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PASSAFIUMES TAKE MIDWINTERS - AGAIN!



The winning boat - Congratulations to the Passafumes!

If you missed the 2012 AYFYRA Midwinter Championship Regatta, you missed a great regatta with food, fun, friends and a gamut of wind conditions. Kudos to the Columbia Sailing Club (CSC) with a special shout out to Johnny and Rebecca Dotterer and the entire Parshall clan for hosting another great AYFYRA Midwinters Championship Regatta.

The good news, CSC has agreed to host the 2013 Midwinters regatta, but the bad news is that Johnny and Rebecca will be passing their regatta chairperson baton to someone still to be named. The Dotterer's have chaired this event for the last six years and did a wonderful job making sure the finest of racing conditions and Southern hospitality abounded. They will leave some big shoes to fill, so on behalf of us all, THANKS!

This year, the Saturday weather forecast called for a 90% chance of rain with winds 10-20. Dawning foul weather gear, the race committee took us out and we started on time, with the rain holding off all day. We sailed four races on Saturday in breezes from 1-10 and any combination thereof. After a wonderful BBQ dinner, we went to bed on Saturday with a forecast of heavy rain and winds 20-30 for Sunday morning. It was looking bleak. But alas, Sunday morning brought a revised forecast of sunny and

5-10 with 15-20 in the afternoon. As we sailed around the point out of safe harbor, we were greeted with white caps and Lake Murray's famous high rolling chop. The wind continued to build all morning with the final race being sailed in a high teen and low twenty breezes. As I heard someone exclaim, the weather man did not get a single forecast right all weekend.

With air temperatures on Sunday in the low 50's, four skippers and crew managed to test the variance in water and air temperature. It appears the water temperature was a little warmer, but once wet, the air temperature was just too cold for most to stay out.

Having to set courses in the varying conditions was a very challenging feat, however, the CSC Race Committee did an outstanding job. With an aggressive fleet of starters, even the "I" flag managed to make an appearance. Kudos to the race committee.

Congratulations to Tony and Vicky Passafiume who captured their fifth AYFYRA Midwinter Championship Regatta. Tony and Vicky won with 14 points just a head of Drew Daugherty and



Hang on! Here we go! So glad to have on foul weather gear!

A·Y·F·Y·R·A

AMERICAN Y-FLYER YACHT RACING ASSOCIATION

www.yflyer.org

EXECUTIVE COMMITTEE

President Terry Frasier
518-966-4101 pres@yflyer.org

Secretary-Treasurer Paul White
317-849-7588 fax: 317-841-9589
sec@yflyer.org

the FLYER Editor Lavon Hatcher
770-650-0890 the.flyer.editor@gmail.com

Measurement & Restrictions Committee Craig Wagner
770-974-0480 M-Rcbair@yflyer.org

Webmaster David Robson
314-993-4144 webmaster@yflyer.org

AREA VICE-PRESIDENTS

Area 1 (MO, KS, IL, WI)
Jack Klug 314-838-9809
area-1@yflyer.org

Area 2 (KY, TN)
John Bright 502-245-8223
area-2@yflyer.org

Area 3 (NC, SC)
Dan Eskew 864-882-2611
area-3@yflyer.org

Area 4 (IN, OH, MI, PA)
Kevin Black 317-862-2828
area-4@yflyer.org

Area 5 (AR, AL, LA, OK, TX)
Mark Barton 501-831-1321
area-5@yflyer.org

Area 6 (MA, NY, VA)
John Smith 518-786-1340
area-6@yflyer.org

Area 7 (GA, FL)
Shelby Hatcher 770-650-0890
area-7@yflyer.org

Area 8 (OR, WA, CA, CO)
Vacant
area-4@yflyer.org

the FLYER

410 Windswept Court
Roswell, GA 30075
770-650-0890 the.flyer.editor@gmail.com

Change of Address
Please notify the AYFYRA Secretary ASAP.

Membership
\$35.00 per year



A FEW WORDS FROM EL PRESIDENTE



The countdown to the 2012 sailing season has begun. Planning is well underway for the Nashville Nationals and the Sudbury Internationals. It's going to be a great year.

This is a good time to start thinking about who we know that might be interested in sailing. And start to talk to them about it. Another thing worth doing would be to contact old friends and lost members to see if they would consider re-joining AYFYRA. E-mail or call someone you know from the past. If we all found one old friend and got them to "re-up", the class could double in size in one year. It's worth a try!

In the meantime, many of us are looking at the regatta calendar and picking where we can race this year. For me, it's a matter of what regatta weekends don't conflict with family plans and work requirements. Like many, I start with regattas I've been to before and where I've had a great time. Then I look at the venues I haven't been to before and try to work some new places into my schedule. And of course, we all want to support our own home club regattas.

So, like every year, we have to look at how far our sailing budget dollar will go...especially with gas prices predicted to be on the rise again this year. There are many ways to stretch our sailing dollars. From double decking boats and splitting the cost of travel, to camping instead of a motel or staying at homes of host regatta families, to picking the cheaper regattas.....but all in all it comes down to the fact that many of us aren't attending as many regattas as we used to.

This year, even more than in the past, let's look at the cost of our home club regattas and see if we can make some austerity cuts, much like many of us are asking our politicians to make cuts in budgets and ultimately our taxes. We should be asking why sailors come to our regatta. Then address the questions of the costs that we ask our guests to pay. Some regatta hosts find free camping or homes for sailors to stay in. Some other regattas have severely cut trophy costs. Some have gone from three races to five or more as an attraction. Other things to take a hard look at are the free beer and maybe even the food. And there are many other cost saving ideas to save our guests some hard earned money. Wouldn't it be great if some of us could pencil in another regatta or two this year?

Hope to see everyone along the regatta path this year.



Can you bear the sails?

MIDWINTERS from page 1

Evan Daugherty with 15.25 points. Tony sailed to five, second place finishes and one, fourth place finish. Drew won three races, but had a 6, 3 and 4 leaving him just shy of victory. Rounding out the silver for the gold fleet was Mark Barton and Jill Barton.

My favorite old salt, Dave Shearlock with Lisa Parker as crew received the AHH... award for their fourth place finish. The Hodges travelled with three boats this year. It was great to see Clint and Kate back out on the race course. Clint, with Erika Keil as crew finished in fifth place. This was Erika's first time on a Y-Flyer and Clint showed her the ropes as he capsized in the sixth race.

After serving a wonderful pancake breakfast on Saturday, David and Amber Parshall sailed to a sixth place finish. Amber also secured West Marine as a sponsor and drew names out of a hat for door prizes after Saturday dinner.

Three of our Canadian friends travelled from the great white north with Warren Flannery and Jason Houghton taking seventh place overall, and first place in the blue fleet. Warren, welcome to the gold fleet. It also appears that Carlin Hodges found the old perpetual blue fleet trophy that had not been seen in about 20 years, so Warren was able to take home one more memento for his performance.

Meanwhile back at the battle of the Hodges, Kate Hodges and her sister NeeCee Coryall managed to beat Carlin and Amanda Hodges, a.k.a. mom/dad, payor of the regatta fees, chauffeur, etc., by five points.

In tenth place, the youngest skipper of the lot, 17 year old Shelby Hatcher managed to survive dry and intact. Dad only gained 48 new gray hairs on a few close calls, but she managed to hold her own even sailing amongst the big boys for most of Saturday morning. She even showed some kindness to her elders and did not shove Drew over the starting line when the opportunity presented herself. That act of kindness was paid back with a couple of port starboard crossings.

It was great to see Karen Dial and Diane Wrisley out in the Feline Flyer. In the third race, Karen came off of the line like a cat in water and never looked back taking second place honors. A new addition to the Y-Flyer Fleet, Craig Bennett purchase 2751 from John Rumsey and with Sam Gervas as crew cruised to a twelfth place finish. We hope to see a lot more of Craig and Sam in the near future. Welcome to the family.

Charles Murphy and Don Reed made the trek in from North Carolina. They had a great day on the water Saturday and an even better evening as we watched the North Carolina Tar Heel basketball team dismantle Duke. So what exactly is a Tar Heel, and if I tar on heel, wouldn't that slow me down?. Most be a North Carolina thing.

Once again Pierre Dignard double stacked down from Canada with his son-in-law and daughter, Rob and Suzanne Montgomery. Pierre and his crew Brian Martin finished thirteenth over all. They capsized in the sixth race, but managed to right themselves and finish. I guess to the Canadians, 50 degree water feels like a warm bath, so cold did not appear to be an issue. Rob and Suzanne split the skipper duties and with crew Paul Bergstrand sailed to a second place finish in the blue fleet. It is always great to see the Dignard clan as Rob and Suzanne bring me my Canadian peanut butter fix and I was out. If you are a peanut butter connoisseur, Kraft peanut butter from Canada puts Jiff to shame.

Least we not forget the Ohio State boys. On their annual boys weekend pilgrimage from Chippewa to Columbia, Ivan Baker, Nate Ireland, Tom Stannard and Justin Hermouth won the prize for the most creative double stack trailer ever seen. Using a 20,000 lb. equipment trailer, they managed to rig a stand and get two Y-Flyers on the road. The only problem, was at a gas station they were stopped by the state patrol and were notified they were a commercial vehicle and needed a log book and other D.O.T. equipment. I am not sure how, but they managed to only have to purchase a log book and were back on the road.

This regatta is one of my favorites. I have been going to Midwinters for the last nine years and am looking forward to number ten. If you've never been, you owe it to yourself to pack up, hookup and drag the boat for a great regatta. If you have been, it's time to come back, so make your plans now. I know that my friend and AYYFRA President Terry Frasier would agree, but alas, he was AWOL this weekend. Something about getting two feet of snow in northern New York and unable to break the trailer free to make the trip. We missed you Terry!



Y-2798, looks fast even in a still photo



The ghost boat with no skipper.



GRANDE MAUMELLE
SAILING CLUB

Grand Maumelle Sailing Club has just begun its second series in the keel boat winter season. The Y-Flyer fleet is really active this year. It has turned into quite a rivalry.

I am sailing with Mark Barton on his S2. Drew Daugherty sails his J24 with Leland Sykes and Evan Daugherty, Lisa Parker, and Allan Lumm (all Y-Flyer sailors!) as crew. Stuart Stough sails on another S2 with a Thistle sailor (boo, hiss). Jerry Carter skips his San Juan 7.7. Blake Byrd and Tom Genz sail with my father (a former Y sailor) on another J24.

Jerry usually does have a crew!

SECRETARY'S REPORT

By Paul C. White

The Class' Fiscal Year is from October 1 through September 30 but is hard to really separate it from the calendar year since the Class does little between the first of October and the first of the new year. FY-11 ended with 117 Active (boat), 16 Associate, 6 Junior, and 52 Crew members. The Class also gave 4 Free Active memberships to first time owners of a Y. With dues from these members, and other related income (not including donations), FY-11 ended with an income surplus of \$1,696 over expenses. Y-2701, which had been donated to the Class in 2010, was sold for \$5,000 after spending \$4,000 for travel to get the boat, sails, cover, and needed repairs to the boat and trailer. Y-2701 was a net donation of \$1,000 to the Class. The Class also received donations of \$790 from 17 Class members. A detail breakdown of all the income and expenses is available upon request to the Secretary.

The Class is a 501(c)3 Not For Profit incorporation. Related tax forms are filed annually with the IRS and the State of Indiana. The IRS requires that our investment income (bank interest) be less than 33 % our total income to continue as a 501(c)3 organization. Bank interest is low and our income comes primarily from dues. Our investments are only 1% of our income and the Class should continue to be a 501(c)3 organization.

The 2012 National Regatta will be held at the Harbor Island Yacht Club on the Cumberland River at Nashville, TN. HIYC is a Lightning and keelboat club and they have been doing the popular Lightning Bluenose regatta for more than 45 years. This will be an interesting and different regatta as there is occasional commercial coal hauling barge traffic on this winding river. You will be disappointed if you miss it.

The 2012 International Y Regatta will be held in Canada on July 26 – 28 at the Sudbury Yacht Club, Sudbury, Ontario. Registration is \$175 US. The important thing for us US sailors is we need a passport to cross the US – Canadian border. Getting a passport is easily accomplished at any Post Office but it requires \$135, a passport acceptable picture (if you don't have one, the PO will take your picture for \$15), and 4 – 6 weeks of waiting. For an additional \$60, the processing time can be reduced to 2 – 3 weeks. All of us who have traveled to Canada for this regatta have nothing but the highest praises for our Canadian friends and their hospitality. Even if you have just begun to think about sailing in this regatta, get your act together early and get that passport.



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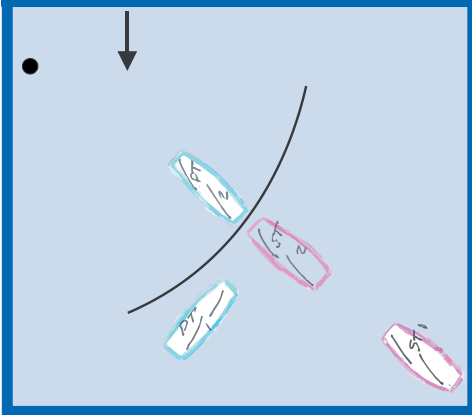
RULES, RULES, RULES

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.



ANSWER

1. This is the same situation as the last question excepting PT completes her Tack inside the 3 boat length zone. She is now clear ahead and has the right of way.
2. She becomes the right of way boat the moment she is on a close-hauled course. (irrespective of sail trim) . Rule 13.
3. In as much as PT completed her tack inside the zone Rule 18.3 will also apply. She is obligated not to hinder ST. She shall not cause ST to sail above close-hauled to avoid her or prevent ST from passing the mark on the required side and she must give mark-room if ST becomes overlapped inside her.

Unless ST has way over stood the mark, PT will be DSQ if ST luffs because she already is close hauled.

If ST elects to go between PT and the mark it is very doubtful PT can avoid ST.

If PT puts the tiller down to come up to give mark room she is moving her stern into ST's path. (Dilemma of a stern rudder)

Moral of the story: Tacking in the Zone at the weather mark is dangerous to your score.

[Click here](#)
to see
[the Flyer](#)
[Regatta](#)
[Schedule](#)

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. But how to prevent them from rolling about the deck?

The best storage method devised was a square based pyramid with one ball on top, resting on four resting on nine which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.

There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate called a "Monkey" with 16 round indentations. But if this plate was made of iron, the iron balls would quickly rust to it.

The solution to the rusting problem was to make "Brass Monkeys." Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey!" (And all this time, you thought that was an improper expression, didn't you?)

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Friday, May 25th

1800 Welcome Aboard Party at Pavilion. Beer and Cajun Dinner by Greg Bradley featuring Jambalaya, Beans, and Gumbo.

Saturday, May 26th

0900 Junior Y-Flyer Race (if enough sailors)

0930 Registration at Pavilion

1030 Skippers Meeting at Pavilion

1100 Harbor Gun

1130 Race 1, Races to follow

Lunch time TBD

1830 Dinner at Clubhouse (*Time may change due to weather*)

Sunday, May 27th

TBA Harbor Gun (but it will be early)

TBA Races planned for morning

No races will be started late in afternoon (time TBD)

Awards Ceremony at Clubhouse

Take Monday to drive back at your own pace and stay and party with us here Sunday night!

WE WOULD LIKE TO GET IN 6 RACES, IF POSSIBLE

Regatta registration fee

\$55 per boat, includes Fri. & Sat. dinners, Sat. & Sun. lunches for all crew

Registration for single-handed boats

\$35 per boat, includes 1 (same as above)

Additional Lunches

\$6

Additional Saturday Dinner

\$10

Please register for regatta and additional meal tickets as soon as possible to help with planning.

Register online the quick and easy way at www.gmsc.org, Upcoming Events, Hawg Wild.

HOUSING: We will try to provide housing to all who request on a first come first serve basis. Please call for a place to stay. If you are scared to stay with a GMS C member, there are plenty of hotels nearby.

FLEETS: Flying Scot, Hobie (all kinds), Thistle, Y-Flyer

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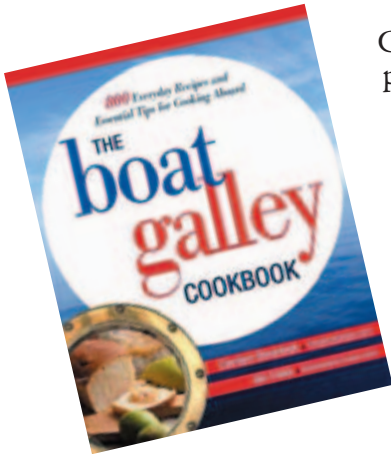
Jerry Carter

501-912-6507, jerrycbt@aol.com

Leland Sykes

501-993-5399, leland.sykes@yahoo.com

WHAT'S COOKING?



Guess what? Carolyn Shearlock (Y-2764) and Jan Irons (Y-2802) have a cookbook being published by McGraw-Hill/International Marine and [available on Amazon July 6, 2012](#). It's called *The Boat Galley Cookbook* and it's specifically designed for cruising sailors, but the information and recipes are great anywhere.

Both Carolyn and Jan have websites filled with articles relating to cruising – if you're thinking of chartering or buying a big boat, you'll find tons of useful information. Carolyn's is [TheBoatGalley.com](#) and – you guessed it – it primarily deals with cooking and food storage. Jan's is [CommuterCruiser.com](#) and provides ideas and resources for part-year cruisers. Both web sites have more information about their book, *The Boat Galley Cookbook*, which is available on Amazon.

Jan and her husband, David, have a Passport 37 and have been cruising the western Caribbean during the winter since 2004 – over 10,000 miles from Annapolis Maryland to Cartagena, Colombia and back to Florida and the Bahamas. Carolyn and her husband Dave lived aboard their boat and cruised full-time for 6 years, mostly in the Sea of Cortez but also in Central America. In 2008 they sold her and came back to Y-Flyer sailing.

Says Jan, "One of the things that makes cooking on a boat different is that you often need to substitute. If you're missing an ingredient with no store in sight and you don't want to leave the perfect anchorage, it's important to know what you can substitute. The same thing happens when we're home at Lake Mattoon!"

A good list of substitutions makes it easier. "As a result," adds Carolyn "we've put together a list of over 150 substitutions and even more make-it-yourself options."

Y-Flyer sailors may also find some of these useful:

Craving Mexican but don't have a taco seasoning packet on hand? Try our taco seasoning!

TACO SEASONING, EQUAL TO 1 PACKET

Mix together the following:

- 1 tablespoon chili powder*
- 2 teaspoons onion powder OR 2 tablespoons dried onion flakes
- 1 teaspoon ground cumin
- 1 teaspoon garlic powder
- 1 teaspoon oregano
- 1 teaspoon sugar
- 1/2 teaspoon cornstarch
- 1/2 teaspoon salt

*Chili powders vary considerably in their heat. If yours is particularly spicy, use less to start and add more to taste if desired.

To use for tacos, brown 1 pound ground beef and drain fat. Add 1/2 cup water and mix in above mixture. Simmer for 10 minutes, until thick.

Just bought some shrimp and forgot the cocktail sauce? No problem.... We like this better than all the store bought brands and now make our own every time.



COCKTAIL SAUCE FOR SHRIMP

- 1/2 cup ketchup OR chili sauce
- 1 tablespoon horseradish (to taste, we like more ... lots more!)
- squirt of lemon juice

Mix together.

NOTE: Many times when it's hard to find horseradish, you can find wasabi paste. The taste isn't exactly the same but it's still good – use about half the amount of prepared wasabi paste that you'd use horseradish.



MID-AMERICA CUP SERIES - 2012

By Dan Haile, Y-2784

There are seven regattas in this year's Mid-America Cup Regatta Series. The scoring system will be the same as last year, with a minimum of 9 races required to qualify for the year-end trophies. We will be awarding regatta trophies for 1st place in the Blue Fleet at each regatta as well as 3 Gold and 2 Blue Fleet year-end trophies.

For the complete rules, see the MAC section of the Y-Flyer website at www.yflyer.org.

The tentative MAC regatta schedule is as follows and is always subject to modification:

- ♦ **April 28 & 29**
Spring Open Dingy Regatta at Harbor Island Yacht Club, Nashville, TN
- ♦ **May 26 & 27**
Hawg Wild Regatta – Little Rock, AR
- ♦ **June 9 & 10**
Riviera Regatta – Lake Mattoon Sailing Association, Neoga, IL
- ♦ **August 11 & 12**
Beer & Boats Regatta, Carlyle Sailing Association, Carlyle, IL
- ♦ **September 8 & 9**
Indy Outty Regatta – Indianapolis, IN
- ♦ **September 16 & 17**
Beer & Boats Regatta (CSA Whale of a Sail) – Carlyle, IL
- ♦ **September 23 & 24**
Lake Lemon Regatta – Bloomington, IN

To supplement the dues, which we are holding at \$25 for this season, I will also be selling Tee shirts left over from last year at a reduced price since they indicate 2011. Your purchases of these Tee shirts help in covering the MAC expenses. Our treasury is very low, so we are dependent on your purchases to continue the series. Also, to keep expenses low, we expect to do most of our updates through the year with e-mail, so we are asking for your e-mail address. If you do not have e-mail, you may use the [Y-Flyer web site](#), or receive updates through the U.S. Mail by request.

Finally, let me put in a plug for each of the regattas. The Spring Open Dingy Regatta at Harbor Island Yacht Club is to give you a chance to sail on the venue set for this year's Nationals. However, all have a distinct personality and offer their own special brand of racing and camaraderie. If you haven't sampled each fleet's hospitality, you're missing out. Sooo, pull out your check book, write a little \$25 check to MAC and send it in with the form below to: Dan Haile, 275 Eastbrook Drive, Troy, Mo. 63379. We look forward to seeing you on the race course!

Dan Haile, Y-2784
2011 MAC Coordinator

MAC 2011 Registration

NAME _____ HOME FLEET _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE NUMBER _____ E-MAIL _____

SAIL NUMBER _____ GOLD Fleet _____ BLUE Fleet _____

PLEASE CIRCLE SENIOR JUNIOR ASSOCIATE

2011 Dues – Dues are \$25 for Senior skipper, \$5 for Junior skipper, and \$5 for Associate members. Junior Skippers are not 19 years of age on October 1, 2011. Otherwise, they are Senior skippers. Dependents of MAC members are automatically Junior members. Other Junior skippers must pay the dues set for Junior members.

Crews wishing to participate in the MAC racing series need not join MAC but may be associate members for the purpose of receiving newsletters and invitations to the MAC racing series.



From the **EDITOR**

By *Lavon Hatcher*

the.flyer.editor@gmail.com

Now that we have gone totally e-copy of the Flyer, we need more pictures and little bits of info... like a great one I got from Little Rock! "We have news from Fleet 30! Lisa Parker has purchased Joe's Y, so we have a new skipper! Welcome, Lisa!"

There has always been room for YFamily news like that... but now, we can also add a picture! Lisa! Send me a pic of you and your new boat! And if any of ya'll have a new grandkid – or a graduate – or you bought a new truck and want everyone to know who you are when you arrive at your next regatta, send me a picture or little blurb! the.flyer.editor@gmail.com

The next edition will be March/April/May news. Deadline will be May 23 for copy. I will take pictures up through the first of June so that you can send photos of your graduates and pics from The Hawg. There will be a separate edition just for Nationals.

Send submissions to: the.flyer.editor@gmail.com as you think of them, so they don't get lost in the daily shuffle!

NEW SAILOR!

We have one more news item from Fleet 30. Lisa Parker has purchased Joe Semberski's Y, so we have a new skipper.

We welcome Lisa as a first time boat owner.



Pierre Dignard cutting through the water on great wind at Midwinters



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By Doug Kinzer Y2788

MAKIN' THE LEMONADE



Inspiration comes from many places, but the recent e-mail chatter got my juices flowing, especially after I stopped laughing at some of it.

Everyone has heard the adage “If life hands you lemons, make lemonade.” That philosophy is readily applicable to sailboat racing. Obviously, we play a sport that throws the unexpected at us in the form of waves, variable wind, changing weather and the close proximity of other boats. We get to choose how we deal with all of these natural and semi-natural phenomena. However, there are other curve balls that come our way in sailing and we have to get over those as well.

Recent email traffic has revolved around the subject of race management and regatta organization. Passions often get aroused if things don't go as we expect. Tradition runs deep in the Y-Flyer class and occasionally, changes come along that threaten our traditions and invade our comfort zones. As we drive to the regatta, we spend at least some time wondering what new fates await us that often have little to do with sailing conditions. I'd like to address some of these in no particular order.

“Uh...where's the mark?” Have you ever rounded a weather mark, headed downwind and found no turning or leeward mark to be seen? I have. It is a bit disconcerting. “I'm sure the course is an Olympic,” you think. “I've born off X-degrees and there ain't no target.” What is a skipper to do? I can only tell you what I do. Normally, you'll see boats going right and boats going left. If the mark is not there, then I split the difference between the extremes. I go between the guys on the far right and far left. That way, when the race committee wakes up, or the mark boat gets that motor restarted, or God blows the unanchored mark into a line of sight, I haven't lost the entire fleet. Just the half that guessed right. What if I'm in the lead? Then I break with conventional wisdom and look back to see what the others are doing. They may know something I don't, even though I'm beating them. Take your cues wherever you can get them.

“They shortened the course again!” Yeah, great. Sometimes, the race committee will shorten the course a mere 75 yards ahead of the lead boat. What's the matter with them? Does the PRO have a hot date? Does someone have to pee? For cryin' out loud, what's the hurry? All good questions to be sure, but none of it matters. The fact is, suddenly you're on the finish leg and you need to consolidate your gains. If it's the last race of the regatta and you need to shave points, then get aggressive and sail your butt off. The most important thing? Stay calm. Nothing can change the fact that the finish is now a lot closer and you're not where you want to be. Advance as much as you can, but don't lose.

“Oh @\$%^&!!! We're finishing downwind!” This is always a hoot in the Y class. We virtually never do it, so when it crops up, we tend to totally freak. Why? Downwind legs, especially runs, are just as tactical as a beat. The angles are different, but the basic ideas are the same. Don't take a flyer. Don't bang the corners. Don't gybe 500 times. Finish your beer before it gets warm. Sail the run the same smart way you would otherwise. It's about staying on the longer tack. Boat speed is a premium since the angles are not as drastic. It's all good. You'll be fine. One difference? Your visibility isn't as good, so you need to find that finish line quickly. You're probably huddled on the low side with your crew right in front of you, the boom is hanging in your face and the jib is whisker-poled, thus cutting off the part of the lake you could see. Be aware of this and do the best you can to see where you're going. Your crew can help. So can your compass, assuming you have one, which I don't.

“Why are we going out in [too much wind, too little wind, rain, fog, locust invasion, earthquake, insert natural phenomenon here]?” Answer? Because you drove X-hours to get there, spent Y-hundred dollars on gas, lodging, food, beer, Prozac, and you want to have fun with your friends, that's why. I admit that I'm starting to get pickier about sailing in my old age, but if the committee leaves the dock, I'll make my choice and live with it. Odds are I'll sail, but I dislike drifters and Lauren dislikes heavy air. But if they go, we go. That's why I came in the first place. I don't have tolerance for the big-government types who think the race shouldn't be held due to some sort of AIFYRA legislation...and I'm a Democrat!

“I think I'll ruin the party and give them a piece of my mind.” Please don't. We in the Y class seem to talk a lot about problems and issues. That's because in the absence of same, there's nothing to talk about. No controversy? No problem. Thus, silence. This is true everywhere in life. What is the solution? When we discuss these issues, we need to do so in a friendly, civil, non-confrontational way. We're not Congress; we're just the Y-Flyer class. It isn't like the rest of the sailing world is looking to us to solve the woes of championship yacht racing. I'm certainly not.

“Hey, what kind of beer is this?” Okay, now we got a problem! Where's the regatta chairman? I didn't come here to drink crappy beer! I have better things to do with my life. If [Keystone Light/Natural Light/PBR/Bud Light/"insert name of crappy beer" here] is the best you can do, I'm not coming back. And further more...

Oh well. Pour me a lemonade. With a smile. And a shot of gin.



Tom Stannard, out in the mix



Dave and Craig duke it out, side by side. Wonder if there was any chatter between the two?

MORE MIDWINTER SHOTS



Kate shoots past in a blue blur



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Shelby, with Dad, Nile, as crew; Karen Dial with crew, Diane Wirsley



Mark Barton making his move Y-2688

A thirsty sailor runs from his boat to the nearest bar and shouts to the bartender, "Give me twenty shots of your best scotch, quick!" The bartender pours out the shots, and the sailor drinks them as fast as he can.

The bartender is very impressed and exclaims, "Wow. I never saw anybody drink that fast."

The sailor replies, "Well, you'd drink that fast too, if you had what I have."

The bartender says, "Oh my God! What is it? What do you have?"

"Fifty cents!"



YFlyin'!!

2010 Results:
Nationals
 1,2,3,5
Midwinters
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AMERICAN Y-FLYER YACHT RACING ASSOCIATION, INC.
EXECUTIVE COMMITTEE MEETING
February 16, 2012

ATTENDANCE

OFFICERS AND CHAIRS

President Terry Fraser
Secretary Paul
Web Master Dave

AREA VICE PRESIDENTS

Mark Barton
WhiteJack Klug
RobsonKevin Black
John Smith
Dan Eskew

Meeting called to order at 8:35 EST pm by President Terry Fraser. This Executive Committee meeting is a conference phone call between those present.

Members and Finances

Secretary White gave a report of the current Class membership count and finances and compared them to the average over the last 11 years. Paid membership consists of 62 Active (Boat Owner) 11 Associate, 2 Junior, and 20 Crew members. In addition, 3 First Time boat owners were given free dues, plus 6 Life members for a total of 104 Class members. The average number of paid memberships over the last 11 years is 95 Active, 10 Associate, 8 Junior, and 40 Crew. Senior Active members must pay dues 30 days before the National Regatta, May 21, to be eligible to compete in the 2012 Senior National Regatta. Junior members may join the Class as they arrive and register for the Junior National Regatta (no 30 day registration before the regatta requirement for Junior members). Of concern, as always, is the quantity of 2011 members who have not yet rejoined the Class in 2012. There are 74 Active members, 3 free first time boat owners, 3 Associate, 6 Junior, and 32 Crew, all members in 2011 who have not yet paid 2012 dues. A second request for dues will be sent to all 2011 members who will not have paid 2012 dues by the middle of April. The Class has received \$330 of donations from 6 different members. Unless most of these yet unpaid 2011 members pay 2012 Dues, the Class will end the year with a deficit. Forms to the IRS related to the 501(c) (3) public status were filed in January. The Class has a calculated number of 99 where a number greater than 67 is required to continue to be a 501 (c) (3) public corporation. The Class is Incorporated as a Not For Profit Corporation in the State of Indiana.

Regattas

The Mid Winter Regatta will be hosted by the Columbia Sailing Club on March 3 – 4. This is a Class sanctioned regatta and 2012 Class membership is required.

The Junior and Senior National Regatta will be held at the Harbor Island Yacht Club (HIYC) on the Cumberland River at Nashville, TN June 18 – 22. HIYC is primarily a Lightning Class, and keel boat club and they have been conducting the popular Bluenose Lightning Regatta for more than 45 years. The Cumberland River is a winding river with commercial barge traffic. Sailing the 2012 National Regatta will be different than most other places and interesting. A tentative racing schedule is for Juniors to first sail a practice race then sail the Junior Regatta beginning Monday morning. Seniors will sail a practice race Tuesday afternoon and then the Senior National Regatta beginning Wednesday morning. Senior racing will be supported by 2 US Sailing judges who have supported the Class at previous National Regattas. The regatta registration costs have not yet been determined but the Class will be notified as soon as they are available. Kevin Black and Doug Kinzer will be in charge of boat and sail measuring. Wanda Black is sewing a special 2012 Music City National Regatta Quilt that will be auctioned to the Class.

The International Regatta will be hosted by the Sudbury Yacht Club at Sudbury Ontario July 26 – 28. Spinnaker sails will be allowed on the sailboats. All US sailors participating in this regatta will need a US passport to cross the US – Canadian border. Passports can be obtained at any US Post Office for \$135 and require up to 6 weeks for processing. It was suggested that all US sailors traveling to Canada get a Proof of Insurance card from their auto insurance agent.

The first Mid America Cup (MAC) regatta will be held at and combined with the Spring Open Digney Regatta at HIYC on April 28 – 29. This will be an excellent time to learn more about HIYC before sailing there for the National Regatta. Fleet 56 at Carlyle, IL is returning the Beer & Boats Regatta to August 11 – 12.

The usual dates of the other Invitational Regattas were discussed and will be posted on the Class web site.

Being no further business, the meeting was adjourned at 9:10 pm EST

Paul C. White
Secretary

RIDE THE ARKANSAS RIVER!

On September 22, 2011 there was sailboat racing on the Arkansas River! Sailing on our river rarely happens, much less a regatta. The event was an exhibition regatta for sailboats from GMSC and row boats from the Arkansas Boathouse Club. The event was planned to publicize the restoration of the Junction Bridge. While the race was held, a viewing party was positioned on the bridge. Unfortunately a huge rainstorm moved in when the event was to kick off. Spectators were scared off and we delayed the kickoff a bit.

A race between two 8-man row boats was held first. Several of our GMSC members are also Boathouse Club members, so it was great fun to see how the sport worked. Getting 8 persons into a skinny rowboat without turning it over is a challenge. They must all step in at the same time.

Next we had two Y-Flyer races. There were 7 participants. We trailered our boats down to the river and set up prior to the storm rolling in. Once the rain cleared, we were ready. The current was minimal and the wind was light. The courses were set so that we had to sail underneath the bridge twice each race. It was crazy. When you got in the wind shadow of the bridge, the boat would stall. Any steering was a challenge and you just hoped that your momentum would push you out of the shadow. But it was a pretty big shadow, so it made for some lively competition.

Sheri Jo McLemore was the master of ceremonies on the bridge and she was assisted by other GMSC club members. After the race Rob Moore's band (husband of Nicole Claas Moore) performed while light snacks and drinks were served.

Growing up in Little Rock, I have always wondered about sailing on the river. I have sailed a windsurfer and canoed down by the I430 bridge, but have never gone out in the middle of the river. It was a great time. Looking up at the Little Rock skyline and sailing under the bridge was a wonderful experience. We are all looking forward to it becoming an annual event. Despite the rain running off many of our spectators, the event exceeded all participants' expectations.

