

SUMMER
2•0•1•5



A PUBLICATION of the AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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MIDWINTER REGATTA LAUNCHES 21 BOATS

By Lisa Parker, GMSC



Photo by Bess Parker

The 2015 Y-Flyer Midwinter Regatta was held at Grande Maumelle Sailing Club in Little Rock, Arkansas, March 13-15. Competitors and friends arrived Friday night and enjoyed the first of two evening feasts prepared by Cajun Greg Bradley. Many were excited to receive their new sails, and enjoyed a visit from Paul Abdullah of Dieball Sailing.

I appreciate more people than I can name who donated their time to make this event a success, but special thanks go to:

- Our Race Committee, led by Chet Hight, including Kathy Blair and Max Mehlburgher
- Mark Barton, Drew Daugherty, and Paul White — planning and doing the Sailing Instructions
- Dan Daugherty — spectator boat
- Tracy Sykes — housing
- Dustin Black — assisting Greg, running lunch service, and heavy lifting
- Leland Sykes — all-around help
- Linda Bradley, Heidi Daugherty, Vicky Passafume, Paul and Diane McCoullough, Jeff Rodgers, Jill Barton, Yates Phillips, Nicole Moore, Spencer Wooten, Kathy Blair, Andrew Daugherty, David Nigus, and others — meal prep, clean-up and general help

Twenty-one boats from Canada, Arkansas, Alabama, Indiana, Georgia, Kentucky, Tennessee, and Kansas launched Saturday morning.



Eric Brabec and Nicole Class Moore

Midwinters Con't. page 3

A•Y•F•Y•R•A

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\$35.00 per year



PREZIDENTIAL-Y STATED

by Mark Barton, Y-2688

Y-Flyer season is here for 2015. We had a good start with 21 boats for Midwinters. Our new boat builder should be starting on the first hull and hope to have a new boat on the starting line soon. We are also taking Y-Flyers to Rush Creek Yacht Club for the Spring Dinghy Fest Regatta near Dallas, Texas, to promote the Y-Flyer. It would be great to get a fleet going again in Texas.

Nationals will be here soon and I hope to see everybody at Indianapolis for the 2015 Nationals. If you are going to Nationals and are willing to let a junior race your boat in Junior Nationals, please let Kevin Black know. He has been working hard and looks to have more Juniors then boats he has for them to race. This is a great turn-around from last year with no Juniors. The Y-Flyer is a great boat and the more exposure we get with new people such as Rush Creek and also Juniors at Nationals, the better. The Y is the best two person racing sailboat!



A HUMBLE THANK YOU

Paul & Kay White

Two representatives of the Canadian Y-Flyer Yacht Racing Association, Pierre Dignard and Brian Martin, were driving through Indianapolis enroute back home to Canada and asked Kay and me to join them for dinner, which we anxiously did. While sitting at the dinner table, Pierre handed Kay a plaque that was to us from the CYFYRA, expressing its appreciation for our Time, Energy, and Devotion to the Canadian Y-Flyer Class.

What a surprise for the Canadian Association to extend an appreciation to us in the south of the border Y Class. Kay and I fell in love with all of the Canadian Y Brethren when we first met Canadian Life Member, John McCamus, when he came for the Indy Outty back in 1975.

Kay and I sincerely thank all in the Canadian Class for allowing us to share our sailing passion.

Midwinters Con't. from pg. 1

Race Committee Chairman, Chet Hight, discussed safety procedures for sailing Y-Flyers with the water temperature around 50 degrees, and then postponed due to the rainy, windless conditions. By early afternoon, the wind filled in and three WLW races ensued with bullets for Tracy Sykes and crew, Anthony Jacuzzi; Jeff Rodgers and crew, Eli Guise; and Nicole Claas Moore and crew, Eric Brabec. Saturday evening we enjoyed live music by Rob Moore.



On Sunday, after a windless but sunny morning, the race time window passed, and winners were declared as follows from Saturday's races:

1ST PLACE CHALLENGER FLEET
Jack Mulhollan and Shelby Hatcher

GOLD FLEET
5th place - Drew Daugherty and Lisa Parker
4th place - Kevin Black and Josh Black
3rd place - Tony and Vicky Passafiume
2nd place - Jeff Rodgers and Eli Guise
Congratulations to Nicole Class Moore and Eric Brabec 2015 Y-Flyer MidWinter Regatta Champions.



Photo by Bess Parker

What a great Race Committee! Chet Hight, PRO;
Kathy Blair, Max Mehlburgher



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SPRING ALIVE OPEN REGATTA

by Paul White

13 Ys went to Harbor Island Yacht Club for the Spring Alive Hospice OL Shultz Open Regatta. That was more boats than the 7 J22s, 3 Lightnings, or 12 Vanguard 15s. Winds were light on Saturday, but Mark Barton, Terry Fraser, and Doug Kinzer managed to get around the up wind, up river current course. The Sailing Instructions indicated that all who did not cross the finish line within 20 minutes of the first boat were to be scored Time Limit Expired as 1 plus the last proper finisher. That gave a score of 4 to 10 boats.

3 boats after rounding the leeward mark the second time sailed to the north side of the river and actually sat there. Their forward upwind progress was about the same as their down current movement and they did not move for most of 1 hour. All boats were gathered for a second race which started. About half way through the race, the Race Committee noticed that the winds had abated again and abandoned the race. Most of the competitors were towed back to the harbor.

Rain fell Saturday night and all was wet with no wind Sunday Morning. Support out on the river later Sunday Morning reported that the wind was being measured at about 3 and the Race Committee was about to cancel Sunday racing. Support then reported that the winds had built to about 5. The Race Committee said that was enough wind to race, removed the Postponement Flag, and sent the competitors to the river. Because of the now lateness of the morning, only 6 of the 13 Y competitors took to the water. The other 7 packed up to travel home. The Sunday winds were 180 degrees in a different direction than Saturday. They were up current, building, then abating, then building again, with rain. After the boats finished the second race, the competitors were sent to the harbor and the racing was declared over.

The Sea Scouts at Harbor Island led a Memorial Ceremony that preceded the Saturday racing. Memorials were made by the sailors and a burgee was given to the boats to fly from the rigging. Harbor Island Yacht Club on the Cumberland River east of Nashville, TN, has been there a long time. They have been hosting Lightning sailors to the Bluenose Regatta in November for more than 50 years. Y Fleet 62 began a few years ago when the Class held the National Regatta at HIYC in 2012.

All who missed this regatta REALLY missed a fun time. Make plans to attend in 2016.



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By Doug Kinzer Y-2788

THE STATE OF CURRENT AFFAIRS



I sit here, one week after the regatta in Nashville, TN at Harbor Island Yacht Club, remembering the fun times we had as we always do. The Friday night camaraderie, the religious violation of setting a tent up in the dark, that delicious BBQ chicken for dinner on Saturday, feeling lucky that I actually finished the first race, and hoping for good weather to drive home on Sunday.

Then I begin to have thought of trying to get to the weather mark in the aborted second race. What did my psychiatrist say? Deep cleansing breaths....breathe....exhale.... breathe....exhale....think of cute furry kittens.....

As Y-Flyer sailors who do our thing mostly on inland lakes, we seldom encounter conditions where current is involved. Old Hickory Lake is an exception. The lake is built on the Cumberland River. And we also all know that rivers flow and the things that ride on them will go with that flow. Damming a section of the river to form a lake doesn't fix this.

Breathe....breathe.....here, kitty kitty.....

At the O.L. Shultz Hospice Regatta, we were greeted with light winds and floating debris and current for Saturday's racing. I was expecting the current since, two years prior, Steve Roeschlein and I had squandered a lead in one of the races by forgetting the moving table we were sailing on. I would have to summon up my limited previous experience with current and be mindful that in such light and fluky air, the current would have significant effect.

I'm not the foremost authority on sailing in current, but I am the one who is willing to take the time to write an article for the Flyer on the subject. I can only tell you what I do know. Current can be confusing until you grasp one major concept. Sailing in current is no different than any other sailing until you put marks in the water to have a race. As soon as there's a destination, the current rears its ugly head. At that point, you need to remember that the marks are attached to the bottom of the lake and thus, they are stationary. The water that you're sailing on is like a moving carpet. When the carpet is moved, all things on top of that carpet move equally. However, the relationship between the objects on the carpet and the floor beneath (the bottom of the lake) is changing. Thus, the relationship between the boats on the water doesn't change....assuming that the current is moving in the same direction as the wind. Which happens almost seldom.

At Old Hickory last weekend, the current was moving mostly with the wind. It had perhaps 10 degrees of angle. Sailing up the river to get to the course, however, was a different story and an opportunity to practice. When sailing on starboard, the current was almost perpendicular to the heading of the boat. On port, the boat was sailing straight into the current. Why does that matter? When we were on port tack and someone else was on starboard, and we were positioned to be on a collision course, port tack always gained and was able to cross the starboard tacker. This is because the port tacker was able to circumvent some of the effect of the current by sailing into it. The starboard tacker as related to the port tacker was sailing straight but moving sideways because of the adverse effect of the current. As we reached the race course, we found that this trend was still mostly true on the course. This would prove to be valuable knowledge later.

Race 1 started fairly normally, but I had decided to start on starboard tack at the committee boat. Thus, I set up more "upwind" as I approached the line because the current would carry me down as the start approached. I made the mistake of not "pulling the trigger" soon enough and was going slow when the gun went off. So not only did I not get the good fast shot across the line....but I also lost a boat-width or two because the current was taking me down-river. Oops. I forgot that boat speed is still numero uno.

The first major challenge came when the fleet got to the weather mark. The wind was a bit slack which was exacerbating the effects of the current. I wasn't doing so well for whatever reason, but as I approached the mark, I knew I wanted to be on port tack so I would have better VMG (velocity made good) to the mark. If I approached on starboard, I'd just watch the mark zoom up-river. Although I wasn't but about 8th or 9th, I got around the mark pretty well.....especially after watching Shelby Hatcher hit the mark because of not allowing for the current. I simply went a lot further on port tack. That way, when I flopped onto starboard to go around, I had plenty of "skid" space to spend.

Sailing downwind wasn't too challenging, but we had to be mindful enough to keep the nose of the boat headed high of the leeward mark. Once we were close, we had to "play the skid" so that we rounded the mark as close as possible. Interestingly, the direction of the current at the leeward mark was slightly different. We rounded well and close, but we skidded away from the mark when we were established on our windward course. I didn't see that coming. Luckily, our boat speed was pretty good and we recovered quickly. The lead group had all gone left, so I decided to go right despite my wanting to avoid starboard tack as much as possible. Then things got

Continued page 6

CURRENT AFFAIRS - Continued from page 5

plain ol' lucky. We, along with Terry Fraser, got a nice windshift to the right and were able to sail straight up the lake to the finish. Mark Barton had finished several minutes ahead, but the rest of the lead pack was trapped in dead breeze on the left side. At one point, Drew Daugherty said that he eased his jib out because it was filling as if on a run because of the apparent wind created by the current. The wind died when we were about 3 boatlengths from the line. I struggled to get to the finish, but as soon as the race official said "Mark!" for our third place, I backed away. I never did completely cross the line because it would have taken me a half-hour and a paddle to accomplish that. (This may stimulate some rules discussion, which I whole-heartedly encourage.)

The rest of the fleet didn't finish due to the expiration of the time limit.

Want to borrow my kitten?

The race committee waited a short time for the wind to pick up more, but up the lake, things weren't looking good. Still, a race was started in decent breeze. Barton again took the lead and managed to get to and around the weather mark with a big lead. Once around, he took off. If my memory is correct, Hatcher got there in 2nd....about 15 minutes later. She struggled to get around the mark and managed to hit it again, along with hitting the offset mark. After her two penalty turns, she took off. Drew Daugherty was next. After several aborted attempts, he managed to get around both marks and took off. The wind was progressively dying.

Then it was my turn. Things got ugly.

It's a long story and I've managed to repress most of it. Suffice to say, the current was not going to allow me to round the mark. I probably made 8 attempts at it. After I lost my mind and had a bout of audible Tourette's Syndrome, I finally got there and hit the first mark. There was no way I was going to make it around the offset. Drew was already at the leeward mark when the race committee told him to go in. Barton was only about 150 yards from his second weather mark. He was probably going to lap me before I completed any penalty turns, the number of which had yet to be determined.

Who has my cat? I'm suffocating here!

The race official got there and mercifully told us that the race was abandoned. Coors Light for everybody!

These experiences made for unique and interesting post-race conversation. Everyone admitted to feeling very challenged and confused by the current and the light wind. But as Steve Roeschlein said, it was still fun and, for him, he learned a lot because he had never really sailed in current before. I imagine this was true for many in the fleet.

Half of the fleet sailed Sunday morning. Lauren and I got an early start for home. The story that I've heard since is: For Sunday's races, the wind was blowing in the opposite direction. Thus, the current tended to carry boats across the starting line early....which apparently happened to a few of the participants. The downwind legs were up-current, but there was enough wind that they could sail the legs just fine. I would imagine the leeward mark roundings were interesting. Sail beyond the mark with the pole up, drop the pole and the centerboard and slide back down to go around during your turn. It might be a little like gybing onto a beat.

What are the lessons gleaned from the unique experience of sailing in current? First, figure out roughly how fast the current is moving. At the regatta, it was apparently about 2 feet per second, which translates to about 1.3 miles per hour. That's fairly quick. Second, determine what direction the current is flowing in relation to the course layout and the wind. This helps you to know which tack or gybe will work best in given situations. Then, practice sailing your approaches to a mark so you'll know what you need to do to get around them during a race.

And last, don't forget your zen mantra, the speed-dial number of your therapist and your kitten. Because when sailing in current in a dying breeze, you'll need all three.

"Om-m-m-m.....Om-m-m-m.....Good kitty kitty.....Om-m-m-m....."



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Kevin Black owes the Editor an article. We are very anxious to see what it will be about.

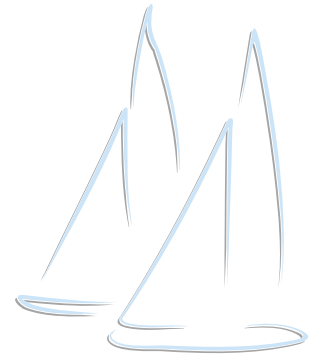
The Editor

2015 SCHEDULE	DATE	REGATTA	LOCATION
	June 6-7	Riviera Regatta	Lake Mattoon Sailing Association
	June 22 - 23	2015 Junior National Championship	Indianapolis Sailing Club
	June 24 - 26	2015 Challenger Fleet Series	Indianapolis Sailing Club
	June 24 - 26	2015 Senior National Challenger	Indianapolis Sailing Club
	July 25 - 26	Midsummer Madness	Chippewa Yacht Club
		Carolina Open	Carolina Yacht Club
	August 1 - 2	Kenyon Cup	Lake Lashaway Sailing Club
	September 5 - 7	Lake Norman Labor Day	Lake Norman NC
	September 12 - 13	Indy Outty	Indianapolis Sailing Club
	September 19 - 20	Whale of a Sail	Carlyle Sailing Association
	September 26 - 27	Lake Lemon	Bloomington Yacht Club
	Indian Summer Regatta	Saratoga Lake Sailing Club	
October 10 - 11	Gilbert Beer's Memorial	Atlanta Yacht Club	
October 16 - 18	Hospice Open Regatta	Western Carolina Sailing Club	
	Midlands Open Regatta	Columbia Sailing Club	

Send pictures and local fleet stories to

the.flyer.editor@gmail.com

This space could have been a picture of you! Or your boat! Or your fleet awards dinner! Or a great story about who fell off the dock! But I have to receive the info in order to print it!



YFlyin'!!

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AMERICAN Y-FLYER SAILING ASSOCIATION

EXECUTIVE MEETING

March 24, 2015

Conference Call 8:05 EDST

Attendees

Kevin Black	Dorita Smith
Mark Barton	Shelby Hatcher
John Smith	Doug Kinzer
Dan Haile	Paul White

The agenda of this Executive Meeting is to review the 2015 Mid Winner Regatta, the 2015 National Regatta, New builder Jibetech, Vote on Junior age eligibility, Class membership count, Class finances, Status of the new Class website, and other business that comes before the meeting.

Mark Barton related that the Mid Winter Regatta hosted by Fleet 30 at the Grande Maumelle Sailing Club, was a success. 21 total boats competed including 3 from Canada. Nicole Claas Moore with Eric Brabec from GMSC won the light wind regatta. With the winds not appearing on Sunday until afternoon, the regatta ended with the 3 races on Saturday. The finances were also a success and all competitors were refunded \$20 from their registration fee.

Kevin Black related that all areas of the National Regatta are being addressed and are in order. The artwork for the T shirts is finished and shirts will be available for less than \$20. Actual pictures of the winning competitors will be used for the regatta trophies. The Notice of Race and the Sailing Instructions are already posted under the Regatta Schedule on the Class website.

Doug Kinzer related that Andy Pimental, the owner of Jibetech who has possession of the Y-Flyer sailboat Class molds, also builds Snipe sailboats and will soon begin to build his first Y-Flyer, Y-2809. When completed, Doug will rig the boat. It is planned that this new Y-Flyer sailboat will be complete and sailed at the 2015 National Regatta.

Secretary White related that the count of Active (boat owners) Class membership is 51, 12 more than at this same time in 2014, but 6 less than the average of the last 5 years. Total Class membership, not including those who paid Dues at the MW Regatta, is 79 compared to 68 in 2014 and compared to the average of 95 over the last 5 years. Class Income - Expenses at this time is \$25 compared to \$97 in 2014. The Class has received \$495 in donations from members that is not included in the above income numbers. The above Expenses do not include expenses of \$11,731 to buy the boat molds from Turner Marine and deliver them to Jibetech in Portsmouth, RI

Secretary White related that an order of business at the 2014 General Meeting held during the 2014 National Regatta, voted to increase the eligible age of the Junior member from less than 19 years to less than 22 years. The eligible age of the Junior competitor is stated in the Class By-laws and to be changed needs to be approved at the National Regatta and also by two thirds returning a mail vote card on the issue. Mail vote cards were included with the 2015 Dues statements. Of the 43 cards returned, 27 votes were to increase the age, 16 votes were to NOT increase the age. The Junior age change failed by 2 votes. It remains that the Junior competitor must not be 19 years old by the end of the Junior National Regatta in the year of competition.

Dorita Smith, Class webmaster, discussed the progress of creating the new Class website. She related that the existing site, yflyer.org, was created over time by 4 – 6 different people all using different software. Editing this existing site is a nightmare. A new site is being developed using Wordpress, a free software, for the entire site which makes editing much easier. The layout of the new site is being constructed differently than the existing site and will be easier to access schedules and other information, and will appear differently. Dorita revealed the address of the new site being developed and then asked the attendees to access, review, and comment. Different suggestions were made, and it was obvious from all the comments that the appearance of the new site is different when viewed on a desk computer, wide laptop, tablet, or a smart phone, and a device with Apple, MS, or Android operating software. Obviously, the new site wont give the same appearance on all these devices and will not be totally satisfactory to all users. Dorita thanked Stuart Stough of Fleet 30 for his assistance in editing the existing site.

President Mark Barton related that he had appointed Evan Daugherty of Fleet 30 to be the Nominating Chairman to obtain nominees for election as 2016 Class Officers at the 2015 General Meeting at the National Regatta.

Being no further business, the meeting was adjourned at 9:05 pm.

Paul C. White
Secretary

EXPENSES	MW-01	MW-02	MW-03	MW-04	MW-05	MW-06	MW-07	MW-08	MW-09	MW-10	MW-11	MW-12	MW-13	MW-14	MW-15	Ave 01 - 15	EXPENSES
BANK	0	0	0	0	0	0	0				0	0	0	0	11	1	BANK
DUES-PUBS	100	87	100	100	100	100	100	100	150	125	125	125	150	150	150	117	DUES-PUBS
FLYER	967	570	507	622	485	430	312	702	510	954	618	449	450	150	450	545	FLYER
OFFICE EQPT	0	0	16	537	0	0	0		0	0		0	0	0		46	OFFICE EQPT
OFFICE RENT	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	OFFICE RENT
OFFICE SUPP	326	7	102	81	29	55	42	42	107	87	53	32	86	0	97	76	OFFICE SUPP
OTHER	275	0	95	0	30	0	190			7	129	7	7	100	10,250	853	OTHER
PHONE	0	0	0	0	0	0				225	0	0	0	0		20	PHONE
POSTAGE-SHIPPING	164	147	181	201	211	215	42	52	52	222	147	131	130	202	168	151	POSTAGE-SHIPPING
PRINTING	104	0	123	84	114	122	150	42	89	297	102	0	212	123		112	PRINTING
PROMOTION	256	300	135	210	710	135	0		0	0	0	48	150	0		150	PROMOTION
REGATTA FEES	0	0	675	0	300	-125	400	-420	-250	0	425	0	0	0	873	125	REGATTA FEES
TRAVEL	0	0		0	465	553	719			0	0	219	0	0	1,731	307	TRAVEL
TROPHY MAINT	10	0	10	0	75	22	0			15	0	158	0	191		40	TROPHY MAINT
WAGES-LABOR	600	600	900	900	900	900	900	900	900	450	525	599	300	750	450	705	WAGES-LABOR
TOTAL EXPENSES	3,401	2,311	3,444	3,334	4,019	3,007	3,455	2,018	2,158	2,982	2,724	2,368	2,085	2,266	14,779	3,623	TOTAL EXPENSES
INCOME	MW-01	MW-02	MW-03	MW-04	MW-05	MW-06	MW-07	MW-08	MW-09	MW-10	MW-11	MW-12	MW-13	MW-14	MW-15	Ave 01 - 15	INCOME
ADVERTISING	0	0	284	0	0	1,160	0	639	220	0	308	0	710	0	426	250	ADVERTISING
BANK INTEREST	227	82	30	40	60	115	150	104	53	8	2	1	1	1	2	58	BANK INTEREST
BOAT NUMBERS	40	30	0	30	0	10	0			0	0	0	0	0	0	8	BOAT NUMBERS
DONATIONS	0	5	0	0	0	0	0	925	610	495	665	340	1,152	4,555	904	643	DONATIONS
DUES-ACTIVE	3,450	3,450	3,300	3,450	2,890	2,610	2,610	2,490	2,695	2,695	2,590	2,310	1,960	1,365	1,750	2,641	DUES-ACTIVE
DUES-ASSOCIATE	325	300	300	250	275	200	175	150	250	250	300	225	225	100	125	230	DUES-ASSOCIATE
DUES-JUNIOR	50	50	60	140	120	110	100	105	105	75	15	30	0	30		71	DUES-JUNIOR
DUES-CREW	565	570	500	520	460	410	350	290	405	480	405	435	360	270	270	419	DUES-CREW
NOTE BOOKS	10	10	40	20	30	20	40	20		0	0		0	20	20	18	NOTE BOOKS
MAILING LABELS	30	60	0	0	30	0	0			0	0		0	0		11	MAILING LABELS
OTHER	0	540	70	232	125	105	0		85	0	140	25	0	0		102	OTHER
BOAT PLANS	60	140	60	80	120	40	40	60		0	0	60	0	60	60	56	BOAT PLANS
POSTER SAILS	20	10	20	20	20	25	30	15		0	20	20	0	10		16	POSTER SAILS
REQ FOR INFO	0	0	0	0	0	0	0			0	0	0	0	0		0	REQ FOR INFO
SAIL ROYALTY	125	100	30	0	0	100	0			300	300	0	0	500	420	144	SAIL ROYALTY
TOTAL INCOME	4,902	5,342	4,694	4,782	4,130	4,905	3,495	3,873	3,813	3,808	4,080	3,106	3,256	2,356	3,073	3,974	TOTAL INCOME
INCOME-EXPENSES	1,500	3,032	1,250	1,448	112	1,897	40	1,855	1,656	826	1,356	738	1,170	90	-11,707	351	INCOME-EXPENSES
ACTIVE MEMBERS	116	115	110	115	97	87	87	83	77	77	73	66	56	39	51	83	ACTIVE MEMBERS
ASSOC MEMBERS	13	12	12	10	11	8	7	6	10	10	12	9	9	4	5	9	ASSOC MEMBERS
JUNIOR MEMBERS	5	5	6	14	12	11	9	9	7	5	1	2	0	2	0	6	JUNIOR MEMBERS
CREW MEMBERS	54	57	50	52	46	41	35	29	27	32	27	29	24	18	18	36	CREW MEMBERS
LIFE MEMBERS	6	5	5	5	5	6	7	7	6	6	6	6	6	5	5	6	LIFE MEMBERS
TOTAL MEMBERS	194	194	183	196	171	153	145	134	127	130	119	112	95	68	79	140	TOTAL MEMBERS
Total Funds	14,387	17,859	15,194	15,795	13,444	14,211	12,971	13,393	15,653	15,085	13,756	18,493	19,069	20,508	8,998	15,254	Total Funds
Funds Change	852	3,472	-2,665	601	-2,351	767	-1,240	422	2,260	-568	-1,329	4,738	576	1,439	-11,510	-302	Funds Change
	MW-01	MW-02	MW-03	MW-04	MW-05	MW-06	MW-07	MW-08	MW-09	MW-10	MW-11	MW-12	MW-13	MW-14	MW-15	Ave 01 - 15	