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2012 INTERNATIONALS

By Pierre Dignard



2012 Y-Flyer International Regatta, Sudbury Ontario, July 26 - 28

Amazing weather and three full days of racing, who could ask for more? What a regatta! Have we ever been able to sail 12 races before and maybe ever again? Competitors from Arkansas, Georgia, New York, Ottawa, Winnipeg and Sudbury converged at the Sudbury Yacht Club to share in camaraderie and competition.

Paul White, from Indianapolis, and local, Liam O'Toole, were the race officials and ran a challenging windward – leeward course that kept everyone satisfied.

American sailors, John & Andrea Bright, Mark Barton & Jill Barton, and Shelby Hatcher and her dad, Nile Hatcher, consistently led most of the races and finished 1, 2 & 3.

Local skipper Warren Flannery, and crew, Jason Houghton, from Winnipeg, New Yorkers Terry & Joanne Fraser, and local skipper Pierre Dignard & crew Tom Dwyer finished about 4 points apart each in positions 4, 5 & 6.

Locals Robert & Suzanne Montgomery and Juniors Bradley Sheppard and Marla Betts also fought it out for positions 7 & 8 with a four point spread.

New Yorkers John & Jacalin Smith, Ottawa skipper Richard Hart & local crew Nikolas Dasys and local junior skipper Nick Coutu and crew Luc Coutu also mixed it up and finished in positions 9, 10 & 11.

Special thanks to our support staff that made it all happen!

We were well fed ten meals each under the direction of Norma Martin and her assistants, Lilliane Dignard, Denise Sheppard and Roxanne Coutu. My injured crew Brian Martin designed and built all of the table flag decorations and table settings along with transportation and set-up.

Steve Sheppard, Michel Robineau & Patrick Yawney assisted with rescue boat duty along with our stewards to ensure safety on the water.

A•Y•F•Y•R•A

AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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A FEW WORDS FROM EL PRESIDENTE

By Terry Frasier, Y-2804



Random Life Lessons That I Apply To My One Design Racing
(or, I've Always Been Crazy But It's Kept Me From Going Insane.)

- A good strategy can make you a winner.
- Always have a "plan B." During periods of high cost of travel it's time to work on home fleet growth.
- Nothing in life is simple. Kinda like being a port tack boat.

There are at least four choices when coming up on a starboard tacker....duck and go, leebow, take your chances and cross, duck-wait-and-tack.

- Sometimes when you've earned the upper hand in life there are options to consider. The obvious solution is not always the best solution. Just like when you are on starboard and are approaching a port tacker: Do you want to continue on starboard? Do you want to maintain starboard tack? Do you want to make the port tacker tack and put him in your pocket?
- For every complicated problem there's usually a simple solution....and it's usually wrong. Never trust your chances to a protest committee.
- He who hesitates is lost. The phone rings. You pick up and say "hello." There is crowd noise and a couple of seconds go by before you hear a voice. Ah....a telemarketer! Hang up.
- I've never had one call right back and ask: "Did you just hang up on me?" Start planning your 2013 sailing year now.
- Give a little and gain a lot. Put in some effort, some time, some money, some advice, some support, or some spirit to your local fleet. You will get back more than you give.
- The secret to success in life is "risk management." Consider the consequences before taking a chance on a port cross in shifty conditions.
- Just play. Have fun. Enjoy the game. (*Michael Jordan*) This is why sailors race sailboats. This is why we race against our friends. What other sport do the competitors all get together after the game and party? Not many.
- If you're going through hell, keep going. (*Winston Churchill*) Bad start, on the wrong side of the lake, bad rounding, man overboard (oh wait....go back and get him...then keep going!)
- A child of five would understand this. Send someone to fetch a child of five. (*Groucho Marx*) The new Rules Of Racing come out soon.

And finally, Carolyn Shearlock and Jan Irons' new book is out. Let's all show support for their work and get your copy! "The Boat Galley" is now available from Amazon. We got our copy yesterday and it's pretty darned good!

From Your
Properly Elected
President,
Captain Terryble



Send Pictures! Send jokes! Recount a funny story from a fleet race or a regatta. the.flyer.editor@gmail.com



L-R Andrea Bright, John Bright and Paul White
John Bright accepts the newly polished cup. It was his and daughter Andrea's second consecutive International Championship win.



Mark Barton and sister-in-law Jill Barton show off their Second Place Finish awards

2012 Y-FLYER INTERNATIONAL CHAMPIONSHIP REGATTA

INT'L RESULTS

RANK	BOAT	SKIPPER & CREW	FLEET	TOTAL AGE	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	R 11	R 12	TOTAL	RANK	BOAT	OLD SALT
1	2632	John & Andrea Bright	USA	76	2	1	1	2	2	1	2	1	1	3	1	1	13.25	1	2632	75
2	2688	Mark & Jill Barton	USA	100	1	2	2	1	3	3	1	3	4	1	2	2	20	2	2688	98
3	2763	Shelby & Nile Hatcher	USA	70	4	3	4	3	4	2	6	2	2	2	3	DNC	35	3	2763	67
4	2669	Warren Flannery & Jason Houghton	CANADA	74	5	5	3	4	5	5	5	4	5	6	6	3	50	4	2669	70
5	2806	Terry & Joanne Fraser	USA	119	6	6	8	6	1	8	3	6	3	4	7	4	53.75	5	2806	114
6	2776	Pierre Dignard & Tom Dwyer	CANADA	98	3	4	5	7	6	6	7	5	7	5	5	5	58	6	2776	92
7	2710	Rob & Suzanne Montgomery	CANADA	71	7	8	7	8	7	7	4	7	9	7	8	6	76	7	2710	64
8	2620	Bradley Sheppard & Marla Betts	CANADA	29	8	9	6	5	8	4	8	8	8	9	9	7	80	8	2778	21
9	2707	John & Jacalin Smith	USA	120	9	7	9	9	9	9	9	9	6	8	DNF	DNC	95	9	2707	111
10	2404	Richard Hart & Nikolas Dasys	CANADA	74	10	10	10	10	10	10	10	10	10	10	4	8	102	10	2404	64
11	2700	Nick & Luke Coutu	CANADA	60	DNC	DNC	11	11	DNC	DNC	11	DNS	11	11	10	9	118	11	2700	49
	DNC	Did Not Compete			11	11			11	11			11			11				
	DNS	Did Not Start										11	11							
	DNF	Did Not Finish											12		11					
		Ave Wind Speed			8-10	8-10	5-8	10-14	10-15	8-12	8-12	7-12	8-12	8-12	8-12	4-10				



AYFYRA Jr. National Champion, Shelby Hatcher, and her dad, Nile, take home 3rd Place Honors.



The award winners gather for their place in history at the 2012 International Championship Regatta, Sudbury, Ontario, Canada

SHELBY HATCHER HELPS U.S. TAKE 1, 2, 3 AND 5 AT Y-FLYER INTERNATIONAL CHAMPIONSHIP REGATTA

By Nile Hatcher Y-2762

With passports in hand and dad at the helm of the truck, I-75 became home for almost two weeks where once again the Hatchers hit the northern road for a warm-up regatta at Chippewa Lake, Ohio and then on to the Y-Flyer International Regatta at Sudbury Yacht Club in Sudbury, Ontario.

Shelby once again attained rock star status using the excuse she had to work on Thursday and Friday, so dad would tow her boat to Akron, Ohio, pick her up at the airport and drive the thirty minutes to the largest natural lake in the state. As she arrived at the Chippewa Yacht Club, (CYC), she was greeted by her throngs of fans with her tent pitched, bed made and boat rigged. Oh wait, her throngs of fans had already gone to bed as her flight from Atlanta was over two hours late, but at least she had a place to sleep and her boat was rigged.

CYC put on a great regatta sailing five races in good but shifty wind on Saturday and two races in a little lighter air on Sunday. After Saturday's racing, Shelby was in third behind Bob and Sandy Rowland of Ohio and Mark and Jill Barton of Arkansas. Ivan Baker of CYC was a few points behind in fourth, but managed two bullets on Sunday, and when all was said and done, had traded places with Shelby. But hey, fourth place in that crowd, we'll take that any day. This was Shelby's first ahhh.... award as they only paid three places.

Undeterred, off we went to spend a couple of days in St. Ignace, Mich. and a day at Mackinac Island. While on the ferry to the island, we had the pleasure of being surrounded by a pack of Chicago-to-Mackinaw boats as they passed under the bridge. What a cool sight. As the morning wore on, the harbor filled with 360 boats and hundreds of sailors, well doing what sailors do after a long race.

On Wednesday, we continued our trek up I-75 crossing the border at Sault St. Marie, then heading east to Sudbury for Shelby to sail in her first Y-Flyer International Championship Regatta. Thursday morning brought 70 degree temperatures and winds 15 - 20 mph. As we readied the boat, we both commented that it was July and we had bibs and sweatshirts on, something was wrong with the picture, but hey, the winds were great. After sailing four races with finishes of 4,3,4,3 she held on to third place after day one.

Friday brought another day of great winds and better finishes as she managed to start scaring the leaders, John/Andrea Bright of Kentucky and Mark/Jill Barton, with a couple of close finishes for scores of 4,2,6,2. Gaining more confidence as the regatta continued, she was ready for Saturday's racing, but the forecast started to look a little light.

On Saturday morning the winds were cooperating and she was off to a great start beating both leaders, one in each of the first two races finishing 2, 2 and 3. The Canadians were flying their spinnakers, but still couldn't catch the leaders going downwind. When we broke for lunch, the winds were fading fast and the lake started to look like an ice rink. We sharpened our pencils and factored in a throw out, we could not move up nor down in the standings, so third place was locked. We decided to pass on sailing the twelfth race in what looked like a drifter and threw out the DNC.

After all the points were tallied and the throw-out applied the top finishers were:

1. John/Andrea Bright - U.S. Kentucky - 13.25 points
2. Mark/Jill Barton - U.S. Arkansas - 20.0 points
3. Shelby/Nile Hatcher - U.S. Georgia - 35 points
4. Warren Flannery/Jason Houghton - Canada - 50 points
5. Terry/Joanne Fraser - U.S. New York - 53.75 points

As a father, it is truly cool watching your kid develop a love for your favorite passion and exceed your skill level in just a few short years. I was allowed to call puffs, boats and balance the boat. Shelby handled all the tactics and called shifts like she has been doing this all her life, oh, wait, she has been doing this all her life. Her success this summer is great reflection on the quality junior program we have at AYC. When you throw in a little mentoring from some old salt skippers, (Doug, Steve, Pat, Anthony and Drew) you have a recipe for turning out competitive sailors and building the foundation of our sport years to come.



Shelby Hatcher and her dad head downwind on Ramsey Lake.

ATLANTA HOSTS Y-FLYER NATIONALS

By Nile Hatcher Y-2762

Y-Flyer Fleet #1 is proud to announce that the Atlanta Yacht Club has been chosen as the host site for the 2013 Y-Flyer Junior and Senior National Championship Regattas to be held June 17 - 21, 2013.

Plans are under way to top the ginormous turnout we had in 2008, so be sure to mark your calendars now as we plan to put fifty boats on the line. The theme for the regatta will be a good old fashioned Y-Flyer Family Reunion, so even if you no longer sail, make plans to come join us for this once-in-a-lifetime event. All family members are welcome.

For the competitors, we will provide housing on a first-come, first-served basis with paid registrations, and all the food and fun you can stand for week. Yes, Lavon is cooking, so you know you won't go hungry. For non-sailors, meals and spectator boats will be available, so take advantage of a great opportunity to renew old acquaintances and make some new ones. Bring your old pictures, publications, stories and tall tales. Let's have a grand time swapping stories of the glory days and making new stories to tell in the future. Who knows, prizes may be awarded for the biggest whoppers...

Did I mention a new club house? We need you to come and help break-in our brand new clubhouse. Byran's Bar will be back by popular demand along with all the accoutrements you have grown to expect when AYC hosts this prestigious event.

As with all family reunions, there are still clans within the family, so be prepared to match your bocce ball, corn hole, shuffle board and horseshoe skills against those of rival clans for bragging rights. Don't let your clan down as they can be made up from sailors and non-sailors, so bring in a ringer!!!

Did I mention to mark your calendars now? Did I mention once-in-a-lifetime? Did I mention free housing for the competitors?

We look forward to seeing you at Allatoona Lake in June,

Uncle Nile, Aunt Lavon, Cousin Shelby and Cousin Savannah Hatcher - Regatta Chairs



Repairs on Y-2762 revealed archeological proof that the hull was, indeed, built by Chet.



These socks were made fer' sailin'!

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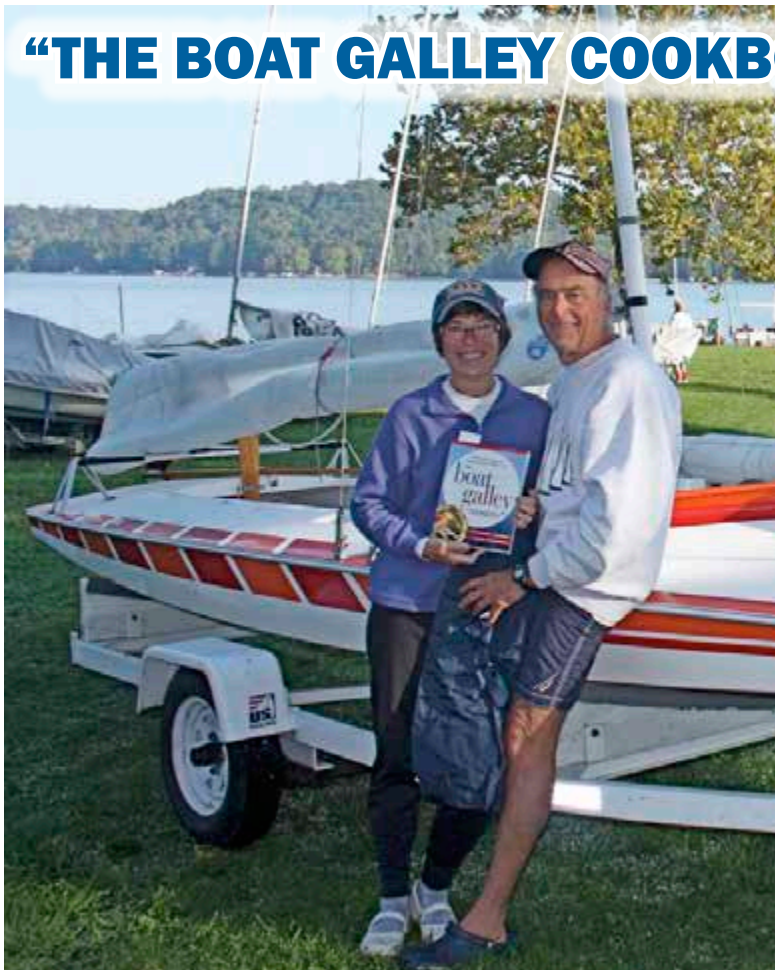
Last weekend, we were sitting around the campfire at the Bloomington Yacht Club (BYC) and talking about sailing and how great it was that there were a good number of kids running around and regattas and upcoming events and such. At BYC, we have a race coming up called the “Last Chance Regatta”. This is a race day in which not only the different classes are sailing under the Portsmouth Handicap system, but the skippers are “handicapped” as well. Having been pretty successful in the Sunday series so far this year, I will sail in this event with a pretty heavy mathematical burden and will have to “give time” to basically, everybody else.

Naturally, I'd like to figure out how to negate my “disadvantage”. I suggested to a Flying Scot sailor who doesn't sail much to let me skipper his boat with him, his wife and my wife crewing. We'd be hoping for wind, but I'd also be sailing a slower boat so that I get a more favorable Portsmouth rating which might offset my skipper rating. If I do really well, I could win. Someone accused me of being self-interested. I replied that I merely have a goal of getting my name on every trophy in the clubhouse that pertains to racing. Because, why not?

We then started down the road of “Doug always wins and that's the way it is”. Most of you guys know that isn't true and the Y circuit is where I'd like to be winning. But as I pointed out to the campfire crew, you get out of sailboat racing what you put into it. I told them that I've been doing this all my life and it is the main pleasure of my existence. I explained that I think of sailing every day to some extent, year 'round, and I often daydream about sailing, racing, and boats. In other words, I daydream about sailing success and how to achieve it. I do this in several different ways:

1. Winning. I've been lucky enough to sail my way to a house full of trophies. I wish more of them said “1st Place”, but I can still look around and see a trophy and it will conjure up images of how I was successful that particular week.
2. Not winning. Every race is a lesson learned, even if you're victorious. But when you “lose”, it tends to stick in your craw. It does mine. When I move past the “kicking myself” phase, I can look back and say, “You know, in hindsight, I should have done...” Occasionally, for a few days after, I'll visualize what I should have done and whether it actually would have worked. Maybe not, but now there's another option for the future.
3. Helping others. One way I “validate what I think I know” is by helping others. We do an “Armchair Regatta” at BYC in the offseason. It is a lot of fun because discussion is lively and engaging. I normally talk about some aspect of a sailboat race that people tend to be confused about and there are always lots of questions. I always caution them that “This is what I do. Your results may vary”. But then they'll try it during the season and they will see improvement. This helps me know that I'm on the right track. My favorite topic was “The Ladder Rungs”. You should have seen the facial expressions on that one.
4. Counting sheep. Everyone has times when they can't fall asleep at night. The day has been way too stimulating and despite fatigue, sleep won't come. I try to visualize sailing in some way. I choose day sailing in a large, comfortable boat (I call it “my lottery boat”) on blue water with the sun shining down, a warm steady breeze, a cold beer in my hand, and....zz-z-z-z-z-z-z.....
5. Friggin' in the Riggin'. I'm always thinking about better ways to rig boats. I work on others' boats quite a bit and I not only gain some nifty ideas, but I also sometimes thank God that my boat works so well because I've worked at it and put a lot of thought into it. It's my version of fun. Just yesterday, I was looking at a Y-Flyer boom and figuring out how to go about doing a minor “fix”. The rigging was such that ongoing maintenance was at best difficult. Way too complicated and over-rigged. I hope to eventually help with the solution, but I also was grateful for my own set-up which works well and is simple and easy to repair when needed.
6. The Jaws of Life. The “Riggin' Friggin'” can cost some money. I can safely say that I don't have lots of money, but I have parts and line and sailboat stuff laying around. So I'm lucky to a degree. I always have people come up and ask about boat work and what it will cost. When I tell them, they're like “Wow! That seems like a lot.” To which I often reply, “Yeah, but I've never been to Europe and you have.” And that's fine, but then don't lament your gear breakdowns. It stinks, but every now and then, you have to pull out the jaws of life and get that wallet open to get what you want. Otherwise, daydreaming is all you'll have. [Of course, there are those who do nothing BUT spend money on their boats and they don't get anywhere. A topic for another time].
7. Regulations. No game can be well played without a set of rules. I love reading Dick Rose's column in Sailing World. He clarifies the rules as best as anyone is able. I like visualizing actual Y races from the past and figuring out the rules angles and what I or

“THE BOAT GALLEY COOKBOOK”: AVAILABLE NOW!



“The Boat Galley Cookbook” written by Y Flyer sailors Carolyn Shearlock and Jan Irons is now available from Amazon and Barnes & Noble online! Makes a great holiday present for the sailors in your life ... and if they don't live on a boat, the 800+ tasty recipes with easy to find ingredients are also good for RV'ers, campers and even just at home!

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Note the list is not complete as new locations are being added every day, it will be updated regularly!

“The Boat Galley Cookbook answers almost every question I have ever been asked about cooking afloat. Small galley or large galley, you'll find loads of good ideas and interesting recipes to make life afloat easier and tastier too.”

-Lin Pardey, voyager and author

OPPOSITE TACK

Continued from page 6

others could or should have done differently with help from Mr. Rose's and others' interpretations. Rules are best learned in their actual application. If you imagine what the protest committee would say, it really opens your eyes and gets you to look at situations in different ways.

Concentrating on the important priorities of life is essential. But now and then, treat yourself to a daydream or two. Sailing is a great place to let your mind wander to. There are plenty of scenarios and situations to muse about. Let yourself go there, even in January. Because when the season rolls around, you'll be at least a little more prepared and a lot more excited.

Now I need to stop visualizing the polishing on a hull that I need to do. But I'm already dreaming about how I'm going to sail that boat in the Beers and hopefully enjoy the fruits of my labor on the race course. All of you are there. And you're all behind me, desperately trying to catch up.....

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LAKE LEMON REGATTA, SEPTEMBER 29 – 30, 2012

By: David Irons



Pierre D'ignard shows his spinnaker skills at the 2012 International Championship Regatta.



The following is supposedly a documented conversation between the USS Lincoln and a Canadian "vessel"....

Canadian: Please divert your course 15 degrees to the south to avoid a collision.

Americans: Recommend you divert your course 15 degrees to the north to avoid a collision.

Canadians: Negative. You will have to divert your course 15 degrees to the south to avoid a collision.

Americans: This is the captain of a US navy ship. I say again, divert your course.

Canadians: No. I say again, you divert your course.

Americans: This is the aircraft carrier USS Lincoln, the second largest ship in the United States Atlantic fleet. We are accompanied by three destroyers, three cruisers and numerous support vessels. I demand that you change your course 15 degrees north, I say again, that's one five degrees north, or counter-measures will be undertaken to ensure the safety of this ship.

Canadians: This is a lighthouse. Your call.

It was a typical Friday night at the Bloomington Yacht Club. Because the camping is so good, there were lots of tents lined up right on the water with the best views ... lots of sailors visited the Port Hole Inn, just in front of BYC to pick up yummy food for dinner and then we all gathered around a HUGE bonfire (not as big as Mattoon, but big enough to keep the chill away from the 20 or so gathered around the fire. At one point we all had to move back because my tennis shoe soles were smoking!

Saturday morning dawned foggy, gray and a bit chilly, but Kim Shilke's wonderful breakfast with mini-quiches, fruit, cinnamon rolls, cinnamon drops along with the hot coffee chased the chill and the fog away. Race time rolled around with light air, but much better than the no wind earlier, so all the boats went in the water and away we went.

Drifting out, we waited about an hour for the wind to steady itself enough for the poor race committee, Jeff, to be able to set a course. The first race was a short windward, leeward windward because Jeff was unsure what was going to happen with the wind. Light, shifty and challenging – the infamous "orange/red/orange boats" ended the race 1, 2 & 3: David Irons was 1, Dave Shearlock was 2 and Kevin Black was 3rd. (We'd give the rest of the positions, but we don't have a scoresheet, so don't hold us to any of the score positions below, it's the best of our memory & we've slept since then – check online at yflyer.org.)

Race 2 was an Olympic Modified course, still light and shifty, the wind was in the neighborhood of 4-5 mph with an occasional gust. David Irons won and Doug Kinzer was 2nd. Race 3 was also an Olympic Modified. Dave Shearlock won and we don't have a clue the rest of the positions because we were too far back to see!

Saturday night the top three positions were: Irons with 7 ½ points, Kinzer with 9 points; Kevin Black had 11 points, Bob Rowland with 12 and Dave Shearlock with 12 ¾.

Saturday night appetizers whetted everyone's appetite and the choice between salmon and marinated grilled chicken was delicious! Friday night's bonfire plus 3 races must have tired everyone because social activities seemed to disappear just about dark despite the gorgeous full moon!

Sunday morning lying in our tent, everything outside was very very quiet. Eerily so ... uh oh ... but the early morning fog and no wind lifted quickly while everyone feasted on blueberry pancakes, grilled sausage and fruit.

By the time the go gun went for Race 1, the Olympic Modified course was filled with light and variable winds, reminiscent of the day before. David Irons won, Kevin Black was 2nd, Bob Rowland was 3rd and Doug Kinzer 4th.

Race 2 after a light start, the breeze started filling in from the right and actually created planing reaches on both the windward and leeward legs. Doug Kinzer won, Bob Rowland 2nd, Shearlock 3rd and Irons was 4th.

Overall results:

1. David & Jan Irons
2. Doug & Lauren Kinzer
3. Bob & Sandy Rowland
4. Kevin & Wanda Black

AAAAAhhhhhh Dave & Carolyn Shearlock

Overall Mid America Cup Results:

1. Drew Daugherty
2. David Irons
3. Kevin Black
4. Mark Barton

Fleet 39 won the MAC Year End Interfleet Trophy (GO FLEET 39!!!!)



One-Design Sailing Symposium

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January 11-13, 2013

US Sailing's annual One-Design Sailing Symposium brings racing rock stars and legendary one-design leaders in our sport to one venue for a great exchange of ideas and information. This list includes sailmakers, builders, coaches, class management experts, publication editors, fleet builders and class leaders. Attend the symposium and learn how to grow your class and your sailing skills.

Topics

- Rules changes for 2013
- Sponsorship
- Web Must-Haves
- 21st Century Communication
- How to Grow Classes, How to Keep Them Strong
- E-Marketing
- Smart Insurance Decisions
- Coaching Benefits
- Successful Fleet Checklist
- Attracting Young Adults
- Essential Go Fast Tips
- Best Resources Roundtable



Tentative Schedule of Events

Friday, January 11

- Club Judge Seminar
- Welcoming Cocktail Party

Saturday, January 12

- Full day of seminars & workshops
- Cocktails, Dinner, National One-Design Award presentations & keynote speaker: two-time Olympian **Anna Tunnicliffe**

Sunday, January 13

- **Dave Perry Racing Rules Seminar**

Great take home materials to share with your fleet and fabulous DOOR PRIZES! Join us for an action packed weekend of fun and fellowship with other one-design

Learn more at:

http://racing.ussailing.org/One-Design/ODSS/2013_ODSS.htm



US Sailing One-Design Awards presented at ODSS - http://racing.ussailing.org/One-Design/One-Design_Awards.htm

NUTHIN' SOUR 'BOUT THAT!

Lake Lemon Regatta

Doug, Y-2788

Man, what a great time we all had. I know I did, because I'm fairly tired this morning. :)

The weather was perfect, the food was awesome, there was a ton of beer (donated by BYC members), we burned about 1/2 rick of firewood at the fire pit, the Force Fivers played bocce ball past dark...it was really great.

We really got lucky on wind. The forecasts weren't fabulous, but we got 5 races in and I think we were at least moving the whole time. We even had moments of planing conditions Sunday morning in the final race. The conditions were challenging. Shifty breezes caused delays in setting up the races on Saturday, but our PRO, Geoff Cashman was patient and got it as fair as possible amid the pleas of "Let's go-go-go". There was a surprisingly nice breeze Sunday morning after the fog lifted.

Dave and Jan Irons must have gone to church, because they were too fast for the rest of us, winning 3 of the races (2 by major horizon-jobs).

Lauren and I finished 2nd, only 1.75 behind, but it didn't feel that close. We finished off with a bullet in the final...mostly because I was sick of my "homies" on the RC boat asking for one from me.

Bob and Sandy were 3rd. Normally unbeatable in those conditions, they none-the-less fared well. Kevin and Wanda finished 4th. They seemed happy with some recent tweaking to their boat cuz they were pretty fast. Dave and Carolyn got the Aww-w-w-w-w award, but they won a race on Saturday in fine fashion.

We had 11 Y's show up this year and we'll expect more next year. I had so many people come up to me afterward from both the Y's and the F5's and say what a great club we have, a nice facility (park on Friday, leave on Sunday, great fun in between), and a great regatta. We're playing host to the Force 5 Nationals next year and I'll be sailing in that, right after Y Nationals in Atlanta.

Plan to come see us next year. You'll be glad you did!

Well, off to work on Nile's boat! :)

LEMON RESULTS	RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	TOTAL	RANK	BOAT
	1	2802	Dave & Jan Irons	39	G	1	1	6	1	4	12.25	1	2802
	2	2788	Doug & Lauren Kinzer	13	G	4	2	3	4	1	13.75	2	2788
	3	2735	Bob & Sandy Rowland		G	7	3	2	3	2	17	3	2735
	4	2752	Kevin & Wanda Black	8	G	3	4	4	2	5	18	4	2752
	5	2764	Dave & Carolyn Shearlock	39	G	2	10	1	6	3	21.75	5	2764
	6	2623	Mike Stewart & Robin Waterbury	8	G	6	6	9	7	6	34	6	2623
	7	2782	Paul White & Carol Gebhardt	8	G	5	7	10	5	DNF	37	7	2782
	8	2762	Nile Hatcher & Alan Thompson	1		10	9	5	8	7	39	8	2762
	9	2755	Dave Miller & Michele Carruthers	8	G	9	5	7	DNC	DNC	43	9	2755
	10	2784	Dan Haile & Ben Smith	56	G	11	8	8	9	9	45	10	2784
	11	2379	Victor Goodman & Jackie Burke	39	G	8	11	11	10	8	48	11	2379
	DNC	Did Not Compete				*	*	*	11	11			
	DNF	Did Not Finish				*	*	*	*	10			



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IN MEMORY OF W. E. "HAMP" HAMPTON

On Wednesday, August 29, 2012, W.E. "Hamp" Hampton, a 44-year member of LNYC, passed away at Presbyterian Hospital. Hamp, his wife Nancy, and son, Marshall, joined LNYC in 1968. Hamp was the 200th member that was needed to secure financing for the original clubhouse. Soon after, Hamp and Nelson Johnson designed and built the original Race 1 and 2 committee boats used for many years in the Club's racing program. Hamp and Nancy became an active team, successfully sailing in LNYC's Y-Flyer Fleet 21 and in regattas all over the Southeast and Midwest. Hamp got into sailing purely by accident. He and Nelson had designed, built and raced hydroplanes for years, setting numerous international speed records. He first saw a Y-Flyer on static display in Charlotte Town Mall and liked the lines of the hull and the fact it could be home-built. He knew nothing of sailing but took the Y on as a building project. Once construction was complete, he took the boat to Wrightsville Beach, where he had protected water and steady breezes and taught himself to sail.



Hamp had a hand in building a total of 5 Y's over the course of his sailing career. He despised "hocus -pocus" in the sail making trades, so he bought himself a sewing machine and began making his own sails. Because of his poor skills as a seamstress, he pioneered the adhesive tape seam bonding methods that are still in use in the industry today. In 1971, Hamp and Nancy won the Y-Flyer Nationals held at LNYC — homemade boat, homemade sails and all. This was the first team ever from LNYC to distinguish itself on a national level. In 1974, Hamp won the Hewson Club Championship sailing with Marshall and Nelson. One of the series was in Sunfish. A competitor noted "that at 250 lbs Hamp deserved a Sunfish for each foot."

Nancy passed away in 1987 before Hurricane Hugo hit LNYC in 1989. Hamp's J-27 was the only sailboat that survived the storm. The lonely boat was still tied to a piling in front of the clubhouse. Tom Guy, a leader of LNYC's Hugo rebuilding project, said "Hamp was a key factor and participated in the repair process every day for months."

Those who sailed with or against Hamp knew that he approached sailing like a scientist and engineer. He meticulously logged each race and all its critical performance variables, wind, water, tide, relative boat speed and finish. Each setting and adjustment in the cockpit had several degrees of relative measure that were all meticulously catalogued after each race. This scientific approach to sailboat racing, "sailing by the numbers," allowed him to consistently produce boat speed at will, by dialing up settings proven in previous races as new wind and course conditions emerged.

Hamp's favorite things were: racing with Nancy, barge-end starts, beating you to the finish line from behind at the leeward mark, two-tack weather legs, banging the right side hard, and passing to weather up wind close enough to hear the other skipper's heart beat. He loved light air drifting conditions, and treated those races like a great game of chess. More recently, Hamp, Marshall and Bob Williams competed successfully in the J-27. Hamp was pleased that a team of three could handle the boat successfully in any conditions and still be competitive with larger, younger four and five member crews. Hamp and his crew won the Peninsula Cup and the Lake Norman Twilight Series. LNYC has lost a friend and a championship sailor.



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AMERICAN Y-FLYER YACHT RACING ASSOCIATION, INC. EXECUTIVE COMMITTEE MEETING June 19, 2012
ATTENDANCE

OFFICERS & Chairs
President Terry Fraser
Secretary Paul White
Nile Hatcher, Executive VP

AREA VICE PRESIDENTS
Mark Barton
Dan Haile for Jack Klug
Charles Murphy for Dan Eskey
Kevin Black
Shelby Hatcher

Meeting called to order by President Terry Fraser at 6:50 pm.

President Fraser reported for National Regatta Chair Anthony Passafiume that all tasks supporting the Nationals were either accomplished or in process.

Secretary White gave a report of Class paid membership and Class finances as of June 15, 2012. The details of this report will be included in the minutes to the 2012 Class General Meeting.

New Business – Secretary White reported that the Class did not have the identity of a venue offering to host the 2013 Mid Winter Regatta, the 2013 National Regatta, or the 2014 International Regatta. Nile Hatcher related that he will ask the Atlanta Yacht Club if they will host the 2013 National Regatta. Paul White moved that the Atlanta Yacht Club be chosen as the venue for the 2013 National Regatta. Motion seconded by Mark Barton. Motion passed. Subsequent to this meeting, Nile related that Fleet 1 at Atlanta will host the 2013 National Regatta. Area 6 VP John Smith related that he has had some preliminary discussions with the Saratoga Yacht Club on Lake Saratoga, NY about their hosting the 2014 International Regatta. John related that a final commitment has not been received, but he is confident that the Club will offer to host. Secretary White related that Drew Daugherty is anxious for the Grand Maumelle Sailing Club at Little Rock to host the 2013 Mid Winter Regatta, later in March, in the event that the Columbia Sailing Club is not available now with the absence of Y sailors at CSC. The Executive Committee also discussed the possibility of combining the Mid Winter Regatta with the regular Spring Harbor Island Open Regatta held the first part of April. Paul will work with these different venues and report his findings.

President Fraser related that Dan Eskew asked to resign as Area 3 Vice President for North and South Carolina. Charles Murphy was appointed to fill the remainder of the present term.

Nile Hatcher related that the FLYER always needs pictures and articles and asked that such be forwarded to the Flyer editor.

On a motion by Kevin Black, the meeting was adjourned at 7:40 pm

Paul C. White
Secretary



YFlyin'!!

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

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AMERICAN Y-FLYER YACHT RACING ASSOCIATION CLASS GENERAL MEETING MINUTES 6-20-2012

Meeting called to order by President Terry Fraser at 10:20 am.

Motion by Nile Hatcher, seconded by Jan Irons, not to call a roll of the Class members. Motion carried. Secretary White declared that there was a quorum of members present.

Motion by John Easby-Smith, seconded by Drew Daugherty, that the minutes of the General Meeting of June 2010 be accepted as printed in the Flyer. Motion carried.

Secretary's Report - Class Secretary Paul White reported that the quantity of paid Class members as of June 15 was less than at this date in 2011 and less than the average of the last 10 years. He also indicated there are 53 members who paid dues in 2011 but not yet in 2012.

	2012	2011	10 Yr. Avg.	Not Rejoining 2011
Active (Boat Owners)	103	112	138	31
First Time Free	3	5	7	3
Associate	11	16	14	2
Junior	7	6	17	3
Crew	48	51	63	14
Life	6	6	6	
Total	178	196	246	53

These numbers raised questions as to why the drop in membership count and who are these members who have left the Class? Paul related that many First Year Free members somehow come into ownership of a Y, often an older boat that was free for the taking, and people who are not located near an active Y Fleet. These people find that they can join the Class, for free, and do so. Since they are usually remote to any Y activity, they then choose not to pay dues and continue membership the next year. There are always Class members who are no longer active in local Fleet or National activities and decide not to continue their membership. There are also people who join the Class when the National Regatta is at their home Fleet, or otherwise nearby, and then discontinue membership the next year when the Nationals is elsewhere. Often local Junior members compete in the Junior National Regatta when the Regatta is at their home Club and do not continue their membership after that year. ALL of us need to be more involved in keeping members active in our Class.

As of June 15, Class income exceeds expenses. However, it is expected that costs related to hosting the 2012 National Regatta at the Harbor Island Yacht Club will reduce the end of year balance of Income less Expenses to about \$500 . Details of all Income and Expenses are available from the Secretary. 10 Class members have donated a total of \$945.

A summation reports from the Area Vice Presidents is as follows: Dan Haile reported for Area 1 that there was 1 new member and that Fleet 39 at Lake Mattoon is on Face Book. Anthony Passafiume reported that Nashville, TN in Area 2 now has 2 Y members. Charles Murphy reported for Area 3 and thanked Dan Eskew for his contributions to the Class. Kevin Black reported for Area 4 and indicated that Wanda Black was making a large quilt which when finished would be given to the Class to be auctioned to the highest bidder. Mark Barton reporting for Area 5 indicated that Little Rock has 2 new members. John Smith reporting for Area 6 indicated that the previous spec boat Y-2701 had gone to Lake Saratoga, NY and that the Lake Saratoga Sailing Club was very interested in the Y-Flyer and being the hosting venue for the 2014 Y International Regatta. Shelby Hatcher reporting for Area 7 indicated that the Atlanta Yacht Club was building a new club house which would be completed by 2013 when they will host the 2013 National Regatta.

Nomination Chair Kevin Black nominated the following for Officers and Area Vice Presidents for Fiscal Year 2012 beginning October 1, 2012. Motion seconded by David Irons. Motion passed.

President - Terry Fraser

Secretary/Treasurer - Paul White

Area Vice Presidents

Area 1 – IL, KS, MO, WI – Dan Haile

Area 2 - KY, TN – John Bright

Area 3 - NC, SC – Charles Murphy

Area 4 - IN, MI, OH, PA - Kevin Black

Area 5 – AR, LA, OK, TX - Mark Barton

Area 6 - MA, NY, VA - John Smith

Area 7 – AL, FL, GA - Shelby Hatcher

Old business – President Fraser reported that he previously had formed a Long Range Planning Committee. He asked Drew Daugherty to be the Chair with Kevin Black and himself as members.

New Business - No new business was brought before the meeting.

The meeting was adjourned at 12:50 pm.

Paul White, Secretary