



A PUBLICATION of the AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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A BRIGHT FINISH INTERNATIONAL CHAMPIONSHIPS

By Nile Hatcher Y-2762

JOHN AND ANDREA BRIGHT CAPTURE THE INTERNATIONAL CHAMPIONSHIP

When Lake Chippewa Yacht Club in Ohio agreed to host the 2010 International Regatta, it was a no brainer decision to attend. For anyone who has ever sailed at that club, you know why it's a no brainer, and for those of you who have never experienced Lake Chippewa, it is certainly worth the trek to enjoy the finest the hospitality north of the Mason-Dixon Line.

Races were scheduled for Friday, Saturday and Sunday, with boats starting to arrive Wednesday evening. Thursday brought about the usual chaos of rigging, washing, telling lies about races past and welcoming new and old friends alike as their journey to the Motherland was complete. The final count was 21 boats competing, with five from Canada.

Ivan, Marie, Mary and John Baker had their team of experts motivated and left no stone unturned to ensure a successful event. Kudos to the entire Chippewa Yacht Club for working tirelessly to pull off this prestigious event.

Friday morning brought a nice breeze of about 8 - 10 for the first race with the wind building all day to around 15 to 25 with a lots of gusts and wind shifts thrown in just to test everyone's skills.



The International Regatta winners enjoy their spoils as another successful regatta goes in the record books. (Back row l to r – Wanda Black, John Bright, Kevin Black, Stacy Roeschlein, Howard Roeschlein, Amber Parshall, David Parshall; Front row, Andrea Bright, Dave Shearlock, Pat Passafiume) (Photo courtesy of Wanda Black)



Friday evening brought a memory that I shall never forget as long as I live. Shelby tried on several occasions to get me to take her to the store for fruit and band aids, but true to the Y-Flyer family, someone had the things being requested in their car or in the club house or wherever. Finally the Buddha Brothers got me to go with them to replenish the regatta libations. During my absence, Shelby, along with Scott and Becky Berner decorated the grounds for a surprise 50th birthday party for yours truly, and boy, was I truly surprised.

It seems that my wife, Lavon, with the help of Becky had been planning this little surprise for several weeks. Lavon managed to send t-shirts for all the skippers with my caricature printed along with well wishes. I didn't think she could catch me off guard, but having the party 3 weeks before my actual birthday did the trick!!

Saturday brought identical conditions to Friday, so by the end of the evening everyone was exhausted, until it rained. And rain it did for about an hour. We soon found out that a lot of kids and older sailors who will remain nameless (Bob and Bob) managed to find enough energy to see who could take a running start at a very large puddle and belly slide the farthest. I took great pleasure in knowing that my daughter, whose mother has taught her how to come in out of the rain, was certainly a contender.

Con't. on page 3



A•Y•F•Y•R•A

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Please notify the AYFYRA Secretary ASAP.

Membership

\$35.00 per year

PRESIDENTIAL POINTS

By Anthony Passafiume III Y-2757



Since the Nationals we have had a lot of regatta action. I have to say Congrats to John and Andrea Bright for coming on top at the Internationals. I am not sure if it's official yet but John and Andrea will be representing our class at the Champion of Champions Regatta in New York racing the Ideal 18. Good luck you two, I am sure you will represent us well.

Unfortunately I couldn't make it to Internationals but I saw the pictures, and it looked like some pretty tough but really fun regatta, and yours truly won his first MAC regatta in Carlyle at the Beer and Boats.

We have 2 more MAC regattas, the Indy Outy and Lake Lemon. MAC is still up in the air so I hope to see everyone out there to see who the year end Champ will be. There is still lots of racing to do, as I see it on the web site we have 7 more regattas SO GET OUT THERE AND RACE!

I have to say I had kind of an epiphany at the Beer and Boats. My mind set for each race has always been, go for the win, there is no second place. This has obviously not gone so well when I look back at my finishes over the last couple of years. Friday night I was having one of those conversations with Uncle Pat. You know what I am talking about; he talks and you listen trying to get your point in whenever you can. He told me in many, many words that you don't have to win every race to win a MAC regatta or a National title, you just have to be consistently in the top 5.

So with my Cousin Brandon on the boat I told him lets get good starts and stay with the leaders in each race. I have been notorious for winning a race here and there but still ending up in the middle of the fleet for the regatta. So for what its worth trying to sail smart and stay near the front and not always trying something crazy to win a race when a 3rd or 4th is still pretty good when you can string them all together.

Also what I learned from Drew and Evan is you have to know who you need to beat on the last day to have a chance at winning. I always had the mind set that if you can just win every race you don't have to worry about that, but winning every race with the competition in our class is impossible and it took hard head Anthony a minute to realize. My dad always told me that sailing is 90% mental and 10% boat speed or something close to that. You have to know deep down in your guts that you can win if you want a shot at winning. Confidence and focus are 2 things you can't leave on the dock.

Well listen to me I win one regatta and I am preaching to people who have won a great many more regattas than me but I just wanted to share what I learned that beautiful weekend in August, a weekend I will never forget.

MIDLANDS INVITE

By Johnny and Rebecca Dotterer, Y-Retired

Columbia Sailing Club will host the 2010 Midlands Open Regatta on November 6 & 7.

This is an SAYRA open regatta, with multiples classes. We expect classes of Y-Flyers, J/24s, Lightnings, Sunfish, Lasers both full and radial, and a PHRF cruising fleet.

Saturday night's fare will be an oyster roast, shrimp boil and a Beaufort Stew. This event alone is worth the trip. CSC has a new clubhouse, very good docking and launching facilities, a camping area, and is located on beautiful Lake Murray just outside Columbia, SC.

The Midlands is the final regatta on of the Y-Flyer Helmsman Series. Come join us for a good does of southern hospitality!! Don't forget, that CSC is also the venue for the Midwinter Championships the first weekend in March each year. For more information, visit our club website at : columbiasailingclub.org

INTERNATIONAL CHAMPIONSHIP

Sunday morning brought a lighter breeze with a few thunderstorms dancing around the area. And with a couple of races under our belt on Sunday, the regatta was declared over. After everything was said and done, John and Andrea Bright with five out of ten bullets, took home their first International Championship. Second place honors went to Howard and Stacey Roeschlein, followed by Pat Passifume with Dave Shearlock as crew, David and Amber Parshall, with Kevin and Wanda Black rounding out the top five.

Pat Passafume and Dave Shearlock won the Old Salt Award by having the highest combined age minus their finishing position.



John Baker and Bob Denison (a.k.a. one of the Buddha Brothers) both of Chippewa Yacht Club enjoy the moment on Friday evening at Internationals. (Photo stolen from Wanda Black's Facebook)

ROBERT LITTLER RANDAL



It is with great sorrow that we report the passing of former Indianapolis Sailing Club Y-Flyer sailor, Robert (Bob) Littler Randall.

Born in Matthews, IN. on April 10, 1918, Bob was the son of Lora and Anna Randall. He was drafted into the Army in 1941, and made 3 beach landings in New Guinea as a member of the 162nd Infantry, 41st Division. Bob was awarded the Purple Heart in 1944.

Upon returning home, he married Rosemary Linder on April 7, 1945. They were married 53 years before her death on January 1, 1998. A commercial artist with a love for sailing, bicycling, and history, Bob helped establish the Y-Flyer class at the Indianapolis Sailing Club in the 1960s. Bob was also instrumental in founding Fleet #11 at Cataract Lake, Indiana.

Bob enjoyed traveling to regattas in Indiana, Illinois and Ohio and was part of a builders group that turned out Y-1807 through Y-1814. Bob was presented with the AIFYRA President's Award in 1978.

Bob is survived by his children, Melinda Clayton (Donald) of Lafayette; Jonathan (Paula) Randall of Zionsville; Marcia Shadwick of Plainfield, and Christopher Randall of Indianapolis; 14 grandchildren and 11 great-grandchildren.

2010 INTERNATIONAL RESULTS

RANK	BOAT	SKIPPER & CREW	FLEET	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	TOTAL	RANK	BOAT	OLD SALT
1	2632	John & Andrea Bright	USA	1	4	1	2	2	4	1	1	5	1	15.75	1	2632	71
2	2743	Howard & Stacy Roeschlein	USA	2	3	5	6	4	2	3	6	1	3	28.75	2	2743	90
3	2681	Pat Passafume & Dave Shearlock	USA	3	2	4	3	12	1	4	2	3	8	29.75	3	2681	125
4	2595	David & Amber Parshall	USA	4	15	DNC	1	3	5	2	3	2	7	41.75	4	2595	58
5	2752	Kevin & Wanda Black	USA	6	1	2	4	7	6	9	4	12	5	43.75	5	2752	96
6	2794	Richard & Colin King	CANADA	14	5	8	7	10	9	10	7	4	4	64	6	2794	58
7	2789	Ivan Baker & Chris Hinshaw	USA	5	8	6	8	11	13	5	5	DNF	11	72	7	2789	43
8	2687	Ed & Jacob Hone	CANADA	12	DNC	9	5	5	16	6	12	7	2	74	8	2687	40
9	2680	Marty Schilke & Susan Winiasz	USA	13	6	10	9	6	7	8	DNF	9	9	77	9	2680	100
10	2776	Pierre Dignard & Madeline Mehler	CANADA	9	14	13	13	9	12	13	11	11	6	97	10	2776	64
11	2801	John Baker & Greg Chaplin	USA	15	9	3	10	8	15	17	8	14	16	98	11	2801	108
12	2806	Terry & Joanne Fraser	USA	10	7	7	11	13	10	DNC	DNF	13	15	103	12	2806	103
13	570	Gary & Sandy O'Neill	USA	11	DNF	12	14	20	11	12	10	6	10	103	13	570	90
14	2762	Bob Denison & Howard Wolff	USA	7	10	11	DNF	18	19	7	13	10	13	105	14	2762	118
15	2710	Rob & Suzanne Montgomery	CANADA	16	11	14	12	16	DSQ	15	14	15	12	125	15	2710	52
16	2669	Warren Flannery & Lisa King	CANADA	18	13	DNF	DNC	15	14	18	9	8	14	125	16	2669	29
17	2688	Mark & Jill Barton	USA	8	DNC	DNC	DNC	1	3	11	DNC	DNC	DNC	127.75	17	2688	70
18	2707	John & Mark Smith	USA	19	12	15	15	21	20	19	16	16	17	149	18	2707	93
19	2763	Shelby & Nile Hatcher	USA	17	DNC	DNC	DNC	14	8	14	DNC	DNC	DNC	158	19	2763	43
20	2740	Bob Williams & Bob Horvath	USA	20	16	DNF	DNC	17	17	16	15	DNC	DNC	159	20	2740	100
21	2795	Brody Ramsey & Britney Shockey	USA	21	DNC	DNC	DNC	19	18	DNC	DNC	DNC	DNC	184	21	2795	15

DNC
DNF
DSQ

Did Not Compete
Did Not Finish
Disqualified

21	21	21	21	21	21	21	21	21	21	21	21	21	21
17	16	16	22	21	20	17	17	18					
22													

THE 2010 LAKE LEMON REGATTA

By Doug Kinzer, Y-2788

If you haven't made plans yet to attend the 50th Lake Lemon Regatta in Bloomington, IN on September 24-26, 2010, then you need to do so now! Why?

To start with, we're going to have a great time. The fun will begin on Friday as your fellow Y-Flyers begin to gather and kick off the party. Saturday morning will greet you with a breakfast prepared by Kim Schilke (with some help from Marty, Y-2680). Those of you who attended the 2004 Internationals can attest to Kim's awesome cooking.

Meanwhile, more boats will be arriving and the wind will be building,

Lunch will occur around 11:30 with racing beginning around noon. What's at stake? The Mid America Cup Championship, both individual and fleet, will be decided. The top dogs will be here to duke it out. Plus, you'll have the chance to come and beat me on my home waters. Of course, that's never very difficult!

Once racing ends for the day, we'll begin the real party, complete with hors d'oeuvres, a pig roast (as of this writing) and a live blues band. The camaraderie will be second to none.

Sunday morning will feature the final racing of the MAC season. After another great lunch, trophies will be presented. These unique prizes are currently being made by our own Erin Kinzer (Y-2788...sort of), with a little help from friends and family. These trophies will be well worth sailing for. The crew trophies are a blast from our past, but I won't spoil the surprise!

Here's the really cool part. All of the above is included for one low-low price! How much, you ask? \$45 per skipper and \$10 per crew! In other words, a typical Y-Flyer team is in for \$55! And if your skipper is 16 years old or under, they get in for \$20! What a deal. Where else will you find 10 meals, a band, great Y-Flyer racing and awesome trophies? Nowhere I know of.

It can't be too far: so far, we have one boat coming from South Carolina and at least one boat coming from Atlanta. Note I said "at least". By the time you read this, there will be invitations sent (via e-mail: please share with your Amish fleet members) that will provide further details.

We will also have T-shirts available. Details coming soon, as soon as I know them!

Sure, you could stay home and sail with your local fleet on Sunday, September 26... but once they read about the Lake Lemon Regatta, that's where they'll be. You might as well be there, too.

For more details, contact me at 812-876-3531 or by the ever-preferred e-mail at evenkeely2@juno.com.



"It's come to my attention that one of you got behind on your work because of looking at boats on the Internet."



From the **EDITOR**

By Nile Hatcher Y-2762

What a great regatta season thus far with more to come! I know that Shelby and I really enjoyed our two-week trek that included both the International Regatta and the Kenyon Cup. It was hard going back to work!!! Hopefully we will see everyone at the Beers Regatta in Atlanta on October 9 & 10.

I would like to thank all the Flyer contributors, as I could not do this job without you. If you have a story you would like published, send it to me, and we will find a place to work it in... I am also calling on all college students to send in an article about your sailing teams, how you got involved in the program, how the programs work, level of competition, success, traditions, etc. I know we have several former Y-Flyer juniors sailing throughout the southeast.

In the last edition, we ran a contest for a free embroidered tee-shirt to the first person who could name the young men in the picture. Unfortunately, no one was able to correctly identify me or my older brother, Jeff, rigging Y-2112.



DON HILL CAPTURES CHARLESTON YACHT CLUB REGATTA

By Don Hill, Y-2787

If you want to sail in some breeze in the middle of the hot summer you need to head for the coast where the fairly consistent “sea breeze” kicks in with gusto. True to form, the sea breeze did not fail during the Charleston Yacht Club Regatta held on July 17th and 18th.

Eleven Y-flyers were on the starting line in the 15-knot plus winds on Saturday. We were happy to have six local boats (two supplied by the Hanckel family), and the Hodges from Georgia with two of their boats (how many do they have now?) and Karen Dial and David Parshall with their boats from the Columbia area. John and Rebecca Dotterer were present on the course serving as the windward mark boat. Stalwarts John and Andrea Bright drove the furthest coming all the way from Kentucky.

In the first race an overly aggressive sailor with a bad line sight got to leeward of a group of boats running on starboard down the line and started pushing a couple of boats, including himself, over the line early. The current may have had something to do with it, and I felt pretty bad about the whole thing. On a positive note, everyone who was over early went back and cleared themselves so there were no OCSs. David Parshall, who wasn't REALLY sure whether or not he was over early, bet that he wasn't, and went on to win the race.

The wind continued to build, and by the second race, the building waves also became more of a factor. Since he got away clean in the first race, David went over early in the second and scored an OCS. Then there was “breakage”. Amanda Hodges' jib halyard parted and she was done for the day. Then John Parker's main outhaul parted and he scored a DNF for the third race which was too bad for him because he was the series leader after the first two races with a 3rd and a 2nd. By the start of the third race it was blowing even stronger and the waves were even bigger. By now everyone, including the skippers in the back, was totally drenched. I complained several times to my trusty crew David Cohen about not doing a good enough job of blocking the spray. We Y-flyers got to see an E-Scow capsize and a Sea Island One Design upside-down, but we all stayed up-side-right, a testament to our relatively stable class of boat.

Sunday morning, my crew and I learned that our two “bullets” in the 2nd and 3rd races on Saturday gave us a one point lead over Carlin Hodges. Team Bright was right behind Carlin with a 6, 3, 4. John Parker showed up with a jury rigged outhaul and Amanda Hodges proudly displayed her brand new halyard. Everyone made it out to the course to find the sea breeze blowing steadily from the same South East direction, but a bit lighter than on Saturday. The race committee got us going promptly with no delays.

In the first race of the day John Bright won the pin, jumped in the lead and never looked back. If he did look back he would have had to look WAY back because he won in convincing fashion (getting ready for the Inter-Nationals John?). Carlin finished 9th. We finished 3rd which put Team Bright just two points behind us before the final race. The last race was a real nail biter with multiple lead changes and close roundings. On the last windward rounding Team Bright came in on port and just managed to tack ahead of us (on starboard), but not with enough room to also clear the mark, and they had to do a circle, leaving the win and the regatta to us. If you take away David's OCS, John Parker's broken outhaul, Amanda's broken halyard, Carlin's 9th, and John Bright's penalty turn, we could have had a 6-way tie for first. Ok, not likely, but it was a hotly contested series and every race (except John Bright's “horizon job”) saw multiple lead changes and close mark roundings. I'm sure I'm missing some key events and experiences other people had during the weekend, but I'm also pretty sure everyone had a GREAT time in the exhilarating Charleston conditions.



'Cause Rubbin's Racin', Y-Flyers at the starting line in a heavy breeze at the 2010 CYC Regatta in Charleston Harbor. (Photo courtesy of Don Hill)

CYC RESULTS

Rank	Boat	Skipper	R1	R2	R3	R4	R5	Total
1	2787	Don Hill	7	1	1	3	1	13
2	2632	John Bright	6	3	4	1	2	16
3	2800	Carlin Hodges	4	4	2	9	4	23
4	2753	Reid Cabiness	5	5	5	2	8	25
5	2595	David Parshall	1	12	6	6	3	28
6	2793	John Parker	3	2	12	7	6	30
7	2799	Amanda Hodges	2	12	12	4	5	35
8	2682	John Bennett	8	8	3	10	9	38
9	279	Karen Dial	9	6	8	8	7	38
10	2388	Parker Frost	10	7	7	5	10	39
11	2751	Edwin Smith	11	9	9	11	12	52





Y-FLYER

FLEET NUMBER ONE

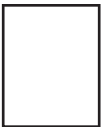
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Red, White & Blue *Beers Regatta*

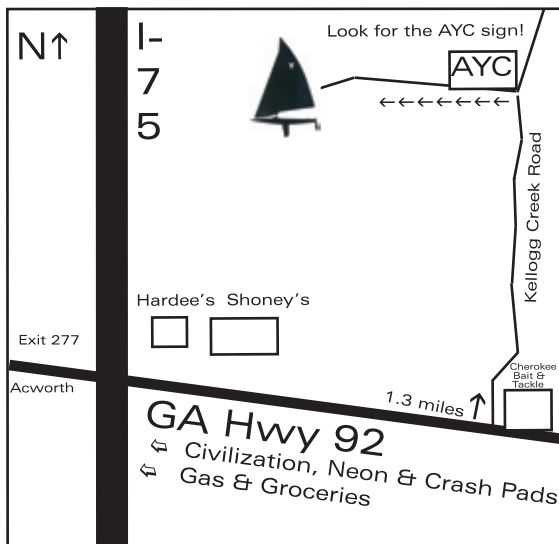
2010 BEERS MEMORIAL REGATTA
Atlanta Yacht Club

Oct. 8, 9 & 10, 2010
Juniors ▲ Challenger Fleet ▲ Gold Fleet

Nile & Lavon Hatcher
410 Windswept Court
Roswell, GA 30075



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Schedule of Events

Friday, October 8

1:00 Round of Golf Towne Lake CC
 7pm Shirley's Chili Party (Registration Table Open)

Saturday, October 9

7:30 Breakfast
 9-11:00 Registration
 9:00 Junior Races
 11:30 Skipper Mtg
 Noon Lunch
 1:00 Gather Gun
 1:25 Warning Signal for 1st Race
 1:30 Start of 1st Race, followed by 2nd & 3rd
 6:00 Happy Hour
 6:45 Dinner
 8:00 Red, White & Blue Bingo

Sunday, October 10

7:30 Breakfast
 9:00 Gather Gun
 9:25 Warning Signal for 4th race
 9:30 4th race, followed by 5th
 12:30 Lunch & Awards

Rules: The Notice of Race will be available on the internet at www.atlantayachtclub.org. The Sailing Instructions will be available at Registration and Check in

Registration

Reserve your spot! USSA members price \$85.00

(Reservations received after 10/5 will be \$90 for members)

If you are NOT a USSA member, Regatta fee will be \$90.00
 Non-USSA reservations made after 10/5 will be \$95.00

Extra Breakfast Saturday	\$3.50	_____
Extra Lunch Saturday	\$6.00	_____
Extra Supper Saturday	\$12.50	_____
Extra Breakfast Sunday	\$3.50	_____
Extra Lunch Sunday	\$6.00	_____
T-shirts S-M-L-XL \$15 (\$18 XXL-3XL)		_____

Make checks out to Y-Flyer Fleet #1
 Mail this form to:
 Nile Hatcher
 410 Windswept Court Roswell, GA 30075
 Pre-register via email! nile2762@hotmail.com



Skipper _____
 Crew _____
 Boat # _____

Extra meals can be purchased at Registration, but please give us advance notice via phone or email, if you can!

Keep this bottom portion! Questions? Contact the Regatta Chairman! Nile nile2762@hotmail.com

Y **You should sail in the Red, White & Blue!**
 Tee off at 1o'clock and spend the day "green"
 Driving Range, Greens Fees/Cart, Lunch and Gratuities \$70.00
 Please contact Karl 770.516.3857 -or- karlkandersen@bellsouth.net



Even a Welcome Aboard dinner is included!
 2 Breakfasts, 2 Lunches, Dinner and Bingo! that evening!
 Additional meals available - *please let us know ahead if you can!*

Free Camping on Club property! (no pets, please)

Showers available at our Clubhouse; Cabin space available
 "Lodges by Hodges" (478) 836-9130 Don't delay!

It's a good bet! Gold and Challenger Fleets will share a single start, but will be scored separately.

***Trophies will be very "cool" this year!**
 Trophies will be awarded to Skipper and Crew of top 3 Junior boats, top 3 Challenger boats, and top 5 Gold Fleet entries

Need a sitter? Let us know by October 1 so we can make arrangements

Questions? Nile Cell 404.310.3841 Lavon Cell 770.815.0169

THE DEAL OF THE DAY!

Submitted by Howard Roeschlein Y-2743

How many times have you been involved in local club discussions regarding what could be done to increase club membership? The Indianapolis Sailing Club found an answer to that very question that was, well, let's just say, more successful than they could have ever imagined.

Earlier this spring, an ISC Member came up with an idea to advertise on the Groupon web site "...for \$39 you get a three-hour introductory sailing lesson (\$100 value) ..." The expectation was to reach out to 20 or 30 people, get them in a boat and see if they were potential club members and new sailors.

The web site offer went up on Friday. On Saturday morning, the club member went into to view the responses and low and behold had over \$20,000 in their Pay Pal account from 508 takers!!! Now that's what I call a response!!

It is rumored that ISC now has all of their members involved to satisfy the commitment. As soon as we get membership numbers from the prospects, we'll pass that along...

Editor's Note: If you're not familiar with Groupon, check them out on the web at www.groupon.com. This website offers deals (one a day) on a variety of goods and services in major markets throughout the US.



AHOY, MATEY!

Be the first to find a smaller version of this cute little sailor and win a personalized license plate or window decal from VIP Decals. E mail Nile at editor@yflyer.org to claim your prize.



MORE ON RECRUITMENT - WELCOME, BLAKE!

By Nile Hatcher Y-2762

GMSC, Fleet 30, in Little Rock has done an outstanding job in the recruiting area this year adding a couple of new boat owners to their starting line. I had the pleasure of meeting Blake Byrd at the Hawg Wild Regatta and again at Nationals and he is excited about racing Y-Flyers. Please join me in welcoming Blake to our Y-Flyer family.

In hopes of giving other fleets some insight into how Blake was attracted to the fleet, I asked him to tell us how he got involved. So in the words of the great Paul Harvey, here's the rest of the story...

By Blake Byrd, Y-2678

I got into sailing seriously about four years ago, when Chet Hight (Tracy Sykes' dad) asked me to crew on his J-24 during the GMSC keelboat season. Once the keelboat season ended, Tracy suggested I come to the annual preseason Y fleet party at her house. I had the good fortune of leaving the party as Ben Guises' crew and would continue in that position for the next two seasons. Drew was the first to really push me to get a boat. I was squeamish at first, opting instead to crew another year.

In April, I bought Y-2678 from Charles Murphy and brought her home to Little Rock's Fleet 30. It's a pretty competitive fleet here, whether it's actually racing Y's or watching Ben and Drew compete against each other in innumerable other non-sailing activities.

Buying a Y-Flyer is one of the smartest decisions I've ever made. Period. Not only have I fallen for sailing--big time--sailing the Y-Flyer is an addictive experience. Moreover, the people who sail these boats are terrific folks, as you all already know. This fact is reinforced at every regatta I attend. So I'd like to extend my thanks to everyone who has welcomed me to Y fleet already. I look forward to meeting more of you at regattas.

NEW CREW



New Y Sailor, Rowan Daniel Kostka arrived July 9, 2010! Son of former Y Flyer crew, Alison (DePoy) Kostka and Dan Kostka from Roswell, Georgia, and Granddaughter of Jan and Dave Irons of Mattoon, IL. Rowan is looking forward to meeting all the Y Flyers at a future AYC regatta! (Photo courtesy of Jan Irons)

LASHAWAY ROLLS OUT THE RED CARPET

By Terry Fraser, Y-2804



The Kenyon Cup Regatta in East Brookfield, Massachusetts has always been known as a weekend that's a little different and a lot of fun. Fourteen boats raced.

Every year we seem to have parties that feature costumes and acting. One year we were all in "The Shootout At the Lashaway Corral." We've been "The Pirates Of the Lashaway." Once we played the parts of club members of "The Hoity Toity Yacht Club." Not to forget our never to be forgotten "Hurricane Party" when there actually was a tropical storm off the coast.

So this year we decided to celebrate our past successes with an "Oscars Party!"

SHOT ON MULTIPLE LOCATIONS

Eric Nash/Lori Thompson hosted the Friday night welcome party featuring a beer tasting presented by Matt and Tammy Lomme. Most of the beers got "rave reviews!" Saturday morning the production moved to the Robidoux home for the skippers meeting and the lunch line for the crew...(and skippers and guests as well).

Saturday evening the "Oscar Party" began and the red carpet was unrolled! Among the Oscar night guests were The President and Mrs. Obama, Charlie Chaplin, Lucy and Desi, Amelia Earhart, the Hatchers of Atlanta and Newport, Slash (from Guns and Roses), Jacqueline Smith (of Charlie's Angels fame) and a whole bunch of other VIP's.



Doug and George Sabin take home the 2010 Kenyon Cup at Lake Lashaway, MA. (l to r) George Sabin, Doug Sabin, Rick Manser and Terry Fraser (Photo courtesy of Terry Fraser)

Sunday morning we moved to the Jim and Judy Hurley home in the Beverly Hills area of Palmer, Massachusetts. (Looked like Beverly Hills to me). The Hurley family served up a huge brunch that put the Brown Derby to shame.

THE MATINEE SHOW

The Saturday and Sunday matinee feature was "Sailboats On the Lake" or "Where's the Wind?" The planned five race series was raced in light and fluky winds with occasional periods of moderate and shifty wind so the event finished with four races sailed.

The racing had a nice ending and the event did well at the box office. Doug and George Sabin walked off with the Kenyon Cup this year, Shelby and Nile Hatcher left the stage with second, and Jack Nash with co-star, Julie Hurley, took third!

IN THE PRE-PRODUCTION STAGE FOR NEXT YEAR

The members of the Lashaway Academy have already begun planning next year's production. The release date will be the first weekend of August. Mark your calendars!



KENYON CUP

Sail	Skipper & Crew(s)	Club	R1	R2	R3	R4	PTS	POS
2627	Doug & George Sabin	LLSC	2.00	3.00	0.75	3.00	8.75	1
2763	Shelby & Nile Hatcher	AYC	6.00	0.75	2.00	2.00	10.75	2
2766	Jack Nash & Julie Hurley	LLSC	3.00	6.00	3.00	0.75	12.75	3
2518	Rick Manser & Kathryn Whitenack	LLSC	0.75	4.00	5.00	6.00	15.75	4
2806	Terry Fraser & Tanya Johnson	LLSC	5.00	2.00	4.00	7.00	18.00	5
267	Eric Nash & Lori Thompson	LLSC	7.00	5.00	9.00	9.00	30.00	6
2627	Jim & Stephanie Hurley	LLSC	4.00	9.00	13.00	5.00	31.00	7
2712	Dick Robidoux & Leah Barton	LLSC	12.00	11.00	6.00	4.00	33.00	8
2671	Cathy Murray & Anne Dygon	LLSC	13.00	8.00	7.00	8.00	36.00	9
2707	John Smith & Joanne Fraser & Marianne Wojcicki	LLSC	11.00	7.00	8.00	12.00	38.00	10
2677	Bob & Donna Latham	LLSC	8.00	13.00	11.00	10.00	42.00	11
208	Matt Kmiecjak & Kate Skowyra	LLSC	9.00	10.00	10.00	13.00	42.00	12
2274	Matt & Tim Lomme	LLSC	14.00	12.00	12.00	11.00	49.00	13
2568	Rich Goodell & Jack Syzmal	LLSC	10.00	14.00	14.00	14.00	52.00	14

10 TRIED & TRUE PRINCIPLES OF RACING

By David Irons - Y2802

Thanks to Speed & Smarts and Dave Dellenbaugh for the basic principles adapted for this article. To subscribe: www.SpeedandSmarts.com.

Are there times when you're not sure what to do? Tack? Or not? Go left? Or right? Play the shifts... or the wind pressure? The following are some guidelines that work many more often than not.

1. Focus on strategy before tactics. Your strategy is your game plan to get around the course as quickly as possible. Tactics are maneuvers between boats that you make to help you follow your game plan. Don't become so focused on one or two boats that you win the battle but lose the war.
2. Strategy early, tactics late. Tactics should help you follow your strategy.
3. On a beat, sail toward the next wind shift.
4. On a run, sail away from the next wind shift.
5. In oscillating winds tack on headers, jibe on lifts. In a persistent wind shift, bite the bullet early and sail into the header first.
6. Sail the long tack first. Sail the long jibe first.
7. Avoid the lay lines and corners early.
8. Go for puffs in light air and wind shifts in breeze.
9. Stay between other boats and the next mark.
10. Protect the right side of the course upwind and the left side downwind.

SPOTLIGHT ON FLEET 16

By Johnny and Rebecca Dotterer, Y-Retired

Fleet 16 was established at the Columbia Sailing Club on Lake Murray in 1959. Currently we have four very active boats racing in the fleet. Two of the boats are in the Parshall family and compete on the national level, and one in the Dial/Wrisley family that races on the regional level. Dan Eskew actually resides on Lake Keowee, but he has been made an honorary Fleet 16 member because he has no local Y-Flyer fleet. Johnny Dotterer has recently retired from racing and sold his boat to the Kingan family from Lake Matoon.

The Helmsman Series is the focal point for competition in the southeastern states of North Carolina, South Carolina, and Georgia. At the beginning of each sailing season, seven regattas throughout the region are identified as qualifiers for the Helmsman Series. These are chosen to encourage competitors to travel for regattas, rather than just racing locally. A few boats from Arkansas have attended on an infrequent basis. The trophies for the top finishers are awarded each year at the Y-Flyer Midwinter Championship Regatta.

Columbia Sailing Club Fleet 16 has been the host of the Midwinters, held the first weekend in March, since 2006. Two of the Y class old timers, Jessie Helms and Bruce Loring continue to be active in CSC affairs, and usually drop by during the regatta to see everyone.

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FORMER Y FLYER SAILOR WINS NAVY AWARD

By Jan Irons, Y-2802

LTJG Billy Griffin was recently selected as the U.S. Naval Surface Forces 2010 Shiphandler of the Year. The final competition featuring the Pacific Fleet winner (Griffin) versus the Atlantic Fleet winner was held in Newport, RI, earlier this summer. Previously, Griffin had competed and won shiphandler honors aboard his ship, the USS Peleliu, his Expeditionary Strike Force, the San Diego Naval Base where he is stationed and then the entire Pacific Fleet encompassing Naval Bases from the Middle East to Japan to Seattle.

Billy Griffin learned to sail as a junior at many MAC regattas as well as Nationals. His best finish was in the Columbia Nationals when he won the Smitty Smithfield award as the highest finishing first time senior skipper.

After graduating from the U.S. Naval Academy in Annapolis in 2008, Billy joined his ship, the USS Peleliu in the Middle East for a six month deployment. Aboard the USS Peleliu he learned big deck ship handling skills, incorporating what he learned about the forces of wind, waves and current from his Y Flyer sailing days.

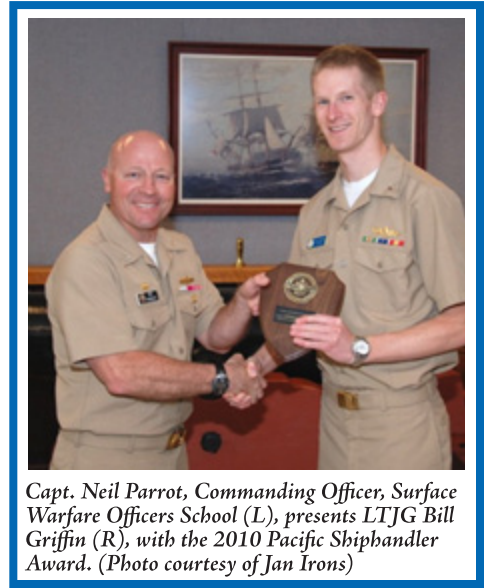


LTJG Bill Griffin, son of Jan and Dave Irons, at the helm of his ship the USS Peleliu (Photo courtesy of Jan Irons)

During the finals of the shiphandler competition, Griffin and the Atlantic Fleet champion hit the virtual seas to pilot ships of their own class through a variety of exercises designed to measure their ability to get underway and conduct man-overboard and underway replenishment drills. Each competitor was graded on "rules of the road" application, proper use of standard commands, coordination of engine and helm orders, development and execution of a plan and their ability to adapt their plan to unforeseen circumstances.


"Shiphandler proficiency is an essential skill for Surface Warfare Officers," Capt. Neil Parrot, Commanding Officer, Surface Warfare Officers School, told the finalists during a luncheon in their honor. "Your success during this entire process has distinguished you as being among the best in the Navy!"

"The Admirals Trophy" will be presented to Griffin in Washington DC in January 2011 after he returns from a six month deployment to the Middle East aboard the USS Peleliu. The USS Peleliu is currently stationed off the Pakistan coast spearheading U.S. relief efforts for the Pakistan flooding crisis.



Capt. Neil Parrot, Commanding Officer, Surface Warfare Officers School (L), presents LTJG Bill Griffin (R), with the 2010 Pacific Shiphandler Award. (Photo courtesy of Jan Irons)






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2010 Regatta Dates				Winner
March 6 -7	Midwinter Championship	Columbia Sailing Club	Columbia, SC	Mark Barton & Jill Barton
April 24 - 25	AYC Open *	Atlanta Yacht Club	Acworth, GA	Tony & Vicki Passafiume
May 1 - 2	Keowee Cup Open *	Keowee Sailing Club	Seneca, SC	Amber and David Parshall
May 22 - 23	Governors Cup †	Kentucky Lake	Kentucky Lake, KY	Tony & Vicki Passafiume
May 29 - 30	Hawg Wild †	Grande Maumelle Sailing Club	Little Rock, AR	Mark Barton & Paulette McConnell
June 12 - 13	Riveria †	Lake Mattoon Sailing Association	Mattoon, IL	Drew & Evan Daugherty
June 19 - 20	James Island Yacht Club Regatta	James Island Yacht Club	Charleston, SC	John Parker & Crew
June 21 - 22	2010 Junior Nationals June 21 - 22	Grande Maumelle Sailing Club	Little Rock, AR	Shelby Hatcher & Kyle Dochoda
June 23 - 25	2010 Senior Nationals June 23 - 25	Grande Maumelle Sailing Club	Little Rock, AR	Drew & Evan Daugherty
June 23 - 25	2010 National Challenger Fleet Series	Grande Maumelle Sailing Club	Little Rock, AR	Allen Lumm & Lisa Parker
July 17 - 18	Charleston Yacht Club Regatta *	Charleston Yacht Club	Charleston, SC	Don Hill & David Cohen
July 23 - 25	2010 International Regatta	Chippewa Yacht Club	Medina, OH	John & Andrea Bright
July 31 - Aug 1	Kenyon Cup	Lake Lashaway Sailing Club	East Brookfield, MA	Doug & George Sabin
Aug. 7 - 8	Rockville Regatta	Rockville Yacht Club	Charleston, SC	Not Me & I Didn't Get a Report
Aug. 7 - 8	Beer and Boats †	Carlyle Sailing Association	Carlyle, IL	Anthony Passafiume & Brandon Emily
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. 18 - 19	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	
Oct. 23 - 24	Hospice Regatta *	Western Carolina Yacht Club	Hartwell, SC	
Nov. 6 - 7	Midlands Open *	Columbia Sailing Club	Columbia, SC	

* Helmsman Cup Series
† Mid America Cup Series



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A Blast from the Past...

Thanks to Jerry Callahan, Y-2731

From The Y-Flyer, American Y-Flyer Association, May-June, 1952, Vol.1, No.5

Royal Gaboon Race. The St. Petersburg-Sarasota Race was held on the May 10th weekend. Al Snell of the Gulfport Florida Fleet informed us that this race is "known as the Royal Gaboon Race for a sea-going trophy of questionable value." Al described the race as follows:

"It's about the longest small boat race in the world, over 36 miles, and I believe the largest. It all starts in the bar room of the St. Petersburg Yacht Club. The starter mounts a table, shoots off a pistol and all sailors dash out, put their sails up, and head out into Tampa bay for Sarasota. The first boat to tie up (to) the Sarasota Yacht Club dock is the winner. All protests are handled in this manner, the protesting skipper is thrown off the dock and if he still protests, the other skipper is then tossed in. Rules say you can use one oar or paddle. Have a swimmer overboard towing the boat – but you must sail and cannot use an outboard motor.

"Last year they had all kinds of boats from five Moths, a 14 foot sailing Dink to a Class E Scow. The three Gulfport Y-Flyers did very well, took 5th and 7th place. I counted 40 boats ahead of me when we hit the Bay; yet, finished in 7th place after going to the wrong pier in Sarasota.

"One Gulfport Y-Flyer skippered by Col. Steve Long finished 5th in this manner. There is a viaduct across Sarasota Bay and the yacht club and dock is on the other side. You can sail to within 100 feet of the dock but since the viaduct is in the way, one must go at least one mile to get through a drawbridge and then back to the Yacht Club. Well, Col. Long sailed to the viaduct, had his crewman hold the boat against the viaduct; then, he swam under the viaduct with a roll of carpenter's twine tied to the boat. He then tied the string to the dock winning 5th place. No Protests! So you see everything goes in this race."

By Doug Kinzer Y2788

VMG VS BOAT SPEED

A FRIENDLY BATTLE



In the past few years, I haven't been sailing the Y circuit as much. This is due to chasing daughter Erin around the AAU basketball world. While on this semi-hiatus, I've been sailing at the home club and in so doing, I'm trying to think about my racing in new ways in hopes that when I return, I can improve my scores and reach some goals. My concentration of late has been on the battle between VMG and boat speed. And a friendly battle it is.

VMG (velocity made good) is probably the harder of the two to understand. While boat speed is always the main goal, VMG is the concept that will get you to the mark with the highest efficiency. "Huh?," you ask. Here's the gist as I can best explain it:

Boat speed is simply and obviously your speed over (and sometimes through) the water. Or more specifically, over the bottom of the lake...but I'm skipping current discussions for now. You tune your boat and refine your skippering skills and sail trim efforts in the

constant and never-ending pursuit of superior boat speed. This is your most important concentration when you are an emerging sailor. Boat speed makes all things possible: pointing, passing, maneuvering and eventually, trophies. But once mastered what should you do with all of that boat speed you've found?

Enter VMG. VMG is defined in layman's terms (mine) as your best progress to your goal: the next mark, the finish line, the dock, the beer truck. VMG is the interaction between boat speed and strategy/tactics. I'll give a couple of examples:

Drew Daugherty often says that, at the start, height is power. He is surely right about this. The start is where you have to work hard to create good boat speed to gain height (using pointing ability) to get off of the boats to leeward of you so they can't force you to do things you don't want to do. Gaining height will accomplish two things. It gives you the ability to foot off for some speed when needed, and it prevents the boats below from tacking to port and being able to cross you. I think of this as "small world" VMG. Your small world, short-term goal is to gain a height advantage. Your VMG in this case is to gain height through speed and pointing to position yourself advantageously...regardless of the first mark.

Once you've achieved your goal at and immediately after the start, then what? You have to make good VMG to the mark. But how can you tell if your VMG is good? The easiest way to figure it out is to look at yourself in relation to other boats and the next mark. Assuming you have good speed, if you are sailing a better angle to the mark than the competition, odds are you have superior VMG. You are progressing to the mark more efficiently than the others. Using all of your best sailing knowledge, you use the idea of VMG to influence your tactical decisions.

Here's a rule of thumb. The closer you get to the laylines, the worse your VMG. Why? Because the closer you get to a layline, the more you need to tack back toward the mark. Imagine you're heading to the starboard layline on port tack and you get a big port lift. Close your eyes and imagine it. Now you're feelin' me. This situation really sucks. Remember, if things seem like they really suck, your VMG is probably poor.

Are you remembering boat speed? Good. You should always go fast.

When is VMG more important than boat speed? Some would say never. But if you're in the above layline approach, and there's a boat below you who is now beyond the layline, but he's faster than you, then your VMG is better than his boat speed. You can tack to the mark and make your VMG/boat speed relationship almost perfect. He can't; he's gone too far.

How about on an open leg of the course? If you are pointing high and moving pretty well, but the guy below you is a little faster but a little lower, your VMG is better. Chances are, the best he can do is tack and then tack back to try to lee-bow you. Or he could duck, which puts you ahead. If he continues to do the two-tack thing, it indicates that you are on the correct tack (the devil is in the details, of course) and that your VMG is good. You are making progress better than he is toward the mark.

Should you ever just go for speed and forget VMG? Sure. If you've just started and you are below Drew and he is gaining his beloved height, the only thing you can try to do is go fast and get away from him...and others as well. After the start on a big lake, you are likely to stay on your starting tack (usually starboard) for a longer period of time. Drew may keep gaining some height (good VMG), but he can't let you make too much progress forward and out (bad VMG). Odds are, after a couple of minutes, he will eat some VMG to speed up and stay with you so you can't tack and cross. In other words, if you're trapped, use boat speed. If you're in control, use VMG.

In an ideal world, VMG and boat speed are always good friends. They play nice together and they share all of the time. But in the real world, VMG and boat speed have conflicts. It is important to you the skipper to begin learning the nuances of this sometimes complex relationship. Once you get the hang of it, you can use both VMG and boat speed to start achieving your goals and move up in the fleet.

PASSAFIUME TAKES BEER AND BOATS

By Jack Klug, Y-2650

After a week of 100 degree temps, Lake Carlyle came through with balmy 80's during the day and 70's in the evenings. Just like we ordered. ;-)

After a few last minute cancellations, eighteen boats took the starting line. PRO Ted Beier was able to run two shortened races on Saturday in light 5-6 mph winds. Sunday morning's breeze was slightly better and we sailed two more races.

Anthony Passafiume, with nephew Brandon Emily, barely hung on to win the regatta with a total of 21 points. Sailing very consistently, Anthony managed to win the regatta without a first place finish. Ben Guise and Mary Michaels won both races Sunday to capture second place honors with 21.5 points. JP Bordes and Jolene O'Brien took third with 23 points and with a DNS Saturday afternoon due to a last minute equipment problem, Drew and Evan Daugherty finished fourth with 26.75.

Dave and Carolyn Shearlock had the other bullet Saturday to finish with 30.75. An interesting tie for the Ahhh award as three boats had 31 points: Chris Brooks, Tony Passafiume, and Andrea Bright.

Little Rock won the team trophy with 81.25 points followed by Louisville with 83, Carlyle with 88, and Mattoon at 98.75. It was a very close regatta from both the individuals and the fleets. This will also be remembered as the regatta that two of our favorite Y sailors missed: Judy Barnett due to health problems, and Paul White missed his first MAC regatta.

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BEER & BOATS

Rank	Boat	Skipper / Crew	Fleet	R1	R2	R3	R4	Total
1	2757	Anthony Passafiume / Brandon Emily	12	3	4	3	11	21
2	2787	Ben Guise / Mary Michaels	30	11	9	1	1	21.5
3	1931	Jean-Pierre Bordes / Jolene O'Brien	56	12	3	2	6	23
4	2798	Drew Daugherty / Evan Daugherty	30	1	DNS	5	4	26.75
5	2764	Dave Shearlock / Carolyn Shearlock	39	4	1	12	14	30.75
6	2772	Chris Brooks / Michael	56	14	6	9	2	31
7	2670	Tony Passafiume / Vicky Passafiume	12	10	8	4	9	31
8	2632	Andrea Bright / John Bright	12	9	5	10	7	31
9	2688	Mark Barton / Sherri Jo McLemore	30	2	OCS	8	5	33
10	2784	Dan Haile / Kathy Prater	56	13	2	6	13	34
11	2642	Chet Turner / Lela Turner	39	5	12	7	10	34
12	2791	Dave Miller / Pat Passafiume	39	7	7	14	8	36
13	2741	John Easby-Smith / Nick Easby-Smith	30	8	OCS	13	3	42
14	2792	Bill Totten / Dan Kelleher	39	6	11	11	15	43
15	2783	Glenn Grummon / John Drennan	56	15	10	17	12	54
16	2679	Tom Barnett /	56	16	13	16	17	62
17	2560	Jack Klug / Patrick Klug	56	17	14	15	16	62
18	2659	Duane Siegfried / Bryan Siegfried	56	18	15	18	18	69