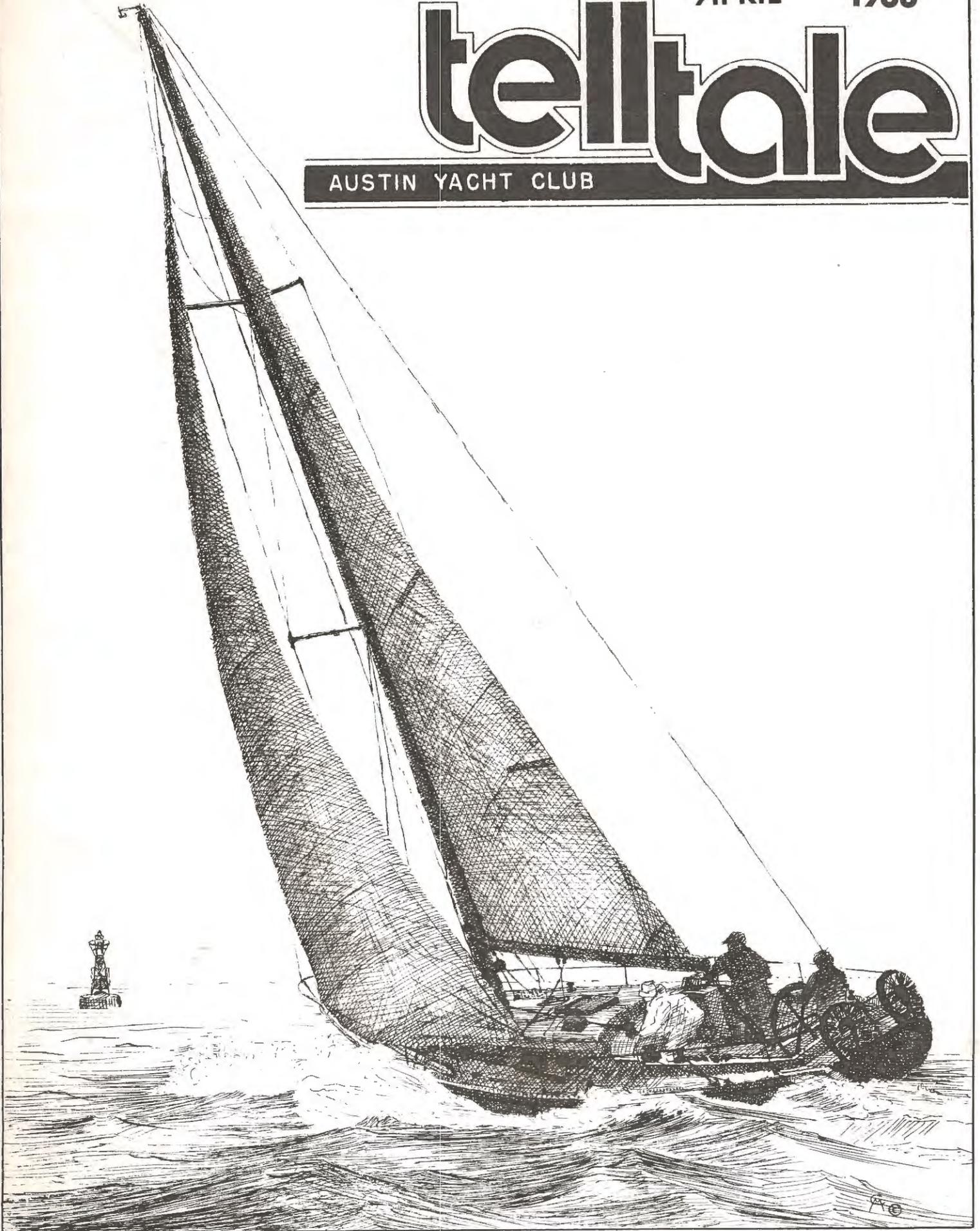


APRIL 1983

telltale

AUSTIN YACHT CLUB



AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

Business Office 266-1336
Clubhouse 266-1897

Commodore - - - - - Rod Malone
Vice Commodore - - - - - Hap McCollum
Secretary - - - - - Pat Halter
Treasurer - - - - - Caroline Howard
Race Commander - - - - - Steve Vaughan
Buildings and Ground Commander - - - - Ron Dailey
Fleet Commander - - - - - Allen Breeze
Immediate Past Commodore - - - - - Ray Lott

Fleet Captains

Catalina 22 - - - - - Tom Lang
Coronado 15 - - - - - John Mandell
Ensign - - - - - Sam Humphrey
Fireball - - - - - Teri Nelms
420's - - - - - Jeff Johnson
J-24 - - - - - Ron Harden
Keel Handicap - - - - - Tom Lott
Laser - - - - - Ken Sherman
Pearson 26 - - - - - Bruce Willman
Southcoast 21 - - - - - Ray Shull
Thistle - - - - - Bob Woodrow

Telltale Editor - - - - - Kristi Blankenship

On The Cover: Painting by AYC artist Carolyn Marshall



FROM THE COMMODORE _____

In the last issue of the TELLTALE I commented that the membership appeared to be geared for an active sailing season. Judging from the participation in the Lakeway Spring Regatta little did we know how geared.

Thanks to the able chairmanship of Carl and Joan Morris, the 1983 Lakeway Spring Regatta was the most successful ever. The winds were light but adequate on Saturday with great winds Sunday. The race management during the Regatta was excellent thanks to Greg Schertz, who prepared the most precise and well organized set of Regatta sailing instructions that I have seen. In addition, our thanks go to the Lakeway Company for their participation in and contributions to the Regatta.

The comments received during the Regatta from the out of town visitors concerning our facilities, organization and club membership made me extremely proud to be a member of AYC.

Since the last TELLTALE, the AYC ladies held their annual Ladies' Sailing Camp under a new and apparently very successful two weekend format. However, we may have to rename the program the "AYC Ladies' Slumber Party & Sailing Camp." The clubhouse looked like an emergency shelter area for "low mileage mothers" on Saturday night. Thanks to Barbara Hlista and Pat Halter for a super job in organizing what obviously was one of the most enjoyable and best attended Ladies' Camps to date.

Speaking of camps, the Junior Sailors at AYC (normally a better behaved group than the aforementioned) need to start making their plans for the Junior Sailing Camp scheduled for June 5th through June 10th. Jim Baker and Sam Fine are organizing their programs currently and should have a great camp for the kids this summer. Parents who are willing to help in the camp and the summer sailing program should contact Jim or Sam and offer your services. In addition to learning about and to enjoy sailing, the Junior Camp and Program is a great way for the Junior members of AYC to meet and make new friends that will make their trips to AYC more enjoyable and entertaining.

The facilities at AYC are looking great thanks to Kristi, Conde, Carl and John. The new office/restroom addition that has required the tireless effort of so many members is all but complete. The infamous security gate was finally completed and working well only to fall victim to a wayward Lone Star Paper truck. Much work on the cabins, the dingy shed, and docks still remains to be done, however; so when asked, please volunteer so that we can put the entire AYC facility in a condition that will serve us well in the years to come.

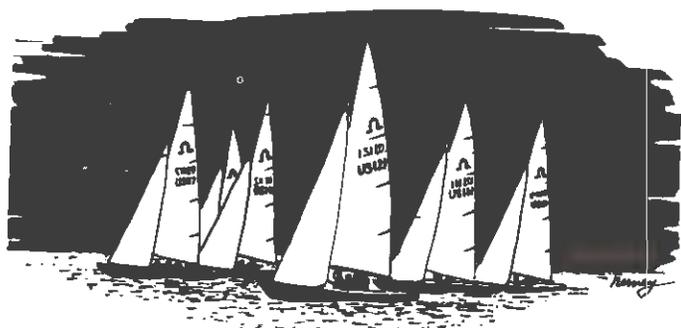
Good sailing. See you at the clubhouse and on the race course.

Thanks,

Rod Malone, Commodore



FROM THE FLEETS



J-24

By Ron Harden

Big things first:

1983 World Championships
Malmo, Sweden on the Oeroesund
near Copenhagen--oh good!

I hear they don't have wind shifts there. Besides charter boats are only \$250 (American).. Oops, entries by May 16, but Corpus counts for qualifying--Go for it!

Corpus Buccaneer Days is April 23-24 on the circuit. On the Shreveport Circuit the Smith team took a 7th out of 24 boats. The Austin Circuit is slated for July 9 with Dallas in May.

The Smiths eke out a win in California Cup over the shiny Running on Empty. Rylander is still fast; where's Kern? Where's Painton? Where's R. Smith? Where's Cheney? So Shough, DeCluitt, Halter, Ashby, Katon, Kehle, Wilson, Rehmann, Thompson, Tull and Van Wolfswinkle all move up maybe four places or more. There are 24 boats now in the fleet.

Congratulations and welcome to new boat owners Gary Grudnitski and Mary Pilney, Robert Keiras and Bill and Beverly Chericco.

Catalina 22

by Tom Lang

Competition in the Spring Series has been fierce, with a high level of participation for the C-22's first taste of class racing. As many as 11 boats have been on the starting line, enjoying the brisk winds and fair weather.

So far, the most consistent finisher has been Gordon Hamilton, scoring a first, two seconds and a third through the first four races. However, the performance of the other competitors has been more erratic, exemplified by the second and third place racers, Tom Lang and Bill Word, who have finished 1,2,4,7 and 1,3,4, DNS, respectively.

The spinnaker boats have yet to dominate the races, as was expected. Bill Word and Gary Payne have been gaining experience and improving weekly, although some of the spinnaker handling so far can best be described as "entertaining."

The high winds experienced to date have taken their toll on equipment, with several whisker poles failing to hold up under the strain. Calin Popescu is leading in this category, with two broken poles to his credit.

In another facet of competition, the back-at-the-club post-race analysis, Walter Allan leads with crowd-pleasing performances in the "best alibi" category.

Meanwhile, the fleet continues to expand, with new AYC members Ron and Bonnie Tobin making their racing debut this series.

We are looking forward to the Lakeway Regatta, with perhaps a few out-of-town C-22s added to the local fleet to further enhance the competition.

Keel Handicap

by Bill Records

The Spring Series has always drawn a crowd for one good reason: WIND! Although the direction is anyone's guess, there always seems to be plenty of it.

The wind was moderate for the first race until just before our start when it died. If you weren't close to the line forget it. Calogero, Vance, and Dick White were and off they went, leaving the rest of us gasping for clear air. The order of the fleet didn't change much as Calogero took the lead and continued to widen the gap. On the last leeward leg he and the next few boats sailed into a hole on the left side of the lake. When the wind filled in on the right side, it was all over but the crying! The race ended with Records in first, Vance second, McLemore third, and Clyde Brown fourth. Dick White enjoyed a good race until Duane Dobson gave him a rather blunt lesson on the rules at D mark. His subsequent spinnaker takedown took three minutes.

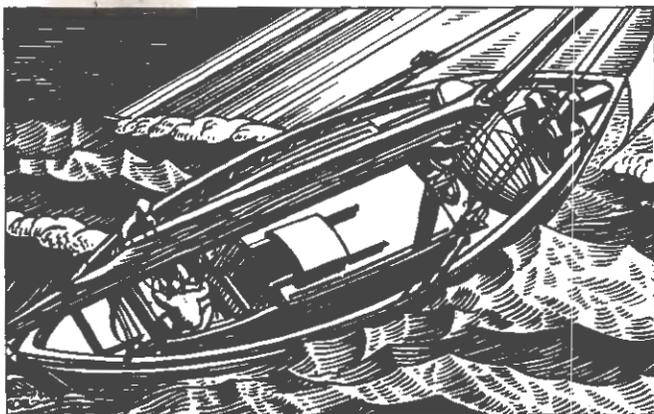
Race two started out with the wind blowing 18 MPH out of the northeast. Vance got the best start with Vaughan and Wilcox breathing down his neck. Vance rounded the weather mark first but left it to port not realizing that it was underlined on the course sheet. By the time he recognized his error the whole fleet had rounded. It then turned into a close race with boat control a premium in the gusty wind. Yours truly even learned to do the "San Juan Shuffle," taking a knockdown after rounding F mark. The San Juans proved to be better at that dance than the Pearsons, taking four of the top five places: Vaughan - first, Wilcox - second, Records - third, Calogero - fourth, and Linda Golden - fifth. Dick White

took sixth place in spite of dipping his spinnaker pole in the lake and bending it.

Race three had about the same wind conditions as race two (18 MPH and gusty). The starting line was a bit too short for the number of boats and so close to the shore that maneuvering on the starboard end was raucous! Just about a minute before our start the wind veered thirty degrees to the west. This prevented half the fleet from laying the starting line. Calogero and Ken Fossler collided and locked masts. Luckily no one was hurt and the race committee separated the two by throwing water on them! The race quickly turned into a battle between Vaughan, Wilcox, and Golden. Vance, sans spinnaker, seemed to be at a safe distance behind while gaining ground with every foul-up of the San Juans. Yours truly had to dodge the collision at the start and crossed the line a minute and a half after the gun. Vaughn's diabolical spinnaker takedown at J mark gave Vance just enough time to close the gap. On the final weather leg Vance sailed brilliantly taking first place; Vaughan second, Wilcox third, Golden fourth, and Records fifth. Ray Lott passed at least four boats on the last leg to take sixth.

Race four was as crazy as they come on Lake Travis. I finally got a decent start forcing Vance over early. Aha! He was down but not out. The weather leg was extra fluky with the added difficulty of having to deal with some confused boats from Division I who had returned to restart. Going from K mark to I mark was really bizarre. Some boats were becalmed while others were out of control. The last boats to K mark turned out to be the first boats to I mark. Erhard Suderman was grinning from ear to ear. After a gusty spinnaker reach/run to H mark, the wind lightened up. After clearing Windy Point Calogero, Golden,

and Wilcox went high, Records went low and Cafe' au lait was out in front at B mark. Halfway to C mark most of the fleet went high while I stayed low. Back to eighth place for me! Vance sailed well to I mark rounding close behind Wilcox. Wilcox hesitated in putting his chute up allowing Vance to stay close enough to correct over him, taking another first; Wilcox - second, Calogero - third and Dailey - fourth.



Keel Handicap

by Dennis Awbrey

Keel Handicap started off the year with a new format, new faces and new boats. The Keel Handicap Fleet has grown to such a large size that two divisions were organized. Fleet I is for boats that rate 192 or less and Fleet II is the "other guys." Russell Painton and Dave Cheney both with new J-29's joined in with K.H. and as of this writing may be the 1st and 2nd place winners. Russell put on a "how to" clinic for everyone's edification and, depending on the outcome of a pending protest against race #4, may have taken a clean sweep with straight first, tarnished only by a 2nd in the 1st race. However, Russell did say that they are sailing much better

after that 1st race and besides Dave had brought in a ringer for the 1st race,...some guy from out of town named Kelson somebody. Dave stated that he simply had proved who was the best sailor in the 1st race and then, out of respect (after all Russell did get his J-29 first) allowed Russell to appear to win the following races, however, the generosity is over. In fact, rumor has it that Russell and his crew, Rick Smith, have been so intimidated by this that they are leaving town and racing the next series on Canyon Lake. Russell, take-the-trophy-and-run, Painton insists that, "I shall return."

Dennis Awbrey, with his new Hobie 33 insists that it's all over for the rest of the Fleet anyway since his crew painted arrows on the deck showing which way is forward and placed shiny new labels on the boat "bow" and "stern." With this new breakthrough his crew insists that things should go much better.

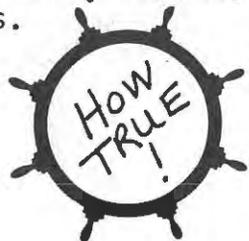
The race results? You say you want the race results. Who cares?! The real truth is,...who knows?! As almost everyone of you know by now, Race #4 was protested, and as a result of Dennis, honest-guys-I-didn't-know, Awbrey sitting on the protest committee, a rehearing is in progress at the time of this writing. The only comment Dennis was heard to make, as he rushed out hiding his face from the camera, was that "it's tough trying to win now that Steve Vaughan has taken the scoring away from me!" Steve, I'm-just-trying-to-be-a-nice-guy, Vaughan decided, based on old Biblical traditions, that the solution to this problem is to divide the trophies into halves and give a part to each competitor. Meanwhile, the only guy laughing is Russell, what-me-worry, Painton who has 1st place locked up solid. For the rest of us? Get in line in front of the glass cage

and wait for the results to be posted. At this point, everybody may stay where they are, Dave Cheney may be 2nd or nowhere, Dennis Awbrey may be 3rd, 2nd, missing, or any of the above. Carl Vernon in his Olsen 30, and Barry Bowden in his J-30 may be 4th and 5th respectively or Trenton Wann, Express 27 and Claude Welles, Cal 9.2 may move into those positions leaving Vernon and Barry in 5th and 6th.

Where ever the standings may end up, the good steady and mild winds certainly made for a very relaxed and enjoyable opening for the 1983 racing season at AYC. If you're not laughing you weren't there! So get out on your boat and come join in the fun and laughter of the Summer Series.

Other new boats in the series included Rick Vanderweel's Capri 30, Gene Preston's Hobie 33, and Phil Kocen's Bahama 31, who competed with all of the regulars in the "old" boats with skippers frozen at the helm after having to clean bottoms in preparation to compete with all of the shiny new ones. Special recognition to the fine young men in their 20 foot flying machines who hung in there for some very long and stormy races in their Holder 20's. Carl Morris says if the fleet will quit starting 5 minutes ahead and not waiting for him while the R/C plays funny games with the flags he could do a whole lot better. But he is definitely keeping track of who his friends are. Rex White was heard to say after the last race, "It just goes to show: You get a good start, sail a brilliant weather leg, and what happens? Everybody wants to go back and restart!"

See you at the races and beware of what you say for the truth of the news will most certainly find its way to these pages.



Coronado 15

by Cynthia Darwin

Twenty Coronado-15's from District V chased an elusive and sometimes nonexistent wind around Lake Travis April 9 - 10 to make the Cheap Thrills II Regatta another part of C-15 history for Austin Fleet 34. AYC member Wes Odell, veteran race committee chairman for the 1982 version of the now-famous regatta hosted by the Austin fleet, managed to get 9 intercollegiate-style races off for the 20 or so boats that participated from Austin, Tyler, Houston and Oklahoma City. The final two races, held Sunday morning prior to regular AYC series races, found boats beating to the leeward mark as wind shifts tested Odell's ability to control his environment.

But while the light winds were a far cry from the heavy breezes of the 1982 Cheap Thrills Regatta, the winners were the same as the year before. Chalking up only 12 points in the 9 race regatta were none other than 1982 winners, Terry and Greg Schertz of AYC. Close behind came another dynamic duo from Lake Travis, David and Bonnie Odell, with 25½ points. (See all final race results in this issue.)

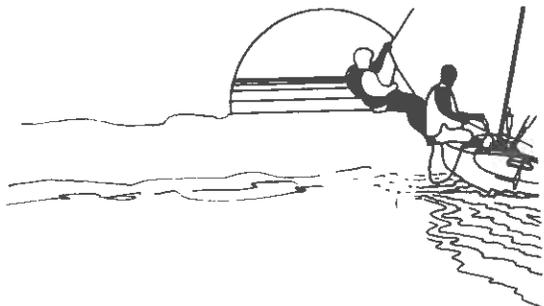
In third place was AYC member Barbara Hlista with crew Voldi Maki, neither of whom had ever set foot on a C-15 before the first race. It's to Barbara's credit that she managed such a good regatta under surprising odds. Seems a certain C-15 Fleet Secretary (check byline above) who loaned her boat to Barbara for the regatta forgot to mention that there is a plug in the back of the C-15. Or supposed to be a plug. After spending the first race draining the boat, and managing to start the second race four minutes late, Hlista and Maki went on to show what real sailors are made of. Sorry, Barb.

The local C-15 fleet continues to gather in more enthusiastic sailors, with several new boats added to the fleet during the cold winter months. Heavy air on series race days, however, have kept all but the hardiest, most weathered crews off the lake. A little warmer water will probably do the trick in getting more fleet members on the wire.

In the meantime, a little more than ice water has been flowing through C-15 veins these last months. Jim and Caryl Smith held the first ever C-15 Alumni Party to include all those C-15 sailors who have gone on to bigger and less physical boats. We're sorry none of the alumni showed up... the rest of the fleet had a fine time.

CHEAP THRILLS REGATTA RESULTS

Terry/Greg Schertz	12
Dave/Bonnie Odell	25½
Barbara Hlista/Voldi Maki	33 3/4
David/Kathy Maguire	34 3/4
Bob Stephens/Bruce Willman	45
Edith/Tom Horrell	47 3/4
Dale Edwards/Bill Lane	53
Scott Craven/Sherry Arlitt	54
David/Donna Bass	58
R./Micheal Carrington	88
Bob/Claudia Musselman	89
Veit/Mari Gentry	92
Jon/Peggy Klema	93
Jim/Caryl Smith	94
Bob Sanford/John Miller	99
Preston Thompson/Dee Latham	110
Albert Perry/Sally Buchner	131
Rudy de la Garza/Ernie Gonzales	133
Roy Smith/Walter Merrill	140
John/Carolyn Mack	159



Fireball

by Teri Nelms

This series, the Fireball fleet wishes to present the "THANKS A LOT!" award to Ed Halter. Ed successfully managed to prevent doom and disaster in the very heart of our fleet. It was Nelms' chance to be run over not by one keel boat, but TWO AT ONE TIME and an opportunity to rid the club of one of those dumb Fireballs. But no-o-o-o, Fast Eddie saved the day. Whether you want to hear it or not, here's the exciting story:

(This could also be called "how to really impress a new crew.") As you will recall, the third race of the series was a lot windier than most of the centerboarders were interested in. Keel sailors up on their high water-proof boats can't possibly appreciate the temperature of the water at this time of year as we do.

I suppose my new crew, John Braun, clad only in jeans and a wind-breaker, had reason to question the advisability of sailing his first race in screaming conditions.

"Aw, don't worry about me, John, I've gotta wetsuit and everything... I won't be cold."

"Well, what about ME?"

"Hey! You're the crew! Trust me..."

We were only racing against Steve Bangs since Fred was late as usual and trying to glue his boat together at the dock before the second race. I reassured John that he would not have to learn to fly a spinnaker in these conditions as we rounded the reaching pin and braced ourselves for the gusts. It was a real roller coaster ride for half the leg, then with one gust too many, the helm slipped out of my hand and the boat slipped out from under us. It turtled immediately and the

centerboard slipped into the slot. Without a tire tool handy we were unable to lift it from above and John was unable to figure out what he was supposed to be grabbing for under the boat. I can't believe I HAD TO GET IN THE WATER to try and set the board. IT'S THE CREW'S JOB TO GET WET!!! However, the Fleet Captain is always brave if not too bright. After finally getting ahold of the control line on the board head, I found it almost impossible to budge it. The two-foot swells with ice cubes that kept hitting me in the mouth probably did not help my agility level or strength. John, meanwhile, was on the top (of the bottom) with his fingers in the slot trying to lift the board. It was then that I noticed that behind him and not too far away, a San Juan 7.7 and an Irwin 25 had managed to collide on their starting line and tangle their halyards at the top of the two masts. In this mated condition, they were careening down upon us yelling and cursing and totally oblivious of our position broadside to their bows. "John! Turn around and get ready to jump off the boat!" I was in the water with the boat between me and the oncoming boats with no place to go but away as fast as my 20 pounds of suit, lifejacket, and boots would let me swim.

It was then that Ed intervened from his position aboard the rescue boat that had been loitering in our vicinity pointing and laughing at us. Heads appeared beneath the genoas of the rapidly approaching boats as Ed yelled to them to keep clear of us. Somehow, the halyards separated and the two boats split and went to either side of us, inches away. If Ed had not been there, the two boats would never have heard us or seen us until they hit us.

John, with survival on his mind, had decided that it was really not a big deal for him - he would just grab a bow pulpit on the way by. Calogero would have gotten his bottom cleaned with my boots...

I think this whole thing was a small miracle in itself anyway. I mean, how many times has a rescue boat actually been in position when you really needed it? Of course, the committee may have just assigned Ed to follow me around for a laugh and to get him out of their way. I am sure that I would have been in the hospital for a day or so, but the worst part was, my boat would have gone straight to the bottom. Think about it for a minute: ED! I COULD HAVE HAD A BRAND NEW BOAT OUT OF THE DEAL! Thanks a lot...

While still in shock, we managed to finally get the board up and the boat righted. I was never really cold in the water, but once we got out and the wind hit the old neoprene, I decided to abandon the race "rather than cause my crew any more discomfort."

"Hey, I'm O.K. This is fun! Don't go in on my account..."

"Shut up, John, I'm thinking of your health..."

Steve Bangs managed to complete the race with his son Troy on the wire and then capsized on the way in to the dock. Serves you right, Stevie, you should never have laughed as you passed me by.

As the better part of valor is warmth, Steve and I both pulled our boats out and waved to Fred as he leaped into his duct-tape-special and headed for the starting line. I walked straight into the hot shower and THEN took off my life jacket, suit



and boots. Damn, this is fun.

The Sunday after Easter brought out four of us, with Lee and Tammy appearing from Ft. Worth and Fred arriving "almost" on time. I won't mention the complete order of finishes in the first race, but during the second race, old sneaky Lee ignored the Fleet Captain's warning to stay at the back of the fleet and rode some magic wind around and beat us all.

A matter of yards away from the finish line, the shock cord in my continuous trapeze broke and sent John overboard. As I hauled him back into the boat, I looked up to again see that stupid grin on Stevie's face as he slipped by. "John, I'm not familiar with that word, but I doubt that I am one..."

We have another new boat in the fleet, belonging to Stephen Elston. He will be applying for membership as soon as his boat is ready to sail. He will be sailing Nelms' boat in Spring Lakeway, so it will not be necessary for the committee to assign a rescue boat to it. Nelms will be crewing for Baker.

Baker has not appeared as yet this year because he is busy "stiffening up" the new boat by adding new bulkheads and centerboard trunk reinforcing. I think it probably doesn't bear mentioning that the boat came in a "bit" underweight or those new bulkheads wouldn't be there...and they certainly wouldn't be made out of lead...His new Danforth 85 should help a little also.

We will be waiting for you all at Lakeway and will certainly try to wave at everybody as we sail past...

P.S. Thank you, Ed. TN

Ensign #30

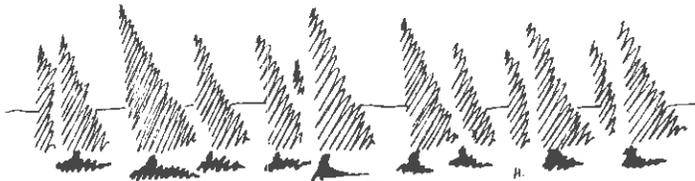
by Tim Erwin

Greetings!

We've had a pretty good turnout for the Spring series and as of this date Tommy Kozlowski and crew, Skip and Julie, are taking all the marbles. We're hoping that we'll have a good turnout for the Summer Series, Turnback Canyon and Governor's Cup. We plan on having another fleet party soon. We will let you know when and where.

Any of you "lost sheep" who aren't using your Ensign, if you are interested in selling your boat or possibly chartering your boat, let Sam or me know.

Ensign Midwinter Regionals - Jim Baker and crew (Harold David and yours truly) took J-Turkey down to the Houston Yacht Club for the midwinters. The Ensign people down there really rolled out the red carpet. We had a banquet the first night and a cocktail party the second night. There were two boats from New Orleans and a nationally ranked skipper and crew from Ohio and of course several from HYC. Well it doesn't take Jimmy the Greek to figure out who won. Yes you've got it. Dean Snider with his new boat "Little Oil." And now you're wondering, what about Baker? Well we did pretty well. We took three consecutive fifth places and the same four beat us each time. The weather was rough, especially Sunday, with 3 foot swells and 25 MPH winds. You all would have been proud of Jim. He gave only one rule instruction to another boat the whole regatta! We had a great time, met a lot of great people. As a matter of fact, I met a man who used to be neighbors with Eugene English when they were 5 years old. Martin Bludworth says Hi! Eugene.



We would like to see several boats down there for the Regionals this July. Two people down at HYC volunteered their trailers if we wanted to do some jockeying. I know that Baker, Kozlowski and Erwin/Duke have plans on going.

The fleet trailer has been well used lately. I personally have been with it in Houston three times lately so it's in pretty good shape thanks to Jim Baker. Remember to let me know if you want on the waiting list. Baker then Humphrey are in line.

RULE CHANGE NOTICE: Ruling 1983 follows: "The 1982 ruling allowing halyard turning blocks to be attached on the cabin top is rescinded. The block must be attached to the mast in the standard position.

See ya' at the lake.



Thistle

by Terry Hight

The Spring Series is nearly over and the turnout has been fantastic with 8-10 boats participating. Returning to the water after long absences are Tucker Garrison and Joe Moldenhauer. Tucker has been away so long that Deke fooled some of the newcomers to the fleet into thinking he was a first-timer. I wish I could have heard the

conversation in that boat as they watched the stern of that yellow AUDACITY disappear over the horizon.

Tucker enjoys a comfortable lead in the Spring Series with Goodwyn, DeKeyser, and novice Mike Schwarz fighting for second place honors. Tom Leach, last year's king, has been dethroned (or decommissioned) by a nasty bump-and-run with a Merit 25. We hope Fillip can get the repairs done soon.

For the first time in recent memory out-of-towners will be coming for the Spring Lakeway Regatta. (The results can probably be found elsewhere in this issued.) They will also be returning on May 21-22 for the District Thistle Seminar where novice and expert alike can receive both classroom and on-the-water advice. Any non-Thistlers with an interest should contact Woody Woodrow for details.

There are several potential new boat owners partying and sailing with the fleet currently. Lou Kimball and Robin Casey have been crewing for Moldenhauer, and Noel Reed has been sailing with Merrill. Bob Farmer is just moving here from Ohio and is so excited about Thistling that he has his wife (who is still in Ohio) scouting around for one of the legendary Ohio Speedsters to bring to Texas. Greg Porter is toying with the idea of getting his own boat; maybe he can show former crewmate Schwarz how to get to the top. Local boats currently for sale include John Donovan's like-new Great Mid-West beauty.

The recent fleet party at the Salt Lick was great even though the Fleet Captain supplied only "light" beer. Next time we will demand more variety and more sausage. See you at the Seminar.



South Coast 21

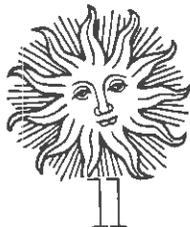
by Ray Shull

We're busily preparing for the Metcalf Trophy Regatta to be held at AYC May 6, 7, and 8. We're not sure how many entries from out of town are coming but we expect a good turnout from the Shreveport Fleet. We've had some good racing this series and it looks like we'll be ready for the out-of-towners.

The first race saw eight boats cross the starting line. We raced a gold-cup course using I, F & D. Don Sannes returned to racing this series after being absent for too long and promptly took the lead on the first leg. After a close weather leg he rounded the mark a close second behind Mike Bartlett. Everyone had apparently been studying their racing tactics during the off-season as seven boats rounded the mark within spitting distance of each other. Everyone held their position to mark F and then to D. However on the long leg back to I boats started changing positions. Duane Dobson played the shifts well and took the lead. Close behind were Don and Mike who had switched positions. Bob Vassallo, sailing one of his two red boats, worked his way up the fleet and rounded near the leaders. By this time the Fleet had spread out quite a bit since we had been racing almost two hours. However the wind took care of everyone's carefully guarded positions by dying on the last run and filling in from the rear. By the time we arrived at D, we were tightly bunched and it was anybody's race to the finish. Mike pulled into the lead and kept Duane under a close cover. Don broke away hoping they were so busy with each other that they wouldn't notice him. Mike's strategy paid off as he crossed the line just ahead of Duane for first.

Don fought off a late charge by Bob and finished less than a boat length ahead. Allen Breeze, sailing Bob's other red boat, took fifth with Ray Shull crossing sixth. Robert McCloskey followed in seventh. After racing for three and a half hours the first six boats finished within one minute of each other.

The second race started in a stiff north wind. Five boats went out in the 15-25 MPH winds ready for some fast and exciting sailing. The starting line was quite square as became evident when on starboard tack you couldn't cross the line. The start involved establishing a position on starboard and tacking to port as soon as you could. With a gold cup using D F K, the beat to D became a port tack parade with everyone taking short hitches on the headers. At the weather mark we rounded first followed by Duane, Don, Joe and Allen. We threw our chute up and hung on for the ride that varied between surfing, planing or just fast. After we jibed over to head for F we looked back and noticed nobody else had put their spinnaker up. We couldn't tell whether they thought it was too windy or by watching us they knew it was too windy. Duane held second past F and K with Don and Joe right behind. On the beat back to D Joe and Allen moved up on Don to round in position to move up. On the way to K this time everyone flew their chute and enjoyed the sleigh ride. With 20 MPH winds on a beam reach it didn't take long to return to K. The order of rounding stayed the same although Joe moved up to right on Don's transom. The beat to the finish was port tack all the way. Joe tried to go above, below, and over



Don but Don countered every move and held him off. The finish order was Ray, Duane, Don, Joe and Allen.

Race three brought high winds again out of the north. Instantaneous velocity changes and unpredictable direction shifts were the order of the day. Most crews went with lappers to be able to control the puffs, hoping the lulls wouldn't last too long. Duane went with his genoa hoping he could survive the puffs and have the edge during the lulls.

At the gun, Steve Conway in his new boat, Scott Rodwell in Don's boat, Greta with an all-girl crew, unidentified persons on the Katon/McDavitt syndicate boat, Bud Boucher just back from ocean sailing in Hawaii, Duane, Bob and yours truly started the one-triangle course using B, K and J. Duane's decision to use the genny paid off as he powered through the lulls to round B first with Bud and myself hot on his stern. Scotty led the rest of the Fleet as we pulled the chutes up and surfed down to K. The run turned into a close heavy air reach two thirds of the way to K. The conditions required quick action to prevent broaching and/or rounding up in the high wind. Bud and I stayed within twenty feet of each other wave for wave, broach for broach, until a large puff caught him and as he rounded up we pulled ahead slightly. Duane rounded K first with us forty feet back.

About halfway to J we all jibed to port and it looked like the three of us were going to arrive at J dead even with chutes flying. Duane suddenly fell back and later said his spinnaker halyard had jammed and it took both of his crew and his verbal assistance to free it. At J Bud and I rounded simultaneously with Bud on the outside. When he tacked to clear his air we kept a close cover all the way to the shoreline. Meanwhile,

Duane had gotten things in order and rounded 100 yards back. With the two lead boats going to the left side he went to the right side of the beat to the finish. Indeed it was really the right side as he got to the finish first followed by myself, Bud, Scotty, Bob, and the syndicate in that order.

The fourth race finally saw genoa winds on the course. Unfortunately, they were out of the southwest which can make for a strange course on Travis with its SE to NW orientation. Everyone was trying to second guess the race committee on where they would send us. However, no one foresaw the creativeness of the RC as the course they posted was K I H B K F f. Most people spent the five minutes before the start trying to memorize where we were supposed to go. One or two even pointed out that medium distance courses can only be round-the-buoys triangular or windward/leeward courses. Having sparked the explorer instinct in us, at the gun we headed to K and points unknown. Duane rounded first with myself, Bud, and Joe close behind. The next leg started as a beat but then became a close reach. Duane and I set spinnakers while Bud stayed with his genny. A sudden gust and a return to close-hauled conditions required quick spinnaker douses which allowed Bud to drive through into the lead.

Duane recovered to round I in front with Bud right behind followed by myself and Joe. Bud worked by Duane to pass H first. Everything was pretty normal until we arrived at Windy Point. There a mass of windsurfers, catamarans, anchored boats (some using their keel anchor), and topless sun bunnies mixed with a 30° wind shift jumbled everyone. Bud rounded a few feet ahead and Duane tacked to port dead even with us as we escaped the circus. We managed to pull ahead of Duane and feed him bad air with a close cover. Bud pulled ahead on the

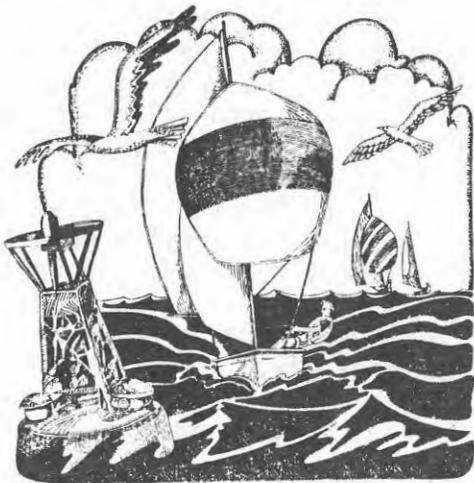
SPECIAL REPORT

NOTE TO MEMBERSHIP ON INSURANCE COVERAGE AND RACING

reach/run/beat to B as Duane and I went high together above the rhumb line. The rest of the Fleet approached the point just as the fast boats in the Keel Handicap A Fleet caught them. This made the point rounding even worse and it essentially became a congested mark rounding with a high penalty for touching the mark. The course boards should have said K I J H W - P B K F f.

Since the rest of the course involved only reaching and running everyone held their position fairly well the rest of the race course. The order of finishers was Bud, myself, Duane, Joe, Mike, Bob and Scotty.

So far the racing has been very close for the conditions and with one race left before the Metcalf Regatta everyone looks like they're ready. We anticipate a large turnout (where else will over 10% of the boats ever made for a class show up for a championship) and the good times which South Coast races always bring.



JUNIOR SAILING

AYC's junior sailing program for 1983 will start on Wednesday evening, June 15, and will continue each Wednesday evening thereafter through August 24. Details will be mailed individually on May 9 to all eligible junior sailors listed in the 1983 Club Directory. Any questions should be directed to Sam Fine, 282-3582.

In the last few months, AYC racing activities on the lake have witnessed the increased frequency of collisions resulting in significant and expensive damage. Most likely, this increase is due to increased race participation or perhaps just friendly, aggressive competition.

But even so, it is important that all skippers be keenly aware of not only their own capabilities but also that of their crew and boat in all weather conditions in which they decide to race. The safety of the people aboard every boat and the safety of the boat itself depends on this assessment.

However, even the most prudent preparation will not always avoid a collision; consequently, an additional preparation for racing should be made. A review of liability insurance coverage should be part of this preparation. Recently, an interpretation of insurance liability rendered by State Farm Insurance Company stated that all members of a sailboat racing crew are jointly liable for damages resulting from a collision. This interpretation was derived from a homeowner policy covering boats under 26 feet in length. A separate boat insurance policy including liability coverage may avoid this situation. You should check with your insurance agent for details concerning your liability coverage.

Any race preparation should always consist of; 1) skippers assessing their own, their crew's, and their boat's capabilities, 2) checks for proper safety equipment, 3) knowledge of racing procedures and rules and, 4) check of insurance covering boat. If any member has a question or suggestion on any area of race preparations, please do not hesitate to contact me.

Steve Vaughan
Race Commander

The Ladies Sailing Camp



Did we have fun? Yeah! Did we learn something? Yeah! Did we go back to our boats and make our mates miserable? You bet!

On the stormy night of March 26th, the ladies at the Austin Yacht Club took a giant step for all crew members everywhere. We dared to learn WHY.

After months, for some, years of wondering why we pulled this line or watched that pole we found ourselves free to say, "Wait a minute. Why should I do that?" Glorious answers came forth from our captains and we sailed on knowing that next time we needed to pull we would know how hard and for how long.

Don't get me wrong, it wasn't all pull and tug, ask and answer. There brought by one and all, good wine, conversation and cool evening strolls by the water's edge.

Foam mattresses could be seen everywhere. The fire crackled and in the quiet of the night, grown women silently returned to their girlhood slumberparty dreams.

This scene will be repeated on the 22nd, 23rd and 24th of April when the spinnakers will go up (God willing) all over the lake at the hands of the now confident ladies.

After a few spinnaker runs, we may be less confident, but I'm sure still undaunted.

The Austin Yacht Club has once again combined a really needed service with a ton of fun. Before they're through "all hands on deck" will be working happily together to get those boats trimmed.

Everyone is welcome, so next time "come on in, the water's fine."

To specifically mention those folks involved in the Camp. First, the boat owners: Duncans, Welleses, Wann, Katon/McDavitt, Lyng, Frels, Howards, Awbrey, A. Baylor, Pratt/Vernon, and Clarkson.

The Camp could not have happened without the expert helmsmanship of Pat Halter, Karen VanHooser, Pat Katon, Linda McDavitt, Gail Bernstein, Michael Wann, Terry Shertz, Cynthia Creamer, Dennis Awbrey, Caroline Howard, and Barbara Hlista. Barbara did her usual wonderful job of organizing and conducting a top-notch event. Fifty-five people participated in adverse sailing conditions. During the first weekend, the fundamentals of crewing were learned in extremely heavy air (average peak gusts to 42 MPH). The second weekend concentrated on spinnaker work, also in heavy air.

Special sailing awards went to Shirley Slaughter for "Desire to Learn," Flo Ulrich for "Most Enthusiastic Sailor," and to JoAnn Welles for "Perfection of Advanced Sailing Techniques."

Participants each received a royal blue duffle bag specially designed by Walter Allen. The campers were so enthusiastic, they are already asking when the next camp will be held. (Hlista's not saying!)

PERPETUAL LAKEWAY REGATTA TROPHIES

RACE TO LAKEWAY KEELBOAT CLASS/ Hap Arnold

Awarded to the first place keelboat of all keelboat classes and divisions in the one race to Lakeway, determined under the AYC approved keel handicap system, with starting time differences adjusted into the elapsed times.

RACE TO LAKEWAY CENTERBOARD CLASS/ David Smedley

Awarded to the first place centerboard boat of all centerboard classes and divisions in the one race to Lakeway, determined under the AYC approved centerboard handicap system, with starting time differences adjusted into the elapsed times.

THE LAKEWAY TROPHY/ Claude Welles

Awarded to the first place winner in the largest class determined by the final results of all races during the Regatta. In the event of a tie in the number of boats forming the "largest" class it will be determined by coin flip. Each class will be recognized as one class regardless of the number of divisions within that class. The winner of the highest ranked division (expert/novice; spinnaker/nonspinnaker) will be regarded as the class winner.



WINE & CHEESE PARTY

By Walter Allan



The first annual mixer was well attended by senior members who greeted and made our new members feel at home. The vintage wines from Yugoslavia, Chile, France and California were a big hit along with the carefully cut cheeses and niblets. A passport was issued to each participant who then proceeded to initiate their taste buds with the nectar at hand, had their passports stamped and attained a full glass of their favorite grape only after they had at least sampled a taste from each country. It was however a bit difficult to persuade the hardy enthusiast to try a few drops of nectar when it was a full glass that he wanted.

Passports were carefully checked by our customs inspector, Jim Quinn, who immediately attached a set of handcuffs to your wrist and proceeded to lock you to the nearby ladies room door for violations. It was a real push and shove situation. Dave Gage really received attention in his designer burlap pantaloons, multi-colored fur bath mat and Cossack hat, speaking pig latin Russian with a German accent while serving Yugoslavian wine. Dave stands above the rest with originality. Everyone had their passports stamped an average of 5 times. Those whose passports were stamped more than 6 were usually carried through customs without question from the authorities. That was a speechless situation.

The big hit of the evening was the white wine from France pronounced VER-DEE-ACC, spelled VERDILLAC. Comments overheard during the evening: "...got a smooth and full body," "goes down easy," "I'd like to peel the label off that one," "sweet and delicate." I didn't know we had so many connoisseurs of wine at AYC.

SPRING REGATTA

PORTSMOUTH CENTERBOARD HANDICAP

1. Boyd, FD
2. Thompson, 505
3. Hall, Laser
4. Baker, Windmill
5. Adams, Harp 5.2

PHRF SPINNAKER A

1. Vernon, Ols 30
2. Painton, J 29
3. Awbrey, Hob 33
4. Cheney, J 29
5. McCollum, Exp 27
6. Lott, Lin 26
7. Peffer, Mer 25
8. Howell, Mer 25
9. Bilger, Mer 25
10. Connelly, Sonar
11. Duncan, Cal 9.2
12. Leonard, SJ 28
13. Crews, Cap 25

PHRF SPINNAKER B

1. Kuban, SJ 25
2. Canfield, Spr 28
3. Brown, Eri 27TM
4. Riha, Cat 370B
5. Tapley, Cat 30
6. Suderman, Ran 23TM
7. Frels, SJ 24
8. Dahle, Cal 25
9. McLarnon, Col 8.3
10. Key, Cal 25
11. White, Ran 28-2FX
12. Meyers, Col 8.3
13. Brewer, Cat 22

PHRF NON-SPINNAKER A

1. Welles, Cal 9.2
2. McDonald, Cal 29
3. Howard, Col 9.6
4. Keoughan, SJ 24
5. Arbon, Cat 27TM
6. Kocen, Bah 30
7. Harrison, SP 28

8. Frink, Cat 27
9. Barstow, WS 32
10. Elliott, Hun 27

PHRF NON-SPINNAKER B

1. Soefje, Ran 23TM
2. VanHooser, Cal 25
3. Smith, SJ 21
4. DeGinder, PT 22
5. Jones, Ran 22
6. Cummings, IRW 25
7. Allison, Ran 23
8. Spickelmier, Cat 25
9. Swann, Hun 22
10. Fox, Cal 25
11. Reynolds, Compac 23
12. Lemaistre, Col 22
13. Roehrig, SJ 21
14. Douglas, P-Com
15. Gras, Hun 22
16. Arbuckle, Bal 20

PEARSON 26

1. Bill Records
2. Jim Stafford
3. Ann Baylor
4. Dick White
5. Andy Romach
6. Walt Dwyer
7. Eldon Reynolds

HOLDER 20

1. Hap Arnold
2. Dan Wight
3. Jim Swanzy
4. Jay Jones
5. Randy Wilson
6. Gordon Hopkins
7. David Henderson
8. Dave Hargis

SAN JUAN 7.7

1. Eddie Calogero
2. Kevin Selfridge
3. Gail Bernstein

4. Pat Katon
5. Joel Wilcox
6. Gary Griffith

FIREBALL

1. Quentin Baker
2. Fred Schroth
3. Steve Bangs
4. Lee Cash
5. Stephen Elston

SOUTHCOAST 21

1. Ray Shull
2. Mike Bartlett
3. Duane Dobson.
4. Don Sannes
5. Robert Vassallo
6. Jimmie Fontenot
7. Scott Mgebroff
8. Tom Farrell

THISTLES

1. Dave Smedley
2. Richard Mueller
3. Deke DeKeyser
4. Woody Woodrow
5. Ed Owen
6. Matthew Wetsel
7. Michael Schwarz
8. Stan Jacques
9. Gay Puckett

ENSIGN

1. Tom Kozlowski
2. Tim Erwin
3. Jim Baker
4. Sam Humphrey
5. Eric Bozyan
6. John Weiler
7. Amie Rodnick
8. Tom George

J-24

1. Jody Smith
2. Bobby Harden
3. Doug DeCluitt
4. David O'Dell
5. Ralph Kehle
6. Jane Ashby
7. Pete Shough
8. Art Rehmann
9. Martin Van Wolfswinkle
10. Ed Halter
11. Dan Tull
12. Frank McBee

CATALINA 22

1. Steve Pervier
2. Bill Word
3. Jack Scholl
4. Calin Popescu
5. Walt Allan
6. Gordon Hamilton
7. Brad Jones
8. Boris Johnson
9. Jan L. Turk
10. Charles Lancaster

T H A N K S

To all the folks who helped make the
 new office, rest rooms, and shower
 facilities a reality !!!



REGATTA RESULTS

CALIFORNIA CUP

CLASS A

1. Painton (J 29)
2. Wood (Hob 33)
3. Awbrey (Hob 33)
4. Cheney (J 29)

CLASS B

1. Welles (Cal 9.2)
2. Lawson (Mer 25)
3. Lott (Lin 26)
4. Morris (Mer 25)
5. Howell (Mer 25)
6. Duncan (Cal 9.2)
7. Tapley (Cat 30FX)

CLASS C

1. Smith (J 24)
2. Harden (J 24)
3. Shough (J 24)
4. Katon (J 24)
5. Halter (J 24)
6. Jones (J 24)
7. De Cluitt (J 24)
8. Eitelman (J 24)
9. Rehmann (J 24)

CLASS D

1. Arnold (Ho1 20)
2. Hester (Sonar)
3. Henderson (Ho1 20)

CLASS E

1. Peterson (Cat 27TMOB)
2. Bernstein (SJ 7.7)
3. Wann (SJ 7.7)
4. Golden (SJ 7.7)
5. Griffith (SJ 7.7)
6. Arbon (Cat 27TM)

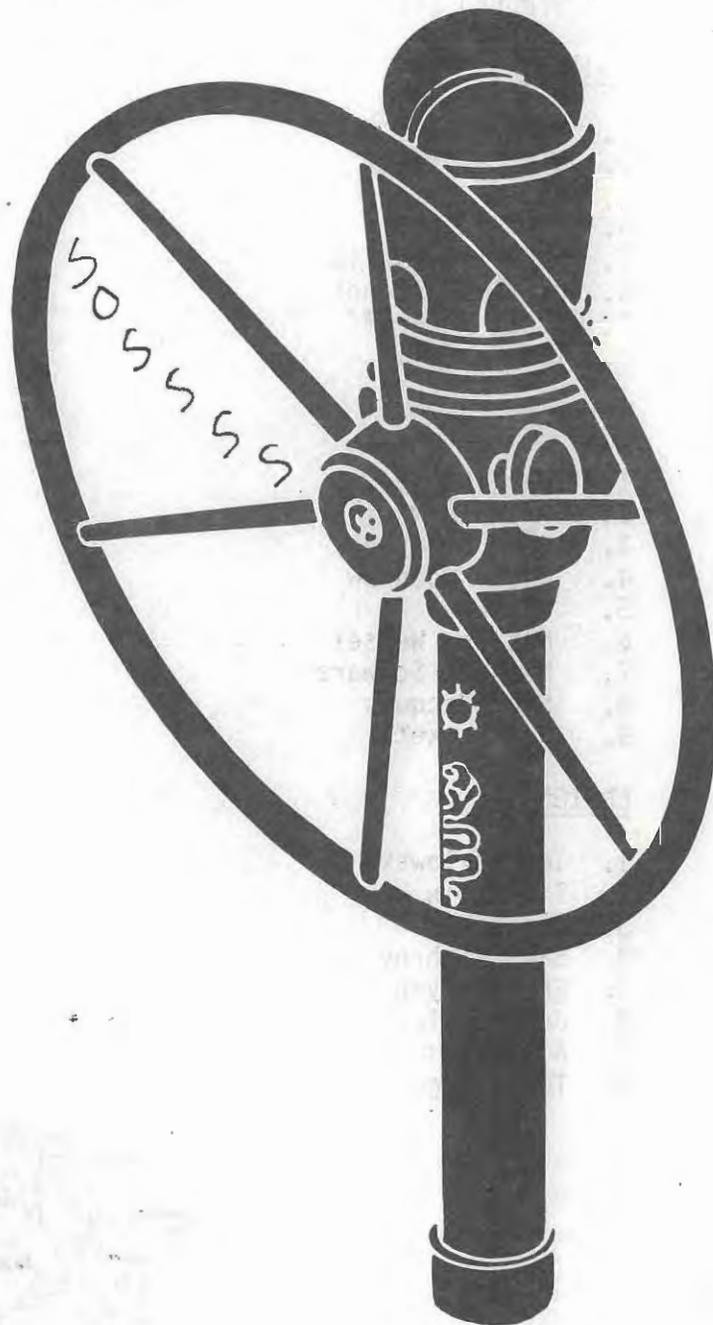
CLASS F

1. Records (Pea 260D)
2. Hopkins (Eri 25+)
3. Vaughan (SJ 24)
4. Yonge (Pea 260D)

5. Frels (SJ 24)
6. McLemore (San 20)
7. Baylor (Pea 26)
8. Schwarz (Ran 22)
9. Morse (Buc 250)

CLASS G

1. Boucher (SC 21)
2. Dobson (SC 21)
3. Smith (SJ 21)



SERIES RESULTS

J-24

1. Smith
2. DeCluitt
3. Harden
4. Rylander
5. Shough
6. Halter
7. Odell
8. Ashby
9. Eitelman
10. Rehmann
11. Tull
12. Sail 3219
13. Kern
14. Smith

SC 21

1. Dobson
2. Shull
3. Sannes
4. Bartlett
5. Boucher
6. Rymal
7. Fontenot
8. Breeze
9. Vassallo
10. Farrell
11. Katon
12. McCloskey
13. McDavitt

ENSIGN

1. Kozlowski
2. Erwin
3. Kunze
4. Weiler
5. Humphrey
6. Bauman
7. Rodnick
8. O'Donnell
9. English
10. George

THISTLE

1. Garrison
2. DeKeyser
3. Schwarz
4. Goodwyn
5. Woodrow
6. Wetzel
7. Puckett
8. Jacques
9. Finley
10. Moldenhauer

CORONADO 15

1. Edwards
2. Maguire
3. Harris
4. Odell
5. Mandell
6. Lowman
7. Schertz
8. Musselman
9. Bass
10. Klema
11. Moeser

FIREBALL

1. Nelms
2. Cash
3. Bangs
4. Schroth
5. Berlege

CATALINA 22

1. Hamilton
2. Word
3. Lang
4. Scholl
5. Allen
6. Payne
7. Pervier
8. Popescu
9. Jones
10. Johnson
11. Sail 62
12. Sail 2079
13. Brewer

KEEL HANDICAP 2

- | | |
|---------------|------------|
| 1. Vance | 17. White |
| 2. Records | 18. Duncan |
| 3. Vaughan | 19. Kozen |
| 4. Wilcox | 20. Bilger |
| 5. Golden | 21. Crews |
| 6. Calogero | |
| 7. Dailey | |
| 8. Brown | |
| 9. Lott | |
| 10. McLemore | |
| 11. Tapley | |
| 12. White | |
| 13. Wann | |
| 14. Brown | |
| 15. Suderman | |
| 16. Jones | |
| 17. Fossler | |
| 18. Baylor | |
| 19. Soefje | |
| 20. Cummings | |
| 21. LaCroix | |
| 22. Roehrig | |
| 23. Riha | |
| 24. Smith | |
| 26. DeGinder | |
| 27. Morse | |
| 28. Yonge | |
| 29. Searight | |
| 30. VanHooser | |

KEEL HANDICAP 1

1. Painton
2. Awbrey
3. Vernon
4. Cheney
5. Wann
6. Welles
7. Bowden
8. Morris
9. Arnold
10. Lott
11. Hopkins
12. Vanderweel
13. Henderson
14. Kern
15. Preston
16. Wight

TEXAS YACHTING ASSOCIATION 1983 SCHEDULE OF OPEN, INVITATIONAL AND CLASS EVENTS

MAY

- 7-8 Catamaran Assoc. of Tex - Wegatta Regatta (Cat, Open, NACRA 5.2, 5.8
Hobie 16 & 18, Prindle 16 & 18,
Handicap PHRF)
- Dallas Corinthian YC - Windsurfer Regionals
Corinthian SC/White Rock BC - All Scow Regatta (All scows)
Corpus Christi YC - Port O'Connor Race (PHRF)
- 14 Corinthian SC - Commodore's Challenge
- 14-15 TORC - FREEPORT TRIANGLE
Arlington YC - 16th Annual Regatta (Open 5+)
Dallas Corinthian YC - 470 Invitational (470)
Tyler YC - Rush Hour Regatta (Open)
Pensacola, FL - US Opt. Team Trials (Opt.)
- 21-22 TORC - SABINE TRIANGLE
Arlington YC - Catalina 22 Tex State Championship
Lake Canyon YC - Flying Scot Districts (Flying Scot)
Rush Creek YC - Auxiliary Spring Regatta
- 22-23 Shreveport YC - Thistle Districts (or 6/11-12) (Thistle)
- 27-29 White Rock SC - SW Snipe Regatta (Snipe)
- 28 Alamo YC - Commodore's Grand Tour (PHRF)
- 28-29 Austin YC - Turnback Canyon (Keel, CB, Cats)
Dallas Corinthian YC - DCYC Annual Regatta (OD 3+, Handicap A & B)
Lake Conroe RCA - Memorial Day Invitational (Open, Ctlna 22, Ranger 22,
S26.7, SJ24, Laser)
Rush Creek YC - Soling/Shields Memorial Day Regatta & J-24 Circuit &
SW Regionals (Soling, Shield, J-24)
Seabrook SC - Tex Windsurfer Championship (Windsurfer - sep. start for Jr.)

JUNE

- 3-5 Fort Worth BC - Annual Regatta (Open 5+)
Shreveport YC - Lightning (Lightning)
- 4 TORC - LIPTON CUP
- 4-5 Corinthian SC - C-15 Districts (C-15)
Bay YC - CC - Laser Regatta (Laser Cir.3)
- 5 TORC - CONSTELLATION CUP
- 7-13 Corpus Christi YC - Intercollegiate YRA National Regatta
- 11 Fort Worth BC - Opt. Cir. 1 (Opt.)
- 11-12 TORC - BUCCANEER FIELD RACE
Concho YC - Spring Regatta (Open)
Corinthian SC - Lido 14 Big "D" Regatta (Lido 14)
Rush Creek YC - Lightning Districts (Lightning)
Seabrook SC - Centerboard Regatta (All CB's)
Shreveport YC - Thistle Districts (or 5/22-23)
TCYC - Dave Perry Clinic (Open Jr's) (Sunfish, Laser, Laser II)
- 12 Captain's Cove YC - Mixed Doubles (PHRF)
Lavon SC - Single Handed Race (Open)
- 17-19 CHANDLER'S LANDING YC - TYA MALLORY (J-24)
LAKE CANYON YC - TYA ADAMS (J-24)

JUNE (continued)

- 18-19 AUSTIN YC - TYA JRS (SEARS, BEMIS, SMYTHE) (SC21, 420, BYOB Sunfish)
SEABROOK SC - TYA O'DAY (BYOB Sunfish)
Brazosport YC - Dolphin Sr. Nationals
- 20-25 Chandler's Landing YC - Dallas Race Week (Open)
Fort Worth BC - U.S. Women's Championship
- 25-26 Houston YC - Sunfish Regionals
Multihull SA - Galveston Bay Catamaran Championship (Open)
- 25-Jul 1 FT. ADAMS SAILING CENTER (RI) - U.S. YOUTH CHAMPIONSHIP (Invitation
via resume) (Laser, Laser II, Mistral)

JULY

- 2-3 TORC - PORT ARANSAS TO GALVESTON RACE
Austin YC - Governor's Cup (Keel, CB)
- 2-4 Corpus Christi YC - Independence Day Regatta (PHRF, J24, Brdboat)
- 4 Lake Canyon YC - Branch Long Distance Race (PHRF)
- 4-5 Multihull SA - Alice W. Cummings Memorial Regatta
- 7-10 Houston YC - Ensign Regionals
- 9-10 Austin YC - J-24 Circuit
Houston YC - Ragnot Regatta
- 16 Chandler's Landing YC - Thistle Inter-districts
Seabrook SC - Jr. Regatta - 21 & under (3+)
- 16-17 Lakewood YC - Summer Regatta (PHRF/IOR)
Wichita Falls - Foster Regatta (All classes PHRF)
AUSTIN YC - AREA "F" POW CHAMPIONSHIP (Sonar)
- 20-Aug 8 Long Beach (CA) - Olympic Class Regatta
- 23 Alamo YC - Moonlight Regatta (PHRF)
Rush Creek YC - Shields Singlehanded Regatta (Shields)
Chandler's Landing YC - Opt. Cir. 2 (Opt)
- 23-24 Corpus Christi YC - Rockport Race (PHRF, J-24)
Houston YC - Annual Regatta (Open)
NINNESCAH YC (KS) - AREA "F" JR. BOARDSAILING (BYOB Windsurfer)
- 29-31 RUSH CREEK YC - AREA "F" ADAMS (Shields)
- 30-31 INDIAN NATION SA - AREA "F" O'DAY (BYOB Sunfish)

AUGUST

- 5-7 FT. WORTH BC - AREA "F" JRS (Santana 20 or Sonar, Laser II, Sunfish)
RUSH CREEK YC - AREA "F" MALLORY (Shields)
- 6-7 Corpus Christi YC - Naval Air Station Regatta (PHRF, J24, Brdboat,
Sailboard, Cats)
Captain's Cove YC Heatstroke Regatta (Open 5+)
- 7-10 HURON-PORTAGE YC (MI) - USYRU JR. BOARDSAILING CHAMPIONSHIP
- 13-14 Corpus Christi YC - Tex. Jr. Sunfish Championship
Houston YC - J-30 Regional Championship
Seabrook SC - Boardboat Regatta (Brdboat, Sailbrd)
Stillhouse SC - Women's Open (O.D. 3+)
- 15-19 ISLAND BAY YC (IL) - USYRU O'DAY FINALS (Sunfish)
- 15-26 Rush Creek YC - Lightning North American Championship
- 20 Texas Corinthian YC - Jr. Regatta (Sailfish)

AUGUST (Continued)

- 21-25 FT. WORTH BC - USYRU JR. FINALS (Sonar, Laser II, Sunfish)
27 Rush Creek YC - Soling Singlehanded Regatta (Soling)
27-28 CORINTHIAN SC - TYA/AREA "F" TEAM CHAMPIONSHIP (3 boat teams, 2 per boat)
(Lido 14)
27-31 Larchmont YC (NY) - USYRU ADAMS FINALS (Shields)

SEPTEMBER

- 3-4 ConchoYC - Labor Day Regatta (Open)
Dallas Corinthian YC - Founder's Day Regatta (O.D. 3+ Handicap A & B)
Corinthian SC - LYRA Labor Day Regatta (Opt., Laser)
3-5 Corpus Christi YC - Labor Day Regatta (PHRF, Brdboat, Sailboards)
3-8 NEWPORT HARBOR YC (CA) - USYRU MALLORY FINALS (Shields)
4 Lake Canyon YC - Arthritis Regatta (PHRF)
5 Brazosport YC - Almond Cup (Keel, swing keel 18' +, Aux PHRF)
6-11 PORTLAND YC (ME) - POW FINALS (Sonar)
9-11 Chandler's Landing YC - Indian Summer Regatta (Open 5+)
10-11 Grapevine SC - Gold Rush Regatta (O.O 4+, Aux PHRF)
Houston YC - J-24 Circuit
Rush Creek YC - All Scow Regatta (All scows)
14-16 Rush Creek YC - Flying Dutchman North Americans
17-18 Corinthian SC - Flying Scot Open House
Catamaran Assoc. of Tex - No Class Regatta (Cat open portsmouth)
Rush Creek YC - Commodore's Cup
Cedar Mills YC - Texoma - Laser Dist/Cir. 4 (Laser)
24 Corpus Christi YC - Bill Best Memorial Night Race (PHRF)
Arlington YC - Opt. Cir. 3 (Opt.)
24-25 Lake Conroe RCA - Walden Invitations1 (see LCRCA, Mar 19-20)
Rush Creek YC - Auxiliary Fall Regatta
29-Oct 2 LIDO ISLE YC (CA) - USYRU TEAM RACE CHAMPIONSHIP (Lido 14)
30-Oct 1 Ft. Worth BC - J-24 Circuit Regatta

OCTOBER

- 1-2 Austin YC - Fall Regatta (Keel, CB)
Corinthian SC - State Fair Regatta (Open)
Ft. Worth BC - J-24 Circuit Regatta
Lake Conroe RCA - Laser Circuit Races
Lakewood YC - Fall Regatta (see Oct 8-9) (IOR/PHRF)
Seabrook SC - Windsurfer/Sailboard Regatta
4-7 Ft. Worth BC - Laser Masters
8 Rockport SC - Seafair Cup Race (PHRF)
8-9 Corpus Christi YC - Offshore Race (PHRF)
Lakewood YC - Fall Regatta (see Oct 1-2) (IOR/PHRF)
Rockport SC - Seafair Regatta (Brdboats, cats)
9 Lake Canyon YC - Columbus Day Regatta (PHRF)
14-16 Ft. Worth BC - 01' Man of the Sea Regatta (Keel, open 5+)(see 10/21-23)
15-16 Captain's Cove YC - Winds of Autumn (Aux 5+, PHRF)
Tyler YC - Texas Rose of Tyler (Open)
Venture SC - Venture/McGregor SW Regionals (Vent/McGregor)

OCTOBER (Continued)

- 16-19 DANA POINT YC (CA) - CHAMPION OF CHAMPIONS (Hobie 18)
- 20-23 ST. FRANCIS YC (CA) - 1983 USYRU ANNUAL MEETING
- 21-23 Ft. Worth BC - 01' Man of the Sea Regatta (see 10/14-16)
- 22 Corpus Christi YC - Jack & Jill Races (PHRF)
- 22-23 Corpus Christi YC - Singlehanded Race (PHRF)
- Arlington YC - Great Pumpkin (Lido 14)
- 29 Corinthian SC - Opt. Cir. 4 (Opt)
- 29-30 Rush Creek YC - Soling/Shields Halloween Regatta

NOVEMBER

- 5-6 Lake Canyon YC - Wurstfest (Sailbrd, Multihull)
- 6-12 London, England - ORC Annual Meeting
- 12 Ft. Worth BC - Opt. Cir. 5 (Opt.)
- 12-13 Lake Canyon YC - Wurstfest (CB, Keel)
- 13-18 London, England - IYRU Annual Meeting
- 19-20 Lake Canyon YC - J-24 Circuit (J-24)
- Houston YC - Turkey Day Regatta (Open)
- Lavon SC - Third Annual Regatta (Open)
- Wichita Falls YC - Turkey Day Regatta (All classes PHRF)
- 25-26 Rush Creek YC - Lightning Thanksgiving Regatta (Lightnings)
- 26 Chandler's Landing YC - Turkey Day Regatta (Open, Aux)
- 26-27 Lake Contro RCA - Turkey Day Regatta (see LCRCA 3/19-20)

DECEMBER

- 3-4 Alamo YC - Frost Bite Regatta (PHRF)
- 10 Shreveport YC - Independence Bowl Regatta (see SYC 4/22-24)
- 11 Captain's Cove YC - Long Distance Race (PHRF 5+)
- 17 Corpus Christi YC - Holiday Regatta (PHRF, J-24)
- 26-31 T.B.A. - Cotton Bowl Regatta (High School)

TEXAS YACHTING ASSOCIATION - USYRU CHAMPIONSHIPS

- ADAMS TYA QUARTER FINALS - June 17-19, Lake Canyon YC, Boat/Crew J-24 Skip +3
- AREA F SEMIFINALS - July 29-31, Rush Creek YC, Shields
- FINALS - Aug. 27-31, Larchmont NY, Shields

- MALLORY TYA QUARTER FINALS - June 17-19, Chandler's Landing YC, Boat/Crew J-24
- Skip +2
- AREA F SEMIFINALS - Aug. 5-7, Rush Creek YC, Shields
- FINALS - Newport Harbor CA, Shields

- O'DAY TYA QUARTER FINALS - June 18-19, Seabrook SC, Sunfish BYOB
- AREA F SEMIFINALS - July 30-31, Indian Nation Sailing Assoc., Sunfish BYOB
- FINALS - Aug. 15-19, Springfield IL, Sunfish

SEARS, BEMIS, TYA QUARTER FINALS - June 18-19, Austin YC SC21/420/Sunfish BYOB
 SMYTHE AREA F SEMIFINALS - Aug. 5-7, Ft. Worth BC, Sonar/LaserII/Sunfish
 BYOB
 FINALS - Aug. 21-25, Ft. Worth BC, Sonar/LaserII/
 Sunfish

JR. BOARD EVENT NO TYA EVENT
 AREA F SEMIFINALS - July 23-24, Ninnescah YC, Windsurfer BYOB
 FINALS - Aug. 7-10, Huron-Portage MI, Windsurfer

ANNOUNCEMENTS

SINGLEHANDED CHAMPIONSHIPS AND O'DAY SMYTHE ELIMINATIONS

by Dennis Awbrey

Okay, it's put up or shut up time! This race is for skippers who stand around the beer keg talking about the race you had in the bag until your crew fouled up or, "Yeah, I had a real bad start and fouled two boats but I could've caught 'em all and won it if I'd had a better crew." Here's your chance! It's the single handed championships! No more, "I'm being ripped off by my handicap rating" or the equivalent from one-designers, "...but he doesn't have bottom paint" or "What can I do? He just bought all new sails and mine are six weeks old!" All that's out for the AYC Singlehanded Championships.

But enough silliness. I know you want details, so pay attention, it gets complicated. This is the:

AYC Men's Singlehanded Championship
 AYC Ladies' Singlehanded Championship
 AYC Junior Singlehanded Championship
 Club Eliminations for the USYRU O'Day
 Trophy
 Club Eliminations for the USYRU Smythe
 Trophy

So this involves everybody in the Yacht Club, including you. If you're not sure where you want to go (or for people like Hap McCollum who have temporary sex identity problems) call Dennis Awbrey, Event Chairman, for advice and counselling. (After talking to Dennis you always feel like you weren't nearly as confused as you thought you were.)

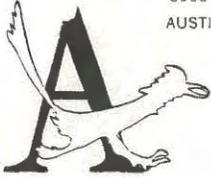
The Junior Singlehanded Championship is for age group 13-18 with birthdays anytime prior to December 31, 1983. Both male and female will compete together.

The Men's and Women's Singlehanded events are for all ages above 18. These events will be combined with the USYRU Club Eliminations for the O'Day Trophy, adult singlehanded, and Smythe Trophy, junior singlehanded. You have to be an AYC member and, if you intend to compete in both the AYC Championships and USYRU events you must also be a member of USYRU.

Races will be held May 14-15 at AYC. Lasers and/or Sunfish will be used depending on registration and availability of boats. Registration deadline is May 6th, 4:30 p.m. Call AYC office for registration. Additional information may be obtained from me, Dennis Awbrey, Team AYC/USYRU Singlehanded Championship Chairman.

AUSTIN YACHT CLUB

5906 BEACON DRIVE
AUSTIN, TEXAS 78734



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

