

A PUBLICATION of the AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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## BRIGHTS TAKE BEERS!

By Brad Beebe Y-2692

Looking back on the 2011 Beers, three things come to mind. Wind, wind, and wind. Winds stayed in the 12 MPH range with typical Atlanta Yacht Club gusts for pretty much all of Saturday and Sunday, creating some great conditions for the Juniors, Gold and Blue fleets. The lake was, shall we say, depth challenged as it can be this time of year. But that was a minor nuisance because about the only gasoline burning boats on the lake were the committee, rescue, mark, and spectator boats.

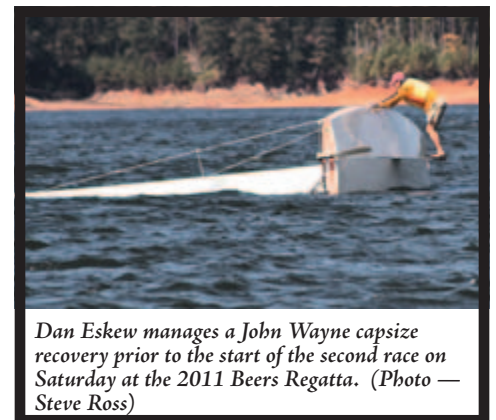
Friday started off with Karl Andersen's annual golf tournament. Ten players competed for the coveted green PFD. Pem Williams, Christa Ross and Steve Ross edged out the other teams to take top honors. Hungry golfers and non-golfers enjoyed Shirley Gore's traditional chili dinner before retiring to dreams of holes in one and perfect tacks.



2011 Beers Regatta Champions John and Andrea Bright make sailing in heavy air look easy as they managed a 2, 2, 1 taking home the silver with three points to spare. (Photo — Steve Ross)

Shelby was able to rustle up enough AYC juniors to put five boats on the line for the Junior races. She won with assistance from her able crew Drew Daugherty. Other AYC adults crewed for AYC juniors, which hopefully planted some seeds for future Y Flyer growth at AYC and elsewhere. Second place honors went to Rose Haisty and Carlin Hodges with Stephanie Benzur and Nile Hatcher finishing third. Brent Kunhel and Alan Thompson finished fourth followed by Savannah Hatcher and Buz Benzur.

On Saturday PRO Carl Owens and his RC team were able to set some nice, long courses both Saturday and Sunday. In the Gold Fleet, many of the usual suspects were battling it out for the top positions. Father-daughter team of John and Andrea Bright took it home with 2-2-1 scores. The top three boats were extremely close with scores from 4.75 to 7.75. Drew Daugherty proved he was better as a crew by coming in 2nd with Shelby Hatcher as crew. Dave Irons with crew Dan Koska coming in 3rd. Alan Thompson made the pack leaders pay attention with a 5th in the 2nd race on Saturday. Having little to lose, on Sunday he went for "all the marbles" but finished 14th. But he did walk away with his name on the Spike Wilson All the Marbles trophy. In the Blue Fleet, AYC's Oren Williams claimed to top spot with a 2-1-1.



Dan Eskew manages a John Wayne capsized recovery prior to the start of the second race on Saturday at the 2011 Beers Regatta. (Photo — Steve Ross)

Con't. on Page 3

## A•Y•F•Y•R•A

AMERICAN Y-FLYER YACHT  
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## Change of Address

Please notify the AYFYRA Secretary ASAP.

## Membership

\$35.00 per year

A FEW WORDS FROM  
EL PRESIDENTE

I'd like to introduce myself. I'm a man of many names. It all started back on the farm when the three males in the family were named Gary, Terry, and Larry. When Mom yelled out the back door for one of us, all three would answer. For a while I was called Terence. However, my sister Karen would answer the call. My brother Larry had the same problem but when he was called Laurence, my sister Lauren would think she was being called. On a farm there's a lot of yelling and this was a problem.

My second grade teacher called me Terry the Turtle. I didn't mind but since then I began to realize what she meant. Apparently I was a little on the slow side.

In high school Coach McAvoy couldn't remember my name, so he kept sliding me down the bench towards the water bottles. Basically he would say and point...."Hey, get in there."

One time I remember Coach McAvoy coming out the door of the school and yelling across the soccer field...."Hey, you've got to go home, your cows are out!" Well everyone on the soccer field started to run for their cars! That shows you how "country" I am and where I come from.

In college I was known as "The Country Kid" and this was at an Agriculture college, so I gather that the other Ag students were convinced that I was from the far side of hick town.

For the past few years I've been known as "el Presidente for Life" of the Lake Lashaway Sailing Club. Well, that life ended. And now a new life has begun as just "el Presidente." Not for life this time. I don't think I could stand going to another one of my funerals.

So, anyway, when you see me at a regatta....just call me anything you want.

## Goals

I'm looking forward to the next two years. But my goals are for six months at a time. From this October until March of 2012 I'm going to concentrate on a closer relationship with Canada, a big and successful national membership drive, template designs for cheaper regattas, and early plans for the Nashville Nationals and Canadian Internationals.

## Some Loose Ends

Just for fun, I stopped by the Championship of Champions Regatta at White Rock Lake in Dallas a few weeks ago. I took a lot of pictures and talked to a few competitors and regatta workers. We all probably know that our own Drew Dougherty is the US Sailing Chairperson of this yearly event and I need to let you know that he's got this regatta in great shape.

At the Nationals this year it was noticed that the foot measurement of the mainsails were a bit long on some of the newer North main sails. North Sails has offered to take back any sail made after May of 2009 to recheck the measurements and re-cut if necessary. The class has had a long relationship with North and I am impressed that they were so quickly on top of our problem.

One thing should be mentioned that if you have sold a mainsail that was purchased after this date please notify the new owner. The Nashville Nationals in 2012 will measure the foot of all mainsails with the required 10 pound pull. Even though sails may have a stamp from a previous Nationals the measurers will still check all sails at Nashville.

I was happy to choose Dale and Virginia Vogel for my first Presidential Award. It was presented on October 5th as a surprise at Dale's 85th birthday party. Paul White put together a little story about it in this edition of the Flyer. The class got a very nice letter from the Vogels.

See *El Presidente* on Page 8



Con't. from Page 1

The awards didn't end with the sailors. Each RC member was recognized with a repurposed tractor pull trophy. Rumor has it Donna Wagner was tired of looking at all of Craig's trophies, so she got to clean house and the RC got a nice laugh. Some of the trophies were about as large as the tractors themselves!

Carlin and Amanda Hodges ably organized and managed the event in DIY style, with volunteers handling all the meals. The high energy racing translated into the high energy party. No sitting around listening to some music this time. Everybody got to experience the thrill of competing in hula hoop and paddle ball contests.

At the closing of the regatta, Nile Hatcher (aka AYC's Secretary) surprised Amanda Hodges with a onetime award that he promised would leave her speechless. He delivered. He presented her with her grandfather's 60-year-old original AYC charter membership application in a frame. Suffice it to say, it did leave her speechless, but the tears said enough.

If you come to the 2012 Beers, you'll be treated to AYC's brand new clubhouse. The schedule calls for demolition and construction to be complete in time for the next Beers. AYC knew the cooler temperatures, pretty reliable winds, and lodging weren't enough to entice everybody, so they threw in a new building as an added incentive. See you next year!



*Pam Gore sailing the infamous Disco Darling had a little trouble in the heavy winds but vowed to try again for the 2012 Blue Fleet Championship. (Photo — Steve Ross)*



*Second place finishers Drew Daugherty and Shelby Hatcher (Junior Champion) show off their heavy wind sailing skills as they prepare for the next big puff. The winds were great all weekend at the 2011 Beers Regatta. (Photo — Steve Ross)*



*At the start of one of the races at the Beers Regatta, you can see why John and Andrea (Y-2632) finished so well because they start so well. They clearly won the start on this race. (Photo — Steve Ross)*

**GOLD FLEET RESULTS  
PAGE 4**

<b>BEERS BLUE FLEET</b>	<b>Blue Fleet</b>			<b>Number of Boats Registered:</b>			<b>7</b>	
	<b>Skipper</b>	<b>Crew</b>	<b>Sail #</b>	<b>Order of Finish</b>			<b>Total Points</b>	<b>Standing</b>
				<b>Race 1</b>	<b>Race 2</b>	<b>Race 3</b>		
	Williams, Orren	Holben, Britt Marie	2716	2	1	1	3.5	1
	Maassen, Kirk	Maassen, Kenneth	2211	1	2	2	4.75	2
	Eberhard, Paul	Eberhard, Debbie	2767	3	3	3	9	3
	Daniels, Al	Daniels, Kate	2742	4	4	DNC	15	4
	Gore, Pam	Green, Lydia	2517	DNF	DNC	DNC	19	5
	Ross, Steve	Ross, Christa	2593	DNC	DNC	DNC	21	6
	Beebe, Brad	Beebe, Kari	2692	DNC	DNC	DNC	21	6

BEERS GOLD FLEET

Gold Fleet			Number of Boats Registered:				20
Skipper	Crew	Sail #	Order of Finish			Total Points	Standing
			Race 1	Race 2	Race 3		
Bright, John	Bright, Andrea	2632	2	2	1	4.75	1
Daugherty, Drew	Hatcher Shelby	2763	3	1	2	5.75	2
Irons, Dave	Koska, Dan	2802	1	3	4	7.75	3
Passafiume, Tony	Passafiume, Vicky	2670	5	4	5	14	4
Parshall, David	Parshall, Amber	2595	6	6	3	15	5
Barton, Mark	Barton, Jill	2688	7	7	6	20	6
Hodges, Kate	Padgett, Alex	2799	9	8	7	24	7
Hodges, Amanda	Forsythe, Beth	2754	4	13	8	25	8
Black, Kevin	Black, Wanda	2752	10	10	9	29	9
Thompson, Alan	Thompson, Marie	2166	11	5	14	30	10
Hodges, Carlin	Gregory, Matt	2800	8	14	11	33	11
Womble, Jim	Bridge, Katherine	2714	14	11	13	38	12
Hatcher, Nile	Hatcher, Savannah	2762	16	9	17	42	13
Murphy, Charles	Reed, Don	2746	15	17	10	42	14
Dorr, Fred	Rogers, William	2715	12	18	12	42	15
Morse, Heather	Morse, Curtis	2646	18	12	15	45	16
Andersen, Karl	Tabor, Ken	2739	13	19	16	48	17
Passafiume, III, Anthony	Parker, Lisa	2757	17	15	DNF	51	18
Eskew, Dan	Dodd, Robert	2769	19	16	18	53	19
Woolschlager, John	Perez-Franco, Toni	2786	DNC	DNC	DNC	60	20

**YFlyin'!!**

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

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The only thing constant in life is change and so is true of the Flyer. It has been a great ride for the last two years as editor of the Flyer and I hope you have enjoyed the publication and changes that were made during my watch.

About six months ago I let everyone know that it was time for an editor change. During that six month period, former AYFYRA President Passafiume and our current President, Terry Fraser, received zero applicants for the job.

So, my wife, Lavon, stepped up and offered to accept the job. In partnership with HiRize Creative, the Flyer publication will not wither on the vine. I think that the entire AYFYRA Membership owes Lavon a great big thank-you. Lavon is committed to delivering a great product for your enjoyment, but there is a small catch...

Effective in 2012, the Flyer will move to a quarterly publication with a special edition dedicated to Nationals. The publication will only be offered in an electronic format on the AYFYRA website. By moving to an electronic version only, we can include a lot more pictures of regattas and events and even have an odd number of pages.

While we certainly understand some folks have a little slower internet connection, the publication will also be available in a single page download format. If that doesn't work, all we need is a volunteer to handle printing, folding and mailing copies of the Flyer to those who prefer that medium, please let us know and we can prepare you a file that can be used for a print distribution.

As I wrap up my two years at the helm, I would like to thank all of those who contributed regularly to the newsletter. Without the members sending us fodder, the publication just isn't possible. So special thanks to Doug Kinzer, Carl Owens, Jan and Dave Irons, Jack Klug, Charles Murphy, Terry Fraser, Lyle Miller, Evan Daugherty, Carolyn Shearlock, John Bright, Dan Haile and Shelby Hatcher....

**I couldn't have done it without you!!!**



From the  
**EDITOR**

By Nile Hatcher Y-2762

P.S. from the NEW editor – leaving the restrictions of printing means FREEDOM! So, if you see something on the web that is pertinent, funny, touching, or poignant, just send me the URL and I'll include it in the Flyer for everyone to enjoy! If you found a cute little sailing picture of your spouse falling off his Y-Flyer, we can put that in too! Got a new grandbaby? Got a new graduate? Got a new hairdo and want everyone to recognize you at the next regatta? The Flyer does NOT have to be limited to regatta recaps and upcoming events. We will have room to make it even more personable to the persons who fly on Ys.

Lavon [the.flyer.editor@gmail.com](mailto:the.flyer.editor@gmail.com)

## VOGELS RECEIVE 2011 PRESIDENT'S AWARD

By Terry Frasier, Y-2804

Dale and Virginia Vogel were honored with the Y-Flyer President's Award for their continuing and outstanding support of the Y-Flyer Class and Fleet 39 on October 5.

Fleet 39 had gathered for a surprise 85th birthday party for Dale and Y Secretary Paul White seized the opportunity to present the Award to Dale and Virginia.



Virginia and Dale Vogel receive the 2011 President's Award by Terry Frasier. (l to R Virginia Vogel, AYFYRA secretary, Paul White, Dale Vogel.

Dale built Y-1241, Orange Slice, in 1962 and was the support and lead for three building groups that built wooden Ys in the 1960s. When Charlie and Chet of Turner Marine began to mold fiberglass Y-Flyers, Dale was a big supporter with his knowledge of and the building of the Y. Dale was involved in the Y design change when the boat changed from the 3 stay rotating to the 5 stay fixed mast. He also was involved in the change of the rudder design from the Youngquist tear shape to the current extended length design.

Dale was the chief measurer for the Class for the 1966 National Regatta on Alton Lake on the Mississippi River.

Virginia and Dale were two of the charter members and lead supporters of the beginning of Fleet 39. While Dale was with the boats, Virginia was leading the social activities. For the 2007 National Regatta at Lake Mattoon, Virginia was responsible for all of the meals. She was the Regatta Chair for the 2011 National Regatta and responsible for the entire Regatta.

The Y Flyer class says THANKS to Dale and Virginia Vogel by presenting them with this award.

Dear Editor,

We, the members of the Y-Flyer Class, have had a growing sportsmanship problem and it is time to END it. It started years ago and serves us poorly.

It usually manifests itself after the completion of a Regatta or Nationals. Here is what happens; "So and So" fouled "Chagrined" and did no turns. "Chagrined" and witnesses "A" and "B" are distressed but do nothing. In another race, "Fitchadig" hits a mark and does no turn. Witnesses "C", "D" and "Chagrined" (another witness) are distressed but do nothing. After all, they want to display good sportsmanship. ( ? )

After a while, it is a contagion, and that leaves A, B, C, D and Chagrined, well, chagrined. They like "So and So" and "Fitchadig" and being the good sports they are, they would never protest. Somebody needs to do something. Are there no Rules? Not a good way to grow a Class.

This is not unique to us. It is a problem in many classes and impacts our sport.

The solution is to understand and adhere to the basic principle that guides the entire sport of sailing from Optis to Olympic racing. You will find it immediately after the Introduction at the top of page 3 under the heading of BASIC PRINCIPLE, Sportsmanship and the Rules. It comes before Part 1, Rule 1.

It reads "Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire."

A competitor must not only follow the rules; a competitor must also enforce them.

Everyone will follow the rules when they are enforced. As you have seen, the rules do not work the other way. They were not intended to.

Carl Owens, Jr.  
US Sailing Senior Judge

On October 5, 2011 we were presented with the American Y-Flyer Yacht Racing Association's 2011 President's Award. Paul White, AYFYRA Secretary-Treasurer, came to make the presentation on behalf of AYFYRA. We are most appreciative of the honor you have given us.

Thank you.

Receiving this award was a complete surprise. Fleet 39 met at the home of Barger and Betty Macy for a cocktail party to celebrate Dale's 85th birthday which was that day, October 5. Paul and Kay White came from Indianapolis to get a boat that Turner Marine had repaired. They came to the Macy's home and then Paul made the presentation. His remarks were most informative and he read the list of recipients from former years. A number of the recipients were from our Fleet 39. It is a joy to be on this impressive list of recipients for the President's Award.

Dale built our Y-Flyer, the Orange Slice, in 1963. Charley and Hope Turner were our sailing mentors...and competitors. We sailed competitively for some years, but in recent years health issues have prevented that. However, we have continually been privileged to serve AYFYRA and Fleet 39 in other ways providing support for the organization and recruiting new people into sailing Y-Flyers and joining the Association. Sailing the Y-Flyer has been an exciting and rewarding avocation for us. We intend to remain active and involved.

Again we say thank you for giving us this award.

Dale and Virginia Vogel, Y-1241

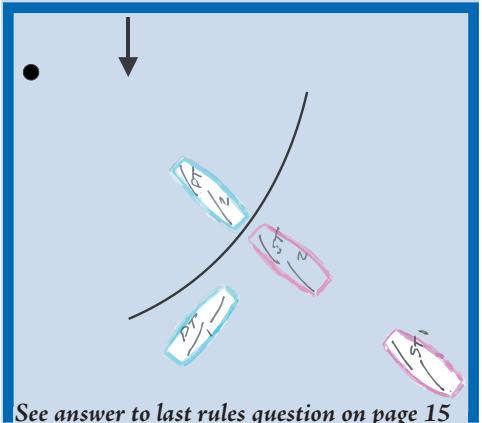
## RULES, RULES, RULES

By Carl Owens, US Sailing Senior Judge

Same situation as last month's except both boats are almost at the zone and enter the zone with ST overtaking PT

1. Does PT become the right of way boat? If so, when and why?
2. After PT reaches a close hauled course on Starboard; what obligations does she have toward Starboard.

The first person to answer the question correctly will have their choice of a Y-Flyer coffee mug or a window decal, compliments of V.I.P. Decals. Send your answer to [cpowensjr@bellsouth.net](mailto:cpowensjr@bellsouth.net).



See answer to last rules question on page 15

## Profile John Smith, Area 6 VP

Club: Lake Lashaway Sail Club

Home Lake: Lake Lashaway

Home Town: Latham, NY

Grew up in (states): PA

Started sailing at age: 15, started racing @ 18

First boat I sailed in was a: Sears Woodpecker (11' Styrofoam rowboat with a sail)

How did you end up sailing Y's: Moved up to an O'Day Surfwind (Sunfish type) and raced in a handicap group, wanted to race in a fleet and a Y-Flyer was the first fleet boat that was available. This was at Lake Glendale Sail Club near Altoona, PA.

Other one design boats I've raced/crewed on: Flying Scot

Favorite Sports Teams: Oakland Raiders

Favorite sailing movie or song: Master and Commander

What I do for a living: I own an office furniture installation company

Other sports I like: kayaking, hiking, cycling

Ambition in life: To stay healthy enough to enjoy my sports when retired.

In conclusion, anything else you want to say: My goal for the Northeast is to establish two more fleets while maintaining Fleet 53. This means support from other Y-Flyers and participating in open regattas to show off this great boat.

## Profile Terry Fraser, President

Club: Lake Lashaway Sailing Club

Home Lake: Lake Lashaway, Massachusetts

Home Town: Westerlo, New York, 45 minutes south of Albany

Grew up in (states): New York

Started sailing at age: 20

First boat I sailed in was a: Snipe

How did you end up sailing Y's: When we were living in Nashville in the 70's, a Y-Flyer zoomed past us. We bought one.

Other one design boats I've raced/crewed on: O'day Widgeon

Favorite Sports Teams: New York Yankees, Buffalo Bills, Syracuse Basketball Orange, Buffalo Sabres

Favorite sailing movie or song: Captain Ron

What I do for a living: RN at Albany Medical Center, 27 years on the night shift.

Other sports I like: downhill skiing, golf

Ambition in life: To live a long life

Would I like to be AIFYRA President in about 2 years: no

If there was a Y-Flyer Hall of Fame who I think should be the first 5 inductees: Charles Turner, Alvin Younquist, Jerry Callahan, Jesse Helms, Chet Turner

In conclusion, anything else you want to say: The future of Y sailing looks bright.



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# BOB ROWLAND IS TOP DOG FOR 2011 MID ATLANTIC CUP SERIES

By Dan Haile, Y-2784

We tried to schedule five regattas in the MAC series this year but only four of them actually happened. The Governor's Cup Regatta on Kentucky Lake could not be sailed due to extremely high water. Since we only had four regattas, the rules change slightly, so only two regattas were needed to qualify for the entire series (6 races). Twenty-seven skippers signed up for the series. .

The Hawg Wild was won by Drew Daugherty with three 1st place finishes. The top Blue Fleet finisher was Jack Klug. The Fleet Trophy was won by Little Rock.

Bob Rowland won the Indy Outy with a 1st, 1st, 2nd. There were no Blue Fleet sailors at Indy. The Fleet trophy was won by Indianapolis.

The Beer & Boats(Leukemia Cup, Whale of a Sail, etc., etc.) regatta was won by Ben Guise with a 2nd, 2nd, 1st. The top Blue Fleet finisher was Tom Barnett. The Fleet Trophy was won by Carlyle.

Bob Rowland also won the Lake Lemon Regatta with a 1st, 1st, 2nd. There were no Blue Fleet sailors at Lake Lemon. The Fleet Trophy was won by Indianapolis.

The end of season MAC trophies were awarded at Lake Lemon. Top honors for the Gold Fleet went to Bob Rowland. Dave Shearlock placed second, with Ben Guise finishing in third place. The First in Blue Fleet went to Jack Klug. The Fleet Traveling Trophy was awarded to Indianapolis.

The Fleet Traveling Trophy seems to have disappeared. At least I haven't seen it all year. Whoever has it, could you please contact me so I can retrieve it?

MAC membership is up by a couple of members from last year but it is still pretty low compared to the numbers we had 10 years ago. It was in the 40s then. I'm sure the economy has a lot to do with that. We all need to work on recruitment to get new members into our fleets and more boats travelling to these regattas.

I am still looking for a replacement MAC Coordinator for 2012. If you have the urge for this kind of abuse, let me or Paul White know. We can get you set up for all the abuse you can handle. (It's really not that bad of a job.)

I still have some T-Shirts left if anyone is interested. None of them are white.

## EL PRESIDENTE

I'm very honored to announce that Lavon Hatcher will be taking over as Flyer editor starting with the next issue. We owe a big thanks to Nile who has done a superb job as our editor for the past few years.

The new Flyer will be published digitally only. The digital version on the AYFYRA website will be in an easier format for slower computers to download. There will be five issues a year one of which will be dedicated to the Nationals.

And with that I'll end my new column but with a reminder that I keep a blog going where you can find out the latest doings of your el Presidente. Be sure to stop by and visit!

<http://yflyer.blogspot.com>



"I stopped believing in Santa Claus when I was six. Mother took me to see him in a department store and he asked for my autograph."

Shirley Temple

**"Land was created to provide a place for boats to visit."**

*Brooks Atkinson*

Place	Boat #	Name	First	Fleet	G/B	Hawg Wild			Indy Outty			Beer & Boats			Lake Lemon			TOTAL	Races	Best 6
																		ALL RACES		
1	2764	Rowland	Bob	25	G				1	1	2				1	2	2	9	6	9
2	2737	Shearlock	Dave	39	G	2	3	4	2	2	1	1	5	8	2	6	6	42	12	10
3	2752	Guise	Ben	30	G	4	3	4				2	2	1				16	6	16
4	2798	Daugherty	Drew	30	G	1	1	1				11	1	3				18	6	18
5	2632	Black	Kevin	8	G				6	7	5				6	1	4	29	6	29
6	2664	Roeschlein	Steve	8	G				7	3	4				8	8	1	31	6	31
7	2755	Miller	Dave	39	G	6	11	14				4	4	6	9	5	7	66	9	32
8	2788	Kinzer	Doug	13	G				5	2	9				3	4	9	32	6	32
9	2784	Haile	Dan	56	G				6	7	6	6	10	11	10	10	8	74	9	43
10	2782	White	Paul	8	G	9	7	14							5	7	3	45	6	45
11	2623	Stewart	Mike	8	G				8	9	10				7	9	10	53	6	53
12	2560	Klug	Jack	56	B	9	6	7				13	12	14				61	6	61



## Profile

### Kevin Black, Area 4 VP

Nickname: Hawaiian shirt guy, that \*#@! guy in the orange and blue boat, the guy who cooks in Indy, and my favorite, That Lucky Guy Married to Wanda!

Club: ISC - Indianapolis Sailing Club

Home Lake: Geist Reservoir - Fluky Luky Lake

Home Town: Indianapolis ( but a piece of my heart is in Chippewa and Lashaway)

Grew up in: Indiana

Started sailing at age: First time in a boat was when I was 10.  
First time I wanted to know how to really sail: 19

First boat I sailed in was a: Sunfish

How did you end up sailing Y's: Well DUH, You marry Wanda ROESCHLEIN and with 4 boats in the family, if you want to see your wife on the weekends, you learn how to sail. I stole Doug's crew too, he never really forgave me for that. Hee Hee

Other one design boats I've raced/crewed on: Thistle, Lightning, Snipe, Interlake, JY15, J24, Sunfish, Laser, Illusion.

Favorite Sports Teams: Colts all the way, tough year but I stand behind my boys in Blue. Indiana University, yeah they suck but diehards just don't quit, ask a Cubs fan!

Favorite sailing movie or song: Wind, great movie. I still love the line, "Lets roll tack this thing". A 12 meter??? Yeah right!! "Southern Cross" by Crosby Stills & Nash. Goose bumps every time.

What I do for a living: Construction Project Manager for Simon Properties

What I'd rather be doing for a living: Sailing, Construction Project Manager for Simon Properties. ( I really like my job!)

Other sports I like: Golf, Football, Auto Racing.

Ambition in life: Live life to fullest, make my wife and family happy and proud of me and with any luck make a few people smile along the way.

Would I like to be AYFYRA President in about 2 years: Been there, got the picture and enjoyed it immensely. It has been one of the highlights of my life to be try and give back to the sport and the class that have given me some of my happiest times of my life.

If there was a Y-Flyer Hall of Fame who I think should be the first 5 inductees: Paul White, for is tireless effort and his commitment to improving our class. (There ARE time I think he needs to be less committed, or maybe should be committed!) Jerry Callahan, Ole Hacksaw helped us get where we are. Thanks Jerry. Craig Wagner, Craig is a tough old guy gruff and hard as nails, he is also smart and caring as hell. His behind the scenes commitment to our class are vast and without limits. Thanks Craig. Charlie Turner, Charlie's foresight, ideas, innovation and desire made our class one of the finest examples of hand made craftsmanship there is. Well done sir and thanks. Chet Turner, Chet's continuation of design improvements started by his dad and his own ideas and solutions as well as his ability, craftsmanship and rigging ideas are not lost on the class. I just wish the class were bigger so more folks could enjoy the feeling of sailing a new Turner Y. Only Turner could build a boat that is as competitive 20 years later as a brand new one.

In conclusion, anything else you want to say: The Y-Flyer class is the most special group of people it has ever been my honor to know and be associated with. From Massachusetts to Arkansas they are the most giving helpful and unselfish group of folks there are. Wanda and I left the dock just last weekend in Atlanta, during the beers regatta, just sailing across the lake before the gun. The wind was blowing around 10 and we were both on the windward rail smiling from ear to ear. I looked at her and the other 30 some boats and said, "God, I love this!" Racing is fun and gives us a reason to get together all over and renew friendships and make new ones. Nothing beats a beautiful day on the lake with friends sailing a Y.

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By Doug Kinzer Y2788

# THINK WINNING IS HARD? TRY LOSING!



Lauren and I recently returned to the Indianapolis Sailing Club to sail on the original Indy Outty weekend. The official regatta had been moved to August, but the fleet still reserved the original September date. This presented the fleet with a golden opportunity to have their newer fleet members come out and sail in a very relaxed racing atmosphere and help them learn the process of getting around the course. Little did we, experienced sailors, know that we would also have a valuable enlightenment ahead.

We had sailed one race in light and variable wind. The course was not exactly square and we could just make the weather mark in one tack. The wind was beginning to clock to the right, which didn't help the situation any. However, since none of us really cared that much, the race committee didn't bother with any improvements.

Sensing an opportunity for some fun, Howard Roeschlein sailed by everyone between the races and covertly instructed all of us to "let Ken win this race!" Ken Gatesman and his girlfriend, Samantha, were new to the fleet and a very fun couple to boot. I was hip to Howard's little scheme; why not let a newbie get the lead while we all try not to pass him but instead help him along. Plus, he could experience the joy of "getting the gun."

The race started in the usual fashion. Everyone pretty much started on time and moving, but Ken had the best start. I started a little late at the committee boat and with the little shifts to the right, I was able to start over-shooting the mark. I did tack to port a couple of times because, in a rare fit of good luck, my boat speed was really good. I was scooting along really well, which makes it tough to lose. Remember, that was the plan.

I got well out to the right on starboard and almost mark-high. The solution to sailing the course would be to reach off and go to the well-over stood buoy. I had a chance to lead, which was not the idea. I shouted to Howard: "Now I know why [Bob] Rowland sails off and chases puffs!" However, I was getting "lucky"; my wind was dying a bit.

Ken got around first (so far, so good) with Steve Roeschlein second, Howard in third and Elwood Roeschlein in fourth. Howard and Elwood were so close that Stacy ran to the back of their boat and jumped onto Elwood's boat. Howard sailed away and had to turn around to fetch his crew. Stacy jumped in the water and started swimming to meet Howard half-way.

Meanwhile, Steve sailed very low on the reach toward the north shore. This reach was almost a beat and when Steve got near shore, he kept lifting and moving well. He was "bow out" on everyone but 150 yards to leeward. Since the wind had been clocking to the right (now the left), Steve was going to tack over and be able to fetch the mark about 200 yards ahead of everyone. Oops! His solution was to tack and foot way off and come back to the fleet.

At the same time, I was hard to the left (the same area from which I had approached the mark before rounding). I was also moving well and would have made the mark easily in no traffic. Uh-oh. I then footed way off. Ken was still leading. He was also on to us and was playing along with good humor and a real desire to learn. Kevin Black had sailed up behind him and was telling him what to do. "Ease your main!" "Heel the boat more!" "Don't jerk the tiller!" Ken was getting the hang of it pretty well.

In foot mode, Steve and I were heading right toward each other. Ken and Kevin were about 1 ½ boat lengths apart. Steve and I were both splitting between Ken and Kevin. I told Steve to go behind me so that we could "demonstrate macramé." That got a good laugh. But we both were flying, considering the wind. Meanwhile, Ken was actually beginning to build a lead since the rest of us were screwing up each others' wind. He again arrived at the mark in first place. Our evil plan was coming together nicely.

After rounding the mark on the one-lap windward-leeward-windward, Ken sailed to the finish and got his gun. The rest of us finished behind him and enjoyed a good chuckle about the whole thing. Before long, however, we were all commenting how hard it really was to lose.

In my habit of always trying to find the lessons in every race I sail, I soon came up with several things that had been re-illustrated to me. And he-e-e-e-ere they are!

1. Relax: Although we all want to win and accomplish victory, we usually do it under too much tension. I was sailing pretty well in this race because I didn't care how I did, other than the goal of LOSING. How weird is that?

Con't. on Page 11

2. Boat speed: This is the ultimate goal of every sailor and often the most elusive, especially in light air. We often slow ourselves down by over-thinking it. Sometimes it pays to just go with it. By not trying so hard to go fast, you might actually speed up a bit.

3. Sailing the course: In light air, the course is almost irrelevant. Go where the wind is. Try following the wind more and the course less. Don't sail to the next county, but try taking a flyer if you're going really fast and you're confident that you can get back to the mark.

4. Sail trim: I never over-sheeted in this race. I was following the sails and they were taking me places really fast. Normally, I unconsciously pull the mainsheet and end up slowing the boat. Since then, I've been trying to take my hands off of the mainsheet more.

5. Communicate: Through this little experiment, all of us conspirators were talking to each other. Most of it was goofy, but some was productive and helped us to avoid hitting each other. Why damage your boat when you're screwing around?

And finally...just laugh. Sailing is fun. Once in a while, when something bad or stupid or unlucky happens to you, just laugh. Sailors around you will think you're nuts...which might play to your advantage! A great way to practice this is to try losing. It's harder than you think!

## Profile Paul White, Secretary/Treasurer

Nickname: Paul White - Sox.

Club: Indianapolis Sailing Club (ISC).

Home Lake: Geist Lake (Reservoir).

Home Town: Indianapolis.

Grew up in (states): Indiana.

Started sailing at age: 33.

First boat I sailed in was a: Sailfish - 1958.

How did you end up sailing Y's: Started sailing a C Scow at ISC and the fleet died. I bought a Y because it was a scow something like the C.

Other one design boats I've raced/crewed: Spiegel mail order Styrofoam board boat, Thistle, Lightning, C-Scow, E- Scow, Sailboard, Interlake, Snipe, Laser, Butterfly, Highlander, Hobie 16, Catalina Capri 22, Hunter 260, Catalina 33 (actually owning 9 of these boat types).

What I do for a living: Retired engineer, now fully involved with sailing.

Ambition in life: To continue to involved with the amateur sport of sailing.

I have been AIFYRA Class Secretary/Treasurer since 1990 and would like to continue for about 25 years total if the Class supports me.

I was chosen by US Sailing as Sailor of the Week in May 2009 for competing in 200 consecutive MAC regattas (beginning with the first MAC regatta in April 1975). I received the US Sailing One Design John Gardiner Service Award for my contributions to One Design Sailing and class organization. I have been an ISC Director since 1972 and was ISC Commodore in 1984. Kay and I won the 2008 Y-Flyer International Regatta at Sudbury, ON Canada. I am certified by US Sailing as a Club level Race Officer and I am continuing with requirements to be certified by US Sailing to be a Regional Race Officer. I was the Principle Race Officer for the 2009 Y-Flyer National Regatta and will be the PRO for the 2012 Y-Flyer National Regatta.



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# 2011 HELMSMAN SERIES ROUND UP

By Charles Murphy, Y-2746

The 2011 Helmsman Series concluded with the Midlands Regatta at the Columbia Sailing Club. This year the series included six regattas: AYC Open, Keowee Cup, Carolina Open Regatta (Charleston), Labor Day Regatta (Lake Norman), Hospice Regatta (Western Carolina), and Midlands. Dave Parshall won the Series again this year with Dan Eschew close behind in second and Charles Murphy following in third. Congratulations Dave and thanks to all of the sailors who traveled to these regattas!

The Helmsman Series is intended to promote the Y class by sailing at regattas that are less well attended. Following several years growth, the number of Y sailors who regularly travel has diminished. Participation in the 2011 Series started strong with eight registrants but several of the regattas suffered from a lack of attendance. Looking back, scheduling may have been a deterrent—two of the Series regattas resulted in regattas on consecutive weekends. Perhaps participation this year is some reflection of the current economy and some wishful thinking when the 2011 schedule was selected.

With fewer sailors travelling, it is hard to be assured of a Y start unless there is a strong local fleet at the venue. Considering that all of the participants also traveled to Midwinters, Nationals, and Beers, the six regatta schedule might have been overly ambitious. Maybe there are better approaches. What about a one-day regatta? Your input on the schedule for 2012 would be greatly appreciated.

## Profile Dave Robson, Webmaster

Club: CSA

Home Lake: Carlyle

Home Town: St. Louis

Grew up in (states): Missouri and, occasionally, a State of Confusion

Started sailing at age: 13

First boat I sailed in was a: A Y, of course! Is there any other type of sailboat?

How did you end up sailing Y's: My dad bought Y-2303 in 1979 and I crewed for him. He then bought a new Y from Chet and I inherited 2303.

Other one design boats I've raced/crewed on: None with any consistency.

Favorite Sports Teams: St. Louis Blues and Cardinals

Favorite sailing movie or song: Hmm, drawing a blank

What I do for a living: Customer Service Mgr. and Small Business owner

## Profile Dan Eskew, Area 3 VP

Club: Keowee Sailing Club

Home Lake: Lake Keowee (SC)

Home Town: Does home town mean where I live now? If so, Seneca, SC

Grew up in (states): GA

Started sailing at age: 50, well at least this was the first time I did anything more than occasional sailing.

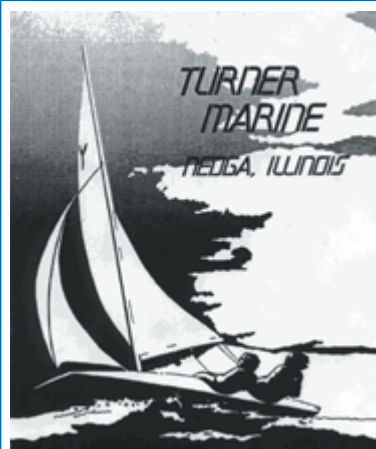
First boat I sailed in was a: Y-Flyer (At Georgia Tech Sailing Club)

How did you end up sailing Y's: Joined Heuston Sailing Association, there were several there and I liked the boat.

Other sports I like: Hiking

"Being on a boat that's moving through the water, it's so clear. Everything falls into place in terms of what's important and what's not."

James Taylor



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# AN INTERVIEW WITH RICK MANSER

## LAKE LASHAWAY CLUB PRESIDENT

*By the Wandering Y-Reporter, Y-0001*

**WYR:** Rick, how did you get interested in sailing?

**RM:** Well, in 1987 I bought a house on Lake Lashaway. Every Sunday during the summers I would sit on the dock or out in my powerboat and watch the races that were taking place. One day, I walked over to Peggy Bryant's house and asked where I could look at a new Y, thinking that if the price was right I would buy one and start sailing. The very next weekend after my inquiry, Jack Nash sailed over to my dock and asked if I'd like to crew for him. That was the beginning of the end for me in terms of sailing. Jack taught me the ropes and I was hooked. I had also married a woman whose father had a beautiful fiberglass Friendship Sloop. She loved to sail and he really wanted to have someone in his family share his interest. He was more than generous about letting me use his boat and, after a couple of lessons, the boat was essentially mine to use. These two happenstances created the perfect storm for me in terms of creating a desire to sail – and ultimately race.

**WYR:** When did you get your first Y-Flyer and how did that come about?

**RM:** After crewing with Jack for about four years Jack went to a regatta and brought back a used Y. Then he went out and bought a new one for himself, so he had three Y's. Jim Hurley bought Jack's original boat and I bought the other one we called "Snapper" that I still own today.

**WYR:** When you're racing, what do you feel are your strong points?

**RM:** Everything I digested on the topic of racing suggests that the most important thing you can do is care for and maintain your boat, essentially taking the equipment out of the equation. A boat will go as fast as it can go when two things are in alignment – you have a well maintained vessel and a skipper who's confident in that vessel. After that it comes down to learning your boat's performance characteristics and maximizing those characteristics to generate speed. The next steps are to develop a good feel for the wind, a sense of anticipation relative to where you stand in the fleet and where you want to be and focus on helmsmanship, helmsmanship, helmsmanship. Those things, in addition to honing the coordination with your crew are the secrets to doing well and my focal points during my years of racing.

**WYR:** And what areas are you trying to work on to improve?

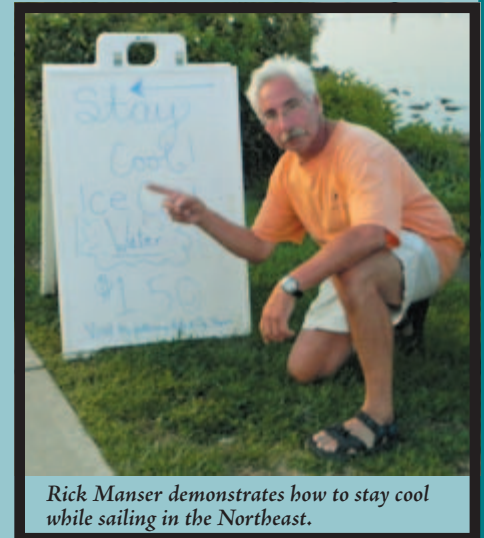
**RM:** I continue to work hard on the tactical aspects of racing -- having clear air, knowing your competition and trying to stay ahead of them, finding the new wind and being first to the windward mark. I'm also learning to not let my actions be dictated by my competition by being confident in my own decision making on the course. Although, I have to say, I did not succeed in all of the objectives this past weekend, during which Jack Nash beat me in two races by relatively close margins, largely due to not taking advantage of a wind shift and fouling Jack in the final leg of the second race for no good reason when I was in the lead.

**WYR:** And what other sailing have you been doing these past years?

**RM:** I've done a bunch of other sailing in the past twenty years. A close friend and I have explored a number of harbors in Massachusetts Bay and around the cape and islands. I've sailed up to Maine a couple of times in the Friendship Sloop and rented a boat from Laurence Rockefeller one year to see Bar Harbor, some neighboring islands, Castine, Southwest, Northeast, Camden and Stonington. We raced the Eggemoggin Reach – quite a thrill!. For many years a few of the Lashaway sailors and I would complete in the Friendship Sloop races run by the Corinthian Yacht Club in Marblehead, MA. and in the Labor Day Gloucester Schooner Festival. Kathryn and I have also spent a number of spring vacations in the Caribbean and have visited many of the islands there. On two occasions I joined Jack Nash to move his boat from Narraganset Bay to the Bahamas.

**WYR:** I should ask you as you are the president of the club, what are some of the good things that are happening at Lake Lashaway this year?

**RM:** The best thing we have going at the Lake Lashaway Sailing Club is the dedicated people who belong. They are always willing to sail, lend a hand, host a party and support the activities planned at our Kenyon Cup Regatta. This year we started racing sunfish prior to the Y-Flyer races and the turnout has been good. We were hoping to attract new sailors from around the lake but turnout there has been a little sparse. Like many older clubs, we're always interested in attracting new members to fill the slots of folks who age out. That's likely our biggest issue to be dealt with right now, but if the energy we've generated over the years can be mustered again I'm sure we'll succeed.



*Rick Manser demonstrates how to stay cool while sailing in the Northeast.*

# SHEARLOCKS WIN BIG AT WESTERN CAROLINA

By Terry Fraser, Y-2804

More than 70 boats converged on the Western Carolina Sail Club on October 14th, 15th, and 16th. All had come for a very good cause. The purpose: To show support and raise money for Hospice. And raise money they did. Sailors and sponsors raised over \$44,000.

The boats were divided over three race courses. Y-Flyers were on the dinghy course along with Flying Scots, Force 5's, and Buccaneers. The two other courses were a PHRF course and a distance course. All races were run simultaneously by three groups of race committees and support boats provided by a nearby power squadron on Lake Hartwell. Facilities at the club were more than adequate to handle an event of this size.

A Welcome Party on Friday night featured a snack table that continuously was being restocked, as well as a beer van provide by Carolina Beer, plus a wine table, plenty of other drinks, and disc jockey music and dancing. Tables of items that were up for silent auction bids, a cruising sailboat being auctioned off at a dock, raffles, Jell-O shots, and more....and every dollar raised went to Hospice.

The Competitors Meeting on Saturday morning featured speeches by the Director of Hospice of Upstate as well as a very moving talk by a spouse of a recent Hospice patient. We were organized into our racing groups and each course PRO was given time to describe what was going to happen on the water.

The winds on Saturday ranged from 20-35 MPH, building throughout the afternoon. On the Y-Flyer dinghy course we were able to complete two races before the PRO called it off for the day. As we left the race course at about 3PM we later learned that the winds at a nearby airport at that time were measured at 35 MPH sustained. Dave and Carolyn Shearlock won both Y-Flyer races.

There was still much of the afternoon left. The Carolina Beer van was opened and many of the competitors lazed around in the sunshine (80+ degrees temp) and in the 30+ MPH imbibing in the free brew. Many later attributed their wind burned faces to this time period! After an incredible Happy Hour everyone was surprised with the announcement that Olive Garden Restaurants had contributed 200 dinners to the event so as to allow every dollar of the competitors entry fee to go to Hospice!

As it often seems to turn out, on Sunday there was no wind. All the boats just floated and ghosted around for a couple of hours until all three race committees canceled racing. Most all non-motorized boats were towed back into harbor. The order of finish for Y's was Shearlock's first, Eskew second, and Fraser third.

The last award handed out on Sunday was the biggest surprise for all. The names of the winners of all divisions were put in a hat and the name of the overall regatta champion was drawn by the Regional Hospice Director. The name was Dave Shearlock! This means that Dave and Carolyn have qualified to compete in the Hospice National Regatta in Florida in the spring of 2012.

Next fall everyone should pencil this regatta into their schedule for the weekend after the Beers Regatta in Atlanta!

## Profile

### *Anthony Passafiume, Executive Vice President*

Nickname: T3

Club: HIYC

Home Lake: KY Lake

Home Town: Gilbertsville, KY

Grew up in (states): LA, KY

Started sailing at age: crewed for my dad at a nationals at age 6, we got 6th. Sometimes, I would fall asleep downwind.

First boat I sailed in was a: Sunfish

How did you end up sailing Y's: It's a Family Tradition

Other one design boats I've raced/crewed on: J22-J80, Thistle, Laser, Sunfish

Favorite Sports Teams: UK Wildcats, TN titans

Favorite sailing movie or song: Wind

What I do for a living: wish it was sailing, but I write mortgage loans

What I'd rather be doing for a living: Sailing

Other sports I like: running, Frisbee golf, golf.

Ambition in life: win a nationals, sail in the C of C with my dad

Would I like to be AIFYRA President in about 2 years: not really

If there was a Y-Flyer Hall of Fame who I think should be the first 5 inductees: Chet Turner, Charlie and Hope Turner, Tony Passafiume, Paul White,

In conclusion, anything else you want to say: Sailing is a lifestyle not a hobby.



# BLOOMINGTON YACHT CLUB HOSTS ANNUAL LAKE LEMON REGATTA

By Doug Kinzer, Y-2788

Thanks to all who came to the Lake Lemon Regatta. We only had 12 boats which means that only 12 Y-Flyers in the whole country had a TON of fun. We had 2 newbies join us as well. Tim Roualet sailed the newly refurbished "El Muerte Negro", number 2214, complete with all black hull festooned with decals of red dancing skeletons. Victor Goodman sailed Mark Esch-Williams' Y and is rumored to be buying it since Mark is nuts about catamarans...which means he's just nuts.

Friday night's pitch-in dinner of brats, salad, beans and other delicacies was a lot of fun and a great way to start the weekend for the Y fleet.

Kim Schilke greeted sailors with one of her famous breakfast creations for Saturday morning. Rain was forecast off-and-on for the day, but it was kind enough to hold off so that we could sail 3 races. Each race had a different winner as Bob Rowland won the first, Kevin Black won the second and Steve Roeschlein took the third. The fourth race was called off for approaching weather and building winds.

Fortunately, the rain again held off and the threatening aspects of the weather broke up, so it was on with the party. There was an awesome hors d'oeuvres layout courtesy of Lauren Kinzer and others. The beer flowed, as well as some Bloody Mary's courtesy of Steve's crew Karen. The Force Five fleet and a few of the Y's hung out at the campfire and swapped stories and met new friends.

I haven't been out on the circuit much, but I'd wager our dinner was probably the best. Tim arranged for our traditional smoker guys and they smoked turkey, chicken, duck and Cornish game hens...and a couple of briskets for the cardiac patients in the group. They also smoked and prepared squash and pumpkin. Holy cow. And there was plenty left over so that we did it all again for Sunday lunch!

The rain started around 11 pm and didn't stop until Monday morning. Yes, I said Monday morning. There was a brief window of opportunity on Sunday morning to race, but the forecast wasn't good, so racing was cancelled. Then the rain resumed so everyone could enjoy a wet boat-packing party. This multi-class regatta was a huge success and I sure hope we get more Y's here next year. The Force Five fleet had 11 boats, including one from Georgia and another from Canada. They're growing their participation. Let's grow ours and continue being the biggest fleet at the Lake Lemon Regatta.

**Christmas gift suggestions: To your enemy, forgiveness. To an opponent, tolerance. To a friend, your heart. To a customer, service. To all, charity. To every child, a good example. To yourself, respect.**

*Oren Arnold*

## RULES, RULES, RULES - SEPTEMBER ANSWER

By Carl Owens, US Sailing Senior Judge

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.

Q1. At what point does PT become the right of way boat?

A1. At the moment she is on a close-hauled course. (irrespective of sail trim) Rule 13

Q2. 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?

A2. At the moment (instant) PT becomes the right of way boat ST must have sufficient room to avoid PT.

Q3. 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?

A3. ST has to start maneuvering to miss PT the moment PT gains the right of way meaning the moment she is on a close hauled course. ST does not have to anticipate avoiding PT ahead of time. If ST must begin avoiding PT before she is the Right of Way boat; PT has fouled ST.



Drew Daugherty really nailed this quiz with the correct answers and was awarded his prize at the Beers.



## SEASON'S GREETINGS FROM FLEET 16 OF THE COLUMBIA SAILING CLUB!

*By Johnny Dotterer, Y-retired*

Please mark your calendars now for the weekend of March 2, 3, and 4, 2012, and plan to join us for the Y-Flyer Midwinter Championship Regatta on beautiful Lake Murray, South Carolina. We expect great weather and lots of fun! Let's make this Midwinter event the biggest turnout, ever 😊. Look for the NOR at [ColumbiaSailingClub.org](http://ColumbiaSailingClub.org) and click on the link for regattas.

### Profile Shelby Hatcher, Area 7 VP

Nickname: sometimes Sheluby

Club: AYC

Home Lake: Allatoona Lake

Home Town: Roswell GA

Grew up in (states): NJ and GA

Started sailing at age: 6

First boat I sailed in was a: Opti

How did you end up sailing Y's: my dad

Other one design boats I've raced/crewed on: Snipe, Thistle, 420, Laser

What I do for a living: Student

What I'd rather be doing for a living: haven't a clue

Other sports I like: Softball

Ambition in life: To be the best that I can be

Would I like to be AIFYRA President in about 2 years: I don't know! I don't think being president and college would mesh very well... Maybe in four years???

In conclusion, anything else you want to say: "The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."

*-William A. Ward*

*Best Wishes for a  
Wonderful  
Holiday Season  
from the  
American  
Y-Flyer Yacht  
Racing  
Association*

