

# telltale

AUSTIN YACHT CLUB

DECEMBER  
1982



## AUSTIN YACHT CLUB

5906 Beacon Drive  
Austin, Texas 78734

Business Office 266-1336  
Clubhouse 266-1897

Commodore-----Raymond L. Leht  
Immediate Past Commodore-----Russel E. Painton  
Vice Commodore-----D.R. (Rod) Malone  
Secretary-----Pat Halter  
Treasurer-----Kathy Hasti  
Race Commander-----Marvin (Jimmie) Fontenot  
Buildings & Grounds Commander-----M.J. (Hap) McCollum  
Fleet Commander-----Ronald S. (Ron) Church



Tell Tale Editor-----Teri Nelms  
Assistant Editor-----Carol Shough  
Fleet Reporters:  
Coronado 15-----Terry Schertz  
Ensign-----Randy Duke  
Catalina 22-----Jan Brewer  
Fireball-----Frissy Bangs  
J-24-----Wes Odell  
Keel Handicap-----Sharon Wilcox  
Laser-----Karen VanHooser  
M-20-----Francis McIntyre  
Pearson 26-----Bruce Willman  
Sailboards-----Nelson Estes  
South Coast 21-----Greta Rymal  
Thistle-----Terry Hight  
420's (UT)-----Jody Smith  
Centerboard Handicap-----Bill Baker





# TIDINGS OF COMFORT AND JOY



... FROM THE EDITOR

---

I am beginning this article on a serious note, concerning the recent actions of the nominating committee. I would like to thank all of my loyal friends who so thoughtfully supported me for the position of Commodore of the Austin Yacht Club. I regret to inform all of you that my busy social and sailing schedule prevent me from accepting the nomination. Also, I was told several years ago by Boyzan that the Commodore is where they put you when they want you out of the way because the Commodore doesn't do anything anyway. Obviously, I have a more commanding position of power as Editor of the Telltale, unless someone makes me a better offer...and I'm easy. Once the Commodore has said something, everybody forgets it, but you've got it all in writing here. When informed of my decision to not be Commodore, Ex-commodore Painton said "Great, blow it out your ..., Nelms!", and then he hung up on me. Perhaps he was offended by my question about "What do Ex-commodores do?..."

I had the rare privilege of speaking with a couple of the members of the nominating committee prior to their meeting and found out some interesting criteria that I didn't know existed. Did you know that if you have ever lost your temper in a meeting you are not Commodore material? How silly! I mean, what's there to get mad about in competitive sailing? There are a multitude of other qualities that are also important and I will list a few of them here, to help all of you in recommending suitable people for next year's board (keep this list, I won't print it again...)

- you must have a "feeling for the sport" (???)
- you must participate in 98% of the club activities, including the Easter egg hunt
- you must be a "good-old'boy" and able to relate to members who only own one boat, or only own a boat that cost less than \$10,000

- you have to know how to dance, preferably kicker-style
- a lawyer, by profession, is preferable, but certain other occupations are acceptable. Self-made businessmen need not apply.
- you must have "done your time" on race committee (no exceptions)
- your personal life must be impeccable. i.e., you cannot be in the midst of divorce proceedings, your personal relationships must be "without sin" (standards are dictated by your marital status)
- you cannot be overdue on your boat loan payments
- all your children must be sailors, and if your wife doesn't sail with you, she has to help on all social committees
- you must be able to cause board meetings to endure until 2 a.m. without noticeable effort, but also be able to close 'em out in thirty minutes for "just cause" (football games, dinner, etc.)
- you must be naive enough to think that being the Commodore is an honor
- if you are short (heretofore unheard of among Commodores), you must bring your own chair...and stand on it...

Enough of politics, let's move on to the LETTERS TO THE EDITOR column which appeared in the last issue WHICH I HAD NOTHING WHATSOEVER TO DO WITH!! I mean, good grief, surely you don't think I'd be dumb enough to mention who was dead last in Fireball Nationals YEARS ago, much less write such ignorant answers to a bunch of made-up letters. Once again, the assistant editor and EX-editor have ganged up on me and tried to make me look like a fool. Well, ha-ha, it didn't work...I don't think... I have always encouraged letters to the editor and will be more than happy to respond to such with SENSIBLE answers. It will be interesting to see what foul trick will be played on me in this issue...

This column is not going to be very long since I am only a month late in getting this stupid thing out anyway. I have had two typewriters die on me, and I have also had a noticeable lack of cooperation from SOME OF YOU on submitting articles. Pat Halter told me not to wait on anybody, but no-o-o-o, I didn't listen.

You will notice that there is a noticable absence of lengthy pages of series results. That is because it takes HOURS to compile it and if you wanna know how you did in the races, it's posted on the bulletin board. I may relent and publish the Fall Regatta results in the last issue for this year, but so far I haven't found them and Rolly has no idea where they are.

The next issue will contain several interesting (?) war stories that I'm sure you won't want to miss. Caroline Howard has been promising for months that she will write about some historical anchoring problems that they have experienced (God knows where) and Alice Romberg has a sailing adventure "in foreign waters" to relate. There will also be a brief review of the Flying Dutchman region 5 Championship attended by Alston Boyd, Quentin Baker and shore mommy Teri. (No, he didn't win it, which is probably all you're interested in, but I'm gonna write about it anyway.) There is also a personal interview with Freda Fox concerning the Pirate Cruise that took place sometime last summer when it was warm, and other tidbits of information that I'm sure you're just dying to hear about. I may even interview George Yong - I understand he slept alot on his much publicised trip through a storm.

Who knows what lies I may uncover to write about...I hope you can all take a joke...

# Austin Sail~Away

YOUR DEALER FOR

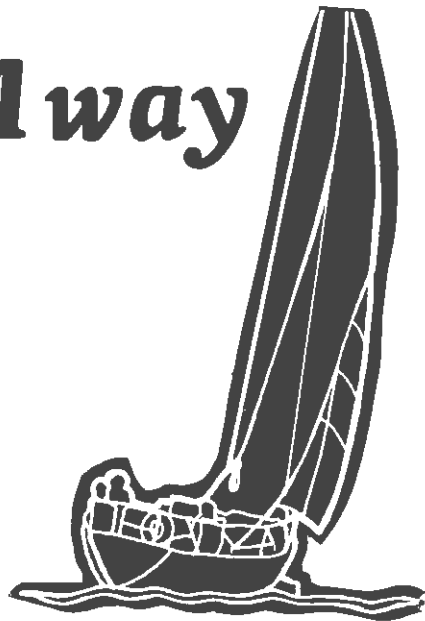
SAN JUAN

MERIT 22 & 25

EXPRESS 27

G CAT

BIC SAILBOARDS



INVITE YOU TO VISIT US IN OUR NEW EXPANDED FACILITIES AT

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LAKE)

SEE US FOR ALL MARINE PARTS AND ACCESSORIES, GIFTS AND  
CURTEOUS SERVICE, AND ALSO...THE BEST PRICES IN TOWN



HOLIDAY GREETINGS FROM OUR STAFF

ROLLY LAWSON

HAP MCCOLLUM

TERI NELMS

QUENTIN BAKER

CONRAD WERKENTHIN

and sometimes, FRED SCHROTH



## FROM THE COMMODORE

As most of you are aware, the permit requested by Baseline Corporation to dump sewage into Lake Travis was turned down, at least for the time being. We owe a debt of gratitude to the Protect Lake Travis Association as well as many of our own members in establishing public awareness and presenting a solid case to the Texas Department of Water Resources for ruling against this permit.

You may also have noticed that several articles in the Austin American Statesman have been written in support of a "clean" Lake Travis. The concern now is to obtain support from the Legislature in strengthening the so-called standards that determine water quality.

Many thousands of dollars have been spent by the Protect Lake Travis Association in legal fees, scientific studies, and providing publicity on this issue. I feel our interest for a clean Lake Travis can best be served by fully supporting the "Sparkling Waters Campaign" of the Protect Lake Travis Association, rather than initiating a campaign of our own. In this campaign, the Association has established the LAKE TRAVIS NAVY with ranks created for various donations as follows:

Donation	Rank
\$1,000 or more	ADMIRAL
250 through \$999	CAPTAIN
100 through 249	MATE
50 through 99	SEAMAN

For your donation you will receive a certificate reflecting your rank in the Lake Travis Navy. In addition, Captains and Admirals will receive T-shirts with rank and Lake Travis Navy printed on the back of the shirt.

Membership dues in the Association are \$5.00 per year. The Protect Lake Travis Association needs our financial support and a donation in any amount is most welcome. This campaign will be an on-going effort until the water quality standards of the state are strengthened.

Donations may be sent to: Janet Hagy, Treasurer  
Protect Lake Travis Association  
8400 MoPac, Suite 304  
Austin, Texas, 78759

See you on the lake,

RAY LOTT

## PROPOSAL

HARBOR RULE 16, October, 1982

Dock and dry sail spaces are intended for use by Club members who are active in the Club, and members who occupy such spaces do so at the sole discretion of the AYC Board of Directors. Accordingly, when it becomes apparent that a member's boat is no longer actively used by him, then the Board may require a member, upon recommendation by the Harbor Committee, to vacate his storage space. The Board will give such member at least 40 days prior written notice of its intention to consider such a possibility. Generally, such vacating could be required if, in the judgment of the Board, the storage spaces in question could be better utilized by other members.

In determining whether a member will be required to remove his boat from a storage space, the Board will consider the following guidelines:

- A. Members who joined the Austin Yacht Club before July 27, 1978 can retain their storage space if they participate in at least six races in a twelve month period, or if they use their boat for cruising or daysailing at least six times a year, or if they use their boat for a combination of racing events and cruising or daysailing activity at least six times a year.
- B. Members who joined the Austin Yacht Club after July 27, 1978 must participate in a reasonable percentage of series races during the first five years of their membership in order to retain their storage space: 1st year--40%, 2nd year--35%, 3rd year--30%, 4th year--25%, 5th year--20%. Other racing can also be taken into consideration.

Grounds for investigation by the Harbor Committee, in addition to the above, shall include apparent non-use of the boat, extreme neglect of the boat, or a vacant slip for an extended time. In all of the above circumstances, special consideration may be given to members with records of strong participation in Club events or of service to the Club.

A boat may be moved to another suitable space, provided that the new space has a safe margin for movement within it. Generally, this is required only when a boat is in a space too large for its needs and when larger boats have need for such space. For purposes of this section, 8 inches clearance on either side of the boat will usually be deemed adequate. Normally, a member will not be required to move his boat from a wet slip facing one direction to a wet slip facing the other direction without his concurrence.

# Specialist In:

- ★ Sailboats 12' -36'
- ★ Windsurfers
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- ★ Sailboat Rigging & Sails
- ★ Foul Weather Gear
- ★ Water Skis
- ★ Snow Skis
- ★ Men's Swim Wear



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SKI** Center

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Austin, Tx. 78750  
Hr. T-F 10-7  
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258-0733

Laser ★ Windsurfer ★ Mistral ★ J-boats ★ S2 Grand Slam ★ Pearson





## ANNOUNCEMENTS

### ONE MONTH FREE!!!

At this time we wish to give you an opportunity to pay your dues on an annual basis. The Board has set the dues for 1983 at \$198.00 per year or \$18.00 per month. A savings of \$18.00 is passed to you by paying the \$198.00 which will be billed January 31, 1983, for the period of February 1, 1983, to January 31, 1984.

Please sign and return before January 10 to take advantage of this limited offer.

NAME

DATE

Mail to: Austin Yacht Club  
5906 Beacon Drive  
Austin, Texas 78734

RETURN DEADLINE:  
January 10, 1983

LIBRARY - LIBRARY - LIBRARY - LIBRARY

"Practical Sailor", a consumer magazine with a wealth of helpful information is now available in our library. At least, Pat Halter sez it is...



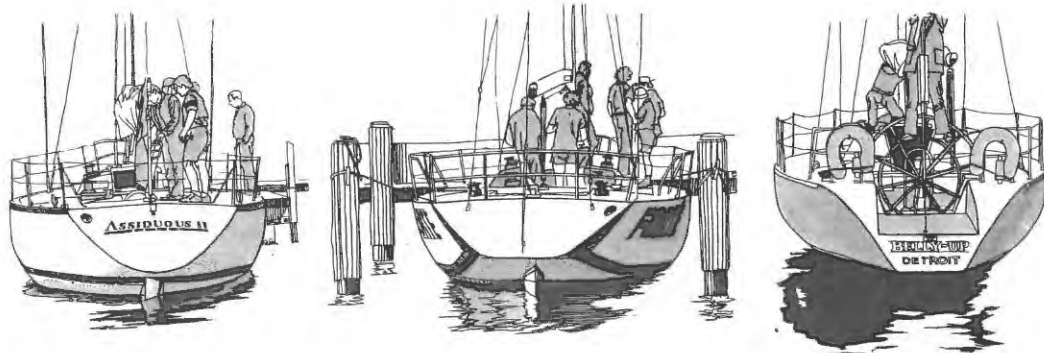
### AYC TEAM CHAMPIONSHIP RESULTS

MEN	
Schertz	13½
Smith	16 3/4
Odell	18½
Dekeyser	20 3/4
Wann	32
Jacques	32

### WOMEN

Katon	4 3/4
Hlista	5 3/4
Schertz	6 3/4

 RED EYE  
REGATTA  
- JANUARY ONE



## FROM THE FLEETS

---

### Thistle

by Terry Hight

Highland Lakes Thistle Fleet #91 is growing by leaps and bounds! Two new owners have purchased local boats while another beautiful "woodie" has moved to town from the cold lakes up north. Gaye and Bob Puckett are the proud owners of #3143, formerly owned by Frank Waldrop. The boat cleaned up beautifully and has already won a race in the Winter Series heavy air. Mike Schwarz got drunk enough at the last fleet party to make a deal with Wilson Smith for "BIG BIRD". Mike swears #3284 is a winner and claims to have a gorilla lined up for the Spring Series. Ed Johnson has recently moved to town towing #1135 from Michigan; welcome to the fleet!

The fleet was treated to a fine party by Susan and Woody Woodrow in October. Elections were held early this year, so all the beer and food bought Woody the office of the Fleet Captain. Deke DeKeyser is the new Secretary and Terry Hight will continue another term as article writer. Awards were also presented with Woodrow being named Most Improved. Tom Leach was unofficially declared Fleet Champion based on the Spring and Fall Series' results, and he also won the DUCT

TAPE award for the most breakdowns. It seems like those two titles would be mutually exclusive. Since nobody could name a "Skipper Most Hindered by Frantic-Mouthed Crew" this year Leach relettered the back side of the hiking stick trophy with "Crew Most Hindered by Foul-Mouthed Skipper". T. Hight was promptly elected by acclamation as his deaf and blind crew proudly claimed the trophy.

Since the Winter Series is nearly over, everybody is already looking forward to next year's racing. It should be a great Spring Series with new faces and new boats all over the lake. The competition will be fierce!

ED: A fleet party? And you neglected to invite the Tell-Tale editor? That will be a costly mistake...



At the end of the Summer Series races, some kind soul awarding the trophies referred to the C-15 fleet as the "mosquito fleet." We're not sure whether he was referring to our incredible ability to multiply and spread out over the water, or whether he had some less desirable traits in mind.

(ED. Mosquitoes usually don't know where they're going...think about it...)

But for sure, we've certainly increased the local fleet size to over 50 boats at last count. Charged with managing the affairs of the Fleet for the next year are new officers elected at our August meeting. So, if you have a gripe about this or that concerning the fleet, please contact:

Captain	John Mandell
Secretary	Cynthia Darwin
Treasurer	John Bradley
Measurer	Jon Klema
Asst. Measurer	Quincy Lowman
Membership	Jim & Caryl Smith

None of us can answer any questions about sailing with any degree of credibility, but we might be able to talk C-15 with you.

Alot of talk was going around this summer that the C-15 fleet would die out after a great showing at the Nationals held at AYC. But to the contrary, the big event just seems to have put more umph into every-one's desire to race. While we've had good showings in AYC series races, other C-15ers have traveled here and yon during the past months to show up on the score sheets of Regional Regattas across the state. Special recognition goes to Greg and Terry Schertz who walked off with 1st places in the INdian Summer Regatta at Lake Ray Hubbard and at the White Rock Lake REGatta in Dallas.

Seems they also did okay in the AYC Fall Regatta, switching places on the boat and still grabbing a regatta first (Terry, however, finally got her due when her loving husband dumped her off the wire duing that event.)

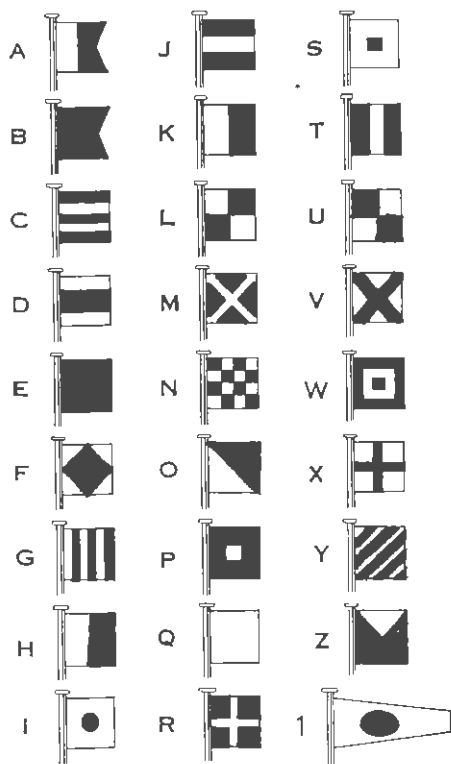
Meanwhile, back at the ranch, Bob Stephens and Dale Edwards were fighting it out for overall first place in the last Fall Series race. You know that cluause in the sailing instructions that talks about "in case of a tie...", and so on? Well, seems the final C-15 scores caused AYC scorers to run out the books to find out which of those mosquitoes was going to get his grubby hands on the 1st place trophy. Bob Stephens got the nod by having the second first, while Edwards took a second having the first first. So much for the early bird theory, huh, Dale?

November specialties for the C-15 Fleet include our first annual Cheap Thrills Regatta, slated for November 6-7 at AYC. The idea is to get as much experience at starts and mark roundings as possible. (We'll work on trying finishes in the next regatta), so we devised a schedule of approximately 9 short, inter-collegiate-style races for all District participants who wish to sharpen racing skills. This was Dave Odell's idea, and he certainly put the work into the planning. His goal was to have a weather leg short enough to enable a sailor to throw a wench handle from the starting line to the weather mark. Lucky for us, C-15's don't have wenchers. Anyway, check this newsletter, same place, next issue, for the exciting results. Dave will hire out as consultant for similar events.

We also decided that man (and woman) does not live by sailboat racing alone, and held our first Bloody Mary Morning Fleet Brunch

at the AYC clubhouse. The idea was to lure fleet members to the lake with promises of scrambled eggs (prepared lovingly by Vern and Joan Harris) and other refreshments, then tune our boats against each other on the lake. Unfortunately, the wind decided not to attend this celebration, so we just extended the Bloody Mary Morning activities a little, Joan, however, was so worn out by the extra activity that she took a break the next day and checked into a local hospital to deliver the Harris' first born. A trapeze harness is being fitted for the young male crew, who Vern hopes to have trained for competition by next spring.

And, speaking of next Spring, any AYC keelboat sailors reading this far should take special note that some of us in the mosquito



fleet are not just real hot on getting real cold this winter. Therefore, John Mandell is compiling a "Pick-Up C-15 Crew List" for any AYC member sailing Winter or Frostbite Series and needing extra hands. Call John at 258-2008 and he'll try to come up with some matches made in heaven.

And finally, if you've been wondering why C-15 sailors have been doing so well lately in AYC events i.e., Team Championships, Fall Regatta winners in all fleets, etc.) and even if you haven't wondered, the secret had been our not-so-secret Fleet meetings held on the third Wednesday night of each month. Special programs during the past months have featured Arak Bozyan on "Funning a Good Race Committee", (ED. Since Arak did it, I will not correct this typo...) and Jim Smith on "Hailing", or "Everything you Wanted To Know About When and What To Yell At Another Boat On The Race Course." You don't have to own a C-15 to attend, but you do have to be present to win.

ED: The following piece was submitted by John Mandell, and even though it is a repetitious redundancy, I am reluctant to discourage his limited writing abilities by not printing it.

C-15 SAILORS MAKE GREAT CREW!  
ANYONE WITH A "WARM", DRY, BIG  
BOAT THAT IS IN NEED OF WINTER-  
TIME RACING CREW GIVE JOHN  
MANDELL A CALL (258-2008). C-15  
SAILORS ARE ALSO ABLE TO PROVIDE  
THEIR OWN TRAPEEZE HARNESSSES AND  
RARELY CONSUME MORE THAN A 6-PACK  
PER WINDWARD LET. (NOTE: C-15's  
ARE STILL PETITIONING THE PHRF  
STATION FOR A RATING BUT THE  
CAPSIZE DRILL IS STILL A PROBLEM.  
CREW WILL BE AVAILABLE UNTIL A  
RATING IS APPROVED.

ED: I should have read that before I typed it...



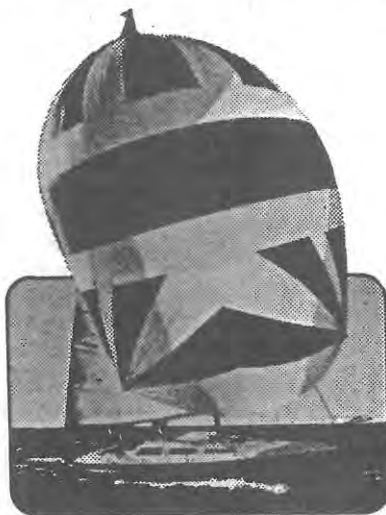
# THE SAILBOAT SHOP PROUDLY PRESENTS THE HOBIE 33

## Performance

21.7

The Hobie 33 has been clocked at ~~17.5~~ miles per hour—she's a fast boat, made for racing. Her PHRF (West Coast) rating is 90. Based on performance rather than measurement rules, this rating is a good indication of the exceptional performance of the 33.

A narrow beam and long waterline add up to high hull-speed potential. She sails to weather like a dream, even though it's generally thought ultralight boats don't perform well to windward. The 33's performance against the newer light boats is extraordinary. There are some bigger boats that will be hard to beat to weather, but they won't have our advantages around the rest of the course.



## HOBIE 33 SPECIFICATIONS

The HOBIE 33 will be racing the LTCA Overnite, October 30 and Lake Canyon Yacht Club Wurstfest Regatta November 5-7

Come on out to Canyon Lake for a SAIL!

For More Information  
Call

454-7171

L.O.A. ....	33'
L.W.L. ....	30.5'
Beam .....	8'
Draft (Keel Down) .....	5'6"
Displacement .....	3,800 lbs.
Ballast .....	1,800 lbs.
Sail Area:	
Main .....	219 sq. ft.
100% Jib .....	210 sq. ft.
155% Genoa .....	325 sq. ft.
Spinnaker .....	838 sq. ft.



## SAILBOAT SHOP

- CATALINA
- WINDSURFER
- HARPOON
- C & C YACHTS
- CORONADO
- HOBIE CAT
- SUNFISH
- O'DAY
- CAL BOATS
- CAPRI

What is a Harpoon 5.2 you ask? it's a 17 foot C&C planing hull design manufactured by Boston Whaler. It's equiped with Harken Blocks, Kenyon Spars and North Sails as standard equipment, and is well suited for sailing and racing in Texas' heavy winds.

We were a dwindling fleet last fall and winter when several Harpoon owners (who shall remain nameless) decided keel boats were more to their liking and deserted the fleet. Another owner moved to Oklahoma leaving one lonely Harpoon in the area. However, since the Harpoon dealership has been taken over by the Sailboat Shop, our numbers have been growing, and Harpoon Fleet Eleven was officially organized in February of 1982. We now have 9 members.

Dallas has a large Harpoon fleet and as a result, we pack our bags and head for Dallas a couple of times a year.

The first of several trips to the Ft. Worth, Dallas area started with the Sailabration Regatta, July 3-4, hosted by North Shore Yacht Club on Lake Grapevine. Experienced and skilled helmsmen and crews are hard to beat, and that's what we faced

every time we raced against Harpoon Fleet #1 of Dallas. Dallas garnered the first three trophies. Fleet 11 skippers managed to stay in the middle of the pack on both days, and placed sixth (a tie between Jim Spano and Terry Johnson) and Tom Eason placed ninth.

The next really BIG race was the Harpoon Nationals held on Eagle Mountain Lake, Ft. Worth, Sept. 11-12. Light to moderate winds prevailed during the first race Saturday, but only a whisper of wind remained for the second. After abandoning one race and restarting another, winds started to fill in and we were able to complete onemore race about 5:30 that evening. Heavy winds of about 20 mph gusting to 30 mph greeted us Sunday morning. Staying alive and afloat was the order of the day. Although all boats started the first race, only the most hardy sailors persevered through the second one. Capsizes and accidents took their toll. Dallas did us in once again, taking the first three places in the 5.2 class, Jim Spano came in sixth and Terry Johnson took seventh. We are proud to announce, however, second place winners, Ed and Donna Ober, racing in a borrowed 4.6. I forgot to mention it above that there were 20 Harpoons registered to race in the Nationals.

Did we have our fill of Dallas? Nope! We traveled back to Dallas once again to test our skills against Fleet #1 in the Harpoon districts Oct. 3-4 on White Rock Lake. It was a one-day affair with one race in the morning and two in the afternoon. Races started under sunny skies with moderate to light winds. Ten boats vied for the best spot on the start-int line. John Kropp, Dallas, took first place, sneaking away from the rest of the pack on the third leg while Manning, Spano, and Sterling luffed it out after coming around the third mark. Spano managed to



take a second place in this race. I have forgotten the standings of the remainder of the Dallas fleet, but who really cares. After lunch, eager sailors jumped into their boats, drifted to the starting line and waited for the winds to pick up. It turned out to be another roast-your-buns regatta. Winds disappeared entirely and the scorching sun drove most skippers into the nasty waters of White Rock Lake to cool off. Boy, am I glad we have the nice, clear waters of Lake Travis to sail on. After bobbing about for what seemed like hours in a hole while other Harpoons sailed away from us, I must have become delirious because I have no idea at this point what the results were of the second and third race. I do know that Dallas, in the final analysis

stomped us once again with Bob Vickery taking first, Mark Lefko, second, and Bob Manning, third. Spano and Eason continued their middle of the pack performance with sixth and seventh.

We were delighted to round up five of our members to qualify for a class start in the AYC fall regatta. Sailing eight miles to Lakeway was a first for several of the Harpoon sailors, but they handled it like pros. Don Gray, Bryan, Texas took first and Tom Eason second.

Since we are a fledgling fleet, our activities are still in the growing stage. As it stands now, our BIG event is the Hill Country Happening held every spring. We usually have a tremendous turnout and this year was no exception. 20 Harpoons rendezvoused at Highland Lakes Marina for a LeMans start. Dallas skippers won first, second, and third. We had a second place tie in the 6.2 class between Ed Ober and Jerry Oden.

Fleet meetings are held the last Wed. of every month, 7:30 p.m. at the Sailboat Shop. Any interested parties are welcome to join us. Call Jim Spano, 835-5023.



THE AYC KEEL HANDICAP FLEET PRESENTS

"THE YOU GUESSED IT JACK"

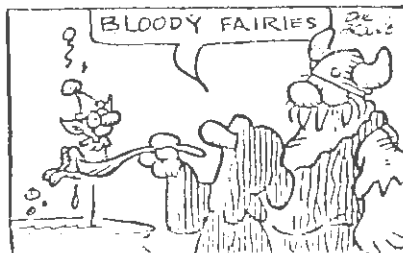
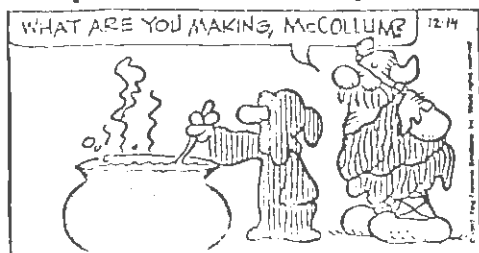
1983

# RED EYE

# REGATTA

FEATURING BLOODY & BRUNCH

Hap the Horrible BY



DATE: JAN 1, 1983

PLACE: AUSTIN YACHT CLUB

TIME: BLOODY & BRUNCH 10:00 AM.

SKIPPERS MEETING 11:30 AM.

RACE (1st SIGNAL) 1:00 P.M.

FEE: \$10<sup>00</sup> ENTRY FEE

\$2<sup>00</sup> PER PERSON FOR A FANTASTIC  
HAP THE HORRIBLE BRUNCH

(BRING YOUR OWN VODKA / MIX FURNISHED)

CLASSES: PHRF SPINNAKER DIV. I 90-229

PHRF NON-SPINNAKER DIV. I 90-229

PHRF DIVISION II SPIN / NON SPIN  
230-350

REGISTER WITH THE ATTACHED FORM OR BY CALLING  
AYC AT 266-1336



## Fireball

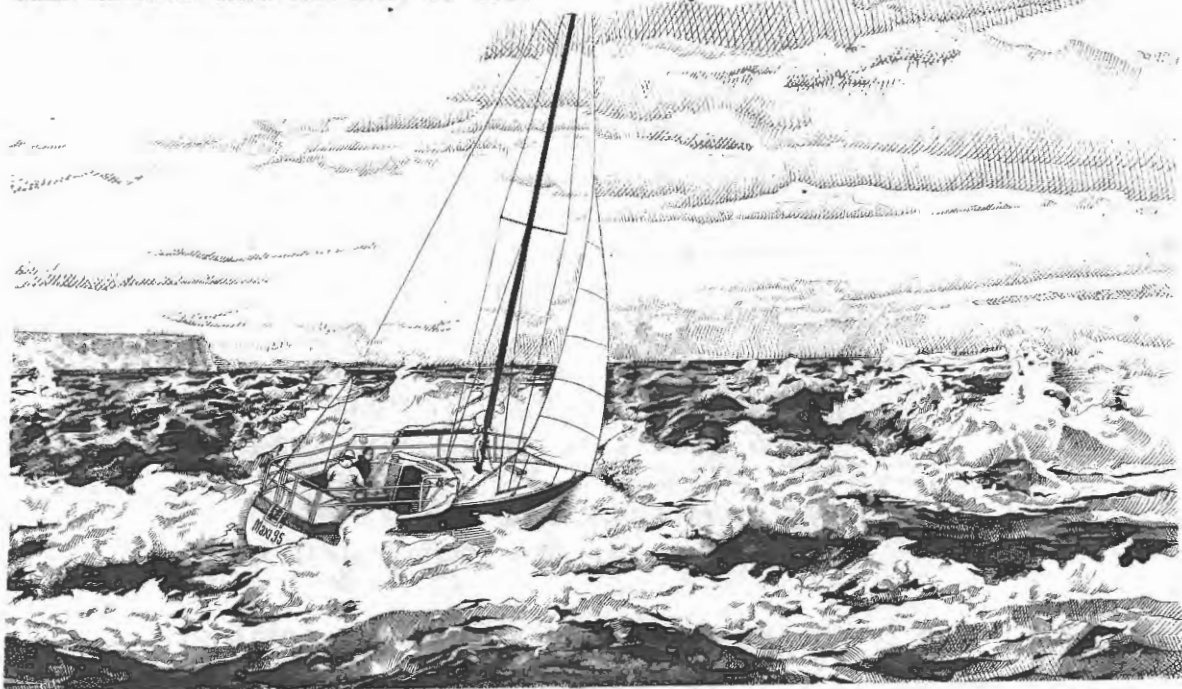
by the EDITOR because  
STEVE BANGS is LAZY!!

This article is going to be short because Steve is too lazy to write, (and he's only had two months to do it) and I don't have the time, what with my demanding social schedule. Besides, I hate to waste your time with an entire article devoted to my sailing excellence. After all, JUST BECAUSE THERE'S ONE NEW BOAT IN THE FLEET AND IT'S FASTER THAN ALL THE REST OF YOU CREEPS IS NO REASON FOR YOU NOT TO COME OUT AND SAIL AND TAKE YOUR BEATING GRACEFULLY....how much kinder can I be about it. I would also like to point out that I have been ALLOWED to sail on Quentin's boat because I spent many a winter Saturday night in his garage passing the glue and clamps, so I DESERVE to sail on it for this season. However, next year will be a different story, because then I'll have to go back to my own boat, AND I DON'T APPRECIATE BEING BEATEN EVERY TIME ANYMORE THAN THE REST OF YOU!

I think some serious boat tuning is in order. Besides, it has already been agreed that Baker's boat should sail with a handicap. We had decided that the most appropriate thing would be to sail it with the bottom cover on...any other ideas?

The fleet did sail Fall Lakeway and enjoyed it, but our turnout has been slim for the winter series. What with Taco trying to be the local boat refinisher and McDavitt being trapped on a South Coast and Stevie flying around in the sky and Lawrence floating away on a ship and the Masons trying to finish school.... everybody's been busy. Your Fleet Captain, however, is always present on behalf of the fleet.

There are some Fireballs for sale, including a new one, and anyone who is interested in sailing with us on the most challenging, technically advanced and wettest boat in the club should call us. New victims are always welcome...

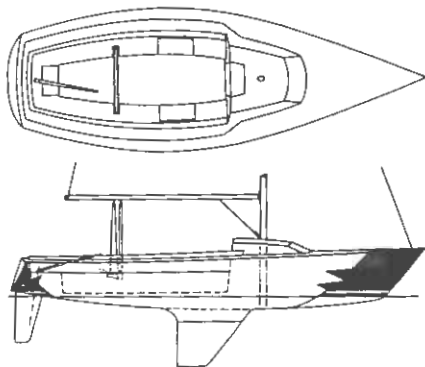
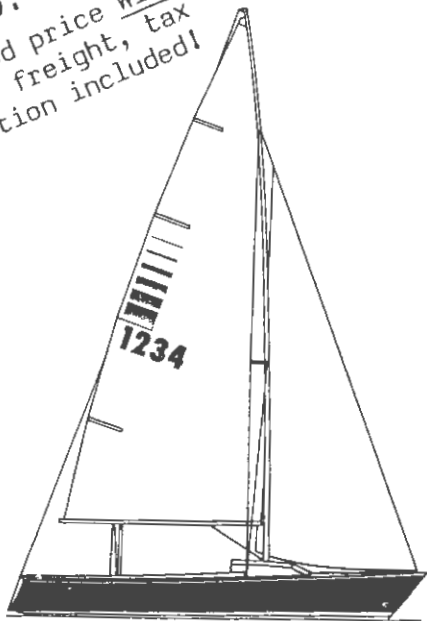




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**Design features and standard equipment:** Harken blocks, tapered Kenyon boom with internal slab reefing, adjustable backstay, jib winches, ball bearing traveler, magic box for jib halyard, enormous 11-foot self bailing cockpit, contoured cockpit mouldings for comfortable sitting on deck (no hiking allowed), three cockpit lockers, locking cabin, spinnaker gear.

**Specifications:** LOA: 23ft. (7.0m), DWL: 18.75ft. (5.7m), BEAM: 7.8ft. (2.38m), DRAFT: 3.9ft. (1.2m), DISP: 2100lbs. (954.54Kg), SA: 250ft.<sup>2</sup> (23.2m<sup>2</sup>).



# SONAR<sup>TM</sup>

The one-design of the 80's  
puts it all together . . .

# CATCH 22

## Catalina 22 by Jan Brewer

Catalina 22's are increasing their numbers on the starting line. (Would you believe visions of fleet status dancing in the heads of some sugar plums?)

We do have some mean competition going - aside from the usual Bill Word-Gary Payne duals. Steve and Cheryl Pervier took fourth in the "slow boat" start of Keel Handicap for Fall Series. They just sailed off and left the rest of us. (that's because Cheryl is such a supercrew!)

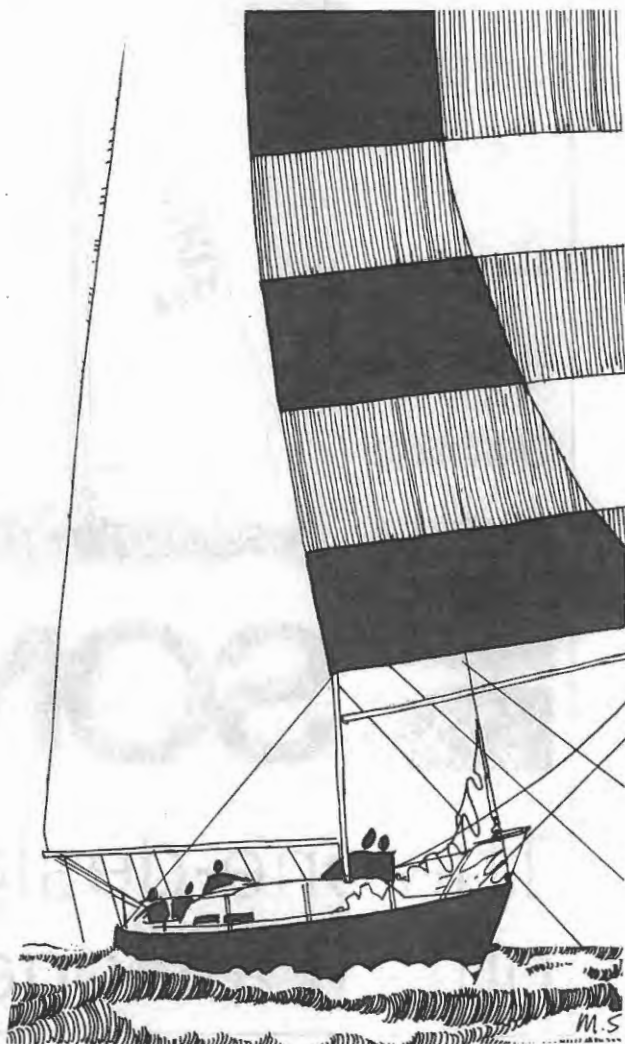
John Brewer seemed to be just behind Tom Lang, and Walter Allan was just behind. Jack Scholl was also sailing fast (as fast as you can race a camper that floats.)

I would like to mention how wonderful was the food for the end of Fall Series buffet (ah-hem). Thanks to all who so joyously helped. I owe you one...

Our most interesting news is that Walter, while playing softball or volleyball or something like that, managed to break all the bones in his wrist (and then proceeded to milk it for all it was worth.)

Santa the Spinnaker Claus will be coming to see John and Bill. Gary couldn't wait and got the jump on all of us by buying a used spinnaker. I am not sure if it will make any difference but I now understand the saying "The only difference between men and boys is the price of their toys."

I know it is short and semi-sweet but I do have preliminary exams coming up. (Teri, may I go back to the books now? I need all the feathers I can get!)





## J-24

by Wes Odell

Our traveling sailors - Jack Kern and Mark Rylander - have gotten some company this fall. Rick Smith, Doug Kern, Martin VanWolfswinkle, Obie Smith, and Pat Katon (skippering Wes Odell's boat) raced at Canyon Lake in both the Wurstfest Regatta and the J24 Circuit Race. Also seen at Canyon was Ron Hardin who was crewing on a Corpus J. Earlier, the Katon-driven Odell boat raced in Fort Worth at the Old Man of the Sea Regatta. No trophies, but lots of good experience and some moments of brilliance on each of the new travellers. Look out 1983!

We have two new J24 boats in the fleet. Martin VanWolfswinkle who has been crewing on Jack Kern's boat bought Strider from the Levins-Maguire syndicate and has renamed it Capital Gain. Obie, Jodie, and Jeff Smith have swapped their San Juan 24 with Rod Malone for his J. It's now christened Jet Stream and may be that fast. Rod said he has another, newer, faster, sleeker J on the way...

The Fall Series history book has written Rod Malone's name as the winner. He was hot this fall, also winning the AYC Fall regatta with two firsts and a second. In second and third in the Regatta were Pat Katon and Rick Smith. Rumor has it that Rod's looking for a new and stronger (braver) crew after they stood idly by while Pat Katon deftly tossed him into the pool with his first place trophy in hand. Was that why you sold the J, Rod? Looking for a more sedate fleet?

Patty Wagon has had a face lift and you won't recognize the old girl. Wonder if she's still as hot and fast as she used to be. I think we'll know very soon.

## Laser

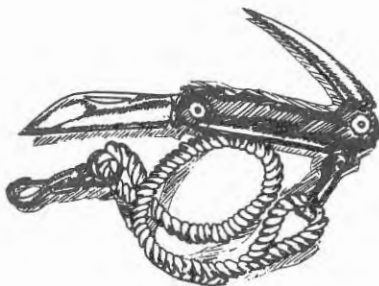
by ?

THE LASER SEASON THAT WAS AND WASN'T

Our intrepid leader, Robert Young, was elected President, rather, succumbed to the job in early April. Dr. Jack Kern ran the races through July, or, rather, pointed the fickle finger of fate at each week's race committee. The Great Typhoon of May destroyed the board boat docks and the hopes of at least two laser sailors. Others then found the one-half mile trek to the water too tiresome to bear while carrying a Laser on their backs. The winds cooperated magnificently all summer and frequently made their only appearance of the day at race time. Unfortunately, there were no races in August to make use of them.

September brought a resurgence of enthusiasm and a new series. We had good participation each Wednesday night, but the players went by so fast I couldn't catch all the names. Participation paid profits and so if you came out for six races or more you are on the list - if not, tough noogies.

We start again in May and we hope to see all the regulars back - except of course, old Taco Breath.





# New Years Eve 1982 Through The Decades . . .



.20's. .40's. .60's. .80's  
 .30's. .50's. .70's.  
 . . . come as you were . . . or come as you would like to be . . .

Come Celebrate the Arrival of 1983



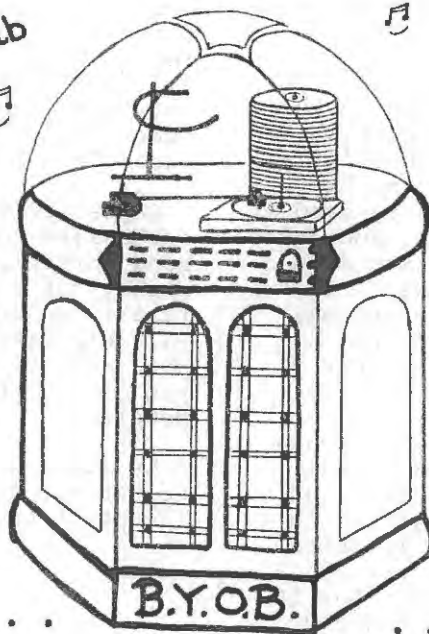
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## Centerboard Handicap by Bill Baker

Alot of this is heresay, because I only managed two Sundays in the Fall Series, what with the press of business trips to such horrible places as Las Vegas, and my regular crew (daughter) returning to college. From the races I saw, and what others told me, the fall series was almost entirely a duel between Alston Boyd (FD) and Bob Thompson (505), with Bob winning in light air, and Alston winning when the wind picked up. I did find out, when single-handing my Windmill, that it's truly self-rescuing when capsized, but floats so high that it's quite difficult to clamber into once you've righted it.

Turnout was gener a Ed. You're not going to believe this. I just broke the third typewriter I've used since I started on this thing. So much for Pat Kâton's portable...

Turnout was generally quite light, not more than five boats. Where are all you centerboarders?

Turnout was also light for the Fall Regatta, and you guys and gals missed perfect sailing weather. Alston took 4ff at the start, in all races, and was never seen again. Our Sunfish sailor sailed beautifully, just as in the Spring Regatta. Going to Lakeway, he lead me for the first windward leg, but I caught him at Hudson Bend and finished about five minutes ahead of him, (but not enough to beat the handicap.)

Coming back, almost the entire race was upwind, and, in the race for second in a dying wind, Windmill beat Sunfish by enough for second. On Sunday, after no wind and long postponements, the race committee showed good ESP and started the races just as the wind picked up. We had the sixth start, but the centerboarders all caught most of the keel boats by the windward mark. That pesky Sunfish sailor again

showed how good he was by threading his way through the big boats and turning the reaching mark way ahead of the Windmill. Lots of close work on the next leg, a close rounding, and then a wind shift in his favor let him beat me boat for boat. Good sailing in a short race!

My crew for Saturday, young Peter Woodrow, teamed with Troy Bangs in a Laser for Sunday of the Regatta. They did very well until the wind overpowered them and capsized them a few times.

My offer to send CB handicap results to USYRU still stands, if the race committee will get them to me.



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