

JANUARY  
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A PUBLICATION of the AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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## 2009 CHAMPIONSHIP OF CHAMPIONS REGATTA

By Paul White Y-2782

Each year, a one-design sailboat is chosen to be raced in the Championship of Champions Regatta, also known as the C of C. This year, US Sailing Event Chairman, Drew Daugherty, selected the Lightning sailboat and asked the Carlyle Sailing Association to host the event. Twenty skippers, who are the reigning National, International, or North American Champions of their respective classes, are invited to compete. As the reigning Y-Flyer International Champion, I was invited to represent our class.

The regatta was managed with precision by Drew Daugherty and Regatta Chairman, Matt Burrige, as well as a cadre of volunteers.

The regatta began Wednesday morning with registration and a Lightning overview, including sailing tips, for my crew, Pat Passafiume and Steve Roeschlein, and myself. The remainder of Wednesday was spent honing our skills with several hours of practice racing and sailing. The afternoon practice races brought winds from the north in the low teens, white capping waters and air temperatures in the mid 40's with a very cloudy and gray sky.

The practice race course was approximately nine-tenths of a mile to windward, a mile to a leeward gate, and one-tenth of a mile upwind to the finish. Each race took about twenty minutes for the first boat to finish with only a few minutes separating the first and final boat. After each race, competitors sailed two at a time to one of three race committee support boats where the skipper and crew would climb from their boat, across the support boat and into a different Lightning for the next race. As soon as all teams had changed boats the starting sequence for the next race would begin.

Thursday arrived with the sky still a dark gray and the winds from the northwest at ten to twelve. With air temperatures again in the mid 40's, we were bundled up to keep warm. We sailed four races in the morning, broke for lunch, then sailed four more in the afternoon. Friday brought almost identical sailing conditions to that of Thursday, and the completion of six more races. By Saturday, the clouds had diminished, giving way to brighter skies, but the air temperatures still hovered in the mid 40's. The wind direction was still from the northwest and a bit stronger, so we had to sail with all three on the high side for boat balance. With three races sailed on Saturday, the final windward leg was extended up to the weather mark and the regatta was called complete with seventeen races scored.

Downwind crew work consisted of Pat, forward crew, keeping the spinnaker lines together and untangled, hoisting the spinnaker, (Lightning sailors call it the "kite"), and jibbing the pole at just the right time. Steve, with one foot on the centerboard trunk and the other on the seat, flew the kite to perfection while standing. I sat on the windward side heeling the boat to weather, thus reducing rudder drag as I helmed the boat almost directly downwind.



Skipper Paul White and Crew Pat Passafiume and Steve Roeschlein head downwind during the C of C competition.

continued on pg. 3  
See Championship

# A•Y•F•Y•R•A

## AMERICAN Y-FLYER YACHT RACING ASSOCIATION

[www.yflyer.org](http://www.yflyer.org)

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### Change of Address

Please notify the AYFYRA Secretary ASAP.

### Membership

\$35.00 per year

# THE PRESIDENT'S COLUMN

By Anthony Passafiume III Y-2757



Happy New Year!!! I hope everyone had a great holiday season. Last year was a big year for me, personally, as I bought my first Y-Flyer, won a couple of races, was elected president of the American Y-Flyer Yacht Racing Association, had a great summer of sailboat racing, and managed to capsize more times than I care to remember. (I would be happy to sell anyone core samples from the bottom of a few lakes.)

I am extremely excited about 2010! I am happy to announce that Kentucky Lake will be hosting its first Y-Flyer Mid America Cup (MAC) regatta, called the Governor's Cup on May 15 - 16. The Governor's Cup regatta has been held for many years, and I remember sailing my Dad's Hobie 33, years ago. 2010 will see Y-Flyers on the starting line and the Kentucky Lake Sailing Club (KLSC) is pumped to have us participate in this great event. Part of my excitement is because this gives us an opportunity to do a little recruiting or, at a minimum, gain some really good exposure at a venue primed for a dose of 30+ Y-Flyers on a starting line. I get goose bumps just thinking about being on a starting line.

We need every available Y-Flyer to sail on Kentucky Lake that weekend so we can make a banner debut. I have been to many lakes in my 20+ years of racing Y's and I can honestly say that Kentucky Lake is one of the best lakes I have ever sailed. Now when I say this, I admit to being a little biased, as this is the lake where I grew up. The lake is two miles wide on the north side and stretches about 100 miles south into Tennessee, and because it's wide open there is always a breeze. This is a new venue so there is no home court advantage, everyone has a championship shot. Who is going to step-up and be the first Kentucky Lake Governor's Cup Champion? At this point, I would have to say the odds-on favorite is Nile. (Anthony told me I had complete editorial rights – The Editor)

But wait, there is more good news! Percy Priest Lake in Nashville, TN will be hosting an October regatta called The Equalizer. Nashville knows how to party and this lake is really nice. Good people on a good lake. I am still working on details but if you are interested in splashing your Y on my home turf in October for a race in Nashvegas let me know. [apassafiume@surepoint.com](mailto:apassafiume@surepoint.com) or 270-519-3634.

Since I get to pretty much write whatever I want, I thought expressing my opinion about how we run races at the Nationals would be in order. Honestly, I think we should race Tuesday through Friday but I will settle for just more races giving more people chances to improve. Okay, granted, I am young, in-shape, good looking, and all that stuff, but trust me I am not wanting to spend eight hours on the water. I am not Superman, but I think if there's wind we should sail at least four races a day at Nationals. I think it's just better for everyone. Apparently this is something the class has been talking about for years, and we have never come to a final conclusion. I would like to open this up to dialog and healthy debate, so if you have an opinion, let's hear it...



*Y-Flyers crash the starting line at the Midwinter Regatta. If you look in the center of the photograph, you can see the motor on the back of Ivan Baker's Y. Now we know why he's so fast.*

## CHAMPIONSHIP

*continued from pg. 1* While most Lightning sailboats have the kite halyard cleat on or near the mast with the forward crew responsible for raising and lowering the sail, a few boats are rigged with the kite halyard cleat on the aft end of the centerboard trunk, thus requiring the skipper to hoist and release. The more proficient teams set the spinnaker pole immediately after rounding the windward mark and the kite is up and drawing wind before reaching the offset mark. On the downwind leg of the race, some boats jibed immediately after passing the offset mark and then again somewhere in the middle. Our strategy was to bear off on a starboard run at the offset mark jibbing somewhere in the middle of the leg and again after taking down the kite, just before rounding a gate mark. Sailing downwind was not our strong suite and we were often passed. More kite launching, flying, and dousing experience would have been very helpful. Our "too-much-for-lunch additional weight" did not help, but was not our only problem.



*Skipper Paul White and Crew Pat Passafiume and Steve Roeschlein set the "kite" during the C of C competition.*

The Lightning has cross-boat hiking straps and a very long hiking stick attached to the tiller. As such, I sometimes stumbled over my hiking strap and fell as I tacked the boat. My reward was coming home with many bruises on both legs.

In the first race, our kite was so tangled, looking like an hour glass, we had to lower and re-hoist to get it free. In other races we were driven over the starting line early, we fouled another boat resulting in circles and once got tangled with the leeward mark. These mistakes gave us an 11th in the second race and a 7th in the third race. Other races found us finishing in the mid teens, and almost last in the remainder. We saved our best finish, 5th, for the last race of the regatta and were both elated and noisy as we crossed the finish line. Pat, Steve, and I worked very hard, and together, as a team, we sailed our best. We were a little

disappointed not finishing better, but considering most of the twenty competitors in the C of C rank as the top sailors in the country, just sailing amongst them gave us a feeling of great satisfaction.

When we sailed well, we were very delighted to best some of the top sailors in the country. When all was said and done, we had beaten all of the top ten regatta finishers at least once, and America's Cup and Volvo ocean racer Paul Cayard, three times

I am honored and grateful that I was chosen to be a competitor in the 2009 Championship of Champions. It was an experience that is very hard to describe and has given Pat, Steve and myself memories that will last forever.

As a note, the Y-Flyer Class hosted the C of C in 1977, 1991, and again in 2006.



*Y-Flyer competitors and regatta support personal during the C of C Banquet (back row, l to r) Paul White, Jack Klug, Tom Barnett, Tony Passafiume, Drew Daugherty, Steve Roeschlein (front row l to r) Heidi Daugherty, Dan Haile, Pat Passafiume, Vicky Passafiume, Judy Barnett*



Kevin Black Y-2752

# KEVIN BLACK APPOINTED TO EXECUTIVE COMMITTEE OF ODCC

By Mathew Bounds, Chairman,  
US Sailing One-Design Class Council

Kevin Black, Former Y-Flyer Class President, has been nominated (without opposition) for a three-year term on the Executive Committee of the US Sailing One-Design Class Council (ODCC).

The ODCC represents the interests of one-design class associations within US SAILING. Its purpose is to promote and support one-design class sailing in the United States, and to provide a forum for one-design class associations to exchange information and assist one another in solving mutual challenges. The ODCC produces the One-Design Sailing Symposium, an annual "meeting of the one-design minds" to foster class growth and promotion. The ODCC also presents annual awards to recognize the best in Service, Leadership, Regatta, Club and Creativity. The Y-Flyer Class' own Paul White was awarded the John H. Gardiner, Jr. One-Design Service Award in 2008.

The ODCC Executive Committee is the steering committee of the Council. The Executive Committee is made up of the Chair, Vice Chair, Secretary, Past Chair, and three others. One new member is elected to the Executive Committee by the Council each year at its annual meeting. Members of the Executive Committee must be current members of a Member Class Association. The Executive Committee may act on all matters which do not require a vote of the Council.

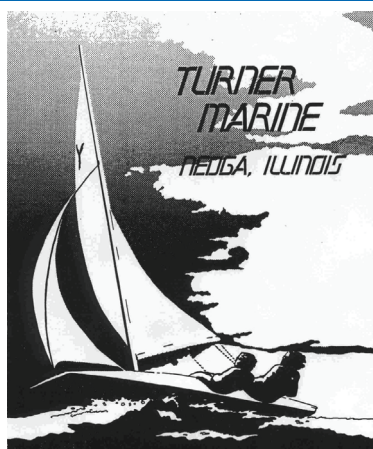
We welcome Kevin and look forward to his participation in the One-Design Class Council!

## 2010 RACE DATES

March 6 - 7	Midwinter Championship	Columbia Sailing Club	Columbia, SC
April 24 - 25	AYC Open *	Atlanta Yacht Club	Acworth, GA
May 1 - 2	Keowee Cup Open *	Keowee Sailing Club	Seneca, SC
May 15 - 16	Governors Cup †	Kentucky Lake	Kentucky Lake, KY
May 29 - 30	Hawg Wild †	Grande Maumelle Sailing Club	Little Rock, AR
June 12 - 13	Riveria †	Lake Mattoon Sailing Association	Mattoon, IL
June 12 - 13	Charleston Yacht Club Regatta	Charleston Yacht Club	Charleston, SC
June 21 - 22	2010 Junior Nationals June 21 - 22	Grande Maumelle Sailing Club	Little Rock, AR
June 23 - 25	2010 Senior Nationals June 23 - 25	Grande Maumelle Sailing Club	Little Rock, AR
June 23 - 25	2010 National Challenger Fleet Series	Grande Maumelle Sailing Club	Little Rock, AR
July 17 - 18	Charleston Yacht Club Regatta *	Charleston Yacht Club	Charleston, SC
July 23 - 25	2010 International Regatta	Chippewa Yacht Club	Medina, OH
July 31 - Aug 1	Kenyon Cup	Lake Lashaway Sailing Club	East Brookfield, MA
Aug. 7 - 8	Rockville Regatta	Rockville Yacht Club	Charleston, SC
Aug. 7 - 8	Beer and Boats †	Carlyle Sailing Association	Carlyle, IL
Sept. 4 - 5	Lake Norman Labor Day Open *	Lake Norman Yacht Club	Mooresville, NC
Sept 11 - 12	Indy Outty †	Indianapolis Sailing Club	Indianapolis, IN
Sept. 17 - 18	Whale of a Sail Open	Carlyle Sailing Association	Carlyle, IL
Sept. 25 - 26	Lake Lemon Open †	Bloomington Yacht Club	Bloomington, IN
Oct. 9 - 10	Gilbert Beers Memorial	Atlanta Yacht Club	Acworth, GA
Nov. 6 - 7	Midlands Open *	Columbia Sailing Club	Columbia, SC

\* Helmsman Cup Series

† Mid America Cup Series



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# Y-FLYER MIDWINTER CHAMPIONSHIP REGATTA



By Rebecca Dotterer (sort of) Y-2791

It's time to check on your boats in winter storage, round-up your sailing gear and get ready to head out to South Carolina for the 2010 Midwinter Championship Regatta, March 6 -7.

Columbia Sailing Club is located on Lake Murray, a man-made lake of 78 square miles with 520 miles of shoreline, a length of 41 miles and an advertised width of 14 miles. Located just north of Columbia, CSC boasts a brand new clubhouse, camping facilities, hot showers, and flat screen televisions to watch your favorite college basketball team vie for their conference championship (after a hard day of racing on the lake, of course!)

"Midwinters" is a five-race series providing competition in both a Blue and Gold Fleet. Even if you're still honing your skills, there's a competitive division just for you. In the past few years, the weather has been on our side with daytime temperatures in the 60's and 70's, usually accompanied by nice wind.

This is a Don't Miss regatta and has something for everyone! It will also be another grudge match between those Dynamic Darling teenage girls -- Amber Parshall and Shelby Hatcher. You don't want to miss the battle of wills and determination as they duke it out on the water (oh, by the way, look out! 'cuz they are both very fast on the race course) Amber will be sporting her very own boat this season, highlighted in pink, as the Y-Flyer Class' newest boat owner. We generally have four or five Canadian boats haul in for this event, so if you live in the U.S., you have absolutely no excuse to be absent!

Hosted by Johnny and Rebecca Dotterer, the club abounds with Southern Hospitality during this event. It's one of those regattas where if you go away hungry, it was your own fault. Mark your calendars now and trade that case of cabin fever for a little bit of spring fever -- Head out to Midwinters!.

Questions? E-mail Rebecca Dotterer at [rdotterer@sc.rr.com](mailto:rdotterer@sc.rr.com).

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# RISEN LIKE THE PHOENIX FROM THE ASHES, SO, TOO, THE HELMSMAN



By Dan Eskew Y-2769

What do the names Bruce Loring, George Scarborough, Elaine Parshall, Joe Waters, and Boykin Wright all have in common? Beyond being past National or Junior National Y-Flyer Champions, they were all winners of the Helmsman Trophy in the 1970's and 1980's. The Helmsman Trophy was awarded to the best overall skipper of a series of regattas in the Carolinas. But alas, the trophy was last awarded in 1995, as the series dissipated. NOT TO WORRY!!! The Helmsman Series has been resurrected!

For the first time in more than a decade, the Helmsman Series was sailed in 2009. As several Southern sailors contemplated our racing opportunities in the fall of 2008, the idea emerged, why not bring back the Helmsman? The idea got a shot in the arm when David Parshall found the original trophy, which he had won in 1995.

The idea was to increase ownership, interest in, and participation in Y-Flyer racing in the Southeastern U.S., focusing on the Carolinas and Georgia. Consistent with this purpose, we chose to include five or six regattas in the area, and to exclude regattas which already had high attendance (Nationals, Midwinters, Beers). The regattas for 2009 included the AYC Open, Keowee Cup, Carolina Open, Lake Norman Labor Day Regatta, and the Midlands Regatta. The organizing committee was Nile Hatcher, David Parshall, and Dan Eskew.

We had a great series and succeeded in getting more Y's racing. Nine boats raced Lake Norman over Labor Day weekend, and 16 boats raced the Carolina Open. We had lots of camaraderie and fun. In the end, the winner of the series was David Parshall who counted five bullets among his scores, with Don Hill taking second place, and Carlin Hodges rounding out the top three competitors. The official trophy presentations will be held at Midwinters.

For 2010, the series is on again and we are expecting participation to continue growing. Do any of our Midwestern friends dare to come down and attempt to take the trophy to the cold north? If you dare, you will get to start your sailing season earlier and complete it later – we don't ice over down here! The list of regattas for 2010 will be announced at or before the 2010 Midwinter Championship Regatta.

## FISCAL YEAR 2009

10/1/08 – 9/30/09

By Paul White, Secretary/Treasurer

For 2009, AYFYRA had income of \$6,513 and expenses of \$6,685 for an operating loss of \$172. Included in the expenses was \$998 to refurbish the Youngquist International Trophy. This trophy required a new wood base for an additional sterling silver band of engraved names and dates of the winners. Usual trophy maintenance costs for engraving amount to approximately \$100 annually. We also received donations in the amount of \$1,190 from 17 members. For bookkeeping purposes, donations are separated from the other income.

Paid memberships by classification — 120 Regular, 17 Associate, 14 Junior, and 47 Crew, for a total of 198 dues-paying members, plus 5 Regular Memberships were provided free of charge to first-year Y-Flyer owners, and 7 Life Members. Total — 210 Class Members.

No new boats were built in FY-09. Additional details of our Class records are available for the asking.

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*Captain Arthur H. Clark*



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*H. Martin*

## MAC WRAP-UP

By Tony Passafume Y-2670

The 2009 Mid-America Cup (MAC) series ended in dramatic fashion as the Gold Fleet Championship came down to the last race, on the last day, of the last regatta of the season. Kevin and Wanda Black held a  $\frac{3}{4}$  point advantage over Bob and Sandy Rowland going into the fifth and final race of the Lake Lemon Regatta. After a tough battle throughout final race, Bob and Sandy edged out Kevin and Wanda to finish first and second, respectively. The Gold Fleet results would depend on throw-outs to determine the Season Champion. The results were kept under wraps until the awards ceremony. In the end, Bob and Sandy finished 1.5 points ahead of Kevin and Wanda to claim another MAC Gold Fleet Championship title.

Both Bob and Kevin surged to the top of the fleet via their outstanding finishes in the last two regattas. Kevin and Wanda counted six races from their last two regattas, three firsts and three seconds. What a way to finish a year. Bob and Sandy counted five of their last six races. Tony and Vicky Passafume were in the hunt until the end, but could not put together any good finishes at the end of the season and finished third overall. Dave and Jan Irons finished fourth after sailing only three regattas followed by John Bright and Andrea Bright in fifth.

The Silver fleet was won by Carol Gebhardt of Indianapolis Sailing Club.

The Blue fleet was won by Chuck Lowell. Unfortunately, in all the excitement of the awards ceremony, the trophy was awarded to Shelby Hatcher. Seems Shelby was busy winning the Lake Lemon Blue Fleet trophy, the MAC Junior Fleet Championship and being recognized as the reigning Junior National Champion. It just seemed natural to give her the season ending award as well. My apologies to Chuck for the error. Shelby has returned the trophy and as of this writing, the trophy is in the mail.

It is with some sadness that this year marked the last Redskin Regatta at Houston Woods. Jerry and JoAnne Callahan organized and ran this regatta for many, many years. I remember taking Anthony there in a baby stroller. He was six months old! (Ask your Class President how many years ago that was.) Thanks Jerry and JoAnne.

The end of one era usually marks the beginning of another, and so, the next MAC regatta will be sailed on Kentucky Lake. The Governor's Cup regatta will be sponsored by the Kentucky Lake Sailing Club. The regatta dates are May 15-16, 2010. More details will follow.

Many thanks to Vicky Passafume for keeping up with the registration and fundraising. There are still plenty of can cozies left over. Don't miss your chance to pick up a few next year. Rumor is the discount will be significant. We are still looking for a MAC coordinator for 2010. Please contact Tony or Vicky if you are interested in serving in this capacity.

Again, Congratulations to all this year's Champions. Good luck in 2010.



From the  
**EDITOR**

By Nile Hatcher Y-2762

One of the major expenses of our association is the printing and distribution of The Flyer. We are looking at ways to reduce expenses, while at the same time, maintain quality standards. One way that has been kicked around a couple of times over the years, is to provide members an option to receive The Flyer electronically. We would still provide a printed copy for those members who desire one.

Electronic distribution would be in the form of a PDF "picture" file attached to an email, or you would receive an email notification to visit the class website to see the new edition.. The location on the class web site can be in a password protected area for just American Y-Flyer Yacht Racing Association (AYFYRA) members to enjoy (secured) or simply posted on the class web site for the world to view (unsecured). There are pros and cons to each method.

In mid-February, the AYFYRA Board of Directors will be conducting their annual Winter Meeting. One item on the agenda pertains to the electronic distribution of The Flyer. With the help of HiRize Creative, we are now in a position to begin electronic distribution once a specific method has been agreed upon. I urge each of you to let your voice be heard by contacting your Area Vice President and let him/her know your opinion/ideas so you are represented accordingly during the meeting.

To get a taste of this new way of receiving your copy of The Flyer, please visit: [www.hirize.us/theflyer.pdf](http://www.hirize.us/theflyer.pdf) (Thank you, Norma for giving us space on your web site this month!)



**GOBBLE, GOBBLE**  
*Y-Flyer skipper Pat Passafiume's alter ego competes in the No More Turkey Laser Regatta at AYC. Seems they have a Master's Division for the geriatric crowd. Pat finished 5th out of 37, and 2nd place in the Master's Division.*

# SAVE THE DATE!



## GRANDE MAUMELLE SAILING CLUB

Mark your calendars, submit your vacation requests and start making plans to join us at the 59th annual Y-Flyer Junior and Senior National Championship Regatta at Little Rock. We've started our planning and our first action was to order winds of 10-15 mph Monday through Friday.

**Junior Regatta** (Monday - Tuesday)  
**June 21 - June 22**

**Senior Regatta** (Wednesday - Friday)  
**June 23 - June 25**

**Challenger Category within Senior Regatta**

What to expect:

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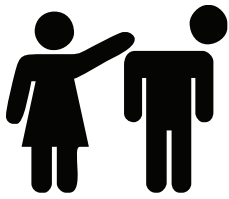
A web site has been setup for additional details listing of competitors. Check for updates at <http://y2010.org>

It will be a fun packed competitive week. Plan to join your Y-Flyer family at Little Rock!

**Linda Moore, Regatta Chair**  
**2010 Y-Flyer National Championship Regattas**  
**Grande Maumelle Sailing Club**  
**Little Rock, Arkansas**

# JUNE 21- JUNE 25





# GIRLS RULED AND WELL, EVERYONE ELSE DROOLED, as Shelby Hatcher and Amber Parshall Finish One, Two at the Midlands

By Nile Hatcher Y-2762

On Friday, November 6, Y-Flyer, Buccaneer, MC Scow, Laser, Sunfish, and Opti sailors gathered at the beautiful new clubhouse of Columbia Sailing Club for the 50th Annual Midlands Open Regatta. Our Y-Flyer hosts for the weekend were Johnny and Rebecca Dotterer, and no detail of southern hospitality was missed. Amber Parshall was aglow after announcing that her dad, David, was buying her a Y-Flyer of her very own.

On Saturday, wind gusts were light and variable and the lulls were just flat, making it challenging for the race committee. The wind kicked up a little and the starting gun sounded. Six Y-Flyers took off from the line.

After sailing a little and drifting a lot, Dan Eskew rounded the weather mark in first place followed by Jimmy Davis, Charles Murphy, Lyle Miller, Shelby Hatcher and Amber Parshall. The breeze on the downwind leg was much like the weather leg. Dan Eskew went left, and Jimmy and Lyle went right but the breeze never filled in on that side and they both got stuck in a hole the size of Texas. Charles, now in 2nd behind Dan, managed to hold Shelby off downwind. Amber tried to close the gap. At the leeward mark, Dan got hammered by a wave that stopped his boat and turned him 180 degrees, allowing three boats to slip in front.


After rounding the leeward mark in first, Charles went right, but the breeze abandoned him. Shelby popped into first, followed by Amber. To their credit, both Shelby and Amber managed to keep their boats moving in the extremely light air. Shelby's trusty crew, (dad), spotted a wind streak on the left side of the course. Shelby took advantage of the puff, and that was enough to put her across the finish line. Amber managed to hold Charles off at the finish for second place honors.

In their infinite wisdom, the Race Committee called it a day and towed everyone back to the dock. Katy Shoemaker broke out a homemade gingerbread cake and we sang happy birthday to Charles — the 27th anniversary of his 29th birthday. As the skippers gathered to swap the day's stories, David Parshall was heard to say, "it looks like tomorrow's going to be another Amber and Shelby shootout."

That night's dinner was worth the trip alone: steamed oysters, boiled/fried shrimp and the all the fixin's SEC football roared on the flat screens. I was sorry that my Razorbacks had to beat our hosts' Game Cocks, (but not that sorry)

Sunday morning dawned with excellent skiing conditions on a lake of glass. After a two-hour postponement, the race committee called it a regatta, with Shelby and Amber taking home the silver. Yes folks, the teenage girls beat all the old folks, and Shelby captured her first senior regatta title!!!

"Even now; with a thousand little voyages notched in my belt. i still feel a memorial chill on casting off."  
E. B. White



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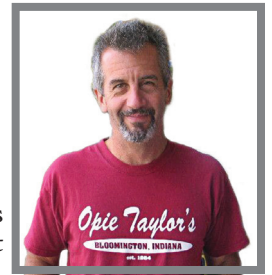
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By Doug Kinzer Y2788

## BOAT MAINTENANCE: THE TIME IS NOW!



As I write this under the daunting pressure of Mr. Hatcher's deadline, the subject matter for this column came to me most easily.

I'm listening to an approaching cold front, as evidenced by the ample wind blowing outside (obviously culled from the lack of wind we had during the fall sailing months) As winter arrives, my mind wanders to the list of routine and not-so-routine maintenance projects that I have in store for me and my boat.

My personal maintenance list is always the same: get in shape, don't get too fat over the holidays and try to keep up with the tasks that I couldn't keep up with during the sailing season. But there are other things to ponder for myself this winter, too.

Mr. Dellenbaugh was kind enough to send me a reminder that my Speed & Smarts subscription is soon to expire. I will soon be pumping out \$60 for the e-mail version (a \$20 savings) of this great publication. In a world of cruising boats that we can't afford and sport boats that we're now too old to sail, Speed & Smarts still appeals to the huddled masses that sail and race humble boats like Y-Flyers and such, and while most of the lessons are things we already know, they bear repeating from time to time. Especially the rules. And the interesting issue about current which will help me every five years or so. So sign up today. You're welcome, Dave.

Maintenance is where a lot of people fall short as boat owners. Everyone has their priorities in life and in sailing, but the simple act of taking care of your boat seems to take a back seat, at least up until 2 hours before the beginning of the season. My boat is at the club in the throes of its winter slumber and it is already set for next year. Here's why:

I always put my boat away clean for the winter. We had a pretty balmy November, so the ability to wash and polish the hull was easy to schedule. I actually sailed once after this effort, but what little scum is on the bottom will wipe off with a wet sponge in the spring. I know what I need to replace and re-do, so I can accomplish that over the next couple of months. However, I am overdue for some gel coat touch-up and a good wet-sand and polish. Which leads me to...

Annual common-sense boat care. I always put forth the idea that you can put \$100 into your boat every year (plus a few hours), or you can put \$1000 into your boat every ten years. Which is easier to pay for? You'll find \$100 to do the basic care each year, but you'll avoid the \$1000 as long as you can. I recently did an 11-year job on a 10-year-old Y. The owner inherited most of the damage, but now they have a new baseline from which to maintain the boat. Gel coat repair is best left to professionals (Chet, myself, your local boat yard, whatever) due to the mess and the sometimes-finicky nature of gel coat.

Here's a fast how-to for wet-sanding: Flip the boat over on the trailer. Get a bucket of warm water (easier on the hands) and a big sponge. If your boat has a lot of superficial scratches all over that aren't down to the glass/resin, start with 220 or 320 over the whole boat. If you just have a few scratches, just sand the scratches out and then move on to the next grit. Then move to 400, then 600, then further if you want to (800, 1000, whatever). I usually stop at 800. Soak the sponge and let it sit on the center of the boat. The water will run down and give you the "wet" that you're looking for. You can sand in a swirl pattern if you want, but you should finish the grit in a forward-back straight motion. You need to think like water: it likes to move in a straight line. Help it do so. I then use a polishing compound with a power buffer. This can also be done by hand, but it takes longer. Then do the StarBrite with Teflon thing by hand. This makes the clean easier to keep.

My boat was moved to a spot where I can access it in case of snow. If I decide to go to the Midwinters in March, I can get to the boat and drag it home. I learned this lesson back in 1978 when we had the big ol' blizzard here in Indiana. My boat was trapped for a couple of months and while I tromped through 18" of snow to do the polishing work (I was 19 and therefore, nuts), I couldn't extract the boat to go to the regatta. Lesson learned.

I know I have a few lines that need replacing. My standards are a little high here. People at my club have lines on their boats that I would throw in the landfill, but I like things clean and at low risk of failure.

Other projects I have in mind are not urgent, but they are things that might improve my boat and help me get an edge in racing. They also cost more, but I think some may be worth it. I've asked Santa Claus for new sails, but he works at the North Pole and the sails come from a little bitty town in Ohio. Until the two parties can hook up, I'll just re-tune and do the best I can. Priorities, remember?

When can you accomplish all of this? Now, that's when! If you are lucky enough to have a heated garage, get at it. The car can sit outside for a few weeks. You can do a little bit every couple of days or get it done on a couple of Saturdays. You can get online for parts and have them within a week. Turner Marine can help you with advice. I'm in the process of getting heat installed in my pole barn. Once I do, I'm going to jump on my boats (Y, Laser) to get them up to my standards. The sooner you start, the sooner it gets done and you aren't rushing around to get ready for the Midwinters. Or worse, you'd be polishing at the regatta while everyone else is drinking beer and having way more fun than you are.

Ellen DeGeneres once said: "Procrastinate now! Don't put it off!" Funny as that line is, it is bad policy. Start working on your boat now and before long, you'll be ready for the next sailing season. Then you'll just have to wait for the warm weather.

# FLEET 39 FACTS



At their Annual Awards Ceremony, Fleet 39 members say "cheese" to the rest of the class. (top to bottom, l to r: Dave Miller, Lela Summers, Susan Handfland, Virginia Vogel, Nancy Totten, Dale Vogel, Bill Totten, Barger and Betty Macy, Dave Shearlock, Michele Carruthers, Chet Turner, Carolyn Shearlock, Ronda and Chuck Lowell. Not pictured Jan and Dave Irons, Les Carlson and Hope Turner.

Neydie Kingan-oh so great to have her on the lake-wouldn't it be fine to see them on the line!

Rhonda Lowell is fleet 39's cheerful spirit.

Jan Irons can get up on one! What fun in the sun!

Dan Kelleher has a place in Florida but we aren't allowed to visit him there. (editorial staff restrains themselves)

Dale Vogel, the root of our fleet as one of 2 remaining charter members, this year made trophy bases from Osage orange planted the same year he started sailing.

Chet Turner won his ninth in '09

Barb Hunter sailed from South Africa to England.

Chris Heinbaugh has landed and is living at the lake, but has to nap in the boat to get a party break.

Steve Heinbaugh has been missing in action this year and we miss him and Marcy.

Back when Dave Miller was 26 and Dave Irons was 16-they built their first wooden Y's together while Charlie Turner supervised.

Betty Macy is the Pilates Queen at a 2 1/2 hour class every Monday night.

Chuck Lowell has been staying dry and won a fleet race!

Dave Shearlock has 20 grandchildren with #21 on the way.

Susan Hanfland invites you to celebrate her next birthday on 10-10-10.

*Some interesting, some little known, some we just wanted to share, even if no one cares. ('cause Nile told us to include everybody)*

Bill Totten is amazing, sailing better all the time. LOOK OUT, fleet!

Hope's on the lake and says "Come on down."

Nancy Totten will be sailing in 2010. LOOK OUT CLASS!

Les (Carlson) is the best; and he showed up at the Rivy this year.

Carolyn Shearlock is glad to be Y sailing-the fun has just begun.

Lela Summers and Chris H. won the 1st race at Carlyle with great style. He wasn't tired but she has since retired.

Dave Miller won all 3 fleet races on 10-4!

Michele Carruthers-life in the woods is vevdy very good.

Jerry Hanfland shares his talents helping to make our trophies.

Joe Kingan is keeping Neydie on the go and when he'll slow, nobody knows!

Barger Macy breaks beige since his newest barge is maroon

	Skipper/Crew	Boat	From	R1
1	Shelby/Nile Hatcher	2763	Atlanta, GA	0.75
2	Amber/David Parshall	2595	Gilbert, SC	2
3	Charles Murphy/Katie Shoemaker	2678	Hillsborough, NC	3
4	Dan Eskew	2769	Seneca, SC	4
5	Lyle/Brenda Miller	2798	Charlotte, SC	5
6	Jimmy/Brother Davis	2759	Charleston, SC	6
7	Johnny/Rebecca Dotterer	2791	Columbia, SC	7

50TH ANNUAL MIDLANDS REGATTA RESULTS

**Y-2611**

I have a West System Y (2611) built in 1983 that was sailed for 3 years and stored indoors for 19. I commissioned the boat in 2007 with new sails and I find myself in a situation where I may never sail the boat again and wish to find it a good home. It is cedar and 1/4" construction grade ply with 1/8" cedar strip laminated to finish. Originally bright, now the deck has 1 oz. fiberglass awlgriped white. The bottom is graphite impregnated resin intended to dry sail. Running gear is Harken, aluminum rudder and CB are the design of the era. The rig is a Helms 5 stay with a roller furling jib and 10 part magic box forestay tensioner. She carries a spinnaker and a complete complement of sail control (a true spaghetti pot on a short course). I never put floorboards in the boat and although I believe her weight to be close to if not under class rules, I cannot confirm. It is cradled on a light duty utility trailer not intended for regular long hauls but in good shape. The boat is a true pleasure to sail and if I could recover 25 cents on the dollar of initial investment I request \$1,500.00 to send her off (negotiable dependent on the quality of home she will go to).

Dev Trepp 231-342-0344  
Email brminc@chartermi.net

**NOTE:**

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**Ads will not be run unless submitted for each issue.**

**Wood Y-flyer**

Beautiful 1975 Classic Y-Flyer and teen trailer. Varnished Mahogany floorboards and stern. Teak splash rail. Extra rudders Crispy Main sail and Jib. Bonus spare Jib Custom made boom and mainsail bag Custom made tiller cover Padded rudder cover Both jibs have sail bags Aluminum boom and mast I purchased this beautiful boat to sail with my son but he is more interested in girls than boats now a days. My loss your gain. \$2800

Belynda  
Email bhrutledge@comcast.net

**Y-2672**

Price reduced includes 50% of 2009 CSA dues. Race ready. It has been reconditioned by fleet 56 and is owned by the fleet. We are building our fleet and price is conditional on sailing with us at CSA. You get a whole fleet with this boat. Races every Sunday, all summer. Boat is fully rigged, you can be sailing in 30 minutes! 2 sets of sails, new lines, good trailer, magic box, extras. We even have the history of this boat. \$2500

Jack 314-839-8650  
Dan 636-528-0356  
Preston 314-409-6935



**Y-2615**

Y-2615, racing sailboat, 1977 Fiberglass y-flyer made by Turner, It comes with two sets of sails , a spinnaker, trailer with new tires, freshly painted, boat and trailer are in good condition, Boat is located just outside of Baton Rouge, LA.in Ventress, LA. Boat is yellow and white and is fully rigged and ready to race. You won't find a better boat for the price. \$2000

Phone (225) 937-8521  
Email rorynettles@yahoo.com

**Y-2594**

Y-Flyer 2594 for Sale. Good condition, very clean, competitive boat. Boat is rigged for a spinnaker. \$2800 or best offer. Includes main sail, jib and spinnaker, "ready to sail". \$2800

Jolene 636-219-3966  
Email jolenemobrien@yahoo.com

**Y-838**

1961 wood hull, always stored indoors and drysailed, white, DP-1 five stay mast, trailer with spare tire, top and bottom covers, 2 alum center boards, one new style and one old style, all new blocks,lines and traveler, etc, 3 sets of sails, one good set of Rowland one old set of Rowland one old set (can't remember the name), 2 booms, mast float, long whisker pole, lifting harness, flotation bags, we haven't actively sailed her in 10 yrs and probably only 3-4 times since. \$1500

Brian Vincent 937-886-9134  
Email UnrulyS2@aol.com

**the FLYER**

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