

The annual meeting of the Austin Yacht Club was held Saturday, Dec. 5, when the membership re-elected Tom Romberg as Commodore, Jack Downes as Vice Commodore, and Larry Niemann as secretary. Newly elected officers for 1971 are W. S. Barstow, Treasurer; Donald Church, commander of race activities; William K. Griffis, commander of buildings and grounds; and Max White, fleet captain.

Commodore Romberg presented trophies for the series races and then awarded the annual trophies. The Blue Duck Trophy was awarded to Gary Boswell for his experience with the committee boat. The Jesse McElroy Smith Bowl for outstanding achievement also went to Gary Boswell for the winning of the Western Hemisphere Snipe Championship. Ron Church was again awarded the Al Burke Memorial Plaque for being the outstanding junior sailor. Sandy Bauman, the winner of the men's championship of the club, was presented the Texian Navy Cup, and Gene Cavin was awarded the Jimmy Card Memorial Trophy for his contribution to the spirit of racing. A special award of a Rolex watch was presented to former commodore Frank McBee, Jr. for his untiring work on behalf of the club.

Commodore Romberg spoke to the members about the future of the club. He pointed out that, since June 1968, the membership has grown from 70 to 268. The club is now financially stable and has plans for going into permanent financing. The new officers will create a master plan of development which will include the construction of better launching facilities, a strengthening of the racing and cruising program, and a broadening of the junior sailing program.

The club's participation in the North American Yacht Racing Union events will be increased. Three important regattas are scheduled for Austin next year with A.Y.C. hosting the M-20 national midwinter regatta, the Snipe district, and the Flying Scot district championship.

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The last meeting of the 1970 Race Committee was held Nov. 19, 1970, at Tom Leach's residence. Members present: Eugene English, commander of race activities; Tom Leach, Duane Dobson, Jack Kern, Bill Eastman, Gene George, Gene Cavin, Don Church, Larry Neimann, and Gary Boswell representing Don Bynum. Members absent: Russell Painton, Sandy Bauman and Bill Geise. At this final meeting the agenda consisted of considering suggestions to be passed on to the 1971 race committee. The following recommendations were made to the incoming race committee members and are published for the information of the membership of A.Y.C.

1. It is recommended that the skippers meeting be eliminated in connection with the A.Y.C. club series of races in 1971.
2. It is recommended that the club series of races be condensed into only four starts with 5-minute intervals between each start and that the warning gun be sounded at 2 p.m.
3. It is recommended that during the 1971 season the order of starts be:

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| 1. M-20 and Thistle                            | 3. Keelboat handicap and Cal 20 |
| 2. Flying Scot, Snipe and Centerboard handicap | (Sailing the same course)       |
|  | 4. Boardboat                    |

If adopted this recommendation will reduce amount of time in getting races started; will combine boats with same characteristics and will start the faster boats ahead of the slower boats.

4. It is recommended that the 1971 committee consider the feasibility of having invitational regattas--not necessarily limited to recognized A.Y.C. classes.
5. It is recommended that the 1971 committee prepare a set of instructions, a check list of equipment on committee boat, and other guidelines for persons to follow while serving on the race committee boat.
6. It is recommended that the 1971 committee emphasize and promote the policy of encouraging skippers to protest when there are rule infractions by competitors. It is stressed that protests are obligatory; that they add spice to the news items to be published and they should be given to the appropriate news media. It should also be brought out that skippers committing fouls should immediately withdraw.
7. It is recommended that the 1971 race committee request the Club to provide a bulletin board in the clubhouse for the exclusive use of the race committee.
8. It is recommended that the summer series of A.Y.C. club races be eliminated because of light winds and so many skippers on vacation.



9. It is recommended that the 1971 committee endeavor to have the several fleets in the Club to prepare pamphlets describing their boats for the benefit of members who might be interested in purchasing a type of boat shown in the pamphlet, which would contain pertinent data and the names addresses and phone numbers of the several owners.
10. It is recommended that the 1971 Commander for Race Activities appoint members on his committee from the several recognized fleets of the Club.
11. The Commander is advised to select personnel to serve on the committee boat for club series races who are knowledgeable and qualified for race committee work.
12. Experience in 1970 demonstrated that five persons are needed on the committee boat to run the club series races. Approximately 65 members were selected to perform the services and practically all of them welcomed the opportunity to participate.
13. The Commander is advised to equip himself and his committee with the following:
  - (a). Race Committee Handbook, published by N.A.Y.R.U., 37 West 44th St., New York, N.Y. 10036.
  - (b). N.A.Y.R.U. Decisions of the Appeals Committee.
  - (c). N.A.Y.R.U. Racing Rules - 1969.
  - (d). Yardstick tabulation for handicapping yachts by the Dixie Inland Yacht Racing Association -- Portsmouth Number System.
  - (e). Texas Inshore Racing Conference (T.I.R.C.) rules of eligibility and rating formula; also Austin Yacht Club's tables for computing results of the Keel-boat handicap races.
  - (f). Various yacht race scoring sheets and protest blank forms as published by N.A.Y.R.U.
  - (g). Check list, or inventory, of our specified items of equipment to be used on the committee boat in the conduct of races. Refer to Page 25, Race Committee Handbook, for suggested regatta equipment check list.
  - (h). A.Y.C. Sailing Instructions 1970, appropriately updated for 1971.
14. The commander is advised to refer to the outline of procedures for running a yacht race printed on Page 38, Race Committee Handbook, and to follow those procedures, including the dissemination of photocopies of the Page 38 to personnel manning the Race Committee boat on race days.
15. It is recommended that a set of instructions to be entitled "Austin Yacht Club Regatta Sailing Instructions," be evolved, adopted, printed and be available for handing out at registration desk for each regatta in 1971 (we held 8 in 1970). It is suggested that such instructions be based on the outline in the Race Committee Handbook beginning on Page 34. It is not believed that our A.Y.C. Sailing Instructions 1970 are adequate for the regattas.
16. A.Y.C. should procure saluting cannons for use in 1971 to signal the beginning and end of races. Thereafter the freon horn would be used to signal boats, other than the winner, as they cross the finish line. N.A.Y.R.U. list of equipment in the Race Committee Handbook shows two cannons and it is recommended that our club eventually supply the Race Committee with two cannons.
17. Based on procurement by A.Y.C. of an outboard motor boat for a safety boat, it is recommended that two persons (in addition to the 5 persons aboard the committee boat) be selected and designated to be in charge of the safety boat during our weekly club series races; also during regattas including the long distance races up and down Lake Travis.
18. It is recommended that the race committee request the Board of Directors to appoint a "Safety Officer" of the Club, to be responsible for promotion of safe practices and procedures by the officers, employees and members of the Club in respect to all official and non-official operations conducted under the auspices of the Austin Yacht Club.
19. It is recommended that Starnes Island be eliminated as a mark of the race course on Lake Travis and that a buoy designated as "SI" be placed at a point approximately 150 yards north of the northernmost shore of Starnes Island. Justification for this change is to eliminate sailing in the area on the lee side of the island which is affected by flukey wind or none at all. Also Starnes Island should be considered as an obstruction under N.A.Y.R.U. rules.
20. The 1971 Race Committee is advised to schedule at least 5 Sundays in each Club Series so that 10 races will be sailed in the smaller classes and 5 races will be scheduled in the larger boats. After throw-outs, 8 and 4 races, respectively, are counted for trophy purposes. The 1970 Frostbite Series consisted of only 4 Sundays allowing only 6 small and 3 large boat races to be counted for trophy purposes, and

these totals are not sufficient for determination of a Series winner; furthermore, the odds are that inclement weather will cut down on the number of races held or completed.

Respectfully submitted,

Eugene English,  
Commander for Race Activities - 1970

These recommendations will probably be considered at the next race committee meeting. Don Church, Commander for Race Activities for 1971, has asked that anyone having ideas or suggestions for the race committee call or write him so that he will have them by the next meeting. Don plans to appoint the new race committee soon.

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SPECIAL REPORT TO AYC MEMBERS ON THE LAKE SANITATION  
ORDINANCE

In November, the city/county health office mailed notices to many keelboat owners stating that permanent, holding-tank toilets must be installed on their sailboats, according to Section 47.5 of the Lake Sanitation Ordinance. This matter has been looked into by several members and officers of AYC. The following report was prepared for the keelboat fleet and other sailboat owners.

The permanent holding-tank ordinance does not apply to centerboard sailboats since they do not have "overnight sleeping facilities." It may possibly apply to keelboats such as Engins and South Coast 21's. It definitely applies to sailboats which have bunks and to sailboats which have any kind of marine head attached (regardless whether the boat has sleeping facilities or not).

Because of the special circumstances surrounding sailboats, we have been informed that sailboats will most likely not be prosecuted under the sanitation ordinance before March 1971. However, prosecution of motorboats having overnight sleeping facilities will begin immediately. AYC has been informed by city officials that by March of 1971, the city plans to franchise or operate a watercraft on Lake Travis which will make regular rounds to pump out permanent holding-tanks of sailboats and any other type boats. This is suppose to be similar to our garbage collection service in the city.

In short, when the pump-out facilities become available in the spring of 1971, every sailboat subject to the ordinance will be expected to install a marine toilet with a permanent holding-tank.

However, the federal government is now in the process of promulgating marine toilet standards for the entire nation, and it is hoped that the federal authorities will adopt and approve a "fail-safe" macerator/chlorinator toilet. This is a type of on-board treatment in which the refuse is treated mechanically and chemically, and after a certain length of time it is automatically discharged into the lake. This chemical treatment makes the effluent more pure than what most cities discharge from their secondary treatment sewer plants.

We are very hopeful that if the federal government approves the "fail-safe" macerator/chlorinator device, the City of Austin will look favorably on revising its ordinance to approve the "fail-safe" macerator/chlorinator as an alternative to a permanent holding-tank.

The federal standards should be finally promulgated before the March deadline for holding-tanks in sailboats on Lake Travis.

The next race in the boardboat winter series will be at 2:00 p.m., Sunday, January 3. David Maguire has won four out of eight races in the Junior and men's division. Aggie Painton is leading in the Ladies' races. The races will be held on Sundays through January 17.

Carolyn Marshall