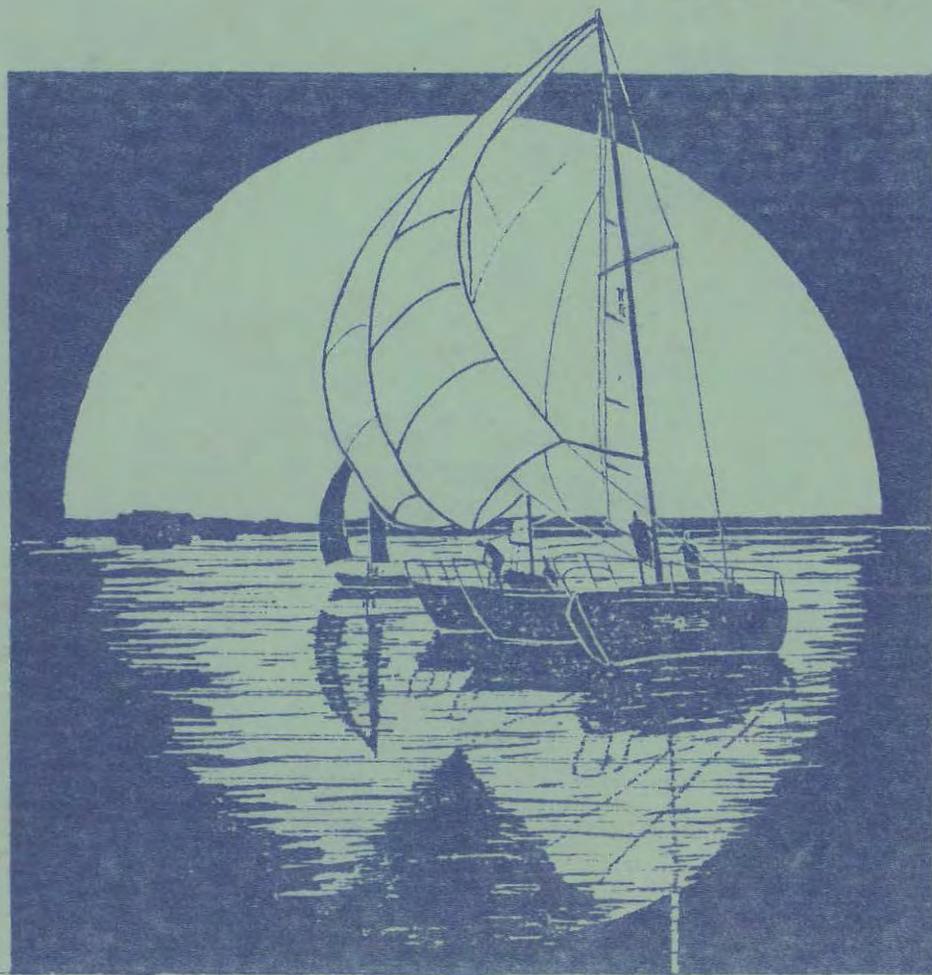


# telltale

AUSTIN YACHT CLUB

DECEMBER 1980





**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-----	Hap McCollum



Tell Tale Editor-----	Pat Halter
Assistant Editor-----	Carol Shough
Production Manager-----	Carolyn Koch
Fleet Reporters:	
Coronado 15-----	Dan O'Donnell
Ensign-----	Eugene English
Fireball-----	Terl Neims
J-24-----	Rod Malone
Keel Handicap-----	Claude Welles
Laser-----	Bill Sneed
M-20-----	Tom Bauer
South Coast 21-----	Allen breeze
Thistle-----	Pete Shough

---

Trenton Wann is the cover artist this month. Trenton has recently been elected as Treasurer of the Austin Yacht Club for 1981, and he and wife, Michal, and son, Brian race a San Juan 7,7.



## FROM THE COMMODORE

The Annual Meeting of the Austin Yacht Club was well attended—one hundred and fifty voting members were present in person or by proxy. The meeting heard reports from officers and from committee chairpersons. Details are reported elsewhere in this Tell Tale. However, the general impression from these reports is that the Club has had an outstanding year due to the efforts of many many interested, willing, talented, generous people.

The meeting discussed the Intermediate Sailing Program proposals, a By-Laws amendment, the Lakeway Municipal Utility District discharge permit application, and elected new officers.

The Intermediate Sailing proposal was discussed at some length with various feelings expressed. The consensus of the meeting was expressed by a resolution of support which was favored by 90% of those in attendance. It is gratifying to those who have worked on this proposal that several past Commodores supported it and that Jack Kern, Sam Fine and Ron Harden, and many others who have worked for increased involvement of our younger sailors could be enthusiastic in their support.

The By-Laws amendment passed unanimously. Its sole purpose is to allow a little more time for a new Board to get organized. The Commodore-Elect has called a meeting of the Board for the 18th of December, thus the amendment is already working toward a better coordinated program. This would be totally unnecessary if we were a club of summer sailors, but with New Year's Eve parties, with the California Cup and such, we are a twelve month club, and the earlier that a directory with complete information gets out the smoother the program is. I appreciate the support of the amendment and its effects.

The Lakeway MUD application is a fairly complex issue. Those at the meeting showed no tolerance for pollution of the lake. At its annual meeting, the Board recognized the seriousness of this problem and authorized the

Commodore-Elect to proceed with steps he felt appropriate. This was essentially a continued authorization since several months ago the Board took a similar step. The recent change is that a state board has granted a permit which was not as restrictive as we had hoped.

The final business to come before the meeting was election of officers. The membership continued its tradition of supporting the recommendations of the nominating committee. The following slate of officers were elected:

Commodore	Russell E. Painton
Vice Commodore	Raymond L. Lott
Treasurer	Trenton W. Wann, Jr.
Secretary	Homer S. Arnold
Race Commander	James W. Baker
Buildings & Grounds	Carl B. Morris
Fleet Commander	M. J. McCollum

Club membership is up some from previous years and many of the newer members are very active. The pool of qualified candidates for office is large and varied, indeed a healthy position for the club. Congratulations to the new Board.

As many of you know, both Lee DeKeyser and John Bartlett have resigned. For many years, Lee has been the voice of AYC on the telephone and in person. She has been the principal contact between the corporate entity and the membership. In this capacity she has created an atmosphere that Board policy directives could only encourage, not create. She has made the club appear to the members to be an interested, vital, concerned, pleasant place to be. She has filled in the gaps of our programs. She has brought members together. She has been a cohesive force that has been a major factor in the self-image of the club. In summary, she has deeply cared. Thank you, Lee, from all of us.

John Bartlett is going to Dallas to cut sails with Nelson Elam. He, too, will be missed. John has grown up at AYC and is a member of the family. One hopes that Ulman Sails is so successful that perhaps they some day open an Austin loft and we get John back. In the

meantime, many thanks for many jobs well done and for the many cold night patrols that members don't see, but that keeps the club intact.

Finally, I wish to thank every member of the club for their kindness and support this year, and especially the 1980 Board of Directors. This Board has approached issues, some controversial, with an attitude of rolling up its sleeves and getting the job done. To the last man, concern for the club, its present and future has been the dominant attitude. They have not been afraid of work. They have been tolerant of my own brand of semi-organized chaos. They have closed ranks in support when necessary. The Board is an interesting political animal in that it strives for unanimity. It is willing to listen to minority opinion, and not so convinced of its superior judgment as to proceed without convincing as many of its members as possible. Almost all important actions have been unanimous. I never got the chance to break a tied vote. Only on issues of degree were there split votes, and this was rare. I do not suggest that unanimity is necessary, but I strongly feel that the concern for doing the right thing, expressed by the desire for unanimity at the Board exquisitely expresses the fundamental strength of the club.

Special thanks go to the retiring members of the Board. Jim Tillinghast has established new standards of excellence as Secretary and has given the club high priority in a busy schedule. Many is the time he has arrived breathless directly from the airport, and at the Annual Meeting had just arrived from Europe.

Terry Hight has completed two years as Treasurer, and together with willing office staff has put the financial end of the club on a basis understandable to all, has improved the budgeting control process, and has earned us lots of money by intelligent use of cash on hand. Just as important has been his superb feel for where the club should be headed and his ability to express those feelings.

The last retiree from the Board is Ed Halter. I think Ed has been on the Board for six years, but few can remember that far back. I cannot list what he has done for the club without a special issue of the Tell Tale. As Fleet Commander, Buildings and Grounds Commander, Vice Commodore, and then Commodore, and now as Past Commodore, he has contributed countless hours on big jobs and little jobs, all of which got done. There can be no question that the Halter family has spent more total hours at the club than any other family. A lot of this time has been sailing, but an incredible amount has also been hard physical work on improving and running the club. Some jobs require more than two or three people to get them done: one is left with the definite feeling that if there were three families like Ed's, the club would run superbly without paid help and with no other volunteers. And I haven't even mentioned all Pat Halter's activities which are as extensive as Ed's. I think that families like the Halter's are what the club is all about. As long as the club attracts families like this, its future is assured.



## FROM THE RACE COMMANDER

---

- Thirty-two regular series racing dates were scheduled, including a successful Friday night series. (Seven of those dates were lost to weather).
- 1,573 boats crossed 221 starting lines in regular club series racing. The average was 7.5 boats per race.
- This does not include four major invitational regattas--Spring, Turnback Canyon, Governor's Cup and Fall. It does not include the Wednesday night Laser races which averaged 10 boats per start.
- In addition, the club held USYRU eliminations for women and junior teams.
- We also hosted TYA and USYRU Area F eliminations for Juniors in the 1, 2, and 3-man boats--Smythe, Bemis and Sears respectively.
- AYC was represented at the national level by David Odell and Rob Halter in the Bemis championship and by Doug Kern in the Smythe singlehanded championship.
- In the course of the year, the club hosted district and national one-design regattas for Thistles, Lasers, J-24's, Flying Dutchmen and M-20's.
- AYC also sponsored club championships for men, women and juniors, team and singlehanded. Following are the winners of those championships:  
Men's Team-----Jack Kern  
Women's Team-----Keran Van Hooser  
Men Singlehanded-----David Maguire  
Women's Singlehanded-----Jennifer Felps
- In terms of fleet participation, the keel handicap fleet, sailing under a performance rating system, was the biggest with an average of 24 boats. The South Coast 21's

were the biggest one-design fleet with an average of 7 boats. They were followed by Coronado 15's with 6.5 boats and the J-24's with 6 boats.

The club added a new fleet to the roster of one-design racing classes--the Coronado 15. In the past year, the fleet has grown from 4 members to fourteen with an average of better than 7 boats on the line for the past two series. The addition of the C-15 gives the club a new fleet, since it replaces the Flying Scot which has long since been inactive.

In regard to equipment, a 55 h.p. outboard engine was purchased for the blue and white rescue boat. The VHF marine band radios installed last year have continued to prove their worth. This was especially true during the severe weather in the first race of the Fall Regatta. We are currently working on sturdier bracket mounts for them and on more reliable power connectors.

The following recommendations are suggested for consideration:

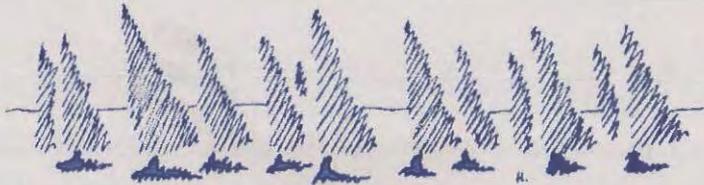
- More thorough race committee training for selected members of each fleet with a goal of more consistent race management from week to week.
- Budget a new rescue boat to replace the Arkansas Traveler which is dangerously close to being unseaworthy.
- Study a bylaw amendment that would reduce the increasing work load on the present 7-member committee.

---

## FROM THE BOARD

Board Adopts New Membership Policy

The Austin Yacht Club is a club that exists to promote racing of sailboats, in particular monohulls. The Board hereby instructs the membership committee to give priority to applicants interested in sailing and racing monohulls when considering new members. This is necessary due to the fact that we are approaching the limit on the number of members the club can accommodate. Also, the Race Committee and the Board of Directors do not feel the club can provide adequate race management for a multihull fleet with its present resources.



## NOVEMBER minutes, condensed

The Secretary and Treasurer's reports were accepted. Richard Parish resigned; there were no leaves of absence. There were 7 new 90-day delinquencies. They will be sent "ipso facto" letters and that letter will be modified to state that the full balance will be due. Two delinquent members were reinstated.

### Committee Reports

1. Social--Carol Shough reported that the New Year's Eve Party plans are coming along. She recommended a \$25 per couple charge.
2. Membership--Reviews: Tom Cummings, Herb Duncan, Gordon Hopkins, Ken Sherman, Ray Shull, and Lesley Wada were reviewed and accepted as permanent members. Hal Fellows and Joe Blinderman were not accepted due to inactivity. New Membership applicants: James Eccles, Kim Hale, Vern Harris, Kenneth Roehrig, Bruce Willman and George Yonge were recommended and accepted.

### Old Business

Jr. Sailing/UT Racing Team Report--Bozyan reported that 5 of the 8 boats the UT Sailing Team acquired have been paid for through pledges. After much discussion Painton moved that the Commodore be authorized to negotiate an agreement with the UT Racing Team on the terms and conditions contained in the AYC proposal presented to the UT Racing Team and that prior to execution of any agreement that this issue be set on the agenda and presented for discussion and comment at the 1980 AYC Annual Business Meeting. Motion carried unanimously. Bozyan stated that he will send a letter to the membership describing the proposed charter so that they can come prepared to the meeting. Halter moved that \$2,000 be appropriated to build 3 16x20 docks to house the boats. Motion carried.

### Officers Reports

1. Commodore Bozyan asked the Board to authorize the payment of \$20 in damages incurred in the shipment of a FD trophy to Holland. Approved. Bozyan reviewed a report from the attorneys regarding the Rittenhouse Cove situation.
2. Vice Commodore Painton reported a new club manager has been hired, Kristi Bilger, effective November 17, 1980.
3. Race Commander Baker moved that the C-15 be established as an AYC recognized fleet and that the Flying Scot fleet be deleted as a recognized fleet. Motion carried. Ron Dailey asked that the Board authorize use of AYC facilities for the Red Eye Regatta January 1 and also for the California Cup. Approved.
4. Buildings and Grounds Commander Morris reported the installation of 2 additional 52 inch fans and two 36 inch fans at a cost of about \$960. Morris presented an estimate for replacing chairs in the clubhouse. A committee will be appointed to administer the purchase and \$4,500 was appropriated.
5. Fleet Commander McCollum reported that \$867.41 was spent for floatation for docks. An MC Scow has been removed by the owner. The Dry Sail area is almost full.

### New Business

1. A portion of AYC is currently divided into 23 lots. School district valuation is done on a lot basis. By vacating sub-division status, AYC could reduce valuation by \$20,000 (current basis). Halter moved that \$500 be authorized to vacate sub-division status, with such expenditures to be administered by a committee.
2. 1981 Dues and Dock Fees--Hight submitted a 1981 Dock Increase Worksheet for review. After discussion on alternatives as well as the need for an increase in dock fees, the subject was tabled.

Meeting adjourned.



*Read & Company*

A General Insurance Agency Since 1922



The Independent Insurance Agent  
which insures your Yacht Club.

We specialize in Yacht  
and sailboat Insurance.  
Call us for special rates for  
Austin Yacht Club Members

Shirley Cearley  
President

Lori Ervin  
Special Lines Representative

Travis Bank Bldg.  
P.O. Box 4219  
3807 & N. Lamar  
Austin, Texas 78765  
(512) 451-7471



## FROM THE TREASURER

AYC has shown strong financial gains in the 1980 fiscal year. Revenues have exceeded budgeted amounts in several categories producing a substantial net income figure in spite of anticipated inflationary increases in most expense categories. The cash position is significantly improved providing an adequate cushion for any contingency requirements. Several items of note took place during the year.

1. Excess cash was invested in an insured money-market fund and C.D.'s rather than a bank savings account. Interest income was thus increased by approximately \$1,000 over previous years.
2. New forms were developed to aid in control of inventory items (beer, cokes, etc.) used by regattas and parties.
3. Dripping Springs I.S.D. raised our property tax value by 250%. Persistent investigation by our bookkeeper Evelyn Webb led to several reductions in the valuations, and more adjustments are pending.
4. A proposal is before the Board of Directors which would allow annual prepayment of dock rentals with the same substantial discount available now for dues prepayment. In addition to the optional convenience for members, this plan could generate significant savings in billing costs.

The financial future of the club looks sound; however, care must be taken to insure that it remains that way. 1980 net income figures must not be taken at face value to mean no increases in revenue are needed; in fact, many of the revenue items which produced the 1980 surplus cannot be counted on next year, especially if a limit were placed on new members. Inflation will continue to increase costs in 1981, so methods of increasing revenues should be considered. With proper budgeting and control, AYC can look forward to continued financial stability.



## SPECIAL REPORTS

ANNUAL BANQUET, 1980

by Trenton Hana

Bacchus would have been proud. 160 land-locked sailors converged on the "Shores of Tracor" to honor and enjoy the company of their own. Apparently they did a great deal of honoring for the following is a list of their accomplishments: 54 fifths of red wine 14 fifths of white wine, 500 cans of beer, 7 quarts of gin, 10 quarts of scotch, 7 litres of vodka, 6 quarts of bourbon (come on you bourbon drinkers, you're lagging behind) untold amounts of 7-up, water, coke (as in Coca-Cola), tonic, tom collins mix, etc., 1280 oz. of rib eye steak, pounds and pounds of beans, potatoes, carrots, lettuce, tomatoes, and cheesecake with strawberries.

Now you must admit that this is a fairly impressive list, but it becomes even more impressive when you realize that this amount was more than that consumed last year and it was done by fewer people.---"Never have so few done so much etc. etc." As best I can determine the stringent training program we have developed at AYC is paying off. I would expect even greater things next year, for with another year of eligibility and under the leadership of Commodore Painton, there is no telling what we might accomplish.

You'd think that after setting the record outlined above, the participants would just sit around and belch a lot, but not so--not so? They actually got up, moved around, bounced, danced, jogged and developed all sorts of body gyrations to the sounds of hte Dixie Flyer. Now that did cause a certain amount of belching and as the evening pressed on---and on---and on---and on (till 2 a.m.), several participants did become somewhat catatonic, but I'm relatively certain they were unintentionally hypnotized by certain body flexures being performed on the dance floor, and not by any form of overindulgence (although several people have reported that they felt that they had set the above record singlehandedly--or at least they did the next day).

While all this was going on, we even found time to honor and thank those of us that did something during this year. Commodore Bozyan presented honors and thanks to the following:

## Annual Banquet, con't

- Pat Katon, Linda Frakes, and Lisa Calogero were recognized for winning the Adams Cup at AYC. :
- The Al Burke Memorial Trophy, awarded to the AYC Junior Champions, was presented to David Odell and Rob Halter; they represented AYC in the National Demis (two man boats) competition.
- Karen Van Hooser, Mary Lynn Weber and Laneille Montgomery were recognized for winning the AYC Women's Team Championship.
- Jack Kern and sons Doug and Chris won the Club Senior Championship.
- The AYC singlehanded champions for 1980 were:

Men	David Maguire
Women	Jennifer Phelps
Juniors	Rick Shough and John Halter
- The Jimmie B. Card Memorial Trophy is awarded to the Club Senior Sailor, new to the sport, who enthusiastically becomes reasonably competitive in their first or second year of sailing. This year it was awarded to Bill Sned.
- The Jessie McIlroy Smith Bowl is given to the Club Junior or Senior Sailor who has made an outstanding contribution or achievement in yachting beyond Club level or normal Club activities. This year it was awarded jointly to Doug Kern, David Odell, and Rob Halter. These young men made it all the way to the USYRU Junior Championships held in Cleveland this summer.
- The Max White Memorial Trophy is awarded to the Club Senior member for outstanding service to the Club. This year it was given to Pat and Ed Halter.
- Ron Dalley was given special recognition for his work with the intermediate junior sailors.

In addition to all the above the most coveted award of all---the much prized and sought after Blue Duck was presented to our own Hap McCollum. As you know this award is presented to the Club member with the most outstanding blooper (as in goof, not sail) of the year, and Hap got it just for being Hap. He, of course, graciously accepted the award while harassing all women in sight. Now, if you know Hap, I'm sure that you're as concerned as I was that the trophy will surely be retired at this point, for who could possibly top this year's awardae? But I've been assured by the awards committee that they will keep an open mind and try to find a worthy recipient for next year--tho' it will be tuff!

In closing I would like to thank several people for their help. First of all I'd like to thank Dick Van Hooser for yelling "WHOOPIE!" as he hung up the phone, after I'd said I'd be in charge of the banquet--- thus letting me know what I was asking for. Secondly to Michal Wann who after saying "Hell No!" I didn't volunteer for anything-- you did", condescended to at least work out the menu (and cheer me on). To Claude and Jo Ann Welles who drove in from Indiana to help with the registration. A very special thanks to Lenore Luff who not only agreed to take care of decorations, but who actually made them, as well as arranging the set up for the banquet. I would be remiss if I didn't also thank all the office staff; Lee, Evelyn, and Kristi, without whose help Lord knows what would have happened. And to Lois McLean who had the affair so organized last year that all I really had to do was fill in the blanks of her outline.



## JUNIOR SAILING

### INTERMEDIATE JUNIOR SAILORS ORGANIZE

The intermediate age (12-17) kids at AYC met October 25 to organize their ranks. About 20 25 kids showed up at the meeting to show their interest and give their input about what they'd like to see happen at AYC. A lot of enthusiasm was generated--they want to have social, as well as sailing events. They are anxious to have some fund raisers to support their plans. To get things moving, they elected these officers:

Commodore	John Halter
Vice Commodore	Doug Malone
Secretary	Cara McCollum
Treasurer	Valerie DeKeyser

To spread the word about their activities to other AYC kids, they have planned a party for January 17. Mark your calendar, kids! A flyer will be forthcoming.

# PUTTIN' ON THE RITZ

RESERVATIONS LIMITED  
CALL OFFICE 266-1336  
DEADLINE: DEC. 26, 1980



\$25 per COUPLE

9:00 to 1:00

DANCE TO  
THE DIXIE FLYER  
BAND

CHAMPAGNE PUNCH

SET-UPS AVAILABLE

BEER SOLD

CHAMPAGNE AT MIDNIGHT

CHEESE & CRACKERS

EAT BREAKFAST 1:00AM

SAUSAGE/MUSHROOM A LA RITZ

EGGS CONTINENTAL - FRUIT - COFFEE

## NEW YEAR'S EVE

# UT casts sailing team

Printed with permission of the Daily Texan.

THE DAILY TEXAN □ Friday, December 5, 1980



Did you know that here in our midst we harbor a No. 1, nationally ranked team? Did you know that in this dismal year of "fine football teams" beating the royal stuffing out of our not-quite-so-fine football team, UT has a sporting organization that hasn't made "chuke" a household word?

No, you don't know. Because nobody here has ever heard of the UT Sailing Team.

EVEN LORENE ROGERS didn't know. In one more futile attempt to get some University aid, a representative from the team visited the president. Her first remark was something to the effect of "I didn't know we had a sailing team." After being informed that yes, she did not have a sailing team, and a good one at that, her next remark was "I hope they don't get hurt."

Here were football mutants going out every day in practice and banging their heads against blocking sleds, and she was worried that the sailing team was going to drown *en masse* like lemmings.

Sailing is only an example. The same holds true for other non-varsity sports,

like soccer. The problem for all these sports is money. The football team, bad as it is, has never lacked athletic supporters. If you had a jockstrap for every Texas-ex who wanted to give a new car to a new Longhorn you could forget it.

AT PRESENT, the sailing team gets \$750 a semester from recreational sports. Sounds pretty fair, until you take into account the fact of air travel to various national regattas. That allotment of \$750 won't even fly a full contingent (six people) to the East Coast and back *once*. At times, team members have *driven* to Annapolis and back. And until the team gets varsity status (when either Darrell Royal or hell freezes over) that's the way it's going to remain, at least on the University end.

You may ask why a team that was No. 2 (behind Navy) two years ago has to go begging for varsity status. Ask Mr. Royal. It's probably got something to do with the alleged fact that sailing doesn't bring in money to the school. It's probably got something to do with the alleged fact that it doesn't bring prestige and recognition to the University. Something could be said to the effect that the Longhorns haven't brought too much prestige our way in the past few years either, but let sleeping dogs lie.

AS FOR MONEY, it's been pretty apparent that all that bread coming in because of the football team isn't going out beyond the control of the athletics department. Golf is a varsity sport, and you don't see it bringing in too much University-bound revenue. Ditto for swimming and diving — they built this huge swimming center so Austin could host the 1996 Olympics and spend a lot more money on buildings for every jock

in the world. Nobody who's any good in swimming is even in college — performance peaks early in this sport. Besides, collegiate swimming is not at the caliber of club swimming designed for the Olympics.

To truly understand why it was so gutting to receive not one iota of recognition from the UT administration, consider the context outside of UT. In its "conference," the Southeast Intercollegiate Sailing Association (SEISA), the sailing team's perennial opponent has been Tulane. Sailing is a varsity sport in Tulane. They have excellent facilities. Nationally UT is in competition with the likes of the Merchant Marine Academy, the Coast Guard Academy, Yale, Harvard and of course the Naval Academy at Annapolis. Sailing is a varsity sport at all these schools.

Just the land that the Annapolis Sailing Center occupies is worth more than the total expenditures of the UT Sailing Team in its entire history.

UT'S SAILING team is chock-full of talent. They have more All-Americans than the football team this year. A couple of them were Olympic contenders (until the boycott). Others are excellent class sailors with lots of promise. And yet until just this year they were sailing in craft so old and decrepit and beat-up and aggie-engineered that it was stretching the point to call them boats. And despite repeated requests for help from the University powers-that-be, the team had no other choice but to continue to sail in leaky bathtubs.

Now, however, the team has found a better supporter than the University — Austin Yacht Club. The team has also managed on its own to purchase eight new boats kept at AYC, funded by

# adrift

private contributions from people who have realized that what was once a No. 1 team had a good chance of folding into oblivion with only a whimper.

It would be nice to say that this was just an isolated instance with a few people who could be sailing off by themselves if their team slid down the tubes. But other sports at this University are woefully neglected. Any sport that isn't *American* isn't worth the athletic director's time. Don't ask who decides what is an American sport — that's unamerican.

For what it costs to educate, outfit, house and feed one football player so he can go on to the pros and make lots of money or become a gym teacher or become a Chevrolet dealer in Whocares, Okla. the entire UT soccer team could be outfitted.

Soccer isn't a varsity sport here for the same reason sailing isn't — money and recognition. People won't go to the games. They go to the soccer team's games at SMU and UCLA, but not here at UT. Soccer is the premier spectator sport in the world, but not here at UT, no never.

Now why is swimming a varsity sport and soccer isn't? Why is golf a varsity sport? How many people at the University play golf? Why is cross country a varsity sport and sailing isn't? Why is diving a varsity sport and lacrosse isn't? Why isn't wrestling a varsity sport? Why is tennis a varsity sport?

The whole varsity attitude is like an old dog that can't learn any tricks besides chasing its tail in search of athletic excellence. Nobody stops to ask why it matters if we have a "fine foot-

ball team." Nobody stops to ask why our elite at this University consists of jocks and coaches and athletic directors. The football team isn't that good anyway, and Southwest Conference football isn't that fun to watch either (up-the-middle, off-tackle, sweep-and-fumble, punt and the TCU-Rice version, nigger-run-deep, *nigger-run-deeper*, honky-get-sacked, punt).

Sometime in the dim, hoary past of UT athletics, somebody decided who got to be a varsity sport and who didn't. Golf got lucky, cross country got lucky, tennis got lucky. And some other sports who weren't around got the eternal we're sorry.

Can I go now?

*Tucker is an editorial assistant.*

THE CALENDAR IS HERE!

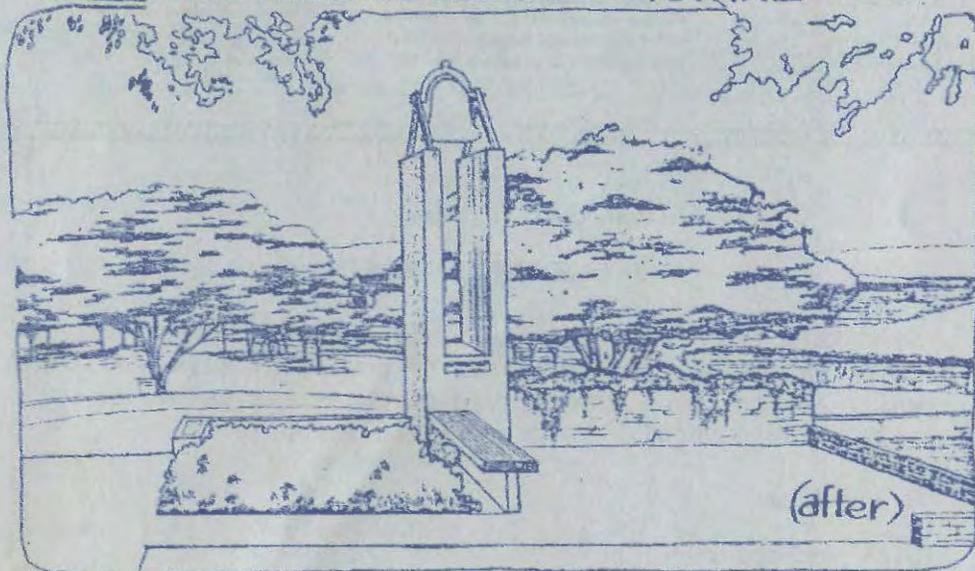
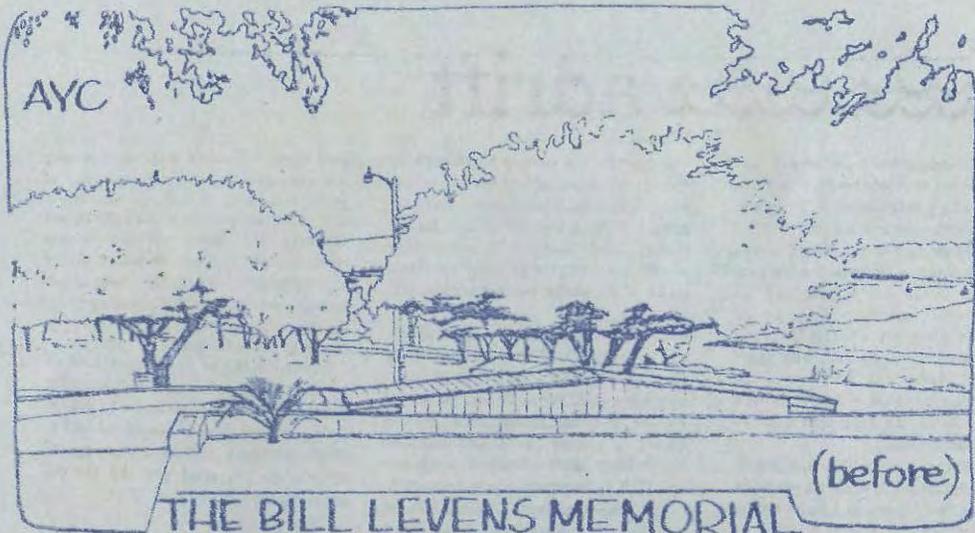
THE CALENDAR IS HERE!

It's late, but it's beautiful. This calendar has 12 color photos of AYC yachts racing on Lake Travis. A wall hanging, appointment type calendar. A terrific gift. Buy several. Price - \$10.00 + .50 tax.

Order from:

Dick VanHooser  
5210 Valley Oak  
Austin, Texas 78731  
Phone: 451-2102

Also available from  
local sailboat stores.



HELP MAKE THIS A REALITY. SEND YOUR  
CONTRIBUTIONS TO AUSTIN YACHT CLUB,  
"BILL LEVENS MEMORIAL FUND" or CALL  
OFFICE 266-1336. for further information.

# FROM THE FLEETS

---

## Coronado 15

by Dan O'Donnell

With the end of the Winter Series, C-15 activity has moved indoors with a regular monthly program of presentations by fleet members. Subjects will range from go-fast hardware through maintenance and on to sail trim and racing tactics this spring. So far, presentations by Rob Pecherer on capsizing-avoidance of, and righting-how to, and Ron Church on how to add 2 mph top speed and 5 mpg with go-fast hardware have maintained interest in winter fleet activity. Even with this heavy schedule though, we may find time to drink a beer and shoot the breeze between now and spring.

This past month, C-15er's Vern Harris, Jim Eccles and Kim Hale joined AYC, bringing total C-15 AYC membership to 14. Also, as a result of C-15 participation in the Summer, Fall, and Winter Series, the AYC Board has officially recognized the C-15's as a one design fleet. The support of AYC has been instrumental in our fleet's growth, and this recognition should help us even more in developing full-fledged participation and support of the AYC programs.

Ron Church and Dale Edwards gave up two throw-outs in the Winter Series to head south to sail in the Wurstfest Regatta on Canyon Lake. C-15's from Houston joined Ron and Dale to make C-15's a class for the first time at Wurstfest. After all the sailing and partying, Ron and his crew, Rusty Measley gathered in a first place trophy, and Dale and his crew Vern Harris knocked down a fourth place.

C-15 Fleet 34 elected new officers in October. They are:

Fleet Captain-----Ron Church  
Fleet Treasurer-----Jim Stafford  
Fleet Measurer-----Ray Shull  
Fleet Secretary-----Dan O'Donnell  
Fleet Properties Chariman-----Warren Craws

## South Coast 21

by Allen Breeze

The skippers and crew of the SC 21 fleet celebrated their third annual fish fry of the year last month. As usual, Carl's culinary talents were evident and the only ones that did not enjoy the fish fry were the fish.

Entertainment was provided by Duane and his voluntary sing along group. Duane has a special talent for leading the group in singing old standards to the tune of some of Oscar Brand's classics. At times all managed to be singing the same song. The beer, wine and gin & tonic phase of the fish fry went as scheduled.

Because the same person wins the fier's contest with the same stories each time, we elected to hold a business meeting in lieu of the contest and elect new fleet officers for next year. For those that can't remember and those that haven't been told, our new fleet officers are Bud Boucher as fleet captain and Bob Vassallo as secretary-treasurer.

Many motions were made and much discussion had. The entire fleet should be congratulated for a good meeting. Nothing was thrown and no bad words were said and a motion was made to adjourn just before the rowdiness started.

Other Scuttlebutt--

Carl won a first place trophy in the PHRF non-spinnaker singlenanded race.

John won the Winter Series by a tie breaker.

Joe and Greta have been basking in the warm Caribbean sun.

Four skippers have placed orders for new sets of sails with all the super go fast stuff. They should be delivered in time to sweep the spring series.

John will be leaving us to seek his fortune in the art of sailmaking. Good luck, John. We will keep a place for you on the starting line for the Nationals this summer.

For our hardy SC skippers that start getting withdrawal symptoms before the Spring Series, look at your PHRF schedule. They have arranged a frostbite schedule to relieve the twitchy tiller hand syndrome. Put on your wallees and let's see how many boats we can get on the line.

Good Sailing!



# Ensign

by Eugene English

Ensign Fleet #30 voted early this year to retain its officers for a two-year period, or through 1981. Frank Creamer is fleet commodore, Eugene English is secretary/treasurer, and Tom Kozlowski is the measurer.

The officers will be soliciting help from members to plan the upcoming Region IV Ensign championship regatta at AYC in June or July 1981. Top ranking skippers will be invited from Ensign fleets at Houston, Dallas, New Orleans and Dillon, Colorado, but the rules limit the number of eligible contestants to approximately 20 boats.

In the absence of the expected fall issue of "The Ensign," our class newsletter, the following information from National Commodore Dean Snider is disseminated. Winner of the 1980 National Ensign Championship was Mike Medeiros of Newport, RI, with only 4 1/4 points in five races. Thirty-eight boats attended the event at Newport August 18-22.

The Ensign governing board voted to increase the national dues for 1981 to \$20, an increase of \$5 over the current amount. The increase was made because of additional operating costs and shrinking cash reserves, according to Commodore Snider. As a consequence, I am giving Ensign owners and co-owners this advance notice to pay me next year's dues.

Actually Fleet 30's fiscal year was fixed at our meeting 3/7/80, and it now runs from December 1st to November 20th. So the 1981 national dues are due December 1. This applies only to Ensign owners and co-owners. What you get is to support the national program including the quarterly newsletter and the class year book. The national governing board provides a trophy and regatta expense money for each regional championship.

The Ensign mast testing program resulted in a recommendation that an intermediate shroud be adopted as an option. This will be voted on at the annual meeting in January and, if approved, will be effective in the year 1981. I understand this involves the installation of an intermediate stay running from the spreader tips to a tang at the midpoint of the upper section of the mast. This is supposed to correct any mast that bends excessively in the athwartship direction.

**DAGGYWRINKLE**--Flash! The Ensign/Electra fleet champion for 1980 is the coalition of Tommy Kozlowski/Dr. Cliff Price in Ensign 929, "Dos Locos." Runner up was Jim Baker in "Jonathan Seagull", Ensign 324. Third place went to Frank Creamer in "Foxfire", Ensign 1486. These skippers had the best scores for the four series in 1980.

Sam Humphrey is completely refurbishing his Ensign #529 "Roll 1." It will be back in commission for 1981 spring sailing and has a reputation of winning ways.

Larry Niemann's "Miss Peppermint" has finally come home to a safe berth on Dock #1. New mainsail and spinnaker and lots of new fittings will make her a big factor in 1981 racing.

Julian Zimmerman is really serious about 1981 competition. He recently attended the Steve Colgate sailing school in Florida. His boat, #578, sports many new go-fasts such as knot-water, dual compasses, automatic electric bilge pump, self tailing genoa winches and he got a new spinnaker with the boat. New teak coamings around the cockpit will also increase the skipper's confidence in his Ensign which is always entitled to T.L.C.

Merry Christmas and happy sailing in 1981.



# FROM THE FLEETS

## Coronado 15

by Dan O'Donnell

With the end of the Winter Series, C-15 activity has moved indoors with a regular monthly program of presentations by fleet members. Subjects will range from go-fast hardware through maintenance and on to sail trim and racing tactics this spring. So far, presentations by Rob Pechner on capsizing-avoidance of, and righting-how to, and Ron Church on how to add 2 mph top speed and 5 mpg with go-fast hardware have maintained interest in winter fleet activity. Even with this heavy schedule though, we may find time to drink a beer and shoot the breeze between now and spring.

This past month, C-15er's Vern Harris, Jim Eccles and Kim Hale joined AYC, bringing total C-15 AYC membership to 14. Also, as a result of C-15 participation in the Summer, Fall, and Winter Series, the AYC Board has officially recognized the C-15's as a one design fleet. The support of AYC has been instrumental in our fleet's growth, and this recognition should help us even more in developing full-fledged participation and support of the AYC programs.

Ron Church and Dale Edwards gave up two throw-outs in the Winter Series to head south to sail in the wurstfest Regatta on Canyon Lake. C-15's from Houston joined Ron and Dale to make C-15's a class for the first time at Wurstfest. After all the sailing and partying, Ron and his crew, Rusty Measley gathered in a first place trophy, and Dale and his crew Vern Harris knocked down a fourth place.

C-15 Fleet 34 elected new officers in October. They are:

Fleet Captain-----	Ron Church
Fleet Treasurer-----	Jim Stafford
Fleet Measurer-----	Ray Shull
Fleet Secretary-----	Dan O'Donnell
Fleet Properties Chariman-----	Warren Crews



## South Coast 21

by Allen Breeze

The skippers and crew of the SC 21 fleet celebrated their third annual fish fry of the year last month. As usual, Carl's culinary talents were evident and the only ones that did not enjoy the fish fry were the fish.

Entertainment was provided by Duane and his voluntary sing along group. Duane has a special talent for leading the group in singing old standards to the tune of some of Oscar Brand's classics. At times all managed to be singing the same song. The beer, wine and gin & tonic phase of the fish fry went as scheduled.

Because the same person wins the lie's contest with the same stories each time, we elected to hold a business meeting in lieu of the contest and elect new fleet officers for next year. For those that can't remember and those that haven't been told, our new fleet officers are Bud Boucher as fleet captain and Bob Vassallo as secretary-treasurer.

Many motions were made and much discussion had. The entire fleet should be congratulated for a good meeting. Nothing was thrown and no bad words were said and a motion was made to adjourn just before the rowdiness started.

### Other Scuttlebutt--

Carl won a first place trophy in the PHRF non-spinnaker singlehanded race.

John won the Winter Series by a tie breaker. Joe and Greta have been basking in the warm Caribbean sun.

Four skippers have placed orders for new sets of sails with all the super go fast stuff. They should be delivered in time to sweep the spring series.

John will be leaving us to seek his fortune in the art of sailmaking. Good luck, John. We will keep a place for you on the starting line for the Nationals this summer.

For our hardy SC skippers that start getting withdrawal symptoms before the Spring Series, look at your PHRF schedule. They have arranged a frostbite schedule to relieve the twitchy tiller hand syndrome. Put on your wailies and let's see how many boats we can get on the line.

Good Sailing!

# Ensign

by Eugene English

Ensign Fleet #30 voted early this year to retain its officers for a two-year period, or through 1981. Frank Creamer is fleet commodore, Eugene English is secretary/treasurer, and Tom Kozlowski is the measurer.

The officers will be soliciting help from members to plan the upcoming Region IV Ensign championship regatta at NYC in June or July 1981. Top ranking skippers will be invited from Ensign fleets at Houston, Dallas, New Orleans and Dillon, Colorado, but the rules limit the number of eligible contestants to approximately 20 boats.

In the absence of the expected fall issue of "The Ensign," our class newsletter, the following information from National Commodore Dean Snider is disseminated. Winner of the 1980 National Ensign Championship was Mike Medeiros of Newport, RI, with only 4 1/4 points in five races. Thirty-eight boats attended the event at Newport August 18-22.

The Ensign governing board voted to increase the national dues for 1981 to \$20, an increase of \$5 over the current amount. The increase was made because of additional operating costs and shrinking cash reserves, according to Commodore Snider. As a consequence, I am giving Ensign owners and co-owners this advance notice to pay me next year's dues.

Actually Fleet 30's fiscal year was fixed at our meeting 3/7/80, and it now runs from December 1st to November 20th. So the 1981 national dues are due December 1. This applies only to Ensign owners and co-owners. What you get is to support the national program including the quarterly newsletter and the class year book. The national governing board provides a trophy and regatta expense money for each regional championship.

The Ensign mast testing program resulted in a recommendation that an intermediate shroud be adopted as an option. This will be voted on at the annual meeting in January and, if approved, will be effective in the year 1981. I understand this involves the installation of an intermediate stay running from the spreader tips to a tang at the midpoint of the upper section of the mast. This is supposed to correct any mast that bends excessively in the athwartship direction.

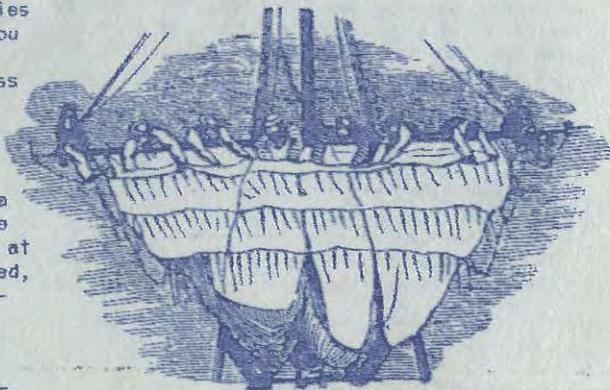
**BAGGYWRINKLE**--Flash! The Ensign/Electra fleet champion for 1980 is the coalition of Tommy Kozlowski/Dr. Clift Price in Ensign 929, "Dos Locos." Runner up was Jim Baker in "Jonathan Seagull", Ensign 324. Third place went to Frank Creamer in "Foxfire", Ensign 1486. These skippers had the best scores for the four series in 1980.

Sam Humphrey is completely refurbishing his Ensign #529 "Roll I." It will be back in commission for 1981 spring sailing and has a reputation of winning ways.

Larry Niemann's "Miss Peppermint" has finally come home to a safe berth on Dock #1. New mainsail and spinnaker and lots of new fittings will make her a big factor in 1981 racing.

Julian Zimmerman is really serious about 1981 competition. He recently attended the Steve Colgate sailing school in Florida. His boat, #578, sports many new go-fasts such as knot-meter, dual compasses, automatic electric bilge pump, self tailing genoa winches and he got a new spinnaker with the boat. New teak coemings around the cockpit will also increase the skipper's confidence in his Ensign which is always entitled to T.L.C.

Merry Christmas and happy sailing in 1981.



# Fireball

by Teri Nelms

The Fireball fleet has managed to keep a relatively low profile during the winter series. The list of no-show excuses has included the following: "My knee is still injured from Nationals and big boat is less strain." "My wife refuses to speak to me much less crew for me..." "But, I have this exam I'm studying for and it takes every spare minute" "I'm not haulin' my boat all the way from San Antonio just to freeze to death for fun." "My mast-head heater broke which keeps my compass from de-icing and I can't see where I'm going without it..." Even considering this parifal list of obviously good reasons for non-participation, we still managed to have 3 boats out for most races and Taco-Breath Schroth succeeded in coming out ahead with or without a crew. Big deal, Fred.

Many of the aforementioned reasons and some unmentionable ones kept the fleet from going to the action-packed, fun-filled (?) Wurstfest Regatta this year. The Ensign fleet generously agreed to switch committee duty weekends with us so we could go and then we confused everybody by showing up to race here instead--Arak looked real nervous for a minute, not sure that he hadn't screwed up something...again...

Part of our fleet had also been recently wasted by the Fall "Surprise Party" Regatta (which is an entire tale of woe in itself) and really didn't give a damn about going across the lake much less to Wurstfest.

Our Lakeway fleet consisted of Bob Thompson and Cindy, "Taco Breath" and Sally, Nelms and Baker, Dr. Bill Baker and daughter Lestey Doug Rikardsen and ?, and Pat Katon and Linda Frakes on the "Green" boat. Among the war stories told of the storm, the most memorable was when Sally turned to Fred in the blinding rain and said "it's a tornado, Fred, turn the boat over." It is in itself a small miracle that Fred wasted no time arguing and actually, (with a little help from the wind), turned the boat over. Thompson claims to have laid his boat over briefly, on purpose, or course, to have a look around before going on towards the finish line and the nearest bathroom. Nelms, devoid of her flowered long-johns and regulation ski goggles/winter sailing uniform, turned the boat over several times in an

attempt to clean the sails for winter and rinse out the sink. Meanwhile, Baker, whose condition was bordering on hysterical, was screaming "What do you mean you can't see??"

Go UP the lake, not ACROSS!! Gimme my life-jacket and blurbbb..." Out of context, the remaining conversation is hardly repeatable and meaningless. "Pretzie" Katon and Frakes got alot of exercise and bruises, refused to comment on "number of capsizes" and luckily didn't break anything on the boat. Rikardsen submarined to the lee shore and Dr. Baker finished on "chilli-bump power" with the comment that "McDavitt's boat sure leaks alot."

Since the finish line was fropped "right there", Thompson and Nelms both passed it and the real race was to see who could turn around and go back the fastest. Our fleet greatly appreciated the donations of foul weather gear and sweaters from the Van Hoosers and Lisa Calogero. Dennis Aubrey also helped out by providing a couple of jackets and a spare pair of jockey shorts. We could not use the shorts since they didn't cover our ears, but we sure appreciated the gesture. Thanks to everyone for saving our pneumonia-prone fleet. The race back home was uneventful and boring since half of us were late to the start line and spent the whole race playing catch-up with Thompson, who was rude enough to start without us.

Sunday's race was slow and the Wind God chose to pass wind on Thompson's shiny new spinnaker (must like blue) which gave him a first overall, Nelms a second (disgustingly consistent), Taco a third, etc. Katon prefers that her final position not be mentioned in print and Dr. Baker felt that his final score was severely compromised when he was overcome by a flock of J-24's at the leeward mark of the last race. Linda Frakes expressed her profuse appreciation for being allowed to participate in our exclusive group and commented that the whole experience had been a "little slice of heaven", and "no, I am no longer interested in purchasing my own Fireball for fun and profit..."

The only remaining near-disaster worth mentioning occurred when Baker innocently (?) stripped to his Speed-o swim suit in the parking lot without realizing that he was only a few feet away from a gaping flock of "older" women. (This one shot Fast Eddie's Rodney Suit down in flames, girls.) An outright

Fireball, con't

attack was averted by the unexpected arrival of his father, which gave the aforementioned "ladies" time to regain their composure and strike a reasonable bargain for future service "donations." That was the one incident of the entire year when Fred had no comment whatsoever...



As our fleet's final contribution to the club for 1980, we would like to offer a few hints and observations on the PROPER WAY to run a race committee--as recently demonstrated by our performance on the last Sunday of the racing season:

#### A PROPER RACE COMMITTEE:

1. Your first hint of impending doom should be when the Race Committee member refuses to accompany you to the race committee room, much less to the lake, then tells you the rescue boats have all been moved to Lago Vista.
2. Appoint your Best Sailor (BS) as "leader".
3. Be prepared to spend/waste at least the first 30 minutes determining the bow from the stern on the committee boat since someone with a really sick sense of humor got us a boat with no "pointy end." When you find it, assign one person to be the Bow Marker (BM) and stand on a chalk-marked X at that end.
4. Do not start the race with the anchor sloppy or dragging. Take up any slack immediately and flip two loops around the BM to tighten it. Do not touch anything that silly anchor tries to bring home. Unless it is a matching or larger Danforth, throw it back.
5. Regardless of wind speed and/or direction, the BS must ALWAYS stand close to the BM and sight through the Hand-bearing Compass (HBC) in at least three different directions. It is essential to master the "thoughtful frown" and use it between readings. (The Hand-bearing Compass is black, tuna-can shaped, with numbers that point up for Starboard wind, down for Port wind, BS wears HBC around neck for duration of race--do not snag on head

- door handle.) A person designated as Flag Raiser-opper (FU) should periodically raise a flag near the BM to see if there is any wind. If there is some, write down where it is and the time. Example:  
2:00 p.m.--hot air between BM and BS...
6. Raise signal flags briskly, with feeling, especially if your hand is caught.
  7. Point air horn away from the starting line to avoid prejudicing the start.
  8. Always ignore comments from the Commode Door. It is useless at the protest meeting later to say "but HE told me to do it..." because HE will always say "I did not say that, I said...etc." The BS will ALWAYS be responsible for all errors REGARDLESS, and any freak, accidental strokes of brilliance or good race management will ALWAYS be credited to Dr. Korn's influence.

There are many other items I could discuss here--things like "who to use for a spare turning mark...the technical disadvantages of women as anchors...etc., but fortunately for you, I am running out of my allotted space. I would like to call your attention to our brilliantly placed perpendicular-to-the-committee-boat start/finish lines. Yes, we now do contract consultant work on "Acceptable finish lines and other racing trivia..."

Also, the penciled-in remarks on the top of the committee boat are a memorable collection of racing graffiti made during our race committee duty days and REALLY should not be erased. Out of context they may look almost nasty, but they are not: "My finger was in it (the HBC); Where IS everybody? (the blank start); Thanks, I don't know what I'd do without your...etc."

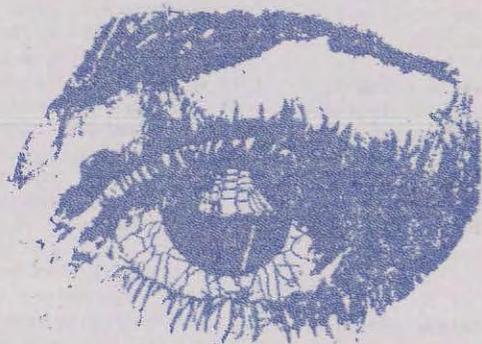
Finally, HA-HA! PRF fleet, we fooled you! In your state of intense concentration on the shortened course finish, not ONE of you dummies noticed that your turning mark (floating orange sticky-uppey thing) was NOT K-mark like you thought it was. Ha-Ha! NONE of you had a legitimate finish. That was the shorten course flag for the center-board fleets. You only got away with it 'cause there were more of you than us.

Oh, well, at least we got to call Daddy Jack "over early" the last race of the year... (He was also smart enough to "go home early".)

Looking forward to sailing in '81--Seasons' Greetings from the Fireball Fleet.

THE AYC KEEL HANDICAP FLEET PRESENTS  
THE WHO-KNOWS-WHAT-ANNUAL 1981

# RED EYE REGATTA



FEATURING BLOODY AND BRUNCH BY  
**the**  
**BLUE DUCK**

(HAP MCCOLLUM)

AND A FREE KEG AT THE TROPHY PRESENTATION, COMPLIMENTS OF ABERY, DAILEY,

CALOSERO, AND TILLINGHAST. CLASSES: PHRF SPINNAKER  
PHRF NON-SPINNAKER  
ANY ONE-DESIGN KEEL CLASS OF 5 OR MORE BOATS

DATE: JANUARY 1, 1981

PLACE: AUSTIN YACHT CLUB

TIME: BLOODY AND BRUNCH 10:00 AM

SKIPPER'S MEETING 11:30 AM

RACE (1ST SIGNAL) 1:00 PM

FEE: \$10.00 ENTRY FEE

\$1.50 PER PERSON FOR A FANTASTIC BLUE DUCK BRUNCH !!!!

(BRING YOUR OWN VODKA/GIN; MIX WILL BE FURNISHED)

## Keel Handicap

by Claude Welles

This past year has been a good one for us in the keel handicap fleet. A year ago we were averaging sixteen or seventeen boats per race, and as a fleet were receiving five trophies. Not too bad for a bunch of good old boys with no real identity. But with the start of racing this year, it was apparent that we were in for a surge of interest. Suddenly there were more than twenty competitors in each of the races, and some new problems began to arise. How were we to keep the interest level up for those new to the sport, but still having to compete against the "pros"? With the sheer number of big boats sailing around in the vicinity of the start, a question of safety has come up.

The concept of A and B fleets was discussed, and found to be a very viable method of giving good competition for the majority of our fleet members. If you were new to the sport or had problems in keeping a regular crew, or lacked some racing equipment, it was still possible to bring home some silver. With 24-28 boats average per race, now we are entitled to nine or ten trophies including the B fleet trophies. Several of those B fleet people have lost their amateur standing through marked improvement over the year. But B fleet isn't the only place where the competitors have improved. The skill of the A fleet has improved also. It has gotten tough to break into the top ten overall.

The problem of safety still needs to be addressed. It's difficult to see anything around a 150% genoa with the boat heeled 15 degrees and doing 5 knots. If I were in a Thistle or a C-15, I would be a little frightened about

millling around with thirty blind four-to-eight thousand pound boats. It would seem reasonable to get rid of us first, and since we sail a different course most of the time, we should be long gone by the time anybody might catch us, and the other starts could be conducted in peace. Another thing we must consider is getting viewing windows in our larger genoas.

Now it's talk about winter series. The racing was excellent, and the final outcome was up in the air till the very end. Each race had a different winner. Trenton Wann, having spared every expense in putting together the best crew ever seen on the lake, was carried by that crew to first place in a tie breaker with Dennis Awbrey, each having 6 3/4 points. Trenton did this with the handicap of having to sail two boats during the series, the first one was sold out from under him after the second race. The "bunch of damn women" was back again for this series, and this time they placed second in B fleet, and came in second in one race as well. In the final race, Erhard Sudermann solved the problem of crew by not having any. He and Sylvia did it by themselves, and won--big. Dick Van Hooser showed us all that Bindlestiff really does like him best, and we better watch out next year. Dave Odell, having no throwouts, placed third. In B fleet Erhard will lose his amateur status by being fifth overall, and first in B. John Vance has everybody hoping he never gets a spinnaker because he placed third without one.

We'll see y'all at the PHRF races this winter and of course, there is the Red Eye Regatta coming up. Get yourselves ready for next year. It'll be another good one.



The Winter AYC Series turned into a "who could sail around the right set of marks" series for the J-24's. For at least half of the races, there seemed to be two races going on at the same time. Russell Painton in RUNAWAY rounded the most marks correctly and thus finished first overall in the series. Russell can win even when he sails bad.

Congratulations are in order for both Doug DeCluitt (JALEPEND) and Bill Hill (HIGH STEPPER) for their considerable sailing improvement over the last few races. They both have served notice that they will be contenders in the future.

On Friday night, November 28th, Jack and Sandy Kern hosted a fine dinner party which was well attended and lots of fun. That was the night that we all found out "who shot J.R.". Then we got on to the more festive business of drinking and gift exchanging. (After all, this was a "practice Christmas party.") Who finally wound up with the Chinese Love Lamp?

Also at the party a short business meeting was held and new fleet officers for 1981 were elected. The new officers are:

Ed Halter-----Fleet Captain  
Wayne Ashby-----Treasurer  
Jane Ashby-----Secretary  
Lanella Montgomery/Ron Harden-----Social

The fleet wishes to offer its thanks to Pat Halter for the outgoing Fleet Captain. Patty Lou has done a great job this past year. Phil & Liz Kocen have also provided excellent social activities throughout the year. (Editor's note, or Fleet Mother's note, as the case may be: Rod Malone is our outgoing Secretary/Treasurer. He has served in this capacity for several years and has done an excellent job. Speaking for myself, he was a great help to me. Thanks, Rod!)

The past few days the local news has been mostly occupied by the opening of a new HIGHWAY CAFE on the lake. Bill Bond's J-30 was launched on the 3rd of December and has logged many miles already. From the number of people seen sailing on it, the rumor is that the "boat people" have found Lake Travis.

The fleet wishes to welcome Pete and Carol Shough who have just purchased ZOOM from Pat Fox. The Spring Series should be an interesting one with the new boats and owners on the line. Merry Christmas and Happy New Year to everyone!

## PUTTIN' ON THE GLITZ

*Whoops!*

REMEMBER NEW YEAR'S EVE! "PUTTIN' ON THE GLITZ". CALL FOR RESERVATIONS BY DECEMBER 26.

## Thistle

by Carol Shough

Thistlers of AYC--UNITE! We have nothing to lose except our tight turn-out for Sunday Series! Our fleet averaged 3 boats on the line. Two consecutive Sundays there were only two of us sailing at all. Not enough to count the races. Sorry to see that...

BUT, another New Year is on the way. All good Thistlers need not look farther for a worthwhile New Year's Resolution--"Get my boat on the line and give Tom Leach some competition". As you guessed, Tom and crew took home the honors for the Winter Series and the Fall Regatta.

To get ourselves united for a good New Year and to honor our sailors for their efforts of the past year, our Thistle fleet will hold a party January 10 at the home of Tom Leach. A Flyer will follow in early January, but keep that date open.

See you at the AYC New Year's Eve Party! AND at our own Thistle Fleet party for OUR New Year on January 10!

## Laser

by Bill Sneed

The Laser fleet will be handing out awards for the Wednesday night series races at the tamale supper, tentatively planned for January 28 at 6:30. We will discuss a frost bite series and elect fleet officers for 1981.

WEDNESDAY NIGHT LASER RACES - FALL SERIES

The Laser fleet had an active summer with 44 sailors participating in the Fall Series. This was slightly less than the 49 participating in the Spring series. Using each sailor's 12 best races, we arrived at the following ranking based on the normal point system.

NAME	POINTS	NAME	POINTS
1. Maguire	16	6. Wong	47.5
2. Hall	16.25	7. Kaiser	64
3. D. Kern	26.25	8. J. Phelps	104
4. K. Van Hooser	28.75	9. Bowden	121
5. Malone	43.75	10. Sherman	153

Looking at the scores on the average placing, disregarding the number of races, the following ranking is computed:

PLACE	NAME	SAIL #	NUMBER OF RACES SAILED	AVERAGE PLACE
1.	John Bartlett	1019	2	2.0
2.	David Maguire	No #	17	2.35
3.	David Hall	18570	17	2.54
4.	Jeff Pfister	Green O	3	2.67
5.	Doug Kern	32298	20	3.81
6.	Wong	27165	11	3.86
7.	Harden	67430	3	4.
8.	Rod Malone	32246	14	4.33
9.	Hlista, Barbara	7	6	4.3
10.	Karen Van Hooser	27168	22	4.48
11.	Skipper Crowe	18698	2	4.5
12.	Don Sannes	69450	3	5.3
13.	Ridge Kaiser	8	12	5.33
14.	Smith	70205	11	5.3
15.	Zars	7	3	5.6
16.	Selfridge	17579	3	6.33
17.	Larry Robbins	1795	7	6.42
18.	Patrick Bartlett	7	3	6.66
19.	Hlista, Rich	12476	3	6.66
20.		138	2	7.
21.	Bill Levens	10190	7	7.28
22.	Barry Bowden	70153	15	8.06
23.	Jack Kern	32218	9	8.33
24.	Jennifer Lewis Phelps	12176	12	8.66
25.	Porvier?	15314	3	8.66
26.	Dick Van Hooser	41564	7	9.42
27.	Scott Rodwell	69432	7	10.14
28.	Smith	1541	10	10.2
29.	Barrett	17672	3	10.66
30.	Snead	19478	6	10.8
31.	Schubert	45587	6	10.83
32.	Pulley	9684	1	11.
33.	Pat Halter	6784	5	11.2
34.	John Halter	20339	10	11.3
35.		26703	2	11.5
36.	Young	18683	4	12.2
37.	Sherman	111	12	12.75
38.	Zube	29283	2	13.5
39.	McClure	83822	3	14.
40.	Lishinsky	83828	11	14.
41.	Staffi Vassasso	32267	6	14.6
42.	Rick Shough	21291	6	16.5
43.	Nancy Snead	19478	4	17.5
44.	Eddie Breaze	26609	6	18.33

# SERIES RESULTS

## FALL SERIES

NAME	BOAT	SAIL #	TOTAL	NAME	BOAT	SAIL #	TOTAL
<b>KEEL HANDICAP</b>				<b>CENTERBOARD HANDICAP</b>			
1. Awbrey	R 28	111	4 3/4	1. Baker	WM	3080	13 3/4
2. Tillinghast	Cat 27	218	8	2. Boyd	FD	1410	21 1/2
3. Odell	SJ 24	137	8 3/4	3. McIntyre	M-20	542	22 3/4
4. Welles	Cat 2-25	43	14	4.	T	119	29 3/4
5. Lott	Cor 27	11854	17	5. Canada	T	34	34
6. Key	Cat 25	233	19	5.	T	57	34
7. Dobson	SC 21	84	19 3/4	7. Arnold	Laser	22	36 3/4
8. Romach	Cat 27	215	21	7. Kaiser	FD	83	36 3/4
9. Wann	SJ 7.7	20	24	9. Sherman	FD	1400	37
10. McCollum	SJ 7.7	27	24 3/4	10. Sneed	Laser	19478	38
11. Schmidt	Cat 25	140	30	10. Sallih	Laser	20	38
12. Koch	R 23	410	30	12. Rylander	N 5.2	1266	39
13. Vaughn	SJ 24	826	32	12	Laser	1268	39
14. Dailey	Cat 2-27	226	36	12. Selfridge	M-20	227	39
15. Records	P22	21	41	15. Schuller	FS	1162	40
16. Calogero	SJ 7.7	104	41	16. Barginear	FD	1304	42
17. Pawlick	H 22	2	45				
18. Lawson	Col 8.3	153	47	<b>NAME</b>	<b>BOAT #</b>	<b>TOTAL</b>	
19. Isbell	Bel 26	447	51				
20. Soefje	R 23	727	51	<b>SOUTHWEST 21</b>			
21. Hopkins	E 25+	554	53	1. Morris	123	17 3/4	
22. Rhemann	Cat 22	9225	55	2. Bartlett, J		22 1/2	
23. Duncan	Cat 2-27	228	55	3. Fontenot	162	27 1/2	
24. Wilcox	S.J. 7.7	105	62	4. Breeze	49	36	
25. Fossler	SJ 24	12874	66	5. Sannes	153	45 1/2	
26. Brown	E 27	989	100	6. Sneed	27	76	
27. Smith	SJ 24	176	102	7. Farrell	150	80	
28.	Cat 22	5793	114	8. Bartlett, M	137	31	
29. Peffer	Buc 295		116	9. Dobson	84	93 3/4	
30. VanHooser	Cat 25	272	120	10. Vassallo	101	100	
31. Dahle	Cat 25		121				
32.	Cat 22	9082	124	<b>J-24</b>			
33. Cummings	I 25	166	130	1. Painton	923	6	
34. Viloz	S 525	10	132	2. Malone	971	7 3/4	
35. Johnson	Custom		134	3. Kern	1997	8 1/2	
				4. Zube	2285	8 3/4	
<b>NAME</b>	<b>BOAT #</b>	<b>TOTAL</b>		5. Kocen	901	11	
				6. Halter	916	14	
<b>ENSLION</b>				7. Maguire/Levens	102	16	
1. English	716	9 1/2		8. DeCluitt	826	18	
2. Baker	324	21 3/4					
3. Creamer	1486	25 1/2		<b>FIREBALL</b>			
4. Kozlowski	929	28		1. Thompson	6562	7 1/4	
5. Weller	732	31 3/4		2. Shroth	1300	13 1/4	
6. Bozyan	465	43		3.	7684	22	
7. Bauman	773	57		4. Nelms	8962	32	
8. Holman	588	68		5.	65	42	
9. Shefelman	E1298	78					

# SERIES RESULTS

FALL SERIES, con't

NAME	BOAT #	TOTAL
<b>C-15</b>		
1. Shull	2582	12 3/4
2. Church	2583	15
3. Edwards	2016	22 1/2
4. O'Donnell	2110	27
5. Harris	2348	54
6. Crews	2017	63
7. Stafford	2350	77
8. Jones	2228	77
9. Gower	2619	78
10. Cochran	1855	81
11. Feagin	811	91
12. Pecherer	2174	91

## THISTLE

1. Leach	3139	11
2. Donovan	3595	33
3. Shough	3145	33
4. Jacque	2161	34
5. Smith	3284	35 1/2
6. Goodwyn	2410	44 3/4
7. Halter	3240	46 1/4
8. DeKeyser	1323	48
9. Finley	3323	51



## 1980 FLEET PARTICIPATION

### Spring Series

	Boats	Races	Ave.
CB Handicap	37	8	4.6
C-15	21	8	2.6
Fireball	42	8	5.25
Thistle	25	6	4.2
M-20	In CB handicap above		
SC 21	22	3	7.33
Ensign	31	6	5.2
J-24	55	8	6.9
Keel Handicap	66	3	22.0

### Summer Series

CB Handicap	94	10	9.4
(Includes C-15's with 10 boats in 52 races)			
Fireball	24	7	3.4
Thistle	NOT AVAILABLE		
M-20	21	5	4.2
SC 21	34	6	5.6
Ensign	22	6	3.6
J-24	32	5	6.4
Keel Handicap	128	6	21.0

### Friday Night Series

CB Handicap	45	5	9.0
SC 21	32	4	8.0
J-24	14	4	3.5
Keel Handicap	119	5	23.8
(included non-club members)			

### Fall Series

CB Handicap	31	7	4.4
C-15	82	11	7.4
Fireball	34	10	3.4
Thistle	41	10	4.1
M-20	did not make as a fleet		
SC 21	77	12	6.4
Ensign	62	10	6.2
J-24	21	4	5.25
Keel Handicap	137	5	27.4

### Winter Series

CB Handicap	33	10	3.3
C-15	74	10	7.4
Thistle	18	4	4.7
SC 21	36	4	9.0
Ensign	25	5	5.0
J-24	32	5	6.4
Keel Handicap	96	4	24.0
Fireball	No fleet participation		
M-20	No fleet participation		

# SERIES RESULTS

## WINTER SERIES RESULTS

NAME	BOAT #	TOTAL	NAME	BOAT #	TOTAL
<b>SOUTHCOST 21</b>			<b>THISTLE</b>		
1. Bartlett, J	00	3 1/2	1. Leach	3139	4 1/2
2. Boucher	199	3 1/2	2. Shough	3145	5 3/4
3. Dobson	64	10	3. Donovan	3595	6
4. Fontenot	162	13	4. Jacques	2161	11
5. Morris	123	13	5. Smith	3284	12 3/4
6. Breeze	49	18			
7. Bartlett, M	137	19	<b>NAME</b>	<b>BOAT</b>	<b>SAIL #</b>
8. Sannes	153	19			<b>TOTAL</b>
9. Sneed	27	21	<b>CENTERBOARD HANDICAP</b>		
10. Farrell	150	26	1. Schuller	F Scot	1162
11. Franklin	72	32	2. Upchurch	Tornado	119
					31 1/2
<b>ENSIGN</b>			<b>KEEL HANDICAP</b>		
1. Kozlowski	929	8	1. Wann*	H22/SJ7.7	21/20
2. Weller	732	9	2. Ambrey*	R 28	111
3. Baker	324	9 3/4	3. Odell*	SJ 24	137
4. Bozyan	465	15 3/4	4. VanHooser*	Cal 25	272
5. Bauman	773	17	5. Sudermann	R 23	20558
6. English	716	23 1/4	6. Tillinghast*	Cal 27	218
7. Zimmerman	785	31	7. McCollum/Katon	SJ 717	27
			8. Vance	P 26	811
<b>J-24</b>			9. Calogero*	SJ 7.7	104
1. Pailton	923	3	10. Lawson*	Co18.3/SJ	153/216
2. DeCluitt	826	12	11. Vaughn	SJ 24	826
3. Haltar	916	12 3/4	12. Pawlick	H22	2
4. Harden	791	13	13. Records	P 22	21
5. Malone	971	17	14. Dahle	Cal 25	332
6. Cheney	255	20	15. Villoz	S 525	10
7. Hill	2105	25	16. White	R 28	70
8. Kern	10	33	17. Canfield	SP 28	20
9. Helmreich/Leach	12187	35	18. Fossier	SJ 24	12874
	1162	35	19. Hopkins	E 25+	554
			20. Romasch*	Cal 27	215
<b>C-15</b>			21. Soefje	R 23	727
1. Shull	2582	9 3/4	22. Cummings	I 25	166
2. Church	2583	13	23. Cat 22		7288
3. Edwards	2016	26 3/4	24. Rhoman	Cal 22	9225
4. Gower	2619	37	25. McLean	C&C 24	269
5. Crews	2017	56	26. Wilcox	SJ 7.7	
6. Stephens	2223	62	27. WR 24		71
7. Harris	2348	62	28. Dalley*	Cal 2-27	226
8. Ward	1271	75	29. Key*		82
9. O'Donnell	2110	79	30. Brown	E 27	989
10. Pecherer	2174	79	30. Levens	J-24	102
11. Eccles	2709	80	32. Shefelman	Electra	298
12. Chchran	1855	86			87
13. Jones	2228	87			

\*=A Fleet

# REGATTA RESULTS

1980 FALL REGATTA

by Dick Van Hooser

FALL REGATTA results continued

On October 18 and 19, 1980, the AYU held its annual Fall Regatta (sic). On Saturday, we raced up the lake to Graveyard Point and Lakeway for our first race and from there back to the Yacht Club area for our second race. The third race was a long round-the-bouys event extending from I mark to D mark on Sunday.

The first race is the one that will be discussed and lied about for a long time to come. When most of the fleet was between Arkansas Bend and Hurst Creek, the biggest, meanest, baddest, sneakiest black whale of the year crept up over the hills and clobbered us with 10 or 15 minutes of 45 m.p.h. northerlies.

There were spreaders in the water, keels out of the water, spinnakers streaming from the mast-head, and tight sphincters everywhere. The centerboard fleet, mostly Fireballs and C-15's, looked like a school of sharks as they lay there with centerboards for dorsal fins.

Luckily it was short-lived. Sails were changed and boats were righted and most of the fleet made it to the finish. During the lunch break, all the keelboats with spare foul weather gear did some important lending, and all of the centerboard sailors did some serious shivering.

The race back was uneventful but chilly. Sunday's race was in moderate to light, variable winds, generally out of the north.

Saturday night we danced to the music of the Tommy Adair Band. It was our first encounter with them and they were greatly enjoyed by everyone. We might hope to see them back sometime...it was a fun regatta (sic). Here are the winners:

## SOUTHCOAST 21

1. Bud Boucher
2. Jimmie Fontenot

## J-24

1. Jack Kern
2. Dave Chaney

## C-15

1. Ron Church
2. Warren Crews
3. Dan O'Donnell

## FIREBALL

1. Bob Thompson
2. Teri Nelms

## PHRF NON-SPINNAKER

1. John Vance
2. David Hilfer
3. Mike Gillespie
4. Gordon Hopkins
5. Richard Durst

## THISTLE

1. Tom Leach
2. Merrill Goodwyn

## PHRF SPINNAKER

1. Dennis Awbrey
2. David Odell
3. Barry Bowden
4. Ray Lott
5. Jim Tillinghast
6. Knox Key



SPEND NEW YEAR'S EVE WITH US AT THE AUSTIN YACHT CLUB. CALL THE CLUB OFFICE NOW FOR RESERVATIONS!

## LTCA

### LTCA OVERNIGHT

by Ray Lott

The 1980 LTCA Overnight Race was held on October 25, 1980. It was a clear chilly night with good wind for most of the race. The turn mark was at Turnback Canyon, and the first boat rounded at 10:55 p.m. There was some concern (make that a lot of concern) on the part of the race committee that the turning boat (mark) might not be able to beat Tom Pollock's Lancer 36 to Turnback. But thanks to a good motor and the largest sails aboard, coupled with the fact that Tom Pollock ran out of wind at Calcasieu Point, the turning boat made it with at least 15 minutes to spare. Fourteen boats entered the spinnaker class and sixteen in the non-spinnaker class. Every boat finished by 7:30 a.m. Sunday morning. Special thanks to the Coast Guard Auxiliary (four boats) and David and Cindy Sands for performing "lightskip" duty at Arkansas Bend.

### Trophy Winners

#### Spinnaker

- Lyons, Ranger 28  
Van Hooser, CAL 25  
Awbrey, Ranger 28

#### Non-Spinnaker

- Brown, Ericson 27TM  
Hennigh, San Juan 24  
Paffer, Buccaneer 295  
Soefje, Ranger 23  
Reader, O'Day 27

## SPECIAL REPORTS

JUNIORS RACE IN FALL REGATTA by Ron Dailey

Did you really think that you heard a junior high school choir call "starboard" on you in six part harmony? Did you say to yourself, "It's got to be my Imagination", when you saw a 13 year old hanging by his knees from the bow pulpit during the Fall Regatta? Did you do a quick head count after saying "How many kids are on that boat?". Well, folks, your eyes and ears are really ok. What you saw and heard was a group of six young ladies and gentlemen, ages 12-14, racing the Cal 2-27 "Sassy".

How the idea evolved I'm really not sure, but the result was that six youngsters and myself would enter "Sassy" in the Fall Regatta. This was not meant to be a training exercise at all but an opportunity for a group of 5 or 6 kids to take one of the boats out as a team and race. Before I go on, let me introduce the group: MICHAEL DAHLE (14), CARA MCCOLLUM (13), TODD PAINTON (13), KELLY DAILEY (13), ERIC POLNAU (12), and JENNIFER ZENT (13).

The rules were minimal and only that they treat "Sassy" with care, be responsible for each other, work as a team, and everybody got to try their hand at all the positions. So everyone rotated positions throughout the three race series (that included the helm).

They set the tone for the weekend with water fights with some of the Thistles before the start of the first race. As our start neared, a more serious tone came over the boat. The kids fought their way into first place by "C" mark and had "Sassy" charging along on a close reach at seven knots approaching Arkansas Bend. It was at this time that the thunderstorm previously reported struck. As we cleared the point at Arkansas Bend, all we could see was a white wall of water coming at us, and my wind speed indicator pass 40 knots. The needle on the meter would not go below 40 again until the storm was over. The highest reading I actually saw was 47 knots. We were all under full main and 100% genoa at the time--that genoa had to come down. It was during the next 20 minutes that I quit thinking of this group as kids and discovered they were young men and women. This was also the only time during the weekend that I would take the helm of "Sassy". It took two of the boys and one of the girls to grapple the genoa from the

strength of the wind, only to have it torn from their hands and carried clear back to the masthead, and they had to fight it back down, all the while the waves were breaking over the bow and their heads. What they couldn't do with might, they made up for with courage and determination. Never once was "Sassy" out of control or in any danger. Oh, they were a little big eyed for a moment, but then so was 1--50 mile an hour winds can't be taken lightly. We were now under full main and charging to weather at 5 knots, and I was off the helm again. As the winds eased to 25 knots, the kids were ready to put the #1 back up. This was the only time I pulled rank--I guess I was so relieved that the worst of the storm was over and all my kids were still on board that I'd lost some of my interest in the race. At about 12 knots I gave in and the #1 went up to finish the race. In my conservatism and concern for their safety, I had caused the kids to move from a possible 1st to 7th place at the finish. But I could tell they really were not disappointed; they had found something inside themselves that some of us never get a chance to find. As a matter of fact, they were pretty darned proud of themselves after all. They had just mustered up one big batch of character.

Upon returning to the NYC after the storm Saturday, several people asked how many of the kids I thought would come back out Sunday for the third and final race after all they had been through. Cara McCollum typified the kids' attitude Saturday evening when she asked, "Mr. Dailey, do I still get my turn on the helm tomorrow?" She did get her turn, as did all the others. Each one took the helm for half a race. They all took their turn at doing everything on the boat and managed to finish 7th overall in a fleet of fifteen with a fourth in the second race.





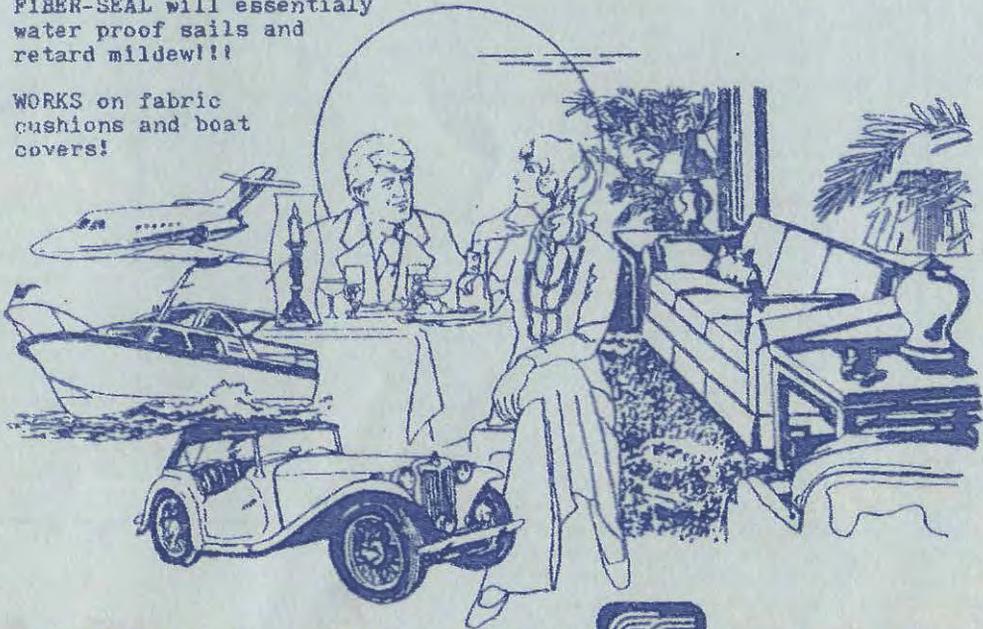
FIBER-SEAL OF AUSTIN

836-7603

people are talking  
about FIBER-SEAL  
...important people

FIBER-SEAL will essentially  
water proof sails and  
retard mildew!!!

WORKS on fabric  
cushions and boat  
covers!



APPLICATIONS? Almost totally unlimited in the realm of textiles, carpets, rugs, pool decks, auto, airplane and yacht interiors, pool & patio furniture. And not just for new or freshly cleaned items, but for all existing furnishings even if already soiled or previously "stain-proofed" with another process.



FIBER-SEAL  
FABRIC CARE SYSTEM

AUSTIN YACHT CLUB

5906 BEACON DRIVE  
AUSTIN, TEXAS 78734



BULK RATE  
U. S. POSTAGE PD.  
AUSTIN, TEXAS  
PERMIT NO. 3179



Mrs. Jane Van Praag  
1302 Cardinal Hill Circle  
Austin, Texas 78751