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ROLANDS TAKE INDY OUTTY

By Wanda Black, Y-2752



The folks who made the trek to the Indy Outty on the 13th of August were rewarded with good sailing, good food, and good fun. Seventeen boats found their way to the shores of Geist Reservoir with a showing from Chippewa, Carlyle, Lake Lemon, and Lake Mattoon. There were 5 first-time sailors in the fleet and they had a great time and raved about the willingness of the rest of the fleet to help them.

Mike Franchescini, a local Lightning sailor was talked into running our races for the weekend and did a terrific job with the typical fluky and unpredictable Indiana summer breezes.

The first race, with a light 3 to 5 mph breeze, saw a slight favor at the pin which Ivan Baker and his 42 pound crew, 7 year old Kylie Baker, used to their advantage and rounded the first mark with a narrow lead. Steve Roeschlein and Kevin Black started at the committee boat, went right, and were never heard from again. Ivan and Kylie managed to hold their lead at every mark and won the race handily. Dave and Carolyn Shearlock, showing their customary light air skills, brought their boat across second, followed by Howard Roeschlein and Bob Rowland.

The 2nd race threw us all a curve. The breeze seemed to lighten so the course was shortened. Then the breeze freshened and we wound up with a sprint. Howard crossed the fleet on port after a pin end start and was never headed as he brought his boat across first. Doug Kinzer had a good start and knew how to sail it. He crossed the line in second place with Dave close behind, followed by the ever present Bob Rowland.

We had a short interlude between races while the ISC commodore, Bob Solomon, who was sailing with Dorita Roeschlein, showed everyone how to capsize in light air. It would seem getting caught on the low side in the only puff is an effective method. As we were a little short handed on safety boat staff, Mike Stewart tied his Y to the committee boat, hopped onto a safety boat, and wound up in the water giving a huge assist in righting our wayward Y. Atta boy Mike, and THANK YOU!!!

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The 2011 Western Carolina Hospice Regatta will be held October 15-16, 2011. This is an opportunity to sail and do something good for folks in need at the same time! Because sponsors cover most of the cost of the event, your registration fee is a tax deductible donation to Hospice of the Upstate, serving Upstate South Carolina and Northeast Georgia.

We all enjoy sailing at this great venue, and this regatta is in the Helmsman Series. For those who are charitably inclined, you can choose to get sponsors for your boat, but there is no obligation to do so. For Notice of Race, registration, and details, see the Western Carolina website, *www.wcsc-sailing.org*.



A regatta inspired by competition...enhanced with compassion to benefit Hospice of the Upstate

RULES, RULES, RULES - HOW CLOSE IS TOO CLOSE?

By Carl Owens, US Sailing Senior Judge

The scenario for this quiz was submitted to me by your Editor in Chief, Nile. Do you have a race situation that would make a good subject? Be my hero and send it in to the Editor. You will get an answer whether used or not.



This happens all the time on the starboard lay line on the way to the weather mark. A port tacked boat, called PT (and a lot of other things too), tacks to starboard in very close proximity directly in front of a starboard boat called ST. PT loses speed in the tack and ST going faster finds herself on an immediate collision course.

Be **FIRST** to answer these three questions!

1. At what point does PT become the right of way boat?
2. After PT becomes the right of way boat how long is PT subject to Rule 15, Acquiring Right of Way. It reads in part when acquiring right of way she shall initially give the other boat room - - for how long? 5 seconds, count of 3, two feet of travel, how long?
3. At what point does ST have to begin to maneuver to miss PT. While PT is tacking? As PT goes through head to wind to Starboard? When her sails are full on Starboard?

See the answer to Rules question from last issue on page 11.



The 3rd race saw the course changed to a modified Olympic in the newer breeze. Bob R found the course and the breeze to his liking and won the race with the sneaky Ivan and Kylie in second place. Steve managed to sail his way back into the races and captured third in this race, closely followed by his brother, Howard.

Race 4 had a couple of unique distinctions: a new and different course and a swirling breeze that changed everything. Bob R and Kevin started at the pin and went left. They lifted on a progressive shift the entire way rounding the mark one and two. Bob went for the triangle not immediately realizing it was a windward leeward. They rounded the leeward mark overlapped and right back into the progressive lift, which vanished five boat lengths from the weather mark.

Ivan had worked hard right and took advantage of the wildly swinging wind to get past Kevin. Carol Gebhardt had taken a left side approach and over stood to sneak inside of Ivan and rounded the mark second. The downwind finish saw lots of position changes as Dave used his own private puff and a better heading to the favored pin end to sneak out a second behind Bob. Carol managed to hold off Ivan while Howard made a game run at Kevin that wound up just a little short and got him a sixth place finish.

Fleet 8 went all out Saturday night with a food table set to satisfy even the pickiest eater. Hors d'ouerves as far as the eye could see, beginning with grape leaves with special filling and ending with baklava. And - WOW - what fabulous steaks done by our grill masters wearing Greek headdresses! A great meal, to say the very least.

Sunday morning saw Howard and Steve cooking breakfast for the fleet. This is one of our new traditions. Biscuits and gravy, sausage, scrambled eggs, oh man what a feast!

A light breeze coupled with the complete absence of motorboats made Sunday morning's race a classic light air contest with a new wind direction. Bob and Kevin started at the boat and went right and had the early lead. Dave shot up the middle left with a lift all his own and claimed the top spot at the mark, followed by Bob and Kevin. Dave and Bob opened up a lead on the third leg and never looked back. Ivan with his special light air crew used a smart tack to pass Kevin on the second windward leg, Kevin sailed into a hole and faded while Steve and the unknown Roeschlein (aka Elwood), sailed out of the pack to take fourth and fifth places. The fleet went in with the dying breeze to pack up and pig out yet again. Bratwurst with all the trimmings including grilled peppers were served for lunch and everyone indulged till the seams on their shorts stretched and screamed.

Trophies for skipper and crew were embroidered bath sheets, which are really just giant bath towels. Special prizes were awarded to our five first-time Indy Outty regatta sailors.

It was a great regatta with more food than Chippewa usually serves. (That's a whole lotta food!) Indy hearby casts down the gauntlet and challenges all comers. Okay, Motherland, the challenge is issued, the battle of the regatta buffet line may commence. Any other regatta can feel free to issue its challenge. Only those who attend all of the challenging regattas are allowed to judge. Either way, everybody is going to win!!!



INDY OUTTY RESULTS	RANK	BOAT	SKIPPER & CREW	FLEET	MAC	R 1	R 2	R 3	R 4	R 5	TOTAL	RANK	BOAT
	1	2735	Bob & Sandy Rowland	25	G	4	4	1	1	2	11.5	1	2735
	2	2764	Dave & Carolyn Shearlock	39	G	2	3	6	2	1	13.75	2	2764
	3	2789	Ivan & Kylie Baker	4		1	5	2	4	3	14.75	3	2789
	4	2743	Howard & Stacy Roeschlein	8		3	1	4	6	7	20.75	4	2743
	5	2752	Kevin & Wanda Black	8	G	6	7	7	5	8	33	5	2752
	6	2664	Steve Roeschlein & Allison Poulon	8	G	7	11	3	9	4	34	6	2664
	7	2784	Dan & Kat Haile	56	G	10	6	10	7	6	39	7	2784
	8	2788	Doug & Lauren Kinzer	13	G	5	2	9	DNC	9	42	8	2788
	9	2765	Carol Gebhardt & Paul White	8	G	9	12	8	3	11	43	9	2765
	10	2782	Don & Ben Wilson	8		12	8	5	8	12	45	10	2782
	11	2527	Elwood Roeschlein & Nancy Davidian	8		11	10	13	DNC	5	56	11	2527
	12	2623	Mike Stewart & Robin Waterbury	8	G	8	9	DNC	DNC	10	61	12	2623
	13	2620	Dan & Alice Horwath	4		14	13	11	11	15	64	13	2620
	14	2606	Tom Groot & Dustin Black	8		13	15	15	10	13	66	14	2740
	15	2603	Ken Gatesman & Samantha	8		15	16	12	12	DNC	72	15	2603
	16	2584	Martin & Linsey Spees	8		16	17	14	13	14	74	16	2584
17	2770	Bob Solomon & Dorita Roeschlein	8		DNC	14	DNC	DNC	DNC	82	17	2770	

AN INTERVIEW WITH MICHELE CARUTHERS

By the Wandering Y-Reporter, Y-0001

WYR: Michele, thanks for agreeing to be interviewed! How did you get interested in sailing?

MC: I sailed on Lansing Lake in MI when I was ten with my Dad while on vacation. Loved it....but he was a power boater who loved to ski. Marriage brought me to Neoga and I took a sailing class at Lake Land College. We sailed at Lake Mattoon and I started crewing for Lela Summers in Y1909 in '78.

WYR: And what brought you to the Y-Flyer?

MC: Y-Fleet 39 partnered with the sailing class so it was THE boat!

WYR: Do you do any other kind of sailing?

MC: Well, after I took the class, I got a Snark, and then Y 2340, but I have also sailed in Lasers, Sunfish and cabin boats.....sail boarding in my younger days....and have ice-sailed as well.

WYR: If you were to advise a newcomer, what would you tell them to do to get started in sailing.

MC: Invite them to sail, give them the helm and have FUN. Invite them again, and again.....

WYR: And how would someone interested in sailing at your club get involved?

MC: Invite them to sail with you. Or, have them ride on the committee boat to better understand how a race course works with the wind, etc., and then, get them to crew. When I got 2340, I only wanted to day sail at first, but I learned so much more from racing. Hooray for the blue fleet and the opportunities of the challenger fleet. Everyone is SO supportive.

WYR: Tell us a little about yourself. What are your top three favorite movies?

MC: Originally from Washington DC, I grew up in Champaign IL.....then went to NYC for retail merchandising. Macy's was my first job and I got to be a roller skating clown in the Thanksgiving parade!!!! Fell in love and landed in Neoga four years later and here I am. We recently built a log home near the Little Wabash River which feeds into Lake Mattoon. My favorite movies would be Aristocats, Blues Brothers and the silent movies of Harold Lloyd.

WYR: And your top three favorite musical acts?

MC: Blue Men, Stomp, Carol King/James Taylor

WYR: Do you have other interests or hobbies that might surprise those of us who know you?

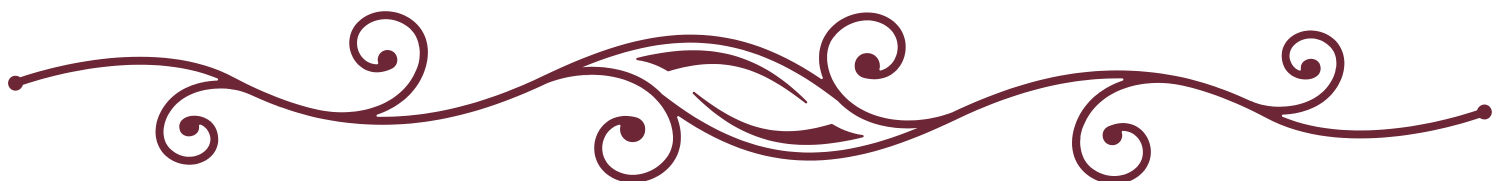
MC: Hunting arrowheads and wild mushrooms. I also play the harp. I was also the first woman to serve on the Neoga City Council as Commissioner of Public Health and Safety!

WYR: Thank you for taking time to be interviewed! Do you have any final comments?

MC: Thanks to the many skippers with whom I've had the privilege to sail.



Michele Caruthers jibes the whisker pole while crewing for Shelby Hatcher at the 2011 Mid-winter Championship Regatta in Columbia, South Carolina.



FRIENDS, FAMILY, AND FUN @ LAKE NORMAN'S LABOR DAY REGATTA

By Lyle
Miller
Y-2798

Another rewarding weekend was experienced for the sailors and campers at Lake Norman over Labor Day weekend. For those of us who traveled in Friday, we experienced a very violent storm that hit us just before sunset. Most of us agreed it was as nasty as anything we remember. Local weather stations recorded gusts approaching 40 mph. Two large oak trees went down, one missing David Parshall's SUV by about ten feet. David's reaction, instead of relief, was one of disappointment for missing an opportunity to obtain the down payment for a new one.



It was great to see long time Y-Flyer sailor Merrell Callen back in Y-417 to competing in the Lake Norman Labor Day Regatta. After Sunday's races, Merrill, along with his son-in-law Paul introduce Y-Flyer sailing to his grandsons. Could this be the rebirth of Y-Flyer sailing at LNYC?

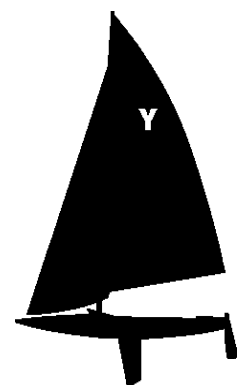
Many of us woke up Saturday morning in our vehicles as the campground was too saturated for tents, but Saturday's weather was nice with highs right at 90 and winds steady at 8-9 knots all day. For those of you who know what Lake Norman holiday weekend chop is like, you'll appreciate that this is the bare minimum to race, but the seven boats that registered managed to get in one very long and physically demanding race, which Shelby Hatcher won. She was all smiles when I pulled up alongside her after the race. All of us were happy for her, and quite honestly, happy to see someone give Dave Parshall a challenge for a change. Way to go, Shelby!

Winds started out better on Sunday at around 12 knots at 10AM. The WLW course was nice and short and allowed us to get in two races. Dave Parshall was back to his usual good sailing and won both Sunday races to take the regatta win. Shelby Hatcher received the 2nd place trophy.

There was one other very noteworthy event for Sunday in that a very familiar face was back in Y-417 racing with us this weekend, Merrill Callen. Merrill did more than just show up, he actually sailed very well, finishing in 2nd place on Sunday's first race. It was wonderful to see Merrill back on the water at Lake Norman. I expect to have many more sailors join Merrill and I next year?

I think I can speak for all of us who participated that we really enjoyed the sailing and catching up with each other. I never regret going to a regatta, and the 2011 Labor Day Regatta was no exception. Good friends, good family, and good fun on Lake Norman this weekend.

REGATTA RESULTS		Race	Race	Race	Total	Pos	
	Sail No	Skipper	#1	#2	#3	Score	
	2595	Parshall	2	1	1	4	1
	2763	S. Hatcher	1	4	3	8	2
	2746	Murphy	5	3	4	12	3
	2797	Miller	4	7	2	13	4
	2531	Streb	3	5	5	13	5
	417	Callen	7	2	6	15	6
	2762	N. Hatcher	6	6	Dns	20	7



A HILLBILLY WEEKEND IN MASSACHUSETTS

By Terry Frasier, Y-2804



Someone said there is no such thing as a Massachusetts hillbilly. Turns out , when you set up a horseshoe pit, the Massa'billies will come walking out of the woods. And when the hog callin' contest starts and the piggyback riding commences, they really know how to have a good time!

The Lake Lashaway Sailing Club hosted the annual Kenyon Cup Regatta and 14 Y-Flyers showed up to 'rassle for the trophy. Dave and Jan Irons from Illinois dropped by to lend their "ILLie-billie" expertise and ended up taking the K-Cup back to Lake Mattoon and Merrill and Maggie Callen came up from North Carolina and acted as "Billie-advisors" to make sure we all followed the official "Rules of the Hills."

Day one began with excellent wind velocities and some very interesting racing in typical Lasha-billie shifts. Three crews were in contention right from the start. Dave and Jan Irons, having traveled a far piece, had to fight off last year's champions Doug and George Sabin. Doug and George are LLSC members from Marblehead Holler. Andrew Pimental and Catherine Cotter Grosse, from over yonder at Sail Newport Mountain, also spent plenty of time up front.

The next tier of competitors consisted of Lashaway members "The Rickster" Manser from over in Andover, Jack "Nashabilly" Nash from down in the BaHaymows, and Terrible Turtle Terry Fraser facing off in a real feud. The regatta ended but the feud continues. The race committee got in three races on Saturday. All the sail'billies and their kin then gathered in Eric Nash's barnyard for an evening of hootin' and hollerin'. We all ate vittles, too! Lots of vittles.

A whole bunch of people toted burlap bags of wigglin' food for the table and Bob Latham and Ron Scholfield brought their shotguns for fishin'. I'm guessin' they missed because I didn't get to eat any bullheads. (That's Yankee-billie for catfish). Matt Lomme hosted the annual beer tasting on Friday evening at the welcome aboard party. The beer tasters made sure that every beer tasted real good.

Jim and Judy Hurley opened up their house and provided us with a huge Sunday morning brunch. It was raining cats and dogs but the Hurley family was ready and had set up a giant tarp off the side of their house for us to keep dry under. We were on our best manners and ate very mannerly! We got back to the lake around high noon and the rain had stopped. But so had the wind. For three hours we all stood there in a line like birds on a wire lookin' out at the water. We got tired'o doin' that, so we packed up and hitch'd the trailers.

Someone said it was time to eat and drink again, so we had another party and handed out awards! Thanks to all my Lasha-billy cousins for heppin' out putting on a big time! Ya'll come back now, ya' hear?



"Sailors, with their built in sense of order, service and discipline, should really be running the world."
Nicholas Monsarrat

KENYON CUP RESULTS	Sail	Skipper & Crew(s)	R1	R2	R3	R4	R5	Total	POS
	2082	Dave and Jan Irons	0.75	0.75	2.00			3.50	1
	2627	Doug & George Sabin	3.00	2.00	0.75			5.75	2
	28061	Andrew Pimetal & Catherine Cotter Grosse	2.00	5.00	3.00			10.00	3
	2712	Rick Manser & Kathryn Whitenack	4.00	3.00	5.00			12.00	4
	2806	Terry & Joanne Fraser	6.00	4.00	4.00			14.00	5
	2766	Jack Nash & Stan Kareta	5.00	6.00	6.00			17.00	6
	2764	Jim & Julie Hurley	8.00	7.00	7.00			22.00	7
	2677	Bob, Donna & Josh Latham	7.00	9.00	12.00			28.00	8
	267	Eric Nash & Leah Barton	9.00	10.00	9.00			28.00	9
	2707	John & Jackie Smith	10.00	8.00	10.00			28.00	10
	2671	Cathy Murray & Anne Dygon	11.00	11.00	8.00			30.00	11
	2568	Rich Goodell & Jack Syznal	12.00	12.00	11.00			35.00	12

2011 REGATTA DATES

March 5 -6	Midwinter Championship	Columbia Sailing Club	Columbia, SC	David and Amber Parshall
April 30 - May 1	AYC Open *	Atlanta Yacht Club	Acworth, GA	Mark and Jill Barton
May 7-8	Keowee Cup Open *	Keowee Sailing Club	Seneca, SC	Dan Eskew
May 14-15	Governors Cup †	Lake Barkley		???
May 28-29	Hawg Wild †	Grande Maumelle Sailing Club	Little Rock, AR	Drew and Evan Daugherty
June 20-21	2011 Junior Nationals	Lake Mattoon Sailing Association	Neoga, IL	Shelby Hatcher and Madeline Totten
June 22-24	2011 Senior Nationals	Lake Mattoon Sailing Association	Neoga, IL	Chet Turner and Zach Heinbaugh
June 22-24	2011 National Challenger Fleet Series	Lake Mattoon Sailing Association	Neoga, IL	John Wooschlagler & Paul White
July 30-31	Carolina Yacht Club Regatta *	Carolina Yacht Club	Charleston, SC	
July 30-31	Midsummer Madness	Chippewa Yacht Club	Medina, OH	Dave and Carolyn Shearlock
August 6-7	Kenyon Cup	Lake Lashaway Sailing Club	East Brookfield, MA	Dave and Jan Irons
September 13-14	Indy Outty †	Indianapolis Sailing Club	Indianapolis, IN	Bob and Sandy Rowland
September 3-4	Lake Norman Labor Day Open *	Lake Norman Yacht Club	Mooreville, NC	Dave and Austin Parshall
September 17-18	Whale of a Sail Open †	Carlyle Sailing Association	Carlyle, IL	Ben Guise and Mary Michaels
September 24-25	Lake Lemon Open †	Bloomington Yacht Club	Bloomington, IN	Bob and Sandy Rowland
October 8-9	Gilbert Beers Memorial	Atlanta Yacht Club	Acworth, GA	
October 15-16	Hospice Regatta *	Western Carolina Yacht Club	Anderson, SC	
November 5-6	Midlands Open *	Columbia Sailing Club	Columbia, SC	

* Helmsman Cup Series

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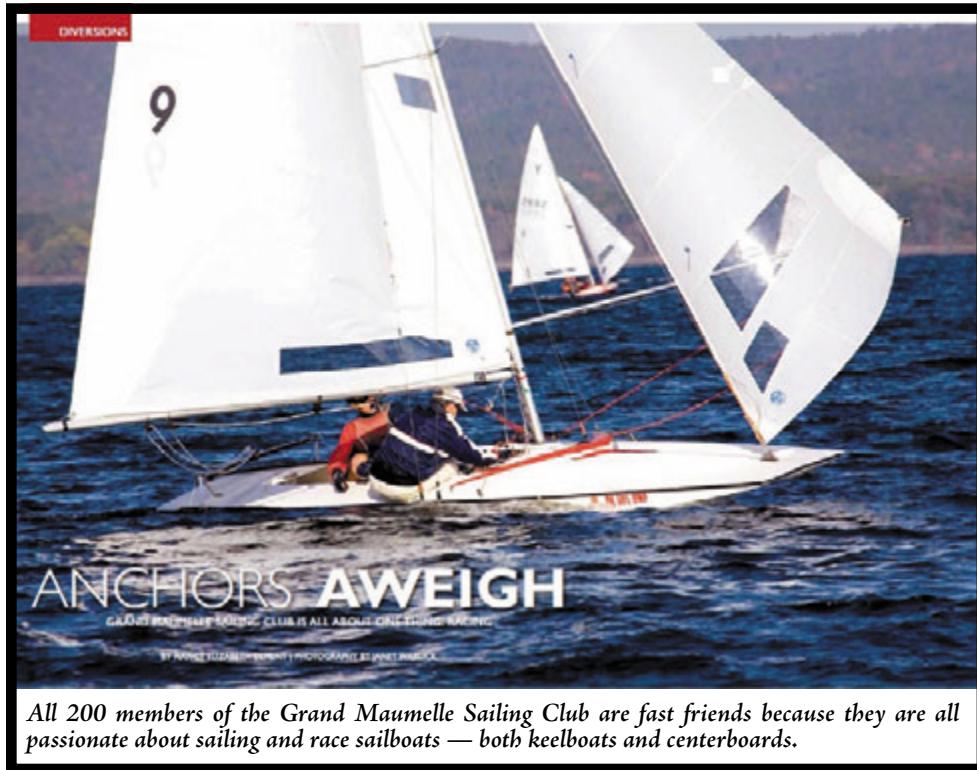
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This article was originally published in the June, 2011 issue of Arkansas Life, volume 3, number 10, and appears courtesy of Arkansas Life magazine. The article was written by Nancy Elizabeth Dement and the photography is by Janet Warlick.



The mandatory life-jacket flag flies high. The topic of conversation is the wind, blowing somewhere between twenty-five and thirty-five miles per hour. Some of the sailors sport faces lit with grins and wide eyes; others stare at Lake Maumelle with a crease between their brows. I swear I can hear their hearts pounding from two feet away.

As we're out on the water, with life jackets snug around our bodies, white caps bounce across the vast expanse of blue. Each time Joe Smith, the skipper and owner of Congruent, the J/24 sailboat I'm on with two crew members, yells "Puff!" I tighten my grip on the chrome railing. The large wave crashes on the hull. "Tack!" I duck. Smith pushes the tiller hard right, and the mast swooshes over my head.

A J/27 cuts in front of us. Nicole Claas Moore skips America Too, directing the five other crew members on deck. With wind like this, the "more meat on the rail the better," she tells me later. America Too makes her way toward the center of the

lake, where the other boats await her arrival, dancing around the invisible start line, eager for the cannon to sound the beginning of the Second Series Keelboat Race of the Grand Maumelle Sailing Club.



Sailboat racing doesn't come to mind when you think of Arkansas. Sure, we're known for our beautiful lakes, but these waters are most often associated with jet skis and speed boats, not old-fashioned, motor-free, rely-on-the-wind sailboats.

But every other Sunday on Lake Maumelle, members of the Grand Maumelle Sailing Club raise their sails and take on nature's challenges of wind and water — and each other.

"In Arkansas, it's not part of our culture, so a very small percentage of the population even knows we race sailboats," says Moore, the current commodore of the GMSC. She is the first second generation club member. Her father, Jon Claas, has been a member since the club's inception. "The only time they've seen [sailing] is with the Kennedys or Rockefellers. ... [Arkansans] get a misperception of it and think it's only a wealthy man's sport."

But the GMSC disproves this stereotype.

"We purposely don't call it a yacht club, to fight that image," says Max Mehlberger, member of the GMSC since 1967. To spread the love of sailing and ensure that the club continues to grow, the GMSC offers Adult Learn to Sail, a sailing course for adults held one weekend a year, and Junior Learn to Sail, a week-long program with education and hands-on racing experience.

The club's two hundred members vary in background, profession, and age. Dues are just \$50 a month.

So what draws members to Lake Maumelle year-round? The racing.

"We're competitive. What holds us together is the racing aspect," says Drew Daugherty, the son of the late Hal Daugherty, who was one of the founders of GMSC in 1959. "Here's why. If you're just sailing around, the guy with the most money has the most fun, but when you're racing and your boat is identical, it doesn't matter if you're rich, poor, fat, smart — it's all equal. Racing is what you have in common after the race."

GMSC has two distinct racing seasons — one for centerboards and one for keelboats. Centerboards — small sailboats, such as Y-Flyer or Hobie, that only require two to three crew members — are raced May through October; keelboats — larger boats, such as J/24 or J/27, that can be seen with four to seven crew members — are raced November through April.

"The founders of our club believed there are benefits to racing centerboards and keelboats," Moore says. "Everyone has the opportunity to benefit from racing both types of boats. Any skilled sailor will tell you any good keelboat sailor was first a good centerboard (dinghy) sailor."

"Most clubs [in the United States] shut down for the winter. We are one of the few clubs in a colder climate that race keelboats in the wintertime. Because of our milder climate, we can race year-round."

Mehlberger believes this is the secret to the club's success of more than fifty years. "Centerboards are the way to learn to sail," he says. "And our bylaws protect centerboard racing."



The GMSC held its first Y-Flyer National Regatta, also called Y-Nationals, in 1967. Drew Daugherty, a member of the GM SC, is the current Y-Flyer National Champion.

to Bermuda race with a crew of six on his ship *Pirate*, a Swan 38 built in Finland. With Mehlberger as skipper, the crew sailed 640 nautical miles, which took four days and 19 hours.

There have been many champions in the history of the club — eleven national champions, in fact. Pretty impressive for a small club in a state not known for sailing. As I look around at all the adults spending their Sunday afternoon out on Lake Maumelle and I think of all the time spent traveling and sailing, I am amazed. But as with any other sport or hobby, it's because they love it.

For Moore, it's the combination of the physical and the mental.

"You're depending upon the environment. There's a lot of different elements that come together to make it work, and I like the combination of challenges. And there is a thrill factor to it — an adrenaline rush. I once talked to a guy who used to jump out of airplanes, and he said the starting of a race is more exciting than that."

But it's not all competition. It's also camaraderie. When the race is over and the boats are tucked into their slips for the night, the sailors gather on the deck of the clubhouse overlooking Lake Maumelle. Tillers are replaced by cold beers, and commands such as "Tack!" are replaced by laughs. But while they're off the water, their minds are never far from sailing.

"The club quickly becomes the center of your social life," says Mehlberger. "You're all interested in the same thing — sailing — so you become best friends immediately."

Arkansas Life can be viewed online at <http://www.arkansaslife.com/>

For centerboard racing, the club uses One-Design to determine the winner. One-Design is a racing method in which all boats have identical or very similar designs or models, and every boat race is based on a single start time. For example, a Y-Flyer never competes against a Hobie Cat. Keelboat racing uses Performance Handicap Racing Fleet (PHRF), a handicapping system that allows dissimilar classes of sailboats to be raced against each other. This system allows the skill of the crew to reflect more than the superiority of the sailboat.

Most of the year, club members race against each other. But during the club's four regattas — the Spring Keelboat Regatta, the Fall Keelboat Regatta, the Memorial Day Weekend Hawg Wild Regatta and the Labor Day Regatta — Arkansans on their own turf get to challenge out-of-towners.

Mehlberger remembers the club's first big regatta. It was 1967, he had just joined the club, and Commodore Clark Gillespie committed the GMSC to the Y-Flyer National Regatta. "The Club had to get in high gear to get ready," Mehlberger says.

The members built the clubhouse, docks, and pavilions — starting the tradition of "doing things ourselves to save money and promote bonding among members," Mehlberger says.

"It was an incredibly successful regatta — really amazing for us. [The out-of-town sailors] went away singing our praises."

Members of the club also venture from the comfortable water of Lake Maumelle to compete, which, according to Mehlberger, is the only way to get better.

"If you're gonna grow, you gotta go," he says. In his long career of racing — he quit racing in 2005 after nearly 50 years of racing but still participates in club functions — Mehlberger traveled all over the United States and the Caribbean. He once won the Marion

SAILOR SPEAK

THE BITTER END

The end of an anchor cable is fastened to the bitts at the ship's bow. If all of the anchor cable has been payed out you have come to the bitter end.

DRESSING DOWN

Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called "dressing down." An officer or sailor who was reprimanded or scolded received a dressing down.

FOOTLOOSE

The bottom portion of a sail is called the foot. If it is not secured, it is footloose and it dances randomly in the wind.

OVERWHELM

Old English for capsized or founder.

RUMMAGE SALE

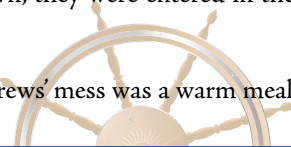
From the French "arrimage," meaning ship's cargo. Damaged cargo was sold at a rummage sale.

SON OF A GUN

When in port, and with the crew restricted to the ship for any extended period of time, wives and ladies of easy virtue often were allowed to live aboard along with the crew. Infrequently, but not uncommonly, children were born aboard, and a convenient place for this was between guns on the gun deck. If the child's father was unknown, they were entered in the ship's log as "son of a gun."

A SQUARE MEAL

In good weather, crews' mess was a warm meal served on square wooden platters.



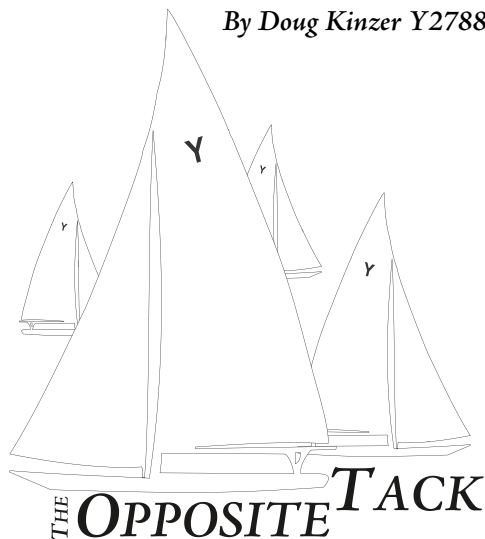
By Doug Kinzer Y2788

PUSH ME — PULL ME



On a recent Sunday at Lake Lemon, the Bloomington Yacht Club threw a new wrinkle into its race day. We sailed a round robin in which skippers traded boats between races (crews stayed with their boats) in an effort to gain experience in other classes. In this instance, there were three Thistles and my Y-Flyer, pretty much resulting in two skippers gaining experience in the Y for the first time.

One of the Thistle owners, Jim, brought a crew who was a very experienced sailor from England. Mark had sailed in college and most recently has been sailing Lasers. He came to the states to further his academic experience at Indiana University. He spent this day being the crew representative on Jim's Thistle. In the second race, one of the other "skippers" let Mark sail the boat, which was how I found out that he was pretty good. Mark won the race and I Thistle'd my way to second. I was feeling the pull to do well.



When I drew Mark's boat, the sailing was easy. He communicated very well. There were no surprise puffs, I always know where other boats were and Mark was actually willing to hike hard. Down wind, Mark was looking back for me to see what the others were doing and what we could expect wind-wise. I concentrated on keeping the boat moving and making good VMG to the mark. We won going away.

For the final race of the day, we all got back in our own boats. Mark skippered Jim's boat and I was happily back in the Y. We tended to migrate toward each other in pre-start maneuvering and ended up next to each other at the gun, though I had the upper hand. We dueled up the first beat and pulled away somewhat in the freshening breeze. The reaches were pretty much break-even but Mark got ahead of me (damned powerboat chop) and the second beat was another good fight. Mark put a good squeeze move on me at the top mark that I saw coming and I rounded right on his rudder. Keep pushing, always keep pushing.

Almost immediately after rounding the weather mark, the wind started to die. Mark went high for speed. All I could do was put the pole up and try to VMG to the mark. The other two Thistles caught us as well (damn flat-bottomed boats) and we rounded the jibe mark in fourth. The wind began to re-freshen on the next reach and by the leeward mark, we were third.

Mark tacked to port in the lefty and the other Thistles followed like lemmings. My only hope was for a.) more separation and b.) more wind. I kept going on starboard and got both. I hopped onto port at the layline and got right back on Mark's rudder. The final leg was a run to the finish and Mark wasn't going to let me by. We finished second by a boat length. I won on the Portsmouth Handicap, but I don't race that way. In my mind, I was second.

I was also very happy and juiced up for the first time in about 2 ½ years!

It was really great to have a pretty good sailor out there to race against. I'm the big gun on my lake (Pretty sad, huh?) and I experience a lot of success. I don't always win; conditions and different classes of boats make sailing a mystery at times. As a result, I can't tell if I'm doing well until I go to a Y regatta. Then the truth rears its ugly head, especially lately. There's a strong tendency to sail down to my own level of incompetence.

On this particular Sunday, however, I felt "good" again. There was a new gun slinger in town and it got my competitive juices flowing the way they used to. When I was ahead, I was being pushed to stay on my game. When behind, I was being pulled to the next level in order to catch the boats ahead. On the way home, after telling Lauren how much I enjoyed that last race, she said, "Yeah, I could tell."

In sailboat racing, it is really good to shake it up once in a while. Switching boats is one way to do it. Many Y sailors sail other classes as well. Bob Rowland sails Snipes. Several Atlanta sailors jump into Thistles from time to time. David Parshall is dabbling in Sunfish and other boats. I sail my Laser in our B fleet series. Whenever you can, grab opportunities to sail other classes once in a while.

The other good shake-up is to have a hot-dog sailor show up unexpectedly. I find my competitive nature gets stimulated; I get that "Oh yeah?" feeling and then I'm motivated to sail harder, faster and with fewer mistakes. By the time you read this, I will have gone up to Indy to sail with Fleet 8 for a couple of weeks before the Lake Lemon Regatta. Why? just for the heck of it with nothing at stake except the desire to get better. Maybe I'll be the one who pushes them. A win-win for everybody.

In the meantime, Mark will be in Bloomington for the next three years. Perhaps he'll keep coming out to the club to sail with us. I hope he does. I'd enjoy the push.

JIM HATCHER PASSES

GMSC Co-Founding Member

It is with a heavy heart that I announce the passing of my father, Jim Hatcher. James Arthur Hatcher, Lakewood, CO, was just shy of his 82 birthday, and passed away peacefully, with family by his side, Friday, July 29, 2011.

Born in Wichita, KS to Arthur Edwin and Nila Maurine Cooke Hatcher on July 31, 1929, Jim was raised in Oklahoma, and was graduated from Oklahoma City's Classen High School in May 1947. Jim attended the University of Oklahoma (OU) and in May 1953, completed his Bachelor's degree in Architecture.

In May 1956, Jim was graduated from the Massachusetts Institute of Technology (MIT) with a Masters Degree in City Planning. Jim was a practicing architect for over 52 years.

Jim was an accomplished sailor, and raced Y-Flyer sailboats. He was a co-founder of the Grande Maumelle Sailing Club in Little Rock, AR and even built a Y-Flyer, the Why-Not?, in his garage during the heyday of his sailing career. Jim passed his love of sailing on to his youngest son and two of his granddaughters.

When I returned to the Y-Flyer family after a 20 year hiatus, dad was eager to return to racing as well. He crewed for me in several regattas including The Beers, the Reunion Regatta, and his last voyage at the 2002 Nationals in Little Rock.

In late 2009, I had the opportunity to accompany dad to the 50th Anniversary Celebration of the Grand Maumelle Sailing Club in Little Rock where he was honored for his vision and work building that great sailing club. He was very touched by the out pouring of appreciation the current members showed him as well as the opportunity to connect with old friends.

In June of this year, Arkansas Life, ran an article on GMSC and in honor of dad, (Editor's privilege) I have obtained permission to reprint that article as it depicts the first rate sailing club that GMSC has become. While the actual title of the article is Anchors Aweigh, I like to call it, The Club that Jim Built.



JULY ANSWER

By Carl Owens, Y-Retired

In last month's quiz, we had no winner, so this must have been a good one!!! Answer:

This has all the makings of something ugly. Our port tack boats PW and PL are overlapped. PW must keep clear of PL, rule 11 Windward Leeward. Then along comes S close hauled on Starboard Tack. PW and PL must then keep clear of S, Rule 10 Port Starboard.

That makes S an obstruction to PW and PL and Rule 19 Room to Pass an Obstruction and Rule 20 Room to Tack at an Obstruction begin to apply to them. Rule 19.2(a) gives the right of way boat the option to duck or tack. For PL to tack, she uses rule 20 and hails PW to tack. PW is obligated and must immediately tack or say "you tack" and PL must also then tack.

So PL got her wishes and was able to tack after forcing PW to tack. Had there been boats to windward of PW they would have had to tack also after being hailed. Gets ugly on port tack near the weather mark.

Another caveat, had PL originally decided to duck S, she then had to allow PW room to also duck. Rule 19.2(b). What to remember. At the tiller the right of way boat gets to decide which way around an obstruction and if you duck you have to give room to an outside overlapped boat when ducking.

Keep in mind the rules are written to avoid collisions and around obstructions when a boat requests room to tack, it must be honored. And when it has forced another boat to tack, as in this case, it too must tack or it has committed a foul.

RULES QUIZ-JULY

This scenario is about 8 to 10 boat lengths from the Weather Mark. S thinks she is laying the Mark on the layline and is shouting "Starboard!".

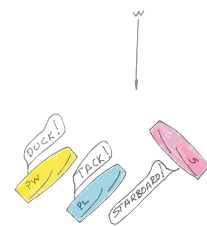
PL wants to Tack, thinking she can make or pinch up to the mark.

PW wants to Duck. Not only might she not lay the mark; she would then have to tack two more times in a contentious crowd. It would be ugly, better to duck, then tack only once, and lose no places.

Both Port Tackers have been very vocal. One yelling "Duck!" and the other shouting "Tack!". Something has to give.

Question

What rules apply to S, PW, and PL and how should it play out by those rules?



YFlyin'!!

2010 Results:
Nationals
 1,2,3,5
Midwinters
 1,3,4



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MADNESS REGATTA

MID SUMMER

RANK	BOAT	SKIPPER & CREW	FLEET	R 1	R 2	R 3	R 4	R 5	TOTAL	RANK	BOAT
1	2764	David & Carolyn Shearlock	39	1	4	1	1	5	11.25	1	2764
2	2802	Dave Irons & Chris Hinshaw	39	2	2	5	3	2	14	2	2802
3	2735	Bob & Sandy Rowland	25	5	1	3	2	4	14.75	3	2735
4	2789	Ivan & Ethan Baker	4	3	6	2	4	3	18	4	2789
5	570	Gary & Sandy O'Neil	4	4	7	4	8	8	31	5	570
6	2801	John Baker & Lucas Ruffing	4	9	10	6	6	1	31.75	6	2801
7	2686	Bob Denison & Howard Wolff	4	7	8	7	7	6	35	7	2686
8	2740	Bob Williams & Madeline Mehler	4	8	5	9	10	11	43	8	2740
9	2647	Tom Stannard & Joe Minor	4	10	12	DNF	5	7	45	9	2647
10	2701	Terry Fraser & Paul White	53	11	11	8	9	9	48	10	2701
11	2576	Greg Chaplin & Steve Vossberg	4	12	3	DNC	13	DNC	56	11	2576
12	2773	Andy & Kylie Baker	4	6	9	DNC	DNC	DNC	57	12	2773
13	2634	Dan & Alice Horwath	4	13	13	10	12	10	58	13	2634
14	2521	Steve Spoonamore & Jane Leiser	4	14	14	DNC	11	12	65	14	2521



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