

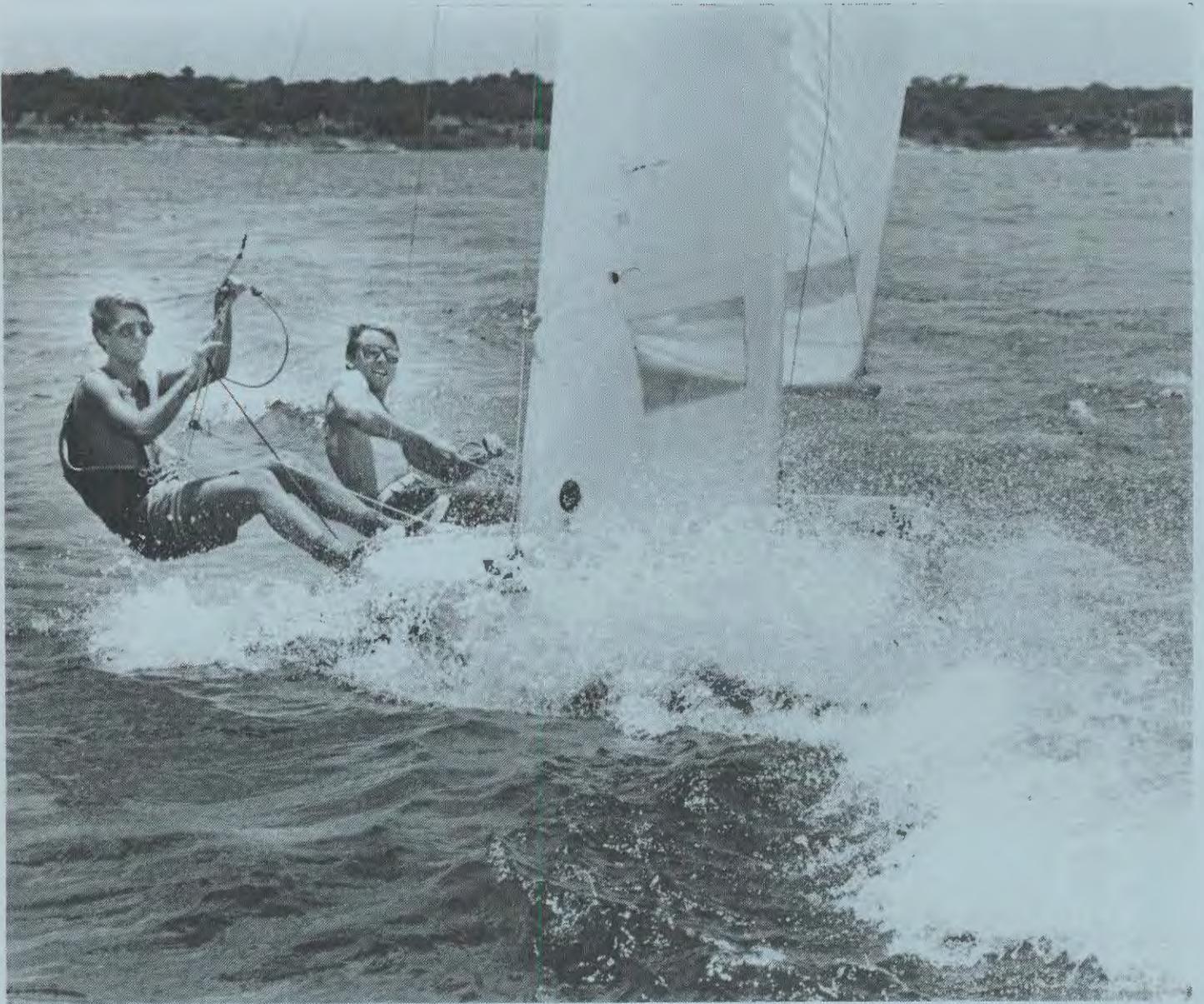
Sept. 1986

# Telltale

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AUSTIN • YACHT • CLUB

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# AUSTIN YACHT CLUB

5906 Beacon Drive  
Austin, Texas 78734

## 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-----	Eric Nelson
Centerboard Handicap-----	Teri Nelms
Coronado 15-----	David Odell
Ensign-----	Dan O'Donnell
420's-----	Keith Andrews
J-22-----	Steve Brown
J-24-----	David Broadway
Keel Handicap-----	Barry Bowden
Class A-----	Bob Tesch
Class B-----	Dan Wight
Class C-----	Bill Records
Class D-----	Ralph Jones
Laser-----	Fred Schroth
Merit 25-----	Kirk Livingston
South Coast 21-----	Gregg Garrett
Thistle-----	Greg Porter

Business Office 266-1336  
Clubhouse 266-1897

Editor-----Wayne McEwen





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

In past articles I've reviewed for you how the Austin Yacht Club Board of Directors has chosen to spend your money, but this month I'd like to mention what is, by far, the most rewarding expenditure we approve: Support for AYC sailors who win the right to compete at the National Level, representing the Austin Yacht Club, in U.S.Y.R.U. Championships. I'm sure many of you are already aware of it, but it bears mentioning again. The U.S.Y.R.U. sponsors a competitive ladders for a number of different sailing events in which a person or team, representing a club, must win the right to progress to the finals by competing at the club, association (T.Y.A.), and area (semi-finals) levels. These championships represent one of the highest competitive ladders for amateur sailing in the United States. Among the most contested events, traditionally, are the Adams Cup for a team of 4 women and the Mallory Cup for a men's team (one female allowed!) The Austin Yacht Club is proud to have had women's teams representing AYC in the Finals in 1984 and 1985 and Scott Young won the Mallory Cup last year. In 1986, we are again proud to have AYC representatives in the Finals in both Adams and Mallory Cup Championships.

Scott Young will be defending the Mallory Cup in Thistles on September 7-11 at the Seattle Yacht Club. He will be leading the team of Doug Kern and Jennifer Draheim. They won the semifinals in Tulsa with 6 Bullets!

Linda McDavitt will challenge the Adams Cup in J-24's on August 21 - 25 at the San Diego Yacht Club. She will lead the team of Pat Halter, Mary Lynn Painton, and Barbara Hawn. They won the semifinals in Oklahoma City with Bullets in the final 2 races, going into the last day in a 3-way tie for the lead!

These sailors represent the best our club has to offer and typifies the Corinthian attitude on which our club is based. I know you will all join me in wishing these teams the best of luck as they go into the final round of these competitions, representing the Austin Yacht Club.

John Mandell, Commodore



**USYRU is  
the organization  
for today's  
sailors—**

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## FROM THE EDITOR



My compliments go to Bill Records for this issues cover of our very own Bill Draheim and Keith Andrews in their 470. Bill and Keith have been very busy in their effort to win an Olympic Medal. I'm sure that all those who have contributed to their campaign can be proud of these men's accomplishments.

Speaking of accomplishments, please read the great job that Kristi has done with the Youth's Sailing Camp later on in this issue. Many thanks also to the progress John & Teri performed on the men who were diligent enough to participate in Men's Sailing Camp (see article inside), and to Gail Bernstein who while this Telltale is being produced, is gathering the necessities for the Women's Sailing Camp.

On another vein I would like to pass thanks on to the Board of Directors and the membership for funding my membership in Club Managers Association of America. It is a great pleasure that I look forward to and do hope that it proves mutually beneficial.

At this time, I'd like for you to read the following open letter written by Commodore John Mandell inviting you to come out and applaud your past-commo-dores as they receive their charter of the International Order of the Blue Gavel, an exclusive fraternity of past-commo-dores, and are sworn in by the Executive Board of the Blue Gavel.

Hopefully, when they meet to present our past-commo-dores their charter, we will be the home of the 1986 Adams Cup and the 1986 Mallory Cup winners.

Let's all come and applaud our past-commo-dores and show these Blue Gavel folks what a genuine racing club is! Thank you.

The Editor

## OPEN LETTER

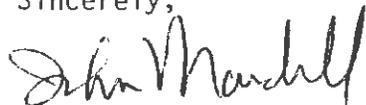
Dear Club Member,

The Executive Board of the International Order of the Blue Gavel will be swearing in and presenting to the Past-Commo-dores of the Austin Yacht Club, their charter on Friday, September 19, 1986, at 7:00 p.m.

Your presence is cordially requested. Please R.S.V.P. by September 12th. 266-1336

Thank you and hope to see you there. Hosted at the Austin Yacht Club, Lake Travis, Texas.

Sincerely,

  
John Mandell, Commodore  
Austin Yacht Club

dress: semi-casual

# SOCIAL



## SOCIALLY SPEAKING...

by Teri Nelms  
Social Chairchik

If AYC should, for any reason including escalating legal fees, need to develop a side-line income it's gonna be no problem: We can simply open a lake-side restaurant and make a killing. I base this decision on the examples of excellent food management and delicious menus that our buffet organizers have been producing for the last two series. Barry and Twila Bowden had a Fajita Feast for the Summer Series Buffet and the food was great. Although Barry didn't exactly cook it himself, (it was catered by Garland Reese) he still deserves top compliments for finding the best fajitas we've had on the club grounds. Thanks to you both for an enjoyable evening!

The Hippie Bastards are going to have to change their group name to the Hippie Shrimpers after the Summer Evening Buffet. Sam Humphrey's entire crew was up until 2 a.m. the night before cooking and chopping and mixing to turn out the best potatoe salad I've ever eaten, a delicious green salad and a mound of fresh-caught shrimp. Sam refuses to tell what part of the lake he caught them in, but he promises that they were "fresh not frozen". Sam and his crew automatically move onto the we'll-call-you-again-list. Thanks for a yummy evening, we all appreciate it!

The Luau is just around the corner, behind you by the time you read this, and I'm sure we'll have an excellent turn-out as usual. Lanelle Montgomery is the Luau Queen this year with Voldi Maki in charge of pig duties and Dennis and Dreama Awbrey decorating to transform the pignic grounds into a flower-decked beach-side. More on that in the next issue.

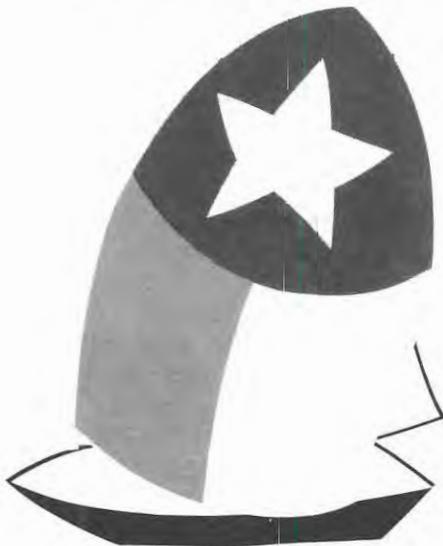
Look for an announcement concerning a "big deal" reception for our past commodores. I will be heading up the committee in hopes of taking all the credit, but I'm sure my crew will actually do all the work. I'll be seeing all you party animals and fellow social butterflies soon!



# 1986 GOVERNOR'S CUP REGATTA

## KEEL BOAT CLASSES

# RESULTS



### Ensign

1. Harold Neel
2. Tom Kozlowski
3. Dan O'donnell

### South Coast 21

1. Jimmy Fontenot
2. Bud Boucher

### Catalina 22

1. David Haysup
2. Bill Word
3. Walter Allan

### J - 22

1. Tom Pressword
2. John Saunders
3. Steve Ghormley

### Merit 25

1. Bob Howell
2. Carl Morris

### San Juan 7.7

1. Trenton Wann
2. John Erickson

### Keel Handicap D (non-spinnaker)

1. Ben Hooks, Cat 25
2. Louie Soefje, Ranger 23
3. Duane Finn, Cat 25

### Keel Handicap B & C (non-spinnaker)

1. Wayne Ashby, J - 24
2. Brent Peffer, Buc 29.5
3. Herb Duncan, Cal 9.2
4. Jeff Hart, J - 24

### Keel Handicap D (spinnaker)

1. Gerald Henderson, R 22
2. Marilyn Boemer, C 22

### Keel Handicap C (spinnaker)

1. John Vance, Pearson 26
2. Bill Records, Pearson 26

### Keel Handicap B (spinnaker)

1. John Kern, J - 24
2. Claude Welles, Cal 9.2
3. Hap Arnold, Holder 20
4. Doug DeCluitt, J - 24

### Keel Handicap A (spinnaker)

1. Russell Painton, J - 29
2. Rod Malone, J - 35

### CENTERBOARDS

#### Sailboards

1. David Scot
2. Guy Miller

#### Flying Scot

1. Richard Wade
2. Brad Davis

### International 470

1. Bill Draheim
2. David Viosea
3. George Hirasaki

### Centerboard Handicap

1. Gary wantz, Flying Dutchman
2. Tom Gunderson, M-20
3. Craig Tapley, Flying Dutchman
4. Tom Romber, M-20
5. Justin Baird, Caser

### C-15 Eastern Regional

1. Paul Foerster
2. Terry Schertz
3. Gordon Prejedn
4. Charlie Dozier

#### Thistle

1. Ed Halter
2. Fred Schroth
3. Tom Glovert

GOVERNOR'S CUP

TROPHY AWARDED

TO: Corinthian Sailing Club  
Dallas, Texas

## YOUTH SAILING CAMP

by Kristi Blankenship

After missing a year, Austin Yacht Club was once again in the youth sailing camp business with yours truly as coordinator, coach and cook. Previous camp directors Barbara Hawn and Matt Wetsel left excellent information on file which made my job much easier. Social Chairchick Teri Nelms popped in daily with kind words of encouragement, and the AYC staff was helpful and tolerant.

Eighteen kids attended the camp which was held June 8-13. Early Sunday evening they reported to me in Cabin #7 where they received their cabin assignments and had a chance to get settled. Then it was back together as a group to go over the camp rules and objectives for the week followed by a swimming test. Life jackets were worn all week except during the "man over-board" drills we had in the south cove.

Monday morning was devoted to chalk talks, knots and learning keel boat parts. The sailing that afternoon was in an Ensign, Catalina 22, J-29 and Catalina 30. That evening we watched a Warren Miller movie on sail boarding-- the sailing event planned for the next day. This was followed by two movies that the counselors selected. Midnight-ish and two hundred pounds of popcorn later, it was finally time to hit the sack.

Tuesday morning it was horse back riding at the Lakeway stables, sailboard instruction in the afternoon and a birthday party for one of the campers that evening followed by a volley ball game that lasted way past dark. Fortunately, there are no injuries to report although playing in darkness can be challenging at best.

Wednesday the chalk talk was on man over-board, capsize and rescue at sea followed by practice drills in the Optimist Dinghies. I can honestly report that every camper excelled at being the man-overboard! That afternoon the camp went to Krause Springs in Spicewood for lunch, swimming and a scavenger hunt. That evening the keel boat sailing was on board a J-29, Hobie 33, San Juan 7.7 and Catalina 30.

Thursday it was off to the New Braunfels water park for the day. Before returning to the Club that evening, we hit Mr. Gattis for dinner. Friday's sailing was camper-selected from a sailing smorgasbord including the Optimist Dinghies, a sailboard, a Hobie 33, a 505 and an Ensign.

Each cabin was assigned K.P. for three meals. They helped me cook, set up for meals, serve and clean up. This is where the group was at their finest! In their enthusiasm to do it all themselves, I was reduced to a mere instruction giver while they cooked eggs, grilled ribs, etc.

The campers were Eric Frels, Cori Frels, Cameron Caroom, Kim Young, Steve Church, David Rozelle, Amy Rozelle, McKenna Nelms, Kia Dorman, Anamaria Popescu, Jonathon Baker, Syler Thomas, Keri Rundell, Katie Henderson, Scott Henderson, Whitney Lake, Wendi Frazier and Katherine McCarron who was voted the "Best All Around" camper. Connie Niemann, Matt Romberg and Craig Tapley were the counselors.

Friday evening it was goodbye and the Club was restored to normal. I hope everyone had as much fun as I did!

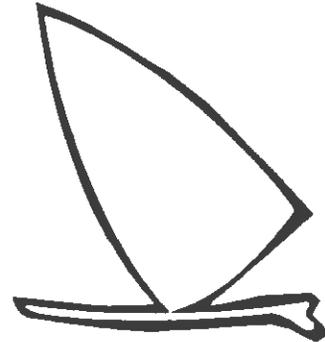
# Thanks

Many thanks to the following people who contributed their time and talent to help Youth Camp be a success:



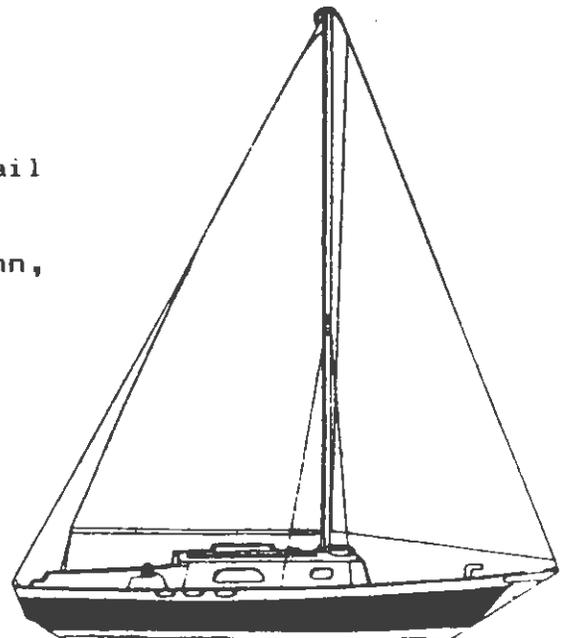
Commodore John Mandell coordinated the evening keel boat sail.

Sail and Ski's Roger Duffy came to AYC on his day off and gave the campers six hours of sailboard instruction.



Counselors Connie Niemann, Matt Romberg and Craig Tapley were a tremendous help and an essential ingredient for camp.

The campers were given a keel boat sail at various times during the week compliments of Robert Young, Calin Popescu, Sophia Tapley, Connie Niemann, Dennis Awbrey, Craig Tapley, Gail Bernstein and Trenton Wann.



# SERIES RESULTS

## SUMMER EVENINGS

### ENSIGN

1. Tommy Kozlowski
2. Sam Humphrey
3. Harold Neel

### J-22

1. Voldi Maki

### J-24

1. Linda McDavitt & the  
Adams Cup Team
2. Kevin Selfridge
3. John Mandell

### MERIT 25

1. Kirk Livingston
2. Steve Bangs
3. Ann Kraatz

### SOUTH COAST 21

1. Danny Lien
2. Duane Dobson
3. Vern Harris

### C-15

1. Claudia Foster  
(3 Bullets!)

### CATALINA 22

1. Steve & Jane Frederick
2. Bill Word
3. Phil Spletter

# SUMMER SCORES

## CENTERBOARD HANDICAP

1. Tom Gunderson M-20

### PHRF A

1. Dan Wight - J-35 (4 Bullets!)
2. Gene Preston - Hobie 33
3. Gail Bernstein - J-29  
3-Way Tie with Bob Tesch

### PHRF B

1. Rolly Lawson - Olson 25
2. Frank Riha - Cal 9.2
3. Herb Duncan - Cal 9.2

### PHRF C

1. Wayne Carelock - Mustang 22
2. John Vance - Pearson 26
3. John Erickson - SJ 7.7

### PHRF D

1. Bob & Kathy Pillmore - Ranger 22
2. Perry Weller - S2 7.3
3. Louis Soefje - Ranger 23



SERIES RESULTS - Summer Series - June 1 - June 29

PHRF D

1. Hennigh, S. Ranger 23
2. Cummings, T. Irwin 25
3. Allison, J. Ranger 23
4. Jones, R. Ranger 22
5. Weller, P. S2 7.3

PHRF C

1. Vance, J. Pearson 26
2. Carelock, W. Mustang 22
3. Deeter, J. Cat 27
4. Johnson, D. SJ - 24
5. Calogero, E. SJ - 7.7

PHRF B

1. Brown, S. J - 22
2. Hargrave, J. Capri 22

PHRF A

1. Tesch, B. J - 29

MERIT 25

1. Balfour, D.
2. Livingston, K.
3. Morris, C.

J - 24

1. Halter, P.
2. Broadway, D.
3. Loving, B.
4. Swanzy, J.

ENSIGN

1. Kozlowski, T.
2. O'Donnell, D.
3. Clark, D.

CATALINA 22

1. Pervier, S.
2. Morack, B.
3. Allan, W.
4. Frederick, S.

SOUTH COAST 21

1. Schull, R.
2. Garrett, G.
3. Dobson, D.
4. Lien, D.
5. Harris, V.

C - 15

1. Schertz, G.

C - B Handicap

1. Romberg, M. M 20
2. Nelms, T. Fireball
3. Dekeyser, D. Laser



# MEN'S CAMP

## x-rated

By Teri Nelms

Yes, I can't believe we did it again. Our leader, John Bartlett, finally got his social schedule under control and managed to spend a weekend with several boat loads of enthusiastic campers. The guys spent one day, count it - one day, on the 420s and then quickly moved on to the J24s. John and the campers all felt that the level of self-abuse experienced on the 420s was not justifiable as either fun or a learning experience.

Our thanks to Scott Young for his coaching assistance and to Warren Crews for rescue boat assistance. I might mention here that Camp Mommy and Warren were seen being towed right squarely down the middle of the lake by a Sherriff's boat. This is because we ran out of gas a quarter of a mile from the anchored line boat that had all our spare gas on it. We were unable to effectively control the drift line of the dead boat and washed ashore about a city block from our gas. The sherriff's boat also washed ashore on the rocks trying to pull us out. I reported to the office that the bow light on Rescue 2 suffered some damage (broke) when we ran out of gas. I thought that was a pretty good explanation for what happened when the sherriff cut us loose at full speed dead ahead of the anchored boat. Other than that, our Commodore's J24 received superficial wounds in a colision on the starting line.

We also had the assistance of Bill and Jennifer Draheim in coaching our guys through their paces. As usual, the concensus of opinion from campers was that everybody learned alot, more than they wanted in some cases, and all intend to return next year.

By Saturday night, John had done his ultimate best in "running these guys thru their paces", and in doing so did himself in too. When the strip dancer arrived for the evening entertainment, always the high point of the camp, she found a handful of worn-out drunks who could barely stay awake. Concientious John made a quick trip throught the keel docks and the Drop Anchor beer joint in order to round up a respectable-size group for her. It was a strange gathering, to say the least. It was amusing during dinner that some of the campers mistook another camper's sister for the dancer. They had been told that the dancer would be joining us for dinner, and they knew it wasn't gonna be me, so the other chick just had to be "her". It was good for some laughs after they figured it out, and the dancer did join us to eat - with her husband.

Trenton Wann did his usual classic design on the camp T-Shirt, and I believe there are a few left in the office if you want one.

Thanks to Sail and Ski for donating performance trophies for our campers. The gifts went to:

Charlie Malley - Most Improved Novice  
Bill Mitchell - Most Improved Experienced  
Ron Hester - Most likely to succeed at the Olympic Level  
while standing up  
Byron Warren - Most likely to have his crew abandon him  
Ron Crouse - Most likely to abandon the skipper

Wil Smith, David Henderson, Jack Bremer, and Mike Strange all get credit and appreciation for the meals they provided with special thanks to Joe Rymal for being our supply officer.

Thank you J24 owners who donated your boats as training ground and thanks to U.T. for the use of the deadly 420s.

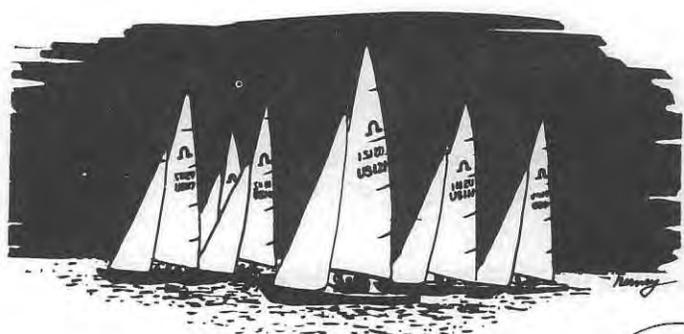
We look forward to an even bigger camp next year, with more evenings of rampant fun, days of exhausting training and MORE DANCERS. Our thanks to all who helped, from Camp Mommy Teri Nelms and Camp Director and Trainer John Bartlett.

# ESPN COVERS THE CUP

Here is a schedule of upcoming documentaries and syndicate profiles leading up to challenger and defender selection series starting in October.

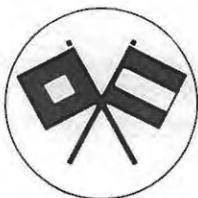
Sunday, August 31,	10:00 p.m.	Documentary: America's Cup 1977
Sunday, September 7,	10:00 p.m.	Documentary: America's Cup 1980
Wednesday, September 10,	11:00 p.m.	Syndicate Profile #5
Sunday, September 14,	10:00 p.m.	Documentary: America's Cup 1983 The End of an Era
Sunday, September 21,	10:00 p.m.	Documentary: To be Announced
Wednesday, September 24,	11:00 p.m.	Syndicate Profile #6
Sunday, September 28,	10:00 p.m.	Documentary: To be Announced

# FROM THE FLEETS



## Centerboard Handicap

by Teri Nelms

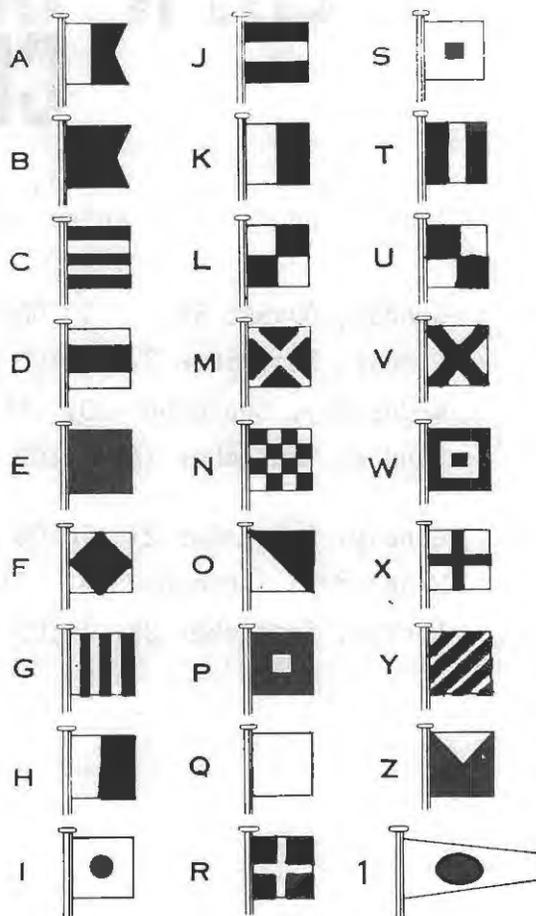


Governor's Cup and all its' horrors is finally becoming a dim memory, but I do remember the high point: I didn't win it. There was alot more wind than I have raced in before because we always got cancelled if wind speed was in excess of 25. It seems that all the out of town boats put the decision on the individual skippers as to sink, swim, or stay ashore. Of course, I sailed 'cause everybody else did, but I also never claimed to be smart. At one point before a start, Gary Eskelson in his Houston Fireball was screaming at me, from 10 feet away, that we should go in and beat each other with sticks and then beat our boats and it would be alot less trouble. I was inclined to agree. I only capsized twice in five races, both times in the same place at the same point in the race (the jybing mark) and for the same reason: out of control. I had plenty of company with 7 other boats down at the same mark in the first race, and our best Flying Dutchman went over three times in the first race alone. I was reluctant to ask him for a count after that. Saturday's three races were strictly survival and Sunday was the day we had to actually figure out where to go to get there. I finished 6th out of 19 and am still fixing stuff on the boat. We enjoyed the company of the sailboards on our course who really made us look bad, but I wouldn't have traded places with them - too much work for minimal glory.

The summer evening series is the most enjoyable of all 'cause it's not so hot. Dr. McIntyre with a variety of crews and Tom Gunderson showed with their M20s and Dekeyser and his Laser made all the races. Child of Chair-chick crewed for me for the series and only got tea-bagged once. She said she liked it "o.k." and "might" do it again. The club may well be out its only baby-sitter, except that money talks and nobody could afford what you'd have to pay someone to crew on a Fireball.

I hope to see more CBHers on the course for the fall series, and the fall regatta. I just know there are plenty of keel boaters out there who are sick and tired of all that comfort who are just dying to come and join us. The joys of sailing little boats and really experiencing the elements is but a phone call away.

See you on the lake.



# Only a **Laser**

is "just like  
a Laser".

By Fred Schroth



By Susan Odell

In July we saw 38 different sailors cross the starting line, the largest race had 24 boats and the most sailors in any given night was 26 including boat swappers. That is the best month since 1980, so I am now claiming that we are a growing fleet. The other 430 members of Austin Yacht Club sit at home watching St. Elsewhere or reading comic books while the 5% of us who are thinking, have fun. Whatever you do with your Wednesday night it isn't as fun as sailing five to seven races with 20 boats. We even have a cooler with beer and pop in it on the committee boat. You sail by and catch a can of fizz after any race. (Harold Neel even stops by to get a drink on the long windward leg or gold cup courses).

The results are that there is too much scoring to do. I figured out the results of everybody who had a chance at the top ten and the following are the top six with 12 throw out races.

Fred Schroth	-	24
Doug Kern	-	28
Rod Malone	-	-30.75
Karen Vanhooser	-	-41.25
Deke Dekeyser	-	-46.5
Hap Arnold	-	-46.75

Notes: Obie Smith has been improving at the rate of 2 positions per week. J-24 sailors are still beating Merit 25 sailors. Fred did not win a single race in July. Rod won four races with no string to hold his rudder down. Nine people won at least one race in July.

The Austin, Texas, fleet of District V recently hosted the C-15 Eastern Regional Championship Regatta. It was held in conjunction with the Austin Yacht Club's annual Governor's Cup Regatta on July 5 & 6, and the turnout was better than expected. Twenty-five Coronados came to Austin to battle gale force winds (almost) and tough competition from such far-away places as Dallas, Houston, Georgia and California. If nothing else, this regatta reminded everyone that you certainly didn't have to be from the East to participate.

The regatta consisted of five races for the C-15s; three on Saturday and two on Sunday. Unfortunately, the winds didn't cooperate on the first day and several boats were unable to compete. A steady breeze of 23 knots blew from the South all day, with occasional gusts up to 30. (Remember, everything is bigger in Texas!) Between the wind and the chop, many boats capsized and several were damaged. The results of the damage assessment are as follows:

- Two broken masts
- Three broken rudders
- One cracked centerboard
- One semi-sunken boat
- One torn (to shreds) jib and many miscellaneous breakages such as halyards, trapezes, mast partners, etc.

(And this was just the C-15 fleet!)

In total, eight boats finished all three races on Saturday. When it was over, everything but our spirits were dampened, and we all had a great time eating chicken fried steak (a Texas tradition) and two-stepping the night away to the sounds of country and western band, playing such favorites as "Redneck Mother".

Luckily, the wind gods relaxed a bit on Sunday and everyone was able to race. The breeze was 15 - 18 out of the South, just enough to give everyone some great rides off the wind. No damage was reported on Sunday, so hopefully all participants went home with a good feeling about the regatta.



Don't forget the Indian Summer Regatta in Dallas on September 6 & 7. This is the last Dozier Cup circuit regatta for this year, so we hope to have a great turnout.

The final results were:  
1986 Eastern Regional Champions:

- Paul Foerster & Jeff Johnson, Austin
- 2nd Terry Schertz & Kelly Gough, Austin
- 3rd Gordon Prejeon & Jeff Perna, Dallas
- 4th Jim Holder & Mark Elliot, Westlake
- 5th Charles "Chuck" Dozier & Robert Powell, Dallas

Congratulations to all the winners, and thanks to all participants for supporting the regatta.

Also in District V, guidelines have now been formalized regarding a traveling trophy that relates to regattas sponsored by active District V fleets. The Dozier Cup, named after Charles Dozier, donor, has been around for a while, but it was not until this year that guidelines for awarding the trophy were drawn up. Summarized below are the rules governing the Dozier Cup circuit.

Every year, each active District V C-15 fleet will designate a regatta to be included in the Dozier Cup circuit (not to exceed five regattas each year.) The annual District V Championship regatta will be included in the circuit every year, in addition to the designated regattas. A winner will be determined in accordance with the low point scoring system, with a "did not compete" being scored as the total number of competitors participating in the circuit that year, plus one.

The purpose of the Dozier Cup is to promote traveling among the various fleets in the district. Thus far, we have noted a slight increase in out-of-town participation, but we expect the number of travelers to increase significantly in the near future. Thanks to Charlie, we hope to keep District V active and competitive for many years.

Finally, keep your calendar open on September 27 and prepare yourself for what will be the social event of the year. This is the date for the first annual C-15 Alumni party, where the old will meet the new and we can all reminisce about the pre-keel boat days. More information will be coming your way soon, and I hope to see everyone there.



. By Shirley Slaughter

We had a great turnout and loads of fun June 28 in sponsoring the First Annual J Raft Up. We might try to have another one in the fall. Cayenne J-35 was there with its hospitable skipper and crew - lots of good loud music and the fantastic giant sling shot which was great sport for welcoming everyone and also saying goodbye. J-30 Zot, several J-29s, J-24s and Curt's Holder with "J-20" emblazoned on the sail, Records Cafe au Lait with "J" on the transom joined all of us. John Saunders and Steve Bangs furnished a keg of beer and Bill Mitchell brought the Loch Travis Monster!

Governor's Cup 1986 will be memorable for John Saunders as he placed second. Tommy Presswood, Houston, placed first. We had the largest Turnout of J-22s our fleet has had for a regatta, including four from out of town.

We've got a circuit going now. Shreveport, Houston and Austin. Ours will be combined with our Fall Regatta.

We're all looking forward to cooler weather, Fall Series and cook-outs after the races.

That's it for now.

P.S. Watch out guys - Sugar J is taking off her motor for the next series!

## Catalina 22

By Jane Frederick

With all this summer heat, it's hard to think clearly enough to remember what's been going on, and to be able to put it down on paper. Since our last Telltales, we have had The Governor's Cup Regatta, and most of the Summer Evening Series. Participation has been good lately, perhaps fueled by the fact that more of our fleet have been assigned slips at the club, which makes it a lot easier and more convenient to race.

Winds have been unusually good for this time to year. The Governor's Cup which is traditionally a drifter, turned out to be a real blower, with the rescue boats kept busy retrieving the 10 boats that managed to dismast (none in our fleet). David Hayslip brought his boat "Enterprise" down from Dallas and let the rest of us chase him around the lake. He has an annoying habit of making the local fleet look like we've never raced before. Maybe we need to figure out a way of barring him from future competition, or maybe we could just go ahead and give him the first place trophy when he arrives, and avoid the embarrassment of having him beat us so badly.

The Summer Evening Series turned out to be a popular event, bringing an average of 7 or 8 boats out for each race in the 100+ heat. The first week wind was repeat of The Governor's Cup with enough wind to kick us around the course in less than an hour. The following week, the wind alternated from drifting to pleasant blow, always enough to make the favored I-F-D course about the right length. Going into the final week, Bill Word and Steve Frederick are battling it out for first and second place, whatever happens it will be close and they

will each take a trophy, but which is still at issue. Phil Spletter has been steadily improving his showing with finishes in the following order 5th, 4th, 3rd, and 2nd. Spletter looks like a shoo in for third place.

New fleet member, and yet to be Yacht Club member, Bill Brodbeck, has been racing his new design Catalina this series, with the able help of Gordon Hamilton. Hopefully, he will be hooked soon, and will apply for club membership. Probationary member, Nelson Mikeska has been out and racing every week since he joined the club. The fleet is growing, and has become much stronger this year. Lets keep it up folks.



# South Coast 21

By Danny Lien



## UNDER COTTONWOOD

Of the two months that this writing covers, my family & I were vacationing in Europe for the summer. We saw a lot of water and sailboats, especially around Germany, Denmark, and Sweden. In Copenhagen, where my parents live, we saw a class race nearly each evening in the sound, with twenty to forty boat fleets, sometimes prams, centerboards, or keelboats. I guess the Northern Europeans cram as much sailing in the short season as we do in our "nine months of summer". I came back to the states with dreams of twenty plus class fleets on Lake Travis.

We arrived home very early Monday morning, the day after the Governor's Cup. At work Monday morning a friend passed by and said "Three South Coasts lost masts at the regatta". I panicked and made some quick phone calls because I knew David had been planning to sail 123 Go! As it turned out, we still had a rig and the rumors weren't quite true, only 2 rigs were down and one trailer under. A couple of weeks later, one rig and one trailer were raised and the other rig only awaits an order but long overdue keel casting. It's a tribute to the fleet when downed boats are back on the line so soon.

The summer evening series is over, and for the record my vote is for an evening series again next year. To bring out the families, non-spinnaker races were voted for. After the races, Duane with usual enthusiasm, charcoaled meat and advesary. We ate picnic food, drank, and carefully worked out the fleet handicapping to see who really won the day's race. Afterwards, a few salts took advantage of being at the lake with friends

on a Saturday and went night cruising. It is said that the Fontenot boat, with full crew and skippers from three boats, was seen and heard in the morning hours drifting through the moonlight. I guess the large cockpit of the SC 21 has advantages other than for racing mobility.

The series has been an interesting one for me. I'd like to point out that the only two times I have raced with my family, I have come in first place. I don't know how Jacob does it, but he has a perfect record so far. I only wish he could explain to me how he helped bring those needed lifts. It came down to the last race, we edged out Duane with Vern finishing third.



# merit

By Janis Livingston

Well considerable time has passed since you have heard from me. I bet alot of you have been pacing in front of your mailbox in anticipation.

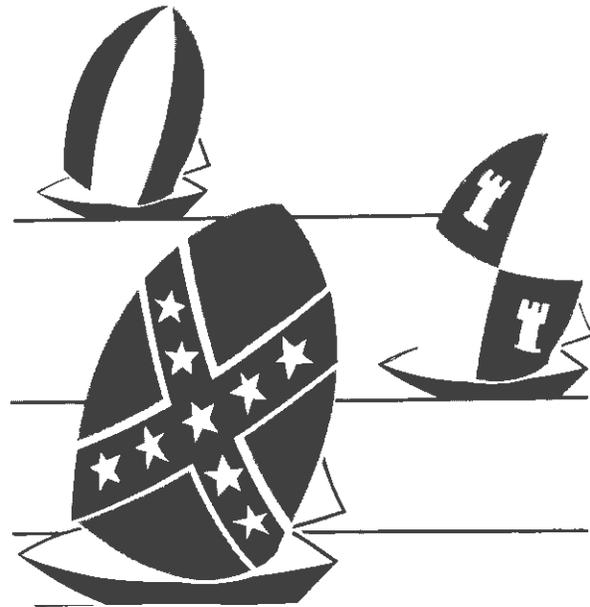
The first thing coming to mind is Men's sailing camp. We had a few fleet and crew members attend. According to the guys from Class Act, the most grueling part of sailing camp was sailing without beer for three days. I understand they made up for it at night. The camp appears to have helped these guys. They have been at the top of the fleet in recent races. Kirk and I get to boast a little, as our latest crew recruit was awarded the most improved sailor. All these sailing camps is making the fleet alot more competitive.

The pre-race committee dinner and race committee went off without a hitch. Thank you Joe and Bryon for cooking all the chicken, it was excellent. Terry Johnston actually let me drive a rescue boat to the dismay of Steve and Kirk. Terry busily took pictures of mark roundings, I drove and Holly threatened to be sick. The ride was pretty bumpy, something to do with throttle control, obviously not the drivers fault. Anyway, we haven't seen the photos, so I'm not sure if any of them turned out. Bryon and Joe were busy in the other rescue boat, advising of everthing and I mean everything they did. We actually saved a C-15 and Bob Howell. Thanks to everyone that helped with committee duty. And for those that missed it, you will get your chance in September. Incidentally, this was my first time on race committee and I

didn't think it was a bad as everyone claims, I actually enjoyed it, althought I'd rather sail.

October 11, we will have Italian Night. Holly Johnston is organizing the event. If you would like to help with the planning give her a call - 892-3109.

Once again, Sunday racing is upon us, so sign up now for your turn to bring gin and tonics and snacks following the race for happy hour.



# Keel Handicap

A FLEET

by Carol Tesch

Well, here we are in colorful Colorado, relaxing and having a great time, when I received this tease note from Wayne, saying that it's time for my Telltale article. It's going to be very difficult to get my mind back on summer sailing in Austin, but I'll try. Also, I'll try not to rub it in too much about how cool it is here and how hot it is in Austin. Wait just a minute, I've got to go throw another log on the fire, I'll be right back.....ok, I'm back, now where was I.....

Summer sailing on Lake Travis isn't what it used to be. I remember summer races where we would float all day - but Summer '86 is certainly one to remember.

Governor's Cup was a little more exciting than we bargained for this year. The wind god's must have been smirking from ear to ear! Congratulations to Russell Painton and his crew for winning first place and to Rod Malone and his crew for his well-sailed second. Did you know that Steve Vaughan was the only non-J boat in A fleet - in his Olson 30? The rest of the fleet was a J-35, 4-J-29s, and a J-27. It was great to see Tom Cox out in Bubba - hopefully we'll see more of Tom in the fall.

We're happy to report no dismastings in A fleet - in fact, no major damage that I heard of, except a blown headfoil on Dave Cheney's Mr.Jumper. That was quickly remedied by our local rock star. Also, we should be

grateful there were no major injuries (broken fingernails do not count!)

My impressions of Governor's Cup: Wild gybes...real excitement at the gybe mark...wet rides on the rail. ..award winning bruises...exhausted crews...out of control spinnakers.. ..a broach by the J-27...lot of fun and a great challenge. You guys who missed this regatta, missed one of the best!

By the way, if you missed the picture of Avalanche on the front page of the paper, I have a few copies left for your enjoyment (suitable for framing)!

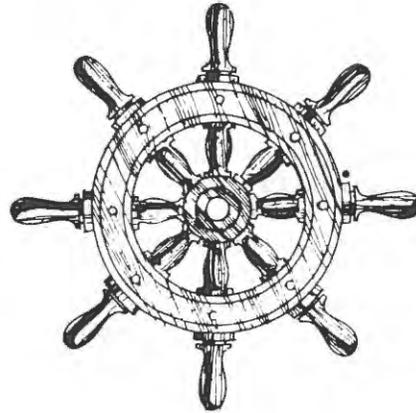
We've been missing a few of our A fleet faithfuls. So here is a partial list of boats (& skippers) we would like to see more of very soon:

Dennis Awbrey in So Long  
Gary Lomax in Fast Comapny  
(Bob & I ran into him downtown recently and he promised he would be out in the fall!)  
Bob Howell in Phoenix

(See next issue for a partial list of boats we would like to see less of!)

Bob & I went across the divide yesterday to watch the Lipton Cup Regatta at Grand Lake Yacht Club. It's a 5-day race, all scows. The interesting part about this is the history of the Lipton Cup on Grand Lake. It's named, of course, for Sir Thomas Lipton, of tea and America's Cup fame. He has actually never been to Grand Lake, but in 1912, some members of the GLYC learned that Lipton was going to be in Denver for a few days, so they traveled to Denver

and persuaded Sir Thomas to donate a perpetual trophy to their club. Today, that sterling silver cup is worth \$250,000 and has to be kept in a vault in Boulder! Some trophy. The winner doesn't actually win the trophy - he wins the privilege of being photographed standing next to the trophy. The racing was interesting with all kinds of wind - made more interesting by steep mountains all around.



OK - so much for the travelogue. I don't know how the summer series is going because I'm not there! Well, I have to go poke the fire now - ya'll try to stay cool. We'll see you in September!



JULY 5th



JULY 6th

## KEEL HANDICAP - CLASS C

By Bill Records

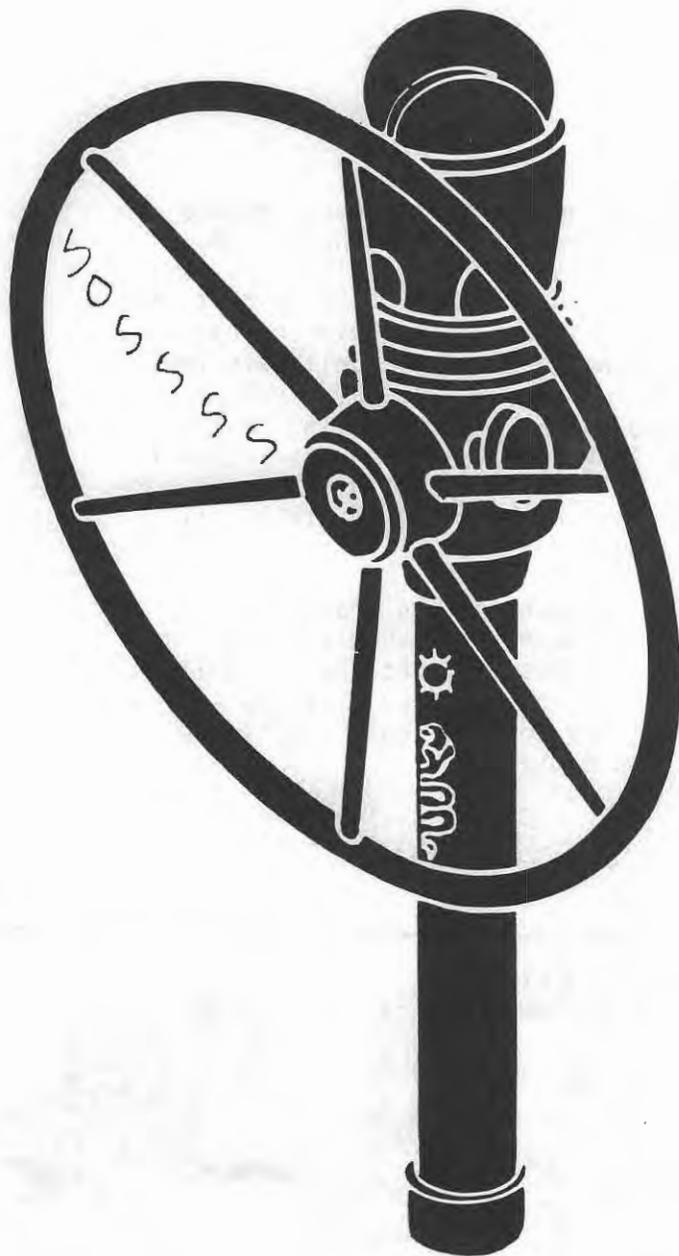
Well, the Forth of July weekend came along and with it the annual drifter regatta (Governor's Cup), Right? Wrong! 20 Knots, gusting to 34! Where were all you fair weather sailors? We only had six boats on the line Saturday, and five on Sunday since Cuervo Gold locked masts with a South Coast bringing both rigs down. By the way is "Go Ahead, Make My Day" a proper hail to a starboard tacker?

The upwind legs of the races were pretty uneventful, but when the chutes went up it was broach city. Unfortunately, there was a newspaper photo at "F" mark getting great footage of the reach to reach jibes (broaches). John Vance took first overall with superior seamanship, Cafe au Lait (broach) took second with Larry Roberson in hot pursuit a third.

The summer evening series also had poor turnout. From past experience, Friday evenings had better turnouts.

Wayne Carelock ran away with the series in his Mustang, John Vance took second and John Erickson third in Vitamin Sea (SJ 7.7).

In the fleet jumping category, Terry Meyers (Col 8.7) and David Wahlberg (Kiwi 24) hopped aboard John Saunders' J-22 and took second overall in the Governor's up with two first place finishes, thats not bad for us Cruiser/Racers!



# AMERICA'S CUP CHALLENGE

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# HUMOR

SAILING WITH BOB AND CAROLD

By Teri Nelms

As part of my continuing dis-service to the community, I write a weekly column in the LAKE TRAVIS VIEW Newspaper. The articles contain a humorous view-point of activities and events on the lake and cover sailing, scuba-diving, skiing, and anything else that is lake-related. In a recent issue, I reported on a new grading system developed at AYC by Bob and Carol Tesch. As I knew you would all want to hear about it, here is an in-part reprint of that article:

After the Austin Yacht Club's Saturday Evening series race July 12, a system of grading the severity level of a broach was developed by Bob and Carol Tesch. Their boat, a J-29 named "Avalanche," recently appeared on the front page of the American-Statesman in full color (and under complete control) during a Governor's Cup race. The guy in front of them was in the middle of a knock-down while Avalanche kept on rolling.

But during the Saturday night race, Avalanche experienced a serious broach. During a candid personal interview, humble old Bob Tesch admitted that "it never would have happened if I had been driving the boat, but we firmly believe that each of us should rotate through all positions to improve our overall sailing skills and knowledge of the boat, and to more evenly distribute blame for screw-ups. I am very grateful that this one was not my fault."

Tesch went on to describe the event, which occurred when they were going downwind in the winds that were gusty in the 20-25 mph range. With the main and spinnaker up, they attempted a jibe (the spinnaker and main are switched to the opposite side of the boat, preferably without taking anybody's head off), and the boat had not exactly attained the correct point of sail to weather the next wind gust.

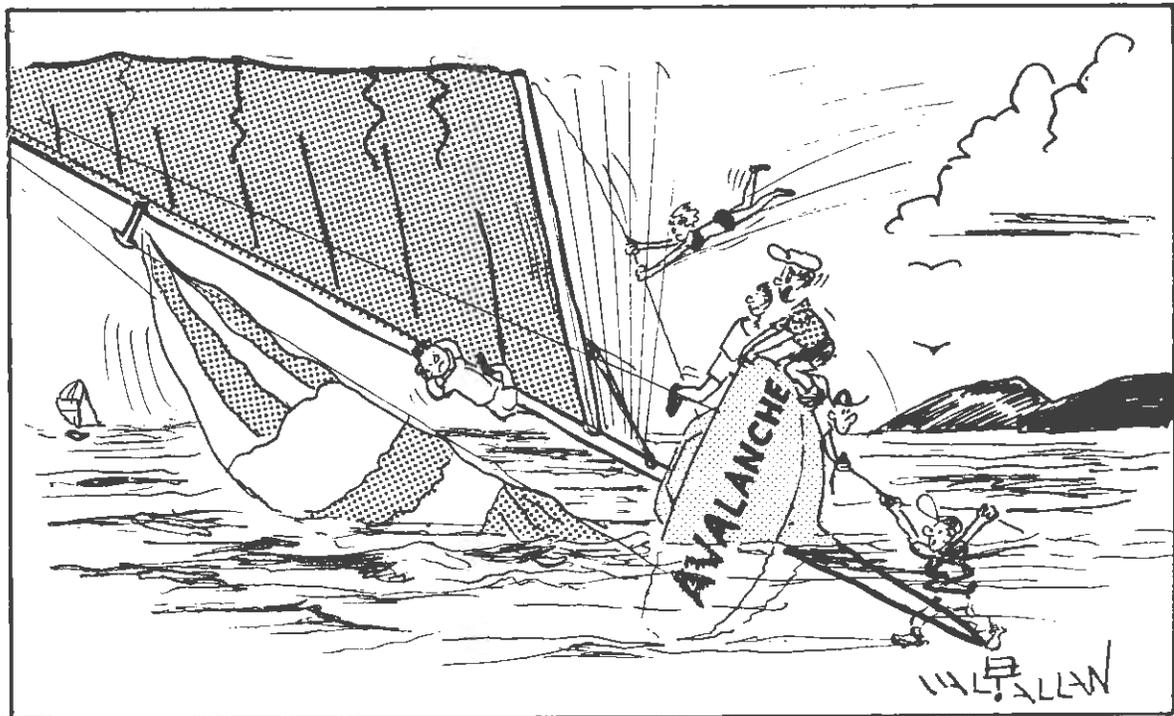
The result of the course deviation was a broach that laid 1,000 square feet of spinnaker and mainsail into the water, along with the 46 foot tall mast. The maneuver was complicated by the fact that it was a windward broach, or, the boat fell over backwards from the mainsail.

Fortunately, no one was injured, although four different blood types have reportedly been found on different locations on the deck. The crew-person (unidentified) who was locked in the head at the time of the broach was thrown over-board and towed the remainder of the race. Tesch sustained a 6-inch long bruise on his thigh and had managed to field inquiries as to its source by saying "it had something to do with sex."

He is very proud of the fact that none of his crew panicked or even considered taking the spinnaker down after the recovery. "We believe in pushing to the limits for excellence in performance. If we're going to make a mistake, it's going to be a top-level, quality job. Also, we were dumb," he said. Carold said, "No comment."

The grading system developed after inspection of the boat at the dock revealed that the condition of the interior determines the level of the broach. In a Class C broach, purses, cans and sunscreen fall on the floor. In a Class B broach, the ice chest falls open and things are thrown up on the side cushions. Tesch claims credit for a full Class A broach, as all of the aforementioned items were found in the top shelf of the boat's main cabin.

We are grateful to the Tesches and their crew of Avalanche for the development of this system. I'm sure you all learned something from this: now you know that a broach is not just your granny's lapel pin.



"WHAT DO YOU MEAN...THAR SHE BLOWS!"

## 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..

Cal 2-27 - \$22,500 - Jack Downes - 453-4177  
Cal 2-27 - \$22,500 - Duane Dobson - 452-5923  
Olson 25 - "Tough Act" - \$20,000 - Rolly Lawson 837-4782  
22' Venture - 836-7579  
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Cal 20 - \$4,500 - Tom Wood - 266-9204  
Tandem Trailer - \$300 - Rolly Lawson 837-4782  
Thistle - 2,250 - Joe Moldenhauer - 327-0013  
J-24 - Cliff Gunter - (713) 223-2900  
San Juan 7.7 - \$12,000 - 443-6139  
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J-22 - \$13,000 - Steve Sjoberg - 453-8226  
Merit 25 - \$15,000 - Carl Morris 266-1911  
J-24 - Bob Kieras - 444-9251  
J-24 - \$12,900 Robert Young - 472-6483

## ANNOUNCEMENTS

Catalina 22 - Phil Schmidt - 453-7711  
Catalina 22 - 837-3222  
505 - \$2300 - (817) 771-1225  
Catalina 22 - June Troutman - 2829573  
Lido 14 - \$12,000 - Bob Johnson - 459-5150  
Catalina 25 - \$17,000 - 345-6677  
Catalina 25 - \$17,000 - 346-4320  
Columbia 21 - \$3,500 - 258-7965  
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Cal 29 - \$25,000 - Bruce McDonald - 458-3279  
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C-15 - 1900 - John Mack - 442-0173  
C-15 - Dave Bush - 835-1763  
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C-15 - \$2,000 - Thomas Vogt, Rt. 5, Box AP37, Belton, Texas 76513  
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