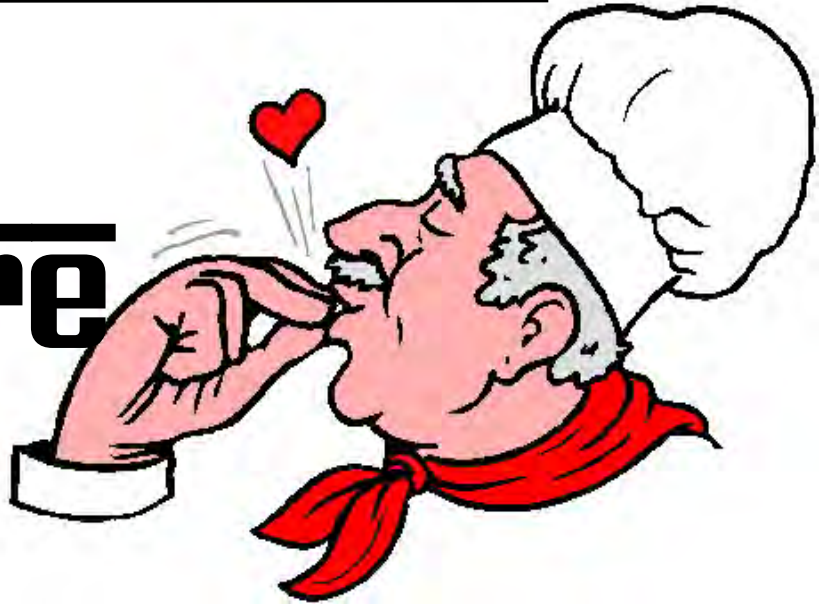


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- The Awards dinner will be Saturday evening in Piccola Roccia at Cajun's Wharf restaurant. They have a wonderful riverside bar with entertainment and great seafood.

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Monday	June 20 2016	1:00 PM - 5:00 PM
Tuesday	June 21, 2016	10:00 AM - 5:00 PM
Wednesday	June 22, 2016	10:00 AM - 5:00 PM

Measurement and Inspection:

Monday	June 20 2016	1:00 PM - 5:00 PM
Tuesday	June 21, 2016	10:00 AM - 5:00 PM
Wednesday	June 22, 2016	10:00 AM - 5:00 PM

DATES OF RACING (New New New Schedule)

Tuesday	June 21, 2016	Junior Racing
Wednesday	June 22, 2016	Junior Racing; Practice Racing
Thursday	June 23, 2016	Senior & Challenger Racing
Friday	June 24, 2016	Senior & Challenger Racing
Saturday	June 25, 2016	Senior & Challenger Racing

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MIDWYNTER REGATTA

*Y Fleet #1
Reporter At Large
Buz Benzur*

The Y-Flyer MidwYnters brought snowbirds from as far away as Canada to compete in one of the most thrilling Y regattas ever held at AYC. Thirty-six teams, divided into Gold and Blue fleets, braved chilly waters and oftentimes dicey winds to get the 2016 sailing season off to a memorable start.

Friday was fair weather for checking out the boats after their winter respite, and the Friday night Welcome Aboard party featured homemade chicken and dumplings, basketball on TV, and a caricature artist capturing everyone's images for posterity. It was good to see everyone again after a few months of hibernation.

At check-in, sailors received their UPS Goody Bags, personalized boat parking signs and regatta coffee mugs. One of the younger set commented that there was a lot of swag being handed out. What does this mean? Is it a good thing?

Four races were held on Saturday, March 19, under cloud cover and early light winds, beginning at 4 to 6 mph and building to 8 to 10 as the day progressed. PRO Troy Davis and his team gave the fleets long Olympics and each race lasted about 50 minutes. After nearly five hours on the water, the warmth of the clubhouse was a welcome relief. Lavon Hatcher, with her experienced team of helpers, prepared a hearty meal of brisket with all the trimmings, just the ticket for cold and tired sailors. There weren't many leftovers.



Mark Barton and his sis-n-law, Jill, winners of MidwYnters 2016



Photo credit - Jason Eberhad

Sunday morning saw a drop in the temperature and increasing wind speeds. Anyone who may have partied a little too hard on Saturday night paid the price. The thermometer stood at 43 degrees when the warning signal announced the start of the 5th and final race. The wind piped up to 12, then 14 and often 16 with gusts to 20.

With more than a hint of ruthlessness, Troy again gave the fleets another long Olympic. That windward mark looked awfully far away when those 20 mph gusts hit like a hammer, making working upwind dicey. Just surviving was the plan of the day on 2730. But the same gusts made the final downwind leg into a real Nantucket sleigh ride as the Ys lifted onto a plane and roared toward the mark like Ishmael in the whaleboat.

Continued page 3

A•Y•F•Y•R•A

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PREZ-IDENTIALLY SPEAKING

Dan Haile
Y-2784

Atlanta had 36 boats for the MidwYnters. What a great turnout for the first Y races of the 2016 season. There were 25 boats in the Gold Fleet and 11 in the Blue Fleet. Congratulations go to Mark Barton and his crew, Jill Barton, on the Gold Fleet win. Congratulations also to Bob and Dane Turner for the Blue Fleet First place. I heard that I missed a great regatta. Congratulations Nile, Lavon, and the Atlanta Yacht Club. I understand that Atlanta is very interested in doing the MidwYnters again next year. We'll see if we can make that happen.

Little Rock will be the site of the Y-Flyer Nationals this year. Let's see how many Ys we can crowd onto the starting line at Lake Maumelle. Tracy Sykes is the Regatta Chair. Contact her for any questions you may have. We are still searching for a site for the 2017 Nationals. If your fleet is interested in hosting this event, please let someone know so we can discuss that possibility.

Many of you already know that the Y Class has a new builder, Jibe Tech. They have completed the first hull. I believe someone posted pictures on Facebook a few weeks ago. The boat is still sitting at Jibe Tech waiting to be picked up and hauled to Bloomington where Doug Kinzer will rig the boat and get it ready for delivery. I'm not sure when it will be ready to launch but it will create a lot of interest once it hits the water. If you didn't get to see the pictures, I'll let you know, this first one is solid white.

See you on the water.
Dan Haile, Y-2784

Continued from page 2

It takes a lot of gumption to haul a sailboat a thousand miles, but Canadians Warren Flannery, Bob Somek and Caroline Bilodeau did just that. Since most Y sailors speak fluent Canadian, the language barrier was no problem. One of the Canucks told me the weather



conditions during the regatta were about the same as those of a typical summer day in Canada. He may have been pulling my leg, but I can imagine his motivation for heading south in March from the lower reaches of the Arctic.

Three sister-sister teams competed and judging by their successes, they weren't worrying much about their hairdos or chipping their nails, either. Amanda (Smith) Hodges and her sister Tara (Smith) Whitworth took second in the Gold Fleet. Kate (Hodges) Rose and NeeCee(Hodges) Coryell placed 10th. The Tumlin Wimmen, Jennifer Garrett and Tracey Allardice, took 2nd in the Blue Fleet.

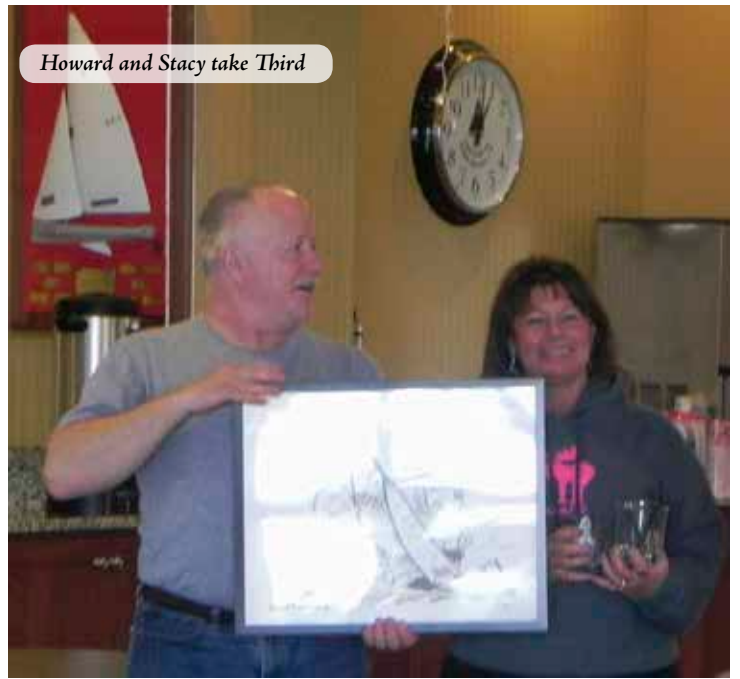
It takes a lot of hard work to pull together a successful regatta, and the 2016 MidwYnters was a roaring event.

Buz Benzur Y-2730

The Smith Sisters-Amanda Hodges and Tara Whitworth, take Second



Howard and Stacy take Third



The Tumlin Sisters — Tracy Allardice and Jennifer Garrett



The Hodges Sisters-Kate Rose and Nee-Cee Coryell



Blue Fleet Winner



The winners at the AYC Flagpole




2016 Y-FLYER MID WINTER CHAMPIONSHIP REGATTA GOLD FLEET RESULTS

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	TOTAL	RANK	BOAT
1	2688	Mark Barton & Jill Barton	GMSC	G	5	2	2	2	3	14	1	2688
2	2660	Amanda Hodges & Tara Whitworth	AYC	G	13	3	1	1	4	21.5	2	2660
3	2743	Howard & Stacy Roeschlein	ISC	G	7	6	3	5	1	21.75	3	2743
4	2772	Doug & Lauren Kinzer	BYC	G	3	7	7	4	8	29	4	2772
5	2800	Sammy Hodges & Rachael Payton	AYC	G	2	1	10	14	13	39.75	5	2800
6	2798	Drew Daugherty & Blake Byrd	GMSC	G	14	13	8	3	2	40	6	2798
7	2791	Jeff Rogers & Lisa Parker	GMSC	G	4	14	9	10	12	49	7	2791
8	2670	Tony & Vicky Passafiume	HISC	G	1	11	4	9	DNC	49.75	8	2670
9	2752	Kevin & Wanda Black	ISC	G	8	17	6	15	5	51	9	2752
10	2799	Kate Rose & Nee-Cee Coryell	AYC	G	6	16	12	6	11	51	10	2799
11	2664	Steve Roeschlein & Mike Stewart	ISC	G	11	8	16	7	9	51	11	2664
12	2754	Clint Hodges & Anna Lee Bradley	AYC	G	15	10	5	17	6	53	12	2754
13	2763	Shelby Hatcher & Will Rogers	AYC	G	9	4	18	12	14	57	13	2763
14	2757	Anthony Passafiume & Elizabeth Eckert	HIYC	G	22	18	19	8	7	74	14	2757
15	2767	Paul & Jason Eberhard	AYC	G	19	5	21	13	17	75	15	2767
16	2795	Warren Flannery & Eric Buckingham	BLSC CANADA	G	12	21	15	18	10	76	16	2795
17	2681	Pat Passafiume & Scott Binzer	LSC	G	16	15	11	11	DNC	78	17	2681
18	2806	Terry & Joanne Fraser	SLSC	G	10	9	17	21	DNC	82	18	2806
19	2758	Bob Somek & Caroline Bilodeau	LSJ CANADA	G	20	OCS	13	16	15	87	19	2758
20	2716	Carlin Hodges & Avery Ross	AYC	G	17	12	22	22	16	89	20	2716
21	2646	Heather & Curtis Morse	AYC	G	18	19	20	19	DNF	94	21	2646
22	2714	Jim Womble & Katherine Bridge	AYC	G	21	20	14	20	DNC	100	22	2714
23	2703	Orren Williams & Marina Khanova	AYC	G	23	22	DNC	DNC	DNC	120	23	2703
24	2584	Paul & Kay White	ISC	G	DNC	DNC	DNC	DNC	DNC	125	24	2584
24	2684	Alan Thompson & Jim Roberts	AYC	G	DNC	DNC	DNC	DNC	DNC	125	24	2684
DNC					25	25	25	25	25			
DNF					*	*	*	*	18			
OCS					*	23	*	*	*			

2016 Y-FLYER MID WINTER CHAMPIONSHIP REGATTA BLUE FLEET RESULTS

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	TOTAL	RANK	BOAT
1	2639	Bob & Dane Turner	WBSC	B	2	1	1	1	DNF	11.25	1	2639
2	2762	Jennifer Garrett & Tracy Allardice	AYC	B	3	3	2	8	1	16.75	2	2762
3	2730	Buz Benzur & William Kibler	AYC	B	6	2	6	3	5	22	3	2730
4	2679	Chandler Owen & Christine Womack	HIYC	B	1	6	4	RAF	2	22.75	4	2679
5	2753	Greg Andrews & Missy Creech	AYC	B	10	5	3	2	4	24	5	2753
6	2695	Josh Trimble & Zach Lawson	BSC	B	7	4	8	4	3	26	6	2695
7	2742	Henry & Jeanette Taylor	AYC	B	4	8	5	5	DNF	29	7	2742
8	2739	Katie Trice & Jake Williams	AYC	B	8	10	9	6	6	39	8	2739
9	2532	Eddie Kuznicki & Rob Frailing	AYC	B	11	9	10	7	DNF	44	9	2532
10	2606	Ray Marley & Lawrence Marshall	HIYC	B	9	7	7	RAF	DNC	44	10	2606
11	2175	Briggs & Cypress Monteith	PBL3	B	5	DNC	DNC	DNC	DNC	49	11	2175
DNC					*	11	11	11	11			
DNF					*	*	*	*	7			
RAF					*	*	*	10	*			






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FLEETING THOUGHTS

John Smith
Fleet Captain



FLEET 63

Fleet 63 has added two new members to our fleet for 2016. We would like to welcome Jacob and Julia Greiner, with boat 329, and Jake and Suzanne Huwe, with boat 2114. Both boats are woodies.

Jacob Greiner has been crewing with me on Wednesday nights for the past few seasons, but is excited to race his own boat this year. His wife Julia has been wanting to learn how to sail for years, and is looking forward to taking lessons through the sailing school, as well as racing this summer.



They found their boat on craigslist a few years back, and have been gradually bringing it back to racing trim. The latest round of upgrades include taking the entire hull down to bare wood, re-taping the seams, sealing the hull with penetrating epoxy and repainting, removing leaking bailers, installing an appropriate jib halyard tensioning system, and building a traveler.

Currently 329 looks like this



From Jake and Suzanne Huwe

Thanks for the warm welcome. A little bit about us – My wife, Suzanne, and I have always loved the water. We're both avid scuba divers and have had the good fortune to spend a few weeks as passengers on a 60-foot Ketch, sailing throughout the Bahamas. Prior, we sailed with friends and family on various vessels.

To gain some hands-on experience, I searched for a small dinghy that Suzanne and I could easily learn on and was lucky to find 2114 on Craig's List. The ad featured a beautiful photo of a pristine boat. Come to find out, this particular shot was

taken when John owned it. Unfortunately, the new owner abandoned the boat in a field, where it became the final resting place for two fallen trees. Never one to turn down a challenge, I bought the boat for \$50, returned home to get my chainsaw, and the rest, as they say, is history. With the fleet's help, I hope to restore her to her former glory.



(The boat is in need of some serious rehab (new foredeck) and upgrading. We are currently looking for a current mast since this boat has the old pivoting 3 stay rig and the rail on the foredeck.)

2114 was my old boat. I sold it when I purchased and refurbished 2707 in 2009.

The addition of these new members brings our fleet to 5 members with 9 boats.

I am currently restoring the centerboard trunk of 376. The front of the centerboard trunk was leaking due to rot and had to be replaced. When that is complete it will be for sale to hopefully a new fleet member. I had hoped to have it ready for this sailing season.



There is a lot more room in a Y-Flyer without the centerboard trunk, an extra 16 inches. When the repairs on 376 have been finished I will be starting to finish 825, another woody. In his case the keel behind the center board trunk has been removed and is ready to be replaced.



REGATTA SCHEDULE

http://yflyer.org/?page_id=1228

CREW-ZING

Crew Redux
** redux - revived*

Tara Smith Whitworth



When you can't remember a time when you didn't sail, it is easy to assume getting back in a boat is like riding a bicycle. Yet when you're in a boat competitively only occasionally, it is a deceptive assumption.

The Midwinters regatta offered the chance to enjoy my home club and sail with my sister, Amanda Hodges. I was primed to be competitive. In the boat, all the muscle memory kicked in: the constant movement to achieve optimum heel, ducking under the boom, handling sheets.

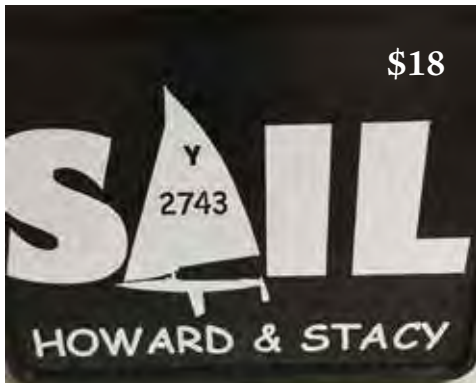


As my skipper adjusted to a new rig and new traveler control, I acclimated, too. And she gently (thank you) reminded me that she needed more help... as in getting my head into the race. For example, watching ahead for shifts or gusts and forecasts of approaching boats. A good crew is a cockpit conduit for information. That makes all the difference, to both of us.

Thanks to the family tradition of the Y-Flyer, children often learn sailing by osmosis, sitting hip-to-hip with parents. Word to the wise: teach more than just the points of sailing. The good skippers talk their way around the course and teach what's involved in racing. Most skippers are generous in this way; a few treat their crew as a winch-grinder and basic ballast. Some very seasoned crews still, surprisingly, have no idea what's going on, on the race course. What a wasted opportunity.

In the early days of sailing, it was all I could do to pull the jib sheet in, on time, to the right length, and to not drop the whisker pole. Those first weekends? Anxious rites of passage. Luckily, Randy Smith talked about strategy and options in the boat. He trained his kids that way. The more learned, the more it was possible to anticipate and contribute as crews who were an asset in the boat.

While sailing includes a lot of automatic responses, communication is everything, y'all! Mentor your crew around the race course. In addition to pronouncements of tacking, whisker pole launch, and hiking out, do talk about strategy, what sailing 45 degrees to the wind means, and what those darker ripples on the water are. You'll have a better -- and happier, more invested -- crew.



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Having been busy rehabilitating two Y-Flyers this winter, and seeing what the bottoms of the boats looked like, I was inspired to discuss in some detail a common activity in boat maintenance. But first, a story.



About 20 years ago or so, an article appeared in a sailing magazine on the topic of wet-sanding and its benefits. There was lots of discussion of laminar flow and boundary layers and such. The piece also touched on what grits of sandpaper to use, how to use it and how to maintain it. A certain Y sailor had read this and got quite psyched at the prospect of going blazingly fast after hours of wet-sanding the bottom of his boat to a smooth finish. Having done this, he showed up at a Beer and Boats Regatta at Lake Carlyle. This was one of those years when the lake had a lot of sediment in the water from the surrounding farmland. As the day wore on, his normally white boat turned to a very light brown (a number of other boats experienced this phenomenon, but not as seriously as our hero). Washing at the hoist proved somewhat ineffective and the die was cast. Seeking a solution, he asked me what I thought. I said "Take it home, sand it with the next two grits, buff it out and you'll be much happier". The dirt of the lake got into those microscopic 400-grit sanding grooves. Good luck washing that out.

I'll be the first guy to stand up and support the idea of wet-sanding your boat to a nice, smooth and fast finish. But there's a right way and a wrong way to do this. My method probably falls somewhere in between — because I only know what has worked for me — and those for whom I've done work. With that in mind, I'll offer some tips that have worked well for me...and then you'll go to Google and do it some other way because if it's on the internet, it must be better. These tips are based on what a normally equipped boat owner would use to accomplish the goals they have for a slick bottom. I have a nifty and quite expensive sander that I use and a buffer that any self-respecting car guy would have on hand, but I'm going to assume that most people would be doing this by hand. Sucks to be you...because it used to suck to be me.

Assuming that you don't have a lot of damage that needs to be repaired, you'll need the following: Wet-or-dry sandpaper (normally black in color) in 220, 320, 400, 600, and 800 grit. Get at least 5 sheets of each. You can get by with fewer 220 sheets because you won't be using much of that unless your boat didn't come with a trailer. A bucket and large sponge. One of those sponges that can hold a quart of water. Access to a hose with a multi-setting nozzle. Gloves are recommended to some degree because after sanding through all of those grits in water, the palms of your hands will be largely devoid of skin. If you want to use a hand sanding block similar to what drywall guys use, you can, but the final sand of each grit should be done by hand. It's a very tactile "feel" sort of activity. Lastly, a sunny day, 85 degrees, a gentle breeze make for a nice set of working conditions.

Your boat needs to be upside-down on the trailer to do this effectively, but you can turn it on its side with the mast up if you prefer. Upside-down would allow you to apply equal pressure on the sand paper all over the boat. "On the side" makes for awkward sanding positions and leads to Ibuprofen.

Now you're ready to go. The following is a list of pointers accompanied by some methodologies that should help you yield the result you're looking for.

1. Throughout the sanding process, keep the area you're working on very wet. Since the planet is apparently running out of water, you shouldn't use the hose constantly because you'll scorch the golf courses. I recommend keeping the water bucket full and use the sponge to keep the wet coming. Spray the area, then soak the sponge and keep it "uphill" of where you're working. A trickle of water will flow down the hull and you sand through that. Helps keep the paper moving the way it should.
2. As you use the sandpaper, you'll want to cut it into 4 strips across its width. Then tri-fold the strips. You'll get the most effective use out of a sheet of paper this way. I always love watching people use a whole sheet, quarter-folded. They sand a bit, flip it, sand a bit more and so on. But they've probably only used the paper halfway. Plus, you want to be thorough. Going small helps this.
3. If you have "deepish" scratches (you snag them with your fingernail), but they're not through the gel coat, you might be able to sand them out. Use the 220 very carefully. Sand the scratch out gently with a small swirling motion. Let the paper do the work. As you work the scratch area, increase the size of your swirl motion so you don't sand a noticeable divot in the boat. Once the scratch is gone (or at least a lot less prominent), finish with a gentle forward-and-back motion and that's it. It shouldn't involve an area bigger than maybe 6 inches per 2 inches of scratch by the time you finish. Once you've completed scratch patrol over the hull in this manner, you're ready to fly. (Did I mention that you'll need the better part of an entire day..or so.. to do all of this? No? Call your boss and tell them you'll be sick on Monday).

Continued page 9

Continued from page 8

4. Now you're going to sand the boat through the remainder of the grits. So...
5. ...get your 320 ready. Make sure your water system is ready. Use the hose on the cats so they'll never come back to bother you.
6. If your boat's bottom isn't in bad shape, you can start with 400 or, if you're really lucky, 600.
7. You'll be doing perhaps 1/10 of the bottom at a time (2 sides, 5 sections per side). Put the paper under your fingers and keep your hand very flat. Sand in a swirling motion of about 6-inch circles. Keep the circles in a tight formation. Go up-and-down (side to middle) in swirly rows that intersect, then forward and back. Be patient and make sure to hit all of it. Rinse frequently. Dip your sand paper in the bucket of water frequently. Soak the sponge frequently.
8. You'll finish the section with a smooth forward-and-back motion. That's the direction that the water moves, right? Make it easy



for the water. Plus, when you move to the next grit and do the swirl phase, the sanding scratches of the prior grit are quickly sanded out. ~~~A quick aside: This is a microscopic activity. You'll be putting thousands and thousands of microscopic scratches in your boat. The progression of sanding grits makes these scratches smaller and smaller. But the water always knows. It always knows. Kinda' like Santa Claus always knowing who's been naughty or nice. So, do it right or there will be no gift at the end.

9. When you move to the next section, sand slightly into the previous section. That way, you'll be sure to catch the boundary area. When you do the final fore-and-aft motion, go into the previous section as far as you want. You'll only make it better.

Each section uses one tri-folded piece of sand paper. At first, you'll feel the paper "grab". Be gentle with your hand pressure at

first and gradually increase the pressure (can't over emphasize the need to keep it good and wet). Flip the paper when you change directions each time. 3 directions equals 3 sides of paper; hence, the tri-fold. Simple.

10. Repeat with the subsequent grits. The one that "gets you on the road to awesomeness" is 400. It gets the 320 out and clears up most of the remaining imperfections (if you've done this well, that is). 600 and 800 will fine-tune the finish. Rinse the boat completely when you're done and examine your results. Here's what should make you happy: the boat will have a decent shine to it. You'll see the sanding lines, but they'll be forward-and-back down the length of the boat. It'll almost have a shimmer in the sunlight. Best of all, it'll feel slicker than cat **** on a linoleum floor.

Here are a few of things you should NOT do.

1. Do not leave any side-to-side motions. ALWAYS finish fore-and-aft. The water will punish you if you violate this.
2. When "palming" the sand paper, do NOT spread your fingers. Keep them together. Also, try your best to keep your fingers perpendicular to the sanding motion on the final fore-and-aft phase.
3. Don't sand it to death. There's usually plenty of gel coat on the boat but it was most likely inconsistently applied in the building process. Trust me on this. I speak only from experience, which includes screw-ups.
4. Do NOT sand the chines and transom and bow edges until you get to 800....and then, only barely.

Now that you've finished the sanding, you have two options left. The first is, quit. You have a good bottom finish. Plus, all of the science about boundary layers and all of that crap that you've geeked out on will now be in play. If you quit at 800 grit, you will run the risk of it being a little harder to keep clean. This can cause "wet sanding addiction". If you're not a frequent boat washer, then you'll need to wet sand with your 800 every year for the cleanliness thing. So if you've decided to be a quitter, move to 1000 or 1200 grit and amp up the lie to your boss.

Continued page 10

Continued from page 9

The second option, and the one I always choose, is to buff it out after the 800. You can do this by hand, but it will require some elbow grease. I use a typical 7 ¼" or so buffing pad on a typical variable speed grinder that typically costs about \$400 plus the typical \$22 for a buffing pad. You can use one of those \$50 2-handle polishers, but practice first. In my experience, those things bounce a bit, so you need to get the hang of holding it steady. They'll also help with your realization that you might have carpal tunnel syndrome.

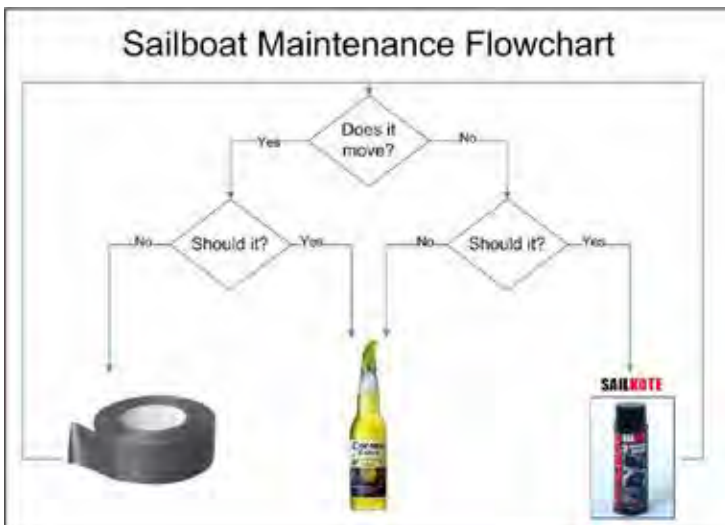
The compound you use shouldn't be too aggressive. Rubbing compounds are for the heavy stuff and polishing compounds are used to make it awesome. Read the labels. If it says "will eliminate 800 grit scratches or higher", then that's what you want. If you're looking for specifics, I use 3M Marine Finess-it. It is made for gel coat and it does a great job. In answer to your next question, of course it is expensive. A gallon is around \$60. A quart is around \$30. You do the math, but only get what you need unless you think you'll do this every year.....which you shouldn't need to.

The reason I like to buff is because the boat is much easier to keep clean. Yes, the buffing creates a gloss and the water will bead on it. All the wet sanding geeks will tell you this is bad. But in the typical Y-Flyer race, the difference between the two in terms of distance gained can be measured with an electron microscope. Besides, if I'm going to miss a shift or do a bad job of trimming my sails or heel too much or capsize, then you bet your slick bottom that I want to be able to clean the boat with just a wet sponge and nothing else.

Speaking of capsizing, don't. Not because it is slow, but because your newly-slickified bottom won't allow you up onto it when the boat is upside down. (Cue the image of the panicking cartoon character running in place with bongo drum sound in background).

After buffing, I like to finish off with some PTEF polish. It makes the bottom crazy slick and even more easy to keep clean. Do this 3 or 4 times a season. There are plenty of opportunities to do this using the "found time" at the lake when there's no wind and you don't go out.

Final thought: Do not ever EVER save all of this for the regatta. That is a major violation of "regatta fun law". Anything that cuts into the on-site regatta fun is a no-no. Do this at home and bring that awesomeness to the regatta with you. One of my favorite beer-drinking activities at a regatta is watching other people work on their boats. It's a marketing tool. They see me relaxing while they work. That's about the time they start reaching for the checkbook.



Have you seen it? Our new website is fabulous! Check it out! www.yflyer.org All new design!



CAN YOU NAME THEM?



HARBOR ISLAND ALIVE HOSPICE REGATTA



Anthony and Elizabeth at HIYC

The Alive Hospice O. L. Shultz Regatta joins Alive Hospice of Middle Tennessee and HIYC. This race is part of the National Hospice Regatta Alliance. It's named in honor of former Commodore O. L. Shultz, an active racing sailor served by Alive Hospice.

2016 HARBOR ISLAND ALIVE HOSPICE OL SHULTZ OPEN REGATTA Y-FLYER RESULTS

RANK	BOAT	SKIPPER & CREW	R1	R2	R3	R4	R5	R6	TOTAL	RANK	BOAT
1	2772	Doug & Lauren Kinzer	1	3	3	3	2	9	12	1	2772
2	2791	Jeff Rodgers & Lisa Parker	6	2	2	1	3	6	14	2	2791
3	2798	Drew Daugherty & Blake Byrd	4	1	5	4	1	5	15	3	2798
4	2788	Evan Daugherty & Yates Phillips	3	8	1	2	9	4	18	4	2788
5	2595	Chandler Owen & Carol Owen	7	6	4	6	5	1	22	5	2595
6	2757	Anthony Passafiume & Elizabeth	5	4	7	7	6	2	24	6	2757
7	2623	Mike Stewart & Robin Weiler	2	5	6	5	DNC	DNC	30	7	2623
8	2695	Zack Lawson & Jake Williams	8	7	9	8	8	7	38	8	2695
9	2681	Pat Passafiume & Angie Crowe	9	DNF	DNC	DNC	4	3	40	9	2681
10	2606	Ray Marley & Marshall Lawrence	10	9	8	9	7	8	41	10	2606
11	2166	Ben Glover & Nile Hatcher	11	10	10	10	DNC	DNC	53	11	2166

DNC Did Not Compete * * 12 12 12 12
DNF Did Not Finish * 12 * * *

VANGUARD 15 RESULTS

RANK	BOAT	SKIPPER & CREW	R1	R2	R3	R4	R5	R6	TOTAL	RANK	BOAT
1	1497	John Coolidge & Laura Johnson	2	3	1	1	2	5	9	1	1497
2	1929	Michal Osborne & Lem Stevens/Sarah Piper	1	1	3	3	3	4	11	2	1929
3	1589	Mel Smith & Jody Lee	4	6	2	2	5	1	14	3	1589
4	1008	Andy Carson & Tyler Jacobs	3	2	4	4	1	6	14	4	1008
5	1335	Greg & Brianna Theriot	5	5	6	DNC	7	3	26	5	1335
6	1795	Ania Gorska & Andrew	RAF	4	7	5	4	DNF	31	6	1795
7	8	Javier De La Rosa & Denis Colby/Paul LaTour	6	7	5	7	8	7	32	7	8

THIS WAS A CAPTION CONTEST.

Even his wife, Heidi, chimed in.
The best of the submissions:

A very big vodka martini, dry, olives, stirred not shaken...
and use this to stir!

Get me off this boat. I need a martini

Drew-ling on the bow

I've fallen and I can't get UP.

or, "my crew makes this look so EASY."

"Oh mighty Wind Gods! Show me mercy by not having
me use this to get back into the dock! I will offer this
paddle as sacrifice!"

Never step on your jib on the deck.

It was a "Dark and Stormy" night.....



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THAT'S A BIG 10-4

Funny things happen when you travel to a lot of regattas on the Y-Flyer circuit. The road becomes your home.

About a year ago, I was overnighting at a Walmart Parking Lot Campground somewhere along I-40 and I got to talking with a big rig truck driver who was also staying the night.

He was heading east out of an area of bad weather. He said his best friend was his CB radio. "When there's a tornado comin' you've got to have a CB." Well I've never seen a tornado before and beings how I was heading west into the storms I went inside Walmart and bought one and I've been listening to my CB ever since.

Of course, at first I just listened. But then I started working on a southern accent, and on rhymes that don't rhyme, and applying common sense logic to all of the world's problems and pretty soon I was joining in the CB conversations.

Now I'm the King of the Road!

For instance, when a UPS double pup passes me, I don't flash my headlights that he's clear to pull back in the lane.....No, NO!.....now I say "You're clear Big Brown, bring'er back in line and keep on flyin'"

And when the right lane is closed 1 mile ahead and all us good drivers are in single file over in the left.....and a car comes wizzing along in the right lane? I get on my CB and say "We got one coming up fast on the right and makin' things tight!....I guess we're supposed to make room for the Entitled One Percenter." And then, of course, one of my fellow haulers moves his big rig over to the right to make a block on that "Special Person." Anyway, I've been living the high life on the road because of my CB.

Still haven't gotten any tornado information but I love my CB.

But in all honesty the problem is I've been having CB radio bad dreams. I think it's a combination of the confusion of sleeping in yet another Walmart Campground in city after city mixed with the post traumatic stress from another poor finish at another regatta.

Why, just last month on my way back from the Atlanta Midwinters I had a nightmare.

And it went just like this:

Code Blue: Ahh...breaker, breaker you out there Renegade?

Renegade: Ahhh...you got the Indiana Renegade. Who be yakkin' at me?

CB: Ahh...yeah, Renegade, this is the Big Code Blue comin' at you pedal to the metal on starboard, good buddy. And I be hopin' you got your head on a swivel.

R'gade: Ahh...what's your 20, driver?

CB: Ahh...I'd be guessin' 'bout mile marker 40 yards on your right side Indiana banana. Ahh...you plan on tackin' over onto port anytime soon good buddy?

R'gade: Ahh...that's a negatory Big Blue. Renegade's got a schedule to make on down the line...and I got no time.

CB: Ahh...did I read you Renegator that that's a negator? Maybe you better shut that baby down or we're gonna have a heck of a wreck.

R'gade: Ahh...Blue Boy, I'm gonna raise the flag and see who salutes. Cause I ain't stoppin' this load of spinach from getting' to the finish.

CB: Ahh...Renegade I'm kinda thinkin' there's about to be a sinkin'. There ain't no way you and me both gonna be keepin' the white fluffy side up and the shiny side down.

R'gade: Ahh...well Little Boy Blue....I'll be guessin' we'll be messin'.....and I'll meet you in Davey's Jones locker good buddy!!!!

And right about then I wake up screaming!!!

Looking around the brightly lit Walmart Parking Lot Campground, I gather my composure.

Oh well, guess I'll go inside and get a sticky bun.

Cap'n Terryble



YFlyin'!!

2012 Nationals
1,2,3,4,5,6

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AMERICAN Y-FLYER SAILING ASSOCIATION EXECUTIVE MEETING

Conference Call 8:05 EST

March 8, 2016

Attendees

Dan Haile	Dorita Smith	Tracy Sykes	Shelby Hatcher	John Smith
Kevin Black	Bruce Williams	Bill Totten	Doug Kinzer	Paul White

The agenda of this Executive Meeting is to review the 2016 Mid Winter Regatta, the 2016 National Regatta, a venue for the 2017 National Regatta, New builder Jibetech, Class membership count, Class finances, Status of the new Class website, and other business that comes before the meeting.

Shelby Hatcher related that there are 40 boats preregistered for the 2016 Mid Winter Regatta to be hosted by Fleet 1 at the Atlanta Yacht Club on March 19 & 20. There will be a burger supper on Thursday for those who have indicated their arrival. Supper on Friday is included with the regatta as most competitors arrive on Friday. Fleet 1 is planning 3 races on Saturday and 2 more on Sunday. There will be 10 trophies for the Gold sailors and 3 for the Blue sailors. Troy Davis will be the regatta PRO. Nile Hatcher is the Mid Winter Regatta Chairman and has been able to get cabins for the competitors indicating a desire for a cabin. Temperatures are expected in the upper 60s to low 70s and winds about 10 mph for the regatta. Shelby indicated that the lake is higher than normal for this time of the year but should not affect the regatta.

Tracy Sykes is the Chairwoman for the 2016 Junior and Senior National Regatta and indicated that the preparation for the 2016 National Regatta being hosted by Fleet 30 at Little Rock is progressing as planned. Racing for the Juniors will be on Tuesday and Wednesday, and for the Seniors and Challengers on Thursday, Friday, and Saturday. The awards banquet will be held on Saturday evening. Ben Guise is the coordinator for housing for the sailors. Bob Gough from Dallas, TX will be the regatta PRO.

Secretary Paul White related that he had not heard any discussion about a venue for the 2017 National Regatta. John Smith indicated that he would ask the Saratoga Sailing Club if Fleet 63 could host the 2017 National Regatta. It was suggested that Fleet 62 at Nashville TN, and Fleet 39 at Neoga, IL be asked if they could host the regatta.

Doug Kinzer related that Jibetech, the new builder of the Y, has completed all the fiberglass molding and assembly of Y-2809. The boat will be taken to Doug who will rig it. Doug said that trailers for the Lightning sailboat, made by Nichols Boat Works in Flint MI will perfectly fit the Y. They are galvanized and can be configured to double stack 2 Y-Flyers. Although a printed price list of the new Y is not yet available, it is thought that a new Y-Flyer from Jibetech and then rigged by Doug Kinzer, it is thought that the complete boat, sails, covers, and a trailer will be in the low \$20Ks.

Lavon Hatcher relates that she needs, and always needs, copy for the Flyer. The next Flyer issue will include and be after the Mid Winter Regatta.

Secretary White reviewed the membership count of 2016 paid members and Class Income and Expenses. The number of Active (Boat) members is 37, Associate is 5, Junior is 0 and Crew is 18. These numbers compare to averages of 68 Active, 9 Associate, 2 Juniiior, and 30 Crew for the years 2010 – 2015. These numbers are all related to before the MW Regatta. With 40 boats preregistered for the MW Regatta, some of the not yet paid members will pay at that Regatta. Class Income is \$1780 compared to the average of \$3,647 and Class Expenses are \$2,547 compared to the average of \$3,056.

Doug Kinzer related that he had discussions with Paul Abdullah of North/Dieball Sails. (North Sails bought out Dieball Sails). There now are 2 current cuts of Y sails, the North and the Dieball. Paul Abdullah will get both cuts measured. On behalf of Paul Abdullah, Doug will measure a suit of both cuts at the Mid Winter Regatta.

John Smith at Fleet 63 at Saratoga related that there are 8 Ys at Saratoga, owned by 6 different people. Some of these Ys are woodies. There is a shipright at Saratoga who is rebuilding 3 of the woodies. Doug Kinzer has woodie Y-2395 that is sailable and needs a new owner.

Bill Totten has been asked to be the Officer and Area Vice President nominating chairman for officers for FY-2017, beginning October 1, 2016. These nominees will then be elected at the General Meeting at the 2016 National Regatta.

Conference call ended at 8:45 PM EST.

Paul C. White
Secretary