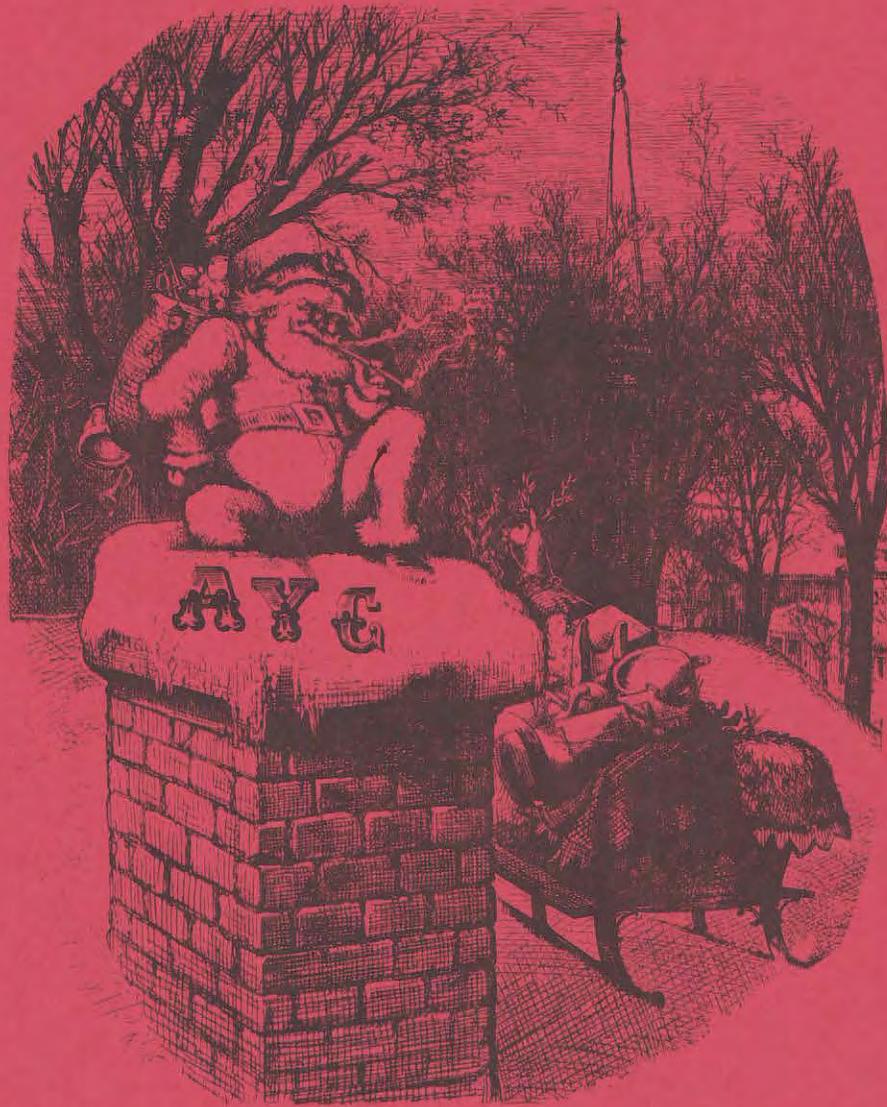
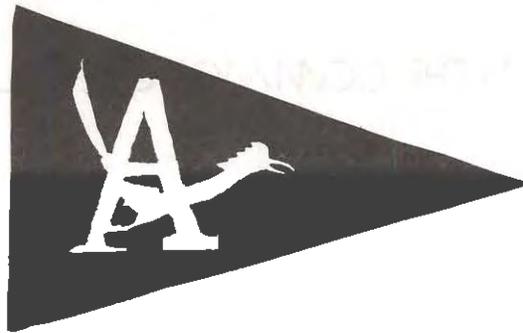


DEC 85

# Telltale





## AUSTIN YACHT CLUB

5906 Beacon Drive  
Austin, Texas 78734

### Congratulations New AYC Officers

Commodore-----John Mandell  
Vice-Commodore-----Trenton Wann  
Secretary-----Walter Allan  
Treasurer-----Gail Bernstein  
Race Commander-----Greg Schertz  
Buildings and Grounds Commander-----Jim Turpin  
Fleet Commander-----Russell Painton  
Immediate Past Commodore-----Steve Vaughan

### FLEET CAPTAINS

Catalina 22-----Steve Pervier  
Centerboard Handicap-----Teri Nelms  
Coronado 15-----Roy Smith  
Ensign-----Cynthia Creamer  
420's-----Keith Andrews  
J-22-----Doug Woodward  
J-24-----Jim Swanzy  
J-29-----Russell Painton  
Keel Handicap-----Shirley Slaughter  
Laser-----Greg Porter  
Merit 25-----Steve Bangs  
South Coast 21-----Danny Lien  
Thistle-----Ed Halter

Business Office 266-1336  
Clubhouse 266-1897

December 1985

Editor-----Wayne McEwen





## FROM THE COMMODORE \_\_\_\_\_

It is with a great deal of pride that I undertake the position of Commodore of the Austin Yacht Club. Through our own racing program and participation beyond the Club level by our USYRU representatives, we have become a highly respected racing Club. We are all proud of those who have participated and have gained a reputation for AYU outside of Austin. It came through no small effort on their part!

For 1986, we begin the year with a legacy of Steve Vaughan's outstanding leadership which has proved beneficial to the Club during 1985. I am committed to the pattern he has established of improving the Club for the benefit of the membership and for the racing objectives on which the Club has prospered.

A questionnaire was sent to each member in the December billing which solicits your inputs on Club improvements, direction, and management. I encourage you to promptly complete the questionnaire and return it to the office so your opinions can guide the new board through the planning process for 1986.

Also included was a volunteer survey for you to indicate how you would like to contribute your talents to the Club. One of the key reasons for the success of the Austin Yacht Club and its programs is through the participation of its members. Rather than have a Club with high dues and hired help for every event, we make it happen ourselves, and that makes it all more fun. Don't hesitate to contact me if there is a committee position you are particularly interested in, but be sure to also return the survey promptly.

Well, I'm heading into 1986 with a lot of positive anticipation and an outstanding Board to work with, and I'm confident that, as with 1985, we can all have an enjoyable, competitive year, and leave the Club better than we found it.

John Mandell, Commodore



FROM THE EDITOR



MEMORIES

by Tom & Janice Shefelman

Some of you may have noticed a new addition in the AYC office, the new answering machine. Sometimes ol' Wayne just can't get to the phone right away he is out tacking, coming about or gone overboard, or down below but whatever the reason I would like to ask your patience until a replacement for Conde has been found, ( she has pursued a job which can pay more for her excellent skills, talent, and abilities). I will try not to bore you too much with lengthy hellos and will always try to return all calls.

I would like to take this opportunity to extend my warmest wishes for a happy holiday season and the best to you all in the new year. Later on in this issue please find the article titled "The Night Before Christmas" based on the original story by Clarence C. Moore. A few of my friends from near Galveston Bay when I was living down there had an opportunity to put together such a story. I hope you enjoy it. My greetings to you all for a happy and safe holiday season.  
your editor.

Dear Club Member,

This is just a reminder that if you haven't already received your complimentary copy of the AMERICA'S CUP CHALLENGE and GUIDE TO AUSTRALIA, they are here.

These magazines are complimentary. There is no charge what-so-ever.

If you wish, donations can be made to an American Syndicate of your choice. They all need your help.

Hope you enjoy the good reading. If you have any further questions, feel free to contact our office directly. 266-1336.

Every once in a while we are reminded that the Austin Yacht Club abounds with people of quality and good will. This time we were reminded by Randy, Don and crew. They literally "jumped in" to aid my wife and me as we struggled to get our Electra onto the trailer and out of the water at the launching ramp. They were at the front of the hoard of Thistles and other center board boats returning from the Lakeway cruise (a little earlier than we had expected) to wait their turn at the ramp. Their alternative could have been to yell and scream at us for getting in their way. Such incidents have been known to happen even in our club.

So thanks Randy, Dan and crew. You have reminded us of the original purpose of our club's predecessor, the old Austin Sailing Club which was mutual support of a common interest, sailing for fun. Competition came later.

Editor's note: It is comforting to know that the Austin Yacht Club, formerly the Austin Sailing Club, was chartered to "encourage and promote safe and intelligent participation in water sports and activities." Thank you Tom and Janice.



# Annual Banquet

by Annie Arnold Lancaster

The annual banquet took on a new meaning for me this year. It's not called the annual banquet because it is held once a year, but because it takes a year to plan it all. When Steve called me to volunteer last January, I called Bonnie Tobin and Robbie Nelson to co-chairman with me, and we have been working on it ever since, maybe not actively, but always trying to gather up some ideas. Bonnie and Robbie were great to work with. They are both so eager and creative.

As far as the banquet, the floor plan really worked well. There was enough room for dining, socializing and dancing. The meal service could have been better. I noticed when I got my dessert the back tables were getting their main course. But how would you like to serve 200 people all at once.

The awards presentation was enjoyable. It seemed to move quickly but still had time to fully recognize those who have contributed this year and those who received the various trophies.

The Myra Spector band was delightful. We decided to split away from the traditional country western band. Myra played everything from country western to the Big Chill. It was really great dancing!

My many thanks again to Bonnie and Robbie and to all the others who helped with the 1985 annual banquet. Without them, the banquet would not have been the success that it was.



FROM OUR LOCAL CORRESPONDCE DESK

by Teri Nelms, again!

I have a few semi-brief observations to make on the Annual Banquet, (GREAT job, Annie Lancaster), the most important of which concerns the coveted Blue Duck Award. As I personally participated in the acclaimed event, I can assure you that no one could be more deserving of this recognition than Jeff Johnson. Billed as "The Stunt Man and His Driver" after the dramatic rescue, I can only say that you had to have been there to truly appreciate his agility--or at least some of his agility. I hasten to reassure you that I had written up a brilliantly detailed article, probably the best thing I've ever turned out, only to have it CENSORED/EDITED OUT/CUT by our former Manager -- something to do with "poor taste, sick humor and an insurance problem." Congratulations, Jeff, if you EVER need someone to drive for you, don't call me.

More on the Banquet, Bernstein (Dave) once again endeared himself to me with his los-class remarks when I received my reward for co-chairing Governor's Cup. Although I threatened to take my vengeance on him somewhere in the TellTale, I have decided to be gracious about it and see how tacky he can get. Take your best shot now, Bernstein, it's the only one you'll get 'til the next press date...

I was very touched by the support I received from the club when I received the Max White Memorial Award for Outstanding Service to the Club. It was certainly an unexpected contribution to my credibility at the Club. Several years ago, I was awarded the Woman's Corinthian Sailing Trophy, which sanctioned my upside-down sailing skills. After receiving the Service Award, I can now say "If I didn't know what I was doing, do you think they would have given me that award?" I can honestly say that this is the one AND ONLY time that I consider it to be an honor to be listed in the company of Hap McCollum, recipient of the award for the past three years. I sincerely thank you all for your help and for your friendship.

I am very sorry to report that it looks like the Austin Yacht Club has reached a new low in its entertainment level. Yes, that dreaded rumor that you have been desperately hoping you had overheard wrong is true: TERI NELMS HAS BEEN APPOINTED SOCIAL CHAIRCHICK FOR THE AUSTIN YACHT CLUB. And yes, I did accept the position... BUT WITH SOME RESTRICTIONS.

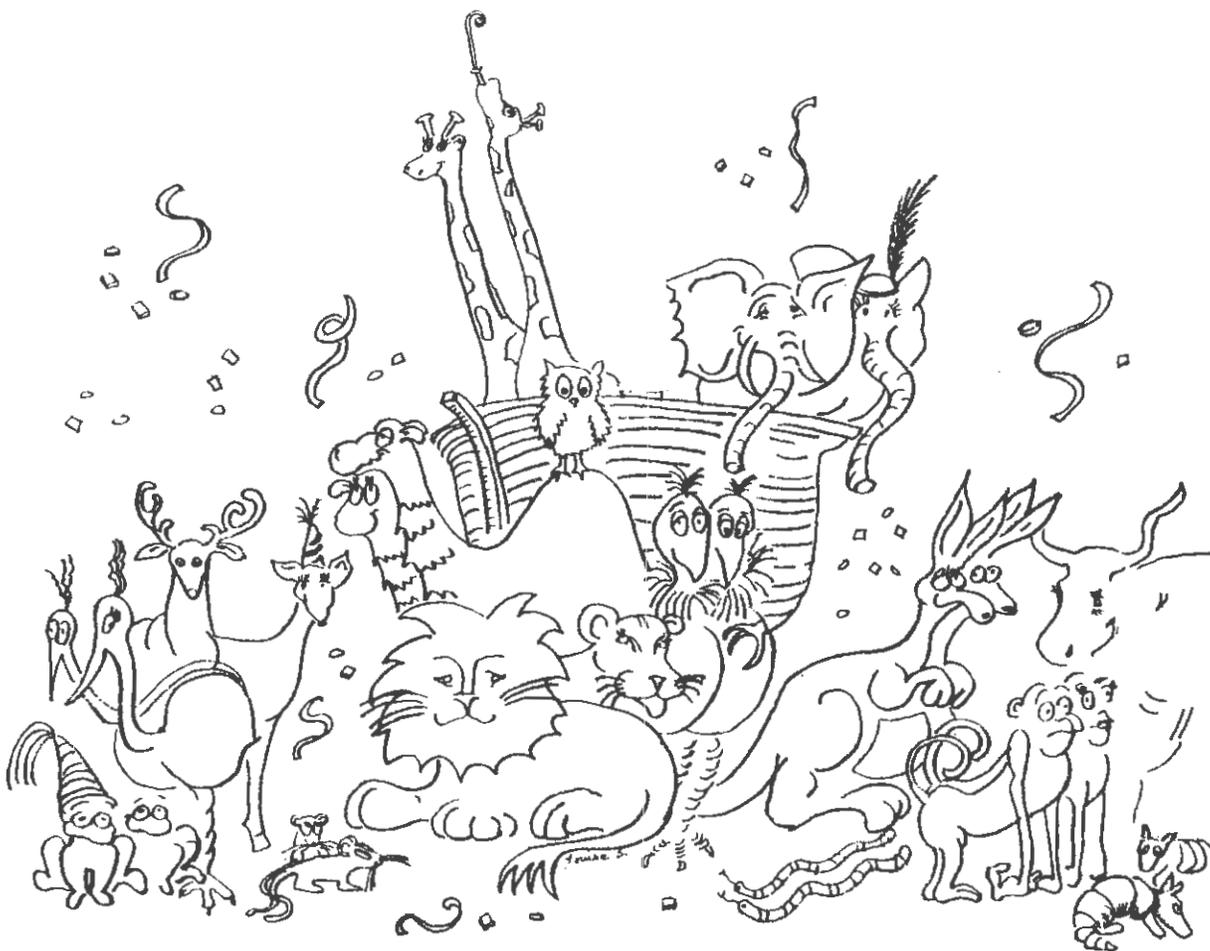
I bargained for dancing boys; delivery of my boat rigged, to the dock each Sunday; and a committment from Mandell to the Probationary Players for two years. Actually, the last item was the only one I was really pressuring form, and all I got was a "maybe" on one year, a big laugh, and "forget that other junk, you're it." Well, let me tell you something, things are gonna be rolling around here next year. I have figured out a way that I can delegate every last stitch of this job out to more competent people than I and STILL TAKE FULL AND TOTAL CREDIT FOR ALL SUCCESSES! (Failures will receive the appropriate finger pointing, with names.)

I expect you all to be on stand-by at your phones for your assignments, and there are gonna be plenty. GASP! THE LUAU IS THIS YEAR! To you that just means a pig of a party and broads dancing around in their little grass skirts. To me (and a select number of you-know-who-you-are) it means I have to write another skit and the Yacht Club Probationary Players have to perform it. No easy task when you consider some of the (?) talent we have around here.

Besides the usual end-of-series buffets, Regatta parties, and the Luau, the coming year will see a repeat (probably twice) of the road rallye and organized dance classes at Johnbob's Dancehall. There will also be an open-the-season affair of unbelievable good taste (obviously already being planned by some one other than me). I will probably also attempt to have a New-Years party again but with a different format than in previous years; namely, low-class, cheap and rowdy. The Men's Sailing Camp will also have its usual strip-dancers party, which falls in the Socially Disgusting category. After seeing the "bargain-two-for-one deal" that you guys picked up for last year, I may go hang around bars and choose the "talent" myself. Any wives or girlfriends who wish to assist me in this nasty job should give me a call and maybe we can find a few guys for the ladies camp while we're looking around. Boy, do I have a few good ideas...

Anyone who wishes to help on any of the social calendar (to be announced soon) are encouraged to call me as soon as possible so you don't get stuck with the dirty work--the glory jobs get handed out first. As Social Chairchick, this means that I am in charge of all Social Occasions, Social Activities, Social AFFAIRS, and Social DISEASES at this Yacht Club so feel free to consult with me if you have interests in any of these areas.

Someone please let me know who I should call to get business cards printed for this job...



# Annual Banquet

## AWARDS

I thought and thought and thought how to introduce the 1985 recipients of the Annual Banquet awards and perpetual trophies and decided the deadline of the Telltale was coming up to fast so without further ado' here's the winners:

AYC SINGLEHANDED MENS-----MATT ROMBERG

AL BURKE MEMORIAL TROPHY-----MATT ROMBERG & CONNIE NIEMANN

JUNIOR SINGLEHANDED-----SARAH BAKER

CLUB SENIOR-----GREG SCHERTZ & CRAIG HOLMES

WOMENS TEAM-----LINDA MCDAVITT & PAT HALTER

AYC SINGLEHANDED WOMENS-----NO ONE COMPETED

BLUE DUCK----- (sorry Jeff) JEFF JOHNSON

1985 Perpetual Awards were awarded to the following individuals for their contribution to AYC beyond the realm of need and for their sincere desire to further the sport of sailing.

JIMMY B. CARD-----LARRY ROBERSON

JESSIE MCILROY SMITH-----TEAM OF SCOTT YOUNG, JODY SMITH, DOUG KERN

MAX WHITE-----TERRI NELMS

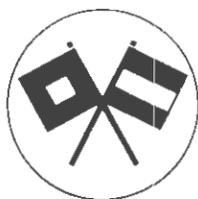
LIZ BAUMAN-----KELLY DAILEY

CORINTHIAN WOMAN SAILOR-----LINDA MCDAVITT



# FROM THE FLEETS

## Centerboard Handicap



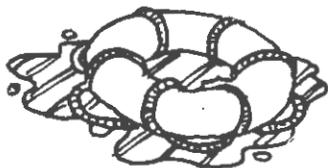
by Teri Nelms

Thanks alot, Kristi/Conde. You managed to play your last little joke on me before you both split for places unknown and unmentionable. In the last TellTale it showed in the Series results that Terry Meyers won the CB Handicap in the 505. I have not discussed this with Mr. Meyers, but I'm sure that the persons responsible will claim that it was a perfectly natural error to mistake us for each other; after all, we do have the same first names...

I feel compelled to mention the now-distant Fall Regatta as I did not have an opportunity in the last TellTale to brag about it. THAT'S THE MOST FUN I'VE HAD IN A REGATTA IN YEARS!! And only partly cause I won. The other reasons are because it was blowing like crazy and I beat TACO BREATH! After Schroth literally walked off and left us all sometime after C-mark, obviously in a panic to secure the Lakeway Trophy it became apparent that he was going to be the boat to beat. For the auspicious position of crew on the Fireball, I had imported 190 lbs. off of Painton's J29 in the form of 6'+ Max Hoene, who will himself tell you he's not too bright or he never would have gone. I had promised him blonde dancing girls and he had heard that hanging around with me would get him lots of attention - he just didn't know what kind. It was only after we actually got to the starting line that Max told me he had lied - he'd only been on a Hobie Cat one time in his whole life and that was years ago, so he might be a little rusty on the wire. Our two practice sessions had fizzled for lack of wind cooperation

on the first one (none), and the second, Max got a better offer for the afternoon that he smilingly refused to explain or describe. So, you can imagine my apprehension as I approached the starting line in 20 knots of wind with the realization that I had not put nearly enough Lemon-scented Pledge on the boat to keep it afloat. As it turned out, Max had really told me a big fat one, 'cause he turned out to be the best crew I've had in a long time, although I will say that his moaning about the fit of the harness and no beer did become a bit tiresome after awhile. As we approached C-mark, I managed to "loose it" in a puff and laid us on our starboard side. Recovery took less than 10 seconds, I didn't even get wet and Max said, "Is that all there is to it? Well I'm glad that's over with- now I can quit worrying about it. Hoist the handkerchief!" Cute, Max, the 100 gallons of water we took on board took its time wandering out the bailers or Fred would never have gotten his edge on us. On the race back, we managed to correct over Goodwyns' Thistle (with Thompson on board). Max flew the handkerchief off the wire for most of that sleigh ride back. Sunday gave us a first, but as of Saturday evening we thought we had probably wound up in third. When I looked at the score sheet on Sunday morning and realized that on Saturday, I could have worried about it all night instead of just one hour. Trophy presentation time ended with Fred somewhat miffed at being beaten, number one by the Fireball and number two by me. Of course I will give credit to where credit is due. After sailing with Bob Thompson for two series, I at least knew what he was going to be doing on Goodwyns' boat. Also I can't say enough in praise of my crew's hidden talents (on the boat). At the end of the regatta Max looked deep into my eyes and said, "Thanks, I really enjoyed that. That was without a doubt one of the best one-time regatta thrills I've ever had. Read my lips, Nelms, ONE-TIME." Some people really get serious about their beer.....

The winter series race course wasn't exactly packed with centerboards, but Nelms/Thompson won in the 505, with Dr. McIntyre, who is no easy guy to beat, making a regular appearance in the yellow M20. Bill Snead even slid through on the Windsurfer. Thistles and C15's also made their classes, but overall it seems that the centerboard participation was low for the time of the year. Not wishing to even consider laziness, better offers of undesirable conditions, I will have to blame this lack of participation on the excessive number of big, slow, boring keel boats who are tempting our loyal people away from their FUN boats with offers of speed, comfort, glory, and cold beer. I charge you, centerboarders, to remember that 15 people on a boat is bound to create unsanitary conditions. Also, you should avoid at all costs, involvement in the current Keel Boat Rock Star Wars, a situation that has become not unlike phone booth stuffing of days gone by. How much sense of accomplishment and personal glory can possibly be achieved if you are only a Rock Star Warrior on a cruiser? I mean, when the owners of these boats prefer to hand the helm over to the warrior rather than drive themselves, (so they can have more time to concentrate on thinking about it all and where to place an onboard computer) it should really cast some suspicion in your minds on motivation nad the win-at-all-costs-theory. Better to return to a smaller, safer and more personally gratifying boat where you at least know when you are winning or losing and you don't have to fight for a place on the rail. With that parting thought in mind you will all be hearing from me in print or, God forbid, by phone before the beginning of the spring series for you explanation of how you intend to appear for ALL THE RACES next year. I will explain when I talk with you what consequences you should consider if even the slimest thought of evasion should cross your minds. SEE YOU ON THE LAKE!



## Only a **Laser** is "just like a Laser".

by Fred Schroth

The guys in the little boats didn't put them away yet. It seems that there was this "EVENT" in Dallas. Fred went back to Chandler's Landing, but he rode in the Bartlett Shiny White Van, and it took the security guards three days to notice. They only threatened to tow away the trailer this time. John threatened to help close a door and we got away clean.

The bit "EVENT" in Dallas was the Bruce Cup. Ian Bruce was one of the original Laser designers and the cup was to honor him. The object was to get 2 boats from each district in Laser, Laser II, and Laser Radial. The district with the top four boats would win the Bruce Cup.

Texas won the cup. Jeff Johnson placed third in Radials. Doug Kern placed second in Lasers. They were part of the official Texas delegation. Because this was an inaugural event, it was not as well attended as the sponsors wished. AYC sailors Fred Schroth (11) and John Bartlett (15) also were invited and Laser Fleet #22 of Austin was also represented by Eric Bakker (26).

A few of the crazies are looking seriously at a trip to New Orleans for the Sugar Bowl Regatta. Some are also contemplating a shot at Mid-winters. There is an unwritten deal to sail (practice) on Saturdays if the forecast calls for 60<sup>o</sup> or higher. Call Doug, Scott, Jody or Fred around 10am to find out the plan for the day.

Easter Laser Regatta volunteers are still being accepted.





## Ensign

by Dan O'Donnell

Well, what do we do now? I know its nice to watch the Cowboys live, but that will only last into January at best. Maybe its time for sand paper, paint, and varnish. Sure not as much fun as sailing, but maybe that's as good as it will go for a while. On the other hand, maybe we can slip out to the lake on one or two pretty Sundays. Now that's a better idea. At any rate, let's all have a Happy Holiday, get our boats shipshape and Bristol fashion, and get ready for a big year in 1986.

## Catalina 22

by Steve Pervier

Winter series was a close one, with Bill Word edging out Bill Morack. "Wind Dancer" never finished first, but consistency paid off. Steve and Jane Frederick finished first in two of the races for a third place. Maybe they should rename their boat something other than "Trivial Pursuit"! "Pandemonium" would have won the series except for a DSQ, which spoiled a series including three first place races. It seems none of Bill's crew were wearing life jackets in spite of the Code Flag Y displayed by the RC. It was a clear rules violation, and a common one-but the protest was a complete surprise!! The life jacket rule is only one of many rules we often ignore. How many boats aren't measured? How many sails not numbered? Do we bear away on boats passing to leeward? These rules, too, could be subject of a protest. We could all become more careful- and afraid of DSQ.

It's a better idea to get into the habit of talking with the other crews and finding out their points of view. It might be an education, and a lot more fun! We'll follow the rules more closely. Protest are still useful to resolve questions of fact and interpretations of the rules.

If we could talk about each race afterwards as a group, our level of competition would improve even more rapidly than it has. With more of us occupying AYC slips, this should be easier now. We'll also hold fleet meetings at the club before the first race of each series. You can expect the annual January fleet meeting soon!

Our Texas State Championship will be next Spring. Volunteers should call Tom Lang, Eric Nelson, or Steve Pervier. Best of all, plan to attend!

\* \* \* \*

It's been a pleasure to have served as Fleet Captain this year. Thanks to all who helped, attended races, and otherwise supported this fleet! Congratulations to our new officers for 1986:

Fleet Captain-----Eric Nelson  
Measurer-----Phil Spletter  
Secretary-----Jane Frederick  
Treasurer-----Bill Word

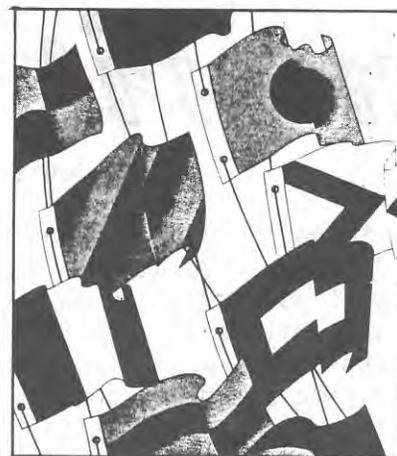


## South Coast 21

UNDER COTTONWOOD

by Danny Lien

To the Fleet...



Once an English professor told me that there are two types of humor. The first, being a gag, is when an individual or group ends up in an unfortunate circumstance following what was at first a logical sequence of events. The second type of joke is temporal, involving bad timing or miscue. Though not the fault of the AYC staff and its healthy band of production-editing volunteers (one comes to mind), a Telltale writer often finds his readers reading of the upcoming Class Regionals and Spring Rendevous, two weeks after it occurred.

The above is not meant as a complaint nor an offering of this writer to said volunteer production-editing staff. I only wish to avoid humor in the following as it involves the serious Annual Fleet Meeting as it did/will occur January 18, 1986, at the AYC clubhouse. A good time will be/was had by all.

For those of you who cannot/did not attend the agenda is/was as follows:

Danny will light the fire followed by Joe and Duane telling a few political-ethnic- other fleet jokes. This will be/was followed by hearty pot luck meal with chili as the main course. Following much dessert and libation, the annual meeting will/did start.

Ray and Jimmy will give/gave quick pointers on the planning and pitfalls of commanding committee duty. In light of the '86 calendar, volunteers will be/were solicited. Ray will/did follow leading discussion of his guide to sailing a South Coast. After some discussion Greg and Ray will/did agree to find more time to solve the question

of vanging in heavy weather. Allen will/did give pointers on heavy air upwind work. Jimmy will/did present the full description and specifications of the class keel for those interested in fairing and will/did invite us out to the work area to view his work. Duane and others will/did discuss their phone conversations with SYC members concerning upcoming Metcalf Trophy Regatta plans. Bud will/did discuss class weight limitations and acceptable placement.

A new fleet captain will be/was elected for the '86 season. Based on his past enthusiasm, sporadic brilliance on the race course and his ability to endure and even commune with the old salts and upstarts, I'm sure he will serve us well...

Finally, there will be/was heated debate on whether the fleet intends to race two short or one intermediate course in the next season. Everyone who will/did vote promised Duane they would race in the series they voted on. It is/was only fair.

P.S.--Carlos is looking to borrow a trailer.

--Yes, Don we still owe you one B-fleet trophy.

To the club...There are a few SC21's for sale. All, that I know of, could race tomorrow, some competitively, with excellent equipment. Take advantage of the soft used boat market, ask a prospective seller if you can borrow/charter one for a series to see if you like level racing. If you race for fun or are beginning you will have company. If you race to win, bet you a case you don't!

HAPPY NEW YEARS/VALENTINE'S DAY!

# merit

by Janis Livingston

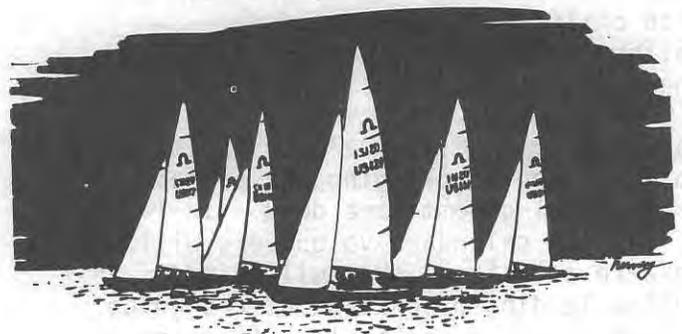
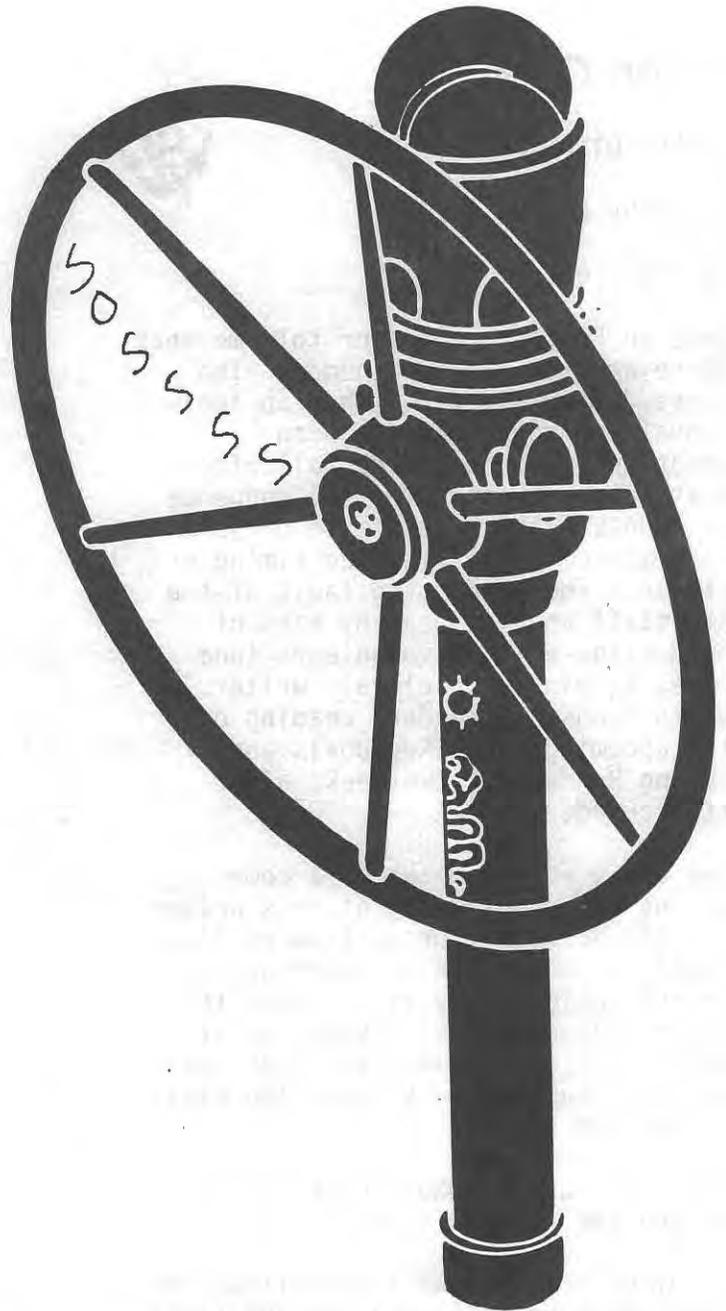
Many Sunday's have come and gone since the last Merit 25 news letter. Quite a few of you have been on the race course, while still others have been sitting in the warmth and comfort of their home watching football, or off on other non-sailing activities, so I thought it might be time to recap some of the latest events.

On the home front, the weather has been nice and the winds good for some enjoyable days of cruising and exciting moments of racing. On the local race course, Steve Bangs in Kamikaze is the person to beat. Steve took first in the fall series, the fall regatta, and the winter series. Congratulations Steve, we know it was a fight to the finish. Kirk Livingston in Faster, Faster took second in the fall regatta and Carl Morris in Dragon Red took second in the winter series. Hats off to all participants, the competition is tough.

On the road, Carl Morris participated in the Old Man of the Sea and took third. Congratulations to you Carl.

We have a few new Merit owners in the group and a few new racers. Terry Johnson racing Toutes de Suite and Joe Rymal racing Class Act are both providing excellent competition for the leaders. Bill Alan is the newest Merit owner, and he hopes to be joining us for some of the series races in the spring on Cover Up. Welcome to the Fleet, Bill.

Happy Holidays!



For some reason our Telltale is out of sync with our series races.

My last report, filed in early September, dealt with the Mid-Summer series. This was probably read by people who were snuggled up in their winter woolies.

Since that report we have had two series, the Fall and Winter.

Rather than write a detailed report about stuff that happened months ago, I will sum them up by saying Claude Welles and CALIENTE won both of these and the rest of us followed him around wondering how he makes a "B" Fleet boat go like an "A" Fleet boat.

It's a shame that we don't have annual championships.

Claude would clearly have been "B" Fleet Champion for 1985. A cursory check of the race results indicates that he might have been the overall keelboat champion in PHRF. In any case, he deserves our congratulations for an excellent racing record and good sportsmanship.

I am not sure of the date of our PHRF annual meeting, but it occurs shortly after the new year. All PHRF skippers should attend. Many important decisions that affect our racing for 1986 will be addressed. We will probably have our annual "California Cup" battle and the usual arguments over fleet splits.

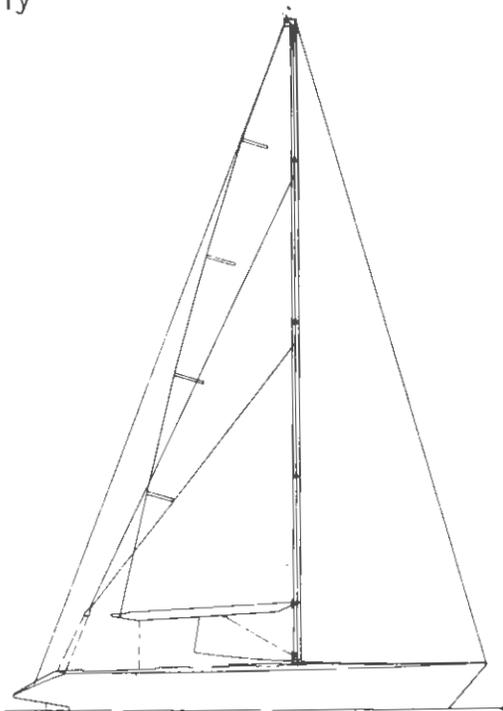
I would like to get in early with my annual appeal for "Overall" trophies in PHRF. In many races, such as Turnback Canyon, the Spring and Fall Regattas and Governor's Cup, all PHRF classes race the same course and could be scored in class and fleet. Many clubs do this already.

Maybe we should look into class and fleet overall champions.

See---I have started a controversy already---come to the meeting and say your piece.

Happy New Year!

Rolly



# AMERICA'S CUP CHALLENGE

# Keel Handicap

by Dave Bernstein "A" FLEET

Hopefully, this is the end of my journalistic career! (I'm hopeful--you may be thankful.) Claude has promised to hold a keel fleet meeting some time soon and I plan to relinquish my rank and quill.

The results of the winter series seem to be temporarily misplaced, so I can't give you a blow-by-blow of each race. (Seem to have erased a few of the important brain cells at the annual banquet.) I do remember the last race and it was the one that mattered. It was a duel between Jim Draheim in a Hobie 33 and older brother Bill Draheim in a J29. Both were excited about it--as were the crews. Even the crew of my boat was more interested in their outcome than ours! Since I wasn't on either boat, I can't tell you if it was the skipper, the crew, or both, but Jim won the series, Bill was second, and in the amateur ranks, Bob Tesch took a well-deserved third.

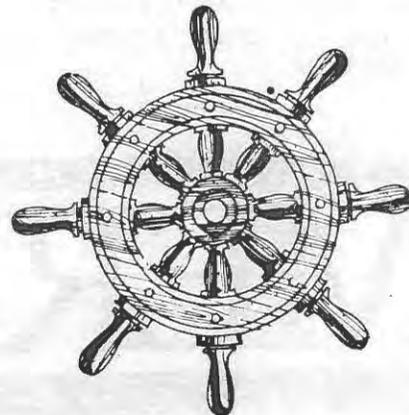
Enough racing BS--most of you in A Fleet who were interested in the racing raced, and the rest probably don't care. If I'm wrong, ask Bill, Jim or Bob. HOWEVER, I suspect what you really want to read about is all the scandals at the annual banquet. If you prefer racing news, elect someone with a better memory next year.

Where do I start? I'm sad to tell you that an A Fleet member is no longer Commodore. Mr. Clean relinquished his office to a "HAPPY FACED" C-15 sailor, who has at least shown the good sense to buy 1/2 of a keel boat--even if it is in a one design fleet. While this was eventful, note there is not much scandal there.

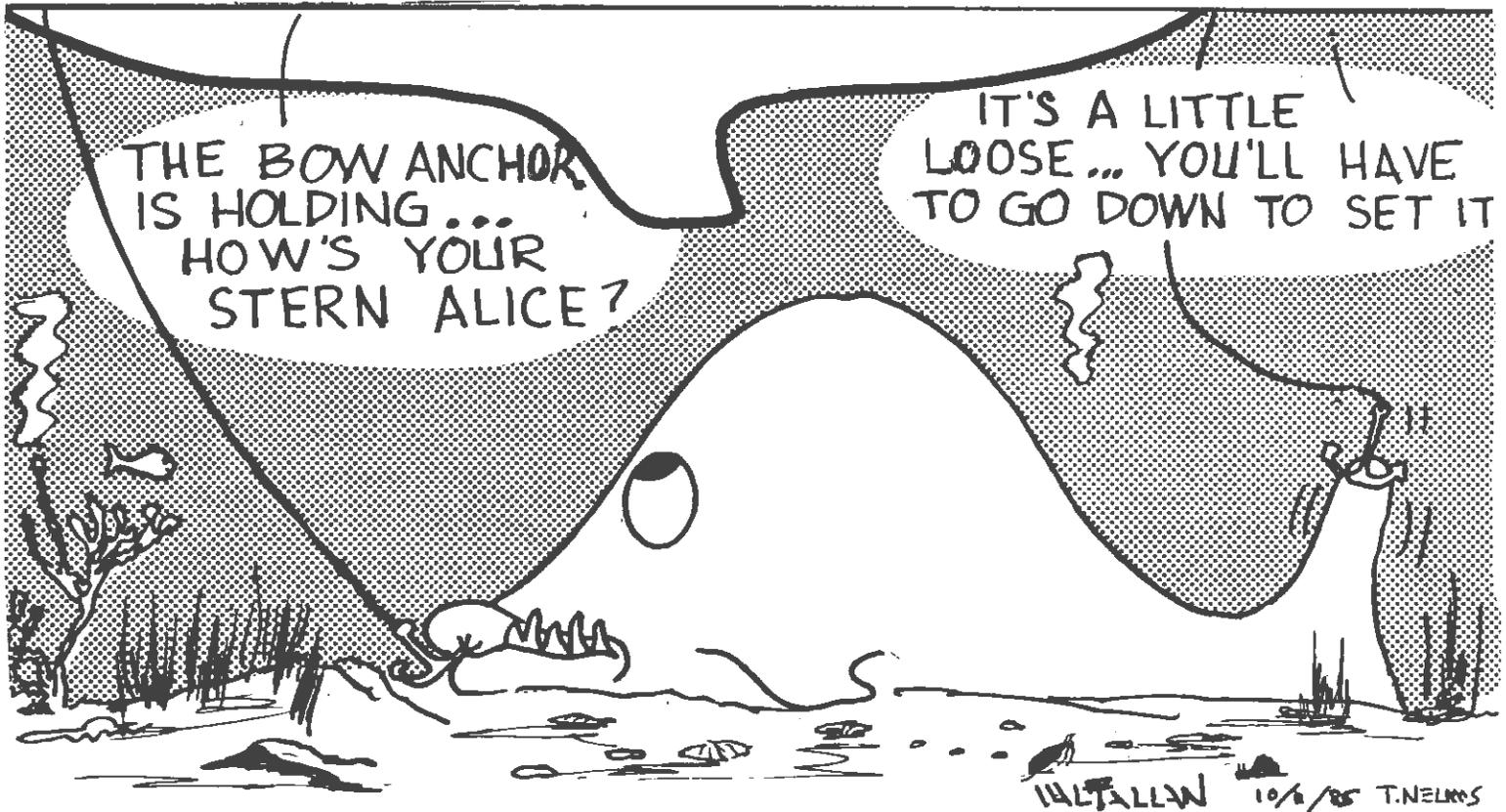
On the other hand...did you hear about the winner of the Max White trophy? I'm sure it's unusual for a female to

win this award, although that in itself hardly justifies committing the nominating committee to the Austin State Hospital. But to give it to a heretic who writes about sport car clubs, dresses like the Spiderwoman, and has glitter on her face at the annual banquet?!?!? This must be a first--and last? The fact that this same member gave me a very hard time in the last Telltale has no effect whatever on my unbiased journalism. Nor does the fact that she tried very hard to get on my good side by inviting me to dance and then telling me secrets, just so she could win my confidence. If I don't get blasted by Nelms this time, I take back everything I ever said, but if I do...

There is one semi-sad note in the A Fleet--we're losing a member. Rick and Karen Smith are packing up their J-29 (and the Aurora, too?) and moving to the humid city by the smelly ship channel. We rescued Bob and Carol Tesch from there last year, so this is our sacrifice. The boat isn't gone yet, so you may see them around for a week or two yet, so give them your best. You did a great job on the minutes at the annual meeting, Rick!



# Tell Tales



## NEW HARBOUR RULE

Dock Seven (7) is to be considered a temporary dock only and as such, users are made aware of the following:

1. No one in one of the permanent Docks 1 to 6 will be asked to relocate to Dock 7.
2. Persons who use Dock 7 will ~~do~~ so with the understanding that when lake levels or other conditions make the use of such dock unusable, they must find other locations for their boats (trailers, other facilities, etc.).
3. The use of Dock 7 will not remove a person from the waiting list for one of the permanent ~~docks~~ ~~or~~ jeopardize his position on that list.

FROM OUR OVERSEAS  
CORRESPONDENT:

A WHALE STORY



Hello from Venezuela,

"My GOD it's a WHALE! I'm so full of lobster; everything is so inexpensive here", are just some of the words flowing out of our mouths praising Venezuela. Beth and I feel this is the best of the Caribbean. Let me start out by telling you a whale of a story:

"What the Hell is that?" I said. "It's huge, look it's spouting!" said Beth. Not being the smartest kids on the block, we grabbed our 12' inflatable dingy to go visit a 45' whale. As we pulled within 10 feet of him we realized he really was huge. About 3 times as wide as our dingy and at least 4 times as long. God was he impressive. I don't think I've ever been as excited...or as scared. He was staying on the top most of the time, and didn't seem to be bothered by us unless we got within 5 ft. or so. Then he would dive down and come up about a minute later a few yards away. After watching him for about 30 minutes, we shut the motor off and drifted by him. Suddenly he turned and came right at us! Holy Jonah, I thought! You talk about scared! I remind you this thing is HUGE! My heart jumped out of place and was in my throat. Only then did it occur to me that he just might have teeth. His beauty and grace were the only things that kept me from running away! Finally, when he was REAL close, he took a deep breath and disappeared into the blue, blue waters of Venezuela...What a Beautiful animal, and what a thrill of a lifetime. We have some great pictures of him that we'll show you sometime.

Most of the islands in the Caribbean have been fished out for many years. There are a few exceptions, but getting fewer all the time. This is not the case in Venezuela. Fish and lobster are plentiful, which makes snorkeling a lot more fun (eating too). This is one of the few places that you can truly live off the sea.

Three years ago you got 4 Bolivares per dollar. Today it's 15 to 1. This of course makes Venezuela one heck of a bargain for us. The best steak in the house is \$3.50, gas is 35¢ a gallon. In general everything is very inexpensive here. Venezuela has much more to offer than cheap prices! The beautiful islands, the snow capped mountains of the Andies, to the 3,000 ft. drop of Angel Falls, and don't forget part of the Amazon jungle. We love it here.

It's hard to believe that we've been living aboard for more than 4½ years. It's even harder to believe that we left the USA over Two years ago. In over 7,000 miles of cruising we have met so many people from all over the world, and have had such great times with them, that we still recommend the "cruising life" to anyone who has the desire to give it a try.

Beth and I will head back up island in Dec. We hope to be in the Virgin Islands sometime in the early spring, and then slowly head back to Venezuela by next July for hurricane season.

The wind is starting to blow, I guess I had better get topsides and check the anchor before I turn in. I'd sure hate to drag into anyone tonight, that's not the best way to meet your neighbors. you know. We miss you...write!!

Merry Christmas and Happy New Year to All!

P.S. If anyone plans to charter in the Islands this winter or spring, drop us a line, and we will try to meet up with you for a drink or something. We plan to spend a lot of time in Martinique, St. Martin, and the V.I. Hope to see you.

Ken and Beth Hutchinson

THE AYC KEEL HANDICAP FLEET PRESENTS

THE WHO-KNOWS-WHAT-ANNUAL 1986

R E D E Y E

R E G A T T A



FEATURING BLOODY & BRUNCH

BY THE INCOMPARABLE

HAP MCCOLLUM

(AYC'S Resident cuisinartist)

Assisted by Happettes and Happers

Bloody Mary Mix Provided -----B.Y.O.B.

DATE: JANUARY 1, 1986

PLACE: AUSTIN YACHT CLUB

TIME: BLOODY, BRUNCH, AND REGISTRATION 10:00am  
SKIPPER'S MEETING 11:30am  
RACE (1st Signal) 12:30pm

CLASSES: PHRF SPINNAKER  
PHRF NON-SPINNAKER

FEE: \$10.00 ENTRY FEE  
\$ 2.00 Per Person for a FANTASTIC "HAPPY" BRUNCH  
(Bring your own Vodka/Gin; Mix will be furnished)

RED EYES WILL NOT BE FURNISHED. YOU HAVE TO BRING YOUR OWN!!

THE NIGHT BEFORE CHRISTMAS

'Twas the night before Christmas,  
when all through the lake  
Not a boat was rocking, not even a  
wake;  
The stockings were hung in the  
salon with care,  
In hopes that St. Nicholas soon  
would be there;  
The children were nestled all snug  
in their bunks,  
With visions of swimming in a new  
pair of trunks;  
And first mate in her visor, and I  
(the captain) in my cap,  
Had just settled down for a long  
winter's nap,--  
When out on the dock there arose  
such a clatter,  
I sprang from my berth to see what  
was the matter.  
Away to the porthole I flew like  
a flash,  
Tore open the curtains and threw  
up the hatch.  
The beam from the lighthouse shown  
on the harbour below,  
Gave a luster of mid-day to objects  
afloat;  
When what to my wondering eyes  
should appear,  
But a miniature boat with eight  
tiny reindeer.  
With a little old skipper, so lively  
and quick,  
I knew in a moment it must be  
St. Nick.  
More rapid than a jet ski and not a  
wake to be made,  
He whistled and hailed and called  
them by name:  
"now Dasher! now, Dancer! now,  
Prancer and Vixen!  
Oh, Comet! on, Cupid! on, Donner  
and Blitzen!  
To the top of the bridge, to the  
top of the mast!  
Now dash away, dash away, and  
make it fast!  
As gale winds blow before the  
wild hurricane flies,  
When they meet with an obstacle,  
mount to the skies.  
So up to the tuna tower the coursers  
they flew,  
With a ditty bag full of toys,--  
and St. Nicholas too.

And then in a twinkling I heard on  
the deck,  
The prancing and pawing of each  
little hoof.  
As I drew in my head and was  
turning around,  
Down the hatch St. Nicholas came  
with a bound.  
He was dressed in foul weather gear  
from his head to his topsiders,  
And his clothes were all tarnished  
with teak oil and salt water;  
A bundle of toys he had flung on his  
back,  
And he looked like an old salt just  
opening his pack.  
His eyes, how they twinkled! His  
nose like a cherry;  
He had been into the rum! OH BOY!  
was he merry!  
His droll little mouth was drawn up  
like a bow,  
And the beard on his chin was as  
white as the hull.  
The stump of his pipe he held tight  
in his teeth,  
And the smoke it encircled his head  
like a wreath.  
He had a face that was tanned and  
a little beer belly,  
That shook, when he laughed  
like a bowl full of jelly.  
He was chubby and plump,--  
a right jolly old sailor;  
A wink of his eye and a twist of  
his head,  
Soon gave me to know I had nothing  
to dread.  
He spoke not a word, just slightly  
a stutter,  
And filled all the stockings and  
turned with a shudder.  
And laying his finger aside of his  
nose,  
And giving a nod, up the hatch he  
rose.  
He stumbled to his boat, to his team  
gave a command,  
And motored away while I lent him  
a hand;  
But I heard him exclaim as he cruised  
out of sight,  
"Happy Christmas to all, and to all  
a good-night!"

the editor & friends



ONE MORE TIME

A special thank you to all those who served on committees, ran the camps, the buffets, the parties, and lent their time, their boats and did so by making it happen themselves.

Thanks to:

M.L. Painton	Membership Comm.
C. Brown	
R. Young	Intermediate Sailing
T. Baylor	
B. Hawn	Womens Camp
T. Nelms	Mens Camp
J. Bartlett	
S. Hidell	Trophy Chairman
R. Painton	Harbour Comm.
V. Macki	
W. Odell	Regatta Chairpeople
W. Allan	
G. & T. Schertz	
J. & C. Mack	
T. Nelms	
T. & P. Meyers	
J. Smith	Social Chairman
A. & C. Lancaster	Annual Banquet
R. Nelson	
B. Tobin	
McDonald	S.S. Roadrunner
C. Shough	Mallory Reception
T. Nelms	Road Rally
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C. McCollum	Historian
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S. DeKeyser	
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Brewer	
V. & P. Manning	
R. Jones	Cabin 7 Renovation
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Gray	Borrowed Boats
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Cherico	
Swanzy	
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Eitelman	
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Shelton	
Helmrich	
Kehle	



THANK YOU!!!!!!

## BULLETIN BOARD

The bulletin board is provided as a no-cost obligation to the members of the Austin Yacht Club. Any item on the AYC clubhouse bulletin board will be reprinted after editorial review in the Telltale as an additional service to the members of AYC. The editor..

### FOR SALE

Coronado 15 - \$1000 Brad 251-0313 or 251-0333  
1984 Starwind 22 with slip - \$10,850 258-0957  
Ericson 27 "Questar" - Clyde Brown 255-5381  
Racer/Cruiser Kirby 25 - \$14,000 Craig Bruns (713) 528-4137 or 658-6423  
Pearson Triton 29' - \$16,500 Bill Lane 327-6657  
Pair of winches - \$300 Harold Neel 266-1448 or 477-1080  
Magnum Trailer - \$1650 Wes Odell 345-3742  
Ross 780 "Thriller" 25' Racer/Cruiser - \$18,000 Roy Newberry at (713) 474-2806  
Kiwi 22 - \$5000 also Creekmore 22 - \$9,800 Steve 346-7000 or 250-9373  
Catalina 22 sails Mike 477-0055  
1984 Catalina 25' - \$18,000 834-3584 or 258-9555  
Bic Sailboard - \$450 Sunfish - \$550 B. Nelms 327-5888  
Southcoast 21 "Airborne" - Joe Rymal 892-3810 or 499-4308  
Southcoast 21 - \$6,500 258-6134 or 331-6373  
Southcoast 21 - \$5,000 Duane Dobson 452-5923  
1983 Merit 25 - Jane Murach 835-1580  
Catalina 30' - \$29,500 448-4542 or 266-9441  
J-24 - \$11,000 - TYA Champion - Doug or Jack Kern 327-8268  
North American 23 (Spirit) - \$5,500 Mark Cates 448-2617 or 442-3188  
Thunderbird 26' Sloop - Pat Kimbrough 453-5502  
470 #914 - \$12,000 - Jimmie Fontenot 346-0399 or 835-7727  
1982 Catalina 22' - make offer - 250-8946

### ANNOUNCEMENTS

Crew available. Heavy racing experience. (J-24, Carter One-Ton, Morc) Graduate Naval Architect/Yacht Design. New to area, so looking for connections. Available for any race. Call Dave Register at 327-8053 or 328-2732

Crew available. Experienced on Express 27. Jane Morse (713) 558-1442

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