



## INDEPENDENCE CUP REGATTA A SIZZLING SUCCESS!

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Regatta

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Catamaran Race

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Does it Again

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Committee Reports



SAVE THE DATE

Luau  
8/27/11



Photo by Bruce McDonald



## BOARD OF DIRECTORS

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Im. Past Commodore Steve Eller  
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General Manager Steve Hawks  
Bookkeeper Pam Radebaugh  
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## NEWSLETTER

Susie McDonald, Editor  
Email submissions by 1st of month to:  
[ghowiellc@aol.com](mailto:ghowiellc@aol.com)

## AYC BUSINESS HOURS

Tuesday - Saturday 9:00A - 5:00P  
Sunday 1:00P - 5:00P

Closed Mondays  
Closed Club Holidays:

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

## BOARD OF DIRECTORS

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## AYC 2011 RACE CALENDAR

September 10	Late Summer Series Race Day #1 (FWS 4:00P, RC Multi-Hull)
September 17	Late Summer Series Race Day #2 (RC PHRF A)
September 24	Late Summer Series Race Day #3 (PHRF B)
October 1-2	AYC Governor's Cup Regatta
October 16	Fall Series Race Day #1 (FWC 1:30P, RC Non-Spinnaker)
October 23	Fall Series Race Day #2 (RC J-22)
October 30	Fall Series Race Day #3 (RC Ensign)

## AYC NON-RACING EVENTS

July 9	PB&J Junior Sailing Camp
July 16	PB&J Junior Sailing Camp
July 23	PB&J Junior Sailing Camp
July 30	PB&J Junior Sailing Camp
August 6	PB&J Junior Sailing Camp
August 20	PB&J Junior Sailing Camp
August 27	PB&J Junior Sailing Camp
August 27	Luau
September 24	Keelboat Sailing Clinic #2
October 22	Women's Sailing Camp

**You may now sign up online for series races through "Regatta Network."**



## VOLUNTEERS NEEDED FOR LUAU

Please contact Susie McDonald by phone at 512-785-2484 or by email at [ghowiellc@aol.com](mailto:ghowiellc@aol.com) if you would like to help out.

Thank you!!



## Club Announcements

### 2012 Board of Directors Nominations

The Nomination Committee is soliciting nominations for the 2012 Board of Directors. Please email your nominations to committee chair Steve Eller at [steve.eller.tx@gmail.com](mailto:steve.eller.tx@gmail.com).



### Boat Registration

AYC House Rule #6 requires that "All members shall obey County, State, and Federal laws that apply to the operation of the Club."

The Texas Administrative Code, Title 31, Part 2, Chapter 53, Subchapter E, Rule 53.90 reads as follows:

(a) Documented vessels are required to display the registration validation sticker on both sides of the bow and maintain current documentation through the United States Coast Guard or display the state-assigned TX numbering series with the decal. Commercial vessels used in coastal shipping and vessels exceeding 115 feet in length are exempt from registration requirements.

(b) Vessels registered as antique boats are permitted to display the registration validation sticker on the left portion of the windshield. In the absence of a windshield, the registration validation sticker must be attached to the certificate of number and made available for inspection when the boat is operated on public water.

The following vessels (when on Texas public water) are required by law to have current registration. This includes vessels that are docked or moored:

- All motorized boats, regardless of length (motorized boats include boats propelled by a trolling motor);
- All sailboats 14 feet in length or longer or any sailboat with an auxiliary engine(s); and
- USCG Documented vessels.

Exempted vessels — All (non-motorized) canoes, kayaks, punts, rowboats, or rubber rafts (regardless of length) when paddled, poled, or oared; sailboats under 14 feet in length when windblown; USCG documented commercial vessels used in coastal shipping; and USCG documented vessels exceeding 115 feet in length.

Information on renewing or obtaining registration for your boat can be found on the Texas Parks and Wildlife Department's website at [www.tpwd.state.tx.us](http://www.tpwd.state.tx.us).



### Use of Clubhouse Refrigerators and Pantries

The clubhouse kitchen refrigerator is available to all club members. We ask that you clearly label all food items and only place food in the refrigerator that you plan to use. If you have leftover food from a picnic or other event, please take it home. Do not assume your leftovers will be used; chances are, they will spoil and be wasted. The same holds true for the back refrigerator.

The pantries are storage areas for non-perishables. Packages of items like chips and cereal are temptations for uninvited, 4-legged furry guests (and we're not talking about sailors). If you use the pantries for storage, please label all items and please store perishables at home.

## From The Commodore by Jim Tillinghast



### Summer is Here, Even Before it Started!

Just 30 days into our summer months and we've already had 23 days of triple digit highs – more than ALL of 2010! And the hot months are still ahead!! Wow, what do we do?

Go sailing, of course, but that presents other challenges – low water and new found land!

It's a real concern that we are entering another, beyond extreme, drought period and the impact it will have on AYC and all Lake Travis recreational facilities.

### Dock Configuration Plan – Short and Long Term

Your board approved a motion in June to engage **Tom Groll** to move forward on a long term plan to reconfigure our docks and dock access system to bring our docks and land access up to modern standards. Many you have seen the preliminary concept drawings in the AYC clubhouse, and we've received some comments and feedback, all very constructive. Thanks to all who have taken the time to share your thoughts and ideas. Please email **Tom** and the board with any suggestions you have. All input is appreciated!

You will see in the next few weeks designs for a long term dock plan that will be based on more frequent low water cycles. We will notify all as to when significant design reviews will be presented to the board in order to provide an opportunity for the membership to comment. Watch for announcements in the Telltale and on the AYC website.

Short term, you have all probably seen the new Dock 3, currently set off the point east of Dock 4. It will remain there until we reconfigure at our next low water trigger point. **Tom Groll** will be alerting all slip renters as to when the next major dock move will occur, so stay tuned!

In the interim, old Dock 3 has been removed and salvaged and the new Dock 1 is scheduled to arrive later this month.

### Summer Fun

The newly refurbished pool is open and getting a lot of use! Please remember to thank **Fred Ford** and his team whenever you see them for the great work they have done and are doing to make the AYC facilities a top notch place to spend your summer days!

The AYC Luau is coming up on August 27. Postcard invitations will be mailed soon – so get your reservations in early! The Luau is an AYC tradition extending way back into the 1960s – don't miss the fun and great food, music and dancing!

In spite of the low water conditions, we're seeing at least 20 boats out every Friday for the Beer Can Race night. Keep up the great tradition by continuing to participate! Thanks to all of you who come out to race every Friday!



## Building & Grounds Report

by Fred Ford



The truly big news for us this month concerns harbor access. I have been working with **Tom Groll**, harbor commander, to present a suitable motion to fund the engineering and permitting required to construct improved harbor access. The motion was passed at the last board meeting and we are on our way to actually getting something built that will be compatible with the proposed harbor improvement plan. You can thank **Tom Groll** for spearheading this project and while we are passing out kudos, you may want to give a nod to the Long Range Planning Committee, the Harbor Improvement Committee and many of our members who took the time to comment and review the concept drawings. It is nice to get things done.

Those of you who use the pool or even walk by it have seen our new resort-quality pool furniture and the striking blue umbrellas. The popularity of the pool has been bolstered by its upgraded appearance. It has become a popular gathering place for members and their guests.

Perhaps we should review a little pool etiquette. Swimsuits are required and diapered children should wear a swim diaper. We ask that you not remove the pool furniture from the pool deck. Furniture left on the lawn or about the club grounds tends to get damaged, generating additional expense to the membership. If you spill something around the pool, please clean up any mess from the pool deck and tables. Glass containers are never a good idea around the pool ... broken glass is difficult to see in the pool. There are trash receptacles located just outside the pool gate. Keeping our facilities clean and in good repair makes the club environment a little nicer for all of us.

The air conditioning unit in cabin 6 has seen the end of its service life and is in the process of being replaced. This should stem the recent complaints about noise and lack of proper cooling and avoid any complaints in the fall about lack of heat. Just in passing, occupancy rates in our rental units are remaining at a high level.

The water cooler in the clubhouse no longer cools the water. We are investigating the problem. Due to the age of the unit, we may have to consider a new cooler ... replacement would generate a budget problem. I will keep you posted on what is decided.

You may have noticed that those ragged signs on the gate are looking a little cleaner these days. Any sign that cannot be restored to its original luster is being replaced. This project should be completed by the middle of July.

The mystery bubbles on the cap rails are still with us and concerned parties are trying to come up with a lasting solution ... film at eleven.

The re-rigging of the taller mast hoist has been delayed until mid July. The people-lift broke on the originally scheduled repair date and the earliest time to re-schedule is mid July. **Fred Schroth**

of Schroth Fiberglass has donated his time to re-rig the hoist. Speaking of help from local businesses, **John Bartlett** of Bartlett Sails is making a metal brace for the clubhouse woman's restroom. We appreciate the support of our members and their businesses.

The B&G committee did a pre-4th of July cleaning of the patio, picnic tables, the grilling area deck and wall, ice machine room, the pool deck and pool furniture and the clubhouse, cap rails, stairway, ramps and the balcony furniture. A special thanks to B&G committee members **Bill Boas, Steve Brown, Josh Davidson, Will Davidson (son), Rachel Williams (guest) and John Saunders** for providing all the muscle to make things spic and span.

In concert with our effort to keep our club a clean and pleasant place to visit, I have to send out a "well done" to the membership for taking the extra care to clean up after themselves and for picking up any stray trash they see around the campus. If we keep working at it, neat and pleasant will be the norm 24/7, not just what happens after a work party.

An extra grill area light and a galley rearrangement are still on the books for this summer.

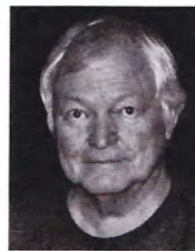
Buildings and Grounds appreciates your help and support. Here's a thought to put in your sea bag:

*"A sailing vessel is alive in a way that  
no ship with mechanical power ever be."*

*Aubrey de Selincourt*

## Sail Training Report

by Bill Records



With the dog days of summer upon us, things have slowed down a bit. The week-long summer camps have been completed, while the PB&J will continue through August. **Kate Noble**, the Roadrunner coach, has taken a well deserved break and we are repairing the boats that were dinged up during camp.

This year's camps may have been the most successful we have had. Camp administrator **Kelly Hawk** and her outstanding group of counselors provided a super experience for all the campers. The large number of positive emails received will attest to this. The skill level of the counselors and the counselor-to-camper ratio of 1:2 puts our camps among the elite. Many of the campers have expressed interest in joining AYC. A great deal of thanks and appreciation goes to our camp staff:

**Kelly Hawk, Kate Noble, Will Hawk, Nathan Dwight, Alan Rochard, Patrick Brinkmann, Tracey Hawk, Meredith Morran, Erin Hawk, Monika Brinkmann, Austin Dwight, Ryan Dwight and Trey Clawson.**



# Sail Training Summer Album

## Bartlett Sail Clinic



## Scott Young Clinic



## US Sailing Level 1





## Race Commander Report

by Bruce McDonald



The Summer Series ended the way it started with mast breaking, crew fatiguing, skipper-humbling winds. Ditto with Turnback Canyon Regatta with only 17 out of 40 boats finishing. The carnage has been so great that I have heard suggestions that this year we should give first through fifth place Blue Duck awards.

With the Independence Cup Regatta, we experienced the first of the Dog Days of summer with light winds increasing as the day went on. From my vantage point on a Chase 2, it appeared that everyone was having a great time.

As the lake level drops, so does the motor boat traffic. It is the time of year to savor the evening sail or race followed by a refreshing soak in the lake. Really, how many feet of water do you need under your keel to have a great time sailing? Just remember not to sail between those two stumps that you see "floating" in the middle of the lake.

Chase 3 remains parked back by the shed. The last news I heard is that the marine surveyor, Jim Merritt, has approved the repairs and equipment list that we provided him. The insurance company has approved the amount and will be sending a check soon, so hopefully we will have Chase 3 back in action soon.

Total costs for the sinking of Chase 3 thus far are salvage \$6,900.00, motor rehab \$1,548.92, and equipment \$3,881.38 giving a total of \$12,330.30. One issue brought up by Mr. Merritt was why we did not require boat handling, safety and rescue for members who use the power boats. I think that this is an issue that we have not heard the last of.

So...enjoy the break from series races for a few weeks, but don't forget to make the Beer Can Races and the accompanying camaraderie.

## Roadrunner Update

by Kate Noble

June was a busy month for the Junior Sailing program. Summer camp went extremely well. We saw close to 80 sailors over the course of the month, as all four sessions were full. Campers of all sailing abilities enjoyed a week full of sailing, including activities like windsurfing, destination sails, racing, and games like sailing basketball. We made use of our entire fleet, giving campers the chance to try out Optis, Picos, Sunfish, FJs, and Lasers.

A big thank you to our staff – **Kelly Hawk, Will Hawk, Nathan Dwight, Patrick Brinkmann, Alan Rochard, Tracy Hawk, Erin Hawk, Meredith Morran, Austin Dwight, Ryan Dwight, Monica Brinkmann, and Trey Clawson** – who really did a fantastic job creating a fun and safe learning experience for all our participants. Camp generated a lot of interest in our junior membership and I'm looking forward seeing many of campers return to the club as part of our Roadrunner program.

Speaking of, Roadrunner practices are up and running! The schedule will remain the same – Opti Green Fleet will practice from 1:30 to 4:00 and Lasers will practice from 4:00 to 6:30. Beginning Sailing practice will be held on Thursday evenings from 4:30 to 7:00. As always, I will be available at the Sail Training Cabin to meet with parents and students to answer

questions and take suggestions, comments, etc. Be on the lookout for my weekly emails as practice times are subject to change. Please remember to RSVP. All parent volunteers are welcome and appreciated!

I will also be available throughout the summer for private lessons. If interested, please contact me at [jrcoach@austinyachtclub.net](mailto:jrcoach@austinyachtclub.net) to set up an appointment.



Photos by Bill Records





## Duck Watch!

by Bob Goldsmith



Sometimes an event occurs which is so huge, so utterly beyond the realm of the normal that it seems to render the future irrelevant. For instance, when the Cleveland Indians hired all of the top pitchers in baseball before the start of this season, wouldn't it have been easier just to cancel the entire Major League Baseball season and give them the World Series trophy on opening day? Then we could have gone

straight to football season without all the agony and inconvenience of actually playing the pointless baseball games. No doubt this would have happened if the NFL team owners, in another future cancelling event, had not locked out all of their players, but that is another story.

Here at AYC we are in danger of our own potential future cancelling event. A high point of every Annual Banquet is the award of the hallowed Blue Duck Perpetual Trophy which goes to the AYC sailor who most enriched the club with confusion and mayhem during the year. The competition is often close. On May 21, 2011, however, an event occurred of such surpassing collective ineptitude that it threatens the very future of the Blue Duck.

*Duck Watch!* has therefore been created to point out that there have been other Duckworthy events so far this year and to provide a forum for those who would like to report on further contretemps, if any should occur. All descriptions of facts, persons and places are based solely upon scuttlebutt, rumor, innuendo, envy and malice and should not be taken as assertions of truth. So here we go ...

### Case One: Take Her Deep!

Many AYC members were intrigued when the SC 21 fleet rules were changed to replace the boring, old fashioned "port/starboard" rule with the exciting and up-to-date "you're chicken" rule. On May 21, two members of the fleet were playing South Coast Chicken so vigorously that the port tack boat, Cloud Nine, received a large, beak-shaped hole in its side. Already seeing visions of Blue Duck glory, the skipper of the holed boat decided to continue racing. Merely sinking his boat under these circumstances would have been a potentially Duckworthy accomplishment, and the J-24 fleet, which had RC duty, decided not to surrender the glory so easily.

Despite the fact that "never attempt to tow a sinking boat" is said to be lettered in the cockpits of the chase boats, Chase 3 was dispatched to do just that. Cloud Nine had managed to lurch its way into shallow water when Chase 3 arrived, secured its anchor line to Cloud Nine, and began towing it into much deeper water on the way to the AYC harbor. When the depth had reached about 140 feet, Cloud Nine finally passed below the waves exerting a strong pull in the same direction on the anchor line securing it to Chase 3. Of course, this should have been a simple matter of cutting away the line, but the rope end had been fastened to Cloud Nine and cutting away an anchor chain with a pocket knife takes far longer than the time that was available to the crew of Chase 3 as it too passed beneath the waves.

Interestingly, the divers later reported that Chase 3 had apparently passed Cloud Nine on the way to the bottom because the South Coast was found to be sitting on top of the chase boat. The hardest part of this episode may be deciding who deserves the most "credit."

### Case Two: Holey Ensign Batman!

One difficulty with South Coast Chicken is that other fleets may not have yet adopted this modern and forward-thinking rule change. Past Blue Duck honoree **Bob Gallant**, while at the helm of a South Coast, recently decided to make a practical test of Ensign fleet right-of-way practices. This time it was the Ensign that got the beak-shaped hole, and **Bob** has gallantly offered to pay for the damage.

### Case Three: Penny Wise - Boat Mastless.

PHRF fleet skipper **Remus Broussard** is well known for his frugality but may have carried it a bit too far recently. **Remus** is the current steward of the San Juan Blue Duck which was raced for many years by departed AYC legend, **Hap McCullom**. Though graced with many trophies, this boat has a few years on it, and reports are that **Remus** recently decided to repair its standing rigging with a lead swaging kit that he had secured for a very reasonable price at noted marine specialty store, Home Depot. As a result of this economical repair, Blue Duck can now be operated only as a motor boat but fits more easily under low bridges and power lines. Perhaps there's something in a name after all.

### Save the Blue Duck!

If you have corrections or amplifications, or know of other events that could save the Blue Duck from a future without a future, check in at [duckwatch88@yahoo.com](mailto:duckwatch88@yahoo.com).

## Alexandra Mares Does It Again!

by Yolanda Mares



AYC's **Alexandra Mares** raced her Opti "Fast Frog" in the Leukemia Cup Regatta on June 25, 2011 at the Houston Yacht Club, winning 2nd Place overall and a 1st Place award for fundraising.

15 Opti sailors launched alongside the adults launching A-cats on the beach

at "Whoozie Bay" and six races were held, with the first start at noon. Pleasant wind conditions at about 10-12 knots late that morning quickly built to over 20 steady knots in just a few hours. Some Green Fleeters quickly stopped racing and hopped aboard a coach boat. Others braved the conditions victoriously. There was plenty of wave action and good

planing downwind for the advanced Opti sailors.

The Race Officer ran a variety of Windward/Leeward, Triangle, and Olympic race courses that tested the young sailors' skills and knowledge of the rules. **Alexandra** protested under Rule 11 for a collision at a mark rounding where she had right-of-way on starboard tack as the leeward boat (she was overlapped with other boats when she came into the zone) and the protested skipper, who came into the zone on starboard tack from another direction and not overlapped but who collided with her, was subsequently disqualified from that race. She was required to fill out her own protest form unaided by anyone and to quickly secure her witnesses.

This is the level of racing where the kids have to know the rules and parents must step aside - an excellent experience in preparation for the Houston Nationals, Girls Nationals, Team Race Nationals, and Texas Youth Race Week next month, where the stakes will be much higher!

Houston Yacht Club raised over \$100,000 at this regatta!



## Multihull Fleet News

by Jorge Trevino

July is here and we have a bit of a break in club races, but that hasn't slowed the schedule for the Multihull Fleet.

In June, many members of the AYC Multihull Fleet competed in the Great Texas 300 and the Great Texas Dash. For the first time, this event was covered with live internet feeds by *Sailing Anarchy* with their "On the Water Anarchy" show. **Alan Block** and **John Casey** provided the commentary for the event. This was a great way to keep up with the race.

As far as results go, the overall race was won by **John Tomko** and **Ian Billings**. In second were **Aaron McCulley** and **Clay Cassard**. In fourth place, we had **Drew Carlyle** and **Bo Kersey**, fifth place went to **Steve Piche** and **Juke Ball**, and in sixth were **Michael Yost** and **Ryan Verret**. **Mike Beuerlein** and **David Yoder** didn't finish the race after having issues on the first leg. They Abby'd their boat after a squall line hit the fleet near the end of the 100 mile leg on the first day. **Jim Rehage** and **Rick Nelson** finished third in the Great Texas Dash. Congratulations for all of the Great Texas racers for a great race. This doesn't do justice to what these teams really accomplished on their journey up the coast.



Here at the club, **John Kuc** won the Summer series with **John Howard** finishing the series in second. Three multihulls participated in the Independence Cup which was won for the fleet by **John Kuc**.

Going forward, the catamarans are pretty busy with a few events. First, there is a stop in Corpus for the Sand Dune Regatta followed by the Wayward Winds regatta.

After that, the Austin Yacht Club will host the Area F qualifier for the U.S. Sailing Alter Cup. This event will be on October 2nd and 3rd. Stop by the club over this weekend and you will see some of the fastest teams in the area battle each other at our club for the chance to represent the area in the Alter Cup next year.

## Ensign Fleet News

by Carolyn Wilsford

June ... the first month of summer, and what better way to begin this article than with **Kelly Hawk** who teaches school and the summer sailing camps too.

It must be summer camp at the Austin Yacht Club. Optis, Picos, and Sunfish dot the lake like sprinkles on pistachio ice cream; tie dye t-shirts flutter brightly beside the sail training building; and the sticky cement underneath the clubhouse hints at the gallons of lemonade enjoyed by the 20+ youngsters who participate in sailing camp each week. Several

familiar Ensign faces (and great wind) have helped make this camp a successful and enjoyable experience for many young sailors. **Kelly Hawk** returned this year as the Camp Administrator and is joined by her children **Will, Tracy, and Erin Hawk**. Rounding out the coaching staff are **Kate Noble, Nathan Dwight, Alan Rochard, Patrick Brinkmann, Austin Dwight, Meredith Morran, Ryan Dwight, and Trey Clawson**. The first week of camp saw new Ensign sailor, **Bryan Atkinson's** three children (**Will, Phoebe and Christian Atkinson**) on the water. **Bryan and Will** have sailed with **Randolph Bertin** and **Bill Hawk** and also helped run the Ensign Race Committee during the last series. **Will Atkinson** received the Corinthian Award for the 1st week of sailing camp which recognizes enthusiasm, good character, and generosity on the water.

Camper **Peyton Dowdle**, nephew of **Kelly** and **Tom Groll**, impressed the camp staff with his natural sailing and windsurfing abilities during the 2nd week of camp. **Peyton** received the Corinthian Award for the 2nd week of sailing camp for his readiness to help fellow campers and willingness to learn new skills. As you can see, the Ensign fleet has a fine group of young sailors coming up through the camps and junior program; look for them on the water!

### Summer Series - Reported by Randolph Bertin

"Showing up is over half the battle." Seriously, we sailed reasonably well throughout, but the fact of the matter is, we were the ONLY boat that raced all seven races (and worked race committee, too!). It's much easier to win when other sailors have to include DNCs in their score total.

The final day of racing was pretty breezy, so sailing with a #1 Genoa and a total crew of two sailors was challenging in those conditions. I think another important item to note is that in both races of the final day, September sailed bow-to-bow with Festina Lente. **Fred Ford** won the first race by about half a boat length after a hard-fought W2. In the second race of the final day, it was again quite close until September hit the final leeward mark and had to take a penalty turn. I think **Fred** had **George Dahmen, Bill Hawk** and **Bryan Atkinson** (new AYC member) on his boat. I had **Iggy De Cardenas, Claudia Peterson, and William Atkinson** on my boat.

### 2011 Ensign Nationals - Reported by Jonathan Baker

At this time, I am registered for 2011 Nationals in Canandaigua, NY. I have **Sarah & Eric Faust** crewing along with **Tom Groll**. So far there are 42 boats registered for the regatta. I plan on pulling J. Seagull out of the water in short time to allow a little dry out time and work on some rigging. The regatta will be held from Aug. 15-19. **Tom** will be towing the boat up with his vehicle accompanied by his wife **Kelly**, and I plan on traveling back with **Tom** on the return trip. I am hoping for a bit cooler temperature and some decent wind. There are lots of off-the-water events planned by the host club including keynote speaker **Gary Jobson** at the opening dinner. I am looking forward to the event; I am sure it will be challenging and fun.

(We wish you all the best, **Jonathan**, and will talk to the wind gods to blow in your favor.)

### An upcoming event from our former Captain Dan: FULL MOON PARTY!

**Capt'n Randolph** has endorsed a July 16th Full Moon casual race and potluck dinner on the AYC Pavilion Dock. **Norma Lien** is working on a flyer to send out with more particulars on the event. For now the plans are: **Tom Groll** will bring lighting, and the Ensign fleet will provide additional ice chest space and water, otherwise BYOB. **Danny Lien** is planning to submit Racing Instructions to **Randolph** for approval, but if you have a 'better idea' for the race format, send **Randolph** your proposed instructions.

Off to Angel Fire for cooler weather. Thanks, Carolyn Wilsford



## Catalina 22 Fleet News

by Art Bussey

Fierce competition marked the Summer Series for the Austin Yacht Club Catalina 22 Fleet. Fierce in that the weather was fiercely hot. But the hot temperatures only fueled the hot tempers of the battling captains with **Johannes Brinkman** coming out on top with **Brett Wilson, Wade Bingaman, Steve Shepardson, and The Griz** following. **Brinkman, Bingaman and Wilson** all claimed at least one first place during this series. All of course claim to be the best with unenthusiastic acceptance as **Brinkman** as the series winner.

*"The saddest word of mouth or pen, the saddest word, it might have been."*

And **Sam Shepardson** took the Genoa division trophy. Good show as usual.

**Brett Wilson** has restored his new boat, (new to him) **Bebop**, to near race perfect condition. So much so he participated in the C-22 Nationals on June 18 on Lake Grapevine in Ft. Worth. Crew included **Cindy Higgins and The Griz**.

Check out the pic of the howling wind at a start.



Difficult to pick out **Brett** as he must be so far ahead.

Also see pic taken by Griz of **Brett and Cindy** planning strategy for the next race.



They finished in the middle of the pack in the Silver Fleet with a very respectable 4th out of 11 boats in one race. Way to go **Brett**.

And on a more serious note, long time Catalina 22 racer, **John Vance** has had a recent health setback, which limits his sailing at present. So, if you have any time to accompany him on a sail, he would appreciate the company.

Several participating in this year's Turnback Regatta with **Brett Wilson, The Griz, David Zabnick, Tom Peel, and Johannes Brinkman** making the voyage. The best performer within their particular handicap fleet? **Tom Peel** with a 3rd in the Cruising Class Fleet. Rumors of excessive partying at the Turnback turnaround are regrettably probably true.

Again AYC fleet 69 turned in another stellar performance during race committee duty on June 18th, led by the luminous **Wade Bingaman**, seconded by **Ted Owens, Johannes Brinkman** and a cadre of eager assistants as follows:

On the RC boat Captain **Art Bussey** and **Mary Shepardson** somehow made sense of the scoring sheets, mostly. **David Rehberg** called the start/finish lines.

On the windward chase boat **Dave Zbasnik and Steve Shepardson** did a great job catching the multihulls at the windward mark to finish them early. **Steve** said the multis were matching speed with the powerboat but had to tack, so Chase 1 got to the mark and got the appropriate flags up with about 5 seconds to spare.

Life wasn't dull on Chase 2 either. **Roy Crouse, Tom Peel and Gary Devin** had to pull the AYC Race Commander and the skipper of a South Coast 21, **Bruce McDonald**, out of the water. He had fallen overboard and been left behind by his boat and crew. No conclusions should be drawn when the crew sailed off as fast as possible leaving their skipper in the water, however. Anyway chase 2 scooped up the reluctant captain-swimmer, who really wanted to wait in the water for his boat to return after rounding the leeward mark. You figure all that out.

In the end, our fleet returned to the dock with all the powerboats we started with, which in light of prior RCs, we considered successful.





# 2011 INDEPENDENCE CUP

by Molly Lewis

July 2nd dawned hot and dry, with only a faint trace of a breeze. But the forecast of afternoon winds of 8 to 10 knots and the promise of a great post-regatta party, complete with **Bill Benker's** famous BBQ and live music by the **Piney Grove Ramblers**, seemed to be enough to draw 28 boats to the 2011 Independence Cup, hosted by the Keel Handicap Fleet.

Boats grouped nicely into five fleets, and after an hour-long on-shore postponement waiting for the wind to fill in, all fleets managed to get in a good race, with some starts a little more exciting than others. During the A-fleet start, with both VooDoo (**Robert Barlow**) and SpeedRacer (**Claudia Bartlett**) bailing out of port starts to avoid Mostly Harmless (**Ray Shull**), VooDoo succeeded in the amazing feat of hooking SpeedRacer's backstay on the bow roller.



Fortunately there was no damage and all boats were able to get on with the race in short order. Incidentally, all three boats involved in the start-line jockeying-for-position wound up with trophies, proving that an aggressive start pays off in the end (and sometimes in spite of circles).

Winds were a little up and down throughout the race, but everyone kept

sails (mostly) filled and enjoyed one last AYC racing hurrah before things quiet down for the rest of the summer. Even the Spin B fleet boats (all J22s and J24s) were pretty good natured about having been "accidentally" sent on a course that took them to high-lines and made them endure the characteristic washing-machine chop and churn of that stretch of Lake Travis on a holiday weekend. Despite their tribulations, the numbers 1 and 2 boats in B fleet (skipped, respectively, by **Renee Ruais** and **Linda McDavitt**) crossed the line within two seconds of each other. Congratulations to both of you for a great race!

After the race, a crowd of over 130 hung out in the clubhouse, enjoying great food, fun music, cold drinks, and the tired and sun-burned company of their fellow sailors. If you see **Bill and Amy Benker**, be sure to thank them again for the fabulous BBQ!

The complete list of Independence Cup winners are:

FLEET	WINNERS
Spinnaker A	1 – Speed Racer (Claudia Bartlett)** 2 – Mostly Harmless (Ray Shull) 3 – VooDoo (Robert Barlow)
Spinnaker B	1 – Goldilocks (Renee Ruais) 2 – Bonfire (Linda McDavitt) 3 – Project Mayhem (John Halter)
Spinnaker C	1 – Prickly Pear (Bill Hawk) 2 – Mojo (Ted Owens) 3 – Dos Locos (Lewis Price)
Non-Spin	1 – Jabberwocky (Steve Brown)*** 2 – Godzilla (Jim Tillinghast) 3 – Over Keel (Damon Galloway) 4 – Slow Play (Linda Donovan)
Multihull	1 – John Kuc

\*\*Independence Cup (Spinnaker Winner)

\*\*\*Independence Cup (Non-Spinnaker Winner)







Photos by Bruce McDonald



## J/24 Fleet News

by David Broadway

The Summer Series participation was broken up with a combined J/24 U.S. Nationals and J/24 TX Circuit Regatta event at the Dallas Corinthian YC and fleet RC duty, leaving only three scoring dates. Both **Jorge Martin de Nicolas** (ayeBoat) and **Stephen Burke** (Out of Control) put the pressure on the fleet. **John and Meiling Parker**, crewing on Out of Control, put together a 2nd place race finish. Likewise, the always competitive ayeBoat team had a 2nd place race finish during the series.



Photo by Bruce McDonald

**Ryan Harden** (Running on Empty) had a halyard failure preventing them from racing the last series race, which became a throwout, leaving them with a perfect string of bullets to capture the series win. Superman finished second for the series.

On June 11-12, the J/24 TX Circuit Regatta was hosted at the CCYC in a combined event with the Viper 640 circuit. Mauri Pro Sailing was the title sponsor. AYC Road Warriors comprised four of the 10 J/24 competitors. With solid breeze for the event, **Eric Nelson/Bob Harden** (mr. happy) won the event with a 5 point margin. **Charlie Singstad** (Code Blue) finished 6th while **Dr. Gamble** (Ohh Ahh) finished 9th, moving them respectively into 4th and 5th place overall on the 2011 Circuit season to date.

Next stop is September 17-18 as part of the Houston YC One Design Regatta.

If the ramp is still accessible later this month, the fleet will have some form of on-the-water pacing session to be followed with a fleet social.

Stay tuned for more details.



duckwatch88.yahoo.com

## Great Texas Catamaran Race

by Bo Kersey

**Sunday June 12, 2011**

I'm completely worn out from preparing the boat for the Great Texas Catamaran Race. I feel satisfied, but exhausted. Preparation is everything for the GT300 and this has been an especially difficult year to prepare for the race. Physical training was no problem for me thanks to **Kirby Sams** at Hyde Park Gym. However, boat preparation has been challenging. I have had incredibly bad luck this year and here are some of the highlights of what we have had to overcome.



It all started with Spindletop Regatta in Port Arthur where my crew, **David Rathman**, broke his finger hoisting the spinnaker while we were waiting for racing to start. **David** is still recovering from this injury and he has been unable to crew.

The next circuit regatta was Wayward Winds at Texas City Dike where I sailed with **Aaron McCulley**. Well, we tried to sail. We were parked on starboard waiting for the first shape of the regatta when **Collin Casey** tried to duck us without easing his main. Instead of going underneath us, **Collin** accelerated right into us and almost cut the port hull in half.



Photos submitted by Bo Kersey

We went to Florida and picked up a replacement hull the following weekend and we were back on the water for Turnback Canyon Regatta. I thought that Turnback would be a good shakedown for the Great Texas after re-rigging the boat with a new hull. I sailed Turnback with my younger son, **George Kersey**. George did an excellent job as crew and we were at least half an hour ahead of the next catamaran when we finished at Lago Vista.

However, the second day of the regatta turned out to be a bit more eventful than I had bargained for. **George** and I were parked on starboard about 150 yards off the line waiting for our start sequence when I heard **Jacob Boll**, the skipper of another beach cat, yell, "OH SH\*T!!!" I looked up just in time to see him bearing down on our starboard hull. Needless to say, my bad luck was still with me and **Jacob** on Tortuga del Diablo rammed us. During the collision, our rigs got tangled. **George** lost his balance while pushing the boats apart and went into the water. I was still trying to get things under control when the boats separated and I capsized immediately. Somehow, I was able to right the boat by myself before

Continued on page 13



the wind pushed us onto the rocks. But then I had a real problem. Even though the sheets had been released, the boat took off at about 10 knots directly towards a dock on the other side of the lake with me dragging under the boat. I don't know how, but I was able to climb up on the boat and cut the rudders about 10 feet before I hit the dock. I caught my breath, rescued **George**, inspected the damage to the hull and made the start.

Wow! We were off like a rocket sailing through the fleet of keel boats that had started ahead of us. We were dealing with the gusty conditions and staying out of the holes. I thought we were really on our way. Once we got down to marker 12, we hoisted the spinnaker and as I looked up to check the set, my heart sank. One of the spreaders was collapsed. **George** immediately doused the spinnaker to protect the mast and we started jibing downwind in survival conditions. We must have been going over 20 knots when we were hit by a big gust and we pitchpoled. We righted the boat and got the lines squared away. I thought that we should drop the main, but I could see no way to accomplish that given the high wind. In order to turn down on an over-powered beach cat you really have to build up some speed to reduce the apparent wind once you turn down. We started reaching to build speed for turning down and we heard a big bang. The mast had broken in two and the rig fell down on top of us.



**Jon Kuc** was not too far behind us on his Sprint 750. He stood by and radioed race committee for assistance. **Jim Tillinghast** was nearby on a chase boat and he towed us to safety.

So much for using Turnback as a shakedown for the Great Texas. Now I had one week to get a new mast built, get the sails repaired and get the starboard hull fixed before I would be ready to head to Matagorda for a practice run to Galveston. I need to thank a few people here. **John Tomko**, the AHPC dealer, took time out of his preparations for the Great Texas to build me a new mast. **John Bartlett**, master of sail making, had my sails ready for me almost before they were at his shop. **Fred Schroth** did such a good job on the starboard hull that it is impossible to see that it was damaged at all. All of this work was done in less than one week and I was able to make the practice run with **Luke McAllum**, my crew for the Great Texas.

But now, it is time for bed. I'm exhausted from spending the last two days getting the boat set up for distance racing. The boat is on the trailer, the car is mostly packed and we'll be ready to leave in the morning.

#### Monday, June 13, 2011

Today is the 39th anniversary of my first solo sail. It is fitting that we are headed to the coast to race in the most challenging regatta of the year. If I were "I, **Steve Piche**, greatest sailor in the world" I would not be worried but I'm one of those journeymen who has to make up for lack of talent by hard work, so I have butterflies in my stomach. We had planned to leave Austin at 5AM, but **Robbin Baker**, our crew chief, sense talker, moderator and girlfriend, helped me to see that there was no reason to kill ourselves to get to South Padre. As usual, she was right (I didn't have to say that...) and we arrived with plenty of time to rig and socialize. We made one

minor modification to **Collin Casey's** boat to prevent damage in case we had another collision. **Collin** is such a good natured guy that he took the bumpers in stride and we all had a great laugh.



I still have some nits to take care of on the boat and of course there were a couple of rigging changes. I rigged a positive rotator and changed the spin halyard turning block (a blown one cost me two places in 2009). Rigging was smooth, so I can see the payoff on the preparation. **George and Robbin** were a huge help.

#### Tuesday, June 14, 2011

We finished rigging and replacing any lines that had the slightest wear on them today. **Luke McAllum**, my kiwi crew, arrived with team TCDYC this morning. We got through the safety inspection with flying colors.

For those of you who have not been through this race, safety is a huge deal. In addition to having a well found boat, the crew must carry a 406MHz EPIRB, VHF radio, GPS, Spot, safety line, strobe, mirror and whistle. Safety is a prime concern on the GT300. We push the boats hard and many times sail 20 to 30 miles offshore. If there is a failure or we are separated from the boat we may need to be rescued.

After safety inspection, **Luke** and I went on a shakedown run up the beach. The waves were unbelievable. We were able to clear the surf and sail upwind for a few miles in preparation for a spinnaker run. As we were heading up wind to prepare for a spinnaker run along the beach, **Luke's** trapeze line adjuster broke due to the shock of it being loaded and unloaded as we were launching off of the tops of the waves! We had an uneventful but fast spinnaker run back to the starting point and went back through the surf. No rigging mistakes. We are ready to race!

#### Wednesday, June 15, 2011

Finally, after all the work, racing starts today. We will be sailing 100 miles from South Padre to Mustang Island today. There will be no help available from shore crew because there is no way that they can reach us after we pass the cut to Port Mansfield. I hope the boat is as solid as it seems.

The Great Texas is unique in that we have a Le Mans style start from the beach. We are allowed one pusher to help us get the boat off of the beach. Getting through the surf is part of the race. Here we are leaving the beach with **George** running behind.

*Continued on page 14*





We had a great start and sailed with the leaders waiting for the first spinnaker to go up. We hoisted our spinnaker shortly after we saw **Tomko** raise his. We sailed the same line and we were not losing ground. The problem came when I started trying to push a little harder.

**Luke** got out on the trapeze and got his chicken lines set, then started sheeting the spinnaker from the wire. We were making ground on **Tomko** but we were pushing the boat pretty hard at about 18 to 20 knots. We were stuffing into the back of waves from time to time. Just when I started feeling confident with my driving we stuff really hard into the back of a wave and the boat slowly rolled to leeward. **Luke** eased the kite and I eased the main, but I was too late. We capsized and watched the leaders leave us behind.

After the capsize, **Luke** was hanging from the upper hull by the chicken lines. He struggled to release himself and then fell into the water just near the leach of the main sail. As he was falling, he put out his left hand to catch himself and he hit the main. When he did that his shoulder separated and he totally lost the use of his left arm. I was concerned that we were about 5 miles offshore and I was going to have to right the boat by myself, then climb on the boat, get it under control and get **Luke** on the boat. It turns out that he was able to sit on the lower hull as I righted the boat. He just let the boat rotate under him and then I climbed on the boat. I told **Luke** that we should just turn around and go back to the start but **Luke** told me to press on. I know that he was in terrible pain, but he never grimaced or whimpered the entire day. He is one tough customer.

We continued sailing with **Luke** sheeting the spinnaker with only his right arm and were keeping pace with the other boats. **Luke** could not go out on the wire, so I sailed a more conservative, deeper course. We were making 15 to 17 knots at this point and we had the lead boats in sight. This continued for another 50 miles or so and then we capsized again.

Now we were in a serious situation. I fell into the main and it ripped along the luff from the tack to above the spreaders. The main was toast and we don't carry a spare, but that was the least of our problems. Now I had a boat that I could not right by myself with the mast filling with water and injured crew to take care of. I was worried. On top of that we were about 20 miles off shore and the current was pushing us to the southeast (out to sea) at about 2 knots against the wind. No wonder the waves were so steep. I helped **Luke** up onto the capsized boat and started considering my options. We knew that the main was not going to help me right the boat as it normally does so we decided to take it down. I released the down haul and tried to get the sail unhooked from the top of the mast but could not get it loose. So I made sure that **Luke** was attached to the boat and I swam out to the top of the mast to unhook the main. Mind you, we had waves rolling past us that were about 10 feet tall and they were traveling at 15 knots. I was scared. If I was separated from the boat, **Luke** would have to call for rescue and we would lose the boat. Not to mention that I would be floating out in the Gulf of Mexico where I would be hard for rescuers to spot. Fortunately, I was able to get the main unhooked and get back to **Luke** without a problem.

The next task was to roll and secure the remains of the main to the boat. I tried several times to roll the main, but each time it was swept from my hands. Finally, I pulled the main down to the boat where I could reach the halyard and I took out my knife and cut the halyard away. I then tied the halyard to the main sheet blocks so that we could use it as a temporary backstay. After that was complete, I released the clew from the boom and the sail floated off. We had been down for over half an hour at this point and we still needed to right the boat. The mast was filling with water because some idiot (me) sealed the plugs with water soluble sealant. If

the mast fills with water, there is no way to right the boat. I learned that when **Mike Beuerlein** lost his boat at sea last year. So I tried several times to right by timing the waves but was unsuccessful. We were in despair. **Luke** offered to help and I knew there was no other way to right the boat. I got on the righting line and **Luke** stood on my legs and leaned on my shoulders. With maximum effort, we were able to almost get the mast out of the water. **Luke** finally climbed on my shoulders and once we timed our efforts with the waves we were finally able to right the boat with great difficulty. Once we were back up, we were both underneath holding the dolphin striker trying to catch our breath.

After a few minutes, I was able to climb up on the boat and help **Luke** do the same. I had to get the lines squared away so we started off on port tack running downwind with only the jib. **Luke** was able to steer only on port tack because his left arm was not usable. We were making about 5 knots and being overtaken by lots of large waves. I was starting to feel seasick because I was trying to focus on getting things in order on the boat instead of focusing outside of the boat. We decided that we had to increase our speed in order to make the finish before dark. So, while **Luke** was driving the boat on port, I hoisted the spinnaker. Using the halyard as a backstay worked like a charm. Our speed was up to 10 – 12 knots and we were almost keeping pace with the waves. I took the helm and we jibed onto starboard. **Luke** stalwartly sheeted the spinnaker with his right arm without even a grimace and we sailed the rest of the way to the finish (about 36 miles) without a problem. Incredibly, about 30 minutes before the finish, we actually passed another boat!



What a day! **Luke** injured, main destroyed, but we finished the leg and we were not last.

#### Thursday, June 16, 2011

This day was the saddest in my sailing career. I'm a sailor but I'm driving to the next finish line because I'm still too shaken from the first leg to go back out. I didn't even make an attempt to get the boat ready at Mustang Island. I just rigged it down and put it on the trailer. The feeling of helplessness that I had offshore with injured crew and a broken boat was really weighing me down. Mentally, I could not conceive of going back out again.

After we arrived in Matagorda for the finish of day two, I was still agonizing over going back out the next day. Late in the afternoon, I finally decided to race the third leg. I needed a new sail and **Tomko** had that (and anything else I could have needed). I needed new crew and this was a struggle for me. I wanted to sail with my 16 year old son, **George Kersey**, but my confidence was shaken after the first day. After some discussion, he decided he wanted to go and I decided I could take him. Now we had to



properly seal the mast and rig the boat. Our goal was to have the mast up before dark and that was accomplished.

#### Friday, June 17, 2011

We got up at 6:00AM, were finished with breakfast by 6:30AM and were on the beach to finish the rigging before 7:00AM.

The critical thing is to make sure all the the rigging is correct. It is a very stressful time trying to get the boat ready when the clock is counting down the the 9:00AM skipper's meeting. I apologize again to **PRO Billy Richnow and Commodore Terri Reusaat** for my rudeness when the skipper's meeting started two minutes early.

After the skippers meeting we finished the last of the rigging and got all of our gear and safety equipment on. Though I knew that Matagorda has the worst surf of all of the starting points we never really considered it until about 15 minutes before the first shape. Wow, the surf seemed huge. It looked like about a third of a mile of six to eight foot breakers. Fortunately, the wind was coming on the beach at a good angle, so I was not too worried about getting through. The flag went down and we were off! **Robbin** was our pusher and I had **George** gradually lowering the dagger boards, both rudders were still 'kicked' because we did not have enough water to lock them down. The lee helm was incredible and it took



all the force I could muster to keep the boat from heading up. I had the main sheet eased, but still needed some main for power.

As a wave hit, I lost my balance and fell off the side of the boat. The daggerboard pull up strap (aka the upf\*cker) was wrapped around my ankle and I was dragging beside the boat feet first. **George** reached down grabbed my harness spreader bar and pulled me back on the boat with one hand. **George** is 130 pounds and I am 205 pounds. Something tells me his adrenaline was pumping.

After getting back up on the boat, I was able to get the windward rudder locked down. **George** was having trouble getting the leeward rudder locked, so I had him go forward and I went across to the leeward rudder and locked it down while facing backwards and still trying to steer. We made it through the worst of the breakers and actually ended up with a fairly good start, but the seas were still very rough.

I thought the seas would smooth out after we got in deeper water off shore, but that didn't happen. We went out a few miles and with no relief, so we hoisted the spinnaker and got down to business with **George** sheeting the spinnaker from the wire. He did an excellent job keeping his balance in the rough seas and keeping the spinnaker flowing all day. We ended up 30 minutes behind the leaders, but the smile on my son's face

and the swagger in his walk after completing a leg of the Great Texas was better than any trophy to me.

#### Saturday, June 18, 2011

**George** and I had no fear on the last day. We had successfully completed a leg together with no problems, and no capsize. The boat was already rigged and ready and we had our gear ready to go. We hung out with the folks sailing the Dash and watched their starts. We ended up near the wrong end of the line because of our elapsed time and penalties from the previous days, but we were ready to roll, and roll we did.

We came straight off the beach without a hitch. **George** got the boards down and the leeward rudder locked and we were immediately passing boats. This was our best start. As soon as we cleared the breakers and have everything squared away, we raised the spinnaker and **George** got out on the wire and did a great job trimming the spinnaker all day.

My driving was getting better and the waves a bit smaller, but we still stuffed the boat into the back of more than a few waves. **George** was rock steady on the trapeze and we motored right up behind **Mike Rohrer and Chris Holt**. They are one of the best teams that competes in this race and we were running them down. In the end, I made a tactical mistake and did not jibe back into shore with them. They ended up getting some better wind and they beat us to the finish by a little over two minutes. However we did finish fourth on the last day. Our best finish of the regatta and only 13 minutes behind **John Tomko and Ian Billings**.

It was a fitting end to a challenging regatta. Even with the disappointments, the regatta was a success. **George** is back into sailing catamarans, and I'm one proud dad.



© Meredith Blast  
George Kersey



## The Race to the Border Regatta

by Ray Shull



Photos submitted by Ray Shull

*The crew of the Corsair F 31 Trimaran*

Approximately three months ago, **Doug Casey** approached me about sailing with him on his new (to him) Corsair F 31 Trimaran in an offshore race from Galveston to Port Isabel starting on June 4, called the "Race to the Border." This seemed to be a good opportunity to try out his new craft and test our skills of racing, navigating, and long distance sailing. The F31 was a great boat to sail on this race, with the speed and stability to allow us to quickly and safely cover the 250 miles or so of the course.

I was ready to race; with the one condition that if the weather was threatening we would seriously reconsider if we went or not. We both agreed to those conditions and began preparing for the journey. We recruited **Rob Stivers** (who will sail anywhere, anytime) and **Scott Walsh** to complete our crew, then checked the boat out for the upcoming race. The boat had sailed in several races along the Texas coast, so we knew it was capable of making the journey, we just needed to be sure that everything was working properly and in good condition.

With one week to go, the mast was dropped and the list of provisions was completed (i.e., food, water, Gatorade and beer for the finish). We checked that we had two working GPS units, the appropriate charts, two radios, and backups using cell phones for both functions. We double-checked all our safety gear.

Five days to go before the start, the weather forecast started to indicate very light winds from the race start on Saturday through the next Tuesday. Sailing 250 miles in the Gulf in 3-5 knot winds wasn't what we wanted to endure. We decided to watch the forecast for the next few days and see what developed.

By Friday morning, the certainty of light winds for several days starting Saturday increased to the point that forecasters were predicting the winds to drop to around 5 knots and shift from the east to the north then to the southwest then to the northeast, all in the 12 hours from noon to midnight of the first day. Then the winds would become light and variable. Then **Scott Walsh** had to abandon at the last minute due to a family conflict. With those uncertainties, we decided to meet at AYC Friday afternoon to decide if we were heading to the coast at 6:00 pm or calling the whole thing off.

When we met on Friday afternoon, nothing had changed with the forecast to indicate anything but very light winds beginning at about noon at the

starting area (with a 4:00 pm start time). None of us wanted to spend three or four days bobbing in the Gulf, but we still wanted to sail offshore in **Doug's** new boat. As we mulled over this next decision, **Rob**, (who will sail anywhere, anytime) said "let's just drive to Port Aransas, launch the boat there, and sail from there to Port Isabel." A quick check of the weather indicated that the winds were predicted to hold in Port Aransas until Saturday night, and we should have good winds all the way to Port Isabel. We quickly decided to alter our course, sail where there was wind, and wait in Port Isabel to greet the other sailors (if they ever arrived).

In a flash of "inspiration" since we were short on crew, we asked Doug's wife **Sun Hi** and my friend **Sandra** to join us. I admire both of them for their willingness to try something like that with no advance notice (and their ability to pack in 10 minutes). **Doug and Rob** hitched up the boat and headed south to Port Aransas, and the rest of us followed them down the interstate toward our adventure in the Gulf. We arrived in Corpus Christi around 2:00 am, grabbed a few hours sleep, and then drove to Port Aransas.



*Doug and Sun Hi Casey at the arrival in Port Aransas. Ready to rig the boat and launch.*

We arrived at 10:00 am in the parking lot near the launching ramp at the City Marina. The lot was completely full of every type of fishing boat that you could imagine. We looked as conspicuous and as out of place as the "Starship Enterprise," but got busy rigging the boat. We finished rigging the boat and were ready to launch into the salt water by about 1:00 pm. We had a quick lunch, packed the boat with everything that we thought we would need, and made sure we had enough fuel and safety equipment.



*After launching at the fishing ramp, motoring to our dock.*

*Continued on page 17*



We left the dock and motored to the exit of the marina into the ship channel and until we were clear of the channel and into the open waters of the gulf.

As soon as we cleared the end of the jetties, we raised the mainsail, unfurled the jib, and finally turned the motor off. The quietness of the moment was replaced with the thrill of watching the knot meter climb from 6 knots to 8, then 10, then 12, and then holding steady at 13. We were sailing, the wind velocity was great, the direction was a perfect close reach, and we dialed into the course for Port Isabel, 128 miles to the south. Only a few clouds in the distance, the waves were a relaxing 3-4 feet, the temperature was in the low nineties, and we all noticed that every one of us has an ear-to-ear grin on our faces. We were able to drive the boat very fast in the lighter wave areas and pushed it to over 18 knots on the GPS in a good puff. It was a fun ride in the steady winds.



*Somewhere in the Gulf, we're all smiles and the miles tick away.*

As the afternoon progressed, we took turns driving the boat, relaxing on the trampolines, enjoying the conditions, and watching the GPS slowly count down the miles to our destination. Just before the sunset we stared at the sun as it fell below the horizon in case the mysterious green flash was to appear. I explained the phenomena could only be seen at sea, and then only infrequently. As if on cue, as the sun disappeared, the green flash was there for everyone to see.

Fortunately there were very few offshore platforms in this part of the Gulf. We were sailing under new moon conditions with no moonlight. The advantage was the stars were the brightest any one of us could ever remember. The major stars appeared so brightly in the sky you could understand how the ancients easily grouped these stars together and named them as constellations. And we easily understood the phrase "billions and billions of stars in the sky."

The night progressed with the wind holding steady and the waves seeming bigger than in the day but probably the same size. The GPS said that our destination was first 100 miles, then 75 miles, then 40 miles, then 25 miles, then less than 10 miles in the darkness.

About 4:00 am in the distance, a dim glow on the horizon indicated that we were close to our destination. Soon we spotted the red channel marker in the distance. It seemed as if it was taking forever to reach, then we realized that we were still over two miles from it when it was spotted. It still takes a significant amount of time to sail a couple of miles in a boat, even a fast one.



*The sunrise is behind us as we arrive at Port Isabel.*

We finally came along side the marker and turned into the channel at Port Isabel. As we sailed up the channel, the sun rose directly behind us as if to welcome us, with yet another awe-inspiring view of the Gulf of Mexico. We motored to our marina where we docked the boat, furled the sails, and straightened up the boat that had served as our home, transportation, and safety net that enabled us to experience a wonderful journey in the Gulf.

It was a 16-hour tour. We never tacked after leaving Port Aransas, trimmed our sails only a few times on the entire trip and made note that this certainly wasn't your typical Lake Travis sail.

We later found that only three boats completed the course from Galveston by sailing. Approximately half the fleet didn't start or turned around after bobbing in the Gulf for hours. A few motored and sailed the course, including **Bill and Linda Casnovsky** in their Passport 40.

**Doug and Sun Hi** stayed in Port Isabel and the rest of us drove back to Austin. They said they welcomed each and every competitor who made it to Port Isabel in any fashion. (They tried not to look too rested and fresh as the other boats straggled into port).

Everyone agreed that the sail was a complete success. We sailed off shore in the Gulf of Mexico, we encountered some of the best sailing conditions we could have hoped for, we experienced the most spectacular night sailing that was truly indescribable, we arrived at our destination with no breakdowns and reasonably rested. It was a truly memorable moment of the sunrise in the east, our harbor in the west, and peaceful waters all around. After the race, we discussed the upcoming "Harvest Moon Regatta" in October. We all said that we would not want to miss this regatta and enthusiastically agreed to sail with the same crew. Our only misgiving was that after such a perfect sail, how anything else could come close to what we had just experienced.





Potluck Dinner and  
Ice Cream Social  
Thank you  
Tommy Gairloff and  
Linda Firestone!





The Social Committee is on Summer Break!

**AYC Luau**

Mark your calendars for August 27. The party kicks off at 6:00 p.m. and continues until midnight with beer, wine and set-ups (bring your own rum!), snacks, dinner, music and dancing. Rumor has it that the AYC "hula chicks" will be on hand to provide their own brand of special entertainment.

**Jorge Martin-de-Nicolas** and volunteers from the fleets will be pulling the traditional all-nighter on Friday night. Please sign up to volunteer or stop by with provisions (liquid or otherwise) for the sweaty troops.

If you are interested in staying at AYC on Saturday night, call the office to reserve a cabin soon.

It's a summer party so get ready: It will be hot – in more ways than one!

**VOLUNTEERS NEEDED  
FOR LUAU**

Please contact Susie McDonald  
by phone at 512-785-2484 or by  
email at [ghowiellc@aol.com](mailto:ghowiellc@aol.com) if  
you would like to help out.

Thank you!!

**Help AYC Save Dollars (and Trees)  
by Accessing the Telltale Newsletter Online  
through the AYC Website**

If you wish to access the Telltale through the AYC website and are willing to discontinue receiving a printed Telltale by mail, please fill out the requested information, below, and take one of the following actions:

Clip and mail this form to:

GM, Austin Yacht Club  
5906 Beacon Road  
78734-1328

or

Clip and FAX this form to:

GM, Austin Yacht Club  
266-9804

You may also call Steve Hawk at 266-1336 with your information.

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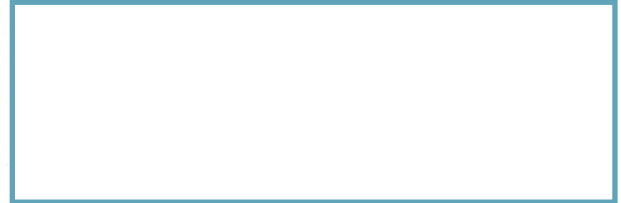


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Bruce Uphaus, Owner