

December 2021



The Flyer

Yflyer.org

The Newsletter of the American Y-Flyer Sailing Association



Results: Midlands Regatta at the Columbia Sailing Club

Series Standing - 5 races scored

Information is final.

Regatta results last updated: Sunday, November 07, 2021 10:48:00 AM CDT

Click on race number to view detailed race information.

Pos	Sail	Boat	Skipper	Yacht Club	1	2	3	4	5	Total Pos
1	2759	Gratum	Henry McCray	Sea Island Yacht Club	[2]	1	1	1	1	4 1
2	2564	Chanti	David Buckley	Charleston YC	1	2	[4]	2	2	7 2
3	2757	Zombie	Anthony Passafiume	Harbor Island Yacht Club	[5/DNF]	3	3	3	3	12 3
4	2748		Will Hanckel	Carolina Yacht Club	3	[4]	2	4	4	13 4
5	2717	Hoodlums	David Hood	NA	5/DSQ	[12/DNC]	5	5	5	20 5
6	2639	Road Kill	Bob Turner	BYSC	4	5	[12/DNC]	12/DNC	12/DNC	33 6
7	2688		Mark Barton	Grande Maumelle Sailing Club	5/DSQ	6	[12/DNC]	12/DNC	12/DNC	35 7
8	2628	Noah B	Mason Baird	James Island Yacht Club	[12/DNC]	12/DNC	12/DNC	12/DNC	12/DNC	48T 8
8	2619		Jeff Butts	Greater Richmond Sailing Association	[12/DNC]	12/DNC	12/DNC	12/DNC	12/DNC	48T 8
8	2586	Julep	Wendy Mckenzie	SIYC	[12/DNC]	12/DNC	12/DNC	12/DNC	12/DNC	48T 8
8	2557	golden years	lenny krawcheck	CYC (SC)	[12/DNC]	12/DNC	12/DNC	12/DNC	12/DNC	48T 8

Midlands Regatta Report

by Henry McCray

My Birthday//The History

The Midlands regatta has been quite conveniently scheduled on my Birthday weekend since it's (and my) inception. Over the years I have sailed Sunfish, Lasers, E Scows, and now Y Flyers. The clubhouse has been completely rebuilt (like, a new building) and the entire property revamped from corner to corner. There is a sheltered "junior beach", the "cove" where slips for keelboats are located, a point where catamarans and other craft live, and several docks and launching ramps for all of us dingy folk. There are multiple bath houses with full facilities, hot water galore, a giant fireplace, and even a Lightning Bar (literally an old lightning cut out and made into a bar). It's a one design sailor's delight.

Sailors of the Y class can remember many races and regattas at CSC. Their hospitality is legendary. Our emeritus members remember it the home of Jack and Jessie Helms, Joey Waters, Bruce and David Loring, and many more life-long Y Flyers as well as friends like John Sawyer, David Parshall, Stanton Bost, and lest we ever forget- the Barn. There have been Red Cliff dares, night sailing, "dam racing", and of course.....drunk tree hugging. Cranes have fallen in the lake lifting keelboats, dinghies have capsized, gear has broken, and sails have torn. But in the end the camaraderie that CSC has and continues to provide is with the best of them!

So, what happened was....

With a promising fleet of (at one point) 13 registered we continued with gusto. We individually called and lobbied as many sailors as we could think of or find. We shamelessly promoted ourselves, our fleet, and the club. For after all- Columbia is the only Lake venue I have consistently attended that I have never been skunked! Mother nature had a different plan. The predicted conditions were heavy rain in bands, winds approaching 35 knots, and a high for the day at about 52 degrees. LET'S GO! I have always said weathermen get full pay to screw it up more than half the time.

So... We didn't get the 15 boats I wanted. It was tough sell with the forecast as it was. I get it. But in a fleet of eight we ended up with three National Champions, Two Midwinter Champions, two recent regatta winners, and us. Not too shabby. We had boats from Arkansas, Tennessee, South Carolina, and Virginia!

And as it turns out, Weathermen were about half wrong. They whiffed on the rain- completely. Not a drop. Poor Charleston got hammered. They were right about Saturday morning- it was cold, but not as cold as Friday afternoon. We awoke to a dry 48 degrees. Wind was puffy, but estimate at 4-12 knots. It did build to borderline un raceable by mid afternoon. Worthy of note—water temp was 77 degrees. The afternoon was pleasant at near or over 60 degrees, but sustained puffs were well over the Force Six limit I would put on racing. Sunday was better, and again in a building puff oriented breeze I estimate we were 6-14 knots building to 14-20 knots with stronger puffs.

The racing...

Things started out in race one as if we were back at home in Charleston. As well got a feel for “the circle” Henry, Buckley, Hankel, and Barton showed up at the weather mark at the same time. Again. The rest of the fleet was hot on the heels. We all rounded in less than 20 seconds. Wow. Some of us remembered the offset mark. Thankfully, my crew Sam Cabiness asked me if I planned to honor it.... Dough! After the dust settled, I found myself again chasing Buckley around. He did a great job staying in pressure and then boxed us out at the leeward mark. Nice move! We gained, and lost, then gained, and then last shift went to Buckley who went on to win. Well earned!

Race two was all about the start. We had all learned that the pin was favored (which it should be) and Sam and I managed to be the guy on Starboard, at the pin, on time, with speed. I felt like we stole something. We got off clean, sailed 20 boat lengths, and got headed 25 degrees with strong pressure. We tacked, sailed 20 boat lengths, and got headed 30 degrees with more pressure. By the time we tacked back to port to go to lay line we were wondering what happened behind us. With a sizable lead I made to sailing mistake to say to Sam “ours to loose

bro.” We tried. We found a new way to accidentally disconnect the forestay and then Sam threw the pole overboard. Ooops. I somehow backhanded the pole out of the water in a 20+ knot puff and about the time we needed to get it off, we set it. Buckley, Will, Bob, Mark, and more were breathing down our necks like a pack of ravenous wolves, we managed to not spike ourselves in the final gybe and sail to a (victory) of attrition.

After we got the forestay more attached, again, we looked behind us. The strong puff has capsized 2 Lightnings, and one of them was NOT doing ok. And then Bob had an anti gravity moment in cross chop in a huge puff, nose dived, and DOWN GOES FAZIER. We sailed past David Parshall and the RC and asked what their intentions were. That happens when you “charge” your VHF and forget to plug the charger in. Ooops. We had lost the Hoodlums, Bob was down, Mark was on his way in, so I told him enough fun for the day.

Oh, how I thought it was enough fun for the day. I was not aware how bad off Bob and his boat were. Nobody did. After all, Parshall’s got this! And he did. We arrived back on shore about 25 minutes later. Derigged. Got dry. Had Fireball shots. Basked in the sunshine. I looked around- “where’s Bob?”

“He’s in the clubhouse. Got knocked around a bit, got very cold, but he’s ok.” Wow, what a relief!

A couple more Fireball shots and basking in the sunlight occurred before it dawned on me- where is Bobs boat? And how about Ella? My dead VHF was, well, dead. I found a member of the Club from another race course and he and his crew raced out to find Bobs boat, and Ella. They returned about 20 minutes later (about 1 ½ hours after capsize) and immediately got on the loudspeaker to find “people who know how to rescue a sunken Y flyer with a wetsuit.” Oh shit. Where is Ella?

Sam came round the corner dry and refreshed and I told him what was going on. “Am I going to get wet?”

Yes, like in the water.

“Is this going to suck as bad as Charleston YC?”

Probably Sam.

Luckily we had a volunteer- a fireman and member of the club- in a wetsuit nonetheless. He explained he knew nothing about what we were embarking upon but that he was highly dedicated and ready to do whatever necessary. He was flat out awesome.

I grabbed my 60' spectra tow line, my 25' dock line, a couple of soda's, and the Fireball. Off we went in two expertly manned powerboats. We had thermal blankets, line, stainless clips on the end of each line, VHF for communication, and NO IDEA what we were getting into, other than it was going to be cold, windy, and for Sam, IT WAS GOING TO SUCK.

About 2 miles from the club we found Parshall, gently towing a fully turtled Y with sails up and rig down. Buoyancy had long since been beached. Oooof. I hailed Sam and told him he would have to swim underneath and find the "board down" control. And in the water he went. Our fireman followed him, and to task they went. Under Sam would go, no board. Under Fireman would go- no board. After about ten minutes of trying I changed tacks. Directing (somewhat hands on) from a capable 20'cc I instructed Sam to get the mainsail down and in the boat- no small task . He was able to accomplish this, but again swimming underneath the boat, the knife was the only surefire way.

Sam and Fireman got it done! Now the easy part... Attaching to a primary shroud base powerboat two (me) as able to back down against the chop and gusty winds while Parshall was trying to get the bow into the wind with a bowline we managed to right the boat. For about three seconds. Take two.... We attached and went the other way while David was trying to get the bow into the wind.... And we righted the boat- for about three seconds. But this time I was able to get my powerboat expert to get the bow underneath the mast tip, which I grabbed (not recommended.) I was able to keep hold just long enough for Sam and Fireman to get on opposite sides of the boat (aft) and up she went. I chirped at Parshall on the radio to throttle up, and a semblance of positive

floatability began to emerge. With power boats on each hip and towing the bow with a third we got her into the wind.

Where is Ella?

She had been rescued once we were on the scene and brought to get warm. OK, all people EXCEPT for Sam and the Fireman were out of the water. My plan was to evacuate them after righting and I would steer the stricken vessel home, but water intake and outgo were a zero sum gain. With furious hand pumping, bailing, weight aft, and a steady increase in throttle from the tow boat she began to stabilize. And then the bow emerged. Then the splash rail. Then water began to flow into the cockpit slower than they were bailing. About 10 minutes later she had stabilized, half way to the club. There was no way to switch out Sam and the Fireman. Sam asked for the Fireball. I obliged. They were happy. Enough. Good thing I brought the Fireball.

When we got to shore, we were met by most of the fleet, including a bulletproof Ella, and a still shivering Bob. With the boat on the trailer and risen to freedom, we all went for hot showers, libations, and more Fireball.

Other than that Mrs. Lincoln, how was the play



Year End Celebration at Fleet 39, Lake Mattoon Sailing Club

Happy New Year from Fleet 39, Lake Mattoon Sailing Club!

We concluded our 2021 sailing season with a feast and year end trophy presentation hosted by Virginia Vogel. It was an active season, despite the weather limiting racing to fewer races than the prior year. Fleet 39 currently has 8 Y Flyers, of which 5 are often on the line for Sunday afternoon racing.

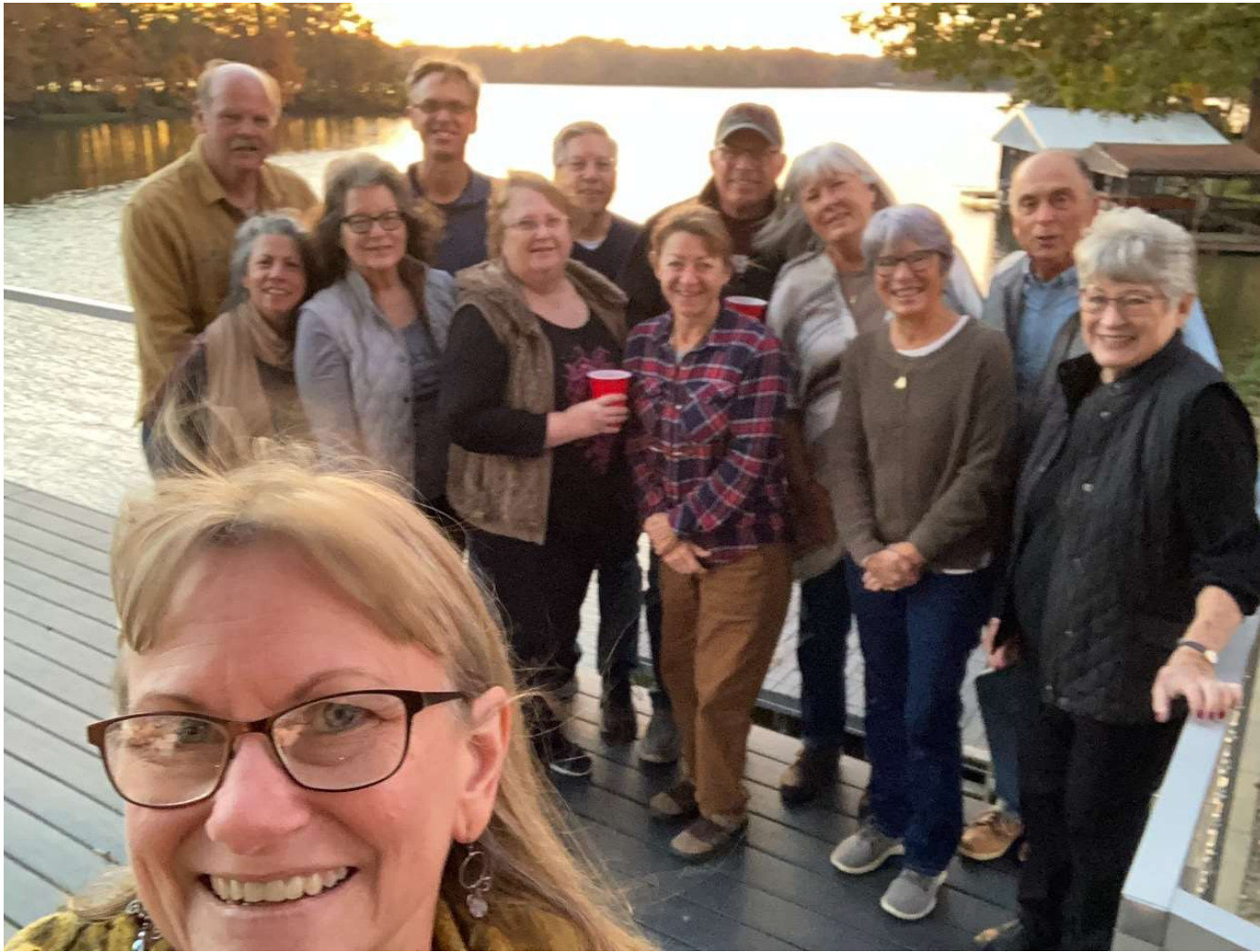


Trophies were won by: David Irons (left)- Fleet 39 Champion with Barb Hunter (right) - Ironman for the Most Races Sailed, Jim Severson - Most Improved (and not pictured).

We're looking forward to hosting the 2022 Riviera Regatta here at Lake Mattoon on June 10, 11& 12.

Cheers to all! **Jan Irons**

At the Fleet 39 Year End Celebration -



left to right in the photo: Jerry & Susan Hanfland, Michele Carruthers, Bill Totten, Betty & Larry Niegowski, Barb Hunter, Chuck & Ronda Lowell, Jan & David Irons and Virginia Vogel ... Photo taken & photobombed by Nancy Totten (THANKS Nancy!)

!!Please Support out Advertisers!!



The Sailors' Tailor, Inc.®

Established in 1972 Manufacturing Boat Covers Rowland Sails Duffle Bags School Bags Sewn Accessories
Website www.sailorstailor.com Tel: (937) 862-7781 FAX: (937) 862-7701
LOFT: 1480 W. Spring Valley-Paintersville Rd. Spring Valley, Ohio 45370

Since 1972, we have developed 170 One Design Class patterns for sailboat covers, so you can count on a custom-fit for your boat. See Bob or Sandy Rowland in Y-2735.

7 Things You Should Insist Upon When Buying A Boat Cover

1. Don't settle for a 5 year cover if you can have our 8-10 year cover.
2. We use Acid Rain and UV proof Teflon thread at **NO UPCHARGE.** (Regular dacron thread which always was the norm in the industry is now failing in 2 years.)
3. We provide you with all attaching hardware.
4. Our covers are reinforced at all stress points.
5. Embroider your class symbol & sail # on your covers.
6. Call us **FREE** at 800-800-6050.
7. When you call, you will be talking to LIVE people who can answer every question you might have about our products.



For your Y, we make Skirted Mooring, Bottom, Cockpit, Skirted Trailing-Mooring, Padded Rudder Bag, Padded Anchor Bag, & Tie-in Cockpit Bag.

2021

Y-FLYER SAILS

SAILING INC IS PROUD TO BE A
SUPPORTER OF THE Y-FLYER CLASS.

LATEST DESIGNS INFLUENCED BY
GREG FISHER

CONTACT US:

greg.fisher@thesailinginc.com

stephen.antworth@thesailinginc.com

jordan.wiggins@thesailinginc.com



SAILING INC.

Get It At The Inc.

From the Secretary-Treasurer AMERICAN Y-FLYER SAILING ASSN FISCAL YEAR 2021

The Y Class Fiscal Year begins October 1 and ends September 30. We already are in the third month of FY-2022. FY-2021 was a good year. There were 103 Active (boat owner), 11 Associate, 11 Junior, 67 Crew, and 5 Life for a total of 197 members. 6 of the Active members are first time boat owners joining the Class as a Free member. The average Active members for the last 5 years is 90 and the average total membership for the last 5 years is 163. The Class did have some unusual income and expenses. 25 members donated a total of \$3,426, a quilt was raffled for \$850, 5 new boat numbers were sold to the builder (Y-2813 – Y-2817) for \$1,000 and sail makers bought 44 Sail Royalty tags for \$880 for new sails. The Class paid \$5,000 for boat mold repair, \$468 for insurance on the boat molds, and \$979 for travel costs to get the molds to High & Dry Boat Works, the new builder in Charleston, SC. There was also the usual income and expenses. Altogether, Income exceeded Expenses by \$2,233.

During the General Meeting at the 2021 National Regatta at Grande Maumelle Sailing Club at Little Rock last July, proposed changes to the Class By-Laws were presented, discussed, and unanimously approved. Some of these proposed changes are in articles of the By-Laws that are protected and can only be changed by approval at a General Meeting and by return mail vote from the current Active members. Further information about these proposed By-Law changes, and the return mail vote card, will be included with the 2022 Dues Statements which will be mailed to the Class membership before the end of December 2021.

Paul White, Secretary
From the President



The Rear View Mirror...cont'd

2021 is just about in the history books with many Y sailors turning to the “off season” updates/upgrades, minor/major repairs and in general, looking back at the season with much to be thankful for. In the year that shall go unnamed, only a scant few events took place around the country due to travel concerns, health worries, and either self-imposed or state-imposed hurdles to be overcome in order to leave their respective states and Canada. Those of us SOB's (South of The Border) sailors have sorely missed our Canadian counterparts in 2020 and again in 2021. Looking forward to 2022!

With Thanksgiving now just a memory and bathroom scales finally back from the repair shop (faulty chip) , 2021 did give us much to be Thankful for. Friendships that continued to be nurtured via social media, specific class and

fleet oriented FB pages and those regattas that finally presented themselves as a gathering place for much missed friendships.

2021 allowed many clubs to once again warm up the starting guns and provide the venues we have come to cherish for activities on and off the water. This past year I was able to check off 8-9 events ranging from Arkansas, to the coast of SC including the BYSC Low Country Regatta, JIYC open, Carolina open, nationals at Grande Maumelle AR, and both the Midwinters and the Beers regatta in Atlanta. Topping off the season was a return to the Midlands regatta that has lay fallow for Y sailing for a number of years. Around the country, activity at clubs from Guntersville AL to Neoga IL, Little Rock AR to Charleston harbor attracted a dozen to two dozen Y flyers and crews on a regular basis. For ALL of the club organizers, drum beaters, cheer leaders and energy sources, The American Y Flyer Sailing Association thanks you for your efforts and energy in the face of difficult times and challenges. To those that are either new to the class, old guard members and especially those who have returned to their roots of Y sailing from the last century, THANK YOU. To all of the young sailors who have moved from their HS sailing programs to intercollegiate sailing, The VERY BEST OF LUCK in your new endeavors. You all have done our class a tremendous service with your enthusiasm and competitive spirit. Remember your roots...look forward to seeing you at the weather mark.

Foot note*

- Average wind conditions for the Nationals and Midlands regatta were: 75-77 degrees and 12-15 knots. That's my story and I'm stickin' to it (swimming not allowed at Grande Maumelle...unfortunately, was allowed at Lake Murray 😞 (apologies to my crew Ella Smith)

In the category of youthful energy, I would like to personally welcome those new young sailors who have been smitten by our Y flyers, its membership always willing to share information. This class is neither age nor gender sensitive as you now know. You are some of the most enthusiastic young sailors I have had the pleasure to be

associated with in a long time and are a definite boon to our ongoing class growth. Reach out for any support you may need to keep on “keepin on”.

A very special thanks to **Sam Cabiness, Henry McCray, David Parshall and all those who rescued 2639** from the waters of lake Murray late Saturday afternoon in 28 knots of breeze and 55 degree temperatures (while I thawed out by the fire inside the club house)

I’ll take this last opportunity to wish all a very Merry and Happy Christmas season, as well as a safe and “event-full” new year.

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



The 2022 Regatta Calendar is beginning to take shape

		2022	Y-Flyer	Regatta	Calendar				
			Regatta Name	Club	Lake	Location	State	Country	Type of Event
Mar		19th and 20th	Midwinters	Atlanta YC	Allatoona	Acworth	GA	USA	Y-Flyer Only
Apr		9th and 10th	Schultz Hospice	Harbor Island YC	Old Hickory	Nashville	TN	USA	Open and/or Invitational
		23th-24th	Atlanta Open	Atlanta YC	Allatoona	Acworth	GA	USA	Open and/or Invitational
		23th-24th	Spring Dinghyfest	Rush Creek YC	Ray Hubbard	Rockwall	TX	USA	Open and/or Invitational
May			Keowee Cup	Keowee SC	Keowee	Seneca	SC	USA	Open and/or Invitational
		14th and 15th	Animal Cracker	Browns Creek SA	Guntersville	Guntersville	AL	USA	Open and/or Invitational
		28th-29th	Hawg Wild	Grande Maumelle SC	Maumelle	Little Rock	AR	USA	Open and/or Invitational
Jun	confirmed	4th & 5th	Greater Richmond	Greater Richmond SA	Swift Creek	Midlothian	VA	USA	Open and/or Invitational
	confirmed	11th-12th	Riviera	Mattoon SA	Mattoon	Neoga	IL	USA	Y-Flyer Only
		18th-19th	James Island	James Island YC	Charleston Harbor	James Island	SC	USA	Open and/or Invitational
	confirmed	20th-21st	Junior Y Nationals	Lake Norman YC	Lake Norman	Mooreville	NC	USA	Y-Flyer Only
	confirmed	22nd-24th	Y-Flyer Nationals	Lake Norman YC	Lake Norman	Mooreville	NC	USA	Y-Flyer Only
	confirmed	22nd-24th	Challenger Regatta	Lake Norman YC	Lake Norman	Mooreville	NC	USA	Y-Flyer Only
	confirmed	24th-26th	Low Country	Beaufort Y&SC	Beaufort River	Beaufort	SC	USA	Open and/or Invitational

Jul		2nd-3rd	4th of July	Lake Norman YC	Lake Norman	Mooreville	NC	USA	Open and/or Invitational
			Hobcaw	Hobcaw YC	Wando River	Mt Pleasant	SC	USA	Open and/or Invitational
	confirmed	12th-15th	Y-Flyer Internationals	Saratoga Lake SC	Saratoga Lake		NY	USA	Y-Flyers Only
		16th-18th	Charleston Open	Charleston YC	Charleston Harbor	Charleston	SC	USA	Open and/or Invitational
		23th-24th	Carolina (SC) Open	Carolina Yacht Club	Charleston Harbor	Charleston	SC	USA	Open and/or Invitational
Aug		6th-7th	Rockville	Sea Island YC	Bohicket Creek	Rockville	SC	USA	Open and/or Invitational
	confirmed	6th-7th	Carolina YC (NC)	SAYRA Open	Banks Channel	Wrightsville Beach	NC	USA	Open and/or Invitational
		27th-28th	Indy Outty	Indianapolis SC	Geist Reservoir	Indianapolis	IN	USA	Y-Flyers Only
Sep		3rd-4th	Bluegrass/Bourbon/Boa	Louisville SC	Ohio River	near Louisville	KY	USA	Open and/or Invitational
		10th-11th	Fall Dinghyfest	Rush Creek YC	Ray Hubbard	Rockwall	TX	USA	Open and/or Invitational
		17th-18th	Whale/Beer&Boats	Carlyle SA	Carlyle	Carlyle	IL	USA	Open and/or Invitational
	confirmed	17th-18th	Lake Lemon Regatta	[Lake Lemon	near Bloomington	IN	USA	Open and/or Invitational
Oct		1st & 2nd	Y-Flyer and Friends	James Island YC	Charleston Harbor	James Island	SC	USA	Y-Flyer Only
		8th-9th	Gilbert Beers Memorial	Atlanta YC	Allatoona	Acworth	GA	USA	Y-Flyers Only
		22rd-23th	McDougal	Harbor Island YC	Old Hickory	Near Nashville	TN	USA	Open and/or Invitational
Nov	confirmed	4th-6th	Midlands	Columbia SC	Lake Murray	near Columbia	SC	USA	Open and/or Invitational

Class Officers/Contacts

President	Bob Turner	443-336-2980	kiva46k@gmail.com
Secretary-Treasurer	Paul White	317-849-7588	sec@yflyer.org
Newsletter Editor	Terry Fraser	518-495-4037	elfraser51@gmail.com
M & R Chairman	Doug Kinzer	812-876-3531	evenkeel2788@gmail.com
Webmaster	Dorita Smith Roeschlein		webmaster@yflyer.org

Area Contacts

Area 1 VP (MO, KS, IL, WI)	Bill Totten	217-342-6468	wtotten@tottenlawllc.com
Area 2 VP (KY, TN)	Tony Passafiume	270-559-4382	ajp2@vci.net
Area 3 VP (NC, SC)	Ned Goss	843-270-2172	mr.ned.goss@gmail.com
Area 4 VP (IN, OH, MI, PA)	Kevin Black	317-446-9925	kblack2752@gmail.com
Area 5 VP (AR, AL, LA, MS, OK, TX)	Jeff Rodgers	501-707-5615	sihaba322@gmail.com
Area 6 VP (MA, CT, RI, NY, NJ, VA)	Pat King	518-669-0757	slowthought@gmail.com
Area 7 VP (GA, FL)	Amanda Hodges	478-951-1821	sailingvet59@gmail.com
Area 8 VP (OR, WA, CA, ID, AK)	Kevin Black	317-446-9925	kblack2752@gmail.com

