



GULF YACHTING ASSOCIATION

“Supporting Yachting in the Southeast since 1901”

April 2015

Calendar

April 10-12
GORC - BYC/PCYC

May 1-3
GYA Opening - FWYC

May 16-17
Spring Regatta - BucYC

May 23-24
FS Championship - SYC

May 24
Race for the Case - GYC

June 6-7
Candler - StABYC

June 19-21
Offshore Challenge Cup - GYC

June 26-28
Gulfport to Pensacola
SYC/GYC/PYC

Please visit www.gya.org for full regatta schedule



Note from the Commodore

For those of you who have not met me, my name is George Goodall. I am from Ft. Walton Beach, FL., and a member of Fort Walton Yacht Club. I have been involved with the Gulf Yachting Association since about 1980. It is my honor to serve as the GYA Commodore for 2015.

Now, to address probably what is the uppermost issue in everyone’s mind, I suspect, is where we are in regards to replacing the Flying Scot as the GYA Capdevielle boat.

The original GYA Board of Directors vote, taken in 2012, was to replace the Flying Scot as the GYA competition boat starting in 2018 and clubs were encouraged to begin saving for a new boat.

The GYA New Boat selection committee presented two boats at the 2015 Winter meeting, the VX-1 and the Viper 640. The overall plan, at this point, is to have both boats again on display at the upcoming GYA Opening Regatta on May

1-3 at Ft. Walton Yacht Club. Both boats are invited to have a class at the event.

I have asked Past Commodore Potts to stay on as chair of the new boat selection committee to continue work on details. We plan to ask the Board of Directors to vote at the 2015 Lipton Regatta Semiannual meeting.



I will close with again urging clubs to continue their financial planning towards the purchase of a “new” boat.

Smooth Sailing,

Commodore George F. Goodall

Ft. Walton Yacht Club

commodore@gya.org

Small Boat Instructor Programs

April 17, 18, 25 & 26	Level I	Ocean Springs Yacht Club
June 2 - 5	Level I	Southern Yacht Club
June 6-7	Level II	Southern Yacht Club

Please visit US Sailing Website for all prerequisites and registration.

<http://www.ussailing.org/education/teach-sailing/sbinstructor/level-1-instructor/#Register>



GYA EXECUTIVE

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GYA Presentation to Capt. Pete Morrill

Capt. Pete Morrill was presented a plaque of appreciation in February at the Bay Waveland Yacht Club in honor of his dedication and service to the GYA.

Capt. Pete has served as a National Judge for over forty years and has been a GYA Judge for over thirty-three years. He will be missed within the GYA and we wish him well as he relocates to Michigan.

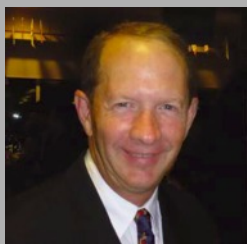
GYA AWARDS

The **Jack & Flo Scheib Service Award** is a perpetual award that was established December 6, 1992, by the Gulf Yachting Association's Board of Directors to recognize and honor individuals who, over the years, have made "significant and outstanding contributions in service to the sport of sailing". The award is named for and dedicated to J. Gilbert and Flora K. Scheib, and its presentation annually at the GYA Winter Meeting is a continuing reminder that it originated as a tribute to Jack and Flo Scheib, each of whom served the Gulf Yachting Association ably, loyally, and diligently for many decades.



The selection of the recipient **Stewart "Tootie" Barnett** was made by a committee composed of the current Commodore of the GYA and the two immediate Past Commodores. Tootie was selected as he has been involved in GYA for years, he has run the N.O. to Gulfport and Gulfport to Pensacola for almost 40 years. Tootie has been involved in many events up and down the Gulf Coast running the Race Committee for all kinds of events. He was Commodore of GYA in 2000 and has continued to be active to help the GYA since his term ended.

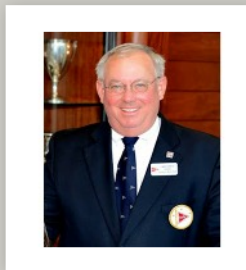
Each year, the GYA presents an award for excellence in race management. This award entails observers going to various events throughout the GYA, observing the race management of the particular event and rating it against other events within the GYA. SYC was recognized as the winner of that award for 2014 with its presentation of the GYA Junior Lipton Challenge. Of course, it is a huge effort to put on any event, and the race committee members of the SYC did a fabulous job.



The award was earned by those volunteers that were not actually sailing but make it happen for the sailors. The principal race officer for the event was George A. Hero, and everyone knows that a well-oiled race committee consists of many volunteers who largely go unrecognized. With that said, please take notice that the volunteers for the event were many and give them your thanks. Other members of the Race Committee were: Regatta Chairman – Nathan Adams, Karen Reisch, Erston Reisch, Connie LeBlanc, Lisa Johnson, Maria Perez, Elaine Boos, Nancy Claypool, Shan Kirk, Lynn Bell, Jeff Bell, Margie Offan, Rocky Sanchez, Tom Long, Chris Clement, Lynn Long, Mamsie Manard. Judges: Lloyd Causey, Karen Reisch, J.Dwight LeBlanc Jr, George Goodall, Harry Chapman, and Janice Griglack.

Article and Photo's by Bob Maher, SYC

Past Commodore Report



Commodore George Goodall held a GYA Executive Committee meeting at Fairhope Yacht Club on Saturday, February 28, 2015 at which time it was agreed that the **New Boat Selection Committee will continue with**

its current leadership and membership, with hopefully adding a couple of individuals to replace some of those that were not able to fully participate.

Therefore, the Committee will be busy putting together **implementation and acquisition plans** for introduction of a new boat and for **presentations to all the clubs in the GYA** for the purpose of exposing them to the choice and **selection to be made at the Lipton meeting**. We look forward to this exciting time and encourage everyone to come to the Opening Regatta in Fort Walton where Commodore George Goodall will officially welcome all of the GYA members to his



club along with all the committee chairmen and personnel. This should be a great weekend and especially since, not only will we see the GYA Capdeville Opening Regatta sailed in Flying Scots, there will be **fleets of VX1's and Viper 640's** participating for all to see. There will also be **times available for anyone who is interested in sailing** on either of the boats.



If there are any comments or other discussion items which anyone in the GYA would like for the Committee to consider, please forward them to Corky Potts at ecpotts@bellsouth.net. All are welcome to comment, make suggestions and aid with the effort during this exciting period wherein we hope to set the platform for **the next fifty years in GYA Interclub Competition**. Again, please **do not get rid of your Flying Scots** as they certainly have and will continue to serve the GYA in a very meaningful way.

Very truly yours,



Ewell C. Potts, III, Chairman

GYA Offshore Council

At all the GYA offshore sanctioned regattas this year there will be random safety checks for US Coast Guard Safety Equipment. Before the start of each day we will draw one boat name and for one safety item. If they don't have it, they must acquire it before leaving. If they do have it, the captain gets two free drinks after racing.

Safety Letter to Sailor, RC and yacht clubs:

How long does it take you to call all hands on deck, drop the spinnaker and turn the boat around all while keeping an eye on your crewmate in the total darkness of the night? Longer than it takes for someone to drown without the proper gear and and/or knowledge. So, required your crewmates, family, & friends to help think safe while offshore and do some simple steps to insure a safe passage.

I have come up with some lists of tips and safety recommendations that are directed to skipper, owner, crew, yacht clubs, and race committees that share our sport of sailing.

Crew Safety Expectations:

- Establish a safety officer on the team. The Captain is responsible for everyone's safety, but the crew should aid in this responsibility. Safety takes teamwork.
- Required PFD, Jack lines & Harnesses from dusk till dawn, in storm conditions, or when someone leaves the cockpit during offshore races.
- Require PFD when foul weather gear is being worn otherwise, you will sink like a rock.
- Have a safety meeting meeting prior to all departures, even weekend races. Explain proper run down of where the safety gear is stowed and how to use: flares, life raft, epirb,

VHF distress call and procedure, ditch bag, etc.

- Everyone should know how to start & stop the engine/generator and how to turn off the batteries.
- Everyone needs to be conscious of the batteries usage. Do not kill the batteries!
- Everyone needs to know where sea cocks, through hulls, and plugs are and how to close & cap during an emergency.
- Check all gear, sheets, halyards, rigging, sails, lifelines, & steering cables. Prevent potential dangerous situations before they happen.



When on the boat:

- Keep a harness on the stern of the boat so when a guy needs to "go". If it is there, they will use it, day or night. Many racers fall off with their zippers down.
- Install, if needed, grip tape, cordage and nets to keep the crew on the boat.
- Keep an organized vessel. Have known & allocated storage for gear. It is much easier to find something when you know where it is.
- Have proper lighting. Mast lights, running lights, deck lights, cabin lights, & flashlights. You can never have enough flash lights. A bowman that can see is a happy bowman.
- Be even more conscious on newer boats that do not have toe or hand rails when offshore sailing.
- Keep eye on crew when they go forward. Back them up.

Offshore Safety Gear, Do be cheap on it:

- PFD/Harness, strobe, & whistle.
- Throw bag, MOB Pole, & throwable. Add a small flares,

epirb, VHF tracker, etc... Anything you feel that can help.

Tips to a safer and more pleasant trip if you plan to sail on a a over night night race:

- Do not get drunk the night before. Keep your stomach fresh.
- Stay hydrated and eat! You need it.
- Do not be scared to ride the bull. The head is your friend. Use it when needed.
- Do not try and sleep down below when you are not tired. Skip your first off shift if needed to get in the rhythm of sleeping.
- Plan every move you make on the boat. Do not think that you cannot fall off. Mother Nature demands respect.
- Keep good morale as a team. Do your part. Do more than you part. Stay positive.
- Try and sleep dry so your skin has a chance to dry. Hang foulies & gloves so they can dry.
- Fresh underwear, baby power, spay deodorant can feel like a session at the spa three days into a journey.
- Get with a doctor and get a good First Aid Kit. Plan for the worst.

What can Yacht Clubs and Race Officials do?

- Ask the sailors to please put safety higher on their list.
- Put the life jacket flag up more often during extreme conditions. Make it a normal in the colder months when extra gear is being worn.
- Ask for a flare & extinguisher check at registration every now and then.
- If race requires a man overboard drill, require a photo or video proof of the drill. Give a small bar tab or prize to the crew member that goes into the water on each boat.

Knowledge is good., the more you have, the better it gets.

Samson Vasquez, Offshore Chair
(228) 323-1336

GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

www.gya-phrf.com

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BOARD OF HANDICAPPERS

Alan McMillan (PYC) Sam Vasquez (GYC) Karl Boehm (TYC)
Julian Bingham (MYC) Merlin Wilson (SYC)

September 18, 2013

MINUTES FOR THE ANNUAL REVIEW, DECEMBER 10, 2014

**The Annual Review was held-
Wednesday, DECEMBER 10, 2014
at Singing River Yacht Club. All
Area Handicappers were present.
Also present was Lee Creekmore,
Assistant Handicapper from Mo-
bile.**

Appointment of Sam Vasquez as Area Handicapper for Mississippi:

Wes Stanley, the GYA PHRF Area Handicapper for Mississippi, is retiring from the GYA PHRF Rating Committee 12/10/2014 in accordance with the tenure provisions of the GYA PHRF By-laws. Wes has been on the committee for the past five years and has made major contributions to the overall success of the PHRF rating System in the GYA. Sailors from Mississippi, as well as the entire GYA, have been well represented by Wes.

Based on the recommendations received from Mississippi Commodores and other sailors in the local area, I have selected Sam Vasquez, currently the Assistant Handicapper to Wes, as Wes's replacement. Wes has attended most all PHRF board meetings while an Assistant Handicapper and has provided valuable input during reviews of various boats. Wes is a competitive sailor, having raced in various

regattas throughout the GYA, including local regattas, the GORC, LPRC, WFORC, and the GYA Challenge Cup. Alan McMillan, the GYA Offshore Chairman, affirmed this selection and has made the appointment.

DISCUSSION:

The PHRF committee recognizes that certain boats perform outside their rating range on point to point (race starts in one location such as a city, state, or country and ends in another) or distance type races. The committee has decided to make a detailed study from existing race results (where available) and other data to define the boats that fit in this category. It is the intent of the committee to issue a separate LD (Long Distance) certificate to be used in races that meet the criteria as ultimately determine by the committee. The results of the preliminary study will be discussed at the next board meeting scheduled for May 13, 2015.

BY-LAW CHANGES:

Revisions to the By-Laws proposed at the September 10 meeting were voted on at this Annual review: (as follows)

1. Article 1. Paragraph B, after: "The corrected time for each sailboat is its

actual elapsed time minus the product of its (ADD) "NET" PHRF rating...." **DECISION: Accepted unanimously.**

2. Article V, paragraph B. Delete "Rating certificates shall be valid for 24 months from issue unless terminated or changed by the Board of Handicappers. Each valid certificate must be renewed every 24 months by the owner at a cost to be established by the PHRF committee." ADD: "New Rating certificates will be issued to expire on December 31 of the year following the year of issue unless terminated or changed by the Board of Handicappers. Each valid certificate must be renewed by its expiration date. Certificate fees for new issues, renewals, and changes that effect the PHRF rating are set by the PHRF committee." **DECISION: Accepted unanimously.**

Continue on page 5 "PHRF"



PHRF Continued

3. Article VII, paragraph E: DELETE: "For production boats that are rated as ODR to Class Association class Rules the Base rating includes the Class Association's boat setup for One Design Racing (including sail dimensions for the largest sails) except that ODR sail requirements are without regard to sailcloth material." ADD: "For production boats that are classified as "ODR", ODR is limited to Class Association class Rules as these class rules apply to hull, appendages, rig and sails. The Base rating includes the Class Association's boat setup for One Design Racing (including sail dimensions for the largest sails) except that ODR sail requirements are without regard to sailcloth material." **DE-
CISION: Accepted unanimously.**

PROVISIONAL RATINGS GIVEN IN 2014.

All provisional ratings were reviewed as part of the Annual Review of all yacht classes. Changes in rating are as indicated below.

NEW BOATS TO RATE:

There were no new boats to rate.

MODIFICATIONS:

Based on the By-laws change (3 above), and the fact that the Ultimate 20 Class Association accepts both aluminum and carbon fiber masts as meeting their Class Association rules, the PHRF Committee voted to remove the -3 second modification penalty for the Ultimate 20 that has a Class legal carbon fiber mast.

APPEALS:

There were no appeals to be heard.

ANNUAL REVIEW: The following changes were made, by yacht class:

PROVISIONAL (P)	YACHT CLASS	BASE RATING FROM	TO	CHANGE
	B-25	138	141	+3
	BENETEAU OC 45 SD	120	126	+6
	CAL 48 MOD	90	86	-3
	CARKEEK 40	-42	-48	-6
	CATALINA 320 WK	165	168	+3
	CATALINA 36	159	162	+3
	CATALINA 36 TM	144	147	+3
	CATALINA 36-2 TM	150	153	+3
	COLGATE 26	168	171	+3
	ELLIOTT 770	111	105	-6
	P ESSE 990R ODR	66	54	-12
	HUNTER 26.5 SD WK OB	198	201	+3
	HYLAS 46	105	111	+6
	P HYLAS 49	102	108	+6
	J-111	39	36	-3
	J-28	174	177	+3
	LANCER 36 MH SD	144	147	+3
	RHODES 19 (X-PHRF)	270	267	-3
	P SEASCAPE 18 ODR	144	153	+9
	P SEASCAPE 27 ODR	102	111	+9
	SOVEREL 27	144	141	-3
	STONER ¼ TON OB	207	201	-6
	WESTSAIL 43	108	111	+3

**All changes will be effective January 10, 2015. Until that time, boats impacted will use their current ratings.
THE NEXT MEETING OF THE BOARD IS SCHEDULED FOR MAY 13, 2015.**

All appeals must be received by May 1, 2015 to be heard at this meeting.

And THEY'RE Off!

BY TROY GILBERT

Fairfax Moody Hamilton (right) takes the tiller, while her sister, Betty Moody, mans the sails.

THE GRAND HOTEL of Point Clear, Alabama, hosted sailors from New Orleans and the Mississippi Coast in 1853, for festivities to accompany the finish of the third annual running of what is today the oldest point-to-point sailboat race in the Western

Hemisphere. Behind the scenes at the post-regatta formal dance on the shores of Mobile Bay, two sailors competed for the affections of the same woman. As the evening wore on and the rivalry became heated, one of the men felt the other was behaving impertinently toward the young lady. An altercation ensued. At dawn the next morning under grand oaks, the two sailors, with their seconds standing by, drew pistols, marched off 15 paces, turned, and fired. The incident ended bloodlessly, with a misfire and a nervously aimed shot, but

both parties agreed that the duel had restored the honor of all involved, including the young woman, the subject of this duel, who had certainly not sailed in the regatta, then considered a gentlemen-only sport.

There are very few documented examples of women competing in regattas until the start of the 20th century, but oddly enough, several

in a popular sport were opening eyes nationwide – little by little, the cracks in the walls were starting to appear.

While sailing was still a sport completely dominated by men, the old yacht-club salts had been grumbling for years that women were learning to sail and, worse, that they were gaining acceptance on the water. In 1904, the Southern



Fairfax Moody Hamilton (right) takes the tiller, while her sister, Betty Moody, mans the sails

Photo : Houston Yacht Club Archives

came from early America's Cup races. In 1886, an Englishwoman, Mrs. William Henn, raced aboard her husband's yacht, Galatea. It's recorded that she was below in the "pit," which was then a "plush facsimile of a Victorian drawing room complete with several dogs, a cat, and a pet monkey," and all the while served tea to the crew. However, by the 1890s there were a few women who actually crewed onboard America's Cup contenders. These were very well publicized events, and the articles depicting this female participation

Yacht Club in New Orleans hosted the first officially recorded "all girl" regatta held on the Gulf Coast only months after the Times-Picayune of New Orleans described sailing as "the greatest sport for gentlemen." Racing on her brother's Knockabout Class boat, aptly named Sinner, Miss Carrie Wuescher and her two-woman crew sailed the same buoy course used by the men and won against three other crews.

This regatta was mostly a novelty at the time; it would take three more decades before these "skipperette" regattas percolated throughout the coastal Gulf South, and even longer for acceptance of women sailing competitively alongside or against men.

THE LADY OF LIPTON

While the arc of societal changes may appear to take generations, there always appears a single individual who encapsulates these leaps forward, even without having an agenda to do so. In 1937, The Gulf Yachting Association (GYA)

Continued Page 5 and they're off



Gulfport Yacht Club has a fun filled year in stock for all the racers on the Gulf Coast. We start the summer off in natural coast style with our GYC Ship Island Rendezvous May 23, 2015. It s a party on the East side of West Ship Island. Sunday, May 24th is the Race for the Case, a 12 mile staggered start race to Biloxi. Sunfish to Ocean Racers are welcome.

Challenge Cup planning is in full swing and we plan to put on a good show for the racers and their families. Live Music Friday and Saturday nights, video and photos replays, free massages, free beer at the dock, door prizes and rum fronts. As in the past, if plan to bring a boat on trailer, by water or land yacht you must fill out the visitors form, thank you.

<https://docs.google.com/forms/d/1O5mWInTO6IHhXU371PH8IZFXTLm4f9734ZpOA9aPH0M/viewform?c=0&w=1>

The Jr. Lipton Clinic will be a scheduled two day event. Thursday and Friday. Stay tuned for more details.



Continued and they're off...

held its annual Sir Thomas Lipton Cup Championship on the waters of Mobile Bay, Alabama. Racing on Fish Class boats, the member clubs determined their finest sailors through various elimination events on their home waters to produce the best three-man teams that had earned the right to represent their clubs at this prestigious championship.

That year, the team representing and traveling to the Liptons from Houston Yacht Club brought with them a young woman in her early 20s, Miss Fairfax Moody. At the skipper's meeting the night before at the Mobile Yacht Club, the team from Houston announced not only that a young woman had earned the right to represent their club but that she'd also earned the right to skipper their Lipton Team. After moments of quiet shock, formal protests were lodged with the race committee. Forced to address this unprecedented dilemma, the flag officers of the GYA immediately convened to sort out and make a ruling on the protests. Not without some difficulty, the board resolved that because "the Houston

skipperette has traveled hundreds of miles to compete ... she be allowed to sail at the present regatta." It was also announced in this same resolution that women be barred from competing or even officiating in future Lipton Cup regattas, something that had never been clearly delineated before because it was inconceivable. After finishing 6th out of 11 boats and beating a number of protesting club teams, a newspaper reporter quoted Fairfax Moody as stating that she "only came to sail." It wasn't until after World War II that the resolution was rescinded to allow women the ability to represent their clubs and compete alongside and against men at the Lipton Cup. The first women to do so came a full decade after Moody.

OFF TO THE RACES

In 1938, a year after the Moody "incident" and with obvious influence, the GYA took notice of a small but growing invitational all-women's regatta in Pass Christian, Mississippi. Created by Commodore Bernard L. Knost of

the Pass Christian Yacht Club, a major proponent of women's racing, the regatta that still bears his name morphed into an all womens' GYA interclub championship, which is held annually and is modeled after the Lipton Cup. The Commodore Bernard L. Knost Championship Regatta is still raced on the waters of the Mississippi Sound today. And what happened to Fairfax Moody? Well, she went home, continued sailing, married another Houston Yacht Club member, and was later noted for her less controversial maritime-themed watercolors. In 1996 the Houston Yacht Club dedicated a perpetual Fairfax Moody trophy in her honor.

Troy Gilbert is currently working on a film project, Southern Winds, from Swashbucklers to Olympians – A Documentary and Companion Book on the 500 Years of Gulf Coast History Under Sail, for Public Broadcasting System distribution.

Thank you for allowing us to reprint your article from the US Boat Magazine April/May 2015 edition.

PLAN FOR YOUR OLYMPIC DAY EVENT

Commemorating the birth of the modern Olympic Games, Olympic Day is not only a celebration, but an international effort to promote fitness and well-being in addition to the Olympic ideals of Fair Play, Perseverance, Respect and Sportsmanship. It is celebrated annually on June 23rd, by thousands of people in more than 160 countries.

This year, more than 500,000 Americans celebrated Olympic Day by participating in 1,055 Olympic Day events hosted in 813 cities across all 50 states. Americans also celebrated in 11 overseas locations, making last year the most successful Olympic Day celebration ever in the United States.

This year organizations can host an Olympic Day celebration between May 31-July 1, 2015. Communities across the United States will celebrate Olympic Day through educational programming and other activities and may also include Olympic Day as part of a pre-existing event. Often times, a local Olympian or Paralympian in your area will participate at an Olympic Day

event to share their personal story and inspire those in attendance with Olympic messaging.

How can I REGISTER?

To register an event for Olympic Day, visit: www.TeamUSA.org/OlympicDay

Click on 'Host Registration' and follow the on-screen prompts and questionnaire.

Once completed, you are registered to host an Olympic Day celebration in your community!

Or You may call Olympic Day hotline at (719)866-4535 or email olympicday@usoc.org

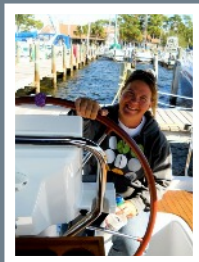


GYA FOUNDATION

The GYA Foundation is pleased to report the election of Ashley Sukalski to the Board of Directors as the Florida representative. Ashley brings a wealth of experience as evidenced by her resume.

Ashley Sukalski – Member of FWYC/NOYC/PBYC

Active sailor, 15+ years
Associate degree in accounting
bachelors in project management
FWYC/NOYC Jr. Chairs (between 2005 - 2014)
FWYC Capdevielle Chair between 2005 - 2014)
FWYC Fleet Captain (Flag Officer - 2014)
GYA Capdevielle Committee Fl. Rep (2008-2012)
GYA Youth Council Vice-Chair (2007-2011)
GYA One Design Secretary & Chair (2011-2015)
Participated in multiple GYA Championships including Knost, J22, Multihull, won A fleet Challenge Cup in 2011
Organized and maintained various one design campaigns, including several J/22 campaigns (with mixed results but a lot of fun)



The Foundation board looks forward to Ashley's input as we continue our mission to support amateur sailing in the Gulf Yachting Association.

Dr. Tod Holman,
Foundation President



Capdevielle Standings

as of Mardi Gras Regatta:

Club	Points
1. NOYC	1.0000
2. SYC	0.8605
3. FWYC	0.7674
4. GYC	0.6744