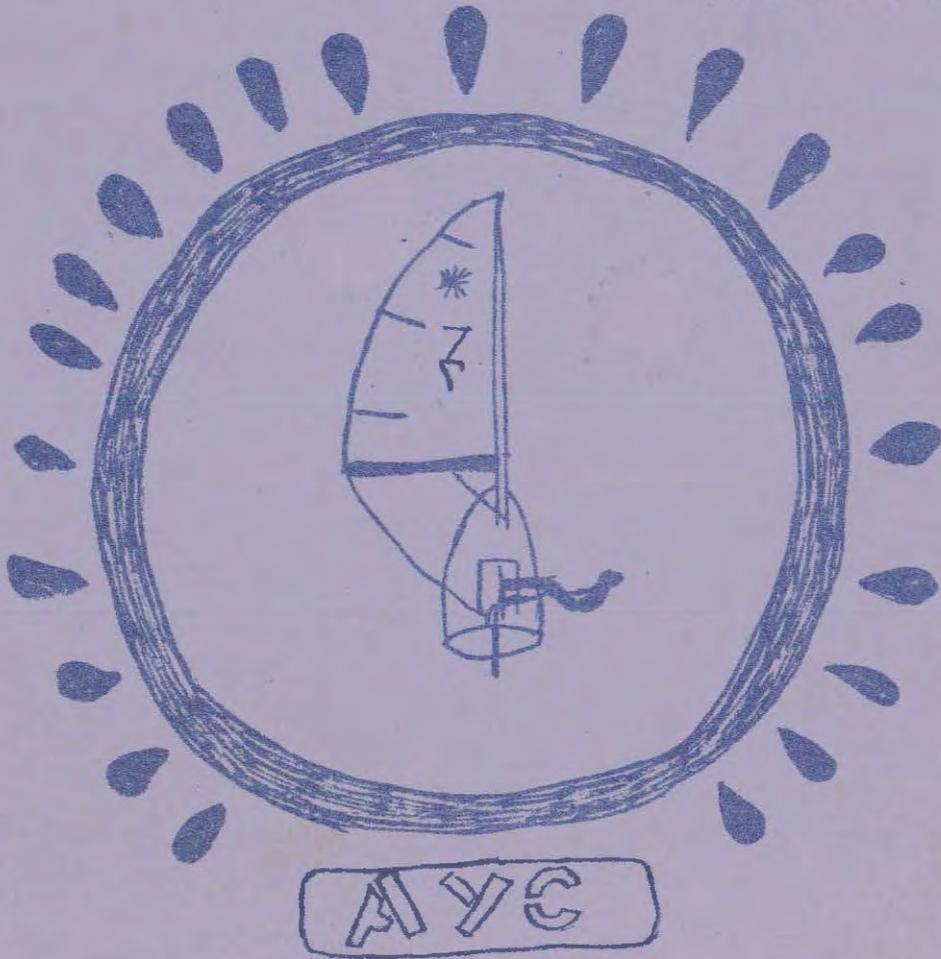


telltale

AUSTIN YACHT CLUB

AUGUST 1980



Martha

AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

Business Office 266-1336
Clubhouse 266-1897

Commodore-----Frank A. "Arak" Bozyan
Immediate Past Commodore-----Edward A. "Ed" Halter
Vice-Commodore-----Russell E. Painton
Secretary-----James A. Tillinghast
Treasurer-----Terry H. Hight
Race Commander-----James W. Baker
Buildings and Grounds Commander-----Carl B. Morris
Fleet Commander-----Dennis Awbrey



Tell Tale Editor-----Pat Halter
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Ensign-----Eugene English
Fireball-----Terl Nelms
J-24-----Dick Van Hooser
Keel Handicap-----Claude Welles
Laser-----Bill Snead
M-20-----Tom Bauer
South Coast 21-----Carl Morris
Thistle-----Pete Shough



Our cover artist this month is 11 year old Martha Van Hooser. She was a camper this summer at Junior Sailing Camp. Her other interests include the girl scouts and acting. The other contributing junior sailing artists in this issue are Ricky Shough, Eddie Breeze, and Bryan Hilata.

FROM THE COMMODORE

During the nine week period ending 13 July, the Club has run six regular series races, three district level events (Thistle, Laser, and J-24), the TYA championships, and two very large, very successful regattas. The Club has put on each of these events before, but never in my memory have we put on as much as well in so short a period. If the staff appears frazzled, if race committee arms jerk spasmodically every five minutes, if the appearance of little piles of rocks on the point puzzle you, don't worry too much, the organization is just coming down slowly after this burst of activity. And the Friday night series is good therapy because you can be as competitive as you wish until the light disappears and then you can relax and try to sail fast without worrying who is trying to luff whom. The Club has every reason to be proud of its achievements this year for it represents the work of many competent hands and indicates the depth of resources available.

Congratulations are particularly in order for Ray Lott, all his associates and the entire Race Committee for a Governor's Cup

Regatta that set very high standards for those who follow. It was a job well done. The NYC staff came through again and it was a pleasure to hear some new arrivals late Sunday afternoon exclaim, "My God, the place has been all cleaned up!"

x x x x x x x x x x x x

The Board is considering a proposed by-law change to allow newly elected officers to take office enough earlier to allow better planning and preseason schedule coordination with other TYA Clubs. The proposal is to have the new board take over just after the Annual Meeting. This is not a revolutionary idea, it should not step on any toes, but a by-law change of any sort should be carefully considered; hence this early discussion. It is our intention to keep this question openly visible to the membership, to post the exact proposed wording as soon as possible, and to answer any questions as they arise. The change will of course require a two-thirds vote by those attending the Annual Meeting. Please plan to attend this meeting on Thursday, December 4th.

THANK YOU

We would like to thank our many friends in the Yacht Club for the kind and thoughtful things done in our behalf during this sorrowful time. Hopefully, we can thank all of you personally in time. Your support and friendship means more to us than we can say.

Jane Levens and Bill

FROM THE BOARD

JULY minutes, condensed

Board members present: Bozyan, Halter, Tillinghast, Awbrey, Morris, Baker, Pailton, Hight.

Committee Report: Governor's Cup Regatta Chairman Ray Lott reported \$836.36 profit. Baker commended the permanent Race Committee for their efforts. It was recommended that procedures for launching/hauling of boats be established for major regattas.

Membership Committee recommended full membership for these people up for review: Barry Bowden, Warren Crews, Dan O'Donnell, Bob Fulley, John Schoen, Shirley Slaughter, and Jim Stafford. They were all approved. These new applicants were approved for membership: Allyson Fields, Tom Farrell, Ken Fossler, Bobby Harden, Ken Hamilton, H.P. Langston, Louie Soefje, and Robert Young. Resignations: Turett Latimer and Peter Goldstern.

Jr. Sailing coordinator Sam Fine requested money for the Jr. Sailing Labor Day trophies. \$100 was approved. He reported that there are 13 students in Sunfish and 10 in Prams.

Commodore's Report: Discussion about the gear failure of a boat who did not receive aid during a race prompted Painton to suggest that the Race Committee review guidelines regarding deployment of rescue boats.

Race Commander Jim Baker reported that the Friday Night Series is underway. Governor's Cup was well managed. Thanks given to the Keel Handicap fleet and PHRF fleets for scoring, and to Voldi Maki and David Maguire who ran the races...After a number of fleets requested that AYC manage regional/district regattas for them, Baker proposed that, as a courtesy, we begin scheduling these events now. In accordance, Baker moved that the Ensign and Coronado 15 fleets be authorized to hold their championship regattas at AYC, subject to scheduling by the Race Committee. Approved. The Coronado 15 fleet will be awarded trophies as a one design fleet in the Fall Series.

Buildings and Grounds Commander Carl Morris reported that ceiling fans could provide economical cooling in conjunction with the existing a/c system. \$1200 was budgeted for this project. Bozyan directed Morris, Awbrey and Hight to review dock and grounds improvements at various lake levels so that priorities could be set.

Fleet Commander Awbrey reported that with the current rate of lake level loss, Dock 6 will need to be moved at the end of August; Dock 5 by mid-September. No slip vacancies, waiting list for slips stands at 22. Spaces on boardboat Dock #2 have been renumbered. A telephone committee will resolve questions regarding assignments. Awbrey reported that repairs are needed on several docks. He is checking acquisition of repair materials now.

Capital Expenditures: Some capital expenditure money was reallocated for the ceiling fans. It was noted that the north stairway to the clubhouse and the anchor improvements have not yet been done. Painton moved that \$350 be allocated for clubhouse PA system. Approved. Halter reported a problem with the septic system during Governor's Cup. Morris will investigate.

Meeting adjourned.

COMING UP

King Uuanawona's

Hawaiian LUAU & Pig Roast

Aug 16



REGATTA RESULTS



GOVERNOR'S CUP

by Ray Lott

Governor's Cup for 1980 was very successful and adds another regatta to this year's completed race schedule that reflects highly on the AYC and its members. The wind, for the most part, cooperated allowing the Race Committee to complete the races as scheduled.

A new record was established this year. Twenty-five sailing organizations were represented. A total of one hundred and seventy two boats entered the regatta. The Governor's Cup was won for the second straight year by the Corinthian Sailing Club of White Rock Lake. They had twelve boats while the Seabrook Yacht Club ran a close second with ten. The clubs represented included: Abilene Sailing Asso., Alamo YC, Bay YC, Dallas Corinthian YC, Corinthian Sailing Club (White Rock), Venture Sailing Club, Chandler's Landing YC, Pelican YC (Louisiana), Seabrook Sailing Club; Lake Belton YC, Ft. Worth Boat Club, Lake Houston Sailing Club, Houston YC, Grapevine YC, Clear Lake Sailing Club, Ridgewood YC, Seabreeze Sailing Club; Texas A&M Sailing Club; White Rock Boat Club, Waco Sailing Club, Lake Canyon YC, Lake Conroe Racing Club, Tyler Sailing Club and Port Arthur YC.

This regatta was successful for the same reason our other regattas have been--the AYC members participate and help wherever they can. I would like to extend a special thanks however, to several of our members who contributed significantly of their time and talents:

*Wes Odell and Hap McCollum for the many hours they put into their regatta brochures which helped provide input to the Governor's Cup brochure.

*Ron Dalley and Trenton Wann for a great design job on the brochure front cover.

*Tom Pollock for his sailboat drawing used on the back cover of the brochure.

*Tom Cummings for putting together the entire brochure and making it ready for the printer.

*Clyde and Aline Brown for chairing the Registration Committee--several of our members participated in this committee.

*Trenton and Michel Wann for selling T-shirts.

*Jim Tillinghast for overseeing the boat launch operations and the harbor activity in general.

*Tom Lott and Rick Milton for keeping the boat launch and trailer parking activity flowing.

*Ginny Milton for taking up the dinner tickets--504 persons ate dinner Saturday evening.

*Thad Holt, George Flippen, and Don Leonard, Officers of this Austin Aqua Festival, for their participation in and co-sponsoring the Governor's Cup.

*Bill Williams for his help in trophy selection and providing free beer after the races.

A Very Special Thanks to:

Kevin Brown and John Bartlett for maintaining the grounds, ship shape, and providing whatever assistance was necessary to all sorts of situations.

Lee DeKeyser and Evelyn Webb for their overall guidance and assistance in keeping the entire administration of the regatta manageable and accountable.

Jim Baker, Voldi Maki, David Maguire and the Permanent Race Committee for an excellent job of scheduling and running the races.

Dennis Awbrey, Steve Vaughn, and Barry and Twila Bowden for their handling of the PHRF handicap system and scoring. A very obvious asset to the smoothness with which scores were figured and available.

All in all, it was a fine regatta, and I enjoyed being a part of it.

Following are the winners and classes participating:

GOVERNOR'S CUP WINNERS

WINDMILL

1. Tom Feux 3 1/2
2. Paul Hoffman 4 3/4
3. Twiss Butler 13

FLYING SCOT

1. Richard Wade 2 1/2
2. Brad Davis 7
3. Bill Berry 11

THISTLE

1. Ed Halter 5 3/4
2. Doug DeCluitt 7 3/4
3. Chuck Kaufholz 8 3/4
4. Deke DeKeyser 12

FD

1. Alston Boyd 6 3/4
2. Chuck Frank 8 1/2
3. Gene Scott 12
4. Ridge Kaiser 13

LASER

1. Brig North 3 1/2
2. David Hall 5 3/4
3. Eric Bakker 8
4. Eric Smith 14
5. Vernon Wong 16

CORONADO 15

1. Scott Mauney 2 1/4
2. Doug Neeley 12
3. Charles Dozler 15
4. Dan O'Donnell 18
5. Larry Wassell 19

SAN JUAN 24

1. Jody Smith 3 1/2
2. David Odell 7

ENSIGN

1. Sandy Bauman 5 3/4
2. Arak Bozyan 7 3/4

SOUTHCOAST 21

1. Bud Boucher 3 1/2
2. Carl Morris 5 3/4
3. Mike Bartlett 8

CATALINA 22

1. Gene Ferguson 3 1/2
2. Buddy Williams 11
3. Darrell Shobert 11
4. Jimmy Jones 12
5. John Ford 15

M-20

1. John Stewart 5 3/4
2. Tom Romberg 7 3/4

FIREBALL

1. Bob Thompson 4 1/2
2. Teri Nelms 4 3/4

PHRF NON-SPINNAKER

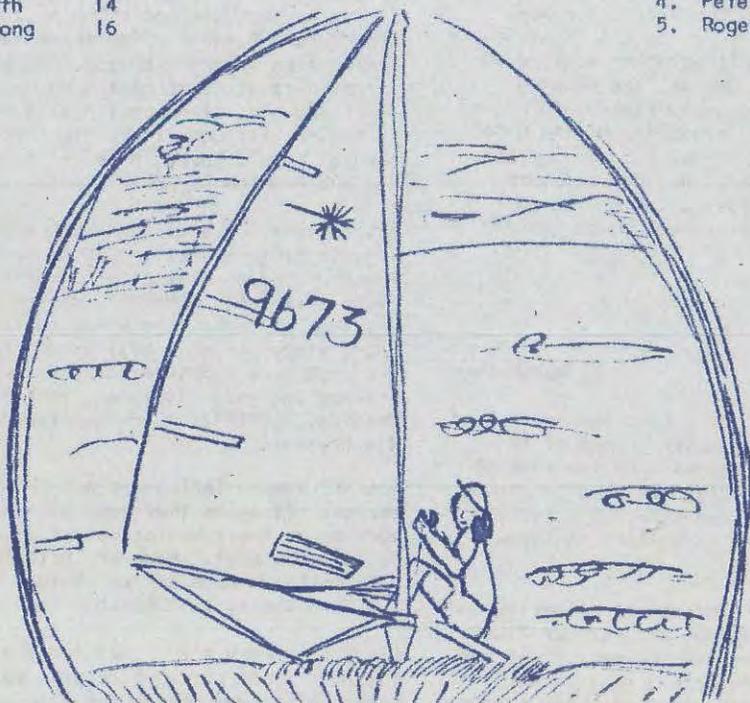
1. Gary Schmidt 2 1/4
2. Bill Records 10
3. Bob Reeder 11
4. Gordon Hopkins 11
5. Ken Meiske 19

PHRF SPINNAKER

1. Ken Smith 6 3/4
2. Jim Tillinghast 11
3. Rolly Lawson 11 3/4
4. Eddie Calogero 13
5. Claude Welles 20

J-24

1. Jack Kern 8 3/4
2. Bill Bond 8 3/4
3. Russell Painton 12
4. Pete Edgar 16
5. Roger Harden 16 3/4



Breeze

FROM THE FLEETS

Coronado 15

by Dan O'Donnell

The C-15 fleet fielded seven boats for the Texas Yachting Association eliminations of the U.S.Y.R.U. Bemis Cup series held at AYU on June 28th and 29th. Seven two man (or woman) crews sailed seven races in the round-robin series in winds from 5 to 20 mph. Austin Yacht Club's Dave Odell and crew, Rob Halter took first place in the series by 2 1/4 points. They showed that skill counted, not go-fast hardware, as they took each boat in our fleet to the front of the pack. Full regatta results are reported elsewhere in the TELL-TALE.

The C-15's turned out in full force for the final four races in the Summer Series, with an all time high of 9 boats sailing on June 29. Summer Series centerboard handicap class trophies went to C-15's Ron Church, 1st place, and Dan O'Donnell, 3rd place.

The Governor's Cup attracted a total of 18 C-15's from Austin, Dallas, and Houston, making C-15's the largest centerboard class at the Regatta. The standings of the C-15's from AYU at the end of the 3 races improved compared to last year. We took a fourth place finish and hardware (or software) compared to no trophies last year. Can't wait till next year!

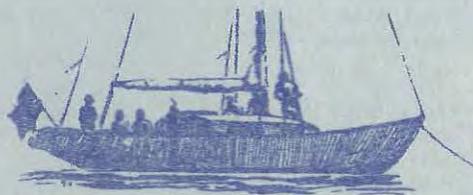
J-24

by Rod Malone

July 12th and 13th was a spectacular weekend on Lake Travis. The Austin event of the Texas J-24 Circuit was held to the tune of 40 entrants. The racing was about as tough as you will find around here, especially for those of us not used to sailing in large fleets.

The Regatta was a huge success primarily due to the organizational efforts of our Fleet Captain, Pat Halter, and the many fleet members who really put forth a super effort. All of the out-of-towners went away with a good feeling about the Austin Yacht Club and its members.

The illustrious Scribe of the J-24 Fleet, Russell Painton, has written a detailed article on the Circuit Regatta which is published elsewhere in this issue of the Tell Tale. I think you will find it interesting reading.



The 1980 edition of the Governor's Cup had a 19 boat J-24 fleet with some of the out-of-town J's using the Governor's Cup as a warm-up for the Circuit Regatta. The three race series looked like a "shoo-in" for RUNNING ON EMPTY, sailed by two-thirds of the Harden family. Their 2nd and 1st place finishes on Saturday looked real strong with a tight bunch of boats several points back. However, Sunday was a bad day and RUNNING ON EMPTY finally came up empty.

A bad start and a missed "hook shot" dropped them to fifth overall. SPOOK, helmed by Pete Edgar of Conroe sailed to a fourth place overall finish. RUNAMUCK, sailed by Russell Painton, sailed a consistent series for a third place finish. Bill Bond's HIWAY CAFE and Jack Kern's SPECIAL K finished tied after 1st and 2nd place finishes, respectively, on Saturday. SPECIAL K won the regatta on the tie-breaker.

The AYU Summer Series was not the best attended series. It seems that many members were either working on their boats, out of town, or trying to beat the heat. However, Bill Bond's HIWAY CAFE sailed a good series to take first place. The Kern family in SPECIAL K took second place.

All you members stay tuned for the notice of the next fleet party which will be coming up soon. Also, welcome to new Club and Fleet members, Ed and Elaine Zube in the new J on the lake--ORANGE PEEL.

Fireball

by Teri Nelms

Hand-writ on a Big Chief Tablet: Here it comes, another thrill-packed report from the Fireball Fleet! (Oh, well, I do the best I can with what I've got...)

Our summer series produced five to seven boats on the line each Sunday with the result that nobody got a trophy after you subtracted the non-club boats. Then we figured out that McDavitt had done enough boat-hopping to pull a legitimate series out of the mess, so she got a first and Nelms got a second. So much for the summer series...

Governor's Cup produced 7 boats and an interesting mess in the typically fluky winds. (Most of the regatta disasters occurred when we caught up with the Coronado 15's at each jybng mark). The first race was won by Bob Thompson with Nelms and Baker (the Gruesome Twosome) taking second. Schroth, McDavitt, Schoen, Rikardsen, and Martin wandered in later.

The second race was a clear demonstration of the tactical brilliance of the fleet captain. After ripping around the double triangle course well ahead of everyone, Nelms cleverly neglected to cover Taco Breath Schroth on the last 20 yards to the finish line because "there's no wind where he's going". The Wind God overheard this casual, blasphemous remark and yanked Taco over the line a mere boat (or six) ahead of Nelms. Bad enough to be beaten by a pinch of a difference--further punishment: Nelms was unable to loose Taco on the run back to the dock: "Ha! I beat you! I beat you! Sputter, giggle, snicker...Hey! Nelms! When was your first hint of impending doom? Huh? Ha!, etc, etc. Shut up, Fred," etc. It got worse before it got better--Nelms was protested on a port-starboard with no witnesses (I thought the guy was kidding...) To make a stupid story short, the protest committee refused to hear the protest because Rikardsen did not fly a protest flag (he lost it and his crew refused to let him use her swimsuit) and the race committee had changed the course from a two triangle to a one triangle (which totally escaped all of us and half the Coronado 15 fleet) so Nelms won it on the first rounding and sailed the second half for NO REASON at all. Taco fizzled shortly after reaching shore and disappeared into the clubhouse to draw ugly pictures of Nelms on the chalk board. Nelms' final comment on the issue was "It's not my fault..."

Contrary to her usual front-of-the-pack position, McDavitt chose to linger in the middle of the fleet for the entire regatta. We are hoping she will use the same crew for future races.

The Saturday night party had only John & Sue in attendance. Everyone else went home to "rest up for tomorrow". On Sunday, Nelms and Thompson did the proverbial "horizon job" on the rest of the fleet. Nelms was in the lead until the last TEN MINUTES of the race when the Wind God, still hacked from the day before, bestowed upon Thompson ONE LOUSY PUFF which won him the race and the regatta by a disgusting one quarter of a point. (He's obviously scared; he immediately ordered a new spinnaker from North...) Good sports that they are, Nelms and Baker stuck their heads in the bailers to do their screaming. A few casual observations: Taco and Sally were said to have sounded like a "couple of fighting chickens" during one spinnaker run; Nelms did not capsize even once (attn: Bozyen) and a new slogan for the fleet sleeper (whoever it may be) "asleep is slow" joins our motto "upside down is slow."

Fireballs will sail the evening series. (Our batteries for our lights fit nicely in the engine room next to the sinks.) Nelms and Reinhart won the first one with spinnaker flying from the spreaders while everyone else missed the leeward mark and the shorten course flag. Obviously, skill isn't everything...

Lucky AYC! No Fireballs the weekend of the 26-27. We're going to the Houston Yacht Club to experience the thrills of dirty water, traffic and "upper class" sailors. Poor HYC...

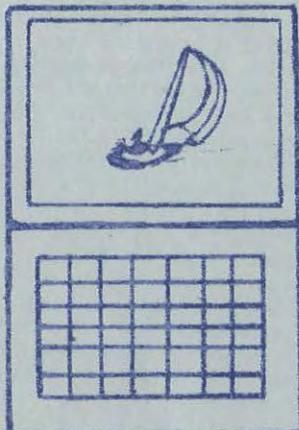
Our best wishes and thoughts are with Linda McDavitt and Fred Schroth who are teamed up for Fireball Nationals in windswept Kansas (?) the week of July 21-25. We sent our best sailor and our best talker--how can we loose with a team like that?



SAIL TRAVIS '81

AN EXCITING NEW CALENDAR FOR LAKE TRAVIS

This new calendar will feature beautiful prints of AYC racing and cruising activity. The pages are 8 1/2" by 11" and the calendar pages will have large squares for notating important dates.



It will make an attractive and useful item for home and office, as well as a terrific Christmas present.

Pre-paid orders are needed to cover the printing costs, so please send the order blank below with a check to reserve your calendar now.

Send to:
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5210 Valley Oak dr.
Austin, Tx. 78731

Make checks payable to VANHOO PHOTOGRAPHY

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PLEASE SEND ME _____ SAIL TRAVIS '81 CALENDERS @ \$10.00 ea.

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Thistle

by Ed Halter

This year's Governor's Cup, held in flukier than average winds and 100°F, saw 13 Thistles on the line. All three races were olympic courses. In the first race, right was the way to go, tacking out on any port tack header, then back to port. Halter managed to be first to the weather mark, followed closely by DeCluitt. Halter applied close cover to DeCluitt and held on to win. In the second race, right was the right way to go again. DeCluitt sailed up the right side and was soon out of sight of the rest of the fleet. Halter tacked shortly after the start to avoid a beer barge and promptly fell in a hole and watched as the rest of the fleet sailed past. DeCluitt held on to take first by a mile with DeKeyser second and Halter managing somehow to take a third. Going into the third race it was DeCluitt with 2 3/4 points, Halter with 3 3/4, and DeKeyser with 5. On Sunday the winds were equally fluky. Kaufholz played the shifts up the middle and had a commanding lead at the weather mark over Halter in second place. The first reach turned into a beat about 400 yards from the jibing mark. Halter, in a good position to observe Kaufholz's chute blowing back, put up his jib and was first to the jibe mark. The second reach was slow as the winds died.

Kaufholz came back to get an inside and passed Halter at the leeward mark. Kaufholz went on to win the third race. This is the first time in four years that Jim Kincaid has not won Governor's Cup. Due to a previous commitment, Jim was unable to attend. The final winners were:

1. Ed Halter
2. Doug DeCluitt
3. Chuck Kaufholz
4. Deke DeKeyser



August
16th

Remember
to call in!

Reservations for LUU /
due August 8.

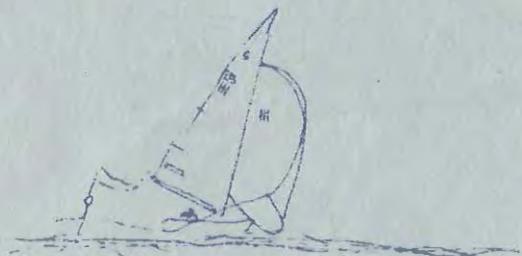
Thistle

by Pete Shough

Summer has set in hard with the Thistle fleet. Many of us have headed off for vacation or just decided to lay off racing for a while. And it shows at the start line. For the first time in recent history, the Thistle fleet nearly failed to have enough boats to be recognized by the trophy committee when it came time to pass out the "iron". I understand that our fleet did qualify after considerable discussion. Personally, I hope the slow down is a temporary one. Thistling is still as much fun as always.

Ah well, on to other things. Fast Eddie did it at the Governor's Cup. The Halter crew sailed to a first place. Ed edged out-of-towner Doug DeCluitt in some unbelievably shifty winds. Thistle participation was reasonably good considering the heat. Boats from Houston, Dallas, Waco, and other Texas cities were on hand for the annual two-day event. The beer certainly did taste good after a seven-hour stint in the boat.

Newcomer to our ranks, Stan Jacques, proved he's been behind a tiller. Stan did a number on me that left me wondering where I finished in Basic Sailing 101. Fellow Thistlers are happy to see Stan and his family out. He'll certainly add some needed competition to the fleet.



Ensign

by Jim Baker

AYC Ensign sailor Jim Baker and Crew David Stark and Bill Levens chartered a boat in Dillon, Colorado last month during the Ensign regional regatta.

The cold blasts of air that blow down in sheets from snow covered mountain tops were more than the local contingent could handle especially

when the norm was 180 degree shifts that occurred as often as every 20 minutes. With all of the above, the local crew finished 7th out of 11 boats.

If anyone doubts the power of the winds, consider the fact that during a jibe in the practice race, the boat was hit with one of the patented Lake Dillon Gusts: When the jibe was completed, the numbers had been blown off of the spinnaker.

ENSIGN

by Cynthia Creamer

Imagine yourself floating effortlessly, suspended in a silvery-blue world above the sea floor. The brilliant white sand contrasts sharply with the dark brown-green mounds of elkhorn and brain coral, and provides an opalescent background for the swaying purple sea fans and the red fire coral. Spiny black sea urchins slowly roam the terrain doing little more than feeding and multiplying; their only natural enemy, the conch, having largely disappeared in order to satisfy man's craving for delicacies from the sea. The slash of a diver's tool cuts away the toxic spines and exposes a sea urchin's flesh to the curious onlookers--an array of vividly colored tiny fish. Soon the area explodes with a riot of color and movement as the inch long purple and yellow fish are joined by lavender angelfish, navy blue grunts with iridescent spots, silver striped yellowtail and the two-foot long green, red, blue, and yellow parrotfish. A silver flash! A barracuda? No, another sea urchin feast has begun. The swimmer is nearly obscured by a cloud of minnows approaching. He moves away from the sandy bottom toward the rock walls at the edge of the underwater caves, peering at the flowerlike anemones and the translucent needlefish floating almost invisibly just beneath the surface. A large grouper stares placidly from underneath a ledge as the swimmer observes a school of tiny bright yellow fish scatter at the approach of a moray eel, which then vanishes into the crevices of the wall.

The surge of the waves is too strong to permit entering the caves underwater, so we swim back to the boat to feed the seagulls and to enjoy a refreshing rum punch in the warm afternoon breeze. The sense of timelessness experience underwater pervades the air as well. Serene anchorages, quiet beaches, constant breezes, and the unharried lifestyle combine to make the British Virgin Islands a near perfect paradise.



South Coast 21

by Allen Breeze

This reporter reports only the facts and is in no way responsible for the degree of truth. It was brought to my attention by the driver of a red boat that a red boat was the winner of the Turnback Canyon race, not the white boat as reported in this column last month. From where I was on the race course, who can tell red from white anyway? Just remember, its not whether you win or lose, its what you have to do to take home the silver that counts.

How do you get three little rascals out from under foot and away from TV? You send them to sailing camp for a week. Earl Dobson, Pat Bartlett, and Eddie Breeze went to camp and came back all carrying silver and a great desire to continue competitive sailing. Don't look back, Bud Boucher, Kelson Elam, Dennis Connors, you may get run over by a Laser!

Congratulations go to Bud and Duane for placing one and two in the summer series. Because it was vacation time, we had a small turnout for the summer series.

Bud and Betty vacationed in exotic sub-tropical South Padre Island. Betty came back very relaxed. Just remember Betty, what happened last time you went on a very relaxing vacation.

Bob and Ursula are vacationing at the beautiful resort setting of the Austin Yacht Club. Bob said he is looking forward to practicing working with his crew and his boat and scrubbing the bottom.

Allen and Bonnie visited the quaint Texas towns of New Braunfels and San Antonio. They spent one afternoon sailing the horseshoe loop of the Guadalupe River in one-design innertubes. With Restless in tow, they managed to get in a couple days sailing on Canyon Lake and bring home the first place trophy for the 4th of July Branch long distance race.

Carl & Duane didn't take vacation, but sacrificed their free time to go to the coast and catch a mess of fish to feed the fleet at the Annual SC21 fish fry, beer bust and liars contest.

No one knows where Don went on vacation. He and crew strapped on back packs and boots and headed toward some mountain. Their first mates reported they had a wonderful time while the skippers were away.

Mike and Melba are very vague about their vacation plans. They may go to the country or they may stay at home or then again they may just decide to do nothing. It makes one wonder what they really have in mind.

SC21 con't

Joe and Greta are planning a trip to a place called St. Thomas in the BVI to sail in the Hobie world competition. I wonder if they could use some extra crew? Good luck, Joe and Greta and good sailing.

The Governor's Cup was another big event in the life of the SC fleet. We had eight boats on the line for two days of fun sailing. Bud, Carl, and Mike proved early in the racing that they were out for blood. Even though the rest of us gave very close chase, they managed to hold their positions throughout the three races. Well done, Bud, Carl, and Mike. Enjoy your glory now for we will get you at the next regatta.

Come on out and enjoy sailing the Friday evening series. The first mates of the SC fleet have decreed that racing is second to having a good time. Some of the skippers may not be convinced as yet and the first mates are responsible for assuring the skippers that eating, drinking, and merriment come first. Anyone taking this series seriously by using such tactics as serious concentration will do so only under protest of the first mates.

The South Coast 21 fleet is expecting. Watch this space next month for announcements.

Keel Handicap by Claude Welles

Summer series, and Governor's Cup have probably been some the best racing we've had in a long time. The wind has been blowing, the level of competition has been getting better, and the size of our fleet continues to increase. And just to keep everybody honest, the wind gods have provided us with enough crazy happenings to last all year.

In spite of the fact that our San Juan 24's decided to take a vacation for the whole series, we still averaged twenty-two boats per race with thirty different competitors over the course of summer series. This is the first time I can remember an all female crew competing in every race for a whole series and they flew that chute even when it was blowing over twenty, which a lot of you macho guys didn't do. Once again, Dennis Awbrey gave us all a sailing lesson, finishing first in every race, and leaving the rest of us to fight over the scraps. As a fleet, we came



away with a lot of trophies, both in the A and B divisions; however, the B fleet doesn't seem to realize that they are not supposed to beat the A fleet so badly. A few of y'all are going to lose your amateur standing.

During summer series, we all learned a valuable lesson, and one old myth was laid to rest. We found out that flying a spinnaker in a whirlwind is tricky business, not to mention very exciting to watch. The myth that shrimping is slow was disproved by Dennis Awbrey, the fastest shrimper in the fleet.

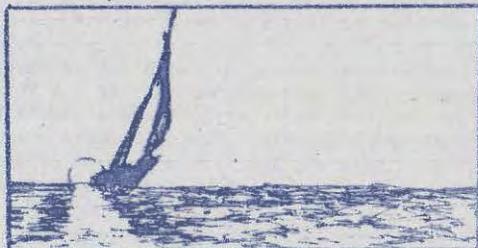
Ray Lott did a great job organizing this year's Governor's Cup, and it was raced on just as high a level as summer series. We had several out-of-town boats, and a lot of non-club members join us. We also had some of the most unpredictable wind shifts ever seen at the windward marks. The winner was Ken Smith in a Lindenberg 22 with our own Jim Tillinghast second. Rick Vanderweel was out to give the Lindenberg a run for his money in the new Capri 25 when he lost his mast on the last leg of the second race. Rolly Lawson sailed to a strong third place in his new Harmony. In non-spinnaker, Gary Schmidt scored three straight firsts, and Bill Records did very well in his new Pearson 22, finishing second overall.

As of this writing, Friday night series is just getting started, and it ought to be at least as good as last year. Fall series is really just around the corner, so let's get those boats fixed up, and race ready. Because with the overall improvement of our program, the competition will be tougher than ever. Let's see if we can start to put twenty-five to thirty boats on the line.

SERIES RESULTS

SUMMER SERIES RESULTS

NAME	BOAT	#	TOTAL	FIREBALL		
KEEL HANDICAP				1. Schrota	1300	19 3/4
1. Awbrey	R 28	111	3	2. Nelms	8962	20 1/2
2. Tillinghast	Cal 27	218	8	3. McDavitt	8964	43 1/4
3. *Dailey	Cal 2-27	226	16	J-24		
4. Van Hooser	J-24	825	16	1. Bond	971	4 1/4
5. Calogero	SJ 7.7	104	18	2. Kern	1997	6 1/2
6. Welles	Cal 2-25	43	22	3. Levens	102	10
7. *Key	Cal 25	233	22	4. Ashby	256	16
8. McCollum	SJ 7.7	27	23	5. Halter	916	21
9. *Vaughn	Chry 22	87	26	6. Harden	791	27
10. Lawson	H 22	21	29	7. Painton	923	29
11. *Bowden	C&C 26	58	35	8. Cheney	255	31
12. *Lott	Cor 27	11854	39	9. Fox	101	35
13. *Sudermann	R 23	20558	42	10. Kocen	901	40
14. *Villioz	S 525	10	45	SOUTHWEST 21		
15. *Wann	SJ 7.7	20	47	1. Boucher	199	3
16. *Brown	E 27	989	48	2. Dobson	64	8 3/4
17. *Vance	P 26	811	53	3. Breeze	49	9
18. *Schmidt	Cat 25	140	61	4. Morris	123	12
19. *Wilcox	SJ 7.7	105	67	5. Vassallo	101	21
20. *Pawlick	H 22	2	70	6. Franklin	72	24
21. *Rehmann	Cat 22	9225	72	7. Sannes	153	26
22. *Cummings	I 25	166	73	M-20		
*Division II				1. Bauer	342	7 3/4
CENTERBOARD HANDICAP				2. Romberg	306	8 3/4
1. Church	C 15	2583	30 3/4	3. Gunderson	352	8 3/4
2. Harris	Torn	49	38	4. McIntyre	542	10 3/4
3. O'Donnell	C 15	2110	43	5. Selfridge	227	18
4. Edwards	C 15	2106	47 3/4	6. Arnold	457	20 3/4
5.	Laser	19478	52	THISTLE		
6.	C-15	2017	62	1. Shough	3145	7 3/4
7. Sousares	Hobie	39984	75	2. Goodwyn	2410	12
8.	Tor	34	75	3. Halter	3240	12 3/4
9.	FS	1754	131	4. Donovan	3595	13 3/4
10.	DS	1102	132	5. DeKeyser	1323	16
11.	FD	1333	133	6. Connelly	2086	16
12.	Laser	18570	138	7. Smith	3284	17
13.	FD	1400	140			
14.	Tor	566	141			
ENSIGN						
1. Price/Kozlowski		929	3			
2. Baker		324	10 3/4			
3. Weller		732	11			
4. Bozyan		465	21 3/4			
5.		578	30			
6. Holman		588	30			
7. Arnold/Bauman		773	31			



LOOKING BACK

by Francis McIntyre

With a clubhouse at Lake Travis Lodges and new sailboat ships in the harbour, we were in business--Now what to do? There were not enough boats of one class to make regular races much fun. Snipes, Thistles, Lightnings, and some "T" boats along with an odd assortment of others were what we had. The Snipe fleet grew earliest when Bill Houston started selling Snipes and a new class called Interlakes. It was very frustrating to introduce someone to sailing, send them to Bill to get a Snipe and have them show up with an Interlake.

The Lightning fleet had a spectacular demise one season. Tom Gay and his brother-in-law were refinishing their's in his basement garage when gas from the paint thinner seeped into the water heater, resulting in an explosion that hospitalized him and destroyed the boat and part of the house. Shortly after that three Lightnings being refinished in Don Marshes' boat shop on old Burnet Road were destroyed when the building burned. That permanently finished off the local Lightning fleet.

We had a lot of support from the Woodlawn Lake (San Antonio) Sailing Club which had a very active Snipe fleet. The first regatta we had was mainly attended by them. They had a fabulous patroness, Mrs. Schafer, who's son had been a famous Snipe sailor. After his death she continued her interest in their fleet by allowing favored members of her grandchildren to race one of the several Snipes she owned. She was a very vigorous old lady and was quite generous with liquid hospitality. I remember vividly her arrival in the heat of the mid-afternoon in a big Lincoln she parked down by the docks. It was immediately surrounded by the San Antonio sailors who then proceeded to pass around a bottle of Bourbon she provided until it was finished off and it was time to be back to racing. Recently her granddaughter was a patient of mine and we had a great time telling stories about her.

Our problem was most of us had never attended a regatta, much less put one on. If the really active ones ran the regatta, there wouldn't be any local participants. Family members were pressed to help who had little concept of the proper ways. Parents would be on the borrowed committee boat. This resulted in some bad mouthing of the local effort--unfortunately

probably justified, but we did put on a spectacular cocktail party that evening with a punch made with 190 proof pure grain alcohol we used at medical fraternity parties. Mrs. Jessie James kept sending word that supper was ready to be served on the roof patio, but it was very difficult to move the group out of the clubhouse.

Frequently we would get Robert Williams' mother to start Wednesday afternoon racing by blowing a horn on her car--with the starting line being an extension of a line from her car to a tree and then out onto the lake. Not very precise, but it was fun.

Some of the Snipe owners were Frank McBee, Don Marsh, Atwell Lagow, Jim Leech, Robert and Christopher Williams, Bill Drummond, Tom Shefelman, Jim Niel, Frank Faubion, Terry McFadden, Jim Lancaster, Emmitt Moore, Jack Specht, Dick Elam, Hal Perry, J.(?) Richardson, Wayne Bolton, Jack Montague, and John Tyler.

On the first revived Blue Bonnett Overnight curise, I lent my Snipe to Tom Gay and his brother-in-law. They sailed as far as Hurst Creek and it rained most of the time.

In order to foster interest in the club, we even had a booth at the boat show and passed out literature--which produced no new members.

In 1960 Walter Carrington tried to sell us the Beacon Lodge property for \$65,000. But the club was too new, small, and insecure for such an undertaking. After two years some members began complaining that the clubhouse was costing us too much money (\$50 per month) and we should give it up (I think our dues were \$5 per month then.) I was very reluctant to go along, but couldn't change their thinking so we went back to being an organization without a home.

Lee Blocher came to my house one day and tried to get the sailing club to move to a new real estate development being planned on the Josey Ranch on Lake Travis. I felt it was: 1) too far out of Austin; 2) it wasn't the best part of the lake for competitive sailing, and 3) I didn't want the club to be used by a promoter of another real estate development with a questionable future. I still don't think it would have been a good place for us--but I was sure wrong about the future success of Lakeway.



Austin Yacht Club's 2nd

King Uwanawana's

**Hawaiian
LUAU
& Pig Roast**

Aug 16

Sign up NOW at the AYC office (266-1336) on August 16. Sign-up deadline is Friday, August 8.
Cost: \$16 per couple (Includes pig roast and accessories, entertainment, one free cocktail, dance to Dixie Flyers, plus lots of surprises. Also, those of you who want to help with the all-night "vigil of the pig" can sign up by calling King Uwanawana at 345-3557.

NEW MEMBERS

BROWN, Kevin and Cindy
Jason
5906 Beacon Dr. (34)
266-2317

BURSON, Jim and Bobbie
2901 Barton Skyway #1905 (46)
Gulf Coast 21, "LU LU"

CANFIELD, John and Jane
9413 Langvale Dr. RR 78664
258-3312
Spirit 28, #20 "TRYST II"

CHURCH, Ron and Cathy
Steven
11505 Catalonia Dr. (59)
345-2377
Coronado 15, #2583

CRAGHEAD, John and Wyoma
Mican 5, Holly 3,
3506 El Dorado Tr. (49) 282-3077
Hobie 16

DAHLE, HANS and Anneliese
Michael and Christine
2005 SpanishOak Tr. RR 78664
259-0331
Cal 25, #332 "DAS SEGELBOOT"

EDWARDS, Dale and Judy
13514 Briar Hollow Dr. RR 78664
258-9053
Coronado 15, #2016

ERWIN, Tim and Elaine
Christina 6, Cindy 4
803 Forest View Dr. (46)
327-6744
Lido 14, #4580 "RENEGADE PESO"

FARRELL, Thom and Sandra
Sarah
310 LaGrande (04) 443-1945
Int. 470 #765 "HALLELUJAH I"

FIELDS, Allyson (STUDENT)
3708 Werner (22) 472-2892
Ensign #119

FONTENOT, Jimmie and Patsy
Robin, Vanessa 18
4414 Malaga Dr. (59)
346-0399
Snipe #23235

FOSSLER, Kenneth
12016 Carmel Park Lane (59)
836-5657
San Juan 24, #12874 "RUM RUNNER"

FRAKER, Linda and Terry
Christy
2118 Brunswick (23) 926-3021

GALLOWAY, Bill and Rosemary
Jennifer 8,
702 Knollwood Dr. (46) 327-3696
Coronado 15, #986

GOWER, Robert and Debby
Matthew
15506 Cedar Ledge (34) 266-1757

HAMILTON, Ken and Wanda
David 18, Cathie 17, Dena 15,
Kelly 5 mos.
3705 Hidden Hollow (31) 346-1669

HARDEN, Bobby
1419 Dwyce (57) 452-1390

JACQUES, Stanley and Rita
Lara 13, Jennifer 11
809 Cedar Oak, Harker Heights, TX
76541, (817)698-6105
Thistle #2161

JONES, Paul and Cynthia
Jeremy
3310 Cherry Lane (03) 477-8708
Coronado 15,

KEY, Knox
2102 Nueces St. (05) 478-9934

LANGSTON, Hollie and Lourdes
420 Ridgewood Road (46) 327-5055

LEONARD, Don and Linda
6600 Shadwo Valley Dr. (31)
345-8520
C & C 24, #268 "JAWS"

LEWIS, Jennifer (STUDENT)
3903 Seiders Ave. #105 (56)
452-9797
Laser#12176

MAGUIRE, David
2702 Valley Springs Rd. (46)
327-0763
Laser #75543

MITCHELL, Gary
Michala
2009 Payne (63) 451-4469
North American 23, #367
"SARAH WOODRUFF"

MORELAND, Ben (STUDENT)
5801 Lakeview Cir (31)
458-8777
Coronado 15, #220
"FIRST TRY"

PAWLICK, Robert and Aleta
Robert 11, Clinton 10, Leigh 6,
9830 Mandeville Cr. (50)
258-2505
Harmony #2 "SWEET LIPS"

QUINN, Jim and Cora
3205 Cupid Dri (35) 892-1468
Hobie 16, #25860 "CHIQUITA"
16' Power boat

RECORDS, BILL
Kim 12
1909 Cliff St. (05) 474-4157
Pearson 22 #21, "AH WILDERNESS"

REHMANN, Art and Janice
Paul, Mark 17, Mary 15,
2603 Harleyhill (45) 444-8242
Catalina 22, #995 "THE ORENDA"

RYMAN, Joe and Gerta
4835 Trailcrest Cr. (35) 892-3810
Hobie 16 #26292
South Coast 21, #72

SOEFJE, Jouis and Lou Ann
10105 Oak Hollow Dr. (58)
836-0603
Ranger 23, #727 "PICKPOCKET"

VAUGHAN, Steven and Lee
Steven 11 6,
7010 S. Sioux, RR 78664
258-9765

Chrysler 87 "GAT"

WATKINS, Lynden and Joan
3104 Encino Verde, (32) 327-5074
Harpoon 6.2 #35

WHITE, John and Jill Jones
607 B. Oakland (03)
478-6373
Flicka #5, "ISAAS PAYTON"

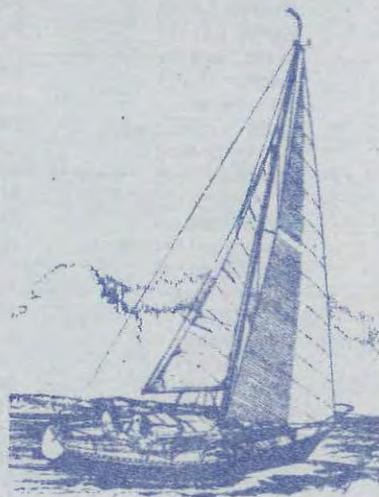
WHITING, Robert and Judith
Laura 10, Kenneth 6,
13204 Mansfield Dr. (32)
266-2303

WILCOX, Joel and Sharon
1007 Huntridge Dr. (58) 836-5468
San Juan 7.7 #105 "DUSTY"

WILLIAMS, Winston and Elizabeth
Angela 15, Clifton 12, Brian 6,
9708 Ochil Tree Dr. (53)
837-1922
San Juan 21,

YOUNG, Robert
Kim 9,
P. O. Box 1029 (67) 327-0999
Laser #18683

ZUBE, Ed and Elaine
Randy 18, Connie 15,
11211 Taterwood Dr. (50)



RESIGNATIONS

- | | |
|-------------------|--------------------|
| 1. Jim Blume | 9. Fred Johnson |
| 2. Jacque Brix | 10. Truett Latimer |
| 3. Eric Broline | 11. Bob Kessler |
| 4. Ernest Butler | 12. Earl Martin |
| 5. Doug Connally | 13. John Oliveira |
| 6. Jack Franklin | 14. Mike Redmon |
| 7. Pete Goldstern | 15. Ralph Weiner |
| 8. Paul Jensen | |

WEDNESDAY NIGHT LASER RACES - FIRST SERIES, MAY 7 - June 25

PLACE	NAME	POINTS	NUMBER OF RACES SAILED	AVERAGE PLACE
1	David Hall	71.75	15	4.78
2	Jack Kern	76.25	17	5.9
3	Rod Malone	77.75	20	8.23
4	Karen Van Hooser	102.5	15	6.83
5	Mark Rytander	106.25	15	7.08
6	Ridge Kaiser	128	14	7.28
7	Kelth Zars	130.75	13	5.9
8	John Halter	131	14	8.73
9	Bill Sneed	142	17	10.29
10	Jennifer Lewis	143.75	15	9.78
11	Vernon Wong	154.25	11	4.2
12	Doug Kern	155	11	6.17
13	Jody Smith	178	12	6.36
14	Ricky Shough	182	18	13.11
15	Linda McDavitt	194.5	9	3.61
16	Lisa Calogero	233	14	14.7
17	Barry Bowden	254	14	16.28
18	Wilson Smith	256	8	8.38
19	Kathy Hasti	262.75	7	6.68
20	McClure	273	10	13.8
21	Tucker Garrison	275	7	8.4
22	Don Sannes	280	8	11.38
23	Dick Van Hooser	282	7	9.42
24	Scott Rodwell	299	9	15.22
25	Alston Boyd	305	6	10.3
26	Bowden	314	8	15.63
27	Ed Halter	316.75	5	9.35
28	Kevin Selfridge	323	5	10.6
29	Liz Garrison	333	5	12.6
30	Pat Halter	333	5	12.6
31	Phister	336	3	4.0
32	Jane Ashby	342	6	16.5
33	Schubert	345	3	7.0
34	Barrett	346	6	17.33
35	David Maguire	352	2	7.5
36	Watson	355	3	10.33
37	Burson	360	3	12.0
38	Tate	363	3	13.0
39	Pervier	364	3	13.3
40	Pat Katon	372	3	16.0
41	McCloskey	376	3	17.3
42	Brown	377	3	17.66
43	Tevens	377	2	13.0
44	Zoginski	379	2	14.0
45	Sherman	380	2	14.5
46	Pulley	382	3	19.3
47	Dennis Aubrey	387	1	9.0
48	Timing	392	2	20.5
49	Leonard	396	2	22.5

SPECIAL REPORTS

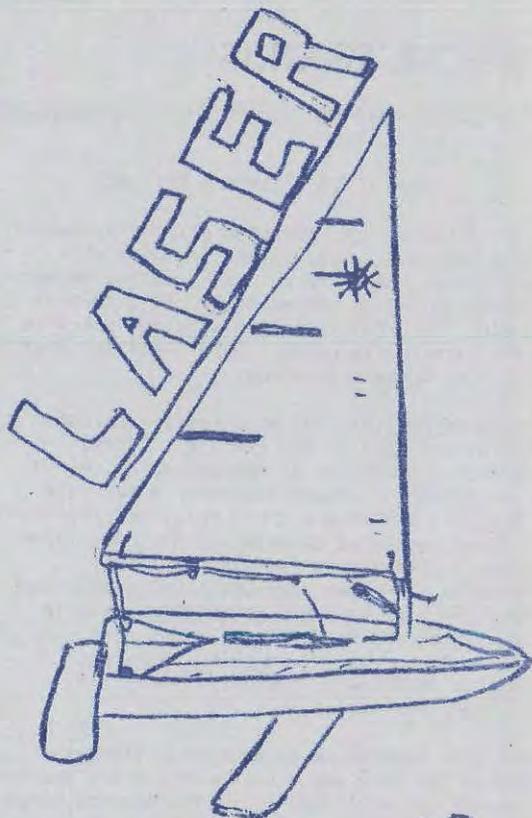
LASER CIRCUIT REGATTA

by Jack Kern

Sixteen year old Doug Kern outshone his elders in the state wide Laser Circuit Regatta held at the Austin Yacht Club on June 21 and 22 in a 24 boat fleet that sailed a seven race series. The sailors were rewarded with warm sunshine and fairly steady wind, but often not blowing much more than 5 and seldom going above 10-12. Several of our AYC Laser sailors had their moments of glory, particularly David Hall, who sailed several strong races. Vernon Wong did likewise, but both were handicapped by a couple of bad luck races that brought them down in the series. Linda McDavitt sailed consistently in the lighter air, but her size bothered her as the wind approached 10 mph. Ridge Kaiser had a particularly hard luck series with an over-early and some equipment problems.

Doug has been sailing a Laser now in the Wednesday night series for about two years and has consistently been improving. This series found him going up the middle a good part of the time and sailing very conservatively, with the result that he never had a bad race. Going into the final race, he needed to pick up about four points on Paul Ericsson and managed to do so when he finished second and Paul dropped down to eighth.

The Laser fleet continues to hold its Wednesday night series beginning at 6 p.m. and offering about five races. Our turnout has been excellent varying from 19-22 boats with outstanding race committee work.



LAKE TRAVIS

DJK

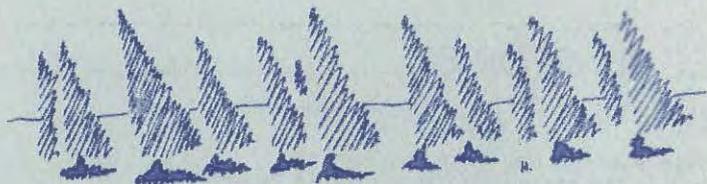
JUNIOR SAILING

TYA Junior Championship

by Pat Halter

The Austin Yacht Club hosted the Texas Yachting Association Junior Championship this June 27-29. The AYC-sponsored Smythe and Bemis teams won their events. Doug Kern won the Smythe event, and Dave Odell with crew Rob Halter won the Bemis competition. A team from the Corinthian Sailing Club, White Rock Lake, Dallas, won the Sears Cup. Both Kern and Odell/Halter qualify to proceed to the Area F level. That event will also be hosted at AYC on August 8, 9, and 10.

The Coronado 15 and Thistle fleets are to be commended for their generosity in making their boats available for these events. These individuals who lend their boats know there is a possibility of damage from participants who might be unfamiliar with the class of boat, and yet they take that risk for the benefit of the sport. These folks deserve a special thanks!



SPECIAL REPORTS

The Ladies Day Race

by Gary Schmidt

1980 L.T.C.A. LADIES DAY RACE

The "J-Ladies" carried home all the silver at this year's L.T.C.A. Ladies Day Race with Pat Halter, Jane Ashby, and Karen Van Hooser finishing 1-2-3, respectively, in a 10-boat field. Milla Dailey bolted with the prize (a very warm bottle of very Cold Duck) for most L.T.C.A. members on a boat.

This was possibly the most keenly contested Ladies Day Race in the event's history, dominated until now by non-spinnaker, mixed crew entrants. Operating under a new rule requiring all-female crews only, and signifying the increased competence and competitiveness of Lake Travis' sailing gals, all entrants this year were spinnaker class, and many had been seen out practicing weeks in advance of the race. The winning boat, PATTY WAGON, was crewed by Wanda Malone, Lanell Montgomery, Barbara Hillsta, and skipper, Pat Halter.

The only blemish on an otherwise flawless Ladies Day Race was the surprise entry and subsequent disqualification of the "Amazon Queer" piloted by the same shameless group of female impersonators that similarly crashed the race 3 years prior. The "Amazon Queer" and its crew consisting of Russelina Painton, Petula Shough, and Morrissa "Missy" McCollum, was disqualified after 2 of the 3 failed a post-race physical examination. McCollum is appealing the doctor's ruling.



THISTLE DELTA DISTRICT CHAMPIONSHIPS

by Pat Halter

Thistle Delta Districts were hosted by the Austin Yacht Club fleet on June 14-15, 1980. There were 26 entries, eleven of which were from Austin. The race committee chairman, Russell Painton, ran an excellent 5-race series. The regatta (and Russell) were blessed with exceptionally good winds. This was a qualifying regatta for the Thistle Nationals to be held in San Diego in mid-August. Following are the order of finishes:

NAME	TOTAL	POSITION
Jim Kincaid	9 1/2	1
Dan Wilson	13 3/4	2
Doug DeCluitt	17 3/4	3
Ed Halter	22 3/4	4
Ken James	45	5
Tucker Garrison	51	6
Ron Harden	53	7
Chuck Kaufholz	53	8
Wilson Smith	55	9
Merrill Goodwyn	56	10
John Donovan	56	11
Terry Hight	59	12
Tom Leach	70	13
C.P. Burks	75	14
Larry Krause	81	15
Toby Kling	87	16
D. Boelsche	90	17
Steve Damon	91	18
Mark Finley	91	19
Jim Charvat	92	20
P. Cox	94	21
D. J. Connelly	101	22
Liz Bozyan	102	23
Pete Shough	102	24
A.C. McClure	108	25
Jerry Graves	116	26

J-24 CIRCUIT REGATTA

by Russell Painton

When the Austin Yacht Club J-24 Fleet met at Pat Halter's house in June to gear up for the 1980 Circuit Regatta, the consensus was that we would have anywhere from 18 to 24 boats. We were, therefore, somewhat surprised when we had 19 J-24's show up for Governor's Cup, seven of which had come from out of town and planned to stay over for the next weekend's Circuit Race. As the week wore on, the registrations started flooding in; and by the time it was over, 40 J-24's, including boats from Houston, Corpus Christi, San Antonio, Dallas, and Ft. Worth, descended on us for the annual frenzied fight for the top of the J-24 mountain.

Returning from last year were such luminaries as Davy Patterson in FAT LADY, Mike Little in BLACK MAGIC, the Forester clan in GRAND SLAM, and Gerald Price (a mere image of his former self) in his new boat, NOWHERE BUT TEXAS. In addition, somebody must have leaked information, for this year we had such people as Kelson Elam in GOOD HEARTED WOMAN, John Kollus in HONKY TONK, Bob Chilton in PREPARATION J, and Rick "The Madman" Tears brought his boat WHALLOPING WINDOW BLIND! Also here this year for the first time was 1/4 ton Guru, Jim Anderson, in GREYBEARD.

In case you haven't noticed, it's imperative that J-Boats have a clever name. For example, we had things called WHAT BOAT?, HONKY TONK, and HIGH ANXIETY, and you should see the paint job on GREYBEARD. There were a couple of other names that I don't feel the editors will let me print.

The Race Committee had quite a job since the starting line had to be approximately 1400 feet long. In case you don't know it, that spans the lake at Jessie's. If we had had three or four more boats, it would have been impossible to start them all at once due to the line limitations.

The beauty of the J-24 is that other than the backstay adjuster, you don't rely on mechanical gimmicks to make the boat go. Indeed, the Class Rules are very strict, and most boats are equipped the same, with the only variable being the sails. Consequently, the boats, for the most part, all go the same speed (egad!). Also, the mark roundings were something to behold, with every race experiencing simultaneous roundings of up to 15 boats. The most famous one, perhaps, was

the jybng mark in the first race on Saturday when about 18 boats rounded abreast. You could hear the "discussions" half way across the lake. However, these sailors know the rules, and very few protests were filed during the entire weekend.

With the competition as tough as it was, consistency was the key. A boat finishing in the top five one race finished in the bottom ten the next race. In fact, it happened quite a bit. Take for example, Bill Levens in STRIDER who finished fourteenth in the fourth race and first in the fifth race. His worst race was twenty-fifth.

Now for the racing. The results of the first race, sailed in very light air, didn't surprise too many people, with Bob Chilton, John Kollus, and Kelson Elam finishing one, two, three. We (RUNAMUCK) started out with a dazzling twenty-fourth. (You've got to have a good crew!) Shortly after the start, a bunch went left and a bunch went right. Those of us who were stupid enough to go up the middle--'nuff said.

Ridge Kaiser, our gung ho Race Committee Chairman, immediately regrouped us to start the second race. The wind by this time had picked up somewhat; and once again, PREPARATION J was first across, but this time Elam eeked out a second over Kollus' third. This was getting annoying--the same boats were finishing one, two, three, and everyone else was imitating a yo-yo. We had regrouped and had managed to scramble our way up to ninth. Daddy Jack recovered from a twelfth in the first race to a fourth in this race and was looking pretty good. To give you an idea of the competition, Pat Fox (a/k/a Bob Harden) in ZOOM slipped from a seventh in the first race to a twenty-seventh in the second race. Maybe he got a little over confident. Roger Harden had improved, though, from a twenty-eighth (first race) to a fourteenth. For most people, points were beginning to add up rapidly.

In the third race the wind had picked up to about 15, and things moved around a little bit. Chilton, with two firsts, slipped to ninth. Kollus (who with Elam, were, at this point, the only consistent sailors), aced us all out. Kern was right behind him, however, ahead of Elam. Jim Anderson in GREYBEARD moved up from tenth to fifth. RUNAMUCK'S seventh-place finish was to be the best we were able to muster during the weekend. However, placed back to back with

a ninth, we were still in there.

At the end of the day, the standings were Kollius, Elam, and Chilton in that order. Daddy Jack was hanging in fourth place, and we were filling out the top ten in ninth, being tied with Gerald Price. It looked at this time that Kollius was going to be unbeatable, with a two-three-one; likewise, Elam, with a three-two-three, and Chilton with a one-one-nine were far and away the most consistent sailors, and the lowest point gatherers of the day. There was a large group of boats, lumped between 9th and fifteenth, all within seven or eight points of each other.

That evening, Jane Ashby, Wanda Malone (I don't think Wanda left the kitchen all weekend), and Honorary Member Lynn Amrhein (FLOUR POWER) served a fantastic Alaskan King Crab dinner. This was a popular affair, and almost 200 people attended. No one knows how many kegs of beer were consumed, but judging from the eyeballs the next morning, it was more than a couple.

Sunday morning dawned with a good wind blowing, and Race Committee Chairman Ridge Kaiser got everything going at about 11:00 a.m. The wind was out of the southwest, requiring that the weather mark be placed under the hills. This created quite a confusing situation, as the lead boats, on the first weather leg, (Yours Truly included) split short of the mark, with some deciding to go out in the middle of the lake and come in straight at the mark, and others deciding to go to the starboard tack lay line, inshore. It soon became apparent that those that went right (again, Yours Truly) were to be hammered, sailing the "Great Circle Route" on a tremendous port tack lift, while at least ten boats passed them on the inside--from fifth to fifteenth in one easy lesson. Roger Harden gained at least eight boats by simply holding out in the middle of the lake and tacking in at the last minute, approaching the mark on port tack (a "no no" in anyone's book!). So much for the book.

Once again, Kollius in HONKY TONK won the race. A surprising change was that Pat Fox in ZOOM had recovered from a twenty-seventh in the second race on Saturday and a seventeenth in the first race Sunday, to place second. She/he did it by staying left after the start, going way up the left side, tacking over and sailing all the way across the lake on port tack, thereby staying clear of 39 other boats and

the bad air that they produced.

Paul Foerster in GRAND SLAM, likewise, stayed clear of the mess and ended up third. Chilton recovered from his ninth on Saturday to finish fourth. On the other hand, Elam slipped all the way to sixteenth, having been buried at the start.

By now, things were at a fever pitch, and it required three general recalls to get the fleet off the line for the last race. On the third general recall, ten boats must have been half way up the lake by the time the gun went off. I thought my watch had stopped! Ultimately, however, everyone got where they were suppose to be and off we went. This time Kollius got buried at the start, and half way up the first weather leg, was still fighting his way up from thirtieth place or so. We looked around to see who the leaders were; and lo and behold, Pat Halter in PATTY WAGON, who until this time, had a 20-12-22-22, had gone the right way and was leading the pack. Right behind her was the Malone/Bond syndicate (HIWAY CAFE), with the old leaders nowhere to be found. Daddy Jack, having taken an eleventh in the fourth race, was somewhere back in the 30's this time. So was Kelson Elam. As the race wore on, Kollius "put the hammer down" and began his incredible boat speed act, winding his way gradually up through the fleet. He finished sixth. PATTY WAGON lost her cool and finished third letting Bill Levens get by her and win the race. This was an enormous improvement for Levens; who finished twenty-eighth in the third race and had done no better than fourteenth so far. (See what I mean?) Kern was never able to recover and finished twenty-second, dropping in the overall standings from fourth to sixth. Yours Truly recovered from an eighteenth in the fourth race to finish eleventh, losing three boats at the finish line by no more than six inches. Kelson was able to get no higher than tenth in this race, and Kollius had his worst(!) race with a sixth. (We should be so lucky!) Chilton, consistent as ever, finished fifth.

It was over then. Kollius won the thing, closely followed by Chilton. Elam, who had been in it for first place at the end of the day Saturday, had to be satisfied with third, having earned a sixteenth and a tenth on Sunday.

While waiting for the boats to come out of the water, the group was treated to video tape recordings of all the races, complete with a censored sound track.

NAME	BOAT NAME	RACES 1 THROUGH 5					TOTAL	FINAL
Kolius, John	Honky Tonk	2	3	1	1	6	12 1/2	1
Chilton, Bob	Preparation J	1	1	9	4	5	19 1/2	2
Elam/Bevan	Good Hearted Woman	3	2	3	16	10	34	3
Dienst, Steve	Misdemeanor	6	5	14	9	7	41	4
Patterson/Word	Fat Lady	5	8	13	6	18	50	5
Kern, Jack	Special K	12	4	2	11	22	51	6
Foerster, Paul	Grand Slam	4	6	19	3	20	52	7
McCarthy, John	Andiamo	14	11	24	5	2	56	8
Anderson, Jim	Greybeard	11	10	5	8	33	67	9
PaInton, Russell	Runamuck	24	9	7	18	11	69	10
Fox, Pat	Zoom	7	27	18	2	17	71	11
Henry, Curtis	What Boat?	17	24	4	15	14	74	12
Zars, Leif	Red	9	22	17	13	13	74	13
Tears, Rick	Whalloping Window Blind	19	15	11	23	8	76	14
Halter, Pat	Patty Wagon	20	12	22	22	3	79	15
Harden, Roger	Running on Empty	28	14	6	7	25	80	16
Malone/Bond	Hiway Cafe	22	21	10	24	4	81	17
Levens, Bill	Strider	25	18	28	14	1	85 3/4	18
Rogers/ Townsend	Head to Toe	27	29	20	12	12	90	19
Little, Mike	Black Magic	23	13	26	35	9	106	20
Ricks, Frank	Heat Wave	13	19	21	33	28	114	21
Price, Gerald	Nowhere But Texas	16	16	8	37	DNF	117	22
Mason, Harry	"10"	31	28	15	27	16	117	23
Holton, Jimmy	La Machine	32	17	27	25	19	120	24
McKinnon, Mike	Station Break	8	23	39	28	26	124	25
Worsham, Bill	Wind Sprint	10	32	38	19	29	128	26
Himmel, Ed	High Anxiety	35	7	DSQ	31	15	130	27
Cheney, David	Evil Wicked Mean & Nasty	33	40	25	10	34	142	28
DeCluitt/Putnam	Quicksilver	18	34	33	32	27	144	29
Mallia, Mike	Rowdy	36	38	16	34	21	145	30
Specia, Richard	Laisse Faire	29	37	23	17	DNF	146	31
Van Hooser, Dick	Jalapeno	15	26	35	39	32	147	32
Hyatt/Edgar	Spook	26	30	30	21	DNF	147	33
Nutt, Burce	Bingo	37	36	36	20	23	152	34
Plumer, Ned	Bandit	21	33	32	36	30	152	35
Am Rhein, Fred	Flour Power	30	39	31	30	24	154	36
Ashby, Jane	Lady Outlaw	34	20	37	29	DNF	160	37
West, Gary	Wildfire	38	38	27	26	36	162	38
Kocen, Phil	Spectrum	40	25	34	40	35	174	39
Grabbe, Wally	Bodacious	39	31	40	38	31	179	40

At the trophy presentation, Rod Malone gave every participant a mounted photograph of his boat, taken sometime during the races.

Fleet has, I believe, created during the last two years something that "J" sailors enjoy attending.

Sincere thanks go to Ridge Kaiser and his crew for excellent Race Committee work, to all the Fleet # 21 members who worked so conscientiously on their assigned tasks (food, boat launching/hauling, etc.), and most importantly, to Pat Halter for being responsible for the entire event. The Austin

It has been a very long time since there has been this level of competition on Lake Travis, and it will probably be awhile (until next year?) before it is seen again. And, everyone had a heck of a good time. Egad, I believe these people will be back next year!

"flet is faster" as she and hubby, Rich, followed us around in the rescue boat like a mother duck herding her flock. About the only ones she didn't yell at were Stephi Vassallo, our award winning "most experienced sailor" and "punk kid, and Ursula, our "most Improved intimidator". Another interesting comment came from Barry Bowden--after sailing in the regular Wednesday night Laser race-- "I've sent my boat to both the Jr. Sailing Camp and to the Ladies Sailing Camp and it hasn't learned a darned thing".

Our last evening in camp began with a fine Italian dinner headed by Teri Helms and Nan McDaniels (the driest capsizer) and was followed by guest speakers Dave Maguire and Richard Hlista. Our other guest speaker during the week was Jack Kern. Many thanks to all these fine gentlemen for giving us some of the finer points of Laser sailing. We then gathered in the larger cabin for "story hour" when in comes Marty looking for Millie. (It just so happened that Millie had a cabin to herself that evening, and it just so happened that Marty's hubby, Doug, had shown up with "no place to go." After working out a deal with Millie, Marty gathered her belongings and departed. This earned her the "camp pass/non-negotiable" award (a very deserving award, especially since Barb had not allowed the rest of "her girls" a "pass".

An hour later and a glass of wine or two or three, we formed the Lady Laser Minstrels and after another hour of deciding which song, besides Christmas carols, that we all knew the words to, we quietly and sincerely serenaded Marty and Doug. Returning to the cabin, we again talked of our afternoon practice of approaching the starting line and how getting in someone's "bad air", especially Pat Hatters' (even if she was the "best dressed") could really affect us.

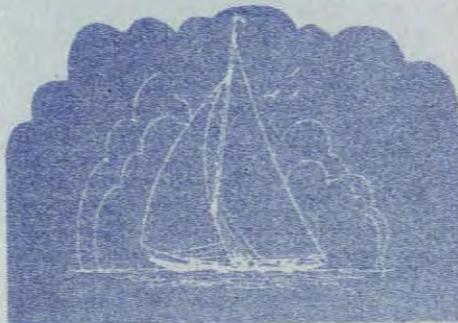
We finally parted all eager to have a real race the next morning knowing full well that Carol Shough (our "most Improved starter") would be out front testing us. I noticed that Kay was heading for Shirley's Compact 16, so I tagged along to share one last peaceful moonlit moment (and Shirley's stale peanuts--she had been spending each night on her 16) before heading back to the real world of busy schedules, kids, and dishes. I would like to say a special "thanks" to my dear husband, Bill, who took time off to care for and entertain our 3 children. And a special "pat on the back" to those faithful

ladies who went home each evening to their families, but returned each day for their lessons. Among those was Judy Gantt who won our "most determined" award. And while I'm at it, I really admired our more "mature ladies" who hung in there every day. Bravo!

Our last day and the races are on! Since I was consistently 2nd or 3rd (from the rear) along with Shirley in her "most unique Laser" (sort of Sunfishy) I must rely on the movie film taken by Doug DeLuitt to determine our winner--could it be? Yes, it's the Lady Outlaw! Followed closely by the ever challenging Stephi, Carol, Pat and "Wonder Woman" Tina Maki. Just as I began my come back, the final whistle blows and we must head for shore and our final de-rigging. Our final comments have changed from "I'm not sure I want to do this", "I can't even swim" (Kay), "What's this thing and where does it go", to "Oh, it can't be the last day", "I've got it", "Please, Barb, one more race, one more day". After lunch we were awarded our hard earned Official Ladies Sailing Camp T-shirts and other awards. Some have already been mentioned and the others were Debbie Harris-- "Improved jiber"; "award sailor"--yours truly; "novice skipper"--Joann Robison; and "most Improved"--Marty DeLuitt (among other things, she found out that you don't have to run aground to make a boat stop.)

We were then treated to a delightful sail on several J-24's courtesy of Jane Ashby, Pat Hatter, and Bill Levens to end a terrific four days of fun and learning. I was so impressed by the leadership and organization of this camp that I was inspired (?) to write this closing song--(to the tune of Row, Row, Row Your Boat):

Tack, tack, tack your "L"
Swiftly up the lake,
'Round the buoy, head for the lee,
It's a piece of cake!



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