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A PUBLICATION of the AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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Bartons Capture MidWinters Title

By Nile Hatcher Y-2762

Johnny and Rebecca Dotterer and the Columbia Sailing Club rolled out the red carpet and pulled off a gorgeous spring weekend for the Midwinter Championship Regatta. Severe cases of cabin fever were cured as the temperatures hovered in the mid 60's with bright and sunny skies.

Twenty-two skippers and crew began arriving Friday for the event, which was kicked-off by a Welcome Aboard Party that included hors d'oeuvres and a spaghetti supper.

Saturday began with the traditional skippers' meeting, and then we immediately hit the lake to take advantage of the 5-10 mph breezes that were out on the lake. In the first race, everyone was busy shaking off the winter cob webs as we sailed a windward-leeward course. As the race progressed, the wind velocity varied from light to medium, so the race course was shortened to a downwind finish. The list of usual suspects were vying for front-of-the-pack honors, and in the end, the hometown favorite of David Parshall, and son, Austin, took the gun.



Mark Barton and sister-in-law Jill Barton are the 2010 AIFYRA Midwinter Championship Regatta Champions (courtesy of Scott Berner)

After lunch, the second race was again a windward-leeward course. While the right side of the course was favored at the start, half way down the first leg the wind died over there. Once that happened, it became a four-boat race between Mark Barton, Don Hill, Warren Flannery and Shelby Hatcher. After several lead changes, Mark managed to pull away from the other three competitors to take the gun. There was only about six feet separating the second place boat from the fourth place finisher, as everyone held their breath to hear the RC call red boat (Don), blue boat (Warren), white boat (Shelby).

In the third and final race of the day, Mark Barton managed to hold off David Parshall and Carlin Hodges to take his second bullet of the day and head into Sunday as the regatta leader.

Saturday evening started with a few hors d'oeuvres, cocktails and whole lot of story telling about the trials and tribulations of sailing in the day's conditions. Traditional pulled pork and all the fixins were the dinner fare and everyone seemed to enjoy themselves in

the luxurious CSC Clubhouse. While I certainly can't speak for everyone, I can certainly attest that both my skipper and I were exhausted from the day's events and managed to find our way back to the hotel for an early bedtime.

The Sunday harbor gun went off on schedule and man, did it seem early. Clear skies and cold temperatures with frost on the windshields meant we were in for a little light air sailing. The RC set another windward-leeward course and while it was light air, there was enough to keep everyone moving in a forward direction. This race also turned into a four-boat battle for first between Tony Passafume, Mark Barton, Pat Passafume and Dave Shearlock. In the end, Dave managed to use his 40+ years of sailing skills to edge out the competition and take the gun.

continued on pg. 4
See Midwinters

A•Y•F•Y•R•A

AMERICAN Y-FLYER YACHT RACING ASSOCIATION

www.yflyer.org

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Membership

\$35.00 per year

PRESIDENTIAL POINTS

By Anthony Passafiume III Y-2757



I hope everyone had a good winter, I know this has been one of the coldest ones here in Nashville that I can remember. That being said, I am ready to warm up and kick this sailing season off.

I know that some feel I'm beating a dead horse when I mention changes to Article 20 of the by-laws. These are the rules that govern how we conduct the National Championship Regatta including the number of races we can sail.

Historically, we sail on three days in late June, and we never know what type of weather will show up. We may have a six-race Nationals or, at a minimum, three. I am just going to throw this out. --- If we sail a six-race Nationals, two races per day, to me that doesn't seem to match up with the number of races other classes sail. If we want to have the best sailor come out on top, we need to sail more races, or at least, have the ability to sail more if the conditions allow.

Now I have heard all the reasons why no one wants to change the race count for the Nationals. Here are the top three:

1. We don't want to be on the water all day
2. We don't want the Nationals to become a starting contest
3. We are a family class, not a hard-core racing class.

To address these -- Since we don't see 60 boats on the starting line anymore, the RC can be more efficient and turn more races. I am not a fan of three, two-hour races per day. This causes the fleet to get spread out, then we spend an hour between races getting everything set for the next race. If weather permits, I would rather sail four or five shorter races. Why? The fleet stays together more. It gives less experienced sailors a chance to mix it up with and learn from more experienced sailors. This creates excitement and more interest in bettering yourself as a sailor, and I believe this will lead to more people wanting to come to the Nationals and other regattas.

I agree we are a family class, but we are the American Y-Flyer Yacht Racing Association not the American Y-Flyer Family Reunion where we sail a couple of races. The Nationals is to determine the best sailor, not the best partier, although we all know who would win that one. That said, I know and understand being a family-oriented class is kind of our thing, but let's not let it be our thing at the expense of determining the best sailor at the Nationals, I truly believe, by having the ability to sail more races at Nationals, WILL benefit the class.

Now, how we do this is another story. If we cannot change Article 20 to remove the limitations of the number of races, I would ask that the hosting venue for the Nationals make every attempt to sail at least three races a day as we can do now per the existing by-laws, and have a nine-race Nationals. Why should we do this?

The fact is, our National Championship Regatta is a big deal. We are determining the best Y-Flyer sailor. The top dog. The cat's meow. The Grand High Poobah (or Poobette) You catch my drift.

See y'all at the Midwinters.



A truly sad sight to see a Y-Flyer left all alone to endure the winter months, but this was one of the lucky boats that got to enjoy the South Carolina sunshine at Midwinters. (courtesy of Scott Berner)

2010 Y-FLYER JUNIOR, CHALLENGER AND SENIOR NATIONAL CHAMPIONSHIP REGATTA

By Evan Daugherty



You'll enjoy beautiful sunsets like this one from the clubhouse deck at the Grande Maumelle Sailing Club during the 2010 Nationals.

As the season nears, it's time again to step-up and test your skills. Can you be consistent over the long run and become the 2010 Y-Flyer National Champion? This is a question that many will ask and many will try to prove. While shades of brilliance and flash can create moments of greatness and secure several winning races, it's the beauty of fortitude and endurance that win something as great as a national championship title. This year, the Grande Maumelle Sailing Club in Little Rock, Arkansas, is proud to be the host for such epic battles.

“My goal in sailing isn't to be brilliant or flashy in individual races, just to be consistent over the long run.” – Dennis Conner

We're expecting record numbers for the junior races and have already seen a great showing for those expecting to compete in our senior and challenger divisions. Lake Maumelle has proven itself time and again on a national level to be one of the most spectacular venues in the southern United States. The lake has the highest and most

consistent level of water we have ever seen and the surrounding terrain continues to produce the shifts that can save your race or foil your chances of victory in a heartbeat. It's a fact that here, you're never out of a race until the very end. It takes every combined skill of lake racing to continuously succeed and reach the top. Similarly, these conditions will provide sailors with an opportunity to learn and hone skills that will project them to future victories. Therefore, this amazing event and venue will allow all sailors to compete and improve their own personal skills.

For those of you who have never ventured to Little Rock, we look forward to seeing you. Little Rock is a smaller capital city that has experienced economic growth and become a boomtown. Downtown Little Rock has anything and everything you could ever want and lies just 30 minutes from Lake Maumelle.

As a close knit club we are working to make this event as economical as possible so everyone has an opportunity to attend. We will provide you with delicious, affordable meals and attempt to find free lodging with club members for all of our out-of-town guests. Our goal is to make this the best, most affordable and enjoyable regatta experience.

Check out our website, www.yflyer2010.com, for constant event updates, nearby attractions, and a schedule of non-race related events that people can visit to enhance their vacation experience. While you're on the web site, help us with our planning by letting us know of your plans to attend -- register on the "Who's Coming" web page.

Want to try your skills on our lake before you compete at Nationals? You will have at least two great chance. First, The Hawg Wild Regatta, a MAC series regatta, will be held on May 29 - 30 (Memorial Day Weekend). This regatta usually gathers a group of top tier Y-Flyer sailors who compete in a five race series. And second, GMSC is conducting club races on the Sunday before nationals. Everyone is welcome to compete. Come down a few days early and take a crack at the local racing.

And finally, don't forget that all senior and challenger skippers must be paid members of the AIFYRA at least thirty days prior to the start of Nationals. For those who are calendar-challenged, that would be May 23rd. We look forward to seeing everyone and will continue to send out updates as we get closer. **Sail Fast ~ Live Slow ~ May the Wind Always Blow!!**



Lake Maumelle is a big lake with minimal motorboat traffic surrounded by the beautiful rolling hills of Arkansas (courtesy of Richard Cook)

59TH Y-FLYER 2010 NATIONAL CHAMPIONSHIP

June 21 - June 25

Hosted by Grande Maumelle Sailing Club (GMSC)
Little Rock, Arkansas



GRANDE MAUMELLE
SAILING CLUB

Detailed information
and registration form
www.yflyer2010.com

Event invitations will be delivered mid-March

Reminder:
To participate, all skippers must be paid, active members
of the Y Class by May 23, 2010
(go to www.yflyer.org to register as a class member)

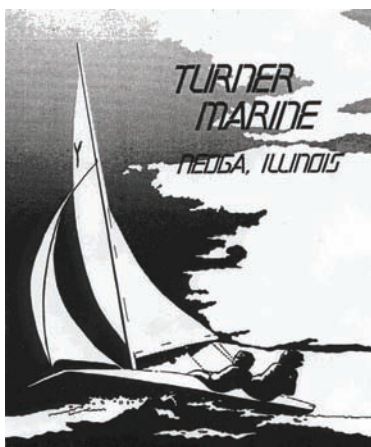
MIDWINTERS In the end, Mark Barton and Jill Barton captured the regatta honors with 8.5 points, followed by Tony and Vicky Passifume with 16 points; third place Dave and Austin Parshall, 18.75 points; fourth place Dave and Carolyn Shearlock, 19.75 points; and fifth place Pat and Patrick Passafume with 24 points. The Ahhhhhh... Award went to Carlin Hodges and Neecee Coryell with 27 points.

Midwinters also plays host to a Blue Fleet. Scoring for the Blue Fleet was changed this year to match the National Challenger Championship Series by providing competitors with two scores: one for the regatta with their regular regatta points and then rescored in order of finishing against only the blue fleet competitors. This year's Blue Fleet Champion was Shelby Hatcher with a seventh place overall finish (37 points) and a Blue Fleet total of 7.5 points, including 2 bullets. Second place went to Jason and Paul Eberhard with 10.75 points and third place honors were awarded to Rob and Susanne Montgomery with 15 points.

For the record, of the twenty-two competitors, four boats were from Canada, eight boats were husband/wife teams, eight boats were parent/child teams... Y-Flyer Family Sailing at its finest.



Dave and Carolyn Shearlock, Pat Passafume, Neecee Coryell, Carlin Hodges and Tony Passafume enjoy the Midwinter sunshine at Columbia Sailing Club (courtesy of Scott Berner)



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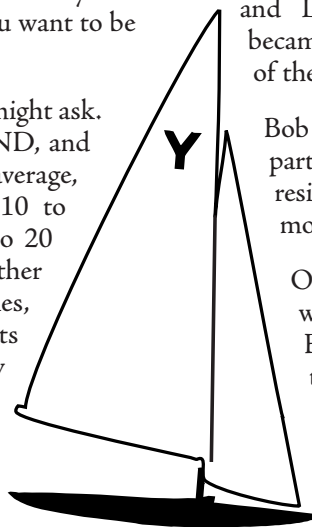
By Alan Thompson Y-2684

One regatta weekend you'll want to put on your calendar immediately... April 24-25! That's the weekend of the annual Atlanta Yacht Club Open Regatta. If you've attended before, you know you want to be there again!

"Why should I attend?" you might ask. One compelling reason: WIND, and historically, lots of it! On average, the winds have been from 10 to 20 and we usually have 15 to 20 Y-Flyers on the line. The other fleets, Snipes and Thistles, generally have at least 12 boats racing, and might have many more if a fleet's District event is thrown into the mix. This year, Flying Scots will be competing. Indeed, a rare sighting on Allatoona Lake.

Other great reasons are the history of good times at AYC, plenty of fun, lots of great food and, of course, cold beverages. Did I mention plenty of free camping just steps from the clubhouse?

And finally, the weather should be so much nicer in Georgia than, say, most anywhere north of Georgia... See you there!



SPOTLIGHT ON FLEET 53 - LAKE LASHAWAY SAILING CLUB

By Terry Fraser Y-2806

At the Annual End-Of-Year Awards Party at the Lake Lashaway Sailing Club in September of 2009 a very special award was presented. Long time Y-Flyer sailor and LLSC member Bob Barton became a Life and Eternal Member of the club.

Bob has been an active racer and party-goer since the 1970's. A resident of the New England area most all of his life, he is long retired from work...but not from LLSC!

One of the highlights of our Hurricane Party that was held a few years ago was when Bob took the microphone and told of his experiences during the New England Hurricane of the 1930's. That hurricane wiped out nearly all of the trees in the area. The new growth pines that have grown to current heights are the source of our incredibly shifty winds that we face every weekend during the sailing season. Bob knows our wind!

Bob and his wife Selly, who passed away a few years ago, have hosted the "World Famous Barton Sunday Morning Brunch" of our Kenyon Cup weekend for as long as there has been a Kenyon Cup. In recent years the brunch has been hosted by the next three generations of Bartons but still with Bob, Sr. at the helm!

Bob is most famously known for the secret formula Bloody Marys that are always in the forefront of the Sunday morning food and drink. The odd thing about the award presentation was that the End-Of-Year Party had been postponed because of inclement weather due to another tropical storm/hurricane that was off the coast of New England.

From this point on Bob might just be referred to as "Hurricane Bob."



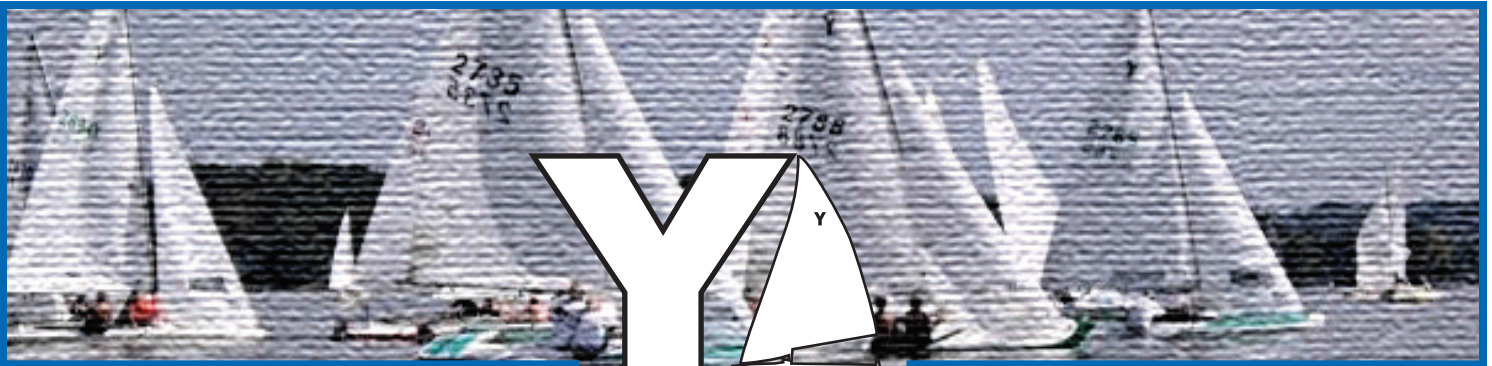
Rick Manser (l) of Fleet 53 bestows the Life and Eternal Member status on Bob Barton for his decades of service to Fleet 53.

Life and Eternal Member At Lake Lashaway

"For will anyone dare to tell me that business is more entertaining than fooling among boats? He must have never seen a boat, or never seen an office, who says so."
Robert Louis Stevenson

MIDWINTER REGATTA - BLUE FLEET RESULTS

Rank	Skipper and Crew	Hometown	Boat	Fleet	R1	R2	R3	R4	Total	Rank
1	Shelby and Nile Hatcher	Roswell, GA	2763	1	1	2	1	4	7.5	1
2	Jason & Paul Eberhard	Cartersville, GA	2767	1	4	3	3	1	10.75	2
3	Rob & Suzanne Montgomery	Sudbury, Canada	2710	Canada	3	5	2	5	15	3
4	Warren & Alexander Flannery	Sudbury, Canada	2669	Canada	6	1	6	3	15.75	4
5	Robert & Wendy Key	Columbia, SC	2377	16	5	6	4	2	17	5
6	Charles & Katy Shoemaker	Hillsborough, NC	2678	47	2	4	5	DNC	18	6
7	Amber & Bonnie Parshall	Columbia, SC	2521	16	7	7	7	6	27	7



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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	Mooreville, 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

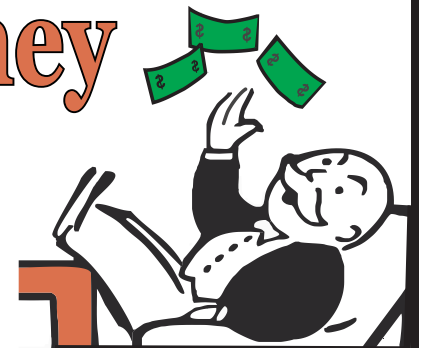
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OVERALL RESULTS

MIDWINTER REGATTA

Rank	Skipper and Crew	Hometown	Boat	Fleet	R1	R2	R3	R4	Total	Rank
1	Mark Barton & Jill Barton	Little Rock, AR	2688	30	3	1	1	4	8.5	1
2	Tony & Vicky Passafiume	Gilbertsville, KY	2670	12	2	6	5	3	16	2
3	Dave & Austin Parshall	Columbia, SC	2595	16	1	8	2	8	18.75	3
4	Dave & Carolyn Shearlock	Neoga, IL	2764	39	5	10	4	1	19.75	4
5	Pat & Patrick Passafiume	Louisville, KY	2681	12	8	7	7	2	24	5
6	Carling Hodges & Neecee Coryell	Musella, GA	2800	1	6	11	3	7	27	6
7	Shelby and Nile Hatcher	Roswell, GA	2763	1	13	4	6	14	37	7
8	Pierre Dignard & Paul White	Sudbury, Canada	2776	Canada	4	9	13	13	39	8
9	Karen Dial & Diana Wrisley	Columbia, SC	2791	16	7	12	10	10	39	9
10	Don & Juliet Hill	Mt. Pleasant, SC	2786		15	2	15	9	41	10
11	Ivan Baker & Mike Moes	Medina, OH	2789	4	9	15	9	15	48	11
12	Bob Somek & Carolyn Bilodeau	Quebec City, Canada	2762	Canada	12	5	19	16	52	12
13	Jason & Paul Eberhard	Cartersville, GA	2767	1	18	16	12	6	52	13
14	Kevin & Wanda Black	Indianapolis, IN	2752	8	10	13	8	DNC	53	14
15	Warren & Alexander Flannery	Sudbury, Canada	2669	Canada	21	3	18	12	54	15
16	Amanda Hodges & Rob Schulze	Musella, GA	2799	1	11	DNC	DNC	5	60	16
17	Rob & Suzanne Montgomery	Sudbury, Canada	2710	Canada	16	18	11	18	63	17
18	Robert & Wendy Key	Columbia, SC	2377	16	20	19	14	11	64	18
19	Dan Eskew & Van Moss	Seneca, SC	2769		19	14	16	17	66	19
20	Charles & Katy Shoemaker	Hillsborough, NC	2678	47	14	17	17	DNC	70	20
21	Amber & Bonnie Parshall	Columbia, SC	2521	16	22	20	20	19	81	21
22	Scott & Becky Berner	Enon, OH	2795	25	17	DNC	DNC	DNC	83	22

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From the
EDITOR

By Nile Hatcher Y-2762

GOVERNOR'S CUP REGATTA

By Anthony Passafiume III Y-2757

THE ELECTRONIC FLYER

If Paul Revere were a Y-Flyer sailor, you would hear him yell, "Color pictures are coming! Color pictures are coming!" as he sails through the night on his Y-horse.

I am pleased to announce, effective immediately, a high resolution, color version of the Flyer is now posted to the AYYFRA web site at

Did you want to keep that last issue, but it was mistakenly thrown out by your crew? Well, never fear, starting with November 2009, past editions are also available to be viewed online or printed. You can now cherish those old articles without any of the clutter.

Now with all this electronic stuff going on, we also have the opportunity to do our part for the environment by going green. Yep, green as Doug Kinzer's boat. Beginning with the July edition, we are asking as many members as possible to opt for obtaining the Flyer electronically. Just so you don't miss out, once a new edition is posted, you will receive an e-mail notification of the posting and the web site link so you can start reading the class happenings before the postman can get out of his jeep.

The e-mail notifications will be sent to the e-mail address we have for you on file and that was published in the latest class roster. If you would like to change your e-mail address, we have also added a place on the AYYFRA web site for you to easily update your profile information.

Now, before all you old timers like Rusty and Craig get in a huff, we will still print and mail you a hard copy of the Flyer, if that is what you prefer. In order to receive a hard copy, all you have to do is call or send me a note via snail mail, carrier pigeon, or e-mail, and we will gladly continue to mail you a copy for your enjoyment. Also, if you don't have an e-mail address on file or your e-mail starts to bounce, we will add you to the hard copy list until you tell us otherwise.

One of the biggest expenses we have as a class is the production and distribution of the Flyer. By going electronic, not only can you do your part for the environment, the class will save approximately \$1.50 per issue per member. While it is a small number for one, it quickly adds up to monies that can be used to fund other class endeavors. This is a win-win for everyone.

PETER'S HUMOROUS SAILING & BOATING DEFINITIONS from *Bluewater Sailing*

SAILING: Fine art of getting wet and becoming ill, while going nowhere slowly at great expense (equivalent to standing in a cold shower, fully clothed, throwing up, and tearing up \$100 bills, while a bunch of other people watch you).

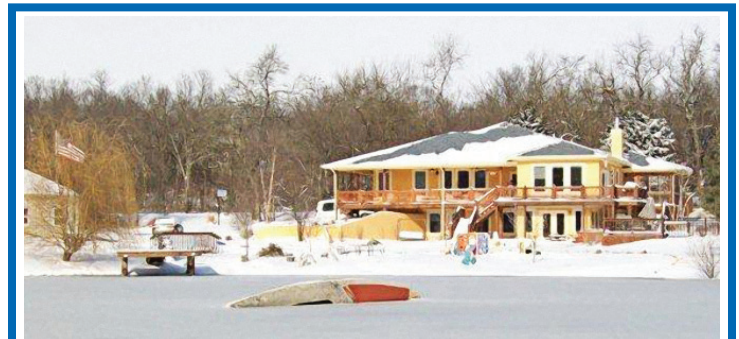
This year's MAC will feature a new venue. The first MAC regatta of 2010 will be the Governor's Cup, hosted by the Kentucky Lake Sailing Club (KLSC). The regatta will be May 15 & 16 at the Kentucky Dam Village State Park. The park is located in the western part of the state, just east of Paducah. (only a few miles off I-24). The park is equally distant from Atlanta, Indianapolis and Little Rock at 330 miles. (Trust me! I've drive those routes enough times to know.)

The Governor's Cup Regatta has long been a tradition at Kentucky Lake. Rumor has it that Y-Flyers sailed the regatta back in the day. The last few years have seen mostly larger boats competing and KLSC is excited to be hosting dinghies again.

There will be two race courses and common social events. This will give the Y-sailors a chance to talk to some of the cruisers in the club and give the club a chance to see One-Design racing at its best.

A great weekend is planned. Please contact Tony or Vicky and look on the class website for more information. Hope to see you there!

A volunteer for MAC Coordinator is being solicited for next year, so if you'd like to consider an addition to your sailing resume, please let Tony Passafiume know you are interested.



During the winter of 2002, Ed and Ellyn Bigus launched their "pond art". After eight years of drifting across its watery canvas, the "pond art" capsized during a blizzard and is not expected to survive through spring. It is truly a bittersweet memory.

KEOWEE CUP

By Dan Eskew - Y-2767

Come sail with us at the most beautiful sailing venue in the Southeast – Lake Keowee! The Keowee Cup, May 1-2, is the second regatta in the 2010 Helmsman Series, and follows the AYC Open by just one week. Last year's regatta was blessed with great wind, typical for Keowee that time of year, and we expect the same this year.

The NOR can be found at www.keoweesailingclub.com.

This year there will be a special bonus for Y-Flyers – a Friday afternoon "Tour of Lake Keowee." This power boat tour of the lake will visit Keowee Falls and other areas of interest and allow you to enjoy the beauty of the lake in a different way than racing. The tour will depart KSC at 3 p.m. Friday afternoon, and advance notice to Dan Eskew (864-640-0375) is requested.

Article 20 Issues - Make It Go Away

Dear Editor:

The recent vote regarding the change to Motion #5 was thrown out when it was determined that the wording of the explanation was confusing. After re-reading the explanation of the motion, I thought: "Yeah...confusing!" But the basis of my now-cancelled vote against this motion is the portion regarding RRS Rule 87. We need to allow Rule 87 to be used if we need it. It would help greatly in the conduct of regattas and other unique situations. So when this mail vote comes out again, vote against Motion 5. That's what I'm going to do...again.

My main reason for writing this column is to again address the issue surrounding the number of races to be sailed per day in the Nationals. Yeah, I know: we've beat this horse into the next dimension. However, I feel strongly that we should in no way limit the number of races in the Nationals. I realize that others have equally strong feelings the other way for a variety of reasons. Advancing age, aches and pains, physical limitations, etc., are all legitimate concerns for many people. But the purpose of the Nationals is to select the champion who, for at least a year, gets to sit on top of the heap and represent our class as the top dog. "Fun" is also an issue, but sailing is fun. When people want to play volleyball on shore rather than sail out on the water, I get concerned. And new sailors? My guess is that most of the new sailors that we want to attract will be interested in sailing a greater number of races.

There are lots of other nit-picky reasons both ways. But there is one reality that I believe some people haven't considered. OUR CLASS IS SHRINKING. Membership numbers are shrinking for a variety of reasons. We're not the only class experiencing this, and we should address it. Having smaller Nationals regattas is the new reality. We've gone from 50-60-boat regattas down to the 30's or less. At Indy in 2009, there were 26 boats. As an experienced racer and race committee officer, I know that with fewer boats, course sizes can be reduced and as a result, the race lengths in terms of time can also be reduced. If we spend 5 or 6 hours out on the water, what difference does it make if we sail three 1½-hour races or six 40-minute races. Makes no difference to this aging sailor with a mediocre back and somewhat less energy than a 20-year-old; it's all the same.

If conditions are less-than-ideal, adjust the race schedule accordingly. If the fleet is larger, such as the 49-boat Nationals in Atlanta in 2008, then fewer long races could be sailed. When there are no limits, then limits are an option. If limits are in place, then there are no other options.

An idea that is in the works is having a committee from AIFYRA make these decisions at the Nationals from day to day. Each day, this committee would decide the schedule of races based on the most current weather report, regatta logistics and any other factors that may be in play. Their decision would be announced at a skippers' meeting at the beginning of each race day. The schedule wouldn't be etched in stone, but it would let everyone know what to expect. Personally, I hate committees, but this committee would actually be doing something valuable and worthwhile. This committee, combined with the elimination of race number limits, will make sure that the sailing is good, fun and sensible for everyone.

At this writing, I don't think I'll be at the Nationals this year. My hope is to find someone who will make a motion to eliminate the limitation on the number of races at the Nationals. Should this motion pass and be enacted by the following mail vote, I think it will improve the quality of the Nationals experience for all Y-Flyer sailors.

Doug Kinser - Y 2788



"But tonight will be romantic, dear. We'll drink a bottle of wine while I work on my boat."



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By Doug Kinzer Y2788

BEWARE: THE MEMBERS LIST



Of all of the important things in our everyday lives, lists are perhaps the most essential. It is how we remember stuff. In the 1950's, paranoid politicians had the list of suspected communist subversives. Richard Nixon had his infamous "Enemies List" that protected the world from the likes of Joe Namath, Hugh Hefner and Gloria Steinem. George W. Bush had list upon list of Enemy Combatants which basically consisted of people who didn't agree with him.

A major list in my life is my "list of information critical to defeating my sailing competitors". Every expert pundit in the sport of sailing will tell you that among all of the things that go into your racing efforts, knowing your competition is at or near the top. After years of sailing in various fleets (BYC Sunday racers, Y-Flyer friends, and even the Thistle class), I have a mental list of sailors' traits, habits and things to avoid that help me in a variety of situations. Plus, the list helps me to not be surprised when someone else does something of which I want no part.

In order to better explain, I will provide some examples of people on my list. Names have been fictionalized to protect my friendships. The descriptions are fairly accurate as I perceive them. And besides, I'm on your list too, if you have one, and I have no problem with that. I would sometimes avoid sailing near me too. So here it goes.

One of my favorite people is Vladimir. Vlad is a heck of a nice guy and at the end of the day, our racing experiences out on the water are usually good. He is a pretty good sailor. However, the main reason I try to avoid ol' Vlad is that he sails very defensively. If I am on a reach and in a nice passing lane, Vladimir will come from 100 feet to leeward to luff me up while three boats pass both of us by. Plus, he gets really nervous and in so doing, he will slow down. I don't want to slow down, so I go away whenever I can.

Ernst tends to be a sea lawyer and a gambler which to me is paradoxical. So when Ernst approaches, I just tack, duck, gybe or whatever to stay out of his water. Better to let one point get away then to ruin my day doing a 720 or worse.

Anastasia pinches ALL OF THE TIME! And I am not usually one to exaggerate. I have a point mode, but I usually prefer to foot. Having Anastasia ahead and to leeward of me when I'm trying to keep my bow down for speed is nerve-racking! When I'm trying out my point mode, she'll torque down on her mainsheet and go still higher. So again, I tack away to get away.

Dr. Jeckyl is actually a combination of two sailors who share similar traits. The good doctor sails every leg like it is the finish leg. If he thinks he needs to cover you off the start, then he will. So don't start near this person and if he approaches, encourage him to cross. There's a lot of chatter involved here and much of it is about rules and such. I don't buy it and I've learned to shut it out. Thus, I've been more successful against this schizophrenic sailor. I try to keep him from turning into Mr. Hyde.

It may sound like I don't like sailing against these folks, but that isn't true. I just deal with them as I need to and I have no desire for revenge. But if they sailed like others on my list, they would be happier with their improved finishes. Some examples of "good list" sailors fall in as follows:

Jacques is a very good sailor and is about as cool a cucumber as they come. There is never any hassle sailing near this person because they will just deal with whatever comes their way. I am eager to cooperate with Jacques because if I'm sailing near him, odds are good that I'm having a good race. I can beat Jacques occasionally and the racing is always good. No worries here, except keeping up.

The fun is always in play with Ludwig. He and I seem to understand each other on the race course and we never have issues like rules crap and fouls and dirty tricks with each other. We prefer to just race it out and hopefully we have a good laugh about it from time to time. Sometimes we heckle each other; it helps break the ice, at least for me.

Franz is a really good sailor as well. He has an uncanny knack for making good decisions on the race course. This is helpful to me when I'm out of sync. I can look to this guy for tips on where to go and such. Sometimes he goes off his own way, which is when he is at his most dangerous. If you go with him, chances are, your luck will change for the better like his often does.

Finally, there's Sigmund. He's a pretty good sailor. More often than not, he's a pretty cool customer, but when things go bad, so does he. If he stays relaxed and loose, he is tough to beat. However, he only has two emotions: silence and rage. If you can get in his head, you can beat him. But if he's having a good day, then you will have to work for it. He'll see to it.

These are but a few example of how I compile my list. From the start, and especially at the start, it helps enormously to know the habits of your competitors and how you can deal with them. But always for better or for worse on the race course, they are always your friends. Deal with them on the race course. Then celebrate the friendships on shore.

And if you think you are one of the people above, that's fine. But you're not Sigmund. That's me.

When Nile asked me to write an article for the "Past Presidents" column I can't begin to tell you how honored I felt. Me, Kevin Black, a Past President. It still seems surreal. It's been a long time since my first regatta, the 1979 Nationals, at Carlyle. I think there were 72 boats that year, and my first race ever was the practice race. I was crewing for my brother-in-law Elwood Roeschlein and I got totally toasted and sunburned like a lobster. I spent the rest of the week wearing long white jeans. What a wonderful memory (NOT!)



By Kevin Black Y 2752

Pontifications From Past Presidents

The other memory I have of that week is walking through the boat parking lot. Boats were all parked next to each other. People were telling stories with their hands, "I was coming into the mark and there was this other boat coming on starboard so I..." Some were tuning their boats, while others were offering tips when advice was being asked for, and some were giving advice where it wasn't wanted. Jokes were being told, and beer was shared, traded and consumed. Fun, competition, great friends ... what a wonderful combo platter!

It was just another Y regatta for those folks. For me, it was a life-altering event. I was hooked! Y Hooked! The sense of family I felt from these people was unlike anything I had ever experienced. Friendliness, genuine warmth and welcoming spirits were everywhere. Two months later, I bought my own Y, sail # 1802.

During that winter, I refinished the boat, (that story is for another article). The following spring, Wanda and I embarked on this wonderful adventure in the world of Y sailing, with no regrets. ~~ Okay, there was one time when I hit Howard, "oops my bad", but I shall not digress.

Not long ago, after racing, we would all gather at each other's boats and talk about the day's racing. We would lie, laugh a lot and have trouble measuring distances. We would drink some beer, swap harrowing stories, commiserate over narrow defeats and celebrate narrow victories. I don't see us doing that anymore. So I gotta ask a question. Why? Why are we all in such a hurry to cover the boat and get away from it, and everyone else? Everyone's in a hurry to shower and change and be first in line for hors d'oeuvres. Okay, not an entirely bad goal, but is the sacrifice in fellowship that we seem to have created too big?

When I became class president, I convinced Wanda that we should make a big effort to attend as many regattas as possible. This has paid more dividends than I can possibly list -- more time behind the tiller, more learning and improvement, more insights on various lakes. Add to that, several new friends and renewing acquaintances with old friends. These have been two wonderful years and the one thing that stands out to me from this experience, are the three regattas that are consistently raved about by myself and others who have attended, in no particular order: Chippewa, Lake Lashaway and Lake Mattoon.

What do all three have in common? You get a personal experience... a spirit of community and togetherness that isn't quite the same anywhere else. In simple terms? It's just us, being folks.

We camp at Chippewa, and the same folks are there most of the time. After racing, there's a lot of sitting on the boats, advice being thrown around, complete and total irreverence bouncing off bows, conversation and laughter ringing off the lines, late into the night.

The folks at Lashaway are a community, and they all live on the lake. They all help each other a lot and without a doubt, are the tightest knit fleet I have ever seen. They are genuine in their openness and their welcoming spirit is wonderful. Advice, lies and home brew flow freely. Often, very late into the night. The competition is the reason for the event but that almost seems secondary to the reason everyone enjoys the weekend.

Mattoon is really the same in many ways. Everyone is close and there is a sense of community and family there that makes the regatta more like a homecoming at Thanksgiving than a regatta.

The closeness and togetherness that we feel at those places is what drew me into the class because at one time I felt it at all the regattas. It just doesn't feel like that to me at most of the other venues. We can fix that though!

This year, try to attend a new regatta, park your boat next to somebody who does something well, that you want to learn. Bring somebody a beer and ask a question. If you don't "get it", ask them to explain it differently so you can understand. If we've not met, please look me up and sit on my boat with me. (Now Drew, that doesn't mean bring everybody from Little Rock over to sit on my boat at the same time!) If you are the one being asked questions, remember how you learned and share your time like your mentors shared with you.

One Caveat - Just be careful if you ask Dave Miller a question, because, if you read his column in the November issue, you know you'll get an answer. The problem is knowing which question it's an answer too.

This year, try to stay a little longer before heading to the tent or the hotel or your van. We only want to be in a hurry on the water. When we get off the lake, we need to remember to slow down and enjoy. We sail because it's fun and because we enjoy the people. Let's get our money's worth from both.

2010 HELMSMAN SERIES

By Dan Eskew - Y-2767

After a great five-regatta series in 2009, the Helmsman committee has selected six regattas for 2010.

- Apr. 24-25 AYC Open
- May 1-2 Keowee Cup, Keowee Sailing Club
- July 17-18 Charleston Yacht Club Regatta, Charleston, SC
- Sept. 4-5 Labor Day Regatta, Lake Norman
- Oct. 23-24 Hospice Regatta, Western Carolina Sailing Club
- Nov. 6-7 Midlands Regatta, Columbia Sailing Club

Your Helmsman Series committee this year is Don Hill, Charles Murphy, and Dan Eskew. We wanted to expand to six regattas this year as requested by some of our 2009 contenders. We attempted to spread the regattas over the season and across the Carolinas and Georgia without having multiple regattas at a single venue. We also succeeded in avoiding conflict with MAC regattas.

Four of the regattas repeat from last year. The Charleston Yacht Club Regatta has been chosen instead of the Carolina Yacht Club Regatta for scheduling reasons. The addition is the Hospice Regatta, at Western Carolina Sailing Club. Those of you who have been sailing Ys for a while will remember that WCSC used to host a regatta every year. There are still a few Y-Flyers there, so we thought this would be a great addition. It also fits well from a timing and geography point of view.

If you wish to compete in the Helmsman Series, you must register and pay the entry fee before any race that is counted. Helmsman Series Rules are posted at www.yflyer.org. You can register at Mid-Winters, or by sending your contact information and check for \$10 to Dan Eskew, 639 Waterway Lane, Seneca, SC 29672.

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