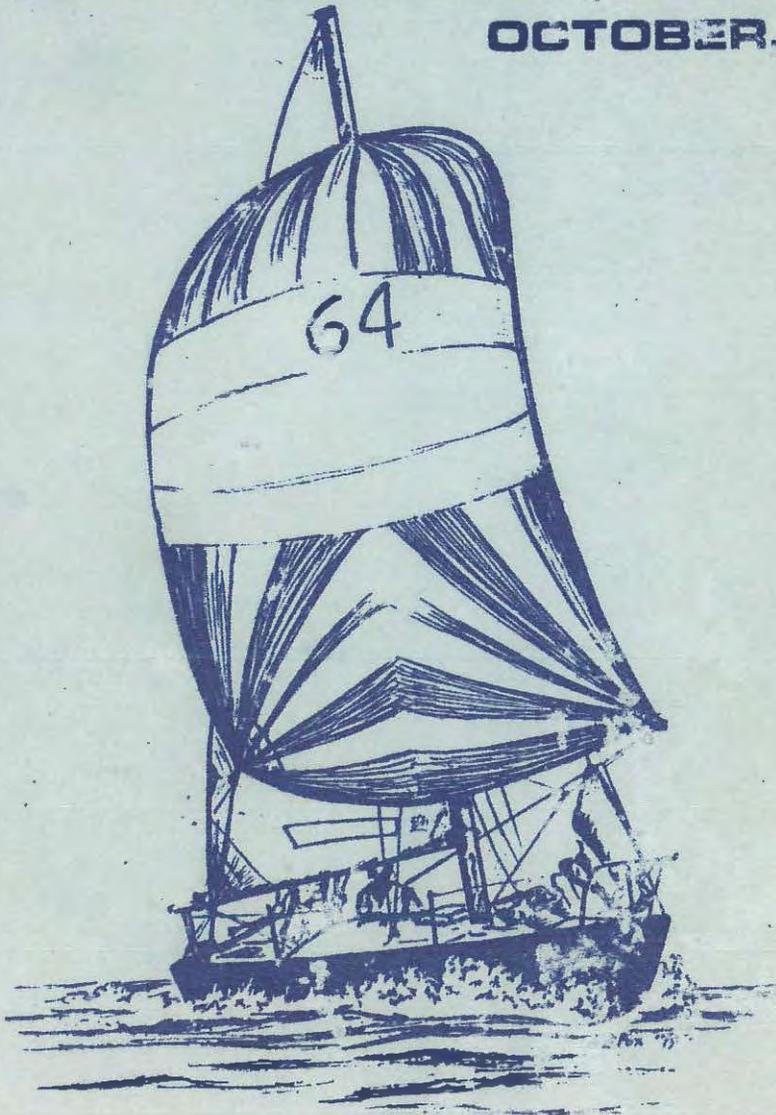


telltale

AUSTIN YACHT CLUB

OCTOBER, 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



Tell Tale Editor-----	Pat Halter
Assistant Editor-----	Atella Clarkson
Art Editor-----	Elizabeth Fox
Production Manager-----	Carolyn Koch
Production Staff-----	Kay Alvis
-----	Marcle Barrett
-----	Mary Fine
-----	Sam Fine
-----	Liz Garrison
-----	Barbara Montague
-----	Joyce Moore
-----	Carol Shough

Reporters:

Ensign-----	Cynthia Creamer
Fireball-----	Teri Nelms
J-24-----	Rod Malone
Keel Handicap-----	Larry Koch
Laser-----	Karen Vickland
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

JULY Minutes, condensed

The meeting was called to order. Painton moved that the Board approve and adopt the minutes of the committee of the whole which met June 28 as the action of Board of Dir
Motion passed.

Fleet Commander Creamer reported on the status of "dock justification".

Treasurer Hight reported 7 resignations. In regard to a discussion about prorations of initiation fees, it was resolved that such prorations for the stipulated 4 year period be computed beginning at the initial date of the member's membership, not the date on which he pays the second half of his initiation fee. The resolution was unanimously approved.

Financial Report: Painton moved that the Club pay \$1,000 on the note currently outstanding to Paul Keller. Motion passed. The financial report was approved.

Commodore Halter indicated that we have begun negotiations with the Lakeland Hills Section 1 people in regard to the docks along the south shore of the south cove.

Vice Commodore Bozyan announced that the AYC's Adams Cup team had won the Texas level.

Buildings and Grounds Commander Calogero pointed out the leaks in the Clubhouse roof appear to be fixed. It was agreed that he and Hight would finalize the location of the BBQ pit after the meeting. Calogero recommended that we purchase brass or bronze letters to be installed on the rocks. The recommendation was approved.

Fleet Commander Creamer announced that the anchor on Dock 2 had moved out of position. Lewis Thompson will move it back. Creamer mentioned that in the last 6 months, 18 boats have been removed from the docks due to non-use. Halter said that we only spent \$300 on having the motor fixed on the new committee boat.

Membership Chairman Garrison submitted 7 new applicants for membership. All were accepted. Roger Yilloz and Jim Swift were reviewed and were accepted for permanent membership.

New Business: A Clubhouse radio shall be installed behind the bar on Sundays to monitor the conversations on the water.

Lewis Thompson will check with LTCA to see if they would be willing to split the cost with us of a mannequin to teach CPR.

Bozyan will attempt to find a method of anchoring the large inflatable buoy that belongs to Jack Kern so that it remains still in the water. If this can be accomplished the Board will again consider purchasing it.

Sam Fine reported a small amount of money might be needed to repair the Prams. The Youth Regatta will be scheduled for Labor Day.

Meeting adjourned.

AUGUST Minutes, condensed

Following the review and approval of the minutes from the last meeting, the audit report by Seldman and Seldman was presented by Terry Hight. Next, the auditor's management letter was discussed and the Board agreed that the matters set forth in the letter were worthy of following. The Board will appoint an audit committee at its Annual Meeting in December.

Commodore Halter then reported on a meeting with the Lakeland Hills, Section 1, Homeowner's Association, attended by Halter, Palnton, and Neiman. Halter stated that he felt that we could make a reasonable arrangement with them, and he will be contacting them soon as a follow-up.

Tucker Garrison presented for membership Dr. Baker, who sails a Windmill. He was approved for membership. Claude Welles was up for his review and was made a permanent member of the Club.

Vice Commodore Bozyan reported that the mast hoist is in place at the cost of \$486. Bozyan and Halter are going to check it to be sure it will hold 500 pounds safely.

Buildings and Grounds Commander Calogero reported that a "No Trespass" sign had been erected at the entry. He also noted that the Club had bought a new lawnmower for \$150. This was approved by the Board.

Under new business, Palnton suggested that the cabins were renting at far too low a price. He advised the Board that Kathy Hasti will prepare an analysis of the cost in connection with the renting of these cabins so the Board can decide on a new rental policy.

Wilson Smith made a proposal that the Club establish a library. A funding of up to \$200 was approved by the Board for this purpose.

Meeting adjourned.

September Minutes, condensed

The meeting was called to order. The minutes and treasurer's report were approved. There were three resignations this month.

Commodore Halter reported that the representative of Lakeland Hills had not met yet to resolve the shoreline problem; but they will meet before the next Board meeting.

Building and Grounds Commander Calogero reported that he is working on the remaining leak in the clubhouse. There were some problems in Cabins 1, 2 and 7 which he is working on. Calogero is going to prepare a financial analysis on the advisability of purchasing electric hand dryers.

Ron Harden said the Race Committee will consider formulating a criteria to follow when light air forces the possibility of cancelling races.

Fleet Commander Creamer reported that \$680 was spent to repair Dock 6. The payment of this sum was ratified.

Membership Chairman Garrison submitted 3 new applicants for membership. All were admitted. Gerald Barrett, Robert Gant and Michael Sanborn were reviewed and admitted permanent membership. One other person was granted an extension of his probationary period.

Effective January 1, 1980 the cabin rates will be increased. There will be a 30% price differential between member and non-member rates. There will also be a "high season", beginning the week of Memorial Day and ending the week of Labor Day.

Cynthia Creamer reported that the Fall Regatta preparations are going well.

Kathy Hasti submitted her resignation stating that she is planning to begin working full time for a CPA firm. The resignation was accepted, with regret.

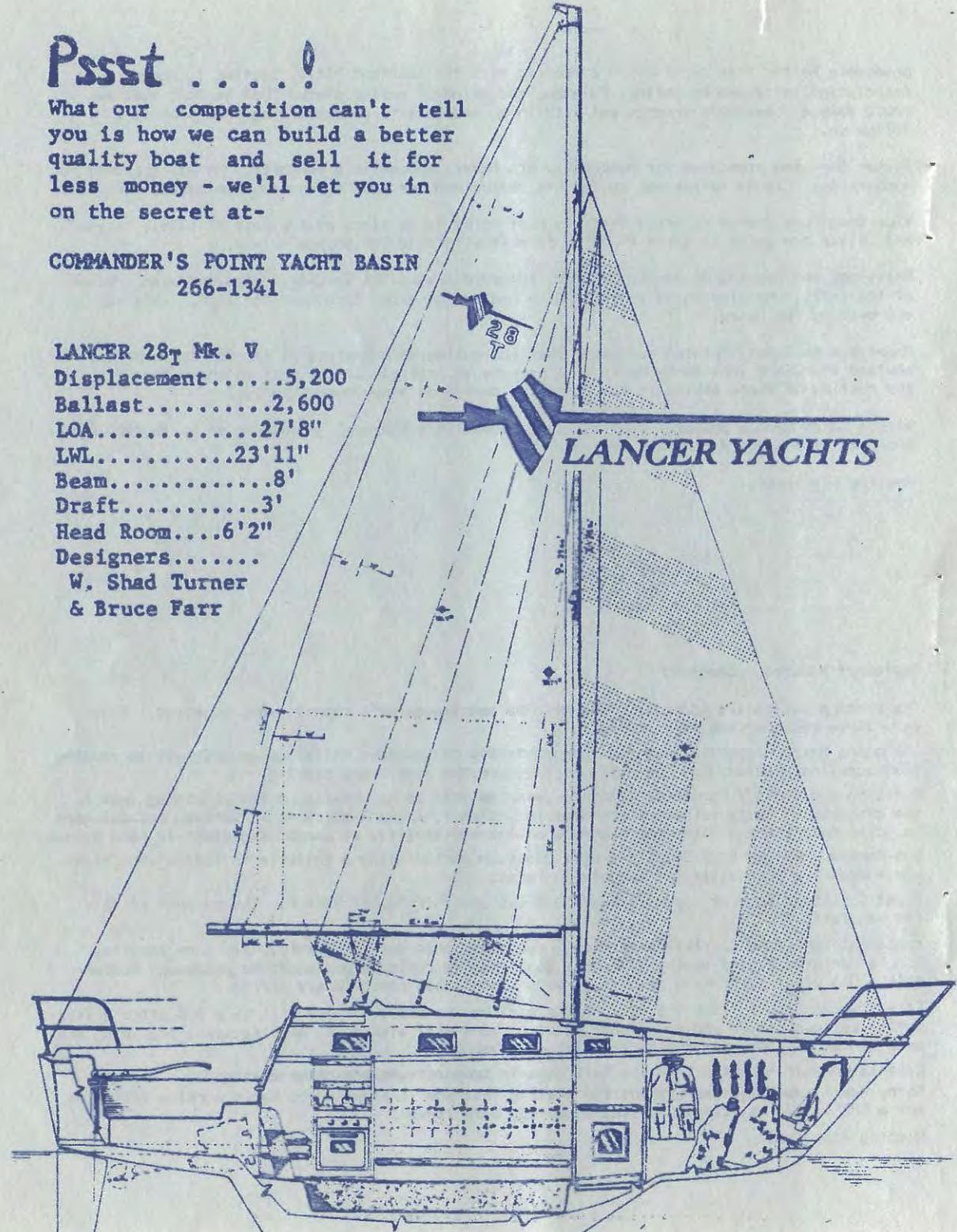
Meeting adjourned.

Pssst!

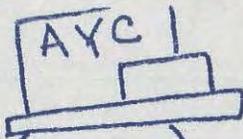
What our competition can't tell you is how we can build a better quality boat and sell it for less money - we'll let you in on the secret at-

COMMANDER'S POINT YACHT BASIN
266-1341

LANCER 28_T Mk. V
Displacement.....5,200
Ballast.....2,600
LOA.....27'8"
LWL.....23'11"
Beam.....8'
Draft.....3'
Head Room....6'2"
Designers.....
W. Shad Turner
& Bruce Farr



LANCER YACHTS



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We're establishing a sailing library.

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Dr. & Mrs. Wilson B. Smith
Phone 512-451-2973
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1. Books I can donate _____

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3. I'd like to donate money \$ _____

YOUR NAME

Who would have believed that fourteen mature adults would be on the line vying for a prize in the hot August sun on Lake Travis--in Prams? Or that Ron Harden would get so excited watching several of AYC's bathing beauties stuffing ping pong balls into their bathing suits that he would accidentally fall into the pool? Or that Hap McCollum would push toy wooden boats all over the clubhouse floor? Folks, I was there for the annual On-the-Water Rally on August 18, 1979. I saw it, but I still don't believe it.

The adolescent Pram races started things off. After Connie Smith and the John Donovan family set up a perfect triangular course (well, John says it was perfect if you stayed on port to windward), the race began. After several collisions with buoys, committee boats, board boat docks and the like, John Halter had won first in the senior division with John Donovan coming in second. Michael O'Donnell won the junior division and Mike Ashby finished second.

Lake Travis has not recovered from the shock of the next event. Nine adult males settled in the club Prams and raced to see who would advance to the finals against the women. Now Connie Smith had clearly stated the only rule of the day: "If you protest, I'll throw you both out!" And Hap McCollum, who prefers to remain anonymous, took advantage of this by hemming Dave Maguire in at the start. Dave managed to escape this and also Hap's vain attempt to capsize Dave's boat with a flying swan dive to win. David now has the dubious honor of holding the perpetual Adult Pram Race Trophy until next year's race.

The kids had fun trying to fish a watermelon out of the pool, and then eating the watermelon in an old fashioned watermelon eating contest. Now the same boy won both events. And you'll be able to tell who he is when he wears one or both of the T-shirts he won.

After a dinner and beer break, the adults minus Russell Painon, headed for the pool for pool games. Again Dave Maguire demonstrated his skills by being the fastest one to swim from one end of the pool to the other on a somewhat inflated inner tube and, with no hands, take a bite out of large roll. After this tremendous demonstration of aquatic skill, all he could say was "The roll was wet."

Ron Harden did an excellent job emceeing the ping pong ball stuff. For a time, we had a hard time convincing Ron that the lady who had acquired the ping pong balls had to retrieve them herself, without his assistance. Everybody had fun with this one. But Ron, Jane Ashby is still waiting for her prize for collecting the most yellow ping pong balls.

After everyone had cooled off again in the water balloon toss and had filled their glasses, Russell Painon, Gerald Barrett, Kathy Hasti, and Hap McCollum put on the Dice Boat Races in the clubhouse. Those with gambling spirits were first delighted--then disappointed as the favorite would be upset by the long shot. Deke DeKeyser walked away the big winner, which included a free night at the AYC cabins.

On behalf of the Yacht Club, I would like to thank Ron Dalley for putting on the courtyard and pool games; the Roger Viloz family for getting the prizes, registering people, and helping with the meal; Marcie Barrett for the baby pool games and the food preparation; John Bartlett for rigging the Prams; and Lee DeKeyser for ordering the keg and doing all those little things that make these events successful. For those who were there, we had a great time; for those who weren't--see you next year!



You can help —

Now's your chance to help a "local boy" make it big! As some of you may know, AYC's own Kelson Elam and his crew are vying for a Gold Medal in the 1980 Olympics in Russia in Flying Dutchmans. Right now, money's the name of the game. All contributions are tax deductible.

Kelson and his crew, Mitch Jeffrey, have begun their year-long campaign by attending two very important regattas in Germany in June. Mitch picked up their new FD outside Munich and drove it 13 hours north to Kiel, on the Baltic Sea. He and Kelson spent the next 2 weeks rigging, racing, and observing differences between European and American equipment and techniques.

They just completed the summer winning the World Open Week (European Championship) and finishing the sixth U.S. boat in both the U.S. Nationals in Buffalo and CORK in Kingston. After some sail and rig changes, they expect to improve on that.

Their next big regatta is the Oyster Bowl in Annapolis the last weekend in October. This one is important because it is the last of a series of funding qualifiers. The Olympic committee hasn't decided yet what funding will be available (and whatever is will probably be minimal) but the top four boats may get a partially funded trip to Spain during Christmas. The scoring is very tight so the Oyster Bowl will decide the top four.

In the spring it will be the Midwinters and the other major regatta in Miami in February. Several Olympic committee training sessions are planned but exact dates have not been announced.

The Olympic trials will be in late May, early June in Newport, R.I. Kelson and Mitch plan to be in Newport practicing by May 1st at the latest.

The following questions and answers explain how you can make your contribution, and how this fund is set up.

WHAT IS THE TEXAS INTERNATIONAL SAILING ASSO.?
The purpose of TISA is merely to serve as a focal point for collecting and dispersing funds to financially assist worthy Texas sailors in participating in national, international, and Pre-Olympic sailing events. Our government has given TISA an IRS ruling recognizing its

purpose and allowing contributions to TISA to be deducted for federal income tax purposes. TISA has in the past given financial assistance to Olympic medalists during the period of their Pre-Olympic challenge activities.

WHAT IS THE CENTRAL TEXAS FLYING DUTCHMAN OLYMPIC CHALLENGE COMMITTEE?

TISA has delegated to this committee the responsibility of soliciting (without solicitation expenses) the necessary funds to support two Central Texas sailors' Pre-Olympic challenge in the FD class. AYC's Hap Arnold serves on this committee.

WHO ARE THE DESIGNATED CHALLENGERS?

Kelson Elam is a 22 year old collegiate All-American sailor and was team captain of the University of Texas Sailing Team. Kelson started his sailing at age 6 in an Optimist Pram on a Texas stock tank and subsequently has proven his competitive excellence in both dinghy and keelboat competition. He has been training for an Olympic challenge since 1976 when he was an advisor to the Taiwan Olympic Sailing team at the Olympic games in Kingston, Ontario.

Mitch Jeffrey, age 30, brings to the team both extensive international experience and specific competitive participation in the FD. He started campaigning a Dutchman in 1966 and participated in the 1976 Olympic trials.

WHY DO THEY NEED FUNDS?

While Kelson and Mitch have provided practically all of their expenses to date and willingly sacrifice their income over the next year, a respectable challenge requires a minimum expense of \$20,000.

WHAT IS THEIR BUDGET?

Boat, sails, equipment	
(ownership to be retained by	
by TISA for future challenges)	\$12,000
Travel & boat transportation	7,000
Entry Fees	1,000
	<hr/>
	\$20,000

WHAT DOES A CONTRIBUTOR RECEIVE?

A deduction on your 1979 federal income tax, but more important, if you are a sailor you get the opportunity to put something back into an activity you enjoy. Checks can be made to TISA-FDCT Olympic Challenge and should be sent to AYC.

AUSTIN SNOW SKI SHOP INC.

Rental Prices

Skis, Boots and Poles

COMPLETE
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	Number of Days					each addl.
	3	4	5	6	7	day
Adults	\$24	\$30	\$35	\$39	\$39	\$5.00
Childs	\$15	\$19	\$23	\$26	\$26	\$3.00

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FALL REGATTA

OCTOBER 27-28

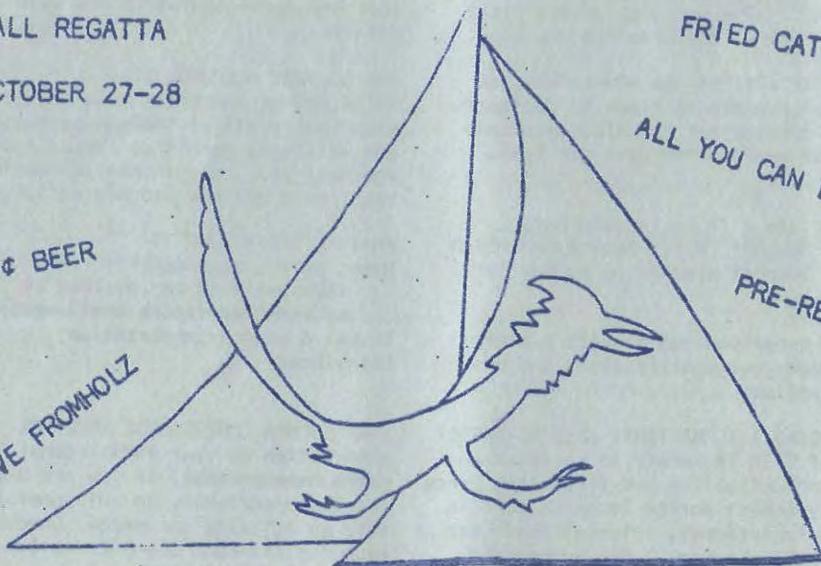
25¢ BEER

STEVE FROMHOLZ

FRIED CATFISH

ALL YOU CAN EAT

PRE-REGISTER



Scott takes J 24 world title in hectic finale

By DAVE PHILIPS

Journal-Bulletin Sports Writer

NEWPORT — Charlie Scott of Annapolis, Md., had to go back and retrieve a crew member who fell overboard on the last leg of the final race for the J 24 World Championships yesterday.

But a quick recovery helped Scott and his crew hold on for a 10th-place finish, which was more than enough to give him the championship with the low score of 22 points for five races.

YESTERDAY'S RACE, sailed in a whistling sou'wester and heavy swells, especially at the mouth of the bay, will be the principal topic of conversation for the people involved for a long time to come.

The fleet went through four general recalls off Castle Hill before race the race-committee chairman, Pete Lawson, finally sent them away, hobby-horsing wildly in 6-to-8-foot swells and that southerly wind that gusted to over 30 knots.

The problem was not only the strong winds but an unusually fast-running outgoing tide, which kept sweeping the boats across the starting line sooner than their skippers wanted to be there.

And even before the start, crews drastically reefed mainsails and set working jibs in place of the overlapping genoas they had carried earlier.

The fleet had an exciting and often hair-raising ride up the West Passage in swells heavy enough to put the J 24s up on a plane from time to time.

Bob Johnstone later estimated the boats sailed at 14 knots from time to time.

"Up above the Jamestown Bridge was where it really picked up," he said. "The wind was blowing the tops off the waves so it must have been at least 40.

Many a boat broached, swinging hard to port as its helmsman fought to regain control, and heeling over far enough to put its mast in the water.

THE EXPERIENCE of Jorch, navigator on the 12-meter yacht Courageous in the last America's Cup match, and Shore, bronze medalist in this year's Pan American sailing competition, was the chief topic of conversation last night at Newport Offshore, where nearly all the boats were berthed.

Jorch and Shore were well in the lead north of the bridge when their boat was hammered down by a gust of wind coming over the port side. The boat corkscrewed, putting its mast in the water to windward, with the keel sticking about four feet out of the water.

"We immediately hopped out on the keel and started jumping up and down on it and that brought the boat up again," said Jorch. "I don't know if the boat would have turned turtle but the keel was up higher than I liked."

"I've capsized in smaller boats but I don't think I've ever gone over that far in a boat that size," said Shore.

Five boats passed them while Jorch, Shore and their crew were righting their boat. They hastily taped their badly ripped spinnaker, caught one of the boats on a spinnaker ride to Dyer Island and overhauled the other four on the beat back to the finish, off the Dumplings.

Scott, meanwhile, had been no better than 20th rounding the Brenton Reef Light Tower, which was the first mark of the course. But he smoked into third place on the downwind and, despite having to double back and pick up Kevin McNeil — the crew member who fell overboard — on the final leg he sailed well enough to win it.

Providence
Journal-Bulletin

Saturday, August 11, 1979

OCTOBER
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SAILBOAT SHOP
ACROSS FROM HIGHLAND MALL CINEMA

YOUTH REGATTA RESULTS

by Sam Fine

LADIES SAILING

The winds were more favorable on Labor Day, 1979 than a year earlier. Under beautiful fair weather cumulus clouds 7 Pram, 7 Sunfish, and 9 Laser sailors competed vigorously for trophies. Results follow.

PRAM

Martha Van Hooser	1
Mike Humenick	2
Derek Clarkson	3
Scott Cheney	4
Carrie Rundell	5
McKenna Neims	6
Frank Bozyan	7

SUNFISH

Craig Tapley	1
Earl Dobson	2
George Kitzmiller	3
Kerry Breen	4
Ellen Kitzmiller	5
Carol Werbow	6
Gavin Clarkson	7

LASER

Doug Kern	6 1/2	1
Dave Odell	9	2
John Halter	10	3
John Connor	10 3/4	4
Pat Bartlett	11	5
Lisa Calogero	15	6
Steph Vassallo	22	7
Todd Painton	23	8
Snead	28	9

The women at AYC have shown increased interest in sailing singlehanded since the Ladies Camp that was held this summer. We continued our summer fun by organizing some Tuesday night Laser races. More often than not, large thunderheads also organized themselves to join in on the fun. It seemed for a while that the weather was repeating itself of a 7-day cycle. It wasn't always stormy however. On several nights we had as many as 17 boats! To end the season with a bang, we had our "First Annual Reunion Labor Day Regatta". The registration fee was a bargain...99¢. The trophies were home made...by Ed Halter. I hope we can get it together again next summer you all!

Linda McDavitt	10824	4 3/4	1
Karen Van Hooser	27168	6 3/4	2
Pat Halter	10758	11	3
Liz Garrison	10198	12 3/4	4
Ursula Vassallo	6784	15	5
Bonnie Odell	29283	15	5
Jody Jones	10252	20	7
Jane Ashby	2278	20	7
Atelia Clarkson	25077	28	9

LTCA

by Kay Sousares

LTCA members were busy this summer, with the Champagne Cruise in July, which was a smash with forty sailboats and about 3 times that many people. The 10 cases of champagne ran out in less than 3 hours. In August, 23 sailboats showed up for the Summer Soak In, and 22 of those sailboats had masts. There was also a good supply of sunflowers, dinghies, inner tubes, and floats.

Labor Day weekend turned out to be a beautiful weekend for the Three-Day Cruise, which went all the way to Schneider's Cove on Saturday night, and then to Rough Canyon on Sunday night.



SLIDES SLIDES SLIDES SLIDES SLIDES

Now is the time to start going through those slides you've been taking all year. If you have some slides you think would be of general interest to AYC members, call Pat Halter, 345-1327. We need people-close-ups, races, parties, "PG cheesecake", groups of people, etc. We want to show these at the Annual Banquet. Put your name on them and they will be returned to you. Thanks!

It's time to get ready for the Overnight Cruise on October 6. Catch up on your sleep or practice staying up all night. This is one of the most enjoyable, most challenging races on Lake Travis. Sailing under a full moon makes it worth the effort, and if you happen to be a winner of one of the beautiful trophies, that makes it a rewarding experience.

with the racing classes

PHRF

by Larry Koch

PARTY TIME--The keel handicap fleet combines forces with the PHRF station for a party on October 19, at 7:30. Admission will be a mere \$1.00 per person plus a can, bag, or whatever ya got of munchies. Beer will be flowing at the Oak Hollow Apts. party room located at 7201 Wood Hollow Drive.

MEETINGS--On October 11, 7:30 p.m. at the AYC clubhouse we will be discussing the possibility and methodology by which the Keel Handicap Fleet might split into two fleets. The idea is to provide more equitable racing, and hopefully more fun. We will also spend a brief moment on the upcoming KHF race committee duty.

On November 13, 7:00 p.m. at the AYC clubhouse we will be selecting a proposed slate of officers to be presented for election at the December meeting. We will also begin planning for the Red Eye Regatta.

PHRF BOARD MEETINGS--

- Nov. 5 7:00 p.m. J. Tillinghast's Apt. at
Oak Hollow Apartments
Dec. 3 7:00 p.m. Scholz Garten

OTHER RACE ACTIVITIES--

- Oct. 6 (See Bob Keir for details) LTCA
Overnight Race
Nov. 17 Dodd St. 11:00 a.m. 1:00 p.m.
PHRF Turkey Race
Dec. 15 AYC 11:00 a.m. 1:00 p.m.
AYC/PHRF Red Eye Warmup

PHRF RACE POLICY--All boats are welcome to race in any of the PHRF events, however for those who are not members, an entry fee of \$8.00 will be required in order to be scored, let alone carry home silver. It seems like such a deal at a mere \$15.00 a year to join the members who effect your handicap, have a hell of a lot of fun, and by the way race for only \$5.00.

Join now by calling Barry Bowden at 288-1995.

THISTLE

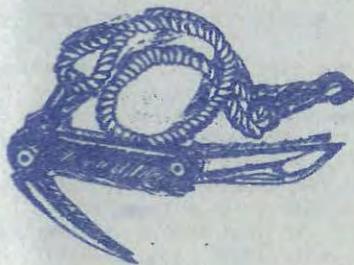
by Wilson Smith

The summer months weren't quiet for the Thistle fleet. Faced with no racing, Pete Shough took it upon himself to organize a summer series. He called it the Thistle Invitational, but will rename it the Sunburn Series...a counterpart for the Frostbite Series. It turned out to be one of our most successful series. Special thanks to Ed Halter who handled most of the committee work with a little help from friends and a couple of cases of beer (Buckhorn). Rob Halter took 1st, Wilson Smith 2nd, Merrill Goodwyn 3rd. Trophies were made for all twelve boats that participated. They were in decreasing size. Tucker Garrison took home the 12th place plaque (1" x 3/4"). Tucker sailed only one race but said the huge plaque would be put in a place of prominence on his wall. Everyone placed a lot of the success of the series on the fact that there was little waiting in between races, and 3-4 races were run each Sunday afternoon.

The Fall Series was over before it started, or so it seemed after the many races of the summer series. Congratulations to Terry Hight who took 1st, Ed Halter 2nd, and Wilson Smith 3rd.

We want to welcome Robert Gantt, new Thistle owner. He bought Doug Coleman's #2804. Glad to have you Robert; let us know how we can help.

WANTED: Old Bagpipes. Do you have any collecting dust? Call Wilson Smith-451-2973.



with the racing classes

ENSIGN

by Cynthia Creamer

Anyone who has not taken advantage of the opportunity to assist one of our fleet member of blood may present themselves at the Central Texas Regional Blood Center at 4300 N. Lamar to donate for Kathryn English.

Congratulations to Gene and Kathryn for doing so well the times they were able to race in the fall series--the rest of us just can't seem to keep up! It seems Sandy may be able to race again soon after waiting months for a part to arrive from Pearson. Another fleet member is acquiring the not-so-distinguished reputation of doing the world's longest bottom job. If these folks, plus some of the new faces in the crowd, get it together enough to show for the Fall Regatta, we could have quite an Ensign turnout. We are expecting some out of town competition and lots of fun! Don't miss it!



SOUTHCOAST 21

Nom de Plume

As with any rapidly growing fleet, the membership reaches a point in their progress where they literally jump off the back page of the newspaper to the headlines of page 1. As examples we offer the following as examples of recent Southcoast Fleet events.

BUFFALO GAP ECONOMY BOOMS WITH EXPANSION OF CALOGERO ESTATE

WASHATERIA TYCOON OVERCOME BY WARM WATER RINSE CYCLE: SUBMITS TO WIFE OWNERSHIP OF MACHINES

MORRIS, FULTON, DOBSON AND BARTLETT CONSTRUCTION COMPANY REACHES NEW LOW IN HOME IMPROVEMENT MARKET: COMPANY RENAMED "HERNIA HOME IMPROVEMENT ASSOCIATION"

OLD SALT PAINTS HULL GREEN, TURNS SAME COLOR AT CHRISTENING WHILE DOING BOOGIE. BOTTOM JOBS IMPROVE WITH USE OF SANNESPAPER

BOUCHER WINS WITH WIFE: DECIDES HOMEGROWN CREW BEST: "HIKE, DAVID"

BREEZE CAPTURES SINGLEHANDED BATTERY HOOKUP CHAMPIONSHIP. SHOCKING EPISODE FOLLOWS GROUNDING OF SAILBOAT BY EDDIE BREEZE IN CELEBRATION OF NOVICE CHAMPIONSHIP

YACHT CLUB STAFF MEMBER YIELDS TO INTENSE PRESSURE: BUYS SOUTHCOAST 21 IN EFFORT TO KEEP HEAD ABOVE WATER (Kevin, a Southcoast 21 is the only keelboat guaranteed to get you wet.)

VASSALLO FAMILY FIFTH GROUP TO BECOME INFECTED WITH LAKEHOUSE DISEASE. ROBERT REPORTS RECOVERY IN MENTAL HEALTH

YACHT CLUB STAFF MEMBER AND WIFE GIVE UP SAILING FOR A DAY (SEPTEMBER 26) TO BECOME PARENTS: CHRISTOPHER JOHN EXPECTED TO PUT TO SEA QUICKLY AFTER FITTING OUT. WILL MODEL NEW SAILING PANTS IN THE LATEST "WET LOOK" FASHION.

M. BARTLETT ACHIEVES GRANDPARENTHOOD: IS AWARDED THUNDERBIRD BY LOVING FAMILY.

TURNBACK REGATTA:

1. Bud Boucher
2. Mike Bartlett
3. John Bartlett

GOVERNORS CUP:

1. Bud Boucher
2. Eddie Calogero
3. Duane Dobson

FALL SERIES:

1. Bud Boucher
2. Carl Morris

with the racing classes

J-24

by Rod Malone

The AYC 1979 Fall Series saw 10 J's competing with a commanding performance turned in by a bunch of snotty-nosed kids. "Little" Bill Levens, David Maguire and Jody Smith, with a little help from their friends, sailed "Strider" to a decisive series victory over the old hands in the fleet. The kids had to throw out their only two second place finishes.

"Evil, Wicked, Mean and Nasty" sailed an impressive series with several come-from-behind finishes to take second place. Dave Cheney and crew are beginning to get their act together.

The summer was active for several of the J fleet traveling contingent and they represented AYC well. Jack Kern with the crew of Doug Kern, Dennis Ambrey, and Jim Tillinghast sailed a chartered J in the Worlds at Newport, R.I. to an impressive 13th place

finish. A detailed write-up on the trip may be read in this edition of the Tell Tale.

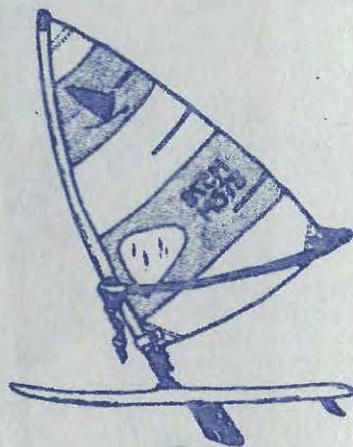
"Runamuck" sailed by Russell Pinton and crew of M.L. Weber, and Voldi and Tina Maki travelled to the Indian Summer Regatta at Chandler's Landing in Dallas this month and came home with a hangover and the fourth place trophy. The regatta had a tough 20-boat J fleet won by that familiar J "The Opera Ain't Over Till the Fat Lady Sings". Russell reports that good times were had by all and that the Indian Summer regatta should be placed on any travelers' schedule.

The Winter Series starts October 14th and hopefully the winds will cooperate. So all you skippers get crewed up for the final series of 1979. Watch for a notice of the next fleet meeting and party to be held at Jack and Sandy Kern's.

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THE ADAMS CUP STORY (THE BIGGEST FISH STORY
OR THE ONE THAT GOT AWAY) by Michelle Lohr
and Linda McDavitt

AYC's Adams Cup Team of McDavitt, Lohr, Bauer and Epstein sailed at Rush Creek Yacht Club July 12-14 at the TYA series on the incredible hulks entitled Shields. With a 30 foot boat under foot (580 sq.ft. of sail in the spinnaker alone), you can imagine what these centerboarders were going through. Nevertheless, lots of lake sailing paid off as we won the series with finishes of 4-1-4-1-1. Chandler's Landing was 2nd. The winds were anywhere from 0-20 with mostly medium air. Probably the most exciting moment was when a tremendous gust from a passing thunderstorm hit at the start of the 3rd race. Apparently AYC was the only safety conscious (scared-stiff) boat on the lake as they immediately began putting on life jackets and climbing over the edge of the boat. What else can you expect while sailing with Linda! Even the rescue boat came over to watch the excitement as both the backstay and traveler cleats came undone at once. During our leisure time we enjoyed watching films and slides of the Lightning Worlds which RCYC had hosted.

August 1-3 the team returned, minus Louise Epstein and with Sandy Kern, for the Area F championships. Louise had broken her wrist arm wrestling?? or playing?? Anyhow, Sandy came and helped us out. This series included 2 Colorado boats and 4 Texas boats. After the 1st day we were leading by 1 1/4 points. However, we soon discovered everyone thought it was great fun to play "cover Austin". Going into that last race we were in 3rd place overall and had our strategic minds working overtime. We had to beat the 1st two boats (RC and Chandlers) and also put another boat in between us. The last leg we were in 1st, Ft. Worth 2nd, Chandler's 3rd, RC 4th, Colorado 5th and 6th. We won the race and sat by to watch as Ft. Worth crossed Chandler's with room to spare about 100 yards from the finish. Talk about excitement, and then--it came down to the line. Ft. Worth had tacked too late and Chandler's beat them by 2 feet according to Judge Tom Romberg. So, after 6 races in light to medium air we lost by 1 point. Had Chandler's been 3rd in the last race, we would have won on a tiebreaker. This series' excitement was furnished by a Colorado girl climbing the mast and fixing

a halyard 5 minutes before the start; discovering how wonderful a bartender one of our crew is when she thinks she's in a Rolls Royce. Right Kathy! All in all it was a fun time, we met many new and great people and learned quite a bit about sailing. We feel that the AYC Series, TYA Series, and Area F Series were all comparable in competition and there are lots of girls' teams that are coming on strong.



FD REGIONALS

AYC was the host of this year's FD Regional Championship held the weekend of September 29-30. Mark Foster of Corpus Christi with crew Lee Green of Houston took the three race light air regatta with finishes of 2,3,2. Marvin Beckman of Houston was second and AYC's own Alston Boyd took third.

The first race on Saturday was cancelled when the time limit expired with Kelson Elam and crew Mitch Jeffrey less than 50' from the finish line. Later that afternoon the wind filled from the south at about 5 to 10 mph and the race committee fired off three quick races. Elam won the first race, with Foster second and Beckman third. Shortly after the start of the second race Beckman caught a shift off the right side of the course and led the rest of the race. Elam came back to finish second in the race but was disqualified by the judges for "pumping".

Elam took the third race with Foster in second and Beckman in fourth behind Boyd. Foster was the leader at the end of the day which turned out to be the end of the series since lack of air on Sunday forced the cancellation of the races.

Dennis Awbrey, Jim Tillinghast, my son Doug and I were fortunate enough to be one of the 78 entries to qualify for the J-24 Worlds held in Newport, R.I., this past August and thought it might be of interest to share some of this with you.

The J-24 Association has assigned Texas to its own area, and so our qualifying consisted of attending four district regattas held in Houston, Dallas, Corpus Christi, and Austin. Entries for these varied from 21 in Houston to 45 at the North Americans in Corpus. We made a point to go to all of these for the purpose of sailing in the Worlds, but had so much fun we would have done it all again, Worlds or not.

After checking on the distances involved in trailing our boat, and the price of gas, we found it cheaper to charter a boat. In retrospect, we might have been better to take our own, since our upwind speed was not as good as it had been before, and we didn't quite have enough time to sand the bottom smooth.

On arrival in Newport, we drove down America's Cup Boulevard and found the harbor full of every type and style of sailboat you can imagine, from a renovated "tallship" that served as spectator boat for the regatta, to the ultra light displacement boats.

The regatta headquarters was Newport Offshore, home of the America's Cup contenders, with the Baron in residence with his new France and his recently purchased Intrepid that they were using as a trial horse.

On Saturday and Sunday before the regatta began, each boat was weighed as it entered the water. All keels, rudders, and rigging were checked and sails measured so that the one of a kind concept could be enforced throughout the racing.

The race committee had scheduled seven races for the week, but only got five in. Part of this was due to variable winds on two days, but also partly due to the difficulties in management of a fleet this size. Our races were scheduled for Newport Sound, with a rendezvous point about two miles offshore into the Sound, with the committee then leading the fleet from there to the area of

the start. Our distance race began in the mouth of Narragansett Bay; more about that later.

There were two frontal passages that week which gave us two races going to windward, with the leftover swells traveling with us. Winds varied from light in the first race to 30-40 for the last. Two races were variable enough so that one could get caught in the doldrums, and John Koleus did just that on the first beat of the first race and finished DEAD LAST. He hung in there, however, kept smiling and eventually finished ninth overall.

Charlie Scott won with a very steady series of 2, 2, 6, 2, 10. Scott Allen won two races, but had two finishes of 19 and 13 to end up 4th. We ended up 13th, with our best race a 9th.

This article would not be complete without a few words about the last race. On Friday a.m. we arrived at the rendezvous area to see a distance race posted on the committee boat, with the winds at 25-30 out of the southwest with eight foot swells that were fairly short in length. This turned out to be the frontal passage that would sweep across the Atlantic and then caused all the damage for the Fastnet in England. There was an ebb tide flowing and we were starting in the southern mouth of the Narragansett Bay with the tide running into the Sound against the wind and swells. To add to this, the shallower area was left, so everyone wanted to go right, and in spite of the port end being favored, most of the fleet stayed at the starboard end. After two general recalls, the automatic DSQ came in, and I expected the fleet to hang back on the next start. But not so; and again all were over, and the race committee was kind enough not to throw out those they could see, and especially kind to us since we passed right next to the committee boat on that start.

Finally, on the fifth start, they let us go with what I thought was a good start, but apparently the fleet was over again, but evenly enough over in order to make it a fair start.

This was a 21 mile race with an initial beat of three miles to Brenton Reef Tower and then a turn to the right for a very broad reach of about twelve miles up Narragansett Bay, beginning a tour around Coaticut Island. Another short reach was followed

by a run of three miles and then a final beat of eight. By the time we rounded the Tower the wind was 30-40 and J-24s began doing things they weren't supposed to do, like CAPSIZING. Probably at least twenty boats broached at least one time to bring the keel out of the water and the mast tip in. We did this once, with the keel definitely out, but the mast tip not quite in, and I thought we were going to have to get on the keel to bring it up, but the boat righted itself. One boat just behind us had lost their main halyard, sailing under spinnaker only. One loyal, faithful, devoted crew went to the top of the mast to return the halyard and the oscillations began, ending with a broach with the mast tip and crew in the water, crew still attached to the halyard, and the boat floating on its side so that the crew was able to climb in with the halyard and off they went. The main soon went up and they were back in the race again.

At the end of it all, it was remarkable that there was relatively little damage. I saw a few ripped spinnakers, but almost no damage to the boats themselves. At the award's presentation, a loud round of applause went to the boat builder from Pearson Tillotson for the job they had done.

I have been in centerboard races where the wind was blowing to thirty, but when it has gone higher, we have simply capsized and our troubles were over for the moment. However, this was a different situation for me, and although we worked hard and knew we were out of control, at least a good part of the time, it was a wonderful way to end a week of sailing with some of the best sailors in the world and to give us something to talk about for the next year. There is an article in the Sail magazine, October 1979, that does more justice to this than I can, and I would recommend it for all of those who might be interested.

LIBRARY CONTRIBUTORS

Thanks to these people who have already responded with donations to our library:

Paul Keller, Obie Smith, Roger Villos, Charles Locklin, Carolyn and Bill Howard, Jand and Bill Levens, and Kathy Summers.

FAST EDDIE'S COMEUPPANCE

Russell Palnton

DEF.--Fast Eddie--(slang) snide commentary on a person's inability to move in a hurry

The foregoing definition found in Webster's Dictionary (no, not Daniel, David) reflects the thoughts of the very distinguished panel convened at the Labor Day party to pay proper tribute to our Commodore, "Fast Eddie" Halter.

Unbeknownst to Ed, Rod Malone rounded up Jack Breen, Sandy Bauman, Russell Palnton, Terry (the Mouth) Hight, and Ron Harden to give testimony to Eddie's wonderful attributes in a "Roast" which was held for him after the races on Sunday, September 2, 1979, at the Club.

As Halter came in from the race course (where once again he lost), he wondered what all the tables and chairs were about and why there was a band setting up. (It has always been well known that Ed is out of touch with what's going on in the Yacht Club, so the presence of a band at the Yacht Club without his knowledge was nothing new.) In any event, the purpose became apparent when he was asked to sit at the head table and the aforesaid esteemed gentlemen paraded out with bowlers and bow ties on and proceeded to rake him over the coals--an easy job for such intellectuals.

Revealed in this intimate panel discussion were the truths behind such things as the nomenclature "Fire Place" Eddie, secrets of how to slam your hand in car doors, how to own six boats and not be allowed to sail any of them, and various and assorted sundry other trivia with respect to which no one was interested.

There followed a song sung by C.J. Hightower's imported band (from Waco) with special lyrics written by Jane Levens. Since it was not pure country and western, of course, Eddie didn't like it. Then there was the presentation of a strange looking cake (which nobody ate) and a good dinner. We all know this was the real reason for the gathering anyway.

Incidentally, the reason all this came about was that Fast Eddie has now turned forty and will hereafter be named Half-Fast Eddie.

MAGUIRE, VAN HOOSER, KERN--1979 AYC SINGLE-HANDED CHAMPIONS

Twenty chill bump covered contestants arrived early (8:30 a.m.) Saturday, September 15th for the AYC Men's, Ladies, and Junior's Singlehanded Championships. Eleven mens', five ladies' and four juniors' teams comprised the entries for the round robin series sailed in Lesers. The shifty, cool and fairly stiff north-northeasterly winds turned the championship into a real man, woman and kid killer which tested the skill, stamina and possibly the sanity of the competitors.

The four-contestant junior class of Dyrall Awbrey, Jonathan Connor, John Halter and Doug Kern was the first championship to be decided with Doug Kern sailing to two first place finishes to take the crown. Dyrall Awbrey was close behind with two second place finishes. Jonathan Connor and John Halter are to be congratulated for their participation and effort. The race day conditions really put them at a disadvantage against the older and heavier Kern and Awbrey. See you guys next year with hopefully a new crop of juniors.

The ladies class of Liz Garrison, Pat Halter, Mandy Machian, Linda McDavitt and Karen Van Hooser was a rugged contest in the heavier and cooler winds of the day. McDavitt won the first race with Van Hooser finishing first in the second race. Three of the contestants failed to answer the next race gun, thus the third race was a tiebreaker with Karan winning and clinching the championship.

The men's eleven contestant class sailed a marathon (till after 7:30 p.m.) seven race modified gold cup series in which every sailor stuck it out for every race. Just to stay on the water and sail every race under the conditions was no small accomplishment.

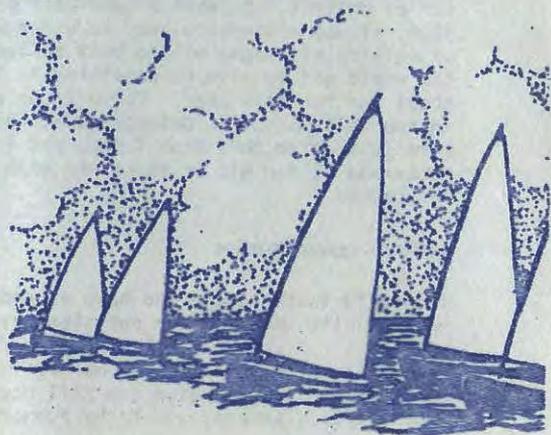
The men's class was truly loaded with "class" sailors that probably made it one of the more significant championships held at AYC in a while. David Maguire with an outstanding and consistent performance was a clear cut, but not dominating, winner that saw only about 14 points between the final standings of the first to fifth place finishers.

The entire championships were cleanly contested and conditions were such that the best sailors won--which is almost always the case. Congratulations to David, Karan, and Doug. Please be on hand to give them your personal congratulations at the AYC Annual Banquet December 8th.

No regatta is possible without the help of a good race committee and the crew of Dick Van Hooser, Michele Lohr, Ray Lott, Gary Schmidt, and Barry and Twila Bowden did an outstanding job in the shifty wind conditions. Their service is greatly appreciated. Thanks also to the protest committee of Jim Baker, Mark Finley and Lewis Thompson which, due to the quality of the competitors and race committee, was not called into service. And of course, thanks to Rod Malone, chairman.

The final standings were as follows:

	MEN	LADIES	JUNIOR
1.	D. Maguire	K. Van Hooser	D. Kern
2.	K. Elam	L. McDavitt	D. Awbrey
3.	J. Bartlett	L. Garrison	J. Halter
4.	J. Kern	P. Halter	J. Connor
5.	D. Hastl	M. Machian	
6.	D. Awbrey		
7.	R. Kaiser		
8.	J. Smith		
9.	D. Hall		
10.	B. Sneed		
11.	T. Wann		



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