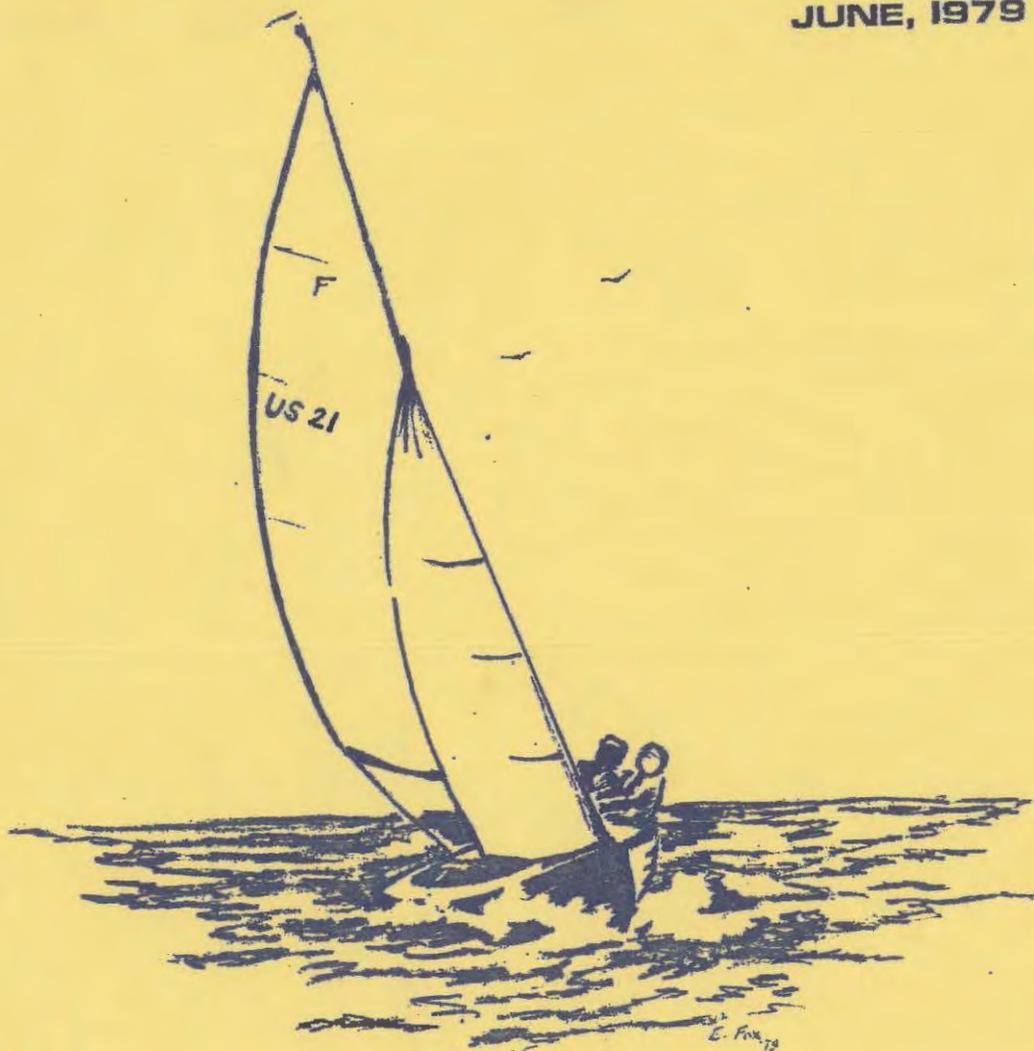


telltale

AUSTIN YACHT CLUB

JUNE, 1979



AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

Business Office 266-1336
Clubhouse 266-1897

Commodore-----	Edward A. "Ed" Halter
Immediate Past Commodore-----	Sanford "Sandy" Bauman
Vice-Commodore-----	Frank A. "Arak" Bozyan
Secretary-----	Russell E. Painton
Treasurer-----	Terry H. Hight
Race Commander-----	R. W. "Ron" Harden
Buildings and Grounds Commander-----	Eddie Calogero
Fleet Commander-----	Frank D. Creamer



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-----	Liz Garrison
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-----	Carol Shough

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Fireball-----	Teri Nelms
J-24-----	Rod Malone
Keel Handicap-----	Larry Koch
Leser-----	Karen Vickiand
M-20-----	Kevin Selfridge
South Coast 21-----	Mike Bartlett
Thistle-----	Wilson Smith
University of Texas Sailing Team-----	Ridge Kaiser
Junior Sailing-----	Sam Fine
LTCA-----	Kay Sousares
Bulletin Board-----	Lee DeKeyser

MAY MINUTES, condensed

The Secretary's and Treasurer's reports were approved.

Vice Commodore Bozyan reported on the upcoming TYA events: Sears, O'Day, and Smythe competitions. One representative may be sent to the Sears and Smythe events, and an unlimited number sent to the O'Day event. \$160 was appropriated (at \$40 per entrant) to register 4 sailors for the event. It was decided to incorporate the O'Day eliminations into a Wednesday evening Laser series race in lieu of a separate eliminations previously scheduled for June 2, 1979.

Bozyan submitted a report on the Laser District Regatta held at AYC. He recommended to avoid measurement protests (of which there were two: for an extra fitting and an illegal sail number), that each boat be properly measured before the races, or that all boats be available before the races for everyone's general inspection and protests be registered at that time. No measurement protests would be heard after the races. Bozyan also suggested that Senior and Junior sailors be split according to age or weight to speed up the race schedule. Bozyan and Alston Boyd (who ran the onshore activities) felt that the AYC bar and office were understaffed during the regatta and that monies from the regatta budget or volunteers be made available to help out in these areas.

The Race Committee asked the Coast Guard for assistance during the Laser Regatta by using the new AYC radios. They arrived within minutes. A letter of thanks will be sent.

Buildings and Grounds Commander Calogero recognized the heavy volume and high quality of work being done at AYC by the maintenance staff. The palm trees at the entrance to the club will be replaced.

Fleet Commander Creamer reported that he and Halter had been in contact with Evinrude in regard to the repair of the motor for the committee boat. Evinrude has agreed to pay for parts and a short block. AYC will pay for miscellaneous parts and labor at a \$200 maximum. Jerry Pearson has agreed to loan his 10 to AYC for the Turnback Canyon Regatta. Creamer reported that he and Kevin Brown checked Docks 1, 2, 3, and 4 and they are in good shape. Docks 5 and 6 will be checked within the next couple of weeks.

The Membership Committee reported on six new applicants.

Jim Tillinghast gave a progress report on Turnback Canyon Regatta. There were 168 boats registered and 476 reservations for the BBQ. The Coast Guard has been notified of the magnitude of the race; toilet facilities and mooring lines have been obtained and Michelob is ready. As of this date, the regatta is at a break-even point.

Carl Morris reported that Governor's Cup Regatta is within budget. The Governor will not be there and he will ask the Lt. Governor or Aqua Festival Queen to present trophies.

Calogero reported on the insurance study made by Hight, Painton and Calogero. The Board decided to be covered under TMP at \$104/year and increased coverage on buildings at \$273/year. The umbrella policy will increase coverage to \$1 million and cost \$720/year.

In regard to the BBQ pit, Calogero requested a study be made to find the best place to locate it. Suggestions to locate the pit in front of Cabins 3 and 4, and in front of the clubhouse were made. Hight moved that the BBQ pit be constructed below the clubhouse, SE of the oak tree between the parking lot and the pool. Bauman seconded and motion carried with Calogero voting against.

Alston Boyd requested that Flying Dutchman Regional Championship Regatta be held at AYC the weekend of September 28-30. Approved.

Pat Halter submitted a written report on the Women's Sailing Camp which will be held June 24-28 in Lasers. Cost will be \$10 to cover use of club facilities and food extras.

WELCOME TO OUR NEW MEMBERS

DAVIS, Randall
1200 Barton Hills Drive
181 (04)
441-4615
No boat

SNEAD, Bill (Nancy)
Kent 15, Allison 11, Todd 2
12702 Tomanet Trail (58)
255-2785
Laser #19478
Laser #20434

SUDERMANN, Erhard (Sylvia)
13300 Mansfield Drive (32)
No phone
Ranger 23 (tall rig) #20558

ZIMMERMAN, Julian (Reba)
Fentress, Texas 78622

MILSTEAD, Frank (Betty)
Steve 18, Deborah 16
3611 Pinnacle Road (46)
327-2468
Coronado 15 #2229



LTCA

by Kay Sousares

There was a good show of sailboats for the Ladies Day Race. Fourteen in all, with seven in the spinnaker class--all female and four in the non-spinnaker class--all female. Three boats were in the mixed crew class. Too bad there wasn't any wind so the sailboats could put on a "good show." Four hours after the start, the race course was shortened and the winners proclaimed as they drifted over the finish line.

Spinnaker Class--all female

1. Mary Harrison SJ 7.7
2. Terry Mayer Ranger 28
3. Kathi Hasti J-24
4. Handy Machlan J-24
5. Jane Ashby J-24
6. Michal Wann Cal 25
7. Lois McLean C&C 24

Non-Spinnaker Class--all female

1. Lenore Lott Coronado 27
2. Jane Jacobson Lancer 28
3. Karen Tulk Ranger 23
4. Twila Bowden C&C 26

Mixed Crew Class

1. Kathy Tillinghast Cal 27
2. Laura Hasti SJ 7.7
3. Terri Lawson Harmony 22

The trophies were beautiful carved, wooden sailboats on cradle stand.

Twenty-eight sailboats stayed overnight in Devil's Canyon. With 2 to 3 people on each boat, the whole bunch consumed 200 hot dogs. They ate and drank everything. There were no leftovers. I can't believe they ate the -----oh, well.

Mary Harrison, first place winner in the spinnaker class, will represent LTCA in the TYA Regionals at Rush Creek, Lake Hubbard on Aug. 18-22. Congratulations!

The next cruise will be the Max White Memorial cruise on June 9. The race will start at 2:00 p.m. but boats may start until 4 p.m. Pick up instructions from committee boat. The overnight stay will be at Arkansas Bend.

Guests are welcome at \$1.00 a person. Call for details. Bob Kier at 272-5019; Hans Dahle at 259-0331; or Ray Lott at 442-5018.

CLASSIFIED

FOR SALE: Flying Scot #283. 2 suits of sails and trailer. \$1800. Call Richard Parish. 447-1134.

Women's Sailing Camp

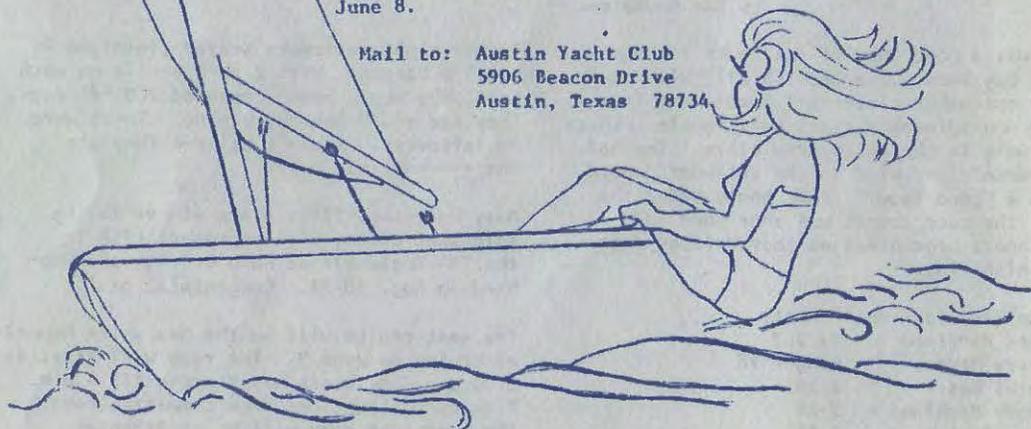
There has been a lot of enthusiasm expressed about the Women's Sailing Camp that will be held at AYC. The date has been firmed up now...it will be held from Sunday evening, June 24, through Thursday evening, June 28.* Limited cabins will be available to those attending. You will need to provide your own Laser and life jacket. If you do not own a Laser or do not know anyone personally who can lend you one, contact the office for names of boat owners who might lend you one.

The fee will be \$10 and will cover the use of the club, gas for motorboats, coffee, and food extras for dinners. Dinner arrangements will be worked out at a meeting at the Yacht Club on June 10...after the Sunday races. You will provide your own breakfasts & lunches.

*If there are enough working women who want to attend and who feel that they cannot take off 4 days, we may try to structure an accelerated class for those at the beginning of the week. Please indicate on your registration form if you work and if you will be able to attend every day or not.

To register, send in the registration form to the office... the sooner, the better. The deadline for registering is June 8.

Mail to: Austin Yacht Club
5906 Beacon Drive
Austin, Texas 78734



-----cut here-----

Name _____ Phone _____

Will your attendance be affected by work? yes no

Circle the days you will attend: Sunday Monday Tuesday Wednesday Thursday

Will you be staying overnight? yes no

What do you want to learn at camp? _____

ON WINNING

There is a theory why more people with sailboats do not race them: People do not want to lose.

First place finishes in sailboat races, with few exceptions, require long, dirty toil in the ranks before accomplishments meet expectations, and (generalization) a sailor is a special type person, usually a "winner" or at least a "mover and shaker" in his dry land calling . . . a type hardly satisfied to come in ninth in a field of ten one-designs.

To win, the football coaches tell us, is everything; there is no second place. I have been through my Vince Lombardi phase of sailboat racing which, hopefully, is behind me. It may be a disappointment to come in less than first, but it does not automatically make one a loser, a second class citizen or a subject of scorn. Winning, like most words in the language, has indeed more than one meaning.

It is possible to "win" almost any race you enter, whether you are a rookie or a rabbit. With credit for some thoughts to Joe Henderson writing in Runner's World I submit:

Winning is realizing you have won by getting involved in the sport, entering the race, and using your best efforts. You have "beaten" those too lazy to come to the lake or too indifferent to quit cruising around and enter the contest. Losing is not starting, sitting at the dock and talking about what might have been, or what could have been done if the race had been entered.

Winning is to get the best performance possible from your crew and equipment for the day's conditions.

Losing is blaming failure on the lack of proper sails, sloppy crew work or malice of the wind gods.

Winning is finishing a goal set for yourself. If your project for the day is to come in ahead of another boat of about equal ability and experience, achieving this can be just as meaningful as any first place finish trophy.

Losing is dropping out because things are not going your way and it's easier to quit because of some minor inconvenience than accept a finish of less than first place.

Winning is measuring yourself against yourself. Winning is taking pride in, and recognizing improvements in yourself and your crew.

Losing is matching yourself against everyone else entering. This is self-defeating. Like the old west, there will always be a faster gun around the next corner.

Winning is accepting results as they come, knowing an occasional bad race will happen to everyone. The few bad races are important as contrasts to help you more appreciate the good ones.

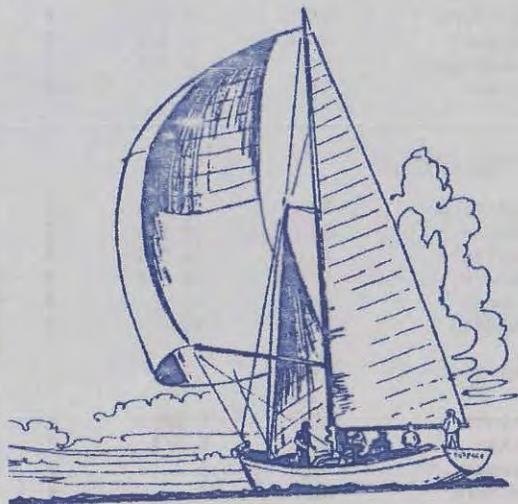
Losing is cutting someone else down so you can look taller. It is interfering in any way with another sailor's progress.

Winning is knowing you are only as good as your last race. The thrill of victory is perishable; so you must renew it all the time.

Losing is living in the past. It is trying to restore old glories to the condition they were during their short life.

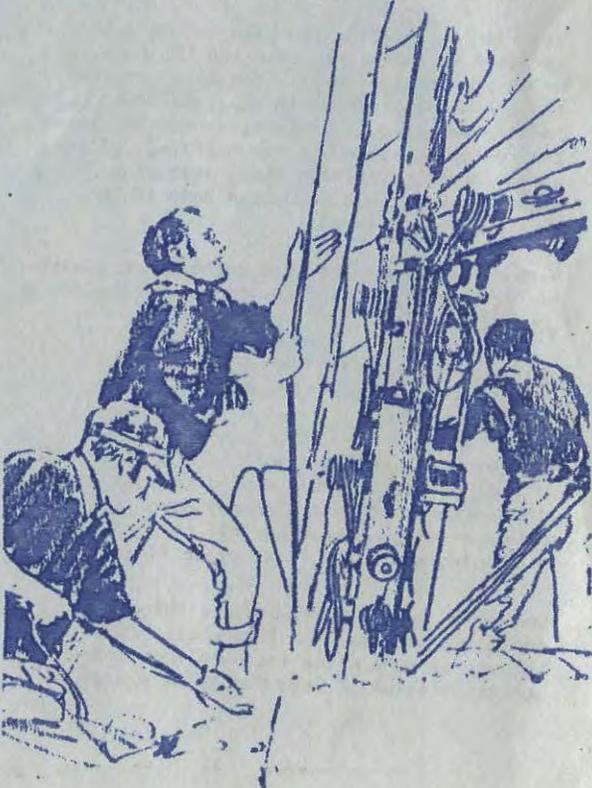
Above all, "winning" is only available to those who compete; it can only be found on the course . . . never on the sidelines.

("On Winning" is by Tom Birmingham from Windycrest Sailing Club and appeared in the Club newsletter, May 1979 issue.)
(Thanks to Tom Romberg for sharing this.)



with the racing classes

MINI SERIES RESULTS

MEMBER	SAIL #	SCORE	w/TO	PLACE	MEMBER	SAIL #	SCORE	w/TO	PLACE
<u>J-24</u>					<u>PIRF</u>				
McLean	689	4	3/4	1	Tillinghast	C28/218	4		1
Maki	971	7	3/4	2	Smith	SJ24/176	4	3/4	2
Ashby	256	10		3	Levens	J24/102	4	3/4	3
Kern	101	14	3/4	4	Dalley	11854	10		4
Painton	923	15		5	Koch	R23/410	10		5
Mgebhoff	1429	19		6	Welles	C25/272	11		6
Levens	102	20	3/4	7	McCollum	SJ7.7/27	11		7
Kocen	901	24		8	Brown	E27/989	12		8
Cheney	255	26		9	Lawson	H22/2	13		9
<u>THISTLE</u>					<u>AWB</u>				
Hista	3074	3	1/2	1	Awbrey	R28/111	13	3/4	10
Halter	3240	7	3/4	2	Fox	C25/931	17		11
DeKeyser	1323	11		3	Vanderweel	470	17		12
Donovan	3595	15		4	Harrison	SJ7.7/2	19		13
	2547	14		5	Villoz	S525/10	25		25
Robison	2173	17		6					
	2174	17		6					
<u>M-20</u>									
McIntyre	542	3	1/2	1					
Romberg	306	6	3/4	2					
Gunderson	352	6	3/4	3					
Bauer	342	10		4					
<u>SOUTH COAST 21</u>									
Calogero	78	8	3/4	1					
Dobson	84	9	1/4	2					
Bartlett	137	16	3/4	3					
Morris	123	18	3/4	4					
Sannes	153	22		5					
Vasallo	101	23		6					
<u>ENSIGN</u>									
Bauman	773	5	1/4	1					
Baker	324	5	3/4	2					
Creamer, C	1486	6		3					
Epstein	296	13		4					
Bene	810	14		5					
Swift	578	14		5					
Weller	732	14		5					

with the racing classes

J-24

The AYC Mini-Series was a fun series for the J-24 Fleet, with some guest skippers sailing. Voldi and Tina sailed Bill Bond's "Pearl," soon to be renamed "Hiway Cafe," and Gary and Lois McLean sailed Rod Malone's "Quick Silver." Gary and Lois sailed to a first place finish, with Voldi and Tina finishing second.

Turnback Canyon Regatta was a resounding success this year, with much thanks going to the crews of Jim Tillinghast and John Church. The 11 J-24's participating enjoyed the Regatta tremendously. Yours truly (Rod) missed Turnback for the first time in six years, and spent the whole weekend in a state of depression. However, for those who were there, boat speed was the name of the game, as well as "holding your mouth right" (ask Palnton). Hundreds of yards were gained or lost in a single hole, but throughout the entire ordeal, (Little?) Bill Levens, Dave Maguire, and Dave & Barbara Powell (known to the rest of the fleet as the "Kiddle Craft") were consistent in their efforts, with a 1-2 record to take the silver (who was driving?). Russell Palnton (with a two girl foredeck of ML and Lanelle, and old man after-guard of Ron Harden) lured Jack Kern into a tuffing match, picking on Sandy and thereby causing Jack's retirement in Saturday's race, salvaging a second. Third went to Rich Hilsta (sailing "Patty Wagon" with Fast Eddie, Patty Lou and Barb), who sailed a consistent series, which is always the key to success in this class. Skipper Crowe helmed "Lady Outlaw" with Jane and Wayne Ashby to take fourth.

June 4th will see the start of the J-24 North American Championships in Corpus Christi. Three Austin boats (Levens, Kern and Bond) will be making the trip. Five days in the Corpus chop and sun against some of the best sailors in the world should make for some sailing stories to take care of Fleet meetings for the rest of the year, at least. Good luck to the travelers.

FLIP FLOP STARTS JUNE 3!

The first race will be for keelboats only. Line up your crew and/or skippers from the centerboard fleet. There will be NO STARTS for centerboards! The second Sunday will be for centerboards only.

PHRF

Did ya' happen to notice that wierd new boat in our midst this past series? Well, after some investigation, we discovered that it's a super modified Spirit 23 with dual overhead halyards, side draft 16.5 c.f.m. sails, and a hell of a competitor at the helm. Rick Vanderweel tells me he is simply testing this little jewel as part of his work responsibilities, but somehow I sense that he is serious about racing. One clue about his intention is that this rascal managed a rating of 220 while at the same time being a member of the PHRF handicapping committee. Well, we'll see!

Mike and Mary Harrison, owners of that chocolate slick on Lake Travis (HOT FUDGE) are moving to Corpus Christi. As you know the Harrisons were active participants in so much that went on around AYC. Their contributions in both time and effort did not go unnoticed, and certainly made a difference.

Some of our fleet, while performing race committee duty for the South Coast 21 nationals had the opportunity to watch John Bartlett give the rest of the South Coast 21 sailors a lesson they're not likely to forget. On one occasion, John dropped a floating wench handle overboard, turned around, fetched it, and still finished a good two minutes in front of the second place boat.

We had an average of nine boats for this past series, and there was room on the line for more. So y'all come out and race.

ENSIGN

Not much news this month. . .

Watch out for Bene this summer. Those new sails may prove to be winners.

Jim Baker is taking his boat to Houston for Regionals. Good luck!

with the racing classes

SOUTHCOAST 21

by Nom de Plume

"That ole' WHITE MAGIC has me in its Spell!!"

When I joined the SouthCoast 21 Fleet as a novice I was told that "sailing" was performed by the use of Magic. I assumed that Black Magic was involved because during races God was called on, but in very strange ways. I assumed that this Black Magic was the only magic that was (besides, I had heard the song about a "spell" which also seemed to fit most sailors). I proceeded to try and learn "Magic" as taught by Jack Downes, Duane Dobson, Bud Boucher et. al. I was told that over in Shreveport magic lessons were being conducted by persons such as Hollis Metcalf, Fred McMichael and friends

Following the recent SouthCoast Nationals, I was forced to take a good hard look at the smoldering ruins of these two schools of Wizardry. I concluded that THE FORCE may have been with us, but THE POWER AND THE GLORY were vested in the John Bartlett school of Magic: Common names for Sailboats like "VIATOR", "RUBAIYAT" and "GINTONIC" just can't compete with something like "WALK-ON-WATER" (I thought the ALMIGHTY was supposed to be neutral in these matters). Those in serious doubt about the amount and power of the magic that was used should consider:

One week before the National Regatta, #69 had no spars, no fittings, no sails, no standing rigging and like Cinderella's Pumpkin turned into a beautiful (see there Honey!) carriage:

- A spinnaker pole that rigs itself
- Spaghetti that just dances around and untangles
- Steel winch handles that WALK-ON-WATER
- A Mainsail clew cringle the size of a pizza pie (to let the evil winds through)

But I have also discovered that we were not the victims of just one magician: Folks the combined AYC and Shreveport Yacht Club fleets received a TRIPLE WHAMMY: Three sorcerers were on that boat. Merlin Maguire and Levitating Levens were working their spell as well as John.

We should also take note that even our usual, unusual May norther was conjured up with more force than usual. So forceful, in

fact, that the brush race was cancelled to keep us from gaining any perception of the adversity that would befall us. Dear SouthCoast sailors, if you think we have room to complain, just imagine what those folks from Shreveport have room for! We even denied them a race under "Normal Shreveport Conditions" they said were present in the Sunday vacuum.

MANY HEARTFELT THANKS GO TO:

Fred McMichael, Harry Protzeller, Fred Reutlinger, and Tom Williams from Shreveport YC for their participation and sailing competition.

Carl and Joan Morris for hosting a really first class cocktail party and business meeting.

Eddie and Pat Calogero for organizing and creating a great Mexican buffet dinner.

Mr. Snow Miser for clearing the weather just in time for the above events.

Great organization and Execution by the race committee formed and chaired by Dennis Awbrey, featuring Jim Tillinghast and Ron Dailey on the committee boat, Larry Koch and Trenton Wann on rescue 1 and Gary and Lois McLean on rescue 2. Thanks a Million!

Special Thanks to Bud Boucher for trophy selection and procurement.

FINAL RESULTS: 1979 SouthCoast 21 Nationals

- | | |
|---------------------|-----|
| 1. John Bartlett | AYC |
| 2. Duane Dobson | AYC |
| 3. Bud Boucher | AYC |
| 4. Harry Protzeller | SYC |
| 5. Carl Morris | AYC |

New National offices elected for 1979 are:

Tom Williams, President; Carl Morris, Vice President; Fred McMichael, Secy' and Treasurer; and Harry Protzeller, Chief Measurer.

Thermostrokujohn.

THISTLE

Superlatives were not enough to describe the Thistle Racing Seminar. What did people think? Lee DeKeyser--"Just great, fantastic", Tom Leach--"Was really well done", Ron Harden--"This is better than the year we paid the man from USYRU", Ed Halter--"Super!", Jim Kincaid--"I thought there was too much planned for one weekend, but this was the best thing I've ever seen. I'm impressed." Rich Hilsta--"Well, you ought to be pleased," John Donovan--"Really fine," Merrill Goodwyn--"Just great!"

The Austin Thistle fleet worked very hard to put on "the seminar to end all seminars" (Ed Halter) and were rewarded with a really fine weekend. It started Friday morning with a rules discussion led by Deke DeKeyser, Tucker Garrison, and Doug DeCluitt. They used large wooden boat models on the clubhouse floor to demonstrate the finer points. Because high winds kept us off the water that morning, we let the discussion run until all questions were answered. Would you believe the group enthusiastically discussed rules for 4 hours? (Break for lunch) The intricate drills planned for the day had to be altered due to weather, so Ed Halter led a discussion on sailing in heavy air. Then out we went on the water to practice planing in high winds!

Saturday morning we were up early for a boat tuning clinic given by Rich Hilsta and Jim Kincaid. It was an excellent, to-the-point discussion. Rich demonstrated on a trailered Thistle with sails up. Afterwards at the skippers meeting, Terry Hight went over the drills to be practiced that morning. Terry, in charge of drills, had worked long and hard to write up each drill in detail, with light and heavy air contingencies, objectives of the drills and listing of rules that might be involved. These were mailed out two weeks ahead to all registrants so they could study them before arriving. This saved much confusion on the water.

After the drills, lunch and "table clinics", there were mini lectures--all going on at once. Everyone walked around, listening to those that interested him, asked questions, then moved on. This was a great way to take care of the learning desires of both experts and beginners at the same time.

Our fleet will have a party-tuneup-cookout on Saturday, June 9 at the Austin Yacht Club at 3 p.m. Bring your whole family. More information is forthcoming in the mail.

The table clinics included: 1) Boat Trim and Sail Trim--Jim Kincaid, 2) Sails--Peter John, 3) Spinnakers--Barbara Hilsta, 4) Where to be When--John Church, 5) Compass--Rich Hilsta, 6) Wind--Ron Harden, 7) Heavy Weather, Light Crew--Ed Halter, 8) Roll Tackling--Doug DeCluitt, 9) Starting--Tom Leach, 10) Rigging (Slide Show)--Wilson Smith, 11) Formal Protest--Mark Finley.

The crew voted Barbara Hilsta to receive their plaque for best clinic and the skippers chose Rich Hilsta to receive their's with Tom Leach running a close second in both categories. The clinics ran for 2 hours on Saturday and were then repeated for 2 hours on Sunday.

The afternoon drills were again affected by finicky weather--this time light air. Most people came in early and (would you believe) requested another rules session!

The traditional hamburger cookout w/keg that night was a success judging by the noise level. The day was finished off with Thistle movies, the crowd yelling throughout the whole thing.

Sunday morning started very, very early with a breakfast of quiche, muffins, apples--and "Breakfast with an Expert". Then we had an hour and a half of tactics and strategy, compliments of Deke DeKeyser, Ron Harden, and Tom Leach. Ron, concerned with everyone's intense approach, put on an act to break everyone up and suggest a novel mark rounding approach for beginners.

After the tactics talk, it was back on the water and back with the heavy air. Table clinics again and a long race finished off Sunday afternoon.

Many people worked hard and contributed a lot to making this seminar a very fine one. Particular thanks should go to Terry Hight who wrote, rewrote, and rewrote the on-the-water drills and his assistant Voldi Maki. Thanks also go to Pat Halter, Connie Smith, and Lee DeKeyser for planning, purchasing, preparing, and serving the food. (Editor's note--The real thanks go to Wilson Smith who spent not hours, days, or weeks working on the seminar--but months of intense planning. Wilson, many thanks to you from all of us who attended. It was a seminar well worth attending!)

REGATTA RESULTS

LASER DISTRICT 22 TUNE-UP REGATTA

The Austin Yacht Club played host to a tune-up regatta for Laser Fleet 22 on May 19th and 20th. The regatta drew 35 competitors, with more than 20 coming from out of town. Laser fever must run high in Ft. Worth, because 11 came from there alone.

The contest was held in winds that were moderate to heavy during the three races on Saturday, making it tough on the lighter competitors. At one point so many boats were over that the race committee called in the Coast Guard Auxiliary to stand by. All three races Saturday were Gold Cup courses, so by the end of the day we were all begging for mercy. The fourth and fifth races on Sunday were characterized by large slow oscillations, making it very difficult to set the starting line. The fourth race, a triangle, began after three general recalls. The fifth race experienced postponement because of a forty degree wind shift moments before it was due to start.

The order of finishes is as follows:

Senior

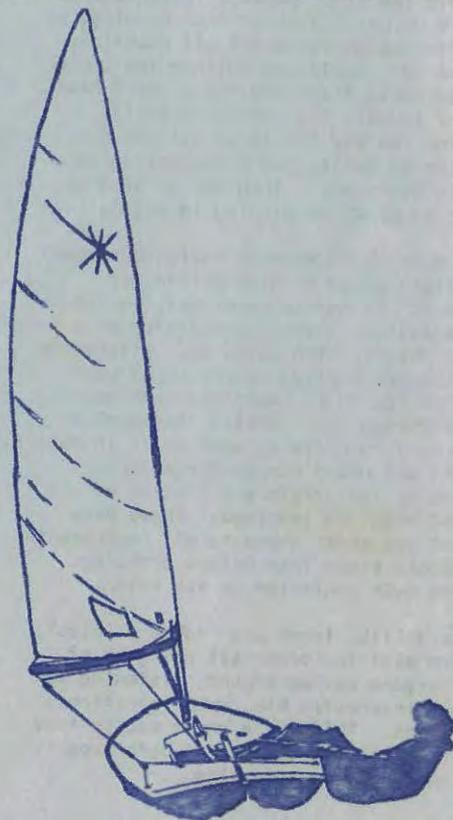
1. Brig North -- Houston
2. Mark Fiford -- Arlington
3. Jack Kern -- Austin
4. Dave Palmgren -- Dallas
5. Bill Boatright -- Houston
6. Vernon Wong -- Austin

Junior

1. (8th overall) Eric Smith -- Dallas
2. (9th overall) Eric Bakker -- Dallas

The regatta was a kind of experiment to see if this type of contest could be held with a minimum of organizational effort. The experiment apparently worked. There was a high level of competition with a lot of boats out on the course. Everything went reasonably smoothly with no major hitches. The main body of the work load landed on the race committee, which was a part that was unavoidable. Two minor changes would have made it even better. First, boats and

equipment might be set up and inspected mutually by everyone before the races for a period of an hour or so. That would avoid protests on equipment being filed later, such as the two filed after the last race on Sunday. The Laser District Official present said that all rules on equipment would be strictly enforced from now on and that everyone should be prepared for it. The second change would be to allow Junior sailors who raced with Seniors this time to have their courses restricted to triangles. They might start with the Seniors and have their finish after the first triangle while the Seniors could continue to complete a Gold Cup course.



Dear John:

I have been attempting to develop a simple method of getting to the top of the mast without the assistance of a crew member. It seems to me that this would be very useful when doing maintenance or checking the rigging. Unfortunately, my efforts to date have not been entirely successful, but I thought that you might be interested in my progress. I had managed to obtain a 15 gallon wine barrel which, according to the stamp on the side, had a gross weight when filled with wine of 168 pounds, a couple of pounds lighter than me. I, therefore, decided to use this as a counterweight on the halyard. Using a head-up bale sling knot I attached the barrel to the shackle of the main halyard. Then I filled the barrel with water from the dock side hose, and winched the barrel to the top of the mast without any difficulty. Being careful to use a slip bowline, I joined the rope end of the halyard to my bosuns chair. Carefully unclipping the halyard I would now be able to climb to the top of the mast with little effort, counter balanced by the barrel of water.

Unfortunately, I had neglected to realize that the density of water is 4% greater than that of wine so that the barrel and its contents instead of being a few pounds lighter than my body weight was in fact a few pounds heavier. You can imagine my surprise when I was suddenly jerked off my feet and started to ascend the mast at a steadily increasing rate. I was just becoming accustomed to this quite exhilarating motion when I met the barrel coming down. I managed to move my head at the last moment so avoiding the metal rim around the base of the barrel, which would otherwise have removed my left ear. It did, however, give me a nasty blow on the left shoulder, tearing several ligaments. The doctors are hopeful that these will eventually heal completely, at which time I should recover some limited use of my left arm.

I had scarcely recovered from the shock of this injury when I found myself rapidly approaching the truck of the mast. Reaching up with my right hand in an attempt to cushion this event I was unfortunately too late to prevent the backstay from giving me a cutting blow across the head and shoulders. It was at this instant that the middle and third fingers of my outstretched right hand became jammed between the halyard and the sheave of the pulley.

I was quite surprised by the momentum I had gained in my upward rush, and this carried me several feet above the truck. This was the first time that I had seen my Thunderbird from this altitude, and I can remember being disappointed that I had not brought my camera with me. I was soon brought back from my reverie by the mighty crash as the barrel hit the deck. It says a great deal for the quality of construction of John Booth boats that, although the barrel smashed through the gel coat and upper layer of fiberglass, it did not penetrate the deck and enter the cabin where my wife was sleeping. On the other hand, the damage to the barrel was much more extensive. Several staves broke away from the cooperage and released the 15 gallons of water. Now, of course, I was considerably heavier than the barrel and I started to descend the mast at a high speed. Halfway down I met the remains of the barrel coming up, and received some nasty lacerations to the shins.

I had scarcely recovered from this latest shock before I landed on the slippery deck, breaking one of my ankles and severely straining the other. At this point I must have lost my presence of mind because I pulled the slip knot and, thus released the bowline joining the halyard to the bosuns chair. There was now nothing holding up the barrel which came down, giving me another heavy blow on the head and putting me into the hospital from where I am now dictating this letter.

I realize that there are still some imperfections in my concept, but I have given it a great deal of thought during the three weeks that I have been lying here with time to study the complex pulley systems of the equipment which is holding me in traction. The doctors are very optimistic that one day I may be able to get around again without crutches, and I can assure you that I shall continue to develop this child of my imagination which would be such a boon to sailors who do their own maintenance and particularly those who are planning long single handed voyages. I shall keep the International Thunderbird Class Association informed of my progress.

Yours in pain,

George Tumblewell

(Thanks to Pat Kimbrough for sharing this with us.)

Focus on Youth

ATTENTION YOUTH SAILORS

The first practice session for the advanced youth will meet at the clubhouse on June 9th with an 11:00 a.m. skippers meeting. Anyone who is eligible for Sears, Bemis, or Smythe is welcome to join us. Entry fee is \$30. You will need to supply your own Laser. We'll have eight four-hour practice sessions on Saturdays, plus eight two-hour skull sessions on a week evening.

SKULL SESSION TOPICS

- I. Boat speed (light & heavy winds)
 - A. Sail trim & adjustment
 - B. Weight placement
- II. Starts (tactics)
 - A. Right end
 - B. Boat speed
 - C. Clear air
 - D. On time
- III. Tactics
 - A. On legs of course
 - B. At buoys
- IV. Weather systems
 - A. Regional (high, low pressures, fronts)
 - B. Local (oscillations, sea breezes, shores)
- V. Rules
 - A. Common situations
 - B. Mock protests

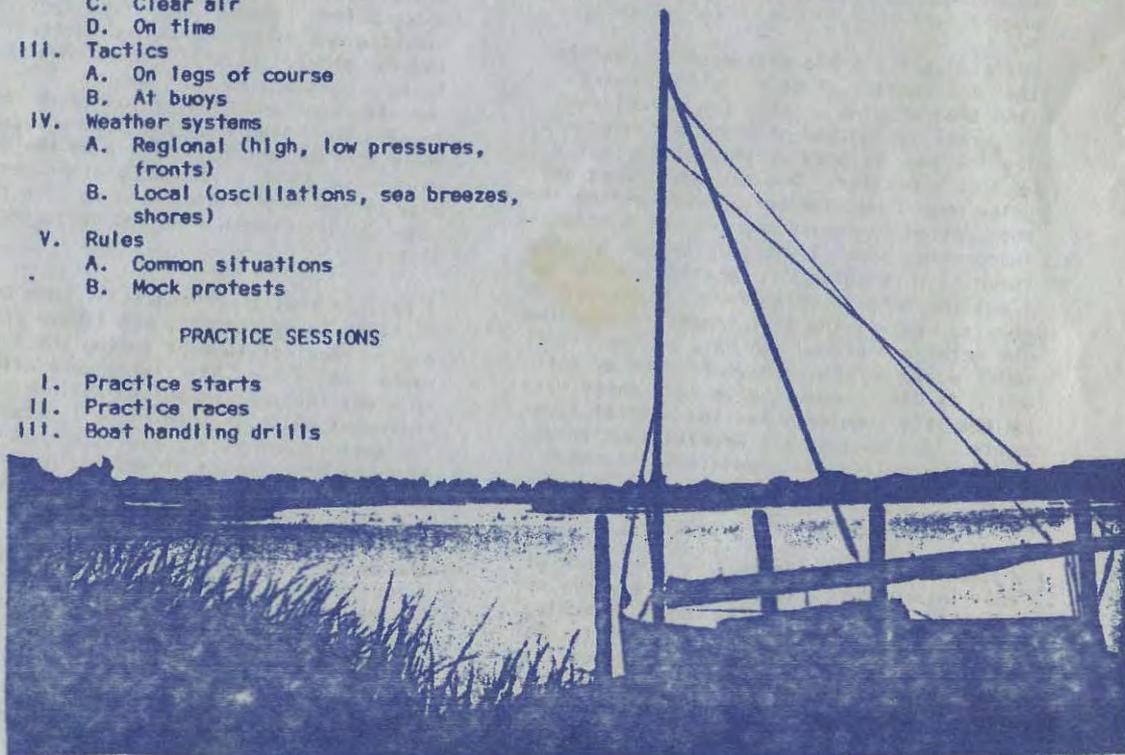
PRACTICE SESSIONS

- I. Practice starts
- II. Practice races
- III. Boat handling drills

REGISTRATION FOR PRAM AND SUNFISH SAILORS UNDERWAY

Don't forget to register your children for the Wednesday night junior sailing program which begins at 6 p.m. June 27. The program is open to any student member of an AYC family, from age 8 up. Registration fee is \$8 per student if one or both parents serve as a program volunteer; \$12 otherwise. All students must be able to swim 50 yards and must provide their own life jackets. At least one parent or older family member must attend the first two training classes for beginners (Pram sailors).

Contact Lee or Kathy at the club office to register your child or to sign up as a program volunteer.



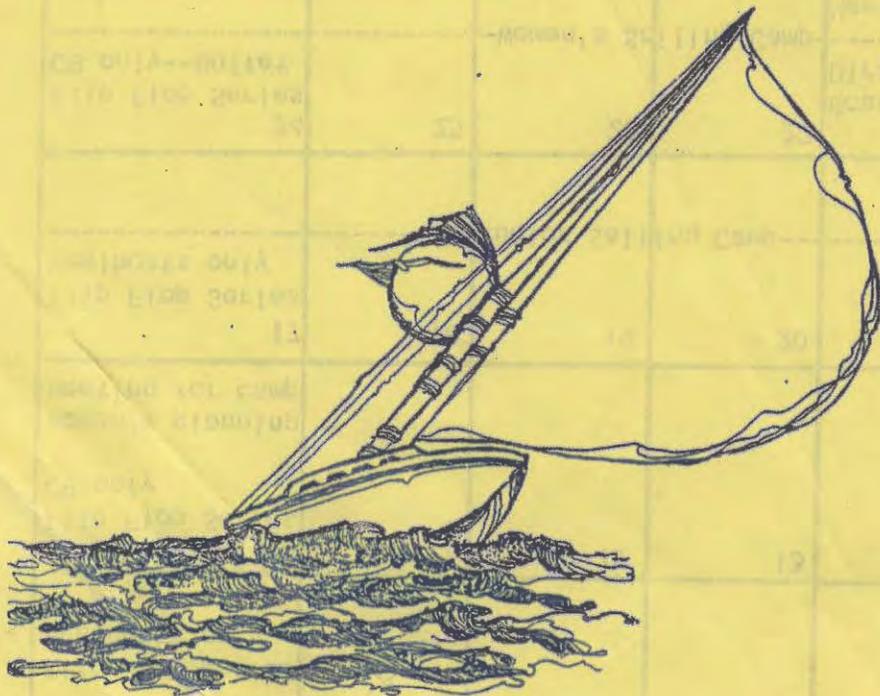
JUNE 3	4	5	6	7	8	9
Flip Flop Series Keelboats only					Signup deadline for Women's Camp	LTCA cruise
10	11	12	13	14	15	16
Flip Flop Series CB only						
Women's planning meeting for camp						
17	18	19	20	21	22	23
Flip Flop Series Keelboats only	-----Junior Sailing Camp-----					
24	25	26	27	28	29	30
Flip Flop Series CB only--Buffet				Board of Directors		
	-----Women's Sailing Camp-----			Meeting		Governor's Cup Regatta
			-----Articles in for Tell Tale-----			
JULY 1	2	3	4	5	6	7
Governor's Cup Regatta						LTCA cruise

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