steve's boats, with myself and **Jennifer Loehlin** riding along as respective coaches. We had a great afternoon



*Students listened intently as Ray Shull explains sail trim and steering principles. You think it was winter looking at the clothing.*

### Adult Clinics:

This year's final adult "learn to sail" clinic was held on the afternoon of Saturday, Nov. 15<sup>th</sup> with 12 students attending. This was a keelboat clinic. Once



*Steve Vaughan and students head back to AYC.*

we managed to get everyone some tiller time and first hand experience with plenty of puffs and wind shifts. After a beautiful afternoon of sailing we reached back to AYC through the northerly blow with plenty of waves and spray across the decks. The class loved it. At the post sail happy hour, the group asked many great questions, and we recruited some new sailors for crewing.



*Jennifer Loehlin (left) and Ray Shull (right) explain how races are conducted.*

In October we held the 1<sup>st</sup> "Double Time" event, basically a day to test drive some centerboard boats double handed. **Charlie Arnold** and **Linda McDavitt** are planning on holding another one on Saturday Dec. 13<sup>th</sup>, so check the AYC web site and bulletin boards for information. The objective is to promote interest among the younger members in centerboard sailing, and revive centerboard racing in the club. We are talking about making this an ongoing series of training event next year.



*Steve Vaughan answers students' questions during post sail happy hour.*

of sailing (main only). Claude took his crew up north close hauled for an exciting ride. Ray and Steve took their students into the Cypress Creek cove where

John Grzinich – Sail Training Commander



## Race Commander By Steve Eller

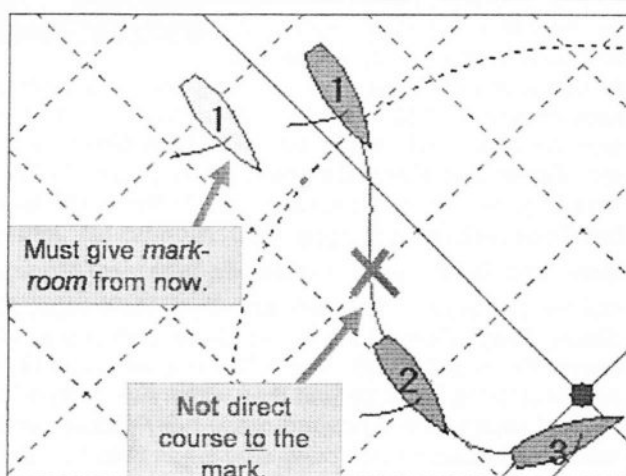
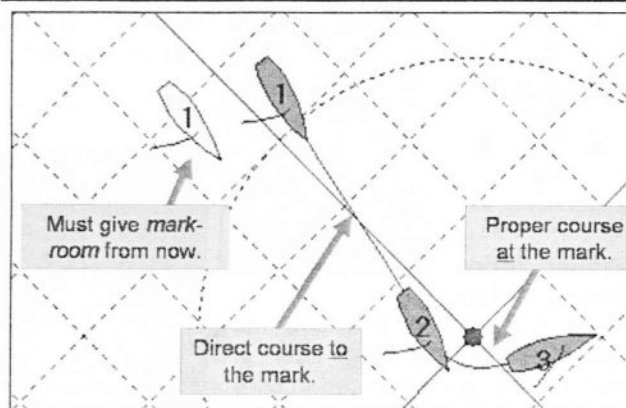
It is hard to believe that 2008 is drawing to a close. As is typical to AYC, we had an extremely busy racing calendar throughout the year. In 2008, the Club hosted series racing on 25 weekends and 4 regattas spread throughout the year. This does not count the three Keel Handicap Fleet Regattas, the Roadrunner Junior Regatta, Fred's Easter Laser Regatta, the Southcoast Intergalactics, the Friday Night Beer Can Races or the Wednesday Night Sunfish/Laser Series. It seems unlikely that you will find a yacht club that does more SAILBOAT RACING than AYC.

None of these events would have been possible without the hard work and dedication of your Permanent Race and Scoring Committees. I would like to thank **Bruce McDonald, Ted Owens** and **James Wilsford** for agreeing to serve as our "2<sup>nd</sup> Year" experienced PRC members for 2008. They helped train and guide First Year members **Jeff Avant, Elliott Bray, Fred Ford, Michael Haecker, Paul Horton, and Bruce McFarland**. This year's Scoring Committee was chaired by **Barbara Prashner** and included **Remus Broussard, Michael Haecker, John Maddalozzo, Rob Stivers, and Steve Vaughan**. If you see these folks around the Club please thank them for their efforts this year.

Participation in 2008 was excellent. In general, participation in Series races was on par with 2006 and 2007 but Regatta participation was improved over prior years. Here are numbers for 2008:

	2006	2007	2008
Spring Long Distance Regatta	34	36	42
Turnback Canyon Regatta	48	40	53
Centerboard Regatta	45	57	34
Leukemia Cup Regatta	60	83	97
Frostbite Series	47	34	59
Spring Series	92	72	87
Summer Series	67		68
Turnback Warmup Series		49	
Dog Days Series	65	61	
Leukemia Cup Warmup Series			65
Fall Series	83	78	73

## RRS 2009-2012 (Continued from Page 3)



In the top diagram Blue is sailing a direct course to the mark and her proper course while at the mark. Yellow must give her room to do so. In the bottom diagram Blue is not sailing a direct course to the mark. Yellow only needs to give Blue *mark-room* and no more space than that.

(Continued on Page 9)

It has been a pleasure serving as your Race Commander this year. I hope that you found the racing enjoyable and competitive. I am in the process of transitioning the Race Commander position to **Rick Smith** who is already busy gearing up for 2009. Be looking for information regarding the 2009 Race Calendar from Rick in this Telltale and more in the near future. If you have specific things that you would like to see incorporated into the racing at AYC please let your Fleet Captain know and ask them to contact Rick with that feedback. I look forward to being your Vice Commodore in 2009. Happy Holidays!

## Ensign Fleet News By Randolph Bertin



### Winter Series Wraps Up:

Wind. And plenty of it. All over the lake. It was the first time in months that we had raced in conditions as breezy as what we saw on the afternoon of November 9. SSE and pretty steady in the mid to high teens with gusts over 20. So it was mostly about keeping the boat together and under control. The Ensign fleet had eight boats out: (1) **Tom Groll** sailing with **Frans** and **Karel Dahmen**, (2) **Hap and Charlie Arnold** joined by **Annie Lancaster**, (3) **Randolph Bertin**, **Tom Nelson**, and **Iggy DeCardenas**, (4) **James Bene** and **Danny Lien**, (5) **James Wilsford**, **George Dahmen**, **Caroline Parobek** and **Tom Holdridge**, (6) **Elliott Bray**, **Doug Laws** and **Deke DeKeyser**, (7) **Lewis Price & Co.**, (8) **Mitch Barnett** and **Jonathan Apgar** (started first race and then withdrew). **Eagle** led the first race to the windward mark, but **Festina Lente** managed to catch them downwind when they had difficulty setting the spinnaker. There were lots of close roundings with **Hap Arnold**, **Tom Groll** and **James Wilsford** all getting to the leeward just behind **Randolph Bertin**. In the second race, **Esmeralda** was over early. **Hedonist** got the best start and led to the windward mark, but **Festina** managed to move ahead for good downwind when **Hedonist's** spinnaker became fouled after a wind shift to the right. **Tom Groll** managed to put a lee bow on **James Wilsford** (no small feat in an Ensign). Second race had three or four boats finish together. All in all there was plenty of good competition up and down the fleet which makes the racing more fun for everyone. **Eagle's** strong second place finish in the second race ensured their continued presence at the top of the standings, one point ahead of **Festina Lente**. Nov 16: Wind. Or rather a lack thereof. The Winter series ended with seven Ensigns on the water, ready for one final day of fleet racing: **Arnold/Romberg**, **Barnett**, **Bertin**, **Bray/Laws**, **Groll**, **Price**, **Wilsford**. Although the Ensign sailors showed up in force, the only force the wind showed was the lower end of Force 1. And it wasn't even from a consistent direction. There would be a few ripples on the water here. And a few over there. And they would disap-



Nov. 16: It looks like a little wind...

...but not for long.



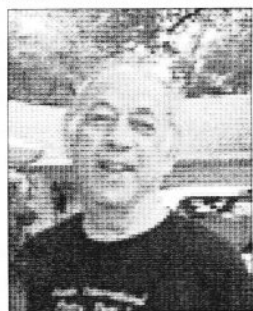
pear after a little while. On a few occasions, a light breeze threatened to develop, but Race Committee astutely gave up any hope of getting in a race. So we drifted back to the docks where the Ensign fleet had helped the AYC by preparing a chili dinner with potatoes and trimmings. Tasty fare. Thanks to all the Ensign sailors who pitched in to make it a success. With no races on the day, **Eagle** preserved their lead to claim the Series victory. Congratulations to **Hap Arnold** and his various crew members for an outstanding series!

**Wild Turkey:** Three Ensigns were on the water for this long standing regatta, racing handicap. **Fred Ford** made it to the line for his first official race. **James Wilsford** and **Elliott Bray** were also looking to bring home some hardware (or in this case, hard liquor). It was a light air day, and basically took almost until dark to get around the course. Unfortunately, such conditions dramatically favored the much lighter South Coasts, who took honors in the mixed fleet. Amongst ourselves, it was fairly competitive on the first windward leg, but Fred got caught short at the mark and had to put in a few tacks down speed in traffic and wasn't able to recover for several minutes at which point he was effectively out of the running. **Elliott Bray** kept the heat on **James Wilsford**, but James managed to keep the boat moving on the final leg while Elliott fell into a wind hole toward the East shore. It was a beautiful day, only marred by the lack of wind.

**Annual Banquet:** Several Ensign fleet members were honored at the AYC Annual Banquet: **Tom Groll** was awarded the Max White Memorial Trophy for his outstanding contributions to the club, **Danny Lien** brought home the Ol' Salt award, and **Annie Lancaster** won the Women's Single Handed Championship! Congratulations to all three very good sailors and very good people. We are fortunate to have them in the Ensign fleet. The fleet almost brought home another award as **Fred Ford** was nominated for the Blue Duck. Apparently he went sailing one afternoon, by himself. After raising the mainsail, he left the slip and began to sail off on a beam reach. Unfortunately, he was attached to the dock, unable to free himself! To his relief, he got some help, and even more to his relief, he was edged out on the Blue Duck by previous two time winner **Eric Nelson**. [Just for the record, word is that **Fred Ford** didn't try to leave the dock while still tied to it, but rather that his mainsheet became entangled on a dock cleat during his departure]. Don't worry Fred, we've ALL had our moments on and off the water where things don't quite go according to plan. Some of us just get lucky because no one else is around to see it!

**Annual Meeting:** The Ensign fleet will have their annual meeting and social on the evening of Saturday, January 10. Details will be sent to the fleet via email.

## In Memoriam... By Brad Kocen



My father, some of you knew him as **Byron Kocen** and some knew him as **Phil Kocen**, passed away last Saturday due to complications from heart surgery. Over the years, starting in 1969, I think, he sailed with many fleets. He started out on a Columbia 22, which I learned to sail on and moved to a Pearson 26. We

sailed with and against **Phil Mason's** Cal 27 and Pat's mighty Thunderbird. In its day, he flew the first Texas flag spinnaker. It was second in size only to the flag UT uses on the field for football games. This was back in the days when the Governor's Cup was an Aquafest event. I believe I kissed my first Aqua beauty queen when I was 11 or 12 (1971 or 2). Back in those days, they stuffed me below and made me pack the spinnaker over and over. We ran a lot of gold cups back then. I also remember a Gov. Cup where an Ensign sank by Rattlesnake Island. I remember the mast sticking out just above the surface for a few weeks, until the could figure out a way to raise her.

As many of you know, he bought the first 5 420s to start the UT sailing club. I remember having all those boats in our front yard, while we tried to find a place at the yacht club to put them. I am sure there are other members who pitched in, in his effort to expand our membership. Pardon me for not remembering your names. I was 13 or so.

During his second marriage, he moved to J boat racing. We really had a lot of fun, but he once told me that we never got past about 3rd place and probably only once. He used to wear a belt buckle with the words "Sailing" on it. He gave that to me a few years ago, when I joined the yacht club. We really enjoyed the racing and always the fun. I was finally old enough, so I learned foredeck on that J.

He also supported his 9 kids in sailing and bought us a Thistle. That fleet was big enough to have our own juniors club. We met at the Epstein's house, I think. We rebuilt it and repainted it. The corvette yellow one with the pretty emblem that his wife painted on it. It was so long ago, I cannot remember what the emblem looked like. I also think it was the last wooden mast Thistles, until we broke it in a storm near Sometimes island.

He then remarried again to Mary. Some of you may have called her Mimi. I think he went back to sailing PHRF with his Bahama 30 on occasion, but I was off to college by then. He then moved to the South Coast

fleet with a green South Coast. For some reason, I remember it being red. He says it was green. I guess my memories are fading a little. By that time, my kids were old enough to sail. They probably remember paddling out from the dock, since that boat did not have a motor. We all also remember the great flood of '91 (?). I still have pictures in an album somewhere.

Many of you will remember him for the greatest Blue Duck of all time. He dropped his Pearson off one boat ramp and his car off the other side. I am not even sure how this was possible. He says he left the car in gear (forward), when he got out of the car to release the strap holding the boat and trailer to the car. The boat went one direction and the car went the other. Both ended up in the water. He says the car still ran.

I know many of you love him and many of you remember him. You can pay your respects at his home 13104 Broadmeade, Austin TX, 78729. Mimi will be very happy to hear from you. If you would like to make a donation, his "other" passion was music. He spent a lot of time in Round Top, Texas at Festival Hill, an organization that sponsors probably the greatest music school in Texas. The money is used for scholarships in all of the arts. Some of you may know that dad was a poet. He read his poetry there when they dedicated a new wing to the building. To make a donation or just find out about this unique and famous little place in Texas, go to <http://festivalhill.org/>.

God bless you all.

Brad Kocen (the oldest one)

*AYC offers its deepest sympathy to the Kocen family.*

## Viper Strikes in Austin

By Felipe Payet



As some of you may have noticed, there's been a Viper 640 sportboat at AYC since the spring, and at Leukemia Cup this year there were THREE Vipers slithering around the race course, delivering huge smiles for all the crews as we enjoyed ideal Viper planing conditions. The boats that

*(Continued on Page 13)*



## Returning for 2009

As many of you may know, I plan to return in 2009 to my AYC board position as Fleet Commander. I look forward to continuing to work to improve the harbor operations at AYC, to ensure that the AYC community has proper access to shared facilities, and to ensure that our most active sailors are supported with their storage requests. If you have questions, concerns or suggestions, please contact me at [fleet\\_commander@austinyachtclub.net](mailto:fleet_commander@austinyachtclub.net) or call my mobile phone, 512-239-8500.

## Wet Slip Reassignments – Moving Some Boats Around

I currently have a significant wet slip wait list with many pending move requests for leeward slips on specific docks. Our normal rate of attrition is not enough to keep up with the current demand from our more active sailing community. In order to accommodate these requests, I will need to move several less active boats into windward slips.

In upcoming weeks and continuing in 2009, I will propose to several members that their boat be moved to a different wet slip in order to accommodate the requests of more active boats. If you happen to be one of the members contacted by the harbor committee, I would appreciate your understanding the challenge of managing a limited supply of wet slip resources, and would ask you to consider the benefit your cooperation will have on continued participation from our more active sailor community.

## Boat Usage Log and Harbor Rule 14

Harbor Rule 14 describes specific rules regarding boat usage at AYC. Much of rule 14 describes the process for revocation of storage. At the current time, I do not expect to revoke any storage – instead, I am planning to move some less used boats to differ-

ent slips with similar beam and depth.

When evaluating boat usage for possible wet slip reassignment, I reference recent race results and the boat usage log. These measures are specifically described in Harbor Rule 14, section C, paragraph 2 which states that *"Evidence of such use shall be limited to race results in which the boat has participated or documentation of use of the boat by proper recording of such in the Boat Use Log maintained by the Club Manager."* If you are not actively racing the boat in your slip, I strongly recommend that you record the cruising activity of your boat in the boat-usage log. This log book is available in the clubhouse kitchen area near the telephone. To ensure accuracy, please be sure to record the specific dock and slip of the boat being used (such as D4-12).

## Lake Levels

On December 4<sup>th</sup>, the National Drought Mitigation Center released its most recent Texas Drought Monitor. The new report moves central Texas from extreme drought to exceptional drought – a 50 year drought condition. Current inflows into the Colorado River system are minimal throughout the entire basin.

Despite the current drought conditions, our current lake level is somewhat stabilized. Until mid spring, there is minimal downstream irrigation demand, so even as the lack of rain continues, our lake is dropping at a very slow rate. At the current time, I do foresee additional dock repositioning being required.

## U.S. Drought Monitor Texas

December 2, 2008

Valid 7 a.m. EST

	Drought Conditions (Percent Area)					
	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	53.0	47.0	24.5	14.2	7.5	1.2
Last Week (11/25/2008 map)	57.8	42.2	24.3	14.2	7.1	0.0
3 Months Ago (09/04/2008 map)	52.9	47.1	25.1	10.0	3.0	0.0
Start of Calendar Year (01/01/2008 map)	52.0	48.0	11.6	0.0	0.0	0.0
Start of Water Year (10/07/2008 map)	67.2	32.8	20.5	11.0	3.6	0.0
One Year Ago (12/04/2007 map)	41.9	58.1	5.9	0.0	0.0	0.0

### Intensity:

D0 Abnormally Dry	D3 Drought - Extreme
D1 Drought - Moderate	D4 Drought - Exceptional
D2 Drought - Severe	

The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. See accompanying text summary for forecast statements

<http://drought.unl.edu/dm>



Released Thursday, December 4, 2008

Author: M. Brewer/L. Love-Brotak, NOAA/NESDIS/NCDC

## Multihull News By Jim Rehage



Team Dallas-(John Webster and Steve Foxall) towing a dismantled Team Yost-(Michael Yost and Dave McDaniel) 10 miles to St. Jose Isle 20 miles north of Port Aransas.

At this year's Annual Banquet, **Steve Piche** received the Jessie McIlroy Smith Bowl perpetual award for his contribution to sailing outside the normal domain of AYC. Steve is the founder of The Great Texas Catamaran Race that has become one of the premier long distance beach cat races in the country. Starting from South Padre Island and progressing northward along the Texas coast to Galveston in 40 to 105 mile jaunts, this is distance racing at its best. In its 8th year, Steve is expecting another great turnout that includes a number of Texas stalwarts along with several world class racing teams.

At the banquet, I asked Steve what was the impetus for creating the race. "Isn't it obvious?" was his reply. "After sailing off the coast of Florida and the East Coast in a couple of Worrell 1000s in the '90s, it just made sense that the Texas Coast would be a great place for this kind of event". No stranger to sailing on the Texas Coast, Steve picked the week prior to Father's Day because the predictable winds in June and a lesser chance for tropical storms compared to later in the summer. The inaugural event was a roll of the dice – no one had ever sailed a catamaran over the entire course. But it went beautifully – nine teams showed up in South Padre and were treated to typical southerly to southeasterly sea breezes that built throughout the day and made for delightful spinnaker runs up the coast.

This past June, Team Ruff Rider, with skipper **John Tomko**, 32, of San Antonio, and crewman **Ian Billings**, 40, a New Zealand resident living in Austin, finished first, repeating their victory from last year and setting a course record of just over 19 hours. They didn't have an easy go of it, either. They flipped several times, and

Billings got washed off the boat once.

Worth the trophy and bragging rights they earn for the finish? Certainly, for these guys. Like the other competitors, they love the thrill of the adventure and the adrenaline of the competition. Out in open sea, they're immersed in nature, with only themselves to rely on (not quite, see the photo of dismantled Team Yost being towed by Team Dallas). That's what makes this event more than a race.

"It's a test of skill, courage, strength, preparation, ingenuity and perseverance," said **Mike Rohrer**, the Cedar Park skipper, when the race was over. "It's the same coastline, but a different race and adventure every year. I think that's why we all come back."

### RRS 2009-2012 (Continued from Page 5)

In addition to the new definition, two other definitions have significant changes.

**Clear Astern and Clear Ahead; Overlapped:** One boat is *clear astern... clear ahead... overlapped...* These terms always apply to boats on the same *tack*. They do not apply to boats on opposite *tacks* unless rule 18 applies or both boats are sailing more than ninety degrees from then true wind.

The part about this definition you need to note that is new concerns boats on opposite *tacks* sailing more than ninety degrees from the true wind. They may be overlapped.

**Zone:**

The area around a *mark* within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.

A few things to note about this definition; It is now three (3) hull lengths instead of two. The term "hull length" means the *zone* is based on the length of the hull, without the addition of a bowsprit, outboard motor, etc. The term *obstruction* has been deleted. There is no *zone* at an *obstruction*.

(Continued on Page 11)

Don't be left behind...

Learn the New Racing Rules of Sailing!

## C- 22 Fleet News By Peter Broberg



Dane Ohe and David Rehberg rest in their chase boat after winning the Winter Series on Kanaloa as if they under power!



As we near the end of another year the Catalina 22 Fleet looks forward to our Annual Holiday Party at the AYC Clubhouse on Friday 12/12. We plan to enjoy blackjack, music, good food, and even better company.

Congratulations to the top finishers in the Winter Series. **Dane Ohe and David Rehberg** (shown together in the chase boat on R/C duty) took 1<sup>st</sup> Place on **Kanaloa** with nothing but bullets for the races they sailed. They had the luxury of sitting out the last race knowing their place was already secure! **George Robison and Paul Jensen** on **Dumbo** took 2<sup>nd</sup> Place for the series. **John Grzinich** and crew on **Bebop-a-lula** finished in 3<sup>rd</sup> Place for the series just one point back from second!



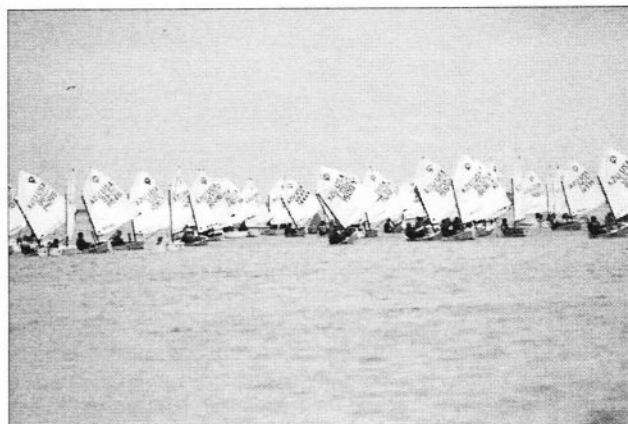
Catalina 22 fleet members search for wind as the committee boat stays "On Station" without need for an anchor!"

One highlight for the C-22 Fleet Captain came during the week leading up to the last scheduled day of series racing on November 16<sup>th</sup>. We had Race Committee duty and I worried about mobilizing adequate manpower with Thanksgiving approaching and with somewhat less than our usual number of boats coming out for the series. However, when I sent out an E-mail early that week, within 48 hours I had FOURTEEN volunteers! What a great group of folks we have in this fleet.

As it turned out of course, there was not a breath of breeze to be found on Sunday even though the dog had

## AYC Jr. Sailor qualifies again for U.S. International Team!

By Eric Rochard



**Alan** qualifies for 2nd time in the US International Team with a 17th at the Midwinter USODA in New Orleans! (Photo by Julia Cocharo)

**Alan Rochard** is now one of the top 20 junior US sailors. He started slow in the 140 boat fleet (43rd) but finished with a 3rd in the last race. Above 15 knots Alan is one of the fastest Opti sailors. So, he is very happy about this result in 5 to 10 knots!

The Southern Yacht Club did an outstanding job at managing the regatta. Looking at 140 Optis start was quite impressive, you'd better been on the right end!

Full results can be seen at: <http://www.southernyachtclub.org/images/stories/File/2008/Rachel/OptiMidwinters%20Series.htm>

Congratulations, Alan! We are very proud of you at AYC!

been blown off the chain on Saturday. **Wade Bingaman** and **Bruce Foster** (along with a supporting cast of thousands) sought valiantly for enough wind to set a starting line but in the end wisely gave it up and allowed the intrepid adventurers to motor or be towed back to the docks. Many thanks to all who came out to help anyway!

We will plan to meet at the clubhouse one evening in January to discuss plans for fleet racing and social activities for 2009. Merry Christmas and Happy New Year to all!



## RRS 2009-2012 (Continued from Page 9)

Part 2 of the rulebook covers when boats meet. It is divided into four sections. Section A rules cover the obligations of the give-way boat. No Section A rules changed. Section B rules cover the limits and responsibilities of the right-of-way boats. The one exception is rule 14 which applies to all boats. Sailboat racing is a non-contact sport and all boats, not just right-of-way boats, must avoid contact. There is one rule change in Section B. Old rule 17.2 dealt with sailing below your *proper course* and has been deleted. There will no longer be any rule that prohibits sailing below your *proper course*.

Section C rules cover *marks* and *obstructions*. The old Section C and in particular old rule 18 was very complex. In the new rulebook, Section C has been completely rewritten. The new Section C is not intended to be a game changer. It should reflect the way the average sailors perceived and interpreted the old rules. The new rules should be simpler to understand. Rule 18 (Mark-Room) covers only marks. Obstructions are now covered in rules 19 (Room to Pass an Obstruction) and 20 (Room to Tack at an Obstruction).

The preamble states that the Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them. This is not a new rule, just a new location.

The old preamble to Section C contained verbiage about 'switching off' or taking precedence over any of the rules of Sections A and B. This verbiage is not in the new Section C. Section A and B rules always apply. The old rule 18 had verbiage about 'keeping clear and giving room'. The new rule 18 does not mention 'keeping clear'. This is not a game change. It is just reorganizing the rules. Because of the deletion of the old preamble, the new rule 18 does not need to mention 'keeping clear' because Section A and B rules never get 'switched-off'.

When does rule 18 begin to apply? The vague terminology in the old rulebook (about to round or pass) is no longer used. Rule 18.1 is now very clear. Rule 18 begins to apply between boats when one of the boats is in the zone. Remember the new definition of zone – three hull lengths.

When does rule 18 stop applying? Again the terminology in the old rule 18 (when boats have passed the mark) has been deleted. Rule 18 obligates one boat to give another boat room until it is no longer needed. However, there are two specific cases where rule 18 may cease to apply sooner. If either boat passes head-

## Books for Your Christmas List

By Gail Bernstein

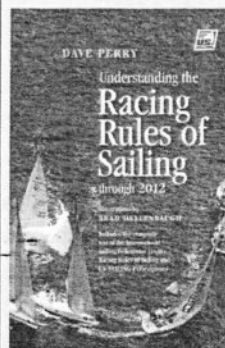


The Racing Rules of Sailing are published every four years at the end of the Olympic quad by the International Sailing Federation (ISAF). The U.S. rulebook also includes the prescriptions adopted by US SAILING. The new rules will become effective on 1 January 2009.

US SAILING members will soon receive a free copy of the new rulebook and additional copies are available for purchase through US SAILING's online store (\$15.00 for US SAILING members and \$29.95 for non-members).

The new U.S. rulebook has a blue cover. On New Year's Day, please throw your old red cover book away. All old books in AYC inventory should be thrown away as well. Please do not put them on sale at half-price!

In addition to the U.S. rulebook, US SAILING has published a *Handy Guide to the Racing Rules*. It is an easy to understand, simplified 15-page, water resistant, pocket sized guide to the basic RRS 2009-2012. The *Handy Guide to the Racing Rules* is available through the US SAILING online store (\$5.95 for US SAILING members and \$7.95 for non-members).



Dave Perry's *Understanding the Racing Rules of Sailing Through 2012* is a guide for sailors and race officials. Good friend and rules expert Dave Perry concisely and clearly answers all the most commonly asked questions on the racing rules. The comprehensive, easy-to-understand explanations, with extensive references to US SAILING Appeals and ISAF Cases make this book a complete and authoritative resource on the rules. Dave's book is also available through the US SAILING online store (\$27.00 for US SAILING members and \$32.50 for non-members).

to-wind or if the boat entitled to *mark-room* leaves the zone. When a boat entitled to *mark-room* leaves the zone for any reason rule 18 ceases to apply and it is a fresh start of rule 18 when she reenters the zone.

One more change to note. Rule 18.4 does not apply at a leeward gate. When an inside right-of-way boat approaches a gate mark she may sail farther from the gate mark than needed to sail her *proper course* around that mark. This is true even if she does not intend to round the other gate mark.

Is anyone still awake? That covers the major changes in rule 18. Be sure to get the *Christmas List Books* and do some studying on your own!

## Keel Fleet News By Felipe Payet



This month marks the changing of the guard in your AYC Keel Fleet leadership team, from the outgoing officers to the new leadership team which took office at the annual Keel Fleet meeting on November 14<sup>th</sup>. The outgoing Keel Fleet board deserves a huge thanks from all of us for their energy, dedication and success over the past year: Under 2008 Fleet Captain **Steve Vaughan's** leadership, the team (**Barry Bowden** – Treasurer, **Remus Broussard** – Secretary, **Jim Tillinghast** – A Fleet Captain, **John Maddalozzo** – B Fleet Captain, **Damon Galloway** – C Fleet Captain) continued to significantly reinvigorate participation in Keel Fleet events, and all of us on the new board hope to build on that trend for a successful 2009!

If you weren't at the keel fleet meeting on November 14<sup>th</sup> to elect the new board and meet the team, the new Keel Fleet leadership team is:

Keel Fleet Captain -	<b>Larry Ratliff</b>
Keel Fleet Secretary -	<b>Felipe Payet</b>
Keel Fleet Treasurer -	<b>Remus Broussard</b>
A Fleet Captain -	<b>Bob Leonard</b>
B Fleet Captain -	<b>John Maddalozzo</b>
C Fleet (Non Spin) Captain -	<b>Trey Amrhein</b>
Event Coordinator (new position) -	<b>Jim Tillinghast</b>
New Handicap Committee appointees -	<b>Barry Bowden, John Vance</b>

For 2009, the new (and in some cases returning) Keel Fleet leadership plans on continuing to promote the initiatives championed in 2008 (more communications, more food/drink, more racing!) and we will also bring new energy and fresh ideas to the table in order to make 2009 a banner year. You'll be hearing more from our Fleet Captain **Larry "Fast Chicken" Ratliff** and his henchmen (errr, I mean TEAM) in the coming weeks.

In the meantime, we'll be kicking off the New Year with the traditional Red Eye Regatta on January 1<sup>st</sup>, racing for the McCollum Cup, so please join us at the Yacht Club at 10:30am on 01/01/09 for Bloody Marys (a little hair of the dog?) and racing to kick off the year in style (check the Red Eye Regatta Announcement elsewhere in this issue for more details.)

Finally, I leave you with some parting words from my predecessor as Fleet Secretary **Remus Broussard**, who offers a brief recap of what was a challenging Wild

Turkey Regatta, due to nature's refusal to provide any breeze for the event:

Well, the weather may have attempted to abandon the regatta, but with true Keel Fleet determination we refused to let that put a damper on our event. The 29th annual Wild Turkey Regatta turned out 32 boats and about 100 sailors.

**Steve Vaughan** handled scoring for the race and **Bill Hawk** graciously reprised his role from last year as PRO for the day. **Bob Leonard, Rick Smith, Todd Bankler,** and **Ryan Miller** filled out the rest of the race committee, and with everyone's help we managed to work through a few difficult situations to the satisfaction of all involved.

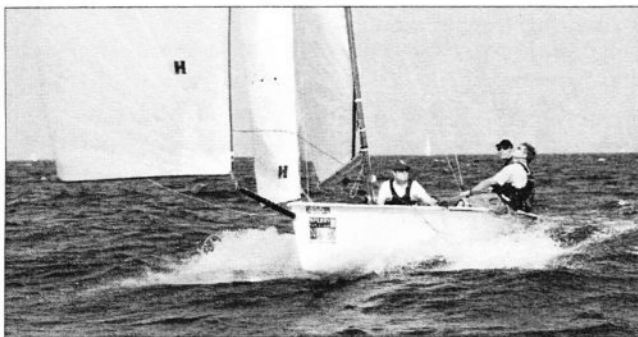
A wonderful and well received meal was prepared and served by **Dana Broussard, Lanelle Montgomery, Karen Smith,** and **Margie Hughes**. They worked hard before, during and after the event and we are in their debt. When you see any of these folks, please be sure to add your thanks to ours.

Special thanks to **Dave Hilfer** for his efforts in setting up the Texas Hold-Em Poker Tournament, and our apologies to everyone for running out of wind and not getting the regatta wrapped up in time to enjoy his work.

Finally, the fleet offers its sincere thanks to **Ray Lott, Tom Lott,** and **Barry Bowden** for starting this enjoyable event.

**Best Wishes  
For A  
Very Safe  
And Happy  
Holiday Season!**

## Viper... Continued from Page 7



raced at Leukemia Cup are part of the rapidly growing and highly enthusiastic Texas Viper fleet. There are boats in the Dallas/Fort Worth area, Austin, and we expect to see Vipers in the Houston/Galveston area soon as well, with all owners enthusiastically looking forward to a five race Viper Texas Circuit in 2009. All this interest in the Viper is part of a nationwide trend, with new Viper 640 fleets growing like weeds all around the country. As an example of the level of interest in the boat, and the enthusiasm of the sailors, as of this writing there are already 30 vipers (yes, THIRTY) registered for Charleston Race Week '09, making the Viper 640 the largest One Design class registered for the regatta, by far.

**Coming back to Austin and AYC:** Come spring, get ready for a whole lot more Viper activity on our home turf! We're putting together a group order for a container-load of four Vipers to be shipped to us from the builder, Rondar Raceboats, in the U.K. There are 2 deposits already placed, and a third local sailor almost ready to pull the trigger. The fourth boat in the container may go to a sailor in Houston, but if anyone else at AYC is interested, there's still time to make that fourth boat come to us as well! The beauty of a fleet order is that the builder saves a lot of money in shipping and passes that savings on to the buyers, in the form of a \$3,000 discount off the boat's normal price. As part of the fleet deal, a brand new Viper 640, with carbon mast, mylar sails, spinnaker, and trailer, goes for \$29,995 delivered, ready to race. As an additional sweetener, **Brian Bennett**, designer of the Viper and world class sailor (Whitbread race, America's Cup sailor, and Contender Junior World Champion) will come to Austin to help set up the new boats and conduct a Viper-specific clinic to get the new owners up to speed.

Speaking of **Brian Bennett**, we have also organized a Viper demo day with Brian at AYC, on Saturday January 17<sup>th</sup>. So if you'd like to meet the designer of the boat, sail a brand new Viper 640 with him and see what all the excitement is about, keep your calendar clear for Janu-

ary 17<sup>th</sup>! Check the Viper Demo Day announcement elsewhere in this issue for more details. Finally, in addition to the new boats coming to the state, there are two used Viper 640s available for sale in Texas (from owners ordering new Vipers), and we're going to work hard to keep those boats in the Texas fleet.

What's driving all this interest in the Viper? The boat provides a fantastic combination of speed, simplicity, value, and just plain FUN that is difficult to resist. It's the kind of boat that many people are hoping will reignite interest in sailing, especially among young adults. The boat is light (750 lbs all-up weight) and sports a powerful sail plan, which translates into effortless planing runs downwind with very light loads on the control lines (there isn't a single winch on the boat). We've seen boat speeds in the mid-teens several times, with zero drama. The carbon fiber rig is engineered to automatically depower by flexing off in the puffs, making the Viper forgiving to sail in big breeze, and easy to tune. The boat's light weight, ultra-light rig (the fully rigged carbon mast, including standing rigging and halyards, weighs less than 30 lbs!), and lifting keel make it easy to rig and de-rig, and a pleasure to tow behind almost any vehicle. Given the volatility in the price of gas these days, it's nice to have a boat that doesn't require a big truck to launch or tow to away regattas!

While the Viper experience is fairly athletic in heavy air, in light to medium breeze we've found the boat to be a laid-back family day-sailor, with light loads on all the control lines that allow kids to really participate in sailing the boat. My six-year-old daughter drives the Viper and trims the kite, and has already been racing (ok, floating... as there was no wind for part of the race) with my wife and me. Coincidentally, several of the Texas Viper owners have young families, and we're toying with the idea of a family racing series to get the kids involved.



If anyone is interested in test driving the Viper, or wants to hear more about our group order, please feel free to e-mail me ([fpavet@alum.mit.edu](mailto:fpavet@alum.mit.edu)) or call (512.294.7279). You can also learn more about the Viper 640 at [www.Viper640.org](http://www.Viper640.org).

Live slow, Sail fast!



# ⊕ The Austin Yacht Club Keel Fleet ⊕

Invites all Keel and Multi-hull Yachts to the 33<sup>rd</sup> annual

## RED EYE Regatta

January 1, 2009



### The McCollum Cup

Awarded to the overall PHRF Spinnaker Fleet winner, defending holder Mark Salih.

<b>Schedule:</b>	<ul style="list-style-type: none"><li>• Red Eye Bloody Mary Breakfast 10:30AM</li><li>• Registration, Skippers Meeting and Race as soon as possible following breakfast</li><li>• Awards, beer and food following the race at AYC</li></ul>
<b>Cost:</b>	A little bit of Sanity and \$25/boat (\$20 AYC KHF) Cost includes Breakfast for skipper and crew
<b>Classes:</b>	PHRF Spin, PHRF Non-Spin and Portsmouth Multi-hull

More Information available on AYC website: (<http://austinyachtclub.net>) or from event coordinator Larry Ratliff (phone 512-266-2262 or [wratliff@austin.rr.com](mailto:wratliff@austin.rr.com))

## History of AYC

**Dr. William Carter** started the Austin Sailing Club in 1951. Commodore **Bob Embleton** had the club incorporated in 1953. Back then, meetings were usually held at members' homes. For a while, club meetings were held at the Austin Public Library. Dues were \$10 a year.

Boat building was a common bond among the ASC members, since almost all the boats were home built with wood. Dr. Carter designed the T-28 and T-24. The "T" standing for Texas and the number, of course, referring to the boat length. Bill Carter's T-28, **Heuristic**, was the scratch boat. There were also two T-24's, a Comet, a Snipe, an International 14, and several double enders. Sails were made of cotton and lines were linen. **Pat Kimbrough** remembers the first attempt with a synthetic sail. Orion, which did not quite make the grade, was so brittle it cracked when folded. Dacron did not appear on the scene until around 1956.

Races were run from shore, at the Lake Travis Lodges, using a portable mast as the signal hoist for various starts. Marks were usually inner-tubes with a flag attached. The rules demanded a higher level of conduct and seamanship because, if you fouled someone or touched a mark, you were out of the race! There were no penalty turns in those days.

Cruising was also very popular when ASC first got started. About every two weeks, members gathered for a short overnight sail. Arkansas Bend was a favorite destination. When the lake was full, you could sail right up to shore and tie off with a stern anchor out to kept the boats all pointed toward shore. The Bluebonnet Cruise, to Cow Creek, was held once a year. It was an ideal campground, but unfortunately turned out to be private property. The Bluebonnet Cruise is now celebrated as the Turnback Canyon Regatta, with the post-race BBQ and campout held on park land that is part of the Lago Vista community. Many years the local volunteer fire department hosts the barbeque, attended by hundreds of people in addition to the racers.

In the early 60's, ASC rented a cabin at Lake Travis Lodges for a clubhouse. It was next to a cafe run by **Jesse James**, the State Treasurer. He liked sailors and extended a good price on the cabin rental. The cabin had a large room, kitchen, bath, and fireplace. Out front a large screen porch overlooked the marina. This clubhouse proved popular and enabled the Austin Sailing Club to attract more members. About this time, **Raymond Allen**, owner of Beacon Lodges offered to sell ASC that property for \$110,000. Several ASC members tried to come up with the money, but it was out of reach at the time. Beacon Lodges was then sold to builder/developer **Walter Carrington**. Later, as club member-

ship grew, a trust fund was established and the current club site was purchased.

**Tom Leach** designed the current clubhouse. In 1969, it was built under the careful supervision of **Bill Griffis**. At this time the name was changed to the Austin Yacht Club.

The original fishing camp cabins have been retained and can be rented by club members and guests. The cabins were substantially remodeled after the flood of December 1991 when the level of Lake Travis reached 710.44 feet above sea level. The floors of several cabins were raised to the top of the original stone walls, to lift them above the spillway level of Mansfield Dam.

It was commonly believed that the clubhouse was built just above the level of the spillway but this turned out to be off by several feet, as the clubhouse was under more than a foot of water during the 1991 flood. The clubhouse was remodeled with emphasis on water proof materials and easily movable fixtures.

In the mid 1980s the office was built adjacent to the clubhouse, with expanded restroom facilities below. **Hap McCollum** was in charge of this project, which included a spectacular demolition of an existing structure.

The club has always been driven by a spirit of volunteerism, with members providing the labor for many projects on the docks and around the grounds. The largest such project was the construction of new board boat docks in the South cove. This effort was organized and led by **Jon Fitch**, and spanned most of 2003 and part of 2004 with volunteers working nights and weekends.

With racing as the central theme of the club, AYC members have done well over the years at the state, regional, national and even international level. Teams and individuals from AYC have won numerous championships including silver medals in the 1992 Olympics (**Doug Kern/Kevin Mahaney/Jim Brady** in the Soling class and **Paul Foerster/Steve Bourdow** in the Flying Dutchman class).

### The Turnback Canyon Regatta

The Turnback Canyon Regatta (TBC) is AYC's oldest and largest racing event. Dating back to the early 1950s, TBC is full of contrasts in its history. Originally called the Bluebonnet Cruise, six to ten boats participated in the two-day event. The boats sailing in the first event were mostly homemade and ranged from Snipes to T24's and a T28 where T proudly stood for TEXAS. The boats were wood and the sails were cotton but the sailing strategies were the same then as today. Starting from the vicinity of AYC (which was then known as The Austin Sailing Club), the participants raced to an

(continued on page 18)

## **2008 AYC PERPETUAL AWARD WINNERS**

### **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.

**Remus Broussard:** *During this past year Remus has made his presence known on the water racing in Keel Fleet, matching his already well know involvement with Keel Fleet's off the water activity!*

### **Max White Memorial Trophy**

To the Club Senior Member for outstanding service to AYC this year. This trophy is 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.

**Tom Groll:** *Tom has a long history of giving to the Club but his leadership in the development of a comprehensive harbor improvement proposal is a major accomplishment that the Club really recognizes!*

### **Jessie McIlroy 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 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.

**Steve Piche:** *The Club wants to recognize Steve's significant accomplishment in creating and nurturing the Great Texas Catamaran Race. This 300-mile race takes sailors from South Padre Island up the coast to Galveston in four days.*

### **Ron W Harden Memorial Trophy**

To the most improved male junior sailor. This trophy is to be given 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.

**Nathan Dwight:** *Nathan is one of several 'up and coming' youth sailors at AYC and truly has showcased this year the qualities this award is all about!*

### **Liz Bauman Memorial Trophy**

To the most improved female junior sailor. This trophy is to be given 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.

**Meredith Morran:** *Meredith has grown up sailing in AYC's various youth programs and her growing sailing accomplishments this year in particular have singled her out for this award!*

*(Continued on Next Page)*



### **Corinthian Woman Sailor**

To the woman sailor exhibiting traditional Corinthian Traits. This trophy is to be given annually to a woman, who, as an individual or family member, has exhibited good sportsmanship, enthusiasm, and participation, thereby making an overall contribution to the enhancement of the sport of competitive sailing.

***Stacy Tucker:** While Stacy has been involved with the Club for several years now, as a new member this year she has really put it all together; from building her racing crew skills on the water to participating regularly in making the Club's off the water activities happen!*

### **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.

***Danny Lien:** Many of us at the Club know Danny well, those who don't should make it a point to do so!*

## **2008 AYC ANNUAL TROPHY WINNERS**

### **AYC Men's Single Handed Champion**

***Eric Faust** - Laser*

***Kevin Reynolds** - Sunfish*

### **AYC Women's Single Handed Champion**

***Annie Lancaster** - Sunfish*

### **Regatta Championship**

***Steve Vaughan** - Steve participated in every AYC Regatta this year, winning his class in each except for a single 2<sup>nd</sup> place!*

### **Series Excellence**

***Dave Broadway** - Dave's J/24 'Superman' raced more series races than any other boat in 2008 and placed 1<sup>st</sup> in 3 of them and never placed below 3<sup>rd</sup>.*

**It's been a great year at AYC! Many thanks to all who participated.**

**- Bob Goldsmith, Commodore**

## History of AYC...Continued from Page 15

overnight point, near the current Turnback Canyon cove on Saturday, anchored overnight and returned to AYC on Sunday.



Overnight destination anchorages over the years have included Cow Creek, Braircliff, Lago Vista Resort, and the current Lago Vista Bar-K Ranch Park.

From the small start of six to ten boats, during the 1970's and 80's TBC Regatta became the largest event sponsored by AYC. With participation levels up to 300 boats and as many as 100 multi-hull boats, TBC Regatta spawned another long standing tradition of great parties, which included drinks, sea stories, BBQ meals, bands, dancing, and lots of fun.

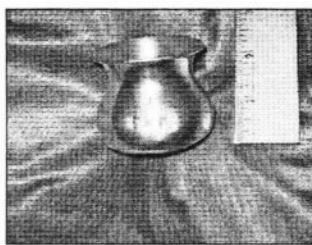
TBC Regatta has been sailed in ideal weather and sometimes — not so ideal weather. Conditions have varied from hot and no wind to — cool and way too much wind, sometimes with or without rain, hail, or flashes of light. TBC Regatta started with a lake level so low (around 620msl) that sand bars and old debris (lurking just beneath the surface) snagged a few boats here and there. But, TBC regatta has also experienced very full lake conditions up to 699msl in 1957. In recent years, the lake has varied from 645msl to 685msl.

In 1984 a special perpetual trophy was commissioned by the AYC Board of Directors in memory of **Bill Levens, Sr.** (a long time AYC sailor) who always supported and never missed a Turnback Canyon Regatta. The Leven's Trophy is awarded to the best corrected time keel boat for the race to Turnback. This trophy has been won by notables such as **Hap Arnold**, **Ray Shull**, and the **Henson/Vaughan** team. Quite a variety of boats have won this trophy over the years — Ensigns, Catalina 22's, J29's, and Hobie 33's are just a few.

### The Red Eye Regatta

History recorded by **Steve Vaughan** as related by **Russell Painton**, **Rod Malone**, **Trenton Wann**, **Dennis Awbrey** and **Pete Reinhart**.

The Red Eye Regatta was conceived of by **Pete Reinhart** and fellow partiers at a 1975 News Years Eve party held at **Arak Bozyan's** home. There are unsubstantiated rumors liquor was involved, but the



"rationale" now remembered for racing on new Years Day is an alternative to watching football.

Regardless of the true rationale, the hard evidence is that on January 1st 1976 the first RED

EYE Regatta was held, and was run by Pete from the comfort of his car positioned on the AYC point using his horn as the starting gun. That first race was a long distance race held in great weather conditions, scored under the MORC handicap rule and included about 20 boats. The complete participant list has not been found but the trophy evidence clearly shows **Dennis Awbrey** was the first winner. In addition to thinking it up and running the first race, he also donated the race trophy which included his artful attempt at engraving with a 10 penny nail. This trophy survives to this date and continues to be the smallest award ever made at the Austin Yacht Club (pictured above, yup that's a ruler and the cup is ~2" tall).

Within a few short years following the inaugural race the format was greatly enhanced by **Hap McCollum** through the addition of Bloody Mary's (courage extenders) and breakfast. For nearly 30 years Hap was the RED EYE guru, chief bar tender and chef for now traditional Bloody Mary Breakfast. Hap was also always on the starting line for the race regardless of his sobriety or alertness, evidence of this is given by **Trenton Wann** who relates that during one RED EYE race he looked back at skipper Hap on the helm and found him fast asleep while driving to weather.

The RED EYE regatta has been held every year since 1976 and has been sailed in weather ranging from beautiful spring like days to freezing rain to dense fog. However with very few exceptions the weather has not stopped the race. Sailing RED EYE gives skippers and crew the bragging rights that their racing season starts on January 1.

On January 1, 2008 the "McCollum Cup" was introduced in memory of Hap's passing, awarded to the overall PHRF Spinnaker fleet winner.

*Editor's Note: This article was reprinted from the AYC website.*



Join us for the 2009 Red Eye Regatta  
January 1, 2009

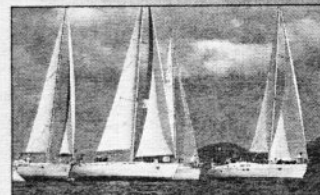
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Not included: liquor, dinners onshore, and airfare. Flights are reasonable now. 50% non refundable deposit to hold spot; balance due February 1, 2009.

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