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IN THIS ISSUE

Dear Journal	1	Rivi	6-7
el Presidente	2	Indy Outty	8
Starting Smart	4	Opposite Tack	9
Thoroughbred	5	Exec Minutes	11

DEAR JOURNAL:

Friday July 26

Dad and I arrived at Chippewa in the RV towing two boats. We arrived around 3 in the afternoon to a wonderful welcoming committee. Unfortunately we couldn't unstack the boats immediately upon arrival because Chippewa Lake doesn't have a [insert word that is like a crane but not, forgot the name of it]. So we would have to unstack with pure man power. After making ourselves comfortable at the wonderful sailing club, people started to arrive after work. When enough strong people had arrived, we collected everyone with bright smiling faces and a promise of a beer in payment. First we took the top boat off which happened to be my dad's. Doug and Lauren Kinzer were sailing The Toad Suck Ferry all week, while my dad was crewing for me in my boat, Scowabunga. Once the boat was safely on the grass, we swiveled the trailer so we could get it off of the 'A' frame. The rest was easy. It was nice to see my northern sailing family again!!!

Dear Journal:

Saturday July 27

Sailing today was AWESOME!!! We ended up getting five races in. The wind was the usual small-lake sailing, and what's up with starboard mark roundings?! But it was fun all the same. Currently I'm sitting in first place with three bullets out of five races. What a great way to start off the Thoroughbred Series!



That's not a Wendy's double stack, that's what folks from Massachusetts call an Eric Nash double stack! Kenyon Cup regatta chair Eric Nash supervises his all-volunteer crew as they stack and unstack the double stack of Y-Flyers. (Note, no muscles were pulled or fingers were smashed during this process and the Hatchers and Kinzers were most appreciative.)

Dear Journal:

Sunday July 28

Well Journal, I won Chippewa's Midsummer Madness!! We had two races this morning, and I won the first one and came in fifth in the second race. It was an awesome regatta!! Mark Barton came in second, Doug came in third, and Kevin Black came in fourth. It took twelve races at nationals, but I think I've figured out my new Dieball sails!

Dear Journal:

Tuesday July 30

Today was the first day of Internationals at Saratoga Yacht Club! We got four great races in and currently I'm sitting in third. Mark is winning the regatta, with Kevin is second. The food was great!! The Sailing was outstanding! The weeds... we just won't talk about them.

See JOURNAL page 3

A•Y•F•Y•R•A

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PREZIDENTIAL-Y STATED

by Mark Barton, Y-2688

It's near the end of July and the weather is great. It has not gotten to 100 degrees in Arkansas and may not the rest of the summer. It has been hot in the 90 range but has been good winds and great sailing. Nationals were no exception with warm conditions but great winds. If you did not make Nationals you missed some great racing and a good time at Lake Carlyle. Dan Haile did a great job putting on the Nationals. Thank you, Dan.

Congratulations to Paul Abdullah and Marie Thompson on winning Nationals and also on their upcoming marriage. For those who do not know Paul, he is a good guy and a great addition to the Y fleet. He is a really good sailor and well-known racing Thistles. I asked some of the Thistle sailors in Arkansas at Lake Maumelle and they all knew who he was and said he was really good.

Marie is Alan Thompson's daughter. Alan is a Y sailor from Atlanta. Looking forward to Paul being in the Y family and hope he will continue to race a Y.

At the Nationals award banquet, we did not give out Bullet awards and I should have had everyone who won a race at least been come up and been congratulated. It is a big deal to win a race at Nationals. I can recall every race that I have won. I am looking at getting small gold Y decals for people that have won a National race and for future Nationals to acknowledge National race bullets. The 2014 Nationals races were won by the following:

Paul Abdullah & Marie Thompson Races 5, 6, 8, 10, and 11

Mark Barton & Jill Barton Races 2 and 4

Drew Daugherty & Evan Daugherty Races 3 and 9

David Parshall & Bonnie Parshall Race 7

Scott Kingan & Neydie Kingan Race 12

Amanada Hodges & Debra Eberhard Race 1

We are making some progress on getting a new boat builder, hope to have more news on that soon. Also, we need to thank Chet Turner on his many years as our boat builder and the great job he did, the Y boats he built are a work of art and do not seem to age. Chet has retired from building boats but not from racing and looking forward to seeing Chet on the race course in a Y.

Have a great summer racing Y-flyers. The Y is the best 2-person non-spinnaker centerboard boat in the world.



Paul White, taking a ride on the wild side in a Thistle. Is this what he's going to do in his retirement years?

Dear Journal:

Wednesday July 31

Unfortunately, today we didn't go out sailing. There really wasn't much wind all day, enough to make a little laser move around in the land thermals, but not enough to run a race in. So instead of sailing racing, Terry collected some people to hobby horse race with him. Ended up finishing the second to last school assignment as well. For dinner a good sized group went for dinner at a local burger joint in downtown Saratoga Springs. The burger was good, but the tater tots were the best!! They were homemade!!!

Dear Journal:

Thursday July 31

Well, it's official. Mark won Internationals! Congrats!! Kevin came in second a quarter of a point behind him, and then I came in third. So two Internationals in a row, I came in third. Doug came in fourth with Ed Homes from Canada finishing out the trophies coming in fifth. It was a great regatta, and a great sailing club!!!

Dear Journal:

Saturday August 2

The three races today were crazy! The wind was all over the place, where one minute it's two on the high side, and then a couple of minutes later it's two on the low. So it was frustrating, but overall fun. I didn't do that well at the Kenyon Cup on Lake Lashaway, but such is life. The party at Eric Nash's was fantastic! The food was great! The people were wonderful! What more could you ask for? Earlier we had to restack boats, luckily with the unstacking and stacking of the boats, Eric was able to get a front-end loader to lift the top boat off of the trailer and then put it back on to restack. Definitely was a lot easier than man power! I know everyone there appreciated it too.

Overall it was a great week of sailing. Getting in fifteen races for the Thoroughbred Series was awesome. The way that the scoring for the Thoroughbred Series was done was take half of the races and then plus one. So I ended up winning the Thoroughbred Series, with Mark coming in second. I love new math!



The Canadian competitors serenade their southern friends with a rousing rendition of O Canada. But wait, that's not a Canadian I see on the far left, that's Privateer Captain Terry from New York



PHOTOS BY PAUL WHITE

Many of the International Regatta participants take a moment to pose for history.

2014 Y-FLYER INTERNATIONAL CHAMPIONSHIP REGATTA												
RANK	BOAT	SKIPPER & CREW		HOME	COMBINED	R1	R2	R3	R4	TOTAL	RANK	BOAT
					AGE							
1	2588	Mark & Jill Barton		USA	104	1	1	2	5	8.5	1	2588
2	2752	Kevin & Wanda Black		USA	110	2	4	1	2	8.75	2	2752
2	2783	Shelby & Nile Hatcher		USA	73	3	2	4	4	13	3	2783
4	2788	Doug & Lauren Kinzer		USA	104	4	0	3	3	10	4	2788
5	2664	Ed & Joanne Hone		CANADA	54	7	5	7	1	19.75	5	2664
6	2606	Terry & Joanne Fraser		USA	123	8	3	5	7	23	6	2606
7	2668	Warren Flannery & Jason Houghton		CANADA	78	5	7	6	8	26	7	2668
8	2758	Bob Romek & Allan Miller		CANADA	126	6	10	8	5	30	8	2758
9	2464	Richard Hart & Carl Swail		CANADA	128	9	9	9	10	37	9	2464
10	2707	John Smith & Lisa Pavkar		USA	58	10	8	12	11	41	10	2707
11	1085	Richard Quinlan & Dirk Nieuworp		CANADA	118	12	12	10	9	43	11	1085
12	3527	Pietr Czajkowski & Andrew Welcome		USA	33	11	11	11	12	45	12	3527
13	2647	Stephen Spoonamore & Ethan Barton		USA	61	13	13	14	13	53	13	2647
14	2679	Mark & Joanna Czajkowski		USA	94	14	14	13	14	55	14	2679

FINAL RESULTS

R1 R2 R3 R4



And the winners are: (bottom to top, l to r) Jill Barton, Wanda Black, Shelby Hatcher, Mark Barton, Kevin Black, Nile Hatcher, Carl Swail, Lauren Kinzer, Doug Kinzer, Richard Hart, Dirk Nieuworp and Richard Quinlan

REGATTA SCHEDULE

2014

10/11-12 Gilbert Beers Memorial Regatta

Atlanta Yacht Club
Lake Allatoona, near Atlanta, Georgia
<http://www.atlantayachtclub.org/>

10/17-19 Hospice Regatta

Western Carolina Yacht Club
Hartwell Lake, near Anderson, South Carolina
<http://www.wcsc-sailing.org/>

11/8-9 Midlands Regatta

Columbia Sailing Club
Lake Murray, near Columbia, South Carolina
<http://www.columbiasailingclub.org/>

TBA Canadian Western Championships

Falcon Yacht Club
Whiteshell Provincial Park
Falcon Lake, Manitoba, Canada
<http://www.falconyachtclub.ca/>



Chuck Lowell, from the Lake Mattoon Sailing Association shows off the Dale Tinberg Award for his first place finish in the Challenger Division at the American Y-Flyer Yacht Racing Associations National Championship Regatta

STARTING SMART

I was asked to write an article about any topic I felt would help someone on the race course. There are so many things to write about, but I felt you have to begin every race at the starting line. Unlike NASCAR or horse racing, in sailing you can start wherever you'd like. But what are you looking for in deciding where to start?

Let's break down a few things to help you make your decision. What does the weather forecast predict? Are there any local land effects that might make a difference on the race course? Has there been any wind shifts leading up to the start of the race?

Knowing these things will help you decide where to start on the starting line so you can go to the side of the race course you like.

I usually get to the starting area early and start taking wind reading every 5 minutes. This will allow me to track what is happening on the water. I'll sail upwind taking compass headings on both tacks just so I'll know the compass numbers after the start.

Next, I'll get back to the starting area and start doing my starting line homework. This is the most important part of my starting routine because there's no guessing, just math! Run the starting line from the RC boat to the pin end of the line and get the compass heading. Let's say you get 100 degrees. Now add 90 degrees to that.....which equals 190. Now you can easily figure out what end of the line is favored depending on the head-to-wind compass headings. If you get 190 the line is square. If it's 180, the pin is favored and 200 the boat is favored! The wind may shift during the starting sequence and you'll be able to make a decision change on the fly knowing all of this. Now we're almost there.....

I like to be at a 1/3 from the favored end of the line because it's less risky. Whenever you get in a crowd bad things can happen! In order to get a good start you need to be as close to the starting line without being over and have the boat up to speed. I use good line sights if possible. The best is to pick a house or a tree on shore, that when lined up with the pin end you know where you are on the line. Maybe it's a boat length or two off the line or even on the line, but knowledge is power. Getting your bow out just a little makes a big difference 1-3 minutes after the start.

I hope this helps you have more fun next time you're out racing.

If you ever have any questions, please stop me and ask away or email me anytime.

Paul Abdullah
Y Flyer #2684
paul@dieballsailing.com



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THOROUGHBRED SERIES RECAP

John Smith

I am pleased to announce that Ethan Barton from Atlanta had the winning ticket for the quilt. I would like to thank all of those who purchased a ticket to help fund the 2014 Internationals.

For those interested, the Thoroughbred Series winners were as follows:

- ♦ **Midsummer Madness**
Shelby Hatcher
- ♦ **2014 Internationals**
Mark Barton
- ♦ **Kenyon Cup**
Doug Sabin

Thoroughbred Series Winner
Shelby Hatcher

Photos from Internationals can be viewed and downloaded from Sailsaratoga.org

Go to the photo page then 2014 Y-Flyer Internationals.

Enjoy.



MIDSUMMER MADNESS RESULTS

		R1	R2	R3	R4	R5	R6	R7	Total
Shelby Hatcher	2763	0.75	2	4	0.75	0.75	0.75	5	14
Mark Barton	2688	2	6	0.75	5	4	4	0.75	22.5
Doug Kinzer	2788	5	3	8	2	3	2	3	26
Kevin Black	2752	3	10	2	3	2	3	4	27
Richard King	2794	6	0.75	5	8	8	10	2	39.75
Warren Flannery	2669	9	4	7	4	7	5	7	43
Gary Oneil	570	4	5	6	6	5	8	10	44
Terry Frasier	2806	7	8	3	7	6	11	9	51
Bob Williams	2740	8	11	9	9	16	6	8	67
Steve Spoonamore	2647	13	12	11	11	9	7	12	75
Greg Chaplin	2576	11	7	10	10	16	16	16	86
Dan Horwath	2634	10	9	16	16	16	13	11	91
Ivan Baker	2789	16	16	16	16	16	9	6	95
Mark Creamer	2604	12	13	16	16	16	12	16	101
Dan Russo	2762	14	16	16	16	16	16	16	110

SAILOR SHORTS

If something was said to be of no great shakes, it generally means it is not a big deal or worth very little value. Food and water were stored in wooden boxes and barrels onboard ships. When they were empty, to save space, they were dismantled often by just shaking them apart. The wood was then stored but not considered of much value.



FULL MOON RISING OVER A GIANT BONFIRE!

The 2014 Moon Rivi Regatta (get it?... "Moon River") was doubly lucky this year with both Friday the 13th and a full moon rising over the typical giant Riviera bonfire. Friday night started with lots of appetizers and no hungry or thirsty sailors. 18 boats from 7 different fleets (and states) converged on Lake Mattoon the weekend before the Y Flyer Nationals. Because of the proximity of Nationals, this year's Riviera Regatta enjoyed the additions of Carlin Hodges & Nee-Cee Coryell from Atlanta Yacht Club and Terry and JoAnn Frasier from Saratoga Springs, NY.

Saturday had good wind and three races on Saturday followed by even more wind on Sunday morning and two more races. Saturday night's traditional bonfire featured a burning piano (from the clubhouse) and Julia Bigus playing a "pizza face" rendition on her violin. The crowd quickly convinced Ed Bigus to sing along with Julia for a "Pizza Face" concert while the bonfire towered as a backdrop.

Drew and Evan Daugherty topped the standings with consistency: 1,3,1,2,1. Second was Lake Mattoon's own Scott & Neydie Kingan and 3rd was Doug & Lauren Kinzer.

As usual, a good time was had by all and several sailors stayed Sunday evening so they could get their Carlyle cabins Monday afternoon for Nationals.



Competitors hike during the windy conditions at the Riviera Regatta on Lake Mattoon



JoAnne Frasier takes a break from the action

2014 Y-FLYER RIVIERA REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	TOTAL
1	2798	Drew & Evan Daugherty	30		1	3	1	2	1	7.25
2	2791	Scott & Neydie Kingan	39		6	1	5	4	4	19.75
3	2788	Doug & Lauren Kinzer	13		4	4	11	1	2	21.75
4	2688	Mark & Jill Barton	30		5	5	8	3	5	26
5	2664	Streve Roeschlein & Madeline Totten	8		3	6	9	6	3	27
6	2802	Dave & Jan Irons	39		2	2	2	7	DNC	31
7	2656	Jeff Rodgers & Ben Guise	30		7	10	3	8	7	35
8	2752	Kevin & Wnda Black	8		13	8	4	5	6	36
9	2716	Carlin Hodges & Neecee Coryell	1		9	12	7	11	9	48
10	2623	Mike Stewart & Robin Waterbury	8		11	9	12	12	8	52
11	2807	Lela Summers & Michelle Caruthers	39		12	7	6	DNC	DNC	61
12	2783	Dave Shearlock & Lisa Parker	39		8	11	10	DNF	DNC	61
13	2806	Terry & JoAnne Frasier	63		15	14	13	9	10	61
14	2744	Ed & Eilyn Bigus	19		14	13	DNF	10	DNC	70
15	2736	Victor & Jackie Goodman	13		16	DNF	DSQ	13	11	75
16	2755	Daver Miller & Susan Hanfand	39		10	DNF	DNF	DNF	DNF	77
17	2658	Chuck Lowell & Jim Severson	39		18	16	14	DNF	DNC	80
18	2694	Les Carlson & Jennifer Bushur	39		17	15	DNF	DNF	DNC	82
	DNC	Did Not Compete			*	18	18	18	18	
	DNF	Did Not Finish			*	17	15	14	*	
	DSQ	Disqualified			*	*	17	*	*	
					R 1	R 2	R 3	R 4	R 5	



RIVI REGATTA

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ROWLAND WINS INDY OUTTY

The Indy Outty was sailed at a new venue this year – the opposite end of Geist reservoir. We haven't sailed down that far for 15 years. It didn't seem to matter much to Bob Rowland, as he and crew, Nancy Davidian, captured the 2014 regatta victory.

Saturday brought overcast skies, cool temperatures and moderate breezes which provided perfect sailing conditions for normally powerboat-laden Geist. The race committee asked that late comers get a tow from the safety boats so we could go to the far end of the lake. Sure enough, the wind conditions were better down that way and we got 4 good windward-leeward-windward races in on the first day.

Rowland was hot early. Displaying his usual light-medium-wind boat speed, he took the first two races. Not wanting to see Bob run the table in this event, Doug and Lauren Kinzer won the third race with Rowland finishing a close second after a fun close-cover tacking duel on the last leg...at least fun for the Kinzers. In the final battle, Mike Stewart sailed a solid race 4 to capture the win.

In keeping with tradition, the Saturday evening food spread was awesome. The 1-inch thick steaks were incredible. Some of us retired to Howard and Stacy Roeschlein's house for a hot-tub party. My aching back was grateful.

The skies were blue and sunny for Sunday morning's racing. The final two races were close all the way around the course. Rowland had a 1-1-2-3 series on Saturday and enjoyed an 8-point lead over second-place Howard Roeschlein. But he didn't rest on his laurels. He scored a come-from-behind win in race 5 which virtually cemented his regatta win in the 11-boat fleet. Howard Roeschlein almost scored a victory in race 6, but Kevin Black capitalized on a late wind shift to grab the win.

The final standings stayed pretty much the same as Saturday. Rowland was first, followed by Roeschlein, Kinzer and Mark Barton. Kevin and Wanda got the "Aww-w-w-w—w....." award.

Fleet 8 made a point to thank the out-of-town boats for attending. Chief among them was Mark Barton from far-away Little Rock. Others from outside Indianapolis were Bob Rowland, Doug Kinzer, Dave Shearlock, and Pat Passafiume (Yes, I said Pat Passafiume. It was good to see him again). It is hoped that many more attend this great annual regatta next year.

Hey, if the rest of you do show up next year, maybe you'll get to see parts of Geist Reservoir you've never seen before!



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It is mid-season and, while there is plenty of sailing left and plenty of discussion to be had, I feel the urge to clear up some brain clutter. It's an occasional exercise that is fun and, in the presence of deadlines and promises of productivity, easy!

So the following mish-mosh of tidbits is presented in no particular order of importance or priority. Think it up, type it. If there is any disagreement, then I can tell you from experience, the editor will welcome your contribution! You no doubt have random molecules of your own.

'Ere goes....

My Nationals performance created new conundrums (or is that "conundra"? Spell checker says "Not really"). I can't figure why I can sail mostly well at the Rivi and then two days later, sail like crap. It is weird. Not sure what the lesson is in this, but I returned home and got second in a Force 5 regatta, missing victory by one point. So I'll keep plugging away. (I'll bet acquiring an unexpected job at the regatta had a little to do with it, but it shouldn't.)

Distractions can have an effect. As far as I can tell, those who finished in the top of the fleet at Nationals seemed pretty "distraction-free". Mark Barton is our class president, so he has that going for him. I wouldn't want to wish that on myself. Dan Haile no doubt knows what I'm talking about. He did a great job on the regatta all week.

I've already volunteered to measure sails at next year's Nationals in Indianapolis. All I'll say at this point is yes, you'll have to bring your sails up the hill to the clubhouse. You'll have to get measured at the designated times. You get to roll your own sails when finished. I hope you won't mind if they're piled out on the lawn after measuring....rain or shine. In other words, be there or be square.

Speaking of measuring sails, a big thanks to Carlin Hodges for being a thorough reader of the specs and the plans. I learned some details and minutiae about sail measuring as a result of some sails initially not measuring. The folks at Dieball Sails no doubt read 'em, too, and helped us realize a wrinkle in the process. Our sail measuring has some vagaries and weirdness in the measuring process and the M&R chairman said he'd work on that by simplifying things. Oh wait...that's me. (Note to self...)

Hope you all washed your boats well after being in Carlyle Lake. I only mention this because I haven't. The weird stuff that gets on the boat and resembles bathtub lime scale is still on my deck. Thankfully, it comes off of a well-maintained boat easily. (Ahem.)

We can't complain about the wind all week. We always had it. I don't think we were ever "two on the low side", even though I felt like my boat speed reflected that. Twelve races in a week is a great accomplishment. It didn't seem like that much work to accomplish that from a sailing perspective.

Different sailors sail differently. Some sailors gather chits. Others sail like they have an axe to grind. I usually do the former, but sometimes get caught doing the latter unintentionally. I need to work on that. I hope other do, too.

I've written in the past about "the list". I made some additions and deletions recently, both good and bad. It's about knowing your competition. Who you can sail near happily and who you can't. I'm sure I'm on others' lists. I plan to work on being on those lists for good reasons.

Sailing is like driving on the interstate. There's a lot of mutual trust going on that keeps everybody alive and happy. Be sure to signal your intentions. Anticipate situations. Be aware of the other traffic whether they have right-of-way or not. When the sign says "left lane closed, 1 mile", get over as soon as possible. Jam-ups occur because of the folks who wait 'til the last minute. Don't zip across 4 lanes of traffic to exit. Try to go a little faster than the flow. Know when to slow down. Wave when someone has been nice to you. Try to do these things when you're on the interstate, too. ☺

I love sitting in a chair drinking a cold beverage of choice while watching people work on their boats at the regatta. In some cases, it is understandable that they're doing this. Real life is busy and time consuming, especially if you have too many boats in your stable. Yeah, I'm lookin' at you, Hodges clan. ☺ Things come up when you borrow a boat, too. Ask the National champ (although he did say that the universal that broke was also brand new. Go figure. Good thing it happened before sailing started). Jeff Rodgers reacted to his minor gear breakdown like anyone else would. He bought a whole new boat. Okay, most people wouldn't do that, but we're glad Jeff did.

I did my boat prep the evening before leaving for Neoga. It caused me to miss the Executive Committee conference call. I knew there was a reason I liked washing and PTEF-ing my boat.

We didn't have too many mishaps at Nationals. I can only think of one, mostly because I'm building the replacement tiller as we speak. I had one at the Rivi (not my fault), so I get to reacquaint myself with the art of bending traveler legs.

Continued page 10

RANDOM - Continued from page 10

Since the Nationals, we've had plenty of wind at home, considering it is July. A great day on the water yesterday. Not many boats showed up to race, but I beat the Thistle boat-for-boat three times in 5-10 knots and some powerboat chop. I also did a little practicing of the "oops, no watch" starts. You mean you don't do this once in a while? I like doing it because it helps me to better judge time and distance while keeping my eyes up and away from my timer. I'm also prepared for when my watch battery craps out.....which should be any time now.

I had more DNF's and DNC's at the Nationals than I should. But my number one rule is: if it doesn't feel like fun.....and especially if your crew isn't having fun....then it's time to reboot. So I did. People like to say "winners never quit and quitters never win." Maybe. But there's also an expression that says "if you're digging yourself into a hole, you need to put down the shovel". Of course, there's also "Insanity is defined as doing the same thing over and over, expecting a different result". But that's just me. It might not work for you. And I don't advocate it. But sometimes, you need to fold and move on to the next hand.

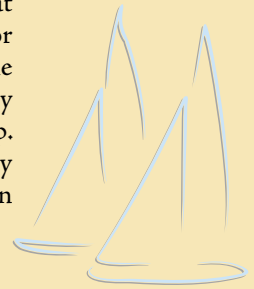
I am so looking forward to the Trifecta trip in another week or so. Chippewa is always a fun time. Saratoga will be new and interesting. Lauren will finally get to see Lake Lashaway. We're traveling with the Hatcher syndicate by double-stacking behind an RV. Lauren and I are sailing Nile's boat. Thus, since I won't be in my boat, I won't expect too much. Although Lauren and I were starting on the list of stuff we want to bring with us: Our mainsheet. Our jib sheet. Our whisker pole. Possibly and extra boom, since I seem to remember Nile's outhaul being "moody". Our sails. Okay....we'll be "the hybrid". It'll be a fun time.

It's the halfway point. Time to reboot. Stow the brain clutter. The goal down the stretch is to have fun and hopefully improve along the way. Because, as Arthur Bach says in the movie Arthur:

"Isn't fun the best thing to have?"

SAILOR SHORTS

Shanghai (Predicament): The city of Shanghai, located on the east coast of China, was a major trading port in the Far East. The journey for Europeans was normally a long and life threatening voyage. Loss of life was always a possibility. Once they arrived, many sailors on leave found life ashore more agreeable than staying on board eating stale food, drinking stale water and living in cramped quarters. Many decided to abandon their ship for more of life's pleasures. Many a Captain, finding himself short handed, would resort to any means to find new volunteers. For a small sum, gangs of unsavory characters would search through bars and back streets looking for candidates that may have had too much to drink or were asleep. A simple knock to the head and the gang would then carry the volunteer to the waiting ship. When they awoke they were already at sea with no escape. He had been Shanghaied!



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KENYON CUP RESULTS

Sail	Skipper & Crew(s)	Club	R1	R2	R3	R4	R5	Total	POS
2679	Doug & Ann Sabin	LLSC	5	4	3	3	0.75	15.75	1
2752	Kevin & Wanda Black	ISC	4	2	5	4	2	17	2
2806	Terry & Joanne Fraser	Saratoga	0.75	8	7	0.75	3	19.5	3
2766	Jack Nash & Nick	LLSC	2	3	8	5	9	27	4
2627	Paul Sabin & Jo Jo		7	10	0.75	2	8	27.75	5
2712	Rick Manser & Leah Barton	LLSC	9	6	6	8	4	33	6
2788	Doug & Lauren Kinzer	BYC	3	0.75	2	16	16	37.75	7
2764	Eric Nash & Zack	LLSC	8	5	10	9	6	38	8
2671	Cathy Murray & Jack Syzmal	LLSC	14	9	11	6	7	47	9
2763	Shelby & Nile Hatcher	AYC	6	7	4	16	16	49	10
2677	Jim Hurley & Dan	LLSC	11	12	12	10	5	50	11
2568	Matt Lomme & Matt Kmiecjak		12	14	14	7	10	57	12
2647	Stephen & Lauren Spoonamore	CYC	13	11	9	16	16	65	13
2518	Ian & Joe & Clint		15	15	15	11	11	67	14
2707	John Smith	Saratoga	10	13	13	16	16	68	15

AMERICAN Y-FLYER SAILING ASSOCIATION EXECUTIVE MEETING

June 12, 2014

Conference Call 8:05 EDST

Executive Members Present

Kevin Black John Smith
Mark Barton Paul White

The purpose of this Executive Meeting is to review the Class membership count, Class finances, determine the venue for the 2015 National Regatta, the status of the 2014 National and International Regattas, and discuss other business that comes before the meeting.

Secretary White related that the count of all types of Class membership is less in 2014 than the average of the last 5 years. The numbers at the National Regatta are: 79 vs 106 Active (boat), 7 vs 11 Associate, 6 vs 8 Junior, and 37 vs 45 Crew members. The total membership count at the 2014 National Regatta is 136 vs 181. Total Class Expenses before the National Regatta is \$3,864 and total Income is \$ 4,176 with a current Income – Expenses of \$312. It is estimated the lesser income from a reduced count of members, the Class will end FY –14 with approximately \$780 more Expenses than Income. The Class has received \$660 in donations from members that is not included in the above income numbers.

Dan Haile, by earlier phone call, said preparations for the 2014 National Regatta at Carlyle Sailing Association were in order. As regatta chair for the 2014 National Regatta, he related that there was only one Junior competitor for the Junior National Regatta. Without 2 or more, a Junior Regatta would not be held. John Smith related that Fleet 63 at the Saratoga Sailing Club is prepared to host the 2014 International Regatta on July 27 - 29. Kevin Black related that Fleet 8 at Indianapolis will host the 2014 Jr & Sr National Regatta.

Dorita Smith has been asked, and has accepted, to be the new Class Webmaster. She will begin efforts at the end of June 2014.

Being no further business, the meeting was adjourned at 8:35 pm.

Paul C. White
Secretary



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AMERICAN Y-FLYER SAILING ASSOCIATION CLASS GENERAL MEETING MINUTES

6-19-2014

Meeting called to order by President Mark Barton at 8:00 pm.

Motion by Kevin Black, seconded by Carlin Hodges, not to call a roll of the Class members. Motion carried. Secretary White declared that there was a quorum of members present.

Motion by Dave Irons, seconded by Doug Kinzer, that the minutes of the General Meeting of June 2013 be accepted as printed in the Flyer. Motion carried.

Secretary's Report - Class Secretary Paul White distributed a spreadsheet report of the Class expenses and income, and membership count for each year since 2009. He reported that the total quantity of paid Class members as of June 15 (before the National Regatta) was 25 less than at this date in 2013 and 27 less than the average of years 2009 - 2013. He also indicated there are 60 members in 2013 but not yet in 2014.

	2013	2014	Ave 09 - 13	Not Rejoin 2014
Active (Boat)	104	79	106	29
First Time Free	3	2	5	3
Associate	10	7	11	4
Junior	5	6	8	1
Crew	39	37	45	23
Life	6	6	6	
Total	167	136	181	60

As of June 15, Class income exceeds expenses BY \$312. 18 Class members have donated a total of \$660.

Summation reports from the Area Vice Presidents are as follows:

Area 1 – IL, KS, MO, WI — Dan Haile reported that he had the 2014 National Regatta under control. All events and activities were progressing as planned. Ted Beier from the Carlyle Sailing Association is the Principle Race Officer and will try to accomplish 4 races each day for a total of 12 races. Dan Haile is the only active member of Fleet 56. Fleet 59 at Creve Coeur is active and attracts many watching people because the lake is in a city park. Fleet 39 at Neoga has 9 boats.

Area 2 – KY, TN — Anthony Passafiume reported increased growth at Fleet 62 at Harbor Island Yacht Club, outside of Nashville TN.

Area 4– IN, MI, OH — Kevin Black reported that Fleet 4 at Lake Chippewa has 19 active sailors but they do not take their boats away from Lake Chippewa. The Chippewa Mid Summer Madness Regatta is scheduled for July 19 & 20. Fleet 8 at Indianapolis has 6 active sailors, loosing Tony Wishardt in a plane accident last Spring. Fleet 13 at Lake Lemmon has 2 active sailors. The Lake Lemmon Regatta is scheduled for September 27 & 28. Kevin also related that Fleet 8 will host the 2015 Junior and Senior National Regatta.

Area 5 – AR, LA, OK, TX — Evan Daugherty reported increased growth at Grand Maumelle with 18 sailors, 12 who are actively racing. Greg Bradley comes from Fleet 7 at Shreveport and sails at Little Rock for the Hawg Wild Regatta. Evan stated that Fleet 30 is not struggling like other fleets. Little Rock will host the 2015 Mid Winter Regatta, the date as yet to be determined.

Area 6 – MA, NY, VA, PA — Terry Fraser reported that Fleet 63 at the Saratoga Lake Sailing Club will host the 2014 International Regatta on July 22 – 24, the week after the Chippewa Regatta. The Kenyon Cup Regatta at Lake Lashaway then follows the Internationals, on July 26 and 27.

Area 7 – AL, FL, GA — Shelby Hatcher reported 2 Y-Flyers in Alabama and 15 at Fleet 1 in Atlanta. Fleet 1 hosts the Beers Regatta October 11 & 12.

Old Business – Secretary White summarized the changes to the Class By Laws that were made at the 2013 General Meeting. Our Class name is now the American Y-Flyer Sailing Association, but because we are still a part of the International Y-Flyer Yacht Racing Union, the Class continues to do business as (DBA) the American Y –Flyer Yacht Racing Association. We removed the requirement that Active (Boat) members own a Y-Flyer sailboat. Detailed word changes to articles 17 and 20 of the By Laws that had application back to the early Class years, but not now, were all approved by return mail vote. The requirement for Class Active membership 30 or more days before the National Regatta to allow competition at that regatta was also removed.

New Business – Drew Daugherty related that our Y-Flyer Class is dying. Class membership is way down, , there are only 26 competitors at the 2014 Senior National Regatta, no competitors for the Junior National Regatta, members have not been building or buying new boats now for several years, and there is no boat builder. Drew said we can not sit by and do nothing. We need to challenge ourselves to make the Y-Flyer Class grow, today, not wait until tomorrow.

Carlin Hodges motioned, seconded by Ed Bigus, that the maximum age for Junior competition be changed from 19 to 21. Ned Goss motioned, seconded by Ed Bigus, that the motion by Carlin Hodges to increase the Junior age from 19 to 21 be amended to increase the age to 22. Both the amendment and the motion as amended were approved. Secretary White related that the maximum age for Junior competition is stated in and controlled by Article 20 of the Class By Laws. All changes to Article 20 first approved at a Class General meeting must be then approved by two thirds of the Class Active (Boat) members voting by return mail vote. The mail vote will be

conducted when the Dues statements are sent to the Class at the end of the year.

Spec Boat Program – The Class has a “Spec Boat” project that learns of an inactive Y-Flyer sailboat, purchases the boat, repairs or otherwise brings the boat to racing condition, then sells the boat to a prospective Y sailor/future Class member. The first boat, in this program, Y-2736, was purchased last fall, repaired by Doug Kinzer then sold to a new Y sailor at Fleet 13, Bloomington, (Lake Lemmon) IN. This program is not a money making program for the Class. Receiving the boat as a gift, or purchasing at a bargain price, then making the boat sail worthy for the new owner at a cost that is a bargain for the new owner.

Doug Kinzer has been hunting for applicable boats, but can only chase leads when told. He asks the Area Vice Presidents, and anyone else who may know of a non sailed viable boat to contact him with boat condition, equipment, cost to obtain, trailer, owner, and other bits of relative information. Pictures also help this program. Contact Doug Kinzer. He will get the boat, make necessary repairs, and then try to find a new owner for that unused Y.

Ed Bigus recommended that a committee be formed to mediate the resolution of protests of violations to the Racing Rules of Sailing. The submission to such a committee would be voluntary and the result would be to avoid lengthy protest hearings. Many of the attendees to the General Meeting did not understand Ed’s recommendation and there was a lot of heated discussion. (Secretary’s comments. Little known Appendix T to RRS addresses this very issue and is a US Sailing Prescription.)

President Barton announced the nomination of the following for Officers and Area Vice Presidents for Fiscal Year 2015 beginning October 1, 2014. Motion seconded by Amanda Hodges. Motion passed unanimously.

President – Mark Barton

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 - Kevin Black

Area 5 – AR, LA, OK, TX – Evan Daugherty

Area 6 - MA, NY, VA, PA - John Smith

Area 7 – AL, FL, GA - Shelby Hatcher

Being no further business, the meeting was adjourned at 8:40 pm.

Paul C. White, Secretary

SAILOR SHORTS

The expression, “Put a sock in it”, started out with the practice of stuffing a sock in a horn to reduce the sound level. Sadly, due to damp and miserable conditions found onboard sailing ships, not many sailors actually owned a pair of socks.

