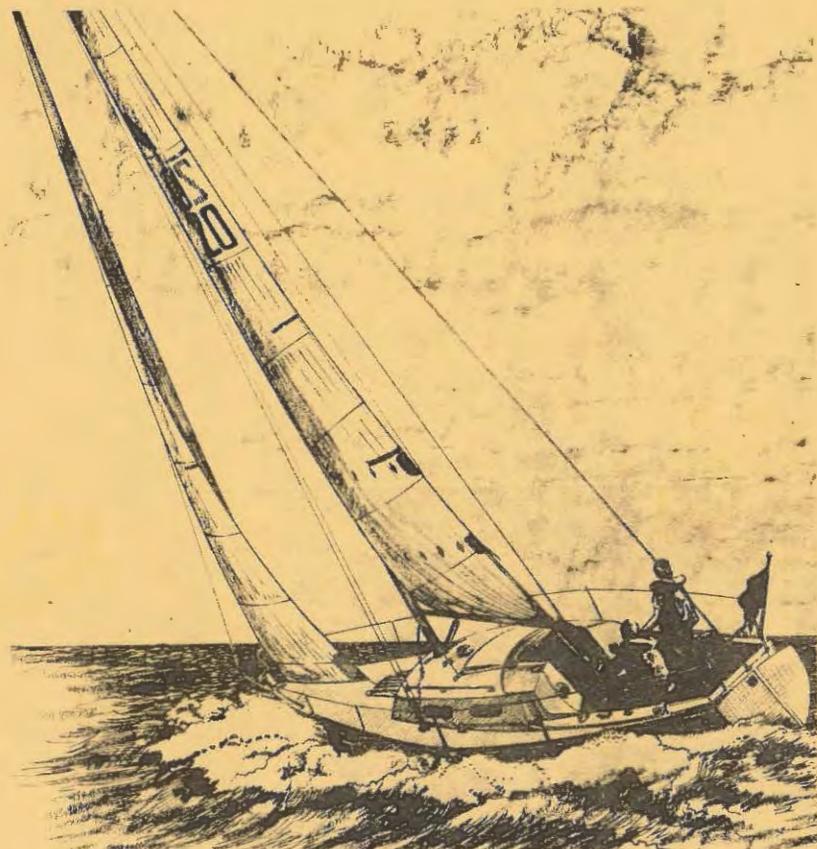


telltale

AUSTIN YACHT CLUB

DECEMBER 1981





AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

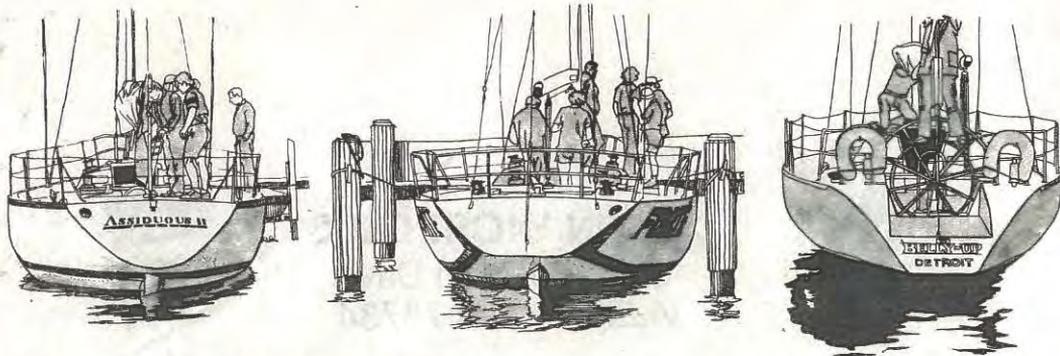


Business Office 266-1336
Clubhouse 266-1897

Commodore-----	Russell Painton
Immediate Past Commodore-----	Frank Arakel (Arak) Bozyan
Vice Commodore-----	Raymond (Ray) Lott
Secretary-----	Homer S. (Hap) Arnold
Treasurer-----	Trenton W. Wann Jr.
Race Commander-----	James W. (Jim) Baker
Buildings and Grounds Commander-----	Carl B. Morris
Fleet Commander-----	M. J. (Hap) McCollum



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Ensign-----	Eugene English
Fireball-----	Teri Nelms
J-24-----	Jane Ashby
Keel Handicap-----	Bill Records
Laser-----	Robert Young
M-20-----	Francis McIntyre
Southcoast 21-----	Greta Rymal
Thistle-----	Merrill Goodwyn



FROM THE FLEETS

Coronado 15

by Terry Schertz

Fall Series is over, done and complete. Fleet 34 averaged 10.4 boats on the line. Rob Pecherer took honors in the Silver Fleet (welcome to the Gold Fleet, Rob!) and Ray Shull was the top dog in the Gold Fleet. Dale Edwards took second place and Vern Harris pulled off a last minute tactical move to take third. He won a protest against the race committee, which threw out the last race, moving him from fourth to third.

Eleven boats registered for the Fall Regatta but weather was somewhat of a limiting factor. The C-15's were the only centerboard fleet that raced one design and were positioned seventh and last in the starting sequence. Just before our start, the Race Committee discovered that their anchor had pulled and postponed to reset. Some thirty minutes and three tries later, we were off. That is, we were all supposed to be off! Lesson #1 - watch the shapes--they don't always postpone! Ray Shull taught Lesson #2 - how to recover quickly from a capsize before the start. He went on to do it again during the race, but had a sufficient lead to insure a 3rd place finish on a gold cup course. Final regatta results: Ron Church, Dale Edwards, Ray Shull, Jim Ward, Jim Smith, Warren Crews, Brian Measley and Terry Burnett, in that order.

Three teams from the C-15 fleet entered the Austin Yacht Club Men's Championship Races. See elsewhere in this newsletter for details

on the event. C-15 participation in the Wursthfest Regatta is covered in a separate article in this Tell Tale.

The Winter Series saw a variety of winds. One race was cancelled due to no wind while another race was cancelled because of high winds. The last race of the series was the C-15 slot for race committee duty. Once again Ray Schull took first place in the series with Dale Edwards squeaking by Vern Harris by one point to hold onto second place. One of the newest members of the fleet, Aloï Timeus, took fourth place which also gave him first place in the Silver Fleet.

One bit of sad news. Two old-timers, Dan O'Donnell and Ray Schull, have defected to keelboats. Both Dan and Ray will be greatly missed as both put alot of energy and input into fleet activities. At our last fleet meeting we elected Vern Harris as fleet captain to replace Ray Schull. John Klema was elected to fleet measurer to replace Vern.

Dave and Bonnie Odell have graciously (or is it naively?) offered their home for a fleet Christmas party to be held on December 18.

At the November board meeting, the Yacht Club approved the fleet request to hold the Coronado 15 National Regatta at the Austin Yacht Club. The date set for the regatta is June 21 through June 26. Winter is here and will find most of the fleet re-rigging their boats, reading sailing books, and making preparations for the NATIONAL REGATTA!

Keel Handicap

by Bill Records

Well, the Winter Series started with a bang or should I say crunch. With the wind gusting to 30 knots in the first race, some of the heavier displacement boats found out when not to fly their 3/4 ounce chutes. Hap McCollum had a good lead until a bolt in his tiller sheared and forced him to limp back to the clubhouse under power. "Better take better care of your tiller, Hap!" Calogero took first, Obie Smith second, and Steve Vaughn third.

The winds in the second race wasn't as high as in the first, but had a lot more shifts. And since B mark was the only real weather mark, the race to B just about determined the outcome. Rolly Lawson, in Hap McCollum's SJ28, gave Dennis Awbrey a good fight to B mark until a "Blue Duck" foul wrap gave Dennis all he needed to pull away. Yours truly arrived at B right behind Rolly. As Steve Vaughn once said, "even a blind squirrel gets a nut once in a while." So at the finish, it was Awbrey, Records, Lawson, Smith, and Hap Arnold in his new Holder 20 finishing third but correcting to fifth.

The third and fourth races were absolute drifters with Erhard Sudderman sailing impressively to win the third race. Hap Arnold got second in the third race and won the fourth.

The fifth race brought shifting winds in the twelve knot range. Awbrey and Arnold fought it out to the finish with Andy Romach close behind. Too close! Andy won the race with Arnold correcting to second, Dennis getting third, Records fourth, and out of nowhere, Ray Lott (our new Commodore) took fifth.

The final standings showed Arnold in first, Calogero second, Romach third, Awbrey fourth, Smith fifth, Welles sixth. In B fleet, Joe Wilcox took first and Mike McLemore second.

As I mentioned earlier, Hap Arnold is sailing a Holder 20 with our fleet now. Gordon Hopkins has parked his Ericson 25+ and plans to race his new Holder 20. How about a planing hull division of keel handicap? Ray and Christy Schull, from the C-15 fleet) just bought a Pearson 26 and will be racing it as soon as it's rigged.

South Coast 21

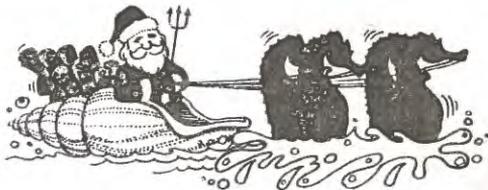
by Greta Rymal

Who says the winter series has to be only for the hearty (or foolish)? With sun-tanning weather every Sunday of the series, we had a good set of races, usually getting in two moderate length races a little before dark. It was a case of more skippers than crew, however, so we got to see several examples of singlehandling and skippers-turned-crew. Could that have had anything to do with the sea anchor demonstration made by Dobson and Company (Boucher and Duane, Jr.) on the last day? Or with Joe's raising the chute sideways? Two heads did prove out to be better than one, however, with Dobson winning 1st place (assisted by Boucher) and McClosky pulling out 2nd place on the last day (assisted by Fontenot-- and new sails).

The fleet has done well in other races with Duane winning 1st in the club's singlehand championship and Carl taking 2nd in the Wild Turkey regatta. On another front, Mike Bartlett and Duane Dobson battled to a draw for the Whoopiee Award at a recent Reagan High School football game. The Fontenot's, Bartlett's, Morris's, and Rymal's joined the Dobson's to cheer on Duane, Jr. in their Bi-District win over Angleton. It's been a winning month for Duane and family.

Although it's been a long season...it's not over yet! Join us in the PHRF races (frostbite series) this fall. Call a PHRF member for details, but it basically consists of Saturday racing.

Joe and I are off to sail that "other" boat of ours on South Padre for Thanksgiving. We hope you all don't add too much ballast during the holidays. Have a good one!!



CATCH 22

by Jan Brewer

Fall Regatta - 1st race. The Fall Regatta had beautiful weather, white caps, lots of wind, NeLms in pale orange and adorable, and five Catalina 22's for our own start. After some debate over PHRF vs. C-22 rules, we dared the waves. Fearless Leader Gordon Hamilton was wenchless on one side (I told him to be nice to Betty) and went out only to come back. Gary Payne and Bill Word lightened up and sailed for blood. Walter Allan didn't last too long with his two sons. JCB and JMB braved it with BCB and a slightly experienced crew (Gary and Sharon Panno). 2nd race. By afternoon the water was gorgeous. F.L. sailed with Walter, JCB lost his crew to allergy and toughed it out with JMB and BCB. Gary and Bill - well, what can I say? Except JCB raced extremely well and almost slipped by Gary and Bill at the finish (surprise). 3rd race. Sunday morning was blowing hard and small craft warnings were posted. F.L. and Walter suddenly were crew

for JCB and his older brother. JMB and BCB watched their late start from shore. (As F.L. put it, "Brewer--you were not a premature baby, were you.....") Bill, who has the ability to sail heavy air, was first, Gary was second and John was third.

Which brings us to the Winter Series -- nothing exciting for the Catch 22's. We traded experienced sailers around to improve everyone's sailing skills. It made the races less of a competition and more of a learning experience. As we broke for Thanksgiving, we were all thankful to have Boris, Charlene and Bryan well again.

1981 was a good year for Catch 22. We hosted the Texas State Regatta at AYC. It was a tremendous success thanks to much hard work by Fleet 69 and the essential advice and help of Ed and Pat Halter, Jim Baker, and all the good people at AYC. Our numbers at AYC have grown by four boats, If the "young" sailors keep learning as fast as they have (thanks to the "Experienced" sailors), the "Iceberg Follies" and Spring Series should be super.

HAVE A LOVELY CHRISTMAS AND NEW YEAR!

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Fireball

by Teri Nelms

Too bad the time ran out in the Fall Regatta races or we'da beat that stupid Dutchman. Yes, the hardiest of the Fireballers were the only ones to show for the alledged "Lakeway-and-back"-abbreviated-regatta. So where did they put us? Centerboard handicap with a Harpoon, a Tornado, a Dutchman, and some other boats I'd rather forget. To add insult to injury, Taco-breath Schroth managed to sneak into second place by the end of the second race over the once-a-year Baker/Nelms team. Ready for blood by the third race on Sunday, we put on our wet suits, helmets, and other crash gear only to be stopped half-way to the starting line by not-so-fast Eddie. Telling us to "go home, you got cancelled; haw-haw, you sure look funny with all that junk on!" How rude...In utter disbelief, we headed for the starting line anyway, positive that Halter had been sadly mis-informed, only to have Fontenot give us the bad news with a shake of his head and a thumbs down. In protest, we screamed and yelled, were ignored, ran around the course, put our spinnaker up, screamed back and forth for awhile and went back to the dock in disgust. How humiliating. To be beaten by Taco, to say nothing of an over-grown Fireball? There is no justice...That is the LAST time I will go out of my way to find a crew for Taco. Jane Baker is now up for grabs to any Fireball but him...

The winter series produced Gary Eskelson from Houston and local Doug Rikardson as surprise contenders and the competition was really hot. Fortunately, Taco missed one race which gave him an overall third place, Nelms took second, and of course, just because shw showed up--McDavitt took first.

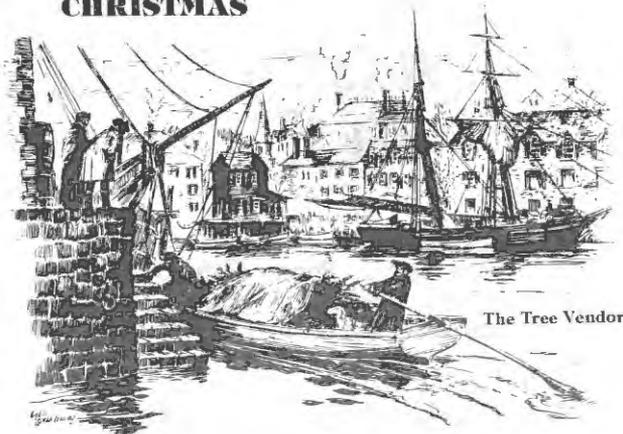
Quentin Baker is in the initial stages--plans review, order wood, etc.--of building a new Fireball, with an estimated completion date od (he hopes) Governor's Cup in '82. That final date will be altered by how much help (?) he receives from Nelms and how much advice he is willing to take from Bob Thompson, Alston Boyd, Taco, etc. He will be building his boat alongside another Fireball put together by a San Antonio engineer Jim Wakenell. That way, they can help each other with their mistakes.

As a result of the new boat, Quentin's old Fireball has been sold to a new yacht club member, Steve Bangs. Steve and his son Troy intend to race the boat while wife Prissy wisely plans to watch from the sun-bathing area of the pool. Since Steve is a jet pilot, we advise that other fleets keep out of his way.

We are loosing Gary Eskelson, our Houston visiting boat, to Holland where he intends to work for a couple of years. His wife got an offer she couldn't refuse and she generously invited Gary to come along. He intends to store his boat and return to our shores when their trip is over. A "get-the-hell-out-of-the-country" party is being planned for Gary in mid-January. We are inviting all our fleet members to drag out their wetsuits, earmuffs, hot toddies, and join a frostbite race for Gary. We don't guarantee that we will actually get out there and race, but we'll at least stand around the boats and talk technicalities while eating and drinking.

With two new boats projected for next year, we are looking forward to an active racing season. 1981 has been a 'Ball, so you can imagine what 1982 will bring. Hope to see you out there.

CHRISTMAS



The Tree Vendor

The AYC Winter Series was truly a delightful series for J boat racing and sailing in general. The winds were excellent with the exception of one race and the weather was mild. The participation among fleet members was high during what is typically an off series for the whole club.

Mark Rylander and Gerry Wagner with crew of Buzz Watkins, Jody Smith, and Terry Wadsworth sailed a dynamite series to take first place over Rod Malone and crew of Scott Myers, Karen VanHooser, and Danny Wight. Jack Kern and his non-hairy legged crew also sailed an excellent series and finished third only because of missing one race, plus traveling to Wursthfest during a second race.

GRIN & BARE IT sailed by Pete and Carol Shough continue to make the steady climb in the standings. Their flashes of brilliance are turning into consistent finishes which resulted in a fourth overall finish in the Series.

During the Winter Series Mark Rylander and Gerry Wagner in FAST LANE and Jack Kern in SPECIAL K traveled to Wursthfest and re-

presented AYC well. Kern finished 2nd overall and Mark helmed to a fifth place finish out of 38 J's participating. Rod Malone also traveled to Wursthfest to sail with AYC member Keith Zars, whose J RED is now back on Lake Canyon. Two good races and a "tank" left them back in the standings.

Russell and M.L. Painton hosted a super Halloween party for the J fleet. The party was a full costume blowout and a good time was had by all. Wanda and Rod Malone, and Ed and Elaine Zube were co-winners for the best costumes. Rod and Wanda came dressed as the Jolly Green Giant & Little Sprout--guess who was "Little Sprout". Elaine and Ed Zube were characters for that famous play, "Best Little Whorehouse in Texas". Elaine didn't really fit the part, but Ed looked like he would have been the best customer they ever had should he have lived in Texas during its heyday.

Congratulations to all J racers for a good year. We look forward to next year. Ralph and Sylvia Kehle have a new J going in the water soon and will make great new fleet members.

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Saturday 9 a.m. to 1 p.m.

In San Antonio

Quentin Baker Phone: 684-9691

Hours: Monday - Friday: 5:30 p.m. to 9 p.m.

Unofficial condensed minutes for November, 1981

Present: Painton, Lott, McCollum, Bozyan, Wann, Baker, Arnold, and Morris

The minutes of the last meeting were approved. The financial statement was presented by Wann and was approved as submitted. The resignation of Mike Humenick was accepted.

New Members: Ralph Kehle - J-24, Neil Kravetz - Ensign, Hugh Robertson - Aurora 21,
Gary Grudnitski - Capri 25.

Reviews approved for permanent membership: James Eccles - C-15, Vern Harris - C-15,
George Yonge - Pearson 26, Bruce Willman - Pearson 26, Kim Hale - Laser.

An extension of probationary membership was given to Ken Roehriz through the end of the 1982 Summer Series.

Eighteen U.T. Sailing Team members were approved for membership.

The request by the C-15 fleet that they be allowed to host their National Regatta at the Austin Yacht Club on June 21-26, 1982 was approved. Sixty to eighty boats are expected.

Lott reported on the ice machine. Proposal is to enclose the other corner of the breezeway beneath the clubhouse, move the Race Committee to the new enclosure and put the ice machine where the materials have been kept. This suggestion was approved.

A recommendation was made by Steve Vaughn, head of the computer study committee, that the new board act as soon as possible on this matter. This would insure that the data collected on availability, capabilities, and cost would still be current.

The request by Ed Halter that the club reserve the weekend after Governor's Cup for the Texas J-24 Circuit Regatta was approved.

Claude Welles made a proposal for a by-laws change concerning the race committee. This proposal was altered from that previously mailed out. This proposal was a compromise between the originators of the change and others who saw problems connected with the proposal. THE PROPOSAL: (1) The race committee would be enlarged from 6 to 8 members. (2) The terms of the members would be reduced from 3 to 2 years. (3) The 3 largest fleets (judged by the number of boats racing the year before) would each recommend a person for membership on the permanent race committee. These three people, along with five others appointed as before, would make up the Permanent Race Committee. The vote on the proposal went: McCollum, Lott, Bozyan, Wann and Baker - for; Morris and Arnold - against.

Barbara Hlista was appointed to act as a liason between the Austin Yacht Club and the U.T. Sailing Team. Team Captain Jody Smith reported that the 420's are paid for. The Team was given permission to build a storage box for the 420 sails, rudders, etc., subject to the approval of the Commander of Buildings and Grounds.

Because of some security problems at the club, Wann made a motion that a committee be appointed to look at our various alternatives to improve the situation. Passed.





1981 ANNUAL BANQUET

by Pat Halter

The Annual Banquet went off without a hitch. After a slide show (which many good people contributed to) and cocktails, we all sat down to a wonderful dinner. The festive mood of the tables warmed the crowd who had gathered to celebrate and remember the past year. Commodore Painton helped us remember many of the good times and events with a slide show. In addition to a little slapstick, there was even a pictorial display of Phil's award-winning episode of the "double launch". Speaking of the Blue Duck, there were a few nobel efforts to elect others deserving of this illustrious trophy: the whole J-24 fleet, the whole C-15 fleet, Ron Harden, Russell Painton, and Eddie Calogero (did anyone ever figure out why he nominated Ron Harden?). Then the crowd was treated to a "roasting" of Commodore Painton by Frank McBee. As a surprise "gift" to outgoing Commodore Painton (since it happened to be his birthday), he was given the undivided attention of a beautiful belly dancer who shook, shimmied, and floated her veil just for him.

In a word the banquet and dance were very successful. This Annual Banquet was the best attended ever. Ray and Lenore Lott, assisted by Aline Brown, were in charge of everything and had thought of every possible detail. Thanks to them and all their helpers for making this a great party!

There were two new perpetual awards added this year. The Liz Bauman Memorial Trophy is to be given annually to the most improved female junior sailor at the Austin Yacht Club who, though not necessarily the most accomplished, demonstrates those traits of

cooperation, discipline, willingness to learn, and good sportsmanship that are the goals of the junior sailing program. The trophy was donated by Liz Bauman's parents, Marilyn and Sandy Bauman, in memory of their daughter who died last may at the age of 23 after a prolonged illness. The trophy was presented by Kelson Elam who came from Dallas to present this award in memory of his dear friend and sometime crew, Liz Bauman. From the time Liz was a small child until she was 19 and could no longer sail, she was a familiar figure at the Austin Yacht Club.

The second new perpetual trophy, the Cornithian Woman Sailor Trophy, is to be given annually to a woman who is an individual or family member of the Austin Yacht Club who has exhibited the attributes considered traditionally corinthian; good sportsmanship, enthusiasm, and participation, thereby making an overall contribution to the enhancement of the sport of competitive sailing.

The winners of these and the other annual awards are as follows:

- | | |
|--------------------------------|----------------|
| Jimmie B Card Memorial Trophy | Bill Records |
| Jessie McIlroy Smith Bowl | Pat Katon |
| Max White Memorial Trophy | Sam Fine |
| Liz Bauman Memorial Trophy | McKenna Nelms |
| Corinthian Woman Sailor Trophy | Pat Katon |
| Texian Navy Cup | Hap McCollum |
| AYC Ladies Team Championship | Pat Katon |
| | M.L. Painton |
| | Bonnie Odell |
| AYC Jr. Singlehanded Champ. | Ricky Shough |
| AYC Men's Singlehanded Champ. | David Maguire |
| AYC Ladies Singlehanded Champ. | Barbara Hlista |
| BLUE DUCK | Phil Kocen |

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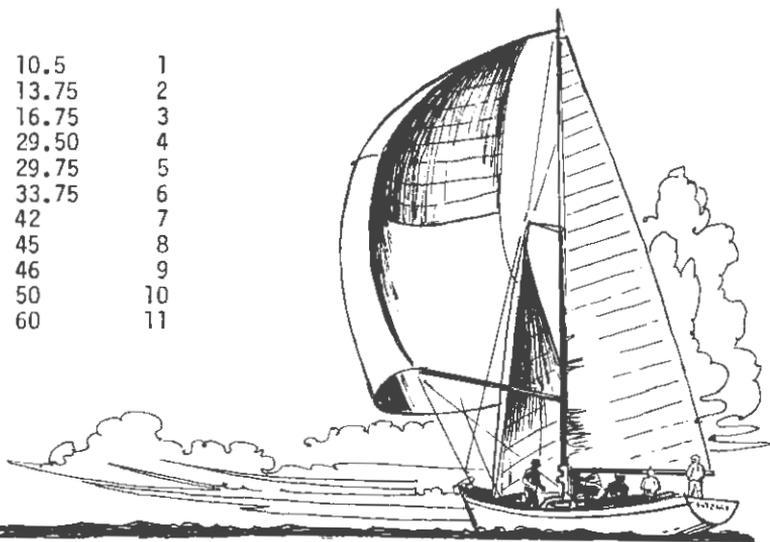
Call 266-1336 by Dec 26th for reservations
(Cancellations after Dec. 30th will be billed)

SERIES RESULTS

WINTER SERIES RESULTS

MEMBER	SAIL #	SCORE w/TO	PLACE	MEMBER	SAIL #	SCORE w/TO	PLACE
<u>Keel Handicap</u>				<u>Thistle</u>			
Arnold	HLD 20	9.75	1	Hight	3438	5.25	1
Calogero	SJ 7.7	17.75	2	Goodwyn	2410	9	2
Romach	Cal 27	18.75	3	Jacque	2161	11.75	3
Awbrey	Ran 28	18.75	4		3145	17	4
Smith	SJ 24	21	5	Halter	3240	22	5
Welles	Cal 25-2	21	6				
Vaughan	SJ 24	23	7	<u>J-24</u>			
Records	Pea 26	27	8				
Boyd	Spr 28	35	9	Rylander	3025	7.75	1
Wilcox (B fleet)	SJ 7.7	39	10	Malone	2731	8.75	2
Sudderman	Ran 23	40.75	11	Kern	1997	11.50	3
Lawson	SJ 28	42	12	Shough	101	15	4
McLemore (B flt)	San 20	44	13	Harden	791	15.75	5
Bernstein	SJ 7.7	47	14	Halter	916	16	6
Yonge	Pea 26	50	15	Smith	2380	30	7
Lott	Cor ??	60	16	Tull	971	30	8
Brown	Eri 27	61	17	Levens	102	33	9
Hill	KW 22	66	18	Thompson	2207	35	10
Howard	Col 9.6	67	19				
Fossler	SJ 24	68	20	<u>Southcoast 21</u>			
Cummings	Irw 25	68	21	Dobson	84	6.25	1
White	Ran 28	72	22	McCloskey	27	8.50	2
Wann	SJ 7.7	79	23	Breeze	49	10.50	3
McDonald	Cal 29	79	24	Morris	123	19	4
Hennigh	SJ 24	79	25	Bartlett	137	27	5
Allen	Cat 22	81	26	Rymal	72	30	6
Jones	Lin 22	32	27				
Brewer	Cat 22	86	28	<u>C-15</u>			
Willman	Pea 26	88	29				
Hamilton	Eri 23	90	30	Shull	2582	5.25	1
Roehrig	SJ 21	91	31	Edwards	2016	11	2
Isbell	Bal 26	92	32	Harris	2348	12	3
Tapley	Cal 20	92	33	Mandell	2838	16.75	4
Young	Pea 22	94	34	Timeus	2839	16.75	5
McCollum	SJ 28	94	35	Church	2583	18.75	6
Kitzmilller	San 21	95	36		2223	20	7
				Measley	748	25	8
				Smith	1192	28	9
				Moesler	2949	32	10
					829	34	11
					2228	35	12
					1271	37	13
					2017	40	14
<u>Centerboard Handicap</u>							
Snead	L 45538	4.25	1				
Baker	WM 4810	6.75	2				
<u>Fireball</u>							
McDavitt	8964	3	1				
Nelms	8962	6.75	2				
Schroth	1300	12	3				
Eskelson	9802	15	4				

<u>MEMBER</u>	<u>SAIL #</u>	<u>SCORE</u> <u>w/TO</u>	<u>PLACE</u>
<u>Ensign</u>			
Kozlowski	929	10.5	1
Baker	324	13.75	2
Bozyan	465	16.75	3
	529	29.50	4
Bauman	773	29.75	5
	820	33.75	6
Weiler	732	42	7
	1486	45	8
Kravitz	1414	46	9
	982	50	10
	872	60	11



SPECIAL REPORT

LADIES TEAM CHAMPIONSHIP REGATTA

by Pat Katon

Actually I feel a little awkward writing about this regatta, but Halter turned on the screws, so here you have it. (EDITOR'S NOTE: I'm not dumb--I figured you'd have to go easy on the rest of us.) I'm sure the other teams will join me in thanking the Mssrs. Bartlett, Fontenet, Morris and Rymal for lending their Southcoasts to a bunch of crazy women. I'd not sailed one before and found them fun and very responsive. Four teams turned out: Pat Halter with Michal Wann and Lanelle Montgomery; Liz Garrison with Kathy Bauer and Cynthia Creamer; Kelly Cusenbary with Karen Leach and Angie Murback; and Pat Katon with M.L. "Weber" Painton, and Bonnie Odell.

The first race was certainly the most exciting. Light and shifty winds required "working the shifts" and the lead changed hands several times. Team work was also the name of the game and places were won

and lost with a miscalled tack or fouled chute. The last windward leg had Garrison first, Katon second, Cusenbary third, and Halter fourth. It didn't stay that way for long. Katon et al worked up to first to finish and a humongous shift scrambled the rest of the fleet into Halter second, Cusenbary third and Garrison fourth. "Mutter, mutter, protest, can you believe it?, protest, mutter."

The remaining races were exceptionally short Olympic courses, with 12-15 minute weather legs. Bonnie did a number with the compass, Weber packed the chute "with confidence", she said, to give the Katon-Painton-Odell (beat the 80's) partnership four consecutive firsts, even with a "conservative start" in the final race.

Final standings: Katon in first, Halter second, Garrison third, and Cusenbary fourth.

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AYC MEN'S TEAM CHAMPIONSHIP by Bill Records

The men's team championship was held on October 24, 1981. This event is held each year in one design class boats provided by one of the fleets. Six teams participated this year representing three fleets as follows: Ron Harden (J-24) with John Church and Wayne Cearlock, Ray Schull (C-15) with Jim Ward and Robert Percherer, Ron Church (C-15) with Dale Edwards and Greg Schertz, Bob Stevens (C-15) with Dan O'Donnell and Rusty Measley, John Vance (Keel Handicap) with Bruce Willman and Bill Records, Hap McCollum (Keel Handicap) with Trenton Wann and Craig Holmes.

A round-robin schedule is set up with each team sailing one race in each boat, thus the type of boat used depends on the number of teams and the availability of boats from the one-design fleets. This year members of the Ensign fleet kindly loaned us their boats. Since the Ensign class rules allow for variations in running rigging, a potpourri of deck layouts were experienced. Although this brought on a lot of whinning, it added a demension of seamanship to the championship. Following each race the teams would sail to the rigging dock and exchange boats according to a prearranged schedule and immediately return to the starting area for the next race. Each team had to pack the spinnaker bag (or bucket!) and adapt to their boat very quickly. By the time you had the boat figured out, you had to give it up for the next race.

The first race started in light, variable winds with Vance's team getting a good lead early. At the last leeward mark, Vance chose to go up the middle while Harden and McCollum sailed high. Harden edged McCollum at the finish with Vance salvaging third as the pad closed in. The second race started out like the first with Vance getting an early lead. This time he kept it while Harden got second and Schull finished third. Church's team lost a protest and was disqualified (no 720 rule).

Next came the lunch break. Sandwiches and drinks were wolfed down, but no one really relaxed. Some looked for telltales, tape, and pliers to take along for the next races while others discussed how or how not to sail an Ensign.

The third race started in drifting conditions with Vance crossing the starting line first almost a full minute after the starting shape went up...just prior to which Arak Bozyan's booming voice roared "all clear!" , bringing on a round of guffawing. Vance was in his element again and seemed to have a huge lead until the wind filled in everywhere but where he was. Church took first, McCollum second, and Harden third.

By the fourth race the wind had come up considerably. Vance and Harden were over early; Harden later withdrew due to a protest. Schull took first, Church a second, and McCollum a third.

At this point the race committee decided to finish the series that day, so two more rounds were sailed. Ron Church won the fifth race with McCollum getting second, and Harden third. The last race was won by Schull, McCollum second, and Harden third.

After an exhausting day of racing we returned to the clubhouse to find out there was a three way tie for the championship between McCollum, Harden, and Church. Then came the protests...one against Harden and one against Church. Harden, seeing little chance of winning graciously, withdrew. Church on the other hand wanted his day in court and after a heated hearing was disqualified. This left the team of McCollum, Wann, and Holmes on top as this year's champions.

This year's team championship was very special to all that participated. The level of competition was very high and the comradarie super. The teams of the C-15 fleet were especially impressive, winning three out of the six races. Alston Boyd deserves a lot of credit for directing the event as well as Jim Baker and Arak Bozyan for their usual superb race committee work.



SPECIAL REPORT

A PAPER ON YACHT RACE STARTING FOR PHRF OF LAKE TRAVIS, Part III
by Wes and David Odell

ACCELERATION: Once you have achieved the optimum position on the line, your immediate tactics regarding boat speed and acceleration are determined by the boats around you and where you want to go. Whatever the case, you cannot allow a faster boat to sail to weather of you. If there is a faster boat on your weather quarter, sheet the sails in a bit tight and "smake up" on the weather boat. To "snake up" effectively, you need to come up quickly (but no drastically) in the puffs and then bear off to maintain adequate boat speed. The objective is to work your boat directly ahead of the overtaking windward boat and give him bad air.

Likewise, if there is a boat of comparable speed to leeward of you and not too far ahead, it never hurts to let the sails out a bit and sail down on him. As you will be taking his air, he will either (1) tack away onto the wrong tack and/or (2) get hacked off and lose his concentration.

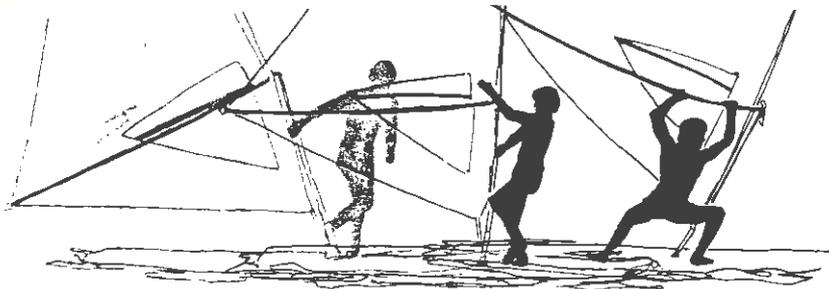
In order to do this maneuvering, you need to make sure your boat is going as fast as possible during the 5 seconds preceeding the gun. By this time, you should have already made your hole and should have clear air. Often, a hole at the line can be obtained not by luffing a person up, but by verbally letting him know that you understand the rules (intimidate). In other words, when you luff him, you lose speed also. If you can force him into luffing into the wind by just yelling loud enough, you will get your desired hole without having to slow your own boat down. Clear air is all that counts. If obtaining clear air means tacking to the unfavored tack, do it!

Another vital part of a successful start is communicating with the crew. The jib trimmer is constantly (every 5 seconds) telling me how far the jib is off the spreader. If I need to come up or bear off, I will know whether the jib needs to be adjusted to do this. The jib trimmer is also telling me where leeward boats are and if they can luff me or give me bad air.

After the start do you find yourself watching for and tacking away from crossing boats? Does it destroy your concentration? Does it slow you down? Do you find yourself paying more attention to other boats than to making your boat go? There's a remedy. First, relieve the skipper of all duties except concentrating on boat speed. Assign someone to be "the mouth". Everyone else talks to the mouth and the helmsman listens only to "the mouth". Don't let the helmsman be the tactician and sail trim watcher at this point in the race. Boat speed takes singular concentration. No other way! You've got to relieve the helmsman of this duty, or take it away forcibly if he won't cooperate... or learn to like taking sterns in heavy traffic. Secondly, get to clear air. Don't tack in front of or under everyone who comes along. Doing so puts you: (1) on their tack, not yours, and you've already figured out which is right, (2) under their control (ever try tacking to port with a windward boat on your quarter?) (3) and maybe it puts you in their dirty air if they ride over you. So get to the good air and concentrate on speed for the first quarter mile. That's when races are won.

SUMMARY: Of course experience takes time. But you can take maximum advantage of the experience you get by not just going through the motions. Work on each start. Make each one better. You can practice alone too. Go out to the B mark area. Set your clock and start at the mark at exactly the right time, going full speed. Getting this down will enable you to concentrate on other things. You can also work on boat acceleration sail trim. Speed is one subject. Acceleration is the name of the game in starting. Know the rules. Get aggressive. Win starts. Win races. Have fun!





SAILBOARD RACES - BIG SPLASH AT AYC

by Teri Nelms

Sailboard races were held at AYC on Nov. 14 under the direction of Nelms/Katon with the assistance of Pete and Carol Shough, Linda Frakes, and several others who prefer to remain anonymous.

Twelve sailboards participated in the event, Windsurfers, Dufour Wings, Cyclones and Connelly being represented, with conditions that began as "light" and built to "great". As the Committee boat set anchor, Pete immediately commandeered the rescue boat so he and Jim could go set marks. It took them about twenty minutes to set the weather mark. Upon their return, they revealed that the mark did not want Pete to leave so it attacked him by throwing a scoop of anchor line around the prop. After 15 minutes of unwrapping, they set the rest of the course.

Soon after the start of the races, the Commodore was seen cruising in the area. He finally stopped and begged to be taken aboard so he could watch too. As it turned out, M.L. was out of town, Russell didn't have anybody to talk to, and he was worried about his wet suit that he had loaned to Ricky Shough. Ricky in Russell's wet suit pants is a mystery in itself. Once he put his life jacket, lunch and change of clothes in it, it was a perfect fit....

Bill Hill was one of the participants who showed up assuming to settle a grudge match with Rollie Lawson. "I'll come if Rollie will, 'cause he's a fat guy like me and then I'll have a chance..." Well, Rollie obviously got wind of the challenge and managed to be "unable to get off work," so Bill did enough falling, cussing, and swimming for the both of them. Supported by hypothermia-preventive booze and a good life jacket, Bill at least proved himself a good sport but lousy at sailboarding in competition. Good luck, Bill, and keep practicing...

Nelson Estes, out "senior sailor" managed to make almost everybody look bad by calmly and gracefully running the courses with none of the falls and calamities that befell the other participants. Of course, he's had a head start on all of them since he's been doing this easy stuff for years....

No injuries were recorded except to Jody Smith's pride as he was consistently beaten by his own students (and even by Bill Hill in one race) and was hardly able to be anything but ashamed of his 9th place finish. Not too good a showing for the Captain of the U.T. Sailing Team...

Mary Lou Lawson decided early on in the game that the criss-cross wave pattern and building winds were not to her liking. Wet suits are no fun while just sitting around on a sail board, so it was an easy decision for her to retire from the races and drink beer instead. Mary Lou is no fool.

All of the sailboards survived the heavy birage of ridicule and jealousy-motivated criticisms heaped upon them by our Commodore. The Race Committee was abandoned on station at the end of the races by the rescue boat with Shough and Russell on board. Both were probably fully aware of the fact that our battery was dead but were too intent on "more beer" to remain to render aid. One male (poor guy) and five women were finally rescued by Baker and Maguire who towed the boat in when they got tired of the horn blowing and screaming and also realized their car keys were still on board.

All the participants have expressed their approval of the event and said they all enjoyed the self-abuse and pneumonia, and look forward to more such races next year.

Several AYC members also competed in the Lago Vista Sailboard Regatta that was held in late October under the sponsorship of the Lago Vista Chamber of Commerce and the local Prindle and Windsurfer fleets. Ricky Shough, Doug Malone, Quentin Baker, Rollie, Mary Lou and Troy Lawson, and John Bartlett all raced the two-day open board regatta. John Bartlett won everything in his class except the free style and the long distance race. Free Style events in Sailboarding consist of a 3-minute "routine" demonstrating the sailor's agility, skill, balance, stupidity, etc., all of which was

masterfully performed by John. He managed a couple of very graceful semi-hi-speed tacks, and then wildly flung himself under his boom feet first in an attempt to do a back flip between the boom and the sail and land on his feet on the board. What he actually accomplished was a hang-up in mid-leap and a truly magnificent crash which put the crowd in hysterics and John back on the beach where he belonged. He shoulda won for trying... that particular trick can be done but only after alot of practice (John's first try) and in winds in excess of the 2-3 knots that John had.



The long-distance race began as the storm gods dropped 35 mph winds on the starting line obliterating the fleet and leaving a mass of boards greatly resembling a pile of pick-up sticks. Baker crashed about 10 times before he was ever able to lay the starting line and the only sailor who really got up and left was a bay sailor who wasn't used to "anything under 20". Needless to say, that guy finished about 10 minutes before the rest of the bodies floated in.

In the final results, Rollie Lawson won the novice division with Shough and Malone taking 2nd and 3rd. Rollie got no respect, however, as Mary Lou and Troy resented the fact that Rollie didn't work near as hard as they did trying to keep up with the experienced sailors and they didn't get ANY trophies. He probably cheated anyway...

Sailboarding for the rest of the year will be strictly wetsuit attire with enthusiasm mounting in the spring when the water gets a touch warmer...hope to see you out there.

NOTICE

NOTICE TO PEOPLE WITH BOATS IN A DRY SLIP OR ON THE BOARDBOAT DOCKS

Please put your name on your trailer (both sides of tongue) and on the bow of your boat (labeling tape works good). All boats and trailers not so labeled shall be labeled by the Club and you will be billed accordingly. Boats in unauthorized spaces will be moved to the BACK 40!

SPECIAL REPORT



C-15'S AT WURSTFEST

by Terry Schurtz

Wurstfest turned into a pretty messy regatta weatherwise. Saturday was light-to-nothing winds and rain. The first race, a gold cup course, started with good wind and the port end strongly favored. Four boats started on a port tack at the pin with Ron Church headed toward the pin screaming STARBOARD! The start was sorted out without any protest and the windward mark rounding found Dallas and Houston in the first four places with Dale Edwards in fifth and Ron in sixth. They both went low and moved up on the fleet. Dale moved up to third, but lost that position to Carl Morris (Houston) before the reaching mark. By the time the fleet had rounded the leeward mark, the wind had died to nothing. The leaders drifted faster, leaving Dale and the rest of the fleet, Vern Harris, Rusty Measley, and Dave Odell far behind. It was a long, slow, agonizing drift to the windward mark with Ron falling to fourth place at the mark. There was enough wind on the last leg to tell port tack from starboard tack, and Ron Church and Dave Hargis (Houston) got into a port-starboard conflict. Both did 720's with Ron and Cathy roll tacking, pumping, ooching, and rocking better than Hargis to move into third place. The race ended with Edith Harrell (Houston), Ron Church, Dave Hargis, Carl Morris, Ted Perna (Dallas), Dale Edwards, Rusty Measley, Vern Harris, and an unknown Houston boat. Dave and Bonnie Odell were last seen drifting past the leeward mark on their way back to the dock as their borrowed boat took on a disturbing amount of water.

Saturday night a blue norther came howling in. By morning, the howl had calmed to a dull roar and all but three braved the white caps for the last race. The start was delayed about thirty minutes as the race committee attempted to set the course and starting line in puffy, shifting wind. There were at least three capsizes before the warning gun. When the starting sequence finally began, the

starboard end was well favored. Ron Church took a port approach, tacked to starboard just above the layline and cut off three boats as they attempted to barge. Two Houston boats apparently didn't know their rules because they immediately began screaming at Ron for room at the committee boat. Dale, knowing the rules and that Ron wasn't about to give room, jibbed around and started late at the committee boat. Meanwhile, Ron had been hit by one of the Houston boats, which fouled his "perfect" start.

The course for this race was a double triangle with a windward, leeward, then finish to windward. On the third windward leg, Ron's newly installed jib halyard lock malfunctioned and his jib luff looked like a wet noodle. With his pointing ability seriously hurt, Ron briefly fell behind, but he played the wind shifts better and used better tactics to beat Dale to the windward mark. As Ron approached the leeward mark, he became distracted about how many times he had been around the course. While discussing this problem with his crew, Cathy Church, Ron came upon the mark before he realized it. Cathy had to take the whisker pole down in haste and being unable to put it on the boom, she dropped it in the bottom of the boat. They rounded the mark onto a beat, and Dale rounded putting his bow within a couple of feet of Ron's stern. Dale immediately tacked off. Ron tacked to cover only to find his jib sheets entangled on the whisker pole. Unable to complete the tack, Ron went back to the old tack as Dale sped away. Dale tacked to cover Ron and finished first followed by Ron Church, Dave Hargis, Vern Harris, Edith Harrell, Chuck Dozier, and Rusty Measley.

Ron took first overall with 5 points, Edith Harrell (Houston) 5 3/4 points, Dave Hargis (Houston) 7 points, Dale Edwards 7 3/4 points, and Chuck Dozier (Dallas) 8 points.



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