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### Memoire

Bill Totten  
Y-2792 Godspeed

# THE 2017 NATIONAL CHAMPIONSHIP WHAT AN OPPORTUNITY!

As we crossed the finish line in third place of race 6 of 6 of the 2017 Y-Flyer National Championship on the Ohio River in Louisville, KY, my crew, Paul Abdullah, shook my hand and said "Congratulations Bill, you're the 2017 Y-Flyer National Champion!" I gave Paul a hug and smiled and shed a tear at the same time. It was all surreal: a thrill, a dream, a relief, an accomplishment, a victory, an ending, and so much more that had all been part of my "Opportunity."

I realized that the "Opportunity" had been the culmination of a lifetime of experiences of sailing. Starting with sailing with my Grandfather on a canvas Folboat in Maine as a youth, learning to race with Fleet 39 on Lake Mattoon, competing in all but one National Championship since 2001, saying yes to an offer of a lifetime, having the support of family and racing friends, and preparing mentally and physically to give Paul and myself our best chance to win.

The quest for the 2017 Championship began fairly innocently in the fall of 2016, when I sent an email to good friend, mentor, and adversary, Drew Daugherty, inquiring about what makes Paul so good that he's been able to win our last 3 Nationals, including at Little Rock in 2016, where he won all but one race on Drew's home lake. Drew responded that we'll talk. I didn't hear anything more until the 2017 MidwYnters.



I approached 2017 with a goal of giving opportunities to other folks to have sailing experiences. So, I invited fellow Fleet 39 sailor and Commodore, Chuck Lowell, to crew for me in March at AYC to introduce him to long-distance traveling with the Y and some southern hospitality. While introducing Chuck to folks on Friday evening, Drew caught my attention and said "Bill, there's something I've got to tell you this weekend." I got my radar and defenses up because I expected some type of razzing from Drew. Saturday at lunch Drew explained about Paul and Marie expecting their first child and Paul having an interest in crewing for someone with potential for learning from him. Drew left it that. It was something to think about. Now I've always known that I have potential, but Drew's hint of an offer was the first of many surreal moments to come in 2017. The next such moment was only a few hours later as Chuck's gallant crewing in building winds during the last race on Saturday afternoon helped me win my first race in 19 years at any regatta!

See NATIONALS continued page 3

# A•Y•F•Y•R•A

## AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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## THERE'S A NEW SHERIFF IN TOWN

As a result of a not very exhaustive search, and a lot of scraping of the barrel's bottom, I'm the new president of AYFSA. Hey, I've held several other jobs in the class. Why not add another one to my resume, such as it is?

I've always believed that when these opportunities come along, one should take advantage of them as best they can. The most common mistake is to try to do too much in the little time one has. A long laundry list of hoped-for goals usually leads to disappointment. Thus, I've parsed my goals down to a pretty modest two-item list:

1. Make the website the best we can make it with the limited resources we have available. The class can't financially afford a big, splashy effort that one often sees on the internet. But thanks to the efforts of Bruce Williams (Y-2804) in the design and set-up, and the ongoing efforts of Dorita Roeschlein (Y-2770) and Paul White (Secretary/Treasurer), we're getting there. The bugs are being worked out, but there's more we can do. But we can't do it without ideas from all of you in the class. Once good ideas are incorporated, then it is incumbent on all class members to contribute. The website needs updates to the calendar. Boats and equipment needs to be updated and filled. If we want to add a discussion forum, it is up to the class members to keep the conversations alive. Once we have the website we want, then all of us need to make sure it remains the valuable tool for class growth that it should be.
2. Find the boats. We all know the boats are out there. If the class has 150 members, but our boats number up to 2809, then there are a ton of boats out there hiding. We need to root them out and get them sailing again. If they need rehab, then there are folks who do that professionally, or there are DIY-ers who have those capabilities. But we need our Used Boats listing in the website to have lots of options available. When I get asked if there are boats available, I never again want to find myself saying "I don't know." Area Vice-Presidents -- start making contacts with former class members and fleets in your areas to find the boats. Paul White has information on lots of boats and last-known owners. Start there. Whatever help I can be, I'm here. But I'm putting it on all of you as well. Find the boats. Heck, I just sold one to a new Y member, so I might need a rehab project for myself.

Doing just those two things will help facilitate our efforts at growing our great class. When people ask about the Y, they can go to our website, find fleets, regattas and boats. It will still require an aggressive, hands-on approach as well, but we can get there.

The season starts soon. Spend your winter sailing time growing our summertime sailing. Let's get started!

Doug Kinzer



As we drove back home, I shared the hint of the offer with Chuck, who smiled and told me more about the book The Boys in the Boat. It is the story about the USA crew team in the 1936 Olympics. When I got back I had heart-to-heart conversations with my wife, Nancy, and daughters, Madeline and Felicia, because they always get first dibs on crewing at Nationals. They all immediately said, "Go For It!" and I knew that I had their blessing if the offer materialized.



The next step on the journey happened at the Hawg at Little Rock when Drew mentioned that Paul is still interested and that I should be hearing from Paul. I confirmed with Drew that I was interested in having Paul crew for me and that I had the ok from my family. I crewed from Chuck at that regatta and updated Chuck on the developments and he again smiled and told me more of the story. Soon after that trip, a copy of The Boys in the Boat arrived on my doorstep with a nice note from Chuck.

Then I heard from Paul and the surreal became more real. We started texting, emailing, and talking to get to know each other and to prepare for July. One of our first conversations included establishing that we wanted to compete to give ourselves an opportunity to win, but that learning and fun were most important, so that's how we approached the regatta. (*Although both of us knew that the unspoken goal was to go for the win.*)

The next step was preparation: new sails of the cut that Paul knows, Chet Turner updates and repairs to 2004 Godspeed, talking tactics, strategy, and philosophy with Paul, getting insight from Drew, Chet, David Irons and others, practicing boat handling with Chet and David, planning regatta management, reading The Boys, which provided excellent insight to the philosophy and approach to competing and winning races in boats, and lots, lots more. Yes, I approached winning a championship with an intensity that I'd never before applied to racing.

Nancy knows my passion for sailing and agreed to be my shore-crew for the Nationals. We arrived in Louisville early afternoon on Monday afternoon and set up Godspeed for measuring and weighing. Paul and Marie arrived later this afternoon in time for measuring the DPcut North Sails, something Paul knows a little about. All went smoothly.

Tuesday brought the scheduled practice race. We put Godspeed in the water early and patiently waited for the Junior Championship to conclude. At some point our patience waned a little and we decided to go out during a break in the Juniors' schedule. We got used to the sails in very light air, learned some more about current and shore effects, practiced some roll tacks, mark-rounding strategy, and starting strategy, and got to know each other and the boat. We were very glad that we took advantage of that opportunity because Juniors went until early evening in very light winds.

Wednesday brought the skippers' meeting, annual Y meeting, and more light winds. We didn't get on the water to race until late afternoon and, thankfully, Paul and I both seem to be blessed with patience, persistence, and perseverance, all of which would be helpful during the week's racing. The first race was heading upstream with a light breeze, resulting in a challenge to make headway at the start. We applied the previous day's practice by starting a "little late" up river and to starboard of the committee boat, crossing the starting line next to the committee boat on starboard, and continuing on starboard just long enough, about four boat lengths, to be able to tack and cross upwind and upstream of the committee boat on port. Everything worked as practiced as we cleared and headed for the right shore where there was less current and enough breeze. We stayed near the right shore for several tacks and were in or very near the lead with a few other boats in our vicinity. We then saw what appeared to be more wind pressure offshore and toward the windward mark, so we went on starboard tack toward that pressure that didn't materialize and we ended up rounding in fourth or fifth with some strategic tacks near the windward mark to minimize the damage. Drew was one of those who stayed hugging the right shore and he found a lone puff near the windward mark that shot him far out in the lead. We were able to gain some on the weird run. The current was faster than the breeze and the sails had little if any affect on the boat and the jib sail looked ill with the pole up. And we rounded the leeward mark in fourth. Roll tacks and hugging the right shore on the last beat helped us pass Pat Passafiume and John Bright to finish second in Race #1. Of course, we wanted to win the race, but we were pleased with the execution of our plan, boat speed, tactics, team work, and competitiveness. It was a long day with lots of patience, but we were happy to be competing!

Thursday brought more patience and finally some more wind. After a good start, and rounding the marks at or near first place through the last mark, we went left on the finishing leg and the wind mysteriously decided to go right. We competitively won the left side and salvaged an 8<sup>th</sup> place in Race #2. We took away from the race two positives: we were again competitive, and, that the winds will likely be fickle to the other competitors. And we planned ahead during the hour wait before the next race. We didn't start quite as well in the next race and were perhaps running in about 10<sup>th</sup> place at the first windward mark. Fortunately, the course included 4 beats and 3 runs



and we moved up to place fourth in Race #3. After another hour wait, we started well, led at all or most marks, and covered John Bright up the finishing leg to win Race #4. What a thrill! In a matter of a few short months, I had won my first race at a regatta and now my first race at a Nationals! We didn't get off the water Thursday until about 7:30 pm. I was numb, exhausted, and happy during the sail in, covering Godspeed, and giving a YouTube interview to Paul. Nancy and I then quickly left the club to get dinner at our Greek restaurant of the week. I made my daily post-race journal entries, went to bed exhausted, but not before making a mental inventory of the likely places of the other competitors and realizing that we may be sitting at or near first place overall!

Friday brought the same theme for the week: little or no wind in the morning and lots of patience required. With a protest of other competitors involved, no results had yet been posted, either official or unofficial. However, we soon realized that we had 15 points through 4 races and Drew likely had a couple more at about 17 points, pending the protest results. We decided early on to stay calm and patient and to be ready to compete instead of hoping for no races. It helped to walk around, stay hydrated, and have friendly chats with others about experiences, boat handling, and boat set ups. Another yummy lunch came and went and still very little wind. Without much development in the wind, the harbor gun sounded and we watched others launch and head to the starting line. Here's where Paul's experience helped in ways that I hadn't anticipated as he suggested we hang in the shade as long as possible because the starting line will be so close. So we waited to launch and made the starting line with plenty of time to get our wind shots and line sightings and plan our strategy. Then came three general recalls and we realized that the afternoon's racing would depend on some guts, some skill, and some luck, perhaps not in that order. On the fourth start, we started near the pin, got some boat speed, and crossed the fleet to lead at the first mark. We promptly headed to the right shore by the clubhouse, again avoiding the current and taking the favored side. Other leaders came with us, including Drew. Then the winds decided to become fickle as our wind shut off and a breeze from behind turned the fleet inside out, causing us to go from first to about last. We finally saw a window of opportunity, gybed onto port, and headed for more pressure to the middle of the course. We found a good streak of pressure, gybed back onto starboard, and rode the streak to 3<sup>rd</sup> or 4<sup>th</sup> place at the leeward mark. We kept our place up the 2<sup>nd</sup> beat and then the course was shortened to a finish on a run. We sailed as fast and cleanly as possible on that run and finished 3<sup>rd</sup> in Race #5, with Drew several places back in 7<sup>th</sup>. Thank you guts, patience, and guts! So far so good, but we still knew that Drew had a higher throw out and that we needed to continue to compete. So hydrate, plan, and concentrate....



A little while later, Paul White, the RC, announced that the next race would be the 6<sup>th</sup> and final race of the 2017 Nationals. The race started at about 3:30 and involved some jockeying with Drew at the start. Although we were both over the line shortly before the start, we both managed to get back behind the line and have boat speed and clear air at the start. We led at the first mark, Drew passed us on the run on the right side of the course, we battled with Drew on the right side up the 2<sup>nd</sup> beat, passing him near the windward

See NATIONALS continued page 5



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mark with our best roll tack of the regatta in building winds and chop, and Drew again managed to pass us on the final run. The final leeward mark brought a series of events that I'll never forget. All week long, one of the many things that Paul kept instilling in me was that with the current we wanted to take marks wide then tight so that we would get the best leverage possible around the mark. I always gave it my best shot. As we approached the final leeward mark, Drew rounded first and Tony came to the mark on starboard about the same time that we approached on port. I knew that Tony had rights. I thought that I was going a little faster than Tony, so I focused on keeping clear of him and having a clean rounding. As Tony rounded near the mark, I chose to go wide and outside of him as we both started up the beat on port. Paul was not pleased with my decision, and I knew that my cautiousness had prevailed over our quest for aggressiveness. Rounding inside of Tony would have given us a better use of the current, an opportunity to tack, clearer air, and more boat speed. I apologized, gathered myself mentally and physically, and kept sailing. I could tell that Paul wanted to battle Tony and perhaps get Drew, and I sailed with that objective, making several strategic tacks. I realized that Drew was pulling away and that Tony was covering after gassing us at the mark. I then took inventory and told Paul, in about the same voice that he had used at that leeward mark rounding, that I'm pretty sure we would win the Nationals with a third place in this race, and "I'm perfectly happy finishing in third place in this race, and let's sail fast and cover John Bright running in fourth and the rest of the fleet." Paul looked at me and smiled, and the rest is history.

Well, there were the celebratory hugs, a throw in the water, an awards banquet, Fleet 39 party, and competing in Sonars at the Championship of Champions with Drew and Blake Byrd as crew...all surreal.

I'm so thankful for this "Opportunity," for Paul as an amazing mentor, crew, and friend, and for those in this article and the many, many others who have helped flame my passion for sailing.

## REPORT FROM AREA 3

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### *Radio Transmission*

Bob Turner

#### *Back Story: 2015*

During the spring and summer of 2015, a faint "ping" was detected and traced to the remote section of the universe known as Area 3. Most notable was the strongest signal was believed to be centered near sector "Fleet 10," aka Carolina Yacht Club. This was particularly puzzling since the activity in that charted sector was believed to be extinct or dormant since early in the last parsec. Radio receivers are presently focused on the general area in hopes of finding additional proof of life (intelligent or otherwise).

#### *Fast Forward: 2017*

Area 3 has seen a quantum leap in activity over the spring and summer of 2017. The four yacht clubs located on Charleston Harbor found Y-Flyers represented in their open regatta format. Local sailors Briggs Monteith and Bob Turner, coordinated early efforts and contacts with those who had shown interest. Initially, two of the regattas were targeted for participation with the hopes that attendance wouldn't be watered down or spread thinly over a five-weekend period which included the summer-end regatta at Rockville (Sea Island Yacht Club) which has become a tradition with historical significance.

After canvassing those who expressed enthusiasm, three local regattas were chosen. They included Beaufort in Mid-June and Hobcaw Regatta in early/mid July, as well as the aforementioned Rockville Regatta, the first weekend in August. These were chosen due to the spread in timing which would minimize the pressure of sailing over four or five consecutive weekends. Plans for Beaufort were set with outreach to dormant Savannah fleet, AYC Y sailors and Keowee Yacht Club sailors. AYC responded with three entries early, Eddie K, Amanda H and Carlin H. The numbers added to our own fleet participation of five boats which then tied for the highest number of boats in fleets represented. The venue was beautiful, and sailing on Saturday was exceptional. If you have not visited this historic city and experienced the scenery and architecture, you will need to put this regatta on your schedule for next year.

After the showing at Beaufort, Y sailors took note and pushed for more regattas which included a hastily organized fleet at James Island Yacht Club (5 boats); Charleston Yacht Club (5 boats); Carolina Yacht Club Regatta (7 local boats with Amanda H and Carlin H bumping the fleet to 9). Notable additions at Charleston Regatta and Carolina were John and Jessica Skinner, Wendy McKenzie and Benji Sadler with his woody. Craig Bennett also made three regattas in 2017 prior to selling his boat to go over to "the dark side (Lightnings)".

The wheels of progress turn slowly, however, they do turn. Renewed interest has been sparked from the CSC area including names that will be familiar to most. We hope to garner additional Y sailors and coerce new found activity to engage in travel as well as national participation. We are actively engaged in flushing the "barn queens" from their relative hiding.

Best wYshes for the new year!

Standing by.....static.....for input....static, garbled transmission...more static.....

# THE 2017 Y NATIONALS FROM THE RC BOAT

*Paul White  
Principal Race Officer  
2017 Y-Flyer National Regatta*

The Louisville Sailing Club, at Prospect, Kentucky on the Ohio River, hosted the 2017 Y-Flyer National Regatta. We had been there in 1997 when LSC hosted the Y International Regatta. The river was at normal pool and flow, but the winds were light and the temperature and humidity were HIGH. Joining me on the RC Boat were Mickey Gregg and Dorita Smith. Mickey is a keelboat sailor with local wisdom of barge traffic, where not to place the course marks, river current, and wind directional patterns. Dorita waved the race flags. With their assistance, I felt the race management ran very smoothly.

On Monday, the first day of Junior racing, the winds were insufficient and the Juniors did not put their boats in the water. Tuesday afternoon the winds did show up and the Juniors sailed 3 windward leeward races. Upwind was down current. The RC Boat was anchored from its bow and pointed down wind but up current as the current was stronger than the wind. During the start of the first Junior race, Lucy and Ellie Spearman sailed across the front of the RC Boat (below the starting line) and hooked their rudder on the RC Boat anchor line. Mickey Gregg on the RC Boat saw the event unfolding, jumped to the front deck of the boat, and with his feet fended the Y off of the pontoons of the RC Boat. With a lot of effort and time, Mickey finally got the Y off the anchor line and the Juniors went on to sail the course. After the race started, I call US Sailing Judge Carl Owens in Atlanta, and related the situation that these were mid-teen age competitors, in borrowed boats, with no river current experience, and did not ask for help. Carl studied the situation, returned my call, and informed me to score the boats in the order they finish. In the third race, this time Ava Kuznicki and Ji-Soo Bolles hooked their rudder on the anchor line as they tried to start. Again, Mickey saw it happening and used his feet to keep the Y off of the RC Boat. This race was also scored as the boats finished. As the third race was finishing, Lucy and Ellie were in the lead and their position was more along the Kentucky shoreline than in the middle of the river where the RC Boat was anchored. On their last tack to sail to the middle of the river and to cross the finish line, the wind had gone very light and the river current was stronger. Lucy continued to move with the river current, could not get to the center of the river, and drifted down river, not crossing the finish line. When the winds increased slightly, Lucy was able to turn around and finally sail across the finish line, but no longer in the lead. The Juniors went to shore and the winds died. That evening the winds returned and a fourth race was started. After one lap, the winds again died and the race was abandoned. That ended the Junior racing.



The winds were too light and fluky until Wednesday afternoon for the first Senior Race. The sailors were aggressive on the up-wind down-current river, and there was a General Recall. The I Signal Flag was used in the restart. The winds then died and that was the end of Senior racing on the first day.



LSC local home sailor and Regatta Chair, Pat Passafume, hooked his rudder on the RC Boat anchor line in the first race on Thursday, asked not to be helped, removed his rudder, got away from the RC Boat and anchor line, replaced his rudder, sailed across the starting line, did his penalty circle, then continued to sail. Pat caught a



nice sustaining puff on the downwind leg, picked up the time and distance he lost, and finished second. The second race was marked as 3 laps but the wind conditions deteriorated and the race was shortened to 2 laps with a down-wind up-current finish. After the third race, the boats went to shore, the winds died, and the racing for Thursday was finished.

It was almost noon before the winds picked up on Friday. After eating lunch, the Ys went back to the river. Race 5 again was an up-wind down-current start, there were 4 General Recalls, and the I Signal Flag was used for all the restarts. Barge traffic was heavy and the 6th race was delayed until the river was clear. Again in Race 6, there was a General Recall. That made 5 General Recalls all in the same day. It was getting late in the afternoon after the second race, the heat index was 105, and the sailors were very tired. As such, I sent them to the shore and the 2017 Y National Regatta was over. Bill Totten and Paul Abdullah won the Regatta but finished only 1.5 points better than Drew Daugherty and Diana Plunckett after 6 races, with one throw out score.



## 2017 Y-FLYER SENIOR NATIONAL CHAMPIONSHIP REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	R 6	TOTAL
1	2792	Bill Totten & Paul Abdullah	39	GOLD	2	8	4	1	3	3	12.75
2	2798	Drew Daugherty & Diana Plunckett	30	GOLD	1	1	5	10	7	1	14.25
3	2670	Tony & Vicky Passafume	12	GOLD	14	10	2	11	2	2	27
4	2763	Shelby & Nile Hatcher	1	GOLD	16	7	10	5	1	5	27.75
5	2802	Dave & Jan Irons	39	GOLD	7	6	1	8	17	8	29.75
6	2632	John Bright & Abby Binzer	12	GOLD	5	15	11	2	9	4	31
7	2681	Pat & Patrick Passafume	12	GOLD	3	2	14	16	5	10	34
8	2791	Jeff Rodgers & Lisa Parker	30	GOLD	12	4	3	7	11	11	36
9	2660	Amanda Hodges & Ellie Spearman	1	GOLD	8	9	DSQ	3	4	13	37
10	2688	Mark Barton & Jill Barton	30	GOLD	6	12	7	13	12	7	44
11	2772	Doug & Lauren Kinzer	13	GOLD	11	14	8	6	15	6	45
12	2650	Neal Deaves & Patrick Crowe	12	GOLD	18	3	12	9	10	15	49
13	2595	Chandler Owen & Joe Brownfield	62	CHALLENGER	10	5	18	4	16	14	49
14	2639	Bob & Dane Turner	10	GOLD	4	13	6	15	19	19	57
15	2752	Kevin & Wanda Black	8	GOLD	9	20	9	12	20	12	62
16	2716	Carlin Hodges & Lucy Spearman	1	GOLD	17	17	13	14	13	9	66
17	2744	Ed & Julia Bigus	19	GOLD	15	11	20	DNC	6	DNF	73
18	2545	Andrew Daugherty & Caroline Martin	30	CHALLENGER	20	16	19	20	8	18	81
19	2682	Eddie & Ava Kuznicki	1	CHALLENGER	22	OCS	16	18	14	16	86
20	2623	Mike & Kari Stewart	8	GOLD	13	18	17	17	DNC	DNC	87
21	2680	Marty Schilke & Dave Bauer	13	GOLD	19	19	15	19	18	17	88
22	2799	Katie Mitchell & Ji-Soo Bolles	1	CHALLENGER	21	21	21	DNC	21	20	104
	<b>DNC</b>	<b>Did Not Compete</b>			*	*	*	22	22	22	
	<b>DNF</b>	<b>Did Not Finish</b>			*	*	*	*	*	21	
	<b>DSQ</b>	<b>Disqualified</b>			*	*	23	*	*	*	
	<b>OCS</b>	<b>On Course Side</b>			*	22	*	*	*	*	

## 2017 Y-FLYER CHALLENGER NATIONAL CHAMPIONSHIP REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	R 6	TOTAL
1	2595	Chandler Owen & Joe Brownfield	62	CHALLENGER	1	1	2	1	3	1	5
2	2682	Eddie & Ava Kuznicki	1	CHALLENGER	4	OCS	1	2	2	2	10.75
3	2545	Andrew Daugherty & Caroline Martin	30	CHALLENGER	2	2	3	3	1	3	10.75
4	2799	Katie Mitchell & Ji-Soo Bolles	1	CHALLENGER	3	3	4	DNC	4	4	18
	<b>DNC</b>	<b>Did Not Compete</b>			*	*	*	4	*	*	
	<b>OCS</b>	<b>On Course Side</b>			*	4	*	*	*	*	

## 2017 Y-FLYER JUNIOR NATIONAL CHAMPIONSHIP REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	TOTAL
1	2682	Ava Kuznicki Ji-Soo Bolles	1	JR	1	2	1	3.5
2	2660	Lucy & Ellie Spearman	1	JR	2	1	3	5.75
3	2650	Abbie Binzer & Dane Turner	12	JR	3	3	2	8

## 2018 NATIONALS INFO PAGE

<https://www.facebook.com/events/934345653389536/>



# LOW COUNTRY OPEN

## *It's History!*

Bob Turner  
Y-2639

The 51<sup>st</sup> Beaufort SC Low Country Open Regatta is now in the history books. This event is one that needs to be on everyone's bucket list to attend at least once but that would be like "sure, I can only eat one Oreo cookie". The setting in Historic Beaufort is best described in "Honey, I shrunk Charleston". But enough of the tour guide stuff.

There were 8 boats pre-registered which tied us with the MC scows for the largest fleet out of 12 total classes attending. One had a last minute cancellation (so did the MCs so we still had an excellent showing). Never did get a good count, but I would estimate the total attending as 110-120 boats. Given the excellent youth sailing programs on the coast, more than half of those were Optis, 420s and Open Bics. The Island Packet newspaper touted the event as one to promote "sailing is an activity for the entire family to enjoy". It certainly lived up to that concept.

The Y-Flyers sailed on the same course (South Course) with Lightnings, Snipes, Sea Island One Designs (google it), MC scows and VX evos while the youth sailing operated in sight of the club house giving parents a great view of the race courses. The larger boat course required a bit of a sail though once there, the wind, tide and scenery took over to dish out a picture-perfect day of sailing. The first two races were sailed in 5-8 knots with only occasional holes. Generally, the wind was predictable and steady coming from across an expansive savannah with no structure or trees to obstruct the breeze. It also served to keep the chop down to a minimal with only a mile of fetch. Current was also predictable running right to left perpendicular to the "W" leg. (no more than 2 knots max). Race committee work was exceptional; tossing two general recalls at the Lightning class but otherwise kept the rolling start process uninterrupted. Starting lines and gate marks were positioned to take into allowance the current and push those strategies to the limits.

Sailing was exceptionally close regardless of which end of the fleet you were in. After two races, there was a three-way tie for 1st with Carlin and Dane finishes 3,1, Amanda and Laura, 2,2 and Bob and Brighton a 1, 3. The stage was set for what was going to become one of the most interesting and exciting races in memory. The starting conditions in the third race looked more of the same with an occasional momentary hard left shift. At the gun, the sea breeze over came the prevailing wind, shifted hard left 60 degrees and went from 8 to 15 knots changing the "W" to a close fetch on port tack....the drag race was on. Within a few seconds of the start, the entire Y fleet was approaching the "L" gate marks heading to "W" at the same time the SIOD class that started five minutes earlier, were approaching their gate. It didn't quite sink at the time that these prodigious, lumbering flat bottom SIOD scow had covered the 3/4 mile "W" leg and "L" legs in less than five minutes. Three Ys and one SIOD rounded "W" overlapped and jockeyed for favorable position at the offset. SIODs peeled off and headed for their finish, four Ys were overlapped at the offset mark, wind had built to 15-18 and steady. The next mark was a bit of a blur, trying to get the board up further but I think Carlin, then Amanda, then Y-2639 came around overlapped again just barely clear of Eddie and Ava, Mary Hankel guest skipper Tommy, Briggs/Kent followed by Missy with her new ride and guest skipper. The difference on this leg came down to Brighton's 54 lbs of determination and sheer excitement. We crossed the line just ahead of Carlin/Dane nearly overlapped astern followed by Amanda/Laura less than a second behind. All seven Ys finished within 6 seconds after covering the four, 3/4 mile legs in just over 10 minutes....do the math....

Ok, the sailing was great, the competition better still, the conditions...off the scale near perfect. Ashore, life just kept getting better. Favorites and take-aways: Low Country Boil Saturday night, the acoustic band (Cluster Shucks) was beyond awesome offering something for everyone; dancing and outdoor dining at sunset overlooking the "Rivah"; All the smiles and young and old sailors' laughter.

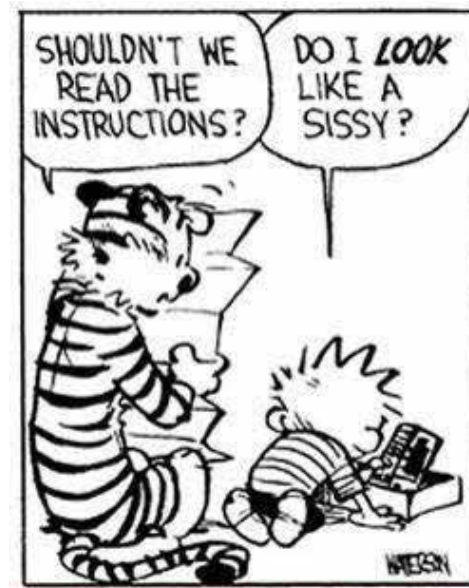
All that aside, possibly the fondest memories were of those comments from around the club of how great it was to see the Y-Flyers back in Beaufort. Please check out the Beaufort Yacht and Sailing Club Facebook page for tons of photos (unfortunately, none on the South Course). Hope to see you all there next year....bring a friend....



# Y-FLYER FLEET 63 2017 RESULTS

Saratoga Lake's Y-Flyers held their annual "Thoroughbred Regatta" on July 8<sup>th</sup> and 9<sup>th</sup>. On the first day, conditions were variable, to say the least, with winds from 2 to 15 knots, and 2 races abandoned as we dashed to shore to avoid thunder showers. Despite that, we got 4 races finished. Day two was beautiful, and the wind was more dependable, if shifty, and we got in 3 races before we had to clear the lake for the club's weekly Sunday race.

Place	Total	Skipper	Crew	Sail #	Finish								
					1	2	3	4	5	6	7		
1	8	John Smith	--- / Suzanne Huwe	2707	1	1	1	1	2	3	2		
2	11	Jake Greiner	Ben Vonder Reith / Gabe Stinson	2395	3	2	2	3	1	2	1		
3	19	Jake Huwe	Charlotte Osborne	2527	4	3	5	4	3	1	4		
4	20	Pat King	Chris Mann	2584	5	4	3	2	4	4	3		
5	26	Marek Czajkowski	---	2144	2	5	4	5	5	5	5		



One might not think so from the scores, but the racing was very competitive, with several very tight finishes, some high drama on the high seas as some of us reacquainted ourselves with the rules, and everyone managing at least a 2<sup>nd</sup> place at some point.

John Smith, as expected, took a commanding lead on the first day, and held onto it with newcomer Suzanne Huwe on the second. All the Flyers agreed that we learned a few things, and look forward to the return of the Frasers next year, when we may be able to show "Terrybull" a thing or two.



## Y FLEET #1 2017

Buzz Benzur

Starting with MidwYnters and ending with the Beers, Y Fleet #1 chalked up another successful racing season in 2017. In between March and October, the fleet saw some keen competition in fleet races throughout the year.

The Beers was a huge success, with thirty seven teams enjoying some great German-style food between races. The winds proved fickle, but, as usual, everyone partied hard. A whopping 8 junior teams competed, a fantastic showing. Ellie and Lucy Spearman took top junior honors. Ava Kuznicki and Ericka Kaczynski took the second place slot with identical scores but the twins won the last race, giving them the gold. The juniors even drew some new AYC faces: Colin and Mark Sherry placed third, and Leif and Mike Carlson fourth.

In the Gold Fleet, Neal Deaves and Pat Crowe walked away with first place honors. Fresh off maternity leave, Kate Hodges Rose, with sister Trixy Hodges Hanson crewing, placed second. John and Andrea Bright were 3<sup>rd</sup>. Mike and Leif Carlson took 4<sup>th</sup> place. Bob and son Dane Turner placed 5<sup>th</sup>.

The Y Flyer certainly lived up to its reputation as a family boat. Four of the five top teams in the Beers Gold Fleet were family members. Five family teams competed in the Blue Fleet. Six of the eight junior teams were family teams.

Our fleet is really growing, with three new additions in 2017. Sue Taylor has officially signed on, as well as Kimberly and Jim Johnson, and son, JT. The Nortons, Lourenco and Kristen, bought a great Y from Carlin Hodges, and sailed it in the Beers, a fitting christening. The Nortons have two teenage daughters, Mimi and Georgia.

See you at The Goldfish Bowl Regatta, March 2018 MidwYnters, March 17 and 18.



# ANIMAL CRACKER 2018

May 19 & 20

Lake Guntersville, Alabama



Two years ago, we had 5 boats. 2017 had 15 boats registered, lost a couple, and ended up with 12 on the line. We doubled-plus our number! How many for 2018?

The food will be good (I promise!) and the camping spots are right on the water for a great partying and sleeping to the sounds of a lake at night. There are a couple of cabin rooms available, with a shared bathroom (call or email Lavon to discuss staying in the cabin). Hotels are just minutes away.

Let's make this an annual stop on our Y circuit! Questions? Josh and Zack, the Bama Boyz, are your hosts. They will be at MidwYnters in March.

## 2017 ANIMAL CRACKERS REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	R 1	R 2	R 3	R 4	R 5	TOTAL
1	2650	Pat Passafiume	12	2	1	5	3	2	13
2	2791	Jeff Rodgers	30	1	6	2	4	1	14
3	2752	Kevin Black	8	3	3	3	2	3	14
4	2716	Carlin Hodges	1	6	5	4	1	5	21
5	2639	Bob Turner	10	7	4	6	6	4	27
6	2763	Shelby Hatcher	1	4	OCS	1	5	6	29
7	2564	Briggs Monteith	10	9	2	7	8	8	34
8	2682	Ed Kuznicki	1	5	9	8	7	7	36
9	2695	Zack Lawson	31	10	8	9	10	9	46
10	2606	Ray Marley	62	11	7	10	9	10	47
11	2772	Doug Kinzer	13	8	DNS	DNC	DNC	DNC	60
12	2762	Emalyn Blackwell	31	12	10	DNC	DNC	DNC	61

<b>DNC</b>	<b>Did Not Compete</b>		13	13	13	13	13
<b>DNS</b>	<b>Did Not Start</b>		13	13	13	13	13
<b>OCS</b>	<b>On Course Side</b>		13	13	13	13	13
			<b>R 1</b>	<b>R 2</b>	<b>R 3</b>	<b>R 4</b>	<b>R 5</b>



# BRAIN DROPPINGS FROM 2017



(Thanks to George Carlin for the borrowing of the title...sort of.)

The last regatta of the year has just come and gone. As usual, it was a great time, as was the entirety of the 2017 sailing and regatta season. At this point, I think it appropriate to look back and ponder what has taken place and what it all meant and find the deeper meaning. Or, we can look back and laugh. Yeah, that sounds better.

Now, then. I'm writing this right after returning home from the dentist, so if I mumble or drool...

For me, the regatta season began in February. As most of you know, I also race Force 5s. They have their midwinters in Key Largo, Florida on Buttonwood Bay. This year, the weather was basically perfect and we had all sorts of wind:

Squirrels blowing out of the trees on Day 1; Medium to light on Day 2; Nothing, nada, on Day 3. My season started off with a bang as I finished third in the regatta...after the throw out race. I would have won without the throw out. But the biggest accomplishment for the week was the honor of teaming with Lauren to win the bar tab competition.

I had a little boat work to accomplish before the Y midwinters rolled around. There was plenty of time to get this done, so in my usual fashion, I got it done barely in the nick of time. Off to Atlanta we went. MidwYnters is always a good time and I love going to AYC. For some reason, I tend to sail well there. But I got off to an auspicious start by getting off to a fast start. I had two pretty good races on Saturday, but then I found out that I was over early in the first race. Rather than a 5-3, I had an infinity - 3. The next morning was cold and windy and rather unpleasant. So, I opted not to sail. I hate doing that. But the boat was ready for the trip home fairly quickly and all that needed to be done was to load regatta winner Anthony Passafume's boat on the double-stack and take it home for some repair. Had to give him and Elizabeth their wedding present after all.

The Hospice Regatta in Nashville was up next. Lauren gets really busy at work in mid-April, so Nile Hatcher came up to crew for me and bring me another boat for some re-repair. So, we sailed together for the umpteenth time. Didn't sail too great, mostly because of bad starts. I was beginning to sense a theme developing. But we had a good time. I drank my "bar bill" trophy: a bottle of Gosling's Rum. Don't worry, I shared. But I did have a couple of Dark-n-Stormy nights.

I brought Karl Anderson's boat back home for some work. His boat is mostly red. I hate red. I mean, I like the color. But red is really hard to match. I called a supplier and sent them a little chunk of the red portion of the boat. They did a pretty good job of matching the color, but the guy on the phone said, "Man, I hate red. It's the hardest color to match." The boat turned out fine and I delivered it to the regatta at Brown's Creek in Alabama...at least, temporarily. See, I was going to bring the boat there and sail it in the regatta and then Nile was going to haul it back to Atlanta. However, I got a little aggressive at a weather mark and got hit right near the transom. So back to Indiana goes the boat for more repair. Nile was coming to Neoga a couple of weeks later to crew for Pat Passafume, so he was my transport to get the boat back to Atlanta. It's amazing how many bottles of gin it takes to get a Y from Bloomington to Atlanta. Thanks, Nile.

Speaking of Mattoon. The Riviera is one of the best regattas every year. This year, the wind was good and the competition was as well. Lauren and I did okay and somehow wrangled a trophy, which was one of those Yeti-type tumblers with the regatta logo and place etched into the side. Very cool. I've used that a lot.

As July rolled in, I went to another Force 5 event. I mention this because it was an opportunity to sail at a new venue. Lauren and I, and two friends from BYC, loaded up three Force 5's on the "stack'em" trailer and off to Sarnia, Ontario we went to sail on Lake Huron. The club is just across the border and it is a neat place. The event was their annual Sailfest, so there were around 80 boats in total including LOTS of Laser Radials with young kids sailing. Some of those kids are really good. Lots

of coach boats, too. Yep, sailing has helicopter parents. The sailing conditions were incredible, to say the least. It blew 15-20 with a few gusts that were higher. Plus, the wind was from the north, which meant that the breeze had miles to build rolling waves. So, I'm in my little Force 5 in 5-foot seas and 20 knots of wind. The downwind sailing was spectacular... between capsizes. Man, that was an exhaustive drive home. But I'd do that regatta again in a minute.

At this point, we're halfway through the season. Time for some little droppings. These are just little weird things that pop into my brain:

- I love watching people try to roll their sails with their boat in the water at the dock. Always makes me chuckle.
- One thing I can do without forever: Chattanooga.
- Bodies of water with currents makes sailboat racing very interesting. Usually not in a good way.
- Race committees must enjoy long periods of doing nothing. Sailors don't.
- How can my boat weigh in differently at the Nationals year after year, and no two weight figures are the same?  
(Scott, I can only give you a ballpark figure on that. 500.5 is the latest.)
- Year-round school is a really dumb idea. It cuts down on kids' ability to sail. That's just wrong.
- Don't serve beer at a regatta that you wouldn't drink at home.
- The ridiculously close close-ups you see on Facebook are always weird and sometimes scary. I know it doesn't relate to sailing, but I felt the need to throw that in.

Louisville Sailing Club hosted the Nationals on the Ohio River this year. River sailing is always weird because of current, which is something we don't sail in very often. The current wasn't a huge factor this year since the wind blew down or up river, but in the light air of the first day, the shore was the place to play. That's where the locals went. It was hard to sail too far past the lay line to fetch the mark. It took me a couple of tries to get around. That's never good. The wind for the remainder of the week was pretty good. We always sailed in the afternoon because the wind would come up and provide us with breeze to get in a couple of races.

In general, I didn't sail well at the Nationals this year. The good news is that I was elected president of the Y class. Yeah...great.

We drove home from Louisville on Saturday. On Sunday, my buddy Jason and I loaded up Force 5's and on Monday, after

Jason got off work, we headed out to New London, CT for the Force 5 North Americans or Intergalactics or Alternative Universals or...well, basically, the Nationals, because no Canadians came. We sailed on Long Island Sound which you'd think would have some wind. We sailed in light and light-medium for three days. The last day, in came the Nor'easter. Temperatures went down and the wind went up, so the race committee opted not to sail. As we got our early start home, we were a few miles down the road. Jason checked the weather and said "Yeah. The wind at the Thames Yacht Club is blowing 25 with gusts into the low 30s." Uh-huh. I was glad to be in the car...for the next 16 hours.

Beer and Boats was next on the regatta agenda. It was small with only 12 boats, but the competition was good. Sadly, there was virtually no wind and the regatta was a one-race affair. Lauren and I were grateful to finish third. The trophies were more Yeti-ish tumblers. We now have a set of four so we can share with friends!

Labor Day saw us jetting off to Denver for a niece's wedding. It was a fun trip. Our reserved sub-compact rental car was upgraded slightly to a GMC Yukon, the biggest SUV you can get. I want one. Again, not a sailing thing, but this travel stuff was beginning to get ridiculous.

The following weekend, we trekked the 60 miles to the Indy Outty. Another small and light-air affair, but we shared the regatta with the "Old Oaken Rudder" Regatta between Indiana University and Purdue sailors. It made for a bigger crowd at the party. Lauren and I were DFL in this one. I just couldn't get the boat moving and making good decisions on the course and such. We dropped out of one race at the leeward mark, sailed on down the lake and found "two on the high side" wind. Scott Binzer later told me that it looked like we were the ones having all the fun. We were. No better way to get over it than to get over it.

The Lake Lemon Regatta was cancelled for the Y's this year due to the water being drawn down for the railroad trestle repairs. But we still held it for "off the beach" boats. So, I found loaner Force 5s and 5 Y sailors came to Lake Lemon to sail. There were 18 of us and a Finn, 2 Lasers and a Jet 14. Among the Force 5s, I was the winner, though not at the trophies due to a scoring SNAFU. That's okay. At least I know how I did.

The crowning event in our year was our daughter's wedding on October 7. Erin married a wonderful woman, and her mother and I couldn't be happier. The event was slightly marred by some rain, but the ceremony was really great with

OPPOSITE Continued from page 13

Lake Lemon in the background. The rehearsal dinner featured a pizza party cooked up by Steve Roeschlein. He made quite an impression. As a result of this great weekend, we have a boat-load of extra wine and beer to get us through the winter. Not enough sailors there, I guess.

The Beers Regatta once again capped off our sailing season. The wind gods took the weekend off for the most part as the sailing was drifty and slow. Still, we got in two races, one on Saturday and one on Sunday. We were over early in the first race and could only claw back to 14<sup>th</sup>. I was surprisingly happy with that, considering how far behind I was once I had restarted. Sunday morning brought better luck. We had a pretty good start and worked our way into the lead. One boat took a flyer on the last leg and beat us at the finish. Hey. Gotta' cover the four boats chasin' you. Can't go chasin' one guy. But I was happy, especially in a borrowed boat (Thanks, Nile!). Neal Deaves won this year's regatta. He's been sailing the Y a fair amount lately and is looking for a reasonably-priced boat. Find him one! Quick!

It was a big year of lots of travel and up-and-down racing results. But I wouldn't change a thing. Going to regattas and hooking up with great friends is a big highlight in our lives. We'd like to have a "non-sailing" vacation one of these years, and we will. But sailing is our main bag. It's what we do. Thus, we'll see you at AYC in March!



## BEER AND BOATS 2017

(Horns Blowing) (Crowds Cheering) (Bells Ringing)  
Congratulations, Kevin and Wanda Black, on your Beer and Boats 2017 big win!  
(Trumpets Trumpeting)



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# STRAWBERRY MOON RIVIERA REGATTA

## AT LAKE MATTOON, ILLINOIS

The 2017 Strawberry Moon Riviera Regatta at Lake Mattoon opened with June's full moon on Friday evening: the sweetest and smallest "Mini Moon" occurs only once a year, when the Moon's orbit takes it farthest from Earth.

Saturday morning dawned full of wind – some said as much wind as anyone's seen since Lake Stockton Nationals! Luckily the wind was from the south – directly down the lake - and R/C Paul White & crew did a great job of creating a truly memorable race course.

Prior to Saturday's racing, the Riviera traditional ham & beans over the open fire lunch was served with many commenting that no one needed any more wind for racing.

Sixteen registered boats faced Saturday's two races, six boats refrained from joining the fun (fray?) and luckily only one boat capsized. After the first race, most skippers and crew were totally worn out but gamely raced the second race, for which the R/C wisely used fewer legs. First race was a W/L/W/L/W, second was W/L/W.

Put two Y-Flyer national champions on one boat with a lot of wind and they put on a clinic. Drew Daugherty and Tony Passafiume (what an unlikely combination, right?) had three one's for the weekend and walked away with the regatta. It was great to see Chet Turner on the race course again (with Jake Ghere as crew).

Saturday evening featured Jim's now famous pork roasts on the grill, baked potatoes and salad, topped off with strawberry shortcake in honor of the strawberry moon.

After dinner, the traditional gigantic Rivi bonfire flamed skyward. In a tribute to Riviera's gone by, some of the original round-the-bonfire streakers took a slow stroll around the fire, fully clothed this time. The original incidents clothes stealer was present, but disappointed with no clothes to steal.

Sunday's racing was equally windy – still from the south, straight down the lake. Only nine of the sixteen boats participated in the W/L/W race.

When all the festivities were over, Drew and Tony captured 1<sup>st</sup> place, 2<sup>nd</sup> & 3<sup>rd</sup> were tied, Steve & Howard won the tiebreaker for the 2<sup>nd</sup> and Chet Turner & Jake Ghere were 3<sup>rd</sup>. 4<sup>th</sup> was Mark & Jill Barton, 5<sup>th</sup> Doug & Lauren Kinzer and there was a tie for the AAAAAahhhh Award with Bill Totten winning over Kevin Black.

P.S. All the wind got two new crews, the Ghere boys, all enthused about racing Y-Flyers (Jake (16) crewed for Chet and Shane (15) crewed for David Irons). Those boys are now the proud new owners of Y-2717 (Bob Rowland's old Y-Flyer) and are looking forward to fleet racing with Fleet 39 at Lake Mattoon.

Memorable racing, great friends and the 2017 Riviera Regatta is history. Thanks to all who came!!!



David Irons and crew, Shane Ghere, demonstrate how windy racing was for the 2017 Riviera Regatta.



Chet Turner back doing his magic in Y-2807. Chet's crew is Jake Ghere (16) one of the duo of newest Y-Flyer owners - Jake and Shane (15) Ghere.

### 2017 RIVIERA Y-FLYER REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	R 1	R 2	R 3	TOTAL	BOAT	RANK
1	2798	Drew Daugherty & Tony Passafiume	30	1	1	1	2.25	2798	1
2	2664	Steve & Howard Roeschlein	8	2	5	2	9	2664	2
3	2807	Chet Turner & Jake Ghere	39	4	2	3	9	2807	3
4	2688	Mark Barton & Jill Barton	30	3	6	4	13	2688	4
5	2786	Doug & Lauren Kinzer	13	10	3	5	18	2786	5
6	2792	Bill Totten & Michele Carruthers	39	7	4	8	19	2792	6
7	2752	Kevin & Wanda Black	8	6	7	6	19	2752	7
8	2802	David Irons & Shane Ghere	39	5	8	7	20	2802	8
9	2681	Pat Passafiume & Nile Hatcher	12	9	9	DNC	34	2681	9
10	2791	Jeff Rodgers & Lisa Parker	30	DNF	DNF	DNC	37	2791	10
11	2623	Mike & Kari Stewart	30	8	DNC	DNC	40	2623	11
12	2764	Jim Severson & Johnny Gilla	39	DNC	DNC	9	41	2764	12
13	2658	Chuck Lowell & Larry Niegowski	39	DNC	DNC	DNF	42	2658	13
14	2545	Andrew Daugherty & Caroline Martin	30	DNF	DNC	DNC	43	2545	14
15	2536	Barb Hunter & Ross Gent	39	DNC	DNC	DNC	48	2536	15
15	2755	Dave Miller & Susan Hanfland	39	DNC	DNC	DNC	48	2755	15

DNC  
DNF

Did Not Compete  
Did Not Finish

16 16 16  
11 10 10

# 2017 GILBERT BEERS MEMORIAL REGATTA

Twenty-one gold fleet and eight blue fleet, plus eight junior skippers gathered for the 2017 Beers Regatta.

A fine turnout from Arkansas, Georgia, Indiana, Kentucky, South Carolina, and Tennessee. Mariah, the Goddess of Wind, must have been busy elsewhere starting on Saturday afternoon but did favor the juniors who got in 3 races on Saturday morning.

Lucy and Ellie Spearman won the Jr Regatta beating Ava Kuznicki and Erica Kaczynski in second and Colin and Mark Sherry in third. When the Seniors gathered for the Saturday afternoon race, wind conditions were light, and going lighter. After some delays, PRO Don Hackbarth and the Race Committee did get the race started. As the competitors were almost drifting to the leeward gate the first time, it was determined that they could not sail back to the weather mark and get there before the end of the two-hour time limit. If they couldn't, the race would have to be abandoned. With the forecast of light winds on Sunday morning, Don made the decision to shorten the Saturday race to one lap, finish down wind, and get a race in the record book. The sailors were then sent to the harbor and that was the racing on Saturday. Sunday morning the winds were light but the Race Committee did get a race started. The light winds died as the race was ending and further racing was abandoned. The regatta was limited to two races - one on Saturday and one on Sunday. Neal Deaves and Pat Crowe from Fleet 12 in Louisville won the 2017 Beers Regatta beating Kate Rose and Trixy Hanson, from Fleet 1 in Atlanta, and John and Andrea Bright from Fleet 12, third. Scott and Abbie Binzer from Fleet 12 won the Blue fleet beating Angel Crowe and Pat Passafiume, also from Fleet 12.

More photos on page 17



## 2017 GILBERT BEERS MEMORIAL REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	TOTAL
<b>Junior Fleet</b>								
1	2593	Lucy & Eli Spearman	1	JR	8	2	1	10.75
2	2682	Ava & Erica Kuznicki	1	JR	6	1	4	10.75
3	2517	Colin & Mark Sherry	1	JR	3	3	5	11
4	2800	Leif & Mike Carlson	1	JR	2	4	6	12
5	2639	Dane & Bob Turner	10	JR	1	5	7	12.75
6	2786	Lucy & Scott Binzer	1	JR	4	7	2	13
7	2716	Frances Hansen & Carlin Hodges	1	JR	7	6	3	16
8	12754	Josie & Mindy Sherry	1	JR	5	8	8	21

### Senior Gold Fleet

					R 1	R 2	TOTAL	RANK
1	2681	Neal Deaves & Pat Crowe	12	GOLD	1	4	4.75	1
2	2799	Kate Rose & Trixy Hanson	1	GOLD	2	7	9	2
3	2632	John & Andrea Bright	12	GOLD	4	5	9	3
4	2800	Michael & Leif Carlson	1	GOLD	10	1	10.75	4
5	2639	Bob & Dane Turner	10	GOLD	8	3	11	5
6	2664	Steve Roeschlien & Mike Stewart	8	GOLD	3	9	12	6
7	2762	Doug & Lauren Kinzer	13	GOLD	14	2	16	7
8	2757	Anthony Passafiume & Clint	62	GOLD	5	11	16	8
9	2646	Heather & Curtis Morse	1	GOLD	7	10	17	9
10	2688	Mark Barton & Jill Barton	30	GOLD	6	14	20	10
11	2660	Amanda Hodges & Tara Whitworth	1	GOLD	18	8	26	11
12	2786	Scott & Abbie Binzer	1	BLUE	21	6	27	12
13	2752	Kevin & Wanda Black	8	GOLD	9	20	29	13
14	2767	Paul & Debbie Eberhard	1	GOLD	16	13	29	14
15	2593	Lucy & Ellie Spearman	1	BLUE	13	16	29	15
16	12754	Mindy & Josie Sherry	1	BLUE	11	19	30	16
17	2650	Angel Crowe & Pat Passafiume	12	BLUE	15	15	30	17
18	2716	Carlin Hodges & Frances Hamson	1	GOLD	19	12	31	18
19	2763	Tony Passafiume & Nile Hatcher	1	GOLD	12	21	33	19
20	2606	Ray Marley & Jesse Barton	62	BLUE	23	18	41	20
21	2754	Gregg Andrews & Ben Murphy	1	BLUE	25	17	42	21
22	2682	Eddie & Ava Kuznicki	1	GOLD	20	24	44	22
23	2714	Jim & Ashley Womble	1	GOLD	17	DNC	46	23
24	2739	Karl Anderson & Harriet Haisty	1	GOLD	24	23	47	24
25	2532	Jennifer Garrett & Tracey Arderdice	1	GOLD	26	22	48	25
26	12763	Briggs Monteith & Kent Levin	10	GOLD	22	DNC	51	26
27	2211	Kirk & Ken Maassen	1	GOLD	27	25	52	27
28	2517	Colin & Mark Sherry	1	BLUE	28	DNC	57	28
29	2751	Lourenco & Kristin Norton	1	BLUE	29	DNC	58	29

DNC Did Not Compete

29

### Blue Fleet

					R 1	R 2	TOTAL	RANK
1	2786	Scott & Abbie Binzer	12	BLUE	4	1	4.75	1
2	2650	Angel Crowe & Pat Passafiume	12	BLUE	3	2	5	2
3	2593	Lucy & Ellie Spearman	1	BLUE	2	3	5	3
4	12754	Mindy & Josie Sherry	1	BLUE	1	6	6.75	4
5	2754	Gregg Andrews & Ben Murphy	1	BLUE	6	4	10	5
6	2606	Ray Marley & Jesse Barton	62	BLUE	5	5	10	6
7	2517	Colin & Mark Sherry	1	BLUE	7	DNC	15	7
8	2751	Lourenco & Kristin Norton	1	BLUE	8	DNC	16	8

DNC Did Not Compete

8





## BEERS 2017



## 2017 PRESIDENTS AWARD

*Dan Haile  
Y-Flyer Class President 2017*

During the skippers meeting of the 2017 Beer and Boats, Kevin Black, Tom Barnett, and I made a presentation of the President's Award to Ted and Jeanette Beier for their service to the Y-Flyer class. Ted and Jeanette have performed PRO and Race Committee duties for every Beer and Boats regatta plus every Nationals Regatta we have held at Carlyle Lake since our first one in 1971. When Ted, Jeanette and the rest of the race committee team are on the job, Y sailors appreciate knowing they are going to get a well-run regatta. Congratulations, Ted and Jeanette, on this well deserved award.



# Hope Turner Kappes

Hope Turner Kappes passed away on Dec. 20, 2017 at the age of 93. She was a charter member of Y-Flyer Fleet 39, as well as Lake Mattoon Sailing Association. She was married to and sailed with Charlie Turner, founder of Turner Marine and avid Y-Flyer promoter. She was the mother of Chet Turner, Neydie (Joe) Kingan, Lonni Perry, and Jan Kappes, and grandmother of Scott Kingan and Leslie Kappes. Her obituary can be found online at [swengel-odell.com](http://swengel-odell.com).



# Barger K. Macy

Barger K. Macy, Fleet 39 at Mattoon Lake, IL, passed on September 4, 2017. Barger sailed woody Y-1341 with his wife, Betty, and their sons, Bryant and Eric. He was a member of the Mid-America Cup when it was formed in 1975. The Macys lived on Lake Mattoon but for the last five years they have been living in Fishers, IN so Barger could be closer to medical facilities. He had been living at the Hooverwood Nursing Home in northwest Indianapolis when he passed. Barger and Betty celebrated 50 years of marriage in 2013.

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**NORTH SAILS**

# **ANNUAL GENERAL MEETING – JULY 19, 2017**

## **MINUTES**

**CALL TO ORDER:** President Dan Haile called the 2017 Y-Flyer Class General Meeting to order at 9:15 am. On a motion by David Irons, seconded by Carlin Hodges, the Roll Call of the members was not made. Motion Passed. Secretary White declared that there was a quorum of members present. Ed Bigus motioned, seconded by Kevin Black, that the minutes of the General Meeting of 2016, as published in the FLYER, be approved as printed. Motion Passed.

## **REPORTS OF OFFICERS AND COMMITTEE CHAIRS**

Area 1 – IL, KS, MO, WI – Bill Totten. Fred White from Kansas City, MO has rejoined the Class after many years away. He built Y-1238, Y-1310, and Y-1350. Ed and Ellyn Bigus are active sailors. Fleet 39 held a sailing Open House and 29 people came with sailing interest.

Area 2 – KY, TN - Angel Crowe. Fleet 12 at the Louisville Sailing Club is hosting the 2017 National Regatta with 3 Junior and 22 Senior boats

Area 3 – NC, SC – Bob Turner. There is a resurgence of Y activity on the east coast – Charleston, Fleet 10, Hobcaw, and Savannah, Fleet 5 with 5 – 7 local Y-Flyers in local regattas.

Area 4 – IN, MI, OH, PA – Kevin Black. Fleet 8 at Indianapolis has 8 Ys, 3 which travel. Class Secretary White travels as race PRO. There are 2 Ys at Bloomington, IN, Fleet 13, and about 10 Ys at both Fleet 4 at Chippewa and Fleet 25 at Hueston Woods.

Area 5 – AR, LA, OK, TX – Drew Daugherty. Fleet 30 at Little Rock is very active with 10 – 12 Ys competing at home. Cajun Greg Bradley from Baton Rouge, LA travels with his cooking gear in his Y. Fleet 30 will try again to get Dallas, TX sailors more interested in the Y. The previous time there was a lot of interest in the Y but 4 sailboats of another One Design Class were given to the TX fleet and interest in the Y waned.

Area 7 AL, FL, GA – Amanda Hodges. Alabama is regaining strength. The Animal Cracker Regatta at Guntersville has been a success the last two years. Fleet 1 at Atlanta is very strong at home but with only a few travelers. Fleet 1 has been the host of the Mid Winter Regatta the last two years. There are people at Atlanta that are interested in the Y and are looking for used Ys.

Secretary/Treasurer - Paul White. Total Class membership in 2017 of 147 is less than the average of 157 for years 2011 – 2016. At the time of the National Regatta, 2017 Dues income is \$200 less than Class Expenses. Income from Class members joining at the National Regatta and from the sale of sail royalty tags, are not in these numbers and will make the Income more than Expenses. Class members have donated \$1,755 that is not included in the Income – Expense number. Class expenses are mostly usual and are needed to support the Class and cannot be reduced. During the pre regatta Executive Conference Call, the Class Executives discussed this issue and have prepared a recommended solution (presented as New Business by President Dan Haile).

**NEW BUSINESS** President Dan Haile related that if the dues for the Active (boat) members is increased from \$35 to \$40 and the dues for the Junior members is increased from \$15 to \$20, the Class Income with the present count of members would be increased sufficiently to make the Class Income more than the Expenses. Drew Daugherty motioned that these Dues increases be made. Motion seconded by Mike Stewart. A lot of discussion then followed, primarily related to what do members get for their dues, of any amount. Primarily, Class members get the organization that supports the continuation of the Y-Flyer Class sailboat. Without the Class supporting our Y, Y fleets and the Class would then disappear along with our enjoyment of ALL Class supported activities. The motion to increase Active and Junior Dues passed...President Haile also related that the Class Executives recommended that local Invitational Y-Flyer Regattas budget their regatta cost to include a \$5 discount for currently paid Y Class members.

Kevin Black related that he is a member of the MC Scow Class and that the MC Class authorizes the use of VHF radios in the sailboat while racing. John Bright and Paul Abdullah both related knowledge that the use of a VHF radio by the competitive sailor has saved a life. The use of the VHF radio by the competitor is also a means of RC communication to the competitor when wind noise, distance, or something else, prevents understandable communication from the RC speaker system. Many One Design Classes are now permitting VHF radio use. Paul Abdullah read from Thistle Class documents the requirements related to the use of a VHF radio in Thistle Class racing. Kevin Black moved, seconded by John Bright, that the Y Class change the Class By Laws to allow the use of a VHF radio by the racing competitor, similar to that as delineated by the Thistle Class. Motion Passed. The revision of Article 19 of the Y Class By-Laws and the inclusion of Appendix B to the By-Laws is included at the end of these minutes.

Kevin further related that the MC Scow Class website is more appealing and seemingly more modern than our Y Class website. Their website has the ability for a paid MC Class member to view a list of MC Class members. Such shows email, phone numbers, and addresses to permit communication between members. The MC site also allows members to register online for certain regattas. Kevin suggested that our Y website be modified to allow such member actions. Jan Irons suggested that various social media also need to be used to show pictures of our Y Class activities on the water and on shore.

Amanda Hodges related that there are many life jackets that are used around the world, are capable devices, but do not have a US Coast Guard approval tag. The manufacturers of these other jackets cannot afford to pay for the US testing that then grants the USCG tag. US States really have no choice but to require life jackets with the USCG tag. Our Y Class also has no choice but to require the use of a life jacket with a USCG tag.

## NOMINATION OF OFFICERS

Bill read the list of those nominated to be the Y Class Officers in Fiscal Year 2018.

President		Doug Kinzer
Secretary/Treasure		Paul White
Area 1 Vice President	IL, KS, MO, WI	Bill Totten
Area 2 Vice President	KY,TN	Angel Crowe
Area 3 Vice President	NC, SC	Bob Turner
Area 4 Vice President	IN,MI, OH, PA	Kevin Black
Area 5 Vice President	AR, LA, OK, TX	Drew Daugherty
Area 6 Vice President	MA, NY, VA	John Smith
Area 7 Vice President	AL, FL, GA	Amanda Hodges
Area 8 Vice President	CA, OR, WA	Kevin Black

Bill Totten motioned, seconded by Carlin Hodges, the stated nominees be elected. Motion Passed.

Meeting Adjourned

Paul White, Secretary

American Y-Flyer Sailing Association, Inc.

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Indianapolis, IN 46256-2052

317 849-7588

## VHF RADIO CHANGE TO THE CLASS BY-LAWS

Existing BL Art 19

11. No electronic devices other than a timer and/or the functional equivalent of an analog compass may be used.

Revised

11. No electronic devices other than a VHF radio, timer, and/or the functional equivalent of an analog compass may be used. See Appendix B

### APPENDIX B VHF RADIOS

From the time a boat leaves the dock until she has finished the last race of the day, returned to shore, or been instructed to return to shore by the Race Committee, no electronic or electric device shall be used to gather information about conditions, monitor performance, communicate between boats, communicate sailing related information, or in any other way benefit or influence a boat's racing.

Communication in any form is permitted to request or provide assistance in an emergency.

When so permitted in the Notice of Race and the Sailing Instructions, competitors may receive VHF radio transmissions from the Race Committee, on a designated competitor's channel, concerning safety, notice of On Course Side (OCS) starting, and general information to assist in the management of the event.

## 2018 REGATTA SCHEDULE

<https://www.yflyer.org/2018-tentative-schedule-and-results/>



# 2018 CHAMPIONSHIP OF CHAMPIONS

Nile and Lavon Hatcher

I am very excited to announce Lavon and I have been selected by US Sailing to host the 2018 Championship of Champions at the Atlanta Yacht Club, October 18 – 21, in Y-Flyers!

The C of C consists of 20 planned races, with 20 skippers rotating through 20 boats. The skippers will be current national and/or North American class champions who have applied and then been invited to compete. It is a most prestigious event.

For better logistics, we scheduled the C of C for the week following The Beers. So, come sail in a regatta, loan your boat to the C of C, and then stay and watch the best of the best sail your boat. If you can't stay, we will work with you on getting your boat back to you, or it can winter at AYC to be sailed again in March. We need a total of 21 boats, and each boat will be identically tuned by Doug Kinzer and be dressed in a new suit of sails. Drew Daugherty will be handling yacht procurement.

Does your Y need new sails? Pat Passafiume and Unbridled Sailing have teamed up to sell them for only \$1,100 per suit. That's over \$600 off regular pricing and almost \$400 off winter discounts!

The only catch? We get to use the sails for The C of C event. We need 21 suits. Doesn't matter if you are loaning your boat or not, if you want a new set of USA made, full cut sails, you just have to order them.

At this price, these will sell quickly!

To place an order, send me an email ([nile2762@hotmail.com](mailto:nile2762@hotmail.com)) with the number of suits you want to purchase, the sail number and number color. A 50% deposit is required by May 1 and most major credit cards are accepted. We can set up an easy payment plan for anyone who needs a little extra time to purchase, but payment in full must be received by October 1.

Shelby finished 4<sup>th</sup> in the 2017 Nationals using a new suit of Unbridled Sails.

*(Oops, only 19 left. I just bought two. I told you these would sell fast.)*

If you are available the week after The Beers and would like to stay and help me and Lavon, we can always use an extra pair of hands. We can house and feed you that week, so let me know if you are interested and we will put you to work. Watching top notch sailors race your boat will be great fun, and you know the food and lodging will be top shelf!

[Nile2762@hotmail.com](mailto:Nile2762@hotmail.com)  
404.310.3841

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AND A SMILE ON YOUR FACE**



# MidWinters 2018



Registration forms coming soon to your email.

Let Nile know you plan to attend!

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\$100 includes a whole weekend of fun

March 17-18

\$17 more gets you a gray long-sleeve tshirt  
with this cool artwork!

