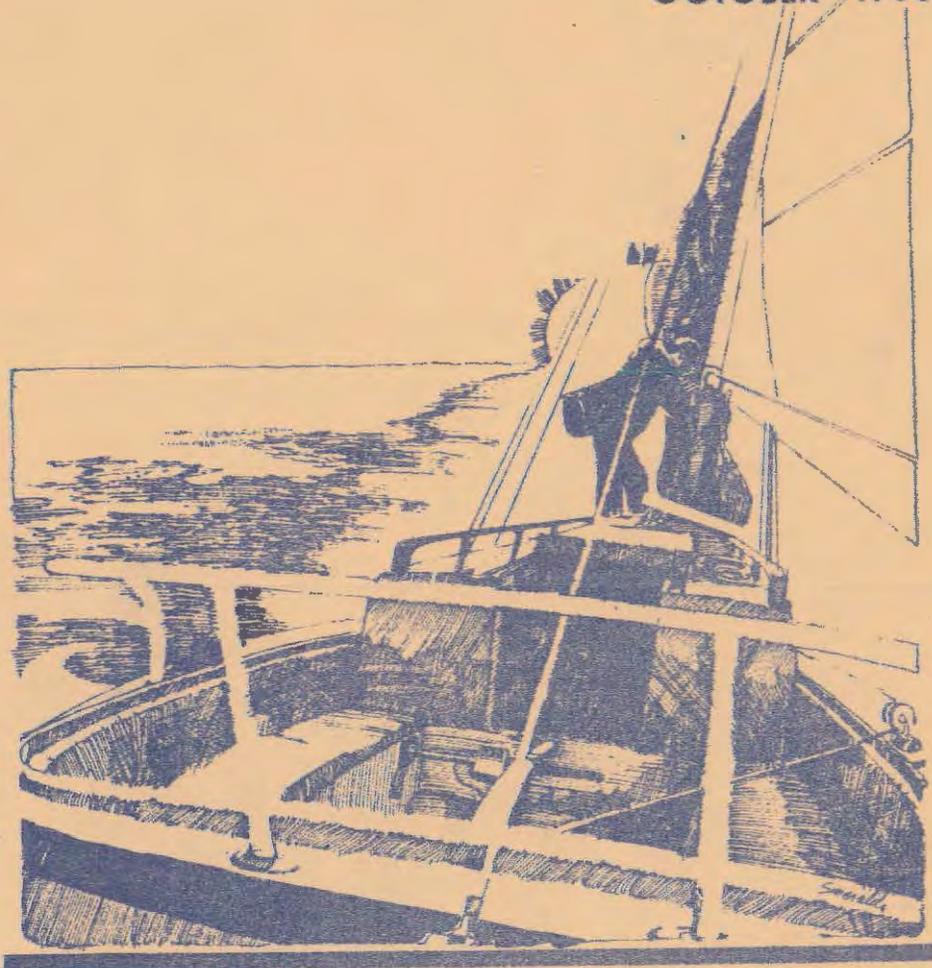


# telltale

AUSTIN YACHT CLUB

OCTOBER 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. Palnton
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
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Fleet Reporters:	
Coronado 15-----	Dan O'Donnell
Ensign-----	Eugene English
Fireball-----	Teri Nelms
J-24-----	Rod Malone
Keel Handicap-----	Claude Wellas
Laser-----	Bill Snead
M-20-----	Tom Bauer
South Coast 21-----	Allen Breeze
Thistle-----	Pete Shough





## FROM THE COMMODORE

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As many of you know, Dennis Awbrey resigned as Fleet Commander. At its last meeting, the Board elected Hap McCollum to fill this vacancy. During the interim, Immediate Past Commodore Ed Halter filled the post. One of Dennis's last acts was the supervision of an extensive survey of the pipe work of the docks that revealed scores of badly rusted areas. In the interim position, Ed supervised moving Dock 6 which went smoothly. Hap has supervised the repair and welding of all the bad spots that Dennis's crew identified with blue spray paint. Thus in the course of the last two months the docks have taken a huge step toward regaining their former strength. Redoing the wood surfaces is now under active consideration, but is expensive, about \$3500 a dock.

This year in the USYRU Junior Championships in Cleveland, one and only one, yacht club was represented by two teams. An account of this event is included in this Tell Tale. The Club extends a hearty "well done" to David Odell, Rob Halter, and Doug Kern.

As you have been warned previously, we intend to ask the membership to pass a by-law change at its annual meeting. The wording of this change is included in this issue. I hope it does not become controversial, as all it does is move up the officer's term by three weeks, so that they may get going faster for the next season. I hope all members can support this change. Please call me if you have any questions.

## FROM THE BOARD

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### PROPOSED BY-LAWS CHANGE

RESOLVED: The Board of Directors of the Austin Yacht Club shall cause the following proposed amendment to the By-Laws of the Club to come before the Annual Meeting, and unanimously recommend its approval for the reasons set forth below.:

In Article V - Officers, Section 1, delete the last sentence which reads, "Each Officer shall serve for one year starting January 1, through December 31 or until his successor is chosen." and add in its stead, "Each officer shall serve from the Monday following the Annual Meeting until the Sunday following the next Annual Meeting at which he or she is elected."

The purpose of this amendment is to allow the new Board approximately three weeks additional time to prepare for the business that must come before the Board early in the year. It is especially important to form the various committees and write the Club's schedule prior to the early January meeting of the Texas Yachting Association during which such schedules are compared and resolved. For these reasons the Board supports this more rapid change of administration.



ANNOUNCING!

WELCOME TO THE AYC BOARD OF DIRECTORS:

FLEET COMMANDER HAP McCOLLUM

AUGUST minutes, condensed

The Board minutes were approved.

The board minutes were approved. In the treasurers report, Hight noted an operating loss for July due to a 2 month payment for electricity. A more thorough analysis of costs versus revenues was requested of the office manager. John Shane has been granted a medical leave of absence.

#### Committee Reports

Social Committee: Mary Lynn Weber reported a preliminary \$505.38 profit on the Second AYC Luau and Pig Roast. The entire Luau staff was commended for an excellent job.  
Membership: Wilford Baker and Tim Johnson were reviewed and accepted for full membership. The membership policy of admitting catamaran members was questioned. Problems regarding race management, slip and dry sail policy, and club capacity were identified. Panton and Haiter were appointed to meet with the membership committee to review the policy in general and report at September meeting. Don Canada, Andy Romach, Hank Ryan, Mark Upchurch, and Porter Young applied for membership and were admitted. Jim Moore has reported that the membership committee has established a questionnaire to aid in the 6 month review.  
Women's Sailing Coordinator: Atelia Clarkson asked for \$35 for trophies for the upcoming Labor Day Ladies Race. Approved.

#### Officers Reports:

Commodore Bozyan reported that Dennis Awbray had submitted his resignation as Fleet Commander. AYC has filed a petition in accordance with the July Board authorization regarding the Rittenhouse Cove issue.  
Race Committee Report: The Friday Night Series went well and it is recommended that a similar series be run next year.  
Buildings and Grounds: Four ceiling fans have been installed in the clubhouse. Morris will examine the placement of additional ceiling fans.  
Fleet Commander Report: Dock 6 will be moved on Saturday, August 30.

#### New Business

AYC Memorial Fund Proposal--Tillinghast presented a proposal for a permanent memorial policy. A revised policy will be presented at the September board meeting.  
South Coast Nationals-- Morris moved that AYC invite the South Coast 21 fleet to conduct their National Championship at AYC. Motion carried.

Meeting adjourned.

Hap McCollum was appointed to replace Dennis Awbrey as Fleet Commander.

#### Financial Report

To more accurately account for beer and candy, a voucher system will be instituted. Morris was asked to identify cabin costs associated with maintenance versus operating expenses. Morris will also review the higher costs for pool maintenance. Mike Metschan and Ben Moreland resigned and Bob Barstow was granted a leave of absence.

#### Committee Reports

Dick VanHooser reported on the status of the Fall Regatta.

Painton presented the audit committee report. Siedman and Siedman has been contracted to do a 2 year audit.

Membership: These applicants were approved for membership: David Chapman-SC22, Doug DeCluitt-J-24 and Thistle, David Holman-Ensign sailor, Tom Lee-PHRF sailor, Robert McCloskey-SC21, and Rob Pechermer-C15. These members were reviewed and accepted for permanent membership: Rex White and Keith Zars. The membership policy was discussed. Painton had drafted, for review, a policy statement with regard to admitting cafamaran members. It was decided, after much discussion, that the Board meet as a committee at a later time to review the membership policy. A report will be given at the next board meeting.

#### Officers Reports

Commodore: A letter to the membership was presented to the Board for review concerning the Bill Levens Memorial. It was approved and will be sent as presented.

Fleet Captain: Hap McCollum reported that the storm last week damaged Dock 6. He recommended repositioning the lateral lines to reduce stress on outboard winches. \$1500 was appropriated for repairs. Part of that cost includes pads and winches. A welder has been hired to repair bad welds and pipes on other docks at a cost of about \$640 plus materials. \$800 was appropriated to cover these repairs. McCollum recommended that decking on Docks 1-5 be replaced at the rate of 1 per year. Estimated annual cost per dock will be \$3000 plus labor. He also recommended widening narrow slips on Dock 2 to accommodate bigger boats. Cost per slip for this is about \$100. He was appropriated \$200 for this. The dry sail area is full. McCollum will work on a dry sail area policy and will present it at the next board meeting.

New Business: Karen VanHooser presented AYC with a Laser plaque for the Clubhouse wall.

Ron Dalley presented a proposal for intermediate junior sailing program at AYC, including a proposed letter soliciting the membership for support and financial aid. Discussion centered around type and number of boats that should be acquired and tax implications of donations.

Hight suggested that hiring a coach and providing social activities is essential for success.

A meeting/party for intermediate juniors will be held to discover the interest level of the young people...at which time the board would be willing to discuss a larger commitment.

John Bartlett asked for permission to use AYC for a church activity November 2. Approved.

A proposed by-laws change (found in its entirety elsewhere in Tell Tale) was submitted by Commodore Bozyan was approved. Meeting adjourned.

---

#### NOMINATIONS FOR BOARD

*Ahoy there, Sailors!*



Do you know someone who would make a good officer next year? The Nominating Committee is soliciting suggestions now. Call Ed Halter, Jack Breen or Sandy Bauman with your recommendations.

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# FROM THE FLEETS

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## M-20

by Francis McIntyre

The 1980 M-20 Nationals were held on Lake Travis out of the Austin Yacht Club on September 4-6th.

For the first time ever the M-20 Nationals were held in Texas and the Texans not only provided hospitality, but a Texan (Kelly Gough with his father crewing of Dallas) won it hands down. Not only did Kelly come in first in five of the 6 races, he is probably the best looking sailor on the Olympic circuit. Together with his father, Bob, they are probably the most amiable team racing also.

The first race Thursday started in light air and finished just as the breeze was dying. Kelly won first and Hap Arnold with Tom Bauer crewing for him came in second. With no wind for a second race, everyone traveled up to Mac's Mountain for beer and barbecue and a killed bagpiper to add color while the sun set. Friday dawned with no wind, but by 9 o'clock a brisk ENE wind set in and held steady for perfect M-20 weather of 15 knots. The race committee headed by Evans Harrell of Atlanta started four races Friday. All four had Kelly finishing first.

That night Rostle's provided a lavish Mexican dinner in the club house while the John English trio provided dancing music. Saturday the same wind held and this time Kelly hit a mark and came in 5th, just ahead of McIntyre and crew Jim Mueller in 6th. Bill Frietag of Wisconsin (old Mr. M-20 himself) with his son crewing won the 6th race. Frietag has won the Nationals at least 4 times. Probably more (I didn't have time to check it out).

The silver winners included Gough/Gough--1st, and Frietag/Frietag 2nd. Gorgen/Gorgen of Wisconsin took 3rd, Dick Prokup of Dallas ended up 4th. Austin's own Hap Arnold/Tom Bauer had a 5th overall. Tom Romberg's best race was a third. Tom provided a relaxed leadership as Regatta Chairman.

It was an excellent regatta, with well run races and magnificent winds.

## Coronado 15

by Dan O'Donnell

The C-15 Late Summer Series, running from July 20 to August 24, attracted most fleet members at one time or another and gave us a chance to see racing from the race committee view point. Competition was divided into Gold and Silver fleets for scoring. Ron and Cathy Church took first place in the Gold fleet. Vern Harris and Kim Hale took first in the Silver fleet, with Ray and Christy Shull taking second.

At the awards ceremony, the C-15 Fleet 34 First Annual Thunderduck award was presented to Vern Harris. Vern won this highly coveted award by unanimous acclaim, but only after stiff competition from other C-15 sailors and a deep, probing analysis and debate among all the fleet members. Most of Vern's acceptance speech is not printable here, but he did make some sort of remark as to where he thought the trophy should more properly reside, and vowed to pass it on next year.

At the same ceremony, Cynthia Payne presented a special, one-time only, award from the fleet to Ron Church in full and deep appreciation of his contribution. A description of the trophy itself is hardly appropriate for a family publication such as this, nor are the presentation and acceptance speeches.

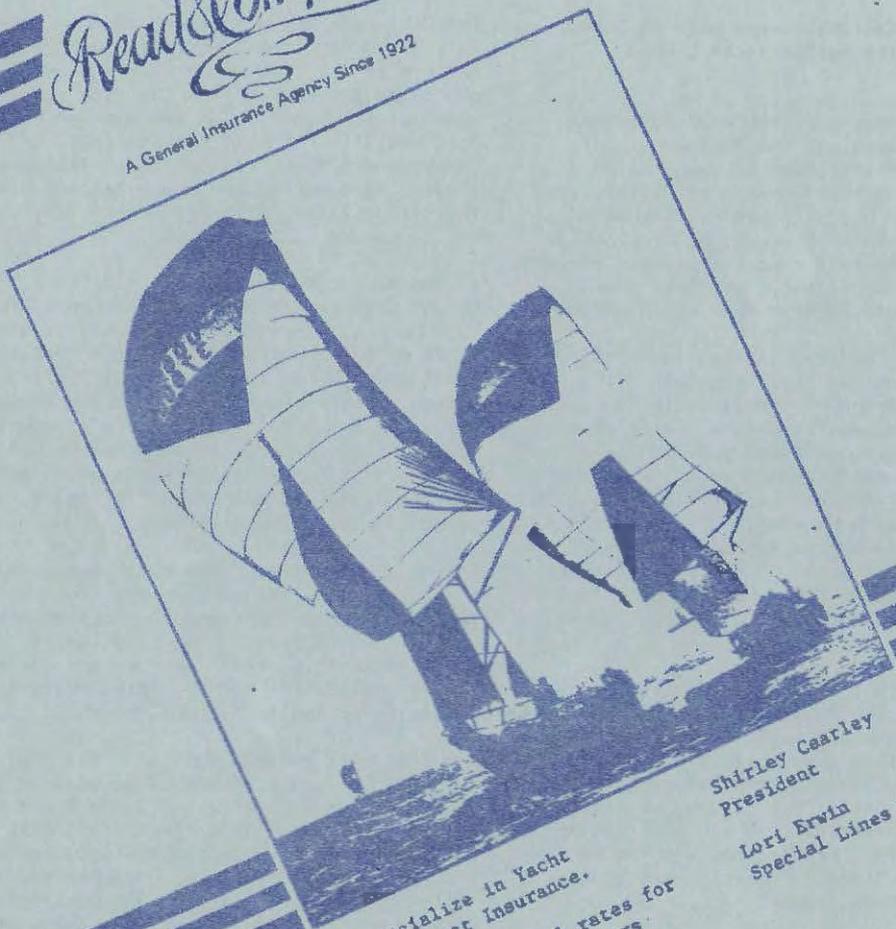
Dan O'Donnell and Jim Ward made the trip to Oklahoma City July 26 and 27 to sail in the C-15 District 5 Regatta. O'Donnell and Ward finished third out of a field of 15 C-15's from Oklahoma City, Tulsa, Dallas, Houston and Austin. At the annual District meeting, AYC's proposal to host the 1981 District Regatta was accepted. Tentative dates are in the second half of June, 1981.





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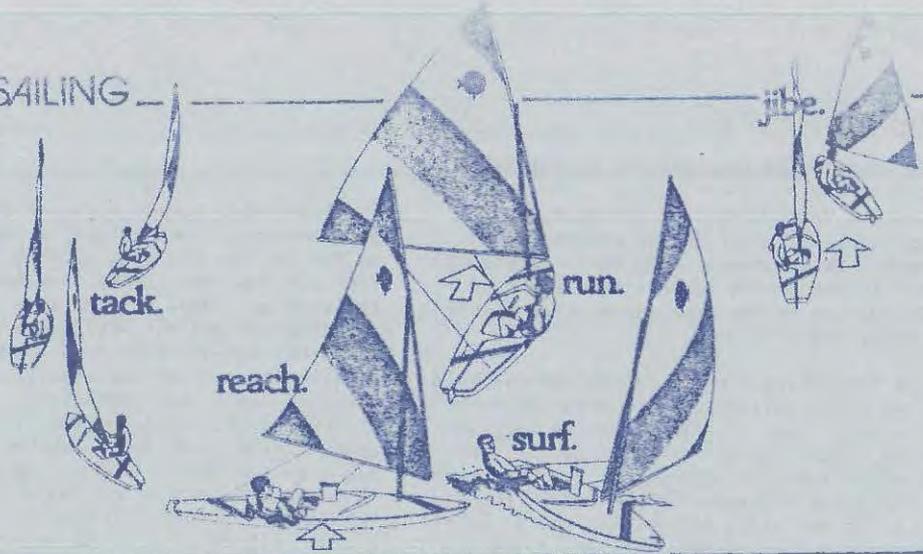
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# JUNIOR SAILING



## YOUTH REGATTA RESULTS

by Sam Fine

The Austin Yacht Club's 4th Annual Labor Day Youth Regatta was the fortunate recipient of fine sailing weather. Wind conditions were ideal; fluffy white clouds from time to time offered relief from the blazing sun on a day with the temperature in the upper 90's. Participation was outstanding in the Sunfish class, with 14 Junior Sailors (the record number to date) vying for 3 trophies, plus the first turtle award. Seven Junior sailors competed for identical trophies in the Pram class and 6 in the Laser class. (One Laser was crewed by 2 youths.) All contestants received participation awards. Trophies and awards were the result of inspiration, purchase, and mounting by Teri Neims and Ed Halter. Results by class were as follows:

PLACE	LASER	PRAM
1.	Ricky Shough	John Vance
2.	John Halter	Holly Pollock
3.	Patrick Bartlett	Robert Pawlick
4.	Todd Palnton & Martha VanHooser	Mike O'Donnell
5.	Eddie Breeze	Derek Clarkson
6.		Clinton Pawlick
7.		Frank Bozyan
<u>SUNFISH</u>		
1.	George Kitzmiller	8. McKenna Neims
2.	Bill Polkinghorn	9. Diana Hardesty
3.	Gavin Clarkson	10. Karl Rundell
4.	John Briggs	11. Dan O'Donnell
5.	Earl Dobson	12. Stacey Koch
6.	Matt Romberg	13. Kevin McMahon
7.	Ann Kitzmiller	14. Lynde Pulley

## WEDNESDAY EVENING JUNIOR SAILING PROGRAM

by Sam Fine

By far the largest number of Junior Sailors in the past 4 years took part in the 1980 Wednesday evening program. Participating were 10 Pram and 13 Sunfish sailors. Adult instructors numbered 12, plus, for the first time, one volunteer Junior instructor, a graduate of the 1978 program. The 10 sessions started June 18 and ended August 20. Facilities and equipment were better than in the recent past, due to renovation of the Prams (new rudders, masts, and molding on the gunwales) and construction of the new floating dock where loaned Sunfishes were stored.

The following individuals generously loaned Sunfishes: Valerie Dunnam, Jerrie Hirsch, Bob Ledbetter, Bill Connor, Gerry Fox, Fred Hinton, Valerie DeKeyser, Stan Werbow, C.A. Schutze, and Sam Fine. Adult instructors were: Mac McIntyre, Bob Gantt, Trenton Wann, Tom Pollock, Dan O'Donnell, Arak Bozyan, Mike Humenick, Bob Pawlick, Mike Bartlett, Teri Neims, Larry Koch, and Sam Fine. Craig Tapley, the volunteer Junior instructor was outstanding. He helped move boats, wash boats, served as rescuer of less experienced Sunfish sailors when they had trouble righting capsized boats, etc. Elizabeth Fox designed the logo for the T-shirts. Henry Quinius loaned his space on Board Boat Dock No. 1.

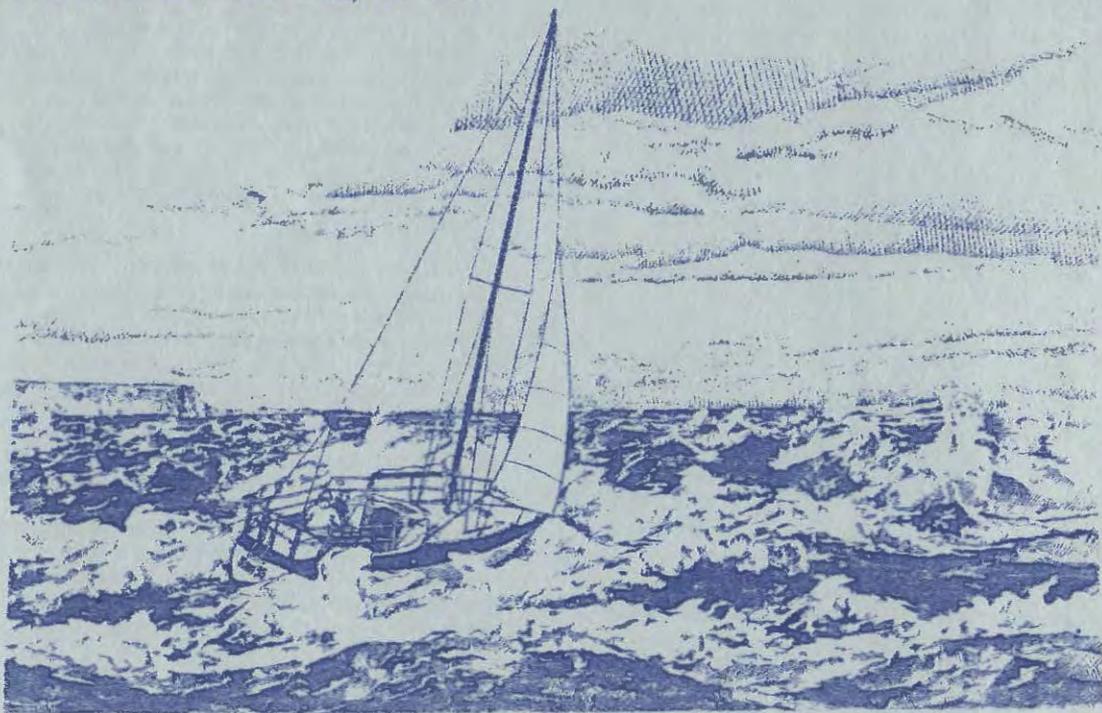
## JUNIOR SAILING

USYRU JUNIOR CHAMPIONSHIPS by Pat Halter

The Austin Yacht Club sent two teams to the National USYRU Junior Championships in Cleveland this summer. Doug Kern represented Area F in the Smythe competition and David Odell and Rob Halter represented Area F in the Bemis competition.

Before the racing started, a seminar was held for the Bemis sailors because most had never even seen a Laser II. The practice race was held on Sunday for all three classes. There were eight teams in each of the Smythe, Bemis and Sears Cup classes. The practice race was held in 35 mph winds with higher gusts. There were quite a few capsizes and one of the spinnaker poles on the Laser II broke. Most of the wind was used up during the practice race it seems. The official races began on Monday in 10-15 mph winds. The race committee was able to get off 3 races Monday. The following day's races were held in 0-3 mph winds with chop and current, a frustrating combination of conditions to say the least.

The teams were housed in homes belonging to club members. Each morning a bus would pick up the sailors and deliver them to the yacht club and then would take them back home in the evening. Meal tickets were issued at registration and all meals were provided at the club, two of which were formal dinners. Despite the lack of ideal sailing conditions, everyone had a real good time. It was a golden opportunity to be able to meet and compete with other top young sailors from all over the United States. Doug Kern finished 4th overall and David Odell and Rob Halter finished 7th overall in their class. All three of these young men are to be congratulated for their efforts on behalf of the Austin Yacht Club. This is the first time AYC has been represented in the National USYRU Junior Championship. We were the only club with two teams there. Could this be the start of something big?



## Keel Handicap by Claude Welles

This year's Friday night series was remarkable in a number of ways, and was a positive step for AYC and the keel handicap fleet. First, it was well run, well attended, and marked a departure from normal club operating procedures in several areas. Second, this was AYC's first attempt to run a Friday series, as it was sponsored by PHRF of Lake Travis last year. And third, some policy changes took place which opened up organized racing to some folks who ordinarily might not get to participate. It should be a plus for the AYC image, as well as for membership in the future.

When looking over the results, it doesn't take too long to notice that there were several differences from previous club series, especially from some of the most recent. There were some new names in the top several places, and there were some types of boats that performed well that had never done so before. Daryl Awbrey won the series with a consistent performance, but in the process, he won only one race. Jim Tillinghast came in second, and he too won one race. As a matter of fact, each race was won by a different boat indicating a lot closer competition than we've seen recently.

Another thing that really helped to make the series was the fact that it was opened to non-club members, and a non-member, Gaiel Lyons, took third and also won a race. For several of the races, it was a first exposure to a series type format, and I'm sure we'll see some of these non-members express an interest in club membership and KHF. As a result of the open policy, there were twenty two different competitors in the spinnaker division.

Some of you may wonder why I said spinnaker division. Well, for the first time in a long time, there was a non-spinnaker division also which was scored separately. Non-spinnaker class drew fourteen boats, and again, no boat scored more than one first. Erhard Sudermann defected from the spinnaker fleet to win the series against some rather stiff competition. As might be expected, there were several non-members racing in the non-spinnaker division, and there were many boats that did well which we don't often hear from or even see in the normal series races, such as a San Juan 21

taking second, and a Catalina 22 getting fourth, and winning one race.

Putting these two fleets together means that we had thirty six different keel boats racing in a series, and most of them raced the whole series. Friday night is a fun time to race, but it is still tough to get out on time with enough crew to race every week. I'm glad that the Club sponsored it, and I hope that the tradition will continue in coming years! I'm particularly pleased to see AYC make some changes in policy to enable more people to have a good time racing on Lake Travis, at least in this one series of the year.

Right now we are midway through Fall Series, and the competition is once again that much better. There have been three races, and there have been three different winners. We're averaging twenty-five boats per race, and had thirty on the starting line for one race. If the fleet keeps this up, AYC better order more trophies.

By the way, many thanks to Steve Vaughn for computerizing the results of this series. It is nice to see everything so official looking.



"Let's see now, you were cruising at five knots and this buoy came up and rammed you . . ."

# SERIES RESULTS

## FRIDAY NIGHT SERIES RESULTS

MEMBER SAIL # SCORE w/TO PLACE

### J-24

Halter, E	916	4 3/4	1
Kern	101	5 1/2	2
VanHooser	826	5 3/4	3
Harden	791	13	4
Levens	102	14	5

### SOUTH COAST 21

Boucher	199	4 1/2	1
Breeze	49	7 3/4	2
Bartlett, M	137	9	3
Dobson	84	9	4
Bartlett, J	69	12 3/4	5
Morris	123	13	6
Franklin	72	18	7
Vassallo	101	20	8
Sannes	153	23	9

### CENTERBOARD HANDICAP, CORRECTED

Harris	Tor/49	8 1/2	1
McIntyre	M-20/542	9 1/2	2
Upchurch	Tor/119	19	3
Church, R	C-15/2583	21	4
Schroth	FB/1300	24	5
Shull	C-15/2582	27	6
Nelms	FB/6789	28	7
Quin	Hobie/25860	30	8
Canada	Tor/34	35	9
Snipe	Snipe/22323	36 3/4	10
Jones	C-15/2228	37	11
Harris	C-15/2348	37	12
Kaiser	FD/83	38	13
Arnold	M-20/457	38	14
Gunderson	M-20/357	39	15
Snead	Laser/19478	40	16
Edwards	C-15/2016	41	17
Thompson	FB/6562	42	18
Garrison	FB/8084	42	19

MEMBER SAIL # SCORE w/TO PLACE

### KEEL HANDICAP, SPINNAKER

Awbrey, Deryl	R28/111	6 3/4	1
Tillinghast	Cal25/218	12 3/4	2
Lyons	R28/20448	13 3/4	3
Lawson	H22/21	17	4
Baughn	SJ24/826	22	5
Smith	SJ24/176	22 3/4	6
Lott	Cor27/11854	28	7
Schmidt	Cat25/140	33	8
Key	Cal25/233	37	9
Dahle	Cal25/332	41	10
Villoz	S525/10	41	11
Dismukes	Col7.6/191	41	12
Bozyan	Ens465	41	13
Baker	Ens324	48 3/4	14
Vanderweel	Cap25/927	52	15
Brown	Sp28C/23670	53	16
Odell	SJ24/137	54	17
Calogero	SJ7.7/104	55	18
McCollum	SJ7.7/27	59	19
Weiler	Ens732	59	20
Duncan	Cal27/228	62	21
Watkins	Harp/6.2/35	63	22

### KEEL HANDICAP, NON-SPINNAKER

Sudermann	R23/20558	8 3/4	1
Griffith	SJ21/1290	14	2
Cummings	Trw25/166	16 3/4	3
Rehmann	Cat22/9225	17 3/4	4
Hopkins	E25*/554	19 3/4	5
Brown	E27/989	20	6
Gillespie	Buc250/23	21 3/4	7
Pfeiffer	Buc295/106	24	8
Records	P22/21	24	9
Brock	Cat25/438	30	10
Lee	Isl30/310	41	11
Pollock	L36/63	44	12
Lockhart	Col7.6/146	45	13
	A23/100	55	14



## South Coast 21 \_\_\_\_\_ by Allen Breeze \_\_\_\_\_

Our over-all assessment of HYC: water stinks, Olympic Circle is great (Nelms should learn to read a compass, it would help), and HYC should combine smaller fleets for starts--our start was an hour and forty minutes after the starting gun! Thanks to John and Sue for providing accommodations, food and good company.

Other trivia, Fred now has a more competitive boat since he fixed it up for Nationals and seems driven to prove himself not only faster than the rest of us but also faster and sneakier than the new Laser II. Good luck, Fred.

Linda has not appeared for this series, claiming her knee injury sustained in Nationals has prevented her participation. Poor excuse, Linda.

The Tapley family has recently appeared in their re-done glued-together Fireball. In spite of breakdowns, they are going to be sailing with us regularly. Watch out, novice Fireballs are dangerous.

Bob Thompson has a shiny new spinnaker and looks pretty. Is "pretty" fast, Bob?

Nelms and Reinhart did a dramatic multiple capsize act a few Sundays ago which resulted in a broken boom. Unfortunately, pictures were taken of the boat being towed in. Very humiliating. Being towed is slow.

Baker helming Nelms's boat managed to RUN A FIREBALL AGROUND not too long ago during a race. Unfortunately for him, there were witnesses on boats not too far away who will substantiate this story and confirm that it was NOT MY FAULT!

Anyone wanting a Fireball T-shirt should call me--we have a few left over.

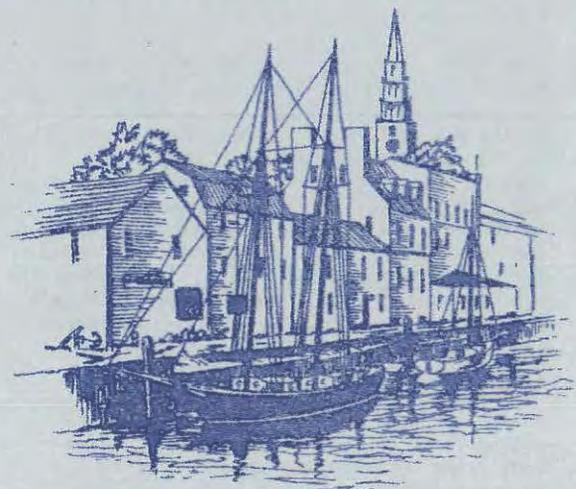
In conclusion, we are breaking out our wet suits and long Johns and getting ready for the winter series and Fall Regatta. Anyone looking for cheap thrills, low class remarks and a free case of pneumonia should call and join our fleet before the next series starts....

As predicted last month, the South Coast family has grown. Welcome aboard new South Coast owners Jimmy Fontenat and Tom Farrel.

You will recognize Tom as the ex-crew of Gin-Tonic. Tom studied under the stern command of Gin-Tonic skipper for years, picking up on all those traits of aggressiveness, determination, cunning, ruthlessness and other habits that make a first rate South Coast skipper. Tom has finally managed to jump ship and now has a command of his own.

Jimmy Fontenat and crew arrived in town ready to do battle but the race committee would not let him start his Snipe on the South Coast line. He disappeared for a week and then showed up the next race day with his own SC 21 in tow. It is a mystery where Jimmy picked up his experience, but it is apparent he has not been instructed by anyone in the SC fleet. Everyone that has grown up in this fleet knows it takes one to two seasons following the fleet before he is allowed to win. But Jimmy went to the head of the line before the first series was over.

The South Coast fleet is fortunate to have these two eager skippers join us. Their enthusiasm for racing can only serve to strengthen the competitive spirit of the SC fleet....Good sailing!





## Ensign

ENSIGN-ELECTRA NEWS

by Eugene English

**FLASH!** Cynthia and Frank are proud parents of Eric Marshall Creamer, born September 17 and coming aboard weighing 7 lbs. and 4 oz. He has been officially recognized as a crew on #1486 by Commodore Bozyan and the token is an Ensign T-shirt with Eric's name on the back. Congratulations, y'all!!

**TRUE GRIT!** Skippers Arak Bozyan and Tommy Kozlowski showed plenty of determination in the strong wind first race on September 21. Arak's shackle pin on the main halyard pulled out prior to the first race. He reached over in Cypress Cove with the genoa, and crew Lee Munday climbed the mast and retrieved the halyard. The breakdown caused them to be 2 or 3 minutes late for the race, but Arak salvaged a 5th place. Toward the end of the same race, Tommy and Cliff Price's boat was struck amidships while on port tack by Dick VanHooser's (now Doug DeCluitt's) J-24. The principal immediate damage was that Tommy's main halyard broke and the sail fluttered to the deck. The location was near the club so they limped in to their dock. The OMF resulted despite Tommy's being in 3rd place behind Sandy Bauman and

probably ahead of Jim Baker. Tommy determined to replace the broken halyard although his partner was doubtful it could be accomplished in time for the 2nd race of the afternoon. They borrowed the halyard from Sam Humphrey's boat on the yard and re-rove it on #929 (Dos Locos). After taping up the bruised gunwale, they hoisted the main and with true grit went out and captured 2nd place in the next race.

**SEVEN HUNDRED AND TWENTY!** That means penalty-not a dividend! Avoid them like a plague. In the 3rd race of the Fall Series, Arak, as a windward boat at the start, failed to stay clear of Frank's "Foxfire". After being tapped by the leeward boat, Arak did his two complete turns on the windward leg shortly after the start. He attributes his finish of 7th place (last) to the penalty and its cause to a wind shift?????? In the very next race of the same day, Gene English also finished 7th because of a slight foul of Bozyan at the "F" (jibing) mark. "Tackless's" spinnaker was brushed by "10" as Gene didn't respond quickly enough to Arak's quick luff after both rounded the mark. The subsequent 720 relegated the fouler to the 7th place for the rest of the race. Nuff said!

Lack of water, plenty of wind; plenty of water, lack of wind; plenty of wind and which "I" mark, has been the saga of the AYC Fall Series thus far.

The first race of the series, sailed before the recent rise of Lake Travis, saw the introduction of a new mark, I prime, by the race committee. However, the competitors, wondering what all the horn blowing was prior to the race committee leaving the dock, failed to read the posted mark change. Subsequent verbal exchanges between the race committee and the competitors resulted in the race being thrown out with Bill Levens and gang on STRIDER leading prior to the mark confusion.

The second race of the series was started in moderate to dying winds just right to scatter the boats around the course, leave them stranded long enough to consume all the beer on board, and then filled in on the downwind leg to "bunch up" the boats at the finish. RUNAMUCK must have over consumed on the second upwind leg and thus forgot which "I" mark they rounded the first time up. As a result, ORANGE PEEL, sailed by Ed Zube, finished 1st with STRIDER second. Painton and the RUNAMUCK crew, still arguing over which mark to round, finished third.

The next race of the series started in moderate to light air with PATTY WAGON and SPECTRUM jumping to an apparently insurmountable lead. However, in the dying wind SPECTRUM found a hole and PATTY WAGON decided to wait at the leeward mark for the fleet to catch up. The rest of the race was a series of puffs and holes with boats taking opposite shores up the lake. SPECIAL K and RUNAMUCK caught an easterly puff from towards Sometimes Island that allowed them to finish the questionably shortened course just before the wind died completely.

In a dramatic turn-around the fourth race of the series was started in 20 to 22 mph winds which delighted the sail trimmers (a little jib day) and horrified the foredeck crews. HIWAY CAFE jumped to an early lead and hung on for a first place finish. RUNAMUCK, rounding at least the same "I" mark every time, finished second. HIWAY CAFE foulwrapped the spinnaker sheet at the jibby mark and sailed part of the second reach broadside to the rhumbline.

JALAPENO, newly purchased by Doug and Marty DeCluitt, won the Spectator Award for a spectacular broach while jibing, with Marty's normally beautiful dark complexion paling somewhat on the foredeck. As if that were not enough, JALAPENO later decided to hitch a ride in Tommy Kozlowski's and Cliff Price's Ensign. The bow of a J flits nicely in the cockpit of an Ensign with crew and all. Thankfully, no one was hurt and the Ensign suffered only minor coaming damage. Racing at the AYC series is becoming crowded enough that we should seriously think about viewing windows in sails.

EVIL, WICKED, MEAN & NASTY and SPECIAL K have been doing some travelling during the series. Both attended the last regatta of the Texas J-24 Circuit in Corpus Christi. Their light air finishes were spectacular. However, the Corpus Christi Bay chop took its toll and they wound up with mid fleet finishes overall. Dave Cheney and crew made the Indian Summer Regatta in Dallas and reported a good time.

We wish to welcome new members, Doug and Marty DeCluitt to the J Fleet and AYC. Also, look for a new J, HIGH STEPPER, owned by Bill Hill who is joining the club. Bill is a long time Austin sailor who will bring some good competition to the fleet.

\*\*\*\*\*

The Kocens hosted a fleet party at their home Friday night. This "all the shrimp you can eat" and "all the wine you can drink" party was made even more successful by the fact that "no business meeting" was promised. Rumors began flying late in the evening that Wanda Malone was considering one of her famous "fable dances" with perhaps Pat Halter as a backup--but that was all it proved to be--just rumor... Liz proved that she does not take her house plants lightly when Ron Harden offered her in trade his \$1500 dieffenbachia (well, maybe \$79.50) for her Ficus. She steadfastly refused all subsequent offers... During the only serious moment of the evening, Bill Bond awarded Phil Kocen the "Spirit Award" in recognition for his enthusiasm for sailing, even under duress, and "the way he plays the game". Next party will be hosted by Ron Harden in mid-November. (Spruce up that dieffenbachia, Ron, maybe there's still a chance if she can see what she turned down.)

## Fireball

Teri Nelms

Well, the fleet is surviving in spite of some recent casualties. Our Regional Commodore and fleet "nice guy" John Schoen is suffering from some undetermined illness that may ultimately be diagnosed as "fear of competition" seizures. Meanwhile, John is experiencing the pure joy of extensive medical testing to determine the physical source of his dizziness and blackouts. Having the Fireball fleet as houseguests during the Houston Regatta may have contributed to his illness--hopefully his doctors will take this into consideration when treating him. Meanwhile, back at AYC, John and Sue have been given a medical leave of absence from the club since he is unable to drive and has been ORDERED not to sail until the nature of his illness and the proper treatment can be determined. We will sincerely miss them. John and Sue have driven up to Austin from Houston each weekend to race with us. We are hoping that they will be able to come for the Fall Regatta and at least do race committee duty. We are all hoping for the best for John and hope to see him back on his feet and back in the fleet soon. (Good luck, Sue!)

And now, a personal interview with Fred "Taco Breath" Schroth, speaking for himself and Linda McDavitt on their recent participation in the Fireball Nationals in God-forsaken Kansas. Overall weather report: little or no wind. Fred's main comment: "We came, we saw, we were conquered..." Linda was awarded the First Place Women's Skipper Trophy. Other than that, they split their centerboard on the anchor line and Linda injured her knee under suspicious circumstances that were "probably Fred's fault..." Competition was composed of all big-time sailors (top 5 world champion contenders) and our guys placed 14th out of 25 boats. Fred's closing comment on Nationals was "we went and we made it back". What more can we say...

Our fleet participation in the Houston regatta was somewhat limited since Fred and Linda did not make it back from Nationals in time, two other locals changed their minds, and Baker and Nelms elected to sail in the same boat. That left us with Nelms, Schoen and Bob Thompson fighting out in the briny deep. John tells us it's not that deep, however. He capsized



during a race and even though his sail never disappeared underwater, he still managed to bury his mast in mud and broke his whatchamacallit. The mud remained in and on the mast and dripped on Sue all the way in to the dock. Thompson won the first race, Nelms second and John bottoms-up third. The second race was almost more excitement than we could stand. Nelms in the lead had to cover Thompson from the last mark. The problem involved Tartan 10's, Catalina 25's and J-30's who were trying to finish at the same time. Thompson proceeded to try and break the cover by scraping Nelms off on other boats. Tacky, Bob. He almost succeeded, but Nelms managed to hold the cover and cross the line INCHES ahead. It's a good thing it ended when it did since crews Baker and Cindy only had to tack about 900 times and nearly died. (you can always tell a crew from a skipper--Cincy and Baker didn't wake up until 11:00 the next day, Thompson and Nelms were up at dawn...) The third race on Sunday was also exciting--just not much. Four foot waves from one direction and the wake off the big boats from the other direction and twenty-plus winds. Nelms caught up during the spinnaker runs even while using Baker for a sea anchor. Spinnaker take-down time found the retrieval line running out the bailer which was freed only after using the exact magic combination of cuss words. Needless to say, Thompson won the regatta, Nelms second and John third.

# Teens !

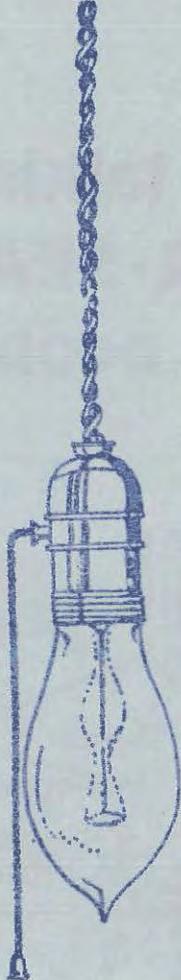
YOU'RE INVITED TO A PLANNING PARTY!

Turn the light bulb on in your noggin--we need your help! The Club is very interested in making the Yacht Club a place where you like to come and bring your friends. This party is to get input from you about what type of social and sailing activities you'd like to see at the Club for folks your age (12-17). This is your big chance to have your say and to get to know other young people at the Austin Yacht Club.

There will be hot dogs, chips, and drinks. Come on out--bring your friends.

WHEN IS THIS? It's Saturday, October 25 at 6:30 p.m. at the Austin Yacht Club. Call the office at 266-1336 if you need a ride out.

R.S.V.P. (so we can plan food)--266-1336



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# SPECIAL REPORTS

NEWPORT--AMERICA'S CUP REPORT

by Gary Schmidt



August found NYC'ers mingling amongst the "beautiful people" in Newport, Rhode Island, the closest thing we sailors have to Mecca in this world. Enough has been written about the place in the various sailboat magazines to fill libraries, but the single truth is if you're a sailor, and even an occasional racer, you've got to experience Newport for yourself during an America's Cup summer. I'm sure Bill Bond and Bill and Caroline Howard will agree.

Having landlubbed in Newport for a couple of days during the 1977 Cup Trials, I vowed to return the next time and do it right...a la bare boat charter. So off we flew to New England, Leslie and I, meeting Austin PHRF'ers Jim Scott and Terry Meyer, and former NYC'ers Mike and Mary Harrison of Corpus.

Our boat was a beautifully equipped, virtually brand new Cape Dory 36 Cutter, the flagship of a small fleet of charter boats owned and operated by the Cape Dory people. Since the boat is based in Marion, Massachusetts, near Cape Cod, and Newport is about 49 miles to the southwest, getting there was literally half the fun.

At the suggestion of the Cape Dory people, we overnighted both coming and going at Cuttyhunk Island, the western-most rock in the Elizabeth Island chain which stands between Martha's Vineyard and the southern Massachusetts shore. This stretch of water, known as Buzzard's Bay is reportedly the roughest bay in the Country. If anyone asks you who reported that, you can tell them I did. The word "chop" took on a whole new dimension for us lake sailors over the next few days with winds of 20-30 knots churning the waters and creating man-sized troughs. Add 5 days of drizzle and temperatures in the 60's, throw in a pinch of fog, mix vigorously, and you have the perfect New England shakedown cruise. ("Shame you folks weren't up heah the lahst two weeks--weathah's been beautiful.")

However, had we come to Newport any other week of the year we could not have simultaneously watched the crucial final selection trials between the three remaining American Twelves as well as the semi-final trials between the

Swedish, Australian, British, and French challenger candidates. Only one word can describe the thrill of watching Lionheart cross the finish line 2 seconds ahead of France III on opposite tacks, all from a distance of a couple of hundred feet. Or sailing alongside Courageous and Freedom on a broad spinnaker reach from the wing mark toward the leeward mark, both Twelves walking away from us briskly in spite of our full main, club-footed jib, yankee, and 50 horses of Perkins diesel fighting to keep up. Incredible!

Everyday brought a harvest of frest memories, including most notably:

- °the Newport experience...mansions, rich folks wherever you looked, fantastic seafood, people-watching, yacht-drooling.
- °bumping into Walter Cronkite in a Newport clothing shoppe
- °scrambling to get out of the way of France III during a race
- °seeing used 12-meter yachts tying around like Thistles (e.g., Intrepid, Enterprise, France II, Gleam, et. al.
- °kicking around tiny Cuttyhunk Island's main street, seemingly straight out of "The Russians Are Coming". Looking in the window of the Cuttyhunk Post Office (only identifiable as such by the life ring so inscribed hanging on the outside wall), and conjuring up images of the little old lady from the movie gagged and bound in her chair, hanging from the coathook.

The most memorable moment for me, however, was on our last night out. Anchored at Cuttyhunk on the return trip, Leslie and I were cooking our dell sausage on the stern-mounted barbecue grill when a seagull swooped down, snatched up the biggest part of our dinner, dropped it sizzling into the water to cool, then gulped it down whole like a raw oyster. Everybody around us thought it very amusing. We were only wishing for great intestinal distress to befall the lousy bird.

To add insult to injury, upon our hungry return to Marion the next afternoon, we mentioned to a fellow yachtsman that we had stayed at Cuttyhunk the night before, to which he commented that he was very fond of the place, but you sure got to watch those damned seagulls around 6 p.m."

# SPECIAL REPORTS

## SECOND ANNUAL LADIES SAILING CAMP REUNION REGATTA

by Atalia Clarkson

The fabulous Second Annual Ladies Sailing Camp Reunion Regatta was held on Labor Day with brisk winds, nine enthusiastic women in Lasers, and magnificent trophies. For the first time in this prestigious event, the race committee established the unique categories of beginner, intermediate, and advanced sailor, thus enabling the committee to award elaborate and posh trophies in each division.

In the advanced division, shades of glory and portents of things to come in the AYC Single-handed Championship were evident as Pat Halter and Karen VanHooser battled it out cleat for cleat, clew for clew, (claw for claw?), and managed to alternate first and second places rather routinely throughout all five races. But Lisa Calogero, with all the advantages of youth and vigor, was only a minor third behind the ferocious two and improving every race.

The remaining sailors in the other two divisions were considerably more refined and polite about it all, managing to sail in a much more orderly fashion than those front three who kept bunching together at all the marks and yelling for room and what not. Nevertheless, none of us were so far behind that we needed binoculars to tell who was ahead.

As a matter of fact, sometimes the only difference between the three divisions was that some people managed to keep their boats upright in those high winds longer than others. Newcomer Laura Jones thought at one point that she should retire after seventeen cap-sizes, but with much encouragement and a few "don't you dare's," she hung in there and improved her finish each race.

Actually, Ursula Vassalo was really the only pushy one in the whole race. That's because she kept nudging ME out at one mark and then beating me to the next one while I rummaged around in my cockpit to find the rule book to see if her maneuver was really a legal one. (Shelf space is so limited, you know, I never can find where I put all my racing materials.) Anyway, I wouldn't have minded so much, Ursula, if you hadn't waved when you crossed the finish line up ten lengths in front of me. But that's just one more example of why this race has always been so friendly.

In truth, my personal compliments go out to the wide age range of it all, a factor which had absolutely nothing whatever to do with sailing ability. Nevertheless, I was proud of the fact that ladies from--count 'em--16 to 56 years of age had such a grand time together in a small boat, in high winds, through many, many races (at least for us older ones) in the Second Annual Ladies Sailing Camp Reunion Regatta, that it was worth all the bruises and blisters after all. Maybe not the cleat cuts on the rear, but that's a personal opinion.

Anyway, the significance and importance of this race was exemplified during the trophy presentation when the Commodore himself bestowed the trophies with many flourishes and most adequate kisses for each winning lady. The Commodors, it must be added, noted for the record that "kissing is an old nautical tradition practiced by Commodors since 1864, especially when presenting trophies in ladies races."

Winners in the three divisions were:

### Advanced Division

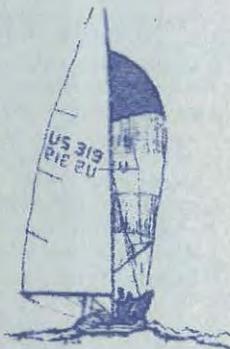
Karen VanHooser	1st
Pat Halter	2nd
Lisa Calogero	3rd

### Intermediate Division

Cindy Payne	1st
Ursula Vassalo	2nd
Laura Jones	3rd

### Beginner Division

Atalia Clarkson	1st
Shirley Slaughter	2nd
Nan McDaniel	3rd

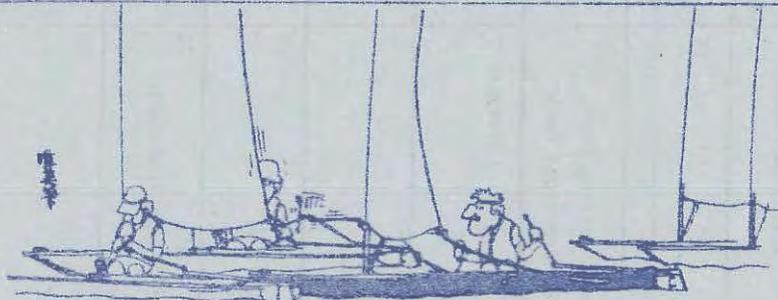


For those ladies who couldn't make it this time, start saving your egg money now and perhaps you can afford the 99¢ entry fee next year. Surely that was the only reason you weren't there on the line with us. No one would intentionally miss that much fun!

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## NOTICE

Please identify your property. On a recent inspection of the Dry Sail Areas, numerous trailers, cradles and equipment are NOT PROPERLY LABELED. You are referred to HARBOR RULES #21, 22, and especially #27.....Please, at your earliest convenience, put your name on items of interest. PLEASE...PLEASE...PLEASE...(IF THIS DOESN'T DOE THE TRICK, THE STAFF WILL BE FORCED TO DO SO AND CHARGE AN ENORMOUS ASSESSMENT...)



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## ANNOUNCEMENTS

### 1980 AYC TEAM CHAMPIONSHIP

The Club championship for 3 member teams (ladies and men, not mixed) is Saturday and Sunday, October 11 and 12, 1980. Pre-registration and a commitment is required no later than October 9. Crew names are needed. Crew substitute only by approval of Race Committee. There will be a practice race on Friday, October 10 at 6:00 p.m. For more information, call Alston Boyd or the Yacht Club office.

### CPR CLASSES SCHEDULED

Classes are forming for CPR on October 13, November 3 and December 1 at Hillel, 2105 San Antonio. The classes are from 6:30 to 10:00. The fee is \$5 (which covers their expenses). There is free parking in a lot at 20th and San Antonio. Call Hillel at 476-0125 to register for the classes.

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Now's the time to check your boat to confirm that it is in compliance with Coast Guard safety requirements. Does yours?

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The combination to the entrance gate lock is 1776. Please make a note of this for future use.

Gate Combination: 1776 1776 1776 1776 1776 1776 1776 1776 1776



# october november december 1980

MON	TUE	WED	THUR	FRI	SAT	SUN
October 6	7	8	9	10	11 AYC Team Championship	12 First day of Winter Series
13	14	15	16	17	18 -----Fall-----	19 -----Regatta-----
20	21	22 AYC Board Meeting	23	24	25 Youth Sailing Party LTCA Overnight Race	26 Winter Series
27	28	29	30	31 Halloween Party	November 1	2 Winter Series
3	4	5	6	7	8	9 Winter Series
10	11	12	13	14	15	16 Winter Series
17	18	19	20	21	22 LTCA Hot Wine Party	23 Winter Series
24	25	26 AYC Board Meeting	27	28	29	30
December 1	2	3	4 Annual Meeting	5	6 AYC Annual Banquet	7

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