



## 2013 AYC FLEET CHALLENGE Fund Raising Record Breaker!

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Save the Date

Fall Series

Oct 27; Nov 3, 10, 17

New Racer Regatta

October 19

Fall Women's Clinic

October 26

Annual Members' Meeting

November 21

AYC Annual Banquet

December 6

Sam Peel leads a group upwind in the AYC Fleet Challenge



Cover photo by Bill Records



## 3rd ANNUAL AYC FLEET CHALLENGE Incredible Outpouring of Support and Generosity

The coveted Bernstein-Brinkmann AYC Fleet Challenge perpetual trophy was competed for on Saturday, September 28. Not only is this event a chance for each fleet at AYC to flex its muscle on the water, it is also the most important fund raising opportunity for the AYC Fund each year.

A great group of AYC sailors gathered at the Rylander Pavilion and with the able assistance of the UT Sailing Team, all 18 FJs were rigged and readied for the event. **Vic Manning** graciously volunteered to run short, intercollegiate style races for the competitors.

As is the tradition of the AYC Fleet Challenge, the fleet that raises the most money for the AYC Fund, up until the skippers' meeting, receives the finish of their donation rank in the "first race". As they usually do, the J 80 fleet came out of the blocks strong with their pre-race fund raising to take a first place in the first race, closely followed by the Catalina 22 fleet, and with the Roadrunners and Multi-hulls making a good showing as well.

On the water, the J 80s made their presence known led by **John and Claudia Bartlett**. The Laser fleet also performed well led by **Dave Grogono** skippering and his able crew **Ravi Subramanian**. **Doug and Madison Kern** had a great showing for the Laser fleet until Madison decided she was hungry and needed a lunch break, leading to a DNS in the final race on the water.

**Johannes Brinkmann** was the big story with his excellent crew **Masie Comen** of the UT Sailing Team. They sailed to a third place on the water over the seven-race series and the Catalina 22s also excelled in fund raising to enter into the last phase of the event in a strong second, only trailing the J 80 team.

A new wrinkle added to the event this year allowed each competitor to buy a throw-out race, with no limit on how many purchased. Each throw-out cost \$500 and the amounts raised from purchasing the throw-outs also counted towards any additional fund raising amounts raised by each fleet once the raising was over and the beer flowing. A heavy rain shower sent the sailors to the AYC clubhouse to determine which fleet would get its name on the prestigious Bernstein-Brinkman AYC Fleet Challenge trophy. It really got interesting once we got inside!

The J 80s and Catalina 22 fleet were going head-to-head with calculators whizzing trying to figure out how many throw-outs needed to be purchased in order to lower their scores and at the same time increase the fund raising total to score the best final race finish. At the end of the day, the Catalina 22 fleet narrowly defeated the persistent J 80s to capture the trophy.

Much thanks to **Bonnie and Keith Lackey** for organizing the food and beverages for the event and to **Jackie Wheeless and JoAnn Welles** for helping collect the donations and helping me keep track of it all. Also, thanks to **Vic Manning** for running great races and the **UT Sailing Team** for helping with rigging and un-rigging the FJs.

With the incredible outpouring of support and generosity, the 2013 AYC Fleet Challenge raised almost \$25,000 for the AYC Fund, breaking our previous fund raising record of \$21,000. Thank you to all who participated and contributed. Here are the final results:

RANK	FLEET	NET POINTS	FUNDS RAISED
1	Catalina 22	9	\$5,750.00
2	J 80 (1)	11	\$5,450.00
3	Laser (1)	21	\$1,225.00
4	J/24	44	\$800.00
5	J 80 (2)	53	--
6	Laser (2)	58	--
7	Multi-hull	70	\$1,750.00
8	J-22	80	\$1,620.00
9	Southcoast	81	\$1,050.00
10	Ensign	84	\$2,320.00
10	Catalina 22	84	--
12	Roadrunner	86	\$2,620.00
13	Centerboard (1)	91	\$250.00
14	Keel Fleet	93	\$1,325.00
15	Roadrunner (2)	111	--
16	Centerboard (2)	114	--
17	Sunfish (DNS)	--	\$300.00
	Misc.		\$200.00
	<b>TOTAL</b>		<b>\$24,660.00</b>



**Thanks to everyone who  
participated in the 2013  
AYC Fleet Challenge!**

**Photos begin on page 6.**

## From The Commodore

by Christopher Dwight



### A Great Time of Year at Your Club

As our 2013 season winds down, it's a great time to get out to AYC and enjoy the cooler weather.

First, be sure to mark your calendars for the 2013 Annual Banquet, held this year on Friday, December 6. This entertaining evening will once again be hosted at the Oasis, a venue near to the Club. In

addition to honoring 2013 board members, we will award the 2013 perpetual awards. For many, the highlight of the evening is the annual "Blue Duck" trophy. This dubious honor is bestowed upon the Club member who makes the most noteworthy mishap during the 2013 year. Unlike other awards, the dreaded Blue Duck is decided on the spot as members retell stories of mishaps and misadventures, with the winner being decided by applause (and/or laughter). Be sure to be wracking your brains for the funniest mishaps of 2013 in order to contribute to the entertainment.

There is a lot of activity coming up over the next two months, and then our Club goes a bit quiet over the winter holidays. Be sure to cash in on the remaining opportunities to sail and socialize with your friends. On the racing front, there are two activities scheduled for the weekend of October 20-21: a New Racer Regatta on Saturday, and the kick-off of the final racing series for 2013, the Fall Series, on Sunday with a 1:30 first signal. This series wraps up on Sunday, November 17 with the presentation of series trophies. Traditionally the last racing opportunity of 2013, the Wild Turkey Regatta, is once again hosted by the AYC Keel Fleet and is scheduled for Saturday, November 23. I expect, as in years past, race winners might be rewarded with a bottle of bourbon!

For sail training, we conclude our year with Women's Clinic on Saturday, October 26. Details are available on the web site [www.AustinYachtClub.net](http://www.AustinYachtClub.net).

Operationally, there are two board meetings remaining in the calendar year, along with the annual membership meeting. The October Board Meeting will be held at 7:30 p.m. on Thursday, October 24. Due to the holiday and the Annual Membership Meeting, the November Board Meeting is held earlier in the month, occurring at 7:30 p.m. on Thursday, November 14. This is the last board meeting for normal business for your 2013 board members. The week after, on Thursday November 21, we will hold the Annual Membership Meeting. This is the meeting where your 2014 board nominees will be voted upon, either in person voting or by proxy. In order to adhere to our bylaws, we require a quorum of members to participate, so please be sure to submit your proxy forms even if you plan on attending – your physical presence will automatically override your proxy vote.

See you on the water!

## Buildings & Grounds Report

by John Saunders



### A little more water and cooler weather makes AYC a very nice place.

After discussing current lake levels, history and projections, a decision was made to leave more water in the lake and put less of it on our grass lawns. There will be no immediate impact, just plans that reduce our watering needs. Trees and

shrubs will be maintained as needed. Grasses (St. Augustine) may be replaced with those needing less water. Ground covers, mulch and gravel will be considered. These thoughts are for the future, but the future begins now. Your ideas and help will be needed as always. AYC will attempt to be part of the solution, and less of the problem.

The AYC point is smaller with a little lake rise. **Tom Groll** used his Saturday morning to clean up the stumps and trash accumulated earlier.

The walk to the Pavilion was improved.

This walk and others down there make it a bit more civilized. These paths were begun over three years ago. Over the past two years we have attempted to maintain and expand the idea, with some member direction, as well as more crushed stone. It will all be there the next time the lake goes down.

The past few years have re-written the history of AYC. Because we are experiencing lake levels lower than we have ever seen them, everything we discuss concerning the AYC point is new. We have never placed docks out where they are currently and, when we moved them out at all we did not ever consider it more than temporary. When you think about it, this has been an exploration of a new territory for every one of us. The center of action of our Club has moved quite a distance and yet we continue to race and enjoy the wonderful place we have.

That is quite an accomplishment for which we all should be very proud.

## SAVE THE DATE

## 2013 Wild Turkey Regatta

**Saturday**

**November 23, 2013**



## Membership Committee News

by Past Commodore Johannes Brinkmann



Last month AYC's 2013 Membership Committee presented the new members of the past year in a special segment of the Telltale. I had intended to include a welcome note in that segment, but I submitted the wrong file and missed the deadline! So, better late than never, here is my belated welcome:

As you saw in last month's Telltale and with this month's new members, AYC is privileged to have added members with multiple and varied talents, whose sailing experiences literally span the waters of the globe. The common thread among these individuals is their enthusiasm for sailing and their desire to become a part of AYC's vibrant, volunteer-based sailing and racing community.

AYC's new members are the lifeblood of our Club. At its board meeting each month, the board formally welcomes our new members. For those of you who were not able to attend the meeting during which your membership was approved, I would like to welcome you to AYC here, on behalf of the AYC board, the Membership Committee and the entire membership.

AYC is a unique and wonderful place. We are glad you have chosen to join, and we look forward to a bright, fun and exciting future of sailing and racing together.

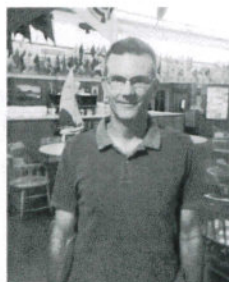
### AYC's October 2013 New Members

**Steven and Nicole Welch** — Steven and Nicole would like to get their children **Jackson (4)**, **Elena (6)**, **Sienna (2)** and **Saylor (3 mos)** involved in sailing. The Welch's have sailed mostly in Chesapeake Bay, but also in the Mediterranean and the Caribbean; in fact their daughter Elena took her first steps aboard a boat in the Mediterranean! Steven would like to gain experience racing.



Nicole and Steven

**Michael Moran and Jane Worswick** — Mike and Jane recently moved back to Austin from the UK with their children **Lucy (12)**, **Jack (10)** and **Elyse (8)**. In the UK they belonged to the Reading Sailing Club. The family has also sailed in San Diego, Michigan, Chesapeake, Hawaii and Gibraltar, and Mike competed in the 2013 Rolex Farnes Regatta. Mike and Jane would like to continue to improve their sailing and racing skills at AYC.



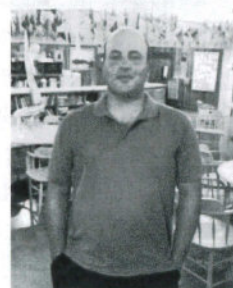
Mike Moran

**Ki and Carolyn O** — Ki and Carolyn have two children, **Grady (8)** and **Kenna (7)**. They have sailed in the BVI, Chesapeake, the Greek Isles and on Lake Travis. The Os have joined AYC so that they and their children can learn more about sailing.



Ki and Carolyn

**Harris and Debbie Rose** — Harris taught sailing in the US Navy. The family has chartered and sailed in Chesapeake, BVI, Whitsunday Islands, San Diego and Hawaii. They would like to learn to race, and to involve their children **Adam (6)**, **Rebecca (5)** and **Ethan (3)** in sailing.



Harris

**Jennifer Brown and Matthew Richardson** — Jennifer and Matt were first introduced to AYC through **Jorge Martín-de-Nicolás'** Racing School in 2010. Since then they have crewed on multiple boats and participated in Race Committee. They've enjoyed it so much that they have become members and are interested in owning their own boat.



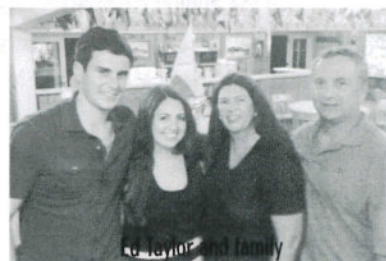
Matt and Jennifer

**Kirby Attwell** — Kirby has raced J22s, J/24s and J80s throughout Texas. He recently moved to Austin and would like to race and take part in social activities at AYC.



Kirby

**Ed and Colleen Taylor** — The Taylors have been members of North Cape Yacht Club since 1986 and have been racing J-Boats for years. They have sailed in a multitude of places from the Great Lakes to the Bahamas, BVI, Panama Canal and Hawaii. Their daughter, **Caitlynn**, is past President of the UT Sailing Team, and their son **Edward** is attending the University of Washington. More recently the Taylors have been sailing with AYC's **Rick Smith**. They have joined AYC to continue sailing as a family sport, expand their circle of sailing friends and to race.



Ed Taylor and family

And welcome to the following new student members: **Kirill Murray**, **Maxim Murray**, **Andre Queiror** and **Owen Mueller**.

Welcome to AYC!

## Sail Training Report

by Jenny Loehlin



We're acquiring a couple of new boats which have been used in a regatta in California. No, not those boats. Our current plan is to buy two new Optis each year and sell off two of our existing boats.

**Bill Records, Fred Ford, and Bob Stephens** taught a Beginning Keelboat Class on September 14 with 13 students. For once, the wind was appropriate for a beginner class. The students got to experience firsthand how interesting the approach to our harbor is becoming.

The juniors' summer season concluded with the Governor's Cup Regatta. The fall season is scheduled to go until November 16, with some possible practices later if weather permits. We have hired **Kiel Killeen**, who was head counselor for our summer camp, as a part-time assistant instructor. He grew up at Southern Yacht Club and has extensive racing and coaching experience.

The Fall Women's Clinic is scheduled for October 26. We shall see whether this event draws the traditional blustery weather. It's always been fun.

Thanks to **Philippe Bettler, Barry Bowden** and crew for a fine Governor's Cup Regatta. I expect we will be offering another starting clinic next year.

## Sailing Director Report

by Kate Noble



Fall is here! Come on out while the water is still warm for the second Women's Clinic of the year to be held on October 26.

Free Sail Sundays will continue through the fall. All AYC members are welcome to come on down to the Rylander Pavilion on Sunday afternoons from 1:00-4:00 to check out a Sail Training boat (weather and club schedule permitting — please email me at [kate@austinyachtclub.net](mailto:kate@austinyachtclub.net) to be added to distribution list!). A reminder that boats are available on a first come, first serve basis and there is no formal instruction offered.

### Junior Training News

The Summer Season of the Junior Sailing Program wound down on October 6. The Fall Season started up on October 11 and runs through November 23. We are hoping to extend our program beyond Thanksgiving for the first time this year, with tentative practice dates on December 6-7 and 13-14 as well.

Several Roadrunners competed in the 3rd annual AYC Fleet Challenge on September 28. **Nikki Goodwin/Gracie Bulgerin** and **Ethan Froelich/Ben Froelich** represented our fleet as the Roadrunner A and B division teams. **Sam Peel** represented the C22s and **Michael Morran** sailed for the multi-hulls. (Be sure to check out Bill Records' photos of the event on pages 6-9 of this edition!) All of our junior sailors did a great job competing on the course with the rest of the AYC fleets! Thank you to the AYC Fund, **Scott**

**Young**, and his team of volunteers for organizing this event!

### Youth Racing News

The Endless Summer Regatta was held at Seabrook Sailing Club September 14-15. **Meredith and Michael Morran** once again took 1st place in the Club 420 class. AYC member **Spencer LeGrande** placed 9th Opti Red Fleet, and **Tony Slowik III** took 2nd in White Fleet. Congratulations to our AYC competitors!

The next TSA event will be Choco-Palooza at Rush Creek Yacht Club October 5-6, followed by the End of the Year Regatta at Dallas Corinthian Yacht Club October 25-26. Several of our Opti racers will be making the trip up to DCYC for their first out of town regatta. I am thrilled that our Roadrunners are beginning to head out on the road and compete on the Youth Circuit.

**Meredith and Michael Morran** also competed at the 2013 C420 Gulf State Championships which was held in conjunction with the Houston Open One-Design (HOOD) Regatta at the Houston Yacht Club September 21-22. After 7 races scored, Meredith and Michael took first place with an incredible 8 points! Congratulations! AYC is so proud to have y'all representing us at these kinds of events!

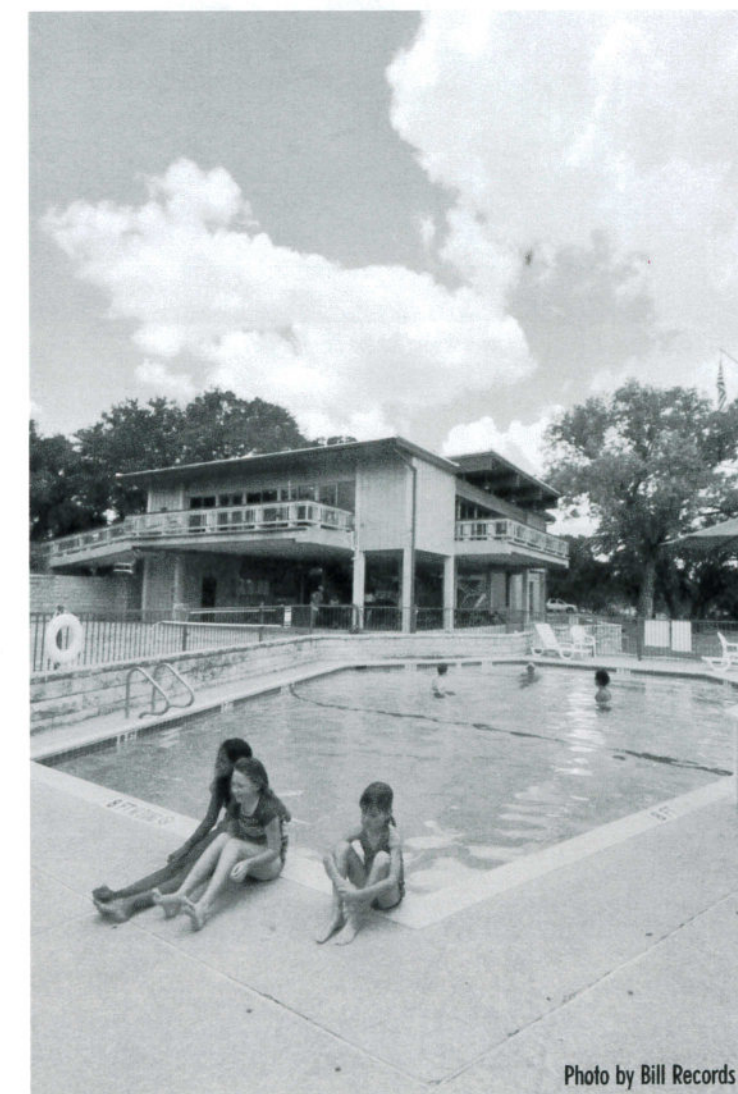


Photo by Bill Records

AYC Summer 2013



# 2013 AYC Fleet Challenge

Photos by Bill Records



Ethan and Ben Froelich representing the Roadrunners



Nikki Goodwin and Gracie Bulgerin sailing for the Roadrunners



Doug and Madison Kern representing the Laser fleet



FJs on the water



Claudia Bartlett for the J 80s



Special thanks to photo assistant  
Millie Rackley

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Brigitte Rochard and crew



Ben Peel and crew



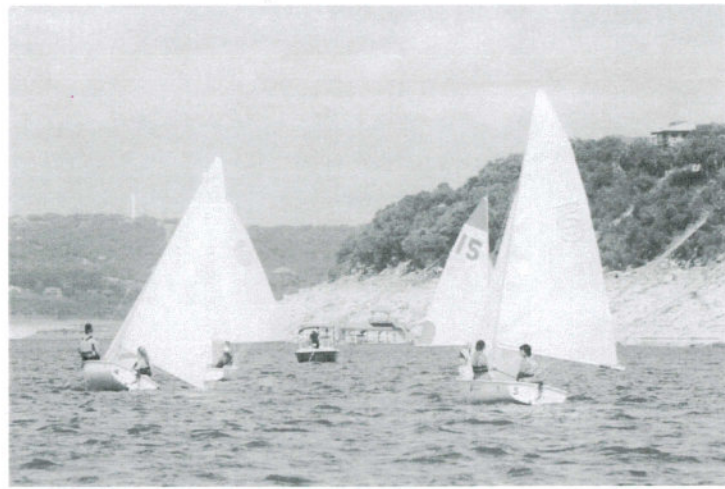
John and Michael Morran representing the Multi-hull fleet



Jonathan Baker sailing for the Ensigns

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Gray and Debbie Rackley

Thank you to Scott Young and  
his committee of volunteers,  
and to the AYC membership  
for another successful  
AYC Fleet Challenge.  
See you next year!

*The race is on!*



*continued next page*



## J/24 Fleet Update

by John and Meiling Parker



### J/24 Launching

Since our last Telltale article, there continues to be little Launching and Retrieving activity of the J/24s. The water level has risen slightly due to the recent rains, but as of this writing, no usable ramps are available at AYC for J/24 Launching or Retrieving.



*Emerald Point Marina – Heavy Boat Moving Machinery – Photo courtesy of John Parker*

However, the Emerald Point Marina was once again used in an effort to provide a platform for the Late Summer Series. Superman was launched by **Dave Broadway, Pat Caghey, and John Parker.**

Please contact **David Broadway, Jorge Martín-de-Nicolás or John Parker** if you would like information on using Emerald Point Marina for launching or retrieving your J/24.

### Local Racing

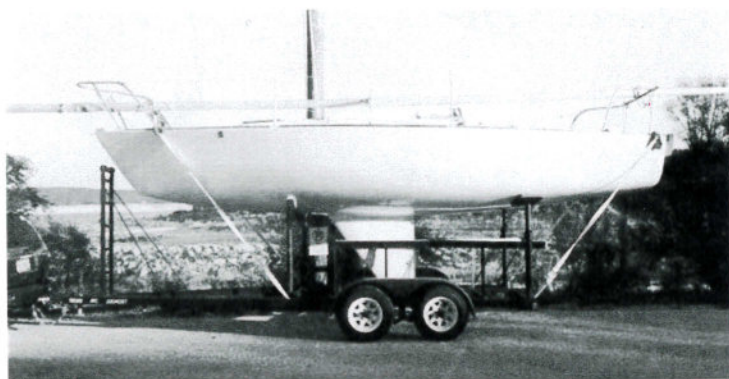
#### Late Summer Series Races

The Late Summer Series (J/24 Ladies Series) started with some great competition. **Laura Miller, Chris Ehlers, Rachel Loziuk, Meiling Parker and Crystal Pharr** have helmed as of this writing. Though the majority of the ladies missed the races on September 22 due to the Houston Open One Design event, they came back strong on Series Race #3. In particular, team "Pink Panties" with **Laura Miller** at the helm, **Ann Kitzmiller** on foredeck and **Macie Walker** at the mast, held a "seminar" on the second race last Sunday and they "schooled" the rest of the fleet for a bullet. Rumor has it they were going so fast on their last downwind leg that they completely missed the finish line and had to turn back around in order to finish properly, but even with this delay their closest competitor was but a mere speck on the horizon. Congratulations to Laura and the entire team "Pink Panties"!

### Maintenance

Several members of the J/24 fleet continue to perform maintenance on the boats and trailers. Our newest fleet member, **Stu Juengst's J/24 "Vang Go"** now has a new bottom job. We are looking forward to having Stu get his beautiful "new" boat out on the race course soon.

**John Parker's J/24** hull, bottom, keel, and rudder work have been completed. Expect to see Free Spirit back on the AYC campus soon.



*Stu Juengst's Van Go – Photo courtesy of Stu Juengst*

### Fleet Social Events

The J/24 fleet paired with the Social Committee to sponsor a club-wide social following the Late Summer Series Race #1 with a "Fajitas 'n Ritas" theme. There were roughly 80 people served club-wide. Thanks goes out to the Social Committee for their commitment to the event.

### Upcoming Social

Our next social event will be held on Sunday, October 20 at the beginning of the first Fall Series races. The theme is yet to be determined, but we are expecting it to be another great event with food, fun, friends, and perhaps a few surprises.

### Out of Town Events

During the weekend of September 21-22, several of the J/24s traveled to the Houston Yacht Club on Galveston Bay to participate in the Houston Open One Design (HOOD) regatta. Of the 13 J/24s at the regatta, 4 AYC-based teams were in the competition: **Steve Ehlers** with Ooh Ahh, **Dave Broadway** with Superman, **John Parker** with Free Spirit and **Vicente Saborio** making his debut circuit stop appearance on his beautiful "new" J/24 Thunder Cookie. This regatta was one of the most eventful in recent memory, with torrential rain Friday as the teams drove from Austin to Houston. The rain continued throughout the night as the teams stepped the masts and launched their boats, and it continued into Saturday morning prompting a postponement on shore by the race committee. A few hours later the weather cleared enough to allow the competitors to go out and the rain let up but not the winds, with sustained winds in the 17 knot range and gusts over 20 knots. In the end we were able to get three races on Saturday and another three races on Sunday and were able to complete the six races typically held on our out-of-town regattas.

### Upcoming Out-of-Town J/24 Events

Venue	Event	Dates
Lakewood Yacht Club	J/Fest	November 2-3
Lake Canyon Yacht Club	Wurstfest	November 9-10
Lake Canyon Yacht Club	Texas Circus	November 15-16

If you are interested in participating in one of these out-of-town regattas with the AYC J/24 Fleet, please contact **John Parker or Jorge Martín-de-Nicolás**. For general information on the J/24 Texas Circuit, you may visit <http://www.j24texas.com> for additional details.

## Catalina 22 Update

by John Grzinich

Might as well do a little bragging! The Catalina 22 Fleet was firing on all cylinders for this year's Fleet Challenge, pulling off a close victory over the J80 Fleet.



*Sam Peel representing the Catalina 22 fleet during the 2013 Fleet Challenge*

What do I mean by "All Cylinders"? We had contributions from many fleet members, both large and small, we had matching business grants, we had some great sailing in the FJs with Johannes Brinkmann and Sam Peel (junior sailor!) at the helms, plus UT Sailing Team members on board as crew, and finally some last minute heroic contributions for throw-out purchases.

We were very happy to contribute to this year's successful AYC Fund fund raiser.

## Cruising Non-Spin in New England

by Bill Casnovsky

The Thermometer showed 68 degrees when we arrived in Rhode Island. What a way to beat the triple digit heat in Texas! We dropped our sea bags into a Vintage Sparkman-Stephens 30 recently purchased by our good buddy, **Brian Mulligan**. Brian had plied the waters of Long Island Sound and beyond as he grew up. We were in good hands: **Linda Casnovsky, Jeff Avant, Brian and I**. Moored at the New Port Yacht Club, the annual Boat Show was located just a short walk away. We feasted our eyes on all the new fiberglass offerings and shiny nautical parts at the vendor booths. I could not leave the show without purchasing (show discount) a new ATN Spinnaker Sock to replace my old tattered one. ATN offers a launch/dousing system second to none. The world famous sailor and author **Bob Bitchin** conducted one of his popular Saturday night parties: free music, beer and pizza. Linda entered a raffle and won admission to an eight-hour Marine Weather Seminar.



*Brian's Sparkman/Stephens 30, Stardancer*

Just cruising in the marina was a joy to behold. Old 12 Meter daysailors, Square Riggers, Pearson's and Columbia's dotted the blue landscape. We had Vineyard Sound almost completely to ourselves as we cruised east, in a non-spin sail set (we did not have a spin pole). The swells of the Atlantic rocked our starboard beam and the wind pushed off the starboard quarter until we reached the protection of Cuttyhunk Island. Eight hours of sailing into the dark forced Jeff to rig a bright emergency spotlight to help pick out the unlighted marks leading into the marina: two eyes looking forward, two eyes looking over the side and two eyes at the tiller. Finally on a mooring ball, tuna fish on rye never tasted so good. Early the next morning we braved a narrow rocky cut to once again enter the Atlantic. Nine hours later with wind on our nose, we spotted the protected waters of Vineyard Haven cut deep into the eastern cliffs of Martha's Vineyard Island. Paradise! The summer sailing season was over and we were able to moor anywhere we pleased.



*Messing about the boat, mounting a new Zink on the propeller shaft*

Some towns are dry while others are wet – offering great micro-brew beer and fresh sea food. We messed about on the boat fixing a few things. You have heard of the phrase: "Cruising is fixing your boat in exotic places"? All too soon, my time was up. I had to leave to come back to work. The Sparkman-Stephens sails on as I speak. Darn, the possibility of retirement is looking better all the time.



## Why was Oracle Team USA Behind Before the Races Even Started? by Jim Johnstone

Were you fascinated by the Recent America's Cup Competition? If you did not get a chance to watch it live on TV or in person, you can still see it on Youtube.com. Oracle Team USA's comeback was unprecedented in sport.

It was not only winning so many races in a row that was unusual but to be two races in the hole before even starting the first race was unheard of. How could this happen? The official America's Cup Jury Notices JN116 and JN117 explain the infractions and the decisions.

The America's Cup is sailed under a set of rules (the Protocol) drawn up by the defender and agreed to among competitors. According to Cupinfo.com:

*The Protocol is administered by the America's Cup Jury, a panel of international experts on yacht racing, law, and the America's Cup. The Jury interprets, enforces, and applies penalties to situations regarding the Protocol and the subsequent rules that the Protocol creates.*

*The Jury also resolves disputes between any of the America's Cup entities, including entered teams and other internal entities, whether or not a specific rule applies. The Jury importantly is the body that hears racing rules protests under the RRSAC.*

*The AC72 Class Rule, however, is primarily interpreted and applied by the Measurement Committee. The Jury only interprets the Class Rule in case the Measurement Committee exceeds its jurisdiction or itself breaks a rule. In addition to the Class Rule, the Measurement Committee interprets certain articles of the Protocol that apply to limitations on hulls, wings, and appendages (see Protocol Art. 29.9). The Measurement Committee responds to requests for Rules Interpretations, inspects the yachts during construction and upon completion to ensure compliance, issues certificates for each yacht, and inspects the boats during racing.*

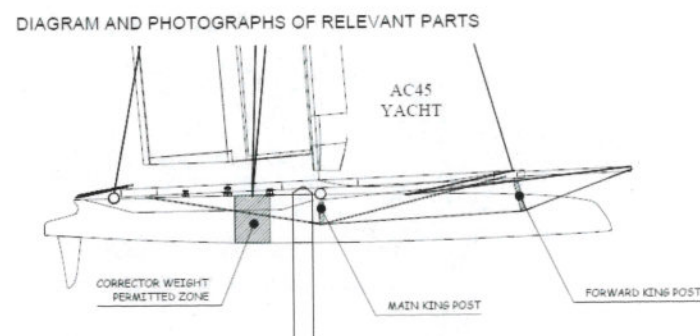
JN117 describes a measurement violation that occurred during the America's Cup World Series (ACWS) that was sailed in the America's Cup 45 (AC45) boats. According to Cupinfo.com:

*"The AC45 is a one-design 45-foot long catamaran with a wingsail. Identical boats are being built for each team, who will train and race them in the 2011-12 and 2012-13 America's Cup World Series seasons. The AC45 is meant to give sailors and shore crews experience handling this sort of high-tech cat, and to permit multihull racing to begin this year. Teams may modify the rigs and appendages for testing, though not the hulls. During racing, however, the AC45s must remain in their one-design configuration."*

On August 4, 2013, OTUSA notified the America's Cup Race Director that they sailed modified AC 45s in three ACWS races. The modifications were brought to OTUSA's attention on July 26, 2013 by America's Cup Race Management, the company responsible for preparing the AC 45s for the Youth America's cup.

The Race Director immediately asked the Measurement Committee to investigate. On August 7, 2013 Richard Slater, Oracle Team USA's Rule Advisor, submitted an email request to retire the two Oracle Team boats after finishing, from three of the CWS races because of a measurement violation.

The request was granted by the AC Jury in Jury Notice JN96. Meanwhile the investigation continued into the nature of the modifications and how they came to be.

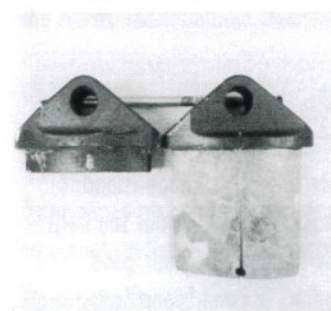


There were two types of modifications. The first consisted of adding weight to the king posts of the 2 boats sailed by OTUSA. Note in the diagram above (From JN117) the kingposts are one of the lower parts of the boat, located on the centerline and forward of the zone where corrector weights are permitted. The weight added was less than five pounds in the form of bags of lead shot, bags of steel chips and epoxy.

From JN117: *"Any sailing team would, given the choice, move weight from the designated corrector weight area to the king posts where it is lower and therefore adds righting moment more effectively, especially if the team wanted to get weight forward as both king posts are forward of the designated corrector weight area. This may seem a trivial gain, but all successful sailing teams pay attention to every detail concerning performance or reliability, especially if they are well resourced."*

The second infraction consisted of lengthening and strengthening the kingpost fitting. This fitting was a known reliability issue with the AC45; however the "improvement" devised by OTUSA was not shared with the chief measurer or the other competitors.

What's so bad about that? Well, the AC45 is a one-design class and any changes to the boat not permitted by the rules are expressly prohibited unless approved by the measurer. From JN 117:



Comparison of main kingpost end fittings. "Of the fleet currently assembled for the Youth Americas Cup, only OTUSA 4 and OTUSA 5 had the fittings shown on the right."

*"Had OTUSA identified problems of king posts splaying ends, or the spine not being straight when under tension, and had a proposed solution (longer spigots or longer main king post), they should have involved the Measurement Committee in seeking a solution for all boats, such as a Class Rule or building specification change. Such a request from OTUSA for a Class Rule change is even more necessary as there was a direct shareholding relationship*

*between Core Builders Composites Limited (which supplied all the AC45 Yachts) and Oracle Racing Inc."*

After the investigation the Jury decided that these modifications were made by five members of the team, knowing they were not in compliance

*continued next page*

with the class rule. There were three crew members and two shore crew that were involved. Of them, three of the five members were excluded from the America's Cup 34 and reported to their home country's sailing association as cheaters; they could face further sanctions in their home country. Another was given a four-race suspension and reported to his home country sailing association. The youngest member was given a warning and allowed to remain on the team. Top management of OTUSA was fined \$250,000 and admonished for not having a rigorous rules education program.

Because the breach of rules happened on the water, an on-the-water penalty of two races was also assessed, which is why Oracle Team USA started the America's Cup Defense two races in the hole.

## Report from the America's Cup Races

by Robert Meyers



This August, my friend Sue and I drove out to California for an extended road trip. We had a good time touring around the state, driving up Highway One and seeing the Pebble Beach Car show in Carmel. The most exciting time for me, however, was going up to San Francisco to watch the Louis Vuitton Cup Races. These races were to determine the challenger that would face the defending America's Cup holder, Team Oracle. There were three challengers: the Swedish entry, Artemis Racing; the Italian entry, Luna Rossa; and Emirates Team New Zealand. When we got there, the Swedish boat had been eliminated and the series between Italy and New Zealand was heating up.

It was thrilling to see these 72-foot catamarans up close at the docks and to watch them skim along the water of San Francisco Bay at 30 to 40 knots. I felt that we were witnessing a truly historic event. Any America's Cup boat race is exhilarating for a sailboat enthusiast to see in person, but this year's was unlike anything the world had seen before. This race was to showcase speed — more speed than almost anybody had ever seen from a sailboat. This event put sailboat technology into fast forward, an all-out arms race. There had been multi-hull sailboat races in the past, but only the dedicated diehard fans could find a way to watch those events. You might catch a glimpse of footage on UTube of some big multi-hull race in Europe, but only bits and pieces of the race. You could watch beach cats race at a lake near you, but it was hard to watch the whole race unless you were on one of the boats.

This event was televised around the world, live. In prime time in the US, we got to see entire races from start to finish. We had coverage that included the stuff we used to only see in major sporting events like Super Bowls and World Series games. There was expert commentary, rewinds, freeze frames and best of all, thrilling video shot up-close from all angles of these monsters blasting along, throwing up spray, and of their crews working as fast and as hard as they could to pass the other boats. Thousands of people on the shore could watch an entire race from where they stood. Millions of people watching on TV saw for the first time how exciting sailboat racing could be.

Sue and I took a charter boat out into the bay to watch the day's races between Luna Rossa and Emirates Team New Zealand. It was a beautiful, clear day with lots of wind. The charter boat took us out near Alcatraz Island and motored back and forth, giving us a great view of the starts and the finishes. There were two races that day, and New Zealand took both of them. In the first, Luna Rossa seemed to get stalled on the start line and New Zealand won easily. In the second, the Italians had a better start, but the Kiwis were still a noticeably faster boat. Seeing them in action just underlined the fact that the New Zealand team was a world-class crew, smooth and professional throughout the race.

It also emphasized the fact that sailboat racing, that multi-hull racing, was entering an entirely new era. The New Zealand boat had dramatically elevated the art of racing on their dagger board foils, spending much less time with either of their hulls completely in the water. When the Kiwis got up on their foils, especially upwind, it was like they found another gear in the gearbox, a warp drive button.

US Team Oracle was out in full force that day with both boats. While the LV Cup race was going on in front of the charter boat we were on, the two Oracle boats were racing each other on the other side of our boat. It made for some pretty spectacular film footage. It was surprising that after this week, Team Oracle still didn't fully appreciate the level of foiling expertise that had been achieved by the Kiwis. Oracle had fast boats, but they thought that by simply pointing higher, they could cover the race course faster than New Zealand, which went upwind at more of a reach, but at faster speeds on their foils. As we saw in the Cup Finals, Oracle got embarrassed in the first races by a very good Team New Zealand. When Oracle started to improve the use of their foils and change their race strategy, they started to catch up in speed and win.

It is probably safe to say that in the next America's Cup Races, the sailboats will be even faster. The genie is out of the bottle now and there is no going back. This is an exciting time for sailboat racers. Boat technology is growing by leaps and bounds and the potential for speed is increasing with every year. With the speed, technology and thrills that this racing brings, an even greater number of new sailors will seek out participation in the sport we already love. Let's welcome them.





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## E-MAIL AND WEBSITE

www.austinyachtclub.net  
office@austinyachtclub.net

## NEWSLETTER

Susie McDonald, Editor  
Email submissions by 1st of month to:  
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 2013 RACE CALENDAR

Oct 19	New Racer Regatta
Oct 20	Fall Series Race #1 Skippers' Meeting: Noon RC: Multihull 1:30 start
Oct 26-27	UT Sailing Team Annual Kathryn Hammond Memorial Regatta
Oct 27	Fall Series Race #2 RC: PHRF A 1:30p start
Nov 3	Fall Series Race #3 RC: PHRF B 1:30 start
Nov 10	Fall Series Race #4 RC: Ensign 1:30 start
Nov 17	Fall Series Race #5 RC: SC 21 1:30 start End of Series Trophy Presentation
Nov 23	Keel Handicap Fleet Wild Turkey Regatta

## AYC 2013 NON-RACING EVENTS

Oct 5/12/19/26	UT Sailing Club Saturday Sail 11:00a - 5:00p
Oct 12	Centerboard Clinic 1:00p - 5:00p
Oct 24	AYC Board of Directors Meeting 7:30p
Oct 26	Fall Women's Clinic 9:00a - 8:00p
Nov 2/9/16/23/30	UT Sailing Club Saturday Sail 11:00a - 5:00p
Nov 14	AYC Board of Directors Meeting 7:30p
Nov 21	Annual Members Meeting 7:00p
Dec 6	AYC Annual Banquet - The Oasis
Dec 7/14/21/28	UT Sailing Club Saturday Sail 11:00a - 5:00p
Dec 7	J/24 Fleet Christmas Party 6:00 - 11:00p Clubhouse
Dec 14	Catalina 22 Fleet Holiday Party 6:00 - 11:00p Clubhouse
Dec 15	Roadrunner Holiday Party 2:00 - 4:00p Clubhouse

## GREAT NEWS!

**2013-2014 AYC Directories are available  
in the office for pick-up until October 31.  
Remaining Directories will be mailed.**

## AYC SCUTTLEBUTT

by Bill Records

## RACE TURNOUT

I feel very fortunate to have started sailing on Lake Travis in the 1980s, the golden age of sailing and yacht racing. In 1988, Turnback Canyon Regatta had over 300 boats, half of which were not AYC member-owned. In those days our regattas drew non-members' boats from all over the lake and elsewhere in Texas. The Governor's Cup trophy was given to the out-of-town yacht club with the most entries. In the mid 1990s a career change kept me out of town most weekends until the late 2000s. I was in Austin so little that I considered selling my boat. By 2009 I was back and began racing again and there were noticeably fewer boats on the line. The informative book, "Saving Sailing", identified some of the reasons: bad economy; declining junior programs; competition from other sports. However, at AYC, membership never got too low and is now on the increase. The junior program, thanks to the hard work of many, has expanded and the participation is at its highest level ever.

So why is the adult participation still low? Some point to scheduling. We have added series and more opportunities to race, but fewer people are showing up. In the 1980s and early 1990s, we had four regattas and four series. We did not schedule series races on weekends immediately before or after regattas. You had time off to make repairs and rest crews, and regattas seemed special. We had fewer races but higher turnouts and a lighter load for race committees. The lowest turnouts this year were for the Dog Days and Late Summer series. Maybe we should drop the Late Summer series (same weekends as ACL) and make the Dog Days a centerboard series.

On a positive note, the Ensign fleet has been active lately and the J22 fleet is putting more boats on the line. Having a wet slip and or HydroHoist seems necessary with the present lake levels. On a recent walk around the docks I counted over 50 boats that could race in B-fleet or non-spin, but the turnout is still low. The excuse I hear the most is difficulty in finding crew. However, we now have good sources for crew.

I always look to enlist new club members and Jorge Martín-de-Nicolás has a lot of new sailors in his racing school. Hector Lujan, "The Crew Guy", has been training crew and posting them on the bulletin board with contact info. Also the UT Sailing Club, UT Sailing Team, and Sea Scouts are at AYC now and have a lot of good sailors.

I think that the active racers need to reach out to those not participating and help them to get active again. After all, with the public ramps all closed, we have the lake to ourselves. As one of our junior sailors said about racing ...

"It's fun being out there sailing with my friends!"

## GENERAL MANAGER'S UPDATE

by Bob Woods

Well, I can honestly say that it is good to be back at AYC. I never thought I would be back as evidenced by our move downtown in July. I do appreciate the trust that the Board has put in me. It has been great getting reacquainted with old AYC friends and meeting all of the new members! The staff has been great helping with the transition in managers.

Many have asked about our ministry working with the Homeless in Austin. We remain active with Mobile Loaves and Fishes, especially the ROADS program providing work opportunities for them. I have also been helping with a ministry Help One Now in Haiti. That work too continues.

My first visit to AYC was over 20 years ago when we stayed in a cabin. Then I was commodore of the Tyler Yacht Club. There was a car dealer in East Texas who had the saying, "Some things change and some things never seem the change". That certainly holds true for AYC. Yes, progress is being achieved year after year but the Club remains an awesome sailboat racing club. The Fleet Challenge was an exciting event to watch. The junior programs are growing leaps and bounds.

I promise to help restore the confidence you deserve in the management of the Club and look forward to serving you again. We shall see where this chapter of my life takes me.

Gotta love this  
Texas weather...

2013



2007

Photos by (left) Deborah Mathison and (right) Bill Records



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