

November 2021



The Flyer

Yflyer.org

The Newsletter of the American Y-Flyer Sailing Association



The Midlands Regatta



*Join
the
Fun*

MIDLANDS REGATTA



COLUMBIA SAILING CLUB

NOVEMBER 5-7

Junior & Adult Class Registration is open:
www.regattanetwork.com/event/22705

Gilbert Beers Memorial Regatta

AYC, again, hosted a successful regatta on our little lake. We may be a small lake, but our racing is mighty and our club members can move mountains! (Or at least race course marks)

The forecast was light and variable, with highs in the lower 80s and, thank goodness, no chance of rain. As it turned out, we had better wind and more consistent wind Saturday after 3 postponements and a very pleasant breeze with a clear blue sky all morning for the last race Sunday morning. Lots of beautiful sailing/camping weather for 29 boats.

Saturday morning saw the lightest winds with 4 junior boats racing 2 races before lunch. Our own Darby Dryden, with dad crewing, won the series to be our 2021 Beers Junior Champion. Following Darby were AYC juniors Tyler Yang, Brynn Garrett, and Sarah Plants in that order. Sarah's boat was the only all junior team with Addie Garrett crewing. So proud of our home grown sailors.

The Gold and Blue sailors started together and sailed good hour long olympic courses on Saturday and things were changed up on Sunday with windward with a gate course. Lots of place changes during the racing and at one down wind mark there were eleven boats in a very slow pinwheel vying to get around and head North to the finish. (I was the eleventh boat on the outside and sat back and watched the chaos waiting for everyone to clear out and let me sail!!)

Paul Abdula was schooled by Mark Barton from Little Rock in the first race, but got his bearings and did an excellent job of sailing fast to get two bullets after that and win the regatta with sister-in-law, Amy Thompson, giving local knowledge. Sunday morning was exciting to see Paul and his father-in-law, Alan Thompson, first and second at the windward mark and duking it out. It got me thinking.....so I looked it up. Twenty of the twenty-nine boats were sailed by family members. Husband/wife, parent/child, in-laws together. Family is what makes sailing – and sailing Y Flyers especially – so unique. It truly is a family affair.

Scores and photos below/attached:

2021 GILBERT BEERS MEMORIAL REGATTA GOLD RESULTS

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	TOTAL	RANK	BOAT
1	2714	Paul Abdullah & Amy Thompson	FYC	G	2	1	1	3.5	1	2714
2	2688	Mark Barton & Jill Barton	GMSC	G	1	6	5	11.75	2	2688
3	2772	Doug & Lauren Kinzer	BYC	G	4	7	4	15	3	2772
4	2595	Bryce & Darby Dryden	AYC	G	5	4	7	16	4	2595
5	2684	Alan Thompson & Marie Abdullah	AYC	G	8	12	3	23	5	2684
6	2754	Clint Hodges & Rae Traina	AYC	G	3	8	13	24	6	2754
7	2681	Pat Passafiume & Angel Crowe	LSC	G	11	2	12	25	7	2681
8	2763	Shelby Hatcher & Pat Crowe	AYC	G	10	5	11	26	8	2763
9	2748	Will Hanckel & Ryan Martin	CYC	G	14	11	2	27	9	2748
10	2660	Amanda Hodges & David Sinclair	AYC	G	6	14	8	28	10	2660
11	2769	Carlin Hodges & NeeCee Coryel	AYC	G	7	13	9	29	11	2769
12	2624	Mark Buchanan & Danny Hannaman	AYC	G	12	9	14	35	12	2624
13	2645	Anna Lee & Chris Cahill	AYC	G	13	3	DNC	38	13	2645
14	2639	Bob Turner & Ella Smith	BYSC	G	9	15	15	39	14	2639
15	2799	Kate & David Rose	AYC	G	15	20	6	41	15	2799
16	2650	Neal Deaves & Martha Hyatt	LSC	G	21	18	10	49	16	2650
17	2767	Paul & Debbie Eberhard	AYC	G	19	10	DNC	51	17	2767
18	2593	Winky Williams & Conrad Roos	AYC	G	16	17	18	51	18	2593
19	2646	Heather & Curtis Morse	AYC	G	20	19	16	55	19	2646
20	2682	Ed & Masriena Kuznicki	AYC	G	18	16	DNC	56	20	2682
21	2752	Kevin & Wanda Black	ISC	G	17	DNF	DNC	60	21	2752
22	2746	Jennifer & Addie Garrett	AYC	G	DNF	DNC	17	61	22	2746

DNC
DNF

Did Not Compete
Did Not Finish

*	22	22
22	21	*
R 1	R 2	R 3

2021 GILBERT BEERS MEMORIAL REGATTA BLUE RESULTS

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	TOTAL	RANK	BOAT
1	2797	Tom & Liz Henderson	AYC	B	1	2	2	4.75	1	2797
2	2762	Scott & Jennifer Barnes	AYC	B	6	1	1	7.5	2	2762
3	2308	Ken & Kirt Maassen	AYC	B	3	3+SCP	3	11	3	2308
4	2730	Tyler & Steve Yang	AYC	B	2	4	DNC	13	4	2730
5	2751	Reed & Anne Thompson	AYC	B	4	6	4	14	5	2751
6	2715	Brian O'Donnell & Bre Thompson	AYC	B	5	5	NSC	17	6	2715
7	2800	Cullin Stockmeyer & Harrison	AYC	B	7	7	NSC	21	7	2800

DNC	Did Not Compete	*	*	7
DNF	Did Not Finish	*	*	*
NSC	Not Sail Course	*	*	7
SCP	Scoring Penalty	*	2	*
		R 1	R 2	R 3

2021 GILBERT BEERS JR REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	TOTAL	RANK	BOAT
1	268	Darby & Bryce Dryden	AYC	JR	1	1	1.5	1	268
2	2746	Bryan & Jennifer Garrett	AYC	JR	3	2	5	2	2746
3	2730	Tyler & Steve Yang	AYC	JR	2	3	5	3	2730
4	2660	Sarah Plants & Addie Garrett	AYC	JR	4	4	8	4	2660



1st Gold Paul Abdullah with Amy Thompson



2nd Gold Mark and Jill Barton



3rd Gold Doug and Lauren Kinzer



4th Gold Bryce and Darby Dryden



5th Gold Alan Thompson and Marie Abdullah (with George)



1st Blue Tom and Liz Henderson



2nd Blue Scott and Jennifer Barnas



3rd Blue Ken and Kirt Maassen



The Opposite Tack

The Nature of the Beast by Doug Kinzer

This past year of the Covidiocy and all other things that came with it has altered our lives in many ways. But it was also a time of opportunity to do many of the things that we put off because we're so busy with what has become the "normal". "Normal" is what we want to get back to, or so we say. From the area of the world in which I do my thing, that represented an opportunity to finish up some long-standing projects: getting Y-2772 back on the water, catching up on a few other things boat-wise, remodeling a bathroom. You know...stuff. I'd like to think that lots of other people have done this as well. Or have they?

Lately, I've gotten a more-than-normal number of calls from people wanting their boats worked on. It's almost as if we haven't had a year off from "normal" where this could have been done last summer. Weird. It got me to thinking about the dynamic of what I do and peoples' perceptions of what I do. So I thought I'd shine a light on the nature of the beast of doing boat work in something that at least somewhat resembles a professional way. These are just some random thoughts in no particular order of importance based on results, comments,

levels of “busy-ness” and other musings from the past year or so. These aren’t complaints on my part. The intention is to illuminate the general public about what we boat repair people do and don’t do and wish we could do.

Contrary to what some people may think out there, working on boats is work. I often refer to my work as “messing around in boats” and doing that is a lot better way to occupy one’s time than a lot of other things that can occupy one’s time. I make light of it because I’m luckier than a lot of people, so I try not to dwell on it too much or make a big deal out of it. But it’s work. For instance, I just finished up a job on a powerboat that required me to lie on a creeper and go under the boat to do a fiberglass repair. All the same stuff; grinding, glassing, sanding, filling, sanding again, spraying gel coat and sanding and polishing and waxing, all while lying on my back with the bottom of the boat three inches above my nose. Is it fun? Not really. But I’m not sitting in an office, either. So I got that going for me. Boat work is work, which is why many of you blow it off and hire me to do it for you. Because who wants to do work on their day off? Tell you what; I’ll come back to that in a minute.

Related to the afore mentioned boat job, I also had to make the topsides of the boat look nice. It was a maroon boat with greyish-cream trim and it was scratched up like crazy. I had to put on my gel coat matching hat. I won’t go into detail, but to my credit, I hit the color pretty well and the client was happy. But a warning based on this and many other experiences having to match anything that is some variation of red: geez, I’m gonna have to consider a surcharge for red boats. Of all the colors I have to match, red is always the toughest. You’ve got your red reds, orange reds, blue reds, pinks, maroons, wine reds, signal red, red, red, red. It’s crazy how hard red is for me. If you decide to get a new boat, get a white hull and whatever you want on the deck...except red. And ask the builder for a quart of each color you get and store them somewhere cool and safe and shake the can about every week so the gel coat stays good for as long as possible. Because you’ll do damage and then I’ll have to do a miracle. Not sure how many more miracles I have left. But I keep on trying. It causes insomnia.

[That part was written in May. It’s now almost November. These things take time.]

It would be easy to say that I don't work full time, at least in terms of "billable hours" (ask a lawyer about those). But Lauren tells me that I work all the time. If I'm not working on boats, I'm thinking about boats or I'm ordering parts and materials or I'm conjuring up some new and nifty way of rigging something. All of that is pro bono. (Ask a lawyer about that, too). On my days off, I'm usually at the sailing club where I get asked for something all the time. For instance, apparently, stealing drain plugs is a thing. I stock those just for that reason. I almost always leave the club with more money than I came with...on my day off.

I find myself being limited to owning one Y-Flyer hardly at all. I sold off a couple of other boats recently and BAM...I bought a Y. It is for sale in whatever state you want it. As is, with a few improvements, totally tricked out, you name it, I'll do it. Because it's just about the money and effort. I'm always doing the "musical boat" thing because it's what I do. It also helps the class which is near and dear to my heart.

It is now almost November and thus, the slow season is commencing. That just means that I'm going to rehab 7 Force 5 daggerboards and rudders, re-do at least two Force 5's that I own, prepping my Force 5 for the Midwinters, doing a couple of little things on "Termite Chow", rigging a mast or two, along with a boom or two, and probably some whisker poles, making some towel bars, shelves and a mirror frame for the now-mostly-completed bathroom remodel mentioned before, start in on some trophies for the 2022 Lake Lemon Regatta, begin some remodel on our bedroom (remodeling requires some of the same skills, which is why I mention it)....you get the idea. Plus, there are a couple of people who want their boats worked on, but I'll believe that when the boats are in my driveway. And then the first warm day of April, I'll get calls from clients that need their boat "by this weekend" because their family wants to go boating. Guess what? So do I.

One last thought because it always makes me chuckle. I always get asked how much something will cost. My usual glib answer is "The standard amount: time and materials". But I'll come up with a rough figure and await the response. Usually, it's something between "Wow" and "Holy \$#!t!" My new way of dealing this will be: When I give a price and it is insinuated that it is somehow "too much", then I'll be asking "Well, how much money do you make?" When they say "None of your business", I'll say "Why? I just told you how much money I make".

Because I'm a logical person and it seems logical that we should be completely open with each other. I can certainly tell you whether you can afford it or not if you simply provide the same information that I've been requested to reveal. Seems fair, don't you think? It's how banks decide if you can afford the car or house you want to finance. Or the new Y-Flyer that you want from a builder who is trying to make a living just like you. So please provide your tax forms, because accuracy is important. 😊

I hope that this has presented the other side of "messing around in boats". And it is in no way intended to be me advertising my services. And again, I have few complaints about what I do. I'm usually as busy as I want to be, especially since I hope to retire in a few years. By "retire", I mean I'll be doing the same things I'm doing now...but it'll cost a LOT more. If you need help, I'm here, as are a number of others. But remember: To paraphrase the great comedian Lewis Black: You know why divorce and boat work are both so expensive? BECAUSE IT'S WORTH IT!

[A parting "aside": Let's keep Covid on the run, okay? Get vaccinated, get your booster and comply with your local requirements on distancing, masks and so on. Because I'm getting sick of this stuff and I'm sure you are, too. The proceeding is a woefully unpaid community service announcement. 😊]



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Y-Flyer Sailing in Charleston – 2021

By Jess Stratton Goss, USA 2753 “Speedway Boogie”

This year started with a slow reemergence of trust in group gatherings, yet eager desire to participate in activities and see friends that we’ve missed and love. Thus was the interest by the Charleston Y-Flyers to start the sailing regatta season early with an invitation to the Sea Island Yacht Club (SIYC) Spring Regatta at Rockville over Memorial Day weekend in May, which is traditionally the start of the Sea Island One Design’s racing series circuit. A small group of Y-Flyers jumped on board and kicked off the regatta season on the river. Regatta season in Charleston comes fast and full after that. And, the Charleston Y-Flyer’s came out in force!

Following the SIYC Spring Regatta, the Y-Flyer sailing energy ran high as ever going into the summer Charleston Harbor races with the James Island Yacht Club (JIYC) Summer Series and the JIYC Open Regatta. New sailors, old sailors, and new-old sailors came out, supporting each other, and making consistent class sizes of 10+ competitors for the regattas. Several times the Y-Flyers were recognized during awards presentations as a “resurgence”. We were the largest class at the JIYC Open Regatta with 14 boats and just shy of being the largest class at the Carolina Yacht Club (CYC) Invitational Regatta with 13 boats.

Summer weather was tricky this year, with many Summer Series canceled due to threats of evening thunderstorms or too much wind. Thunderstorms cut the JIYC Open regatta short on Saturday, with minor carnage among the smaller boats on the way in, and 50+ mph wind prevented sailing on Sunday. High winds and lumpy sea for the Charleston Yacht Club (ChYC) Open regatta and CYC Invitational regatta offered challenging conditions as less experienced sailors learned to evaluate their comfort levels and more experienced sailors described the conditions as "riding a mechanical bull in a washing machine". The regattas were loaded with wind

until the SIYC Rockville Regatta, where 11 Y-Flyers got two races in and had to abandon in the third on the first day due to diminishing wind, increasing current, and light sprinkles. No racing occurred on the second day as the wind took too long to arrive.

The spirit of looking out for each other as competitors and as friends was alive and well as demonstrated by ChYC's nomination of Henry McCray and Sam Cabiness for the Arthur B. Hanson Rescue Medal award for their assistance to another Y-Flyer during it's unfortunate capsizes. Throughout the summer, also in the spirit of helping each other, Y-Flyer inspections and turning over and waxing and standing around rigs discussing the hows and whys everyone sets up the way they do was a regular sight at every gathering, often even pulling in sailing guru, Greg Fisher, to offer more insight and occasionally follow us around on the water to coach us on using our equipment better.

All summer, our juniors sailing the recently dedicated Noah B. showed their adeptness by chomping at the behinds of the top positions in the fleet. This is remarkable given how accomplished our top tier are and how new to the Y-Flyer Mason Baird, Carson Shaw, and Otto DeMuth are. Watch out in the future everyone!

Charleston Y-Flyer racing wrapped up 2021 with the JIYC Fall Series and the JIYC Y-Flyer Regatta. The fall series has had small attendance, due to overdue boat repairs, other fall regattas, and miscellaneous other responsibilities (who knew there could be such a thing!), but those who have come out have been rewarded with beautiful days, mild temperatures, and easy wind. One of those "other fall regattas" was in fact our own JIYC Y-Flyer Regatta, which had 13 Y-Flyers participating, including Lenny Krawcheck and Miles Martschink who've been determinedly working on their Y-Flyers since last summer and were finally able to join the fun. This regatta was the culmination of new gear for several Y-Flyers. Throughout the summer several of us upgraded our sails and rediscovered the rush of new gear and the beauty of sails that hold the shape the controls are trying to dial in. For this regatta, several also upgraded their rigging with the new Selden masts that are planned for the new builds and everyone was happy the results. The early fall weather was in full transition mode as the wind was variable, having trouble deciding if it would be the winter Northern wind or the summer Southern Ocean breeze.

We got 2 races off on Saturday before the wind completely diminished, but not before we got to experience being splashed from below and rained on from above. The race committee made up for it on Sunday by starting early and getting in another 3 races in a nice breeze before the regatta time limit expired. At the awards presentation, we recognized the oldest participant and the youngest participants and were amazed by the range – Lenny Krawcheck at 80 years of age and Saylor and Harbor Hood at ages 8 and 6! An additional bit of excitement from the JIYC Y-Flyer regatta is that Dan Dickinson, a local writer and sailor, and Trey Hopkins, a local professional photographer, were hired by Sailing World magazine, to do an exposé on the resurgence and growth of the Y-Flyer here in Charleston. They were both seen buzzing about all weekend getting interviews and taking some incredible photos. Look for the published article later this year!

Outside of the regattas, we ran an online “Save the Molds” raffle to sell a set of Evolution Sails to raise money to help fund making new Y-Flyers. The Y-Flyer molds needed to be bolstered to support the new infusion process that will produce stronger, stiffer hulls with more precise boat-to-boat tolerances. We raised \$4,257 (after fees) and Mary Hanckel Skinner was the lucky winner of the new set of sails. Congratulations to Mary!

This summer saw the addition of a Y-Flyer to the James Island Yacht Club’s sailboat fleet, with the generous and heartfelt donation of Noah Benton’s Y-Flyer, Y-2628, by his parents Sheila and Mike Benton. This Y-Flyer was graciously accepted with a beautiful christening ceremony on the JIYC grounds overlooking the Charleston Harbor. Ned Goss and, then JIYC Vice Commodore, Robbie Getsinger spoke and Sheila Benton performed the honor of breaking a bottle of champagne across the bow. The Y-Flyer has been named the Noah B. and will be dedicated to getting juniors on the water. JIYC will strive to always have it filled with young people. We see great opportunity for juniors to take skills learned during camps and high school sailing teams onto the water and compete against highly accomplished sailors with the Noah B.

Special thank you’s must be given to the James Island Yacht Club for providing a wonderful venue to sail from and for hosting the Winter, Summer, and Fall series, to Michael Hiester for running the Summer Thursday night series, to Scott Bartley, Dan Machowski, and Jeff Woodard (when he’s not racing) for running the Fall and Winter series,

and to Jeff Woodard and the rest of the JIYC sailing committee and volunteers for their always ongoing support for making sailing happen. We also thank Greg Fisher and Sailing Inc. Charleston of Evolution Sails for the donation of the sails for the "Save the Molds" raffle. We couldn't be so successful without all this generous support!

Looking forward, the Charleston Y-Flyers have already rallied with Columbia Sailing Club to race in the Midland's Regatta on Nov. 5-6 for just one more regatta. Thank you to David Loring for motivating us and thank you to David Parshall for volunteering to help the club run the races! 12 Y-Flyers are registered, 3 of whom will be joining from Arkansas, Tennessee, and Virginia. We look forward to seeing them and are glad they will make the journey!

In between the lines of this quick summary of our summer are the countless individual memories that were made for all of our sailors, whether these are first time experiences such as Ryan Martin's delight upon winning the Rockville Regatta with Will Hanckel and David Hood's racing with his daughters, Saylor and Harbor, in their first full weekend regatta or ongoing experiences such as Greg Wahlers' fun and creative idea to design a t-shirt with his "Mad Mullet" logo and Wendy McKenzie and Bradley Morrow's excitement as they demonstrate their growing confidence as Y-Flyer sailors and just any of the numerous experiences that each of us have on our boats with our crew or on land rehashing the events of the day. These are the things that really make all of this so special.

We can't wait for 2022 to bring on another year of Y-Flyer racing!

PS: To keep up with Y-Flyer activities in Charleston, join the "Y-Flyer Fleet 65" Facebook group.

<https://www.facebook.com/groups/yflyerfleet65>

[*The pictures below are a collection of photos the 2021 Charleston racing season*](#)







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Regatta Debrief

By David Loring



Below is a regatta debrief/data dump by David Loring from our JIYC Y-Flyer regatta back in October.

I originally asked David to write a regatta report to put into this newsletter with the idea that he would write a story about the event to share with all of you. Instead, he gave me his Regatta Debrief which I think is way more interesting. If you don't know David, he is a 3-time Sunfish World Champ and has achieved several other accolades within other classes during his illustrious career. He also grew up sailing Y-Flyers with his dad and has won his share of Y-Flyer regattas. David's crew and fiancé, Margaret Bost is no stranger to winning either. She has competed at the top level in many classes. Margaret is always asking questions, quantifying data, and pushing herself to be better each and every race. According to David, "It always helps to have a solid person up front. The Y-flyer is a two person adventure and she is my other half." What I have learned is, if you want to be the best you need to learn from the best, and both David and Margaret are among our best here in Charleston. David is someone I have always looked up to and have strived to beat. On the rare occasion when I have come out on top, that victory has been very short lived and this Data Dump, I believe, is part of what makes him so hard to beat.

Enjoy!!! I know I did...

Ned Goss USA 2753 "Speedway Boogie" Sail Calm, Sail Confident, Sail For

Fun!!!

Y-Flyer Friends Regatta Charleston 2021

Regatta Debrief

Regatta Details

Boat	Y-Flyer (Crew Margaret Bost – best crew ever 😊)	Evolution Sails	
Area	James Island Yacht Club	Right out front	
Conditions	10-15 Easterly	Tide – mix of incoming and out	Weather Unpredictable
Top Boats	Packed fleet with lots of talent! Ned and Jess Goss put in a lot of time on the sails, and it showed		
Goals up front	Learning the new sails and new mast, getting back to basics as far as sailing was concerned.	Worked with Greg Fisher beforehand, finally had a good handle on the sails Setup identical to Ned Goss (little more rake)	
Issues to figure out	Sail trim, modes (foot and height, rig tension issues still a struggle (maxing out jib halyard tension)	Could not pull on enough rig tension, boat was flexing a bit (lowering tension during the day)	

Practice Days

Friday	Conditions	Rig	Boat Speed Info	Wind Direction
	15-20	28 uppers	Had big boy Ned crewing for me, noticed we maxed job halyard tension on the drum. That kept us from depowering as much as I would like. Felt very good though with the new sails. Still wondering about right mast rake. Worked with Ned downwind – easing rig tension and healing boat hard in waves worked (learning always)	East

Race one

Saturday: Race Review	Conditions	Rig	Boat Speed Info	Wind Direction (high low)
<p>Good start one boat down from committee boat – wanted to tack, but Ned Goss would not, so did a ducking tack to go right (less tide on right on the incoming tide).</p> <p>Got a nice rightly tacked back crossed fleet except for Bob Turner coming on left side. Rounded top mark second (tight fleet of 4 of us down to the bottom mark) saw nice breeze on left side tacked out immediately with great speed. On the left side got a nice lefty with velocity and took a nice lead. Seemed Ned and us were a bit quicker upwind in race 1</p>	8ish dying	Base is 21, I would assume we were around 28	Very quick – high and fast	East

Race two

Saturday: Race Review	Conditions	Rig	Boat Speed Info	Wind Direction & Tide
Started down by pin with good speed – We jumped out front with Ned – Ned lead and the weather mark and we were able to get inside of him at the jibe mark - quickly jumped out to a nice lead – covered from here. Not much more to this one – felt fast around course – played a few shifts and covered Ned	10-14	28 I believe, Leads back on jib (being able to trim hard with open top while dropping traveler a bit was fast. Decent amount of cunning and vang.	Fast upwind and down	East & Tide outgoing

Race Three

Sunday: Race Review	Conditions	Rig	Boat Speed Info	Wind Direction
Not our best start and struggled to hold our lane. Flushed out to the right with no way to tack. First time felt we had speed downwind ever on Henry (he is the fastest in the fleet downwind by a longshot). Speed upwind was awesome, and we pulled into the lead.	10-15	28	Fast around the course!	east

Race Four				
Sunday: Race Review	Conditions	Rig	Boat Speed Info	Wind Direction
<p>Crazy Race!! Again, another not so good of a start and fleet was TIGHT – bounced around like a bowling pin by Will Hankel and Ned – pretty much was getting flicked left over and over again. Key in on eyes out of boat (we missed a couple and did not see Will until it was too late to duck (tacked and that cost us). Major fight among top 7 boats. Overall awesome race, we rounded top mark in 5th I believe and to get away from the pack jibed out so we could play our own waves away from everyone and also get out of the tide a bit – paid off and got inside of the fleet to the finish mark winning by a hair. Think 7 boats finished within seconds</p>	15	28	Ok – but seemed the fleet was figuring their speed out! Fast downwind	east

Race Five				
Sunday: Race Review	Conditions	Rig	Boat Speed Info	Wind Direction
<p>Started down by pin and watched Will explode off the pin and kept the peddle down. Will tacked and crossed the fleet leaving us all in the dust. We stayed in second around the track – non-eventful race – Will held the lead around the course and never looked back</p>	15	Tight as we could pull it on	Ok upwind – had to dump traveler a lot	east

Happy All



From Our President:

by Bob Turner

Hallows Eve and the Beginning of the Season of Thanksgiving.

After giving all a break from my usual diatribe, Your pres will take time to reflect on the almost, nearly, just about completed season of Y sailing around the country. The last news letter went out on its usual prompt schedule so the Beers regatta was not yet “in the books”. For those who missed it, it was a great event with challenging (go figure) conditions and great fare in the dining hall. Congratulations to Paul Abdullah who consistently figured out the matrix!!.

An unusual topic to dwell on is that surrounding the unusually high (or so it seems to me) number of ties that occurred this past season with some notable tie breakers for 1st place at the nationals. Pat Passifume and Amanda Hodges had to duke it out in the parking lot to see who received the ultimate “Aaaahhhh award” for getting bumped out of first place. Backing up a bit to the AYC open, Clint Hodges won the “toss” to edge out Shelby Hatcher for the top honors. But....all that drama at the top was pretty well matched down the card with some ties to figure 2nd, 3rd and 4th place finishes throughout the season. Some interesting four way ties had to go

to the final tie breakers (rock,, paper, scissors) to figure out which kept the scorers (thanks Paul) on their toes. I could list them all but treat your self and go back thru the results on the website to get a feel for exactly how competitive this year has been regardless of which end of the fleet you were in. That, my friends, is what makes us all a little bit better and certainly emphasizes the notion that you have to “keep the hammer down” wherever you are in the fleet.

There are still some “scores” to be settled before the end of the year including the upcoming, (immediately) Midlands regatta. As this goes to press (no starch-no hangers), twelve boats have registered and Y Flyers have the largest class to date at least among those classes who have some sailors old enough to buy cigabutts 😊. For those who remember, this regatta had been on the class schedule for years but had been left off more recently. If you haven’t joined in yet, please cancel your appointment to have your navel lint removed and join the bunch at CSC. I have reached out to Johnnie Helms to see if it would be possible for Jessie to join the group at the Sunday awards ceremony. A fitting tribute indeed to this remarkable woman who is on her 100th orbit around the sun!

A happy and safe Holiday Season to all!



Kiva Clear, standing by on 16...static...break....more static.....

Joe Water's Boat for Sale

Y-Flyer 2365. Trailer, Sailors Tailor trailer/ mooring cover. Includes new suit of class sails. Call **Joe Waters at (803) 957-5638.**



Y-Flyer for Sale Y-2163

Mustang Sally

Built by Jack A. Helms Company, Columbia SC in 1973

Boat and trailer refurbished in 2015

\$1,850 is negotiable - very good condition

Reason for selling – Sally needs a younger and lighter skipper.....Located at Western Carolina Sailing Club in Anderson, SC Contact Jim Hudson at (864)421-2336 (voice or text) or at jimhud1@gmail.com



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The Racing Rules of Sailing



By Charles M. Schulz

micshop