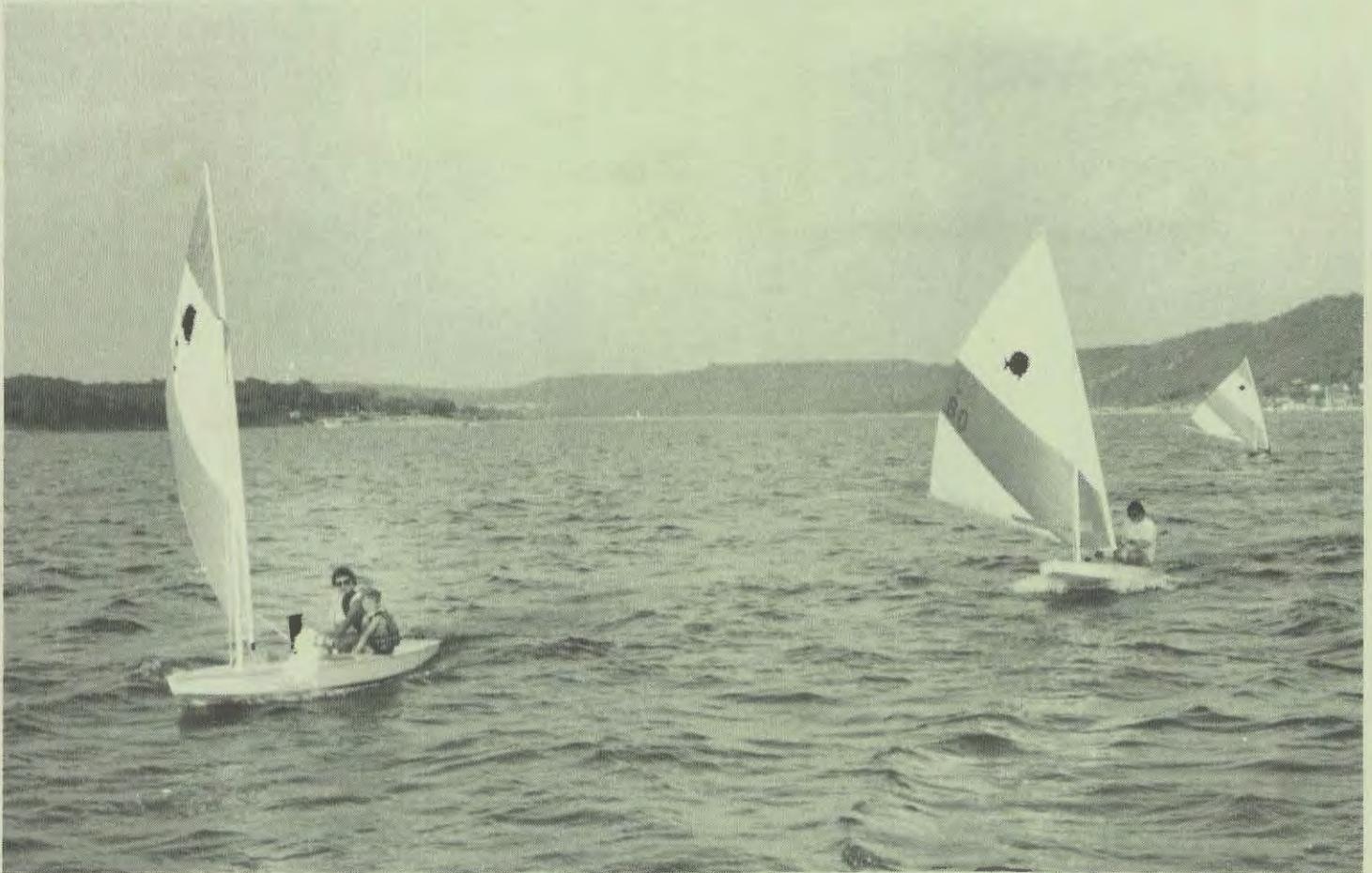


Sept. 1987

Telltale

AUSTIN * YACHT * CLUB





AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

AYC Officers

Commodore-----	Trenton Wann
Vice-Commodore-----	Claude Welles
Secretary-----	Lanelle Montgomery
Treasurer-----	Russell Painton
Race Commander-----	Craig Holmes
Buildings and Grounds Commander-----	Walter Allan
Fleet Commander-----	Terry Meyers
Immediate Past Commodore-----	John Mandell

FLEET CAPTAINS

Catalina 22-----	Gary Payne
Centerboard Handicap-----	Teri Nelms
Coronado 15-----	Bruce Foster
Ensign-----	Harold Neel
420's-----	Rob Johnston
J-22-----	Shirley Slaughter
J-24-----	David Broadway
Keel Handicap-----	Bob Tesch
Class A-----	Gail Bernstein
Class B-----	Frank Riha
Class C-----	Bill Records
Class D-----	Bob Pillmore
Laser-----	Fred Schroth
Merit 25-----	Kirk Livingston
South Coast 21-----	Vern Harris
Thistle-----	Ed Halter

Business Office 266-1336
Clubhouse 266-1897



SEPTEMBER

1987



FROM THE COMMODORE

Oh boy, I got another one of those little notes in my box from Wayne---It's that time again and I've looked everywhere, Wayne, and I just can't find a Tell Tale Article. For the past 8 months, I've been looking for it but it just isn't there.

What I did find while I was looking for it was a lot of other stuff though. Stuff like one day I was out there wandering around (lost as usual) and I found the parking lot was closed off---actually not completely, just to cars 'cause there musta been about a million and a half people running all over the place carrying lumber, nails, rotten wood, beer, and all matter of other stuff all over the place and the next thing I knew Dock 4 looked like a brand new dock and I found a whole lot of sweaty people sitting around thanking Terry Meyers, Tommy Kozlowski for all their efforts.

Another day I found a bunch of guys up on top of the roof of the clubhouse. I told them to "get down from there"---they looked at me in utter amazement, began moving around and when they finally got down, we had a new roof on the clubhouse.

Then I walked into the clubhouse only to find it torn to shreds---I ran screaming from the club for fear that Russell Panton would hang me from the flag pole for tearing the place up. When I finally got my nerve to return, we had a new ceiling---one without a bunch of water spots all over it. As well as a built-in trophy case at the front door.

I walked down stairs and found a new ice machine. I walked out on the point and found Dock 7 had been reinforced and strengthened. I walked down to the Race Committee Room and found it doubled in size. I walked down to the Race Committee dock and found a brand new motor on the Rescue Boat.

As I wandered around in amazement, I tripped over the new patio furniture at the swimming pool. I went up to the office to get myself a band-aid for my bleeding head and found a new computer. When I looked out the window of the office I found that Cabin #6 was being remodeled.

Everywhere I looked I found something---in fact, I could find almost anything but my Tell-Tale-Article.

P.S. If you bothered to read this far, I'm sure you found how the Board has been spending your money. Not a bad list for 8 short months. Thanks to everyone for all your help and enthusiasm.

TRENTON WANN



FROM THE EDITOR

Since our last issue of the TELLTALE our Mallory Team of Scott Young, Doug Kern, Mike Haggerty, and John Moran have won Area F. Doug Kern is getting closer to the O'Day trophy. Bill Draheim, Keith Andrews, Paul Forester, and Andrew Goldman have all been named to the U.S. Olympic team. Homer "Hap" Arnold, M.D. has been selected to serve as the U.S. Sailing Team Physician. Terry Schertz and Pat Katon are tuning up for the Adams Cup competition. Tom Lott represented AYC in the Prince of Wales competition. He had fun. The Team finals for Area F were held here and we won. All sorts of fleets have been traveling outside the yacht club (We know because we get all these food and bar bills from other yacht clubs.) And our Texas Challenge Cup Team came back with a bigger prize this year than last for finishing worse than they did last year. Gail Bernstein has been named a USYRU senior judge for her contribution of exemplary race management. So, all in all, AYC has done pretty well for itself in the sailing community, wouldn't you say? I hope everyone enjoys this issue of TELLTALE. Please keep in mind that the TELLTALE contributors are all asked to provide articles, sometimes, with short notice to me so that I can put them in somewhat of an order while the rest of you can concentrate on things like staying out of the heat, where the wind is, and whose on first. These contributors all get out their word processors, typewriters, pen and pencils and start recollecting the past two months and anticipating the next two to conjure up the article. Be kind to these folks-- buy them a beer or soda, tell them you enjoyed reading their article. Because next year it may be YOU!

THANK YOU.....
SEE YOU AT THE CLUB.

WAYNE



1.9 All errors inherent in the use of a compass will accumulate in the wrong direction at the most inopportune time. For example, if you receive a lift, you will interpret it as a knock and tack. Naturally the chance of this happening is proportional to the wind strength and the number of places lost by such an action.
1.10 If one boat in a hundred is faulty, you will buy it.

THE INSIDE TALES-----

FROM THE COMMODORE...1	DINNER CRUISE...10
SOCIAL.....3	NNN--NEWS.....14
GOVERNOR'S CUP.....4	CAMP NEWS.....18
RACE RESULTS.....6	FROM THE FLEETS.20
USYRU AND TYA NEWS..8	HARBOR NEWS.....30
ASK THE JUDGE.....9	BULLETIN BOARD..32

YOUR TELLTALE STAFF.....

TRENTON WANN	COMMODORE
CAROL TESCH	SOCIAL WRITER
VICKI BREMER	FEATURE WRITER
TERI NELMS	FEATURE WRITER
KATHY PILLMORE	NEWS REPORTER
WAYNE MCEWEN	EDITOR

SPECIAL CONTRIBUTORS

GLEN BYUS, DAVID BERNSTEIN, CAROLYN MACK, SHIRLEY SLAUGHTER, MCKENNA KUHR, FRED SCHROTH, BOB JOHNSON FRANK RIHA, TIM "WIZARD" ERWIN, AND HAROLD NEEL

PRODUCTION ASSISTANTS

VICKI BREMER, GWEN MANEVAL, CURTIS TARPLEY AND BRAD SCHWAB

UPCOMING EVENTS AT AYC

LABOR DAY FAMILY DAY....	SEPTEMBER	5
FALL SERIES BEGINS	SEPTEMBER	6
FRONT GATE LOCK CHANGE..	SEPTEMBER	11
AYC & LTCA CRUISE.....	SEPTEMBER	12
SINGLEHANDED	SEPTEMBER	19
CHAMPIONSHIP.....	SEPTEMBER	20
BOARD MEETING.....	SEPTEMBER	24
AYC KEEL FLEET PARTY....	SEPTEMBER	26
END OF SERIES BUFFET....	OCTOBER	4
TEAM CHAMPIONSHIP.....	OCTOBER	10,11
FALL REGATTA.....	OCTOBER	17,18
HOLDER 20 NATIONALS.....	OCTOBER	21,24



USYRU is
the organization
for today's
sailors—

SOCIAL

by Carol Tesch



There's no way to describe how difficult this article is going to be. I have been sitting in the cool Colorado mountains for the last 2 weeks with absolutely nothing on my mind, (no comments please!) when I received this TERSE note from Wayne saying this article is due NOW! How am I suppose to remember what has happened the last two months, when I can't even remember what I did yesterday! I'll give it my best shot and apologize later if I leave someone out.

First of all, a great big THANK YOU is in order to Teri Nelms for all the work she did to make our Dinner Cruise a success. That was a fun evening. Teri found us a great place to meet, eat and dance, but for most of us, the wind was too good and the evening too beautiful to keep us off the lake for long!

Another big THANK YOU is due to John and Jan Brewer for hosting our summer series buffet. They came up with a great menu - foot long hot dogs and ice cream. I thought they were really brave to try ice cream, but it was sure a refreshing treat after that hot race. Thanks John & Jan.

Sam Humphrey's Shrimp Buffet will be over by the time you read this, so I'll have comments on that later!

Coming up - Mike Strange has come up with some neat plans for Family Day on September 5. Watch your mail and around the club for details. It sounds like a relaxing fun day that we will all enjoy! Also, guess what-it's fall!

In September, the LTCA and AYC are going to join forces and take a cruise together. The details are not firm yet, but I'll let you know as soon as I know. If you need a break from racing, or if you just like to spend a little leisure time on your boat, then this is for you!

Wasn't Governor's Cup fun! Have your bruises healed yet? Be sure to ask Perry Weller about life on the foredeck in A Fleet! One of the best parts of the weekend were those fabulous fireworks put on by Paul Keller. This is Paul's second year to sponsor the 4th of July fireworks and this year was even better than last. Thanks Paul, from all of us! That was SUPER!

Have you seen the latest issue of SAILING WORLD? It's all about the upcoming Olypypics. There are only a few teams in contention from Texas (3, I think) and 2 of them are from AYC! Way to go Bill Draheim, Keith Andrews and Paul Foerster! We are well represented by these two fine teams.

Another Olympic star is Dr. Hap Arnold! No, Hap is not competing, he's the U.S. Olympic Sailing Team Physician! There's a fine interview with Hap in this issue of SAILING WORLD, and we're very proud of him!

Also Rob Johnston, of the U.T. Sailing Team is mentioned as Honorable Mention for College Sailor of the Year. Not too shabby!

Well, that's all I can remember. Please note that I have not mentioned how cool it is up here and how hot it is down there? I've got to go now - it's time to put another log on the fire!

GOVERNOR'S CUP REGATTA

by Vicki Bremer

Although St. Elmo may have been watching over us during our annual Governor's Cup Regatta, he can't be credited with the hard work and dedication it took to make this event happen. People like Patsy and Jimmie Fontenot and Pam and Perry Weller pulled together the crew and worked alongside to help make this year's Regatta a success.

Handling 171 registered boats -- 71 centerboards and 100 keel boats -- was no small task. Funny thing ... those registration packets with racing instructions, T-shirts and meal tickets didn't stuff themselves. Handicapped boats didn't file themselves into the proper fleets. And so on. Over 430 meal tickets were sold. And that's a lot of catfish, beans and hush puppies. The Sunset Riders with eight band members provided great dancing music for all ages. And the magnificent fireworks display by the Kellers on Saturday night was the perfect way to celebrate July 4th.

Although it's hard to top the good food, great dancing and comraderie shared that weekend, the highlight of the weekend was the racing itself. With heavy southeasterly winds both days (15 gusting to 25 -- and mostly gusting!), most boats and crews experienced some very exciting racing. According to some of the centerboard crew members, most centerboards capsized at least once during the Regatta. And that wasn't a tribute to their sailing skills; that was the heavy air from Mother Nature who wasn't being nice to any boats who braved the lake that weekend.

Tim Erwin can attest to the hazards of sailing a Sunfish in heavy air after experiencing his "worst sailing accident ever." While sailing on starboard tack at a speed of about 6 knots on his way to Sunday's first race, he T-boned a J-27. "We just didn't see each other. The accident would've happened even if I was on port tack," said Tim. As one spectator described the accident, "it looked like one of those fly on the wall routines with Tim spread-eagled on the hull of the big boat." The Sunfish was badly damaged, but fortunately no one was hurt. With no boat to race and having a third place standing to protect after Saturday's races, Tim redressed the Race Committee who enacted Rule 69(c) which, after calculating the breakdown points, gave Tim a third place trophy for the Regatta. And Tim now has a new Sunfish to sail in the fleet's Wednesday races which have become quite popular. As a matter of fact, the Sunfish fleet was one of the largest fleets racing in the Governor's Cup. And they were all skippered by keel boat racers. So that's where they all disappeared!

Having had a bird's eye view of the keel course from Rescue Boat Two, I witnessed the havoc that the heavy air played on big boats. Carl Morris' Merit 25 was sidelined with a broken mast after he rounded the reaching mark in the Regatta's first race. A visiting Columbia broke her rudder during the first race. Bob and Carol Tesch ended their battle against GODZILLA, a visiting J-29, during Sunday's race when their rudder broke after rounding the windward mark on the first leg. A Holder 20 capsized heaving all her crew overboard with the main still sheeted in for a tight beat. But they all managed to climb on board and continue racing as though their dunk in the drink was a cooling off tactic.

GOVERNOR'S CUP REGATTA (cont'd)

One of the most graceful recoveries from near-disaster happened on Steve Vaughan's Olson 30, OBSESSION, as they rounded the reaching mark when the gusts were exceptionally heavy. All the boats rounding were having trouble keeping the helm under control. As we watched the boats rounding we saw two of Steve's foredeck crew being thrown over the side -- Steven Vaughan, 13, and Hans Dahle. Watching closely, in case our rescue services were needed, we noticed they never hit the water. Instead, they were clinging to a very narrow depth of railing (I know; I checked it out at the slip!) with their finger tips, and then all of a sudden just hoisted themselves on deck like Olympic champions. That was the most impressive gymnastic feat I've seen in a long time. Steven and Hans should wear their well-earned badges of courage with pride.

Dave Balfour, skipper of Rescue Two, earned a few honorary badges himself. The first was for his patience in having only me on board for most of the Regatta when he really needed lots more muscle. Using finesse to compensate for can't-press-100-pounds bicep power works well in lots of sailing situations, but there's no finessing those lead-weighted torpedo buoys. Dave's second honorary badge was for his diplomacy in dealing with the lack of brute strength on board to help. When Craig Holmes asked Dave if he could move the yellow torpedo buoy at the starting line in 4 minutes or less (in other words: quick), Dave looked at me then at the Committee boat and hesitated a moment before making radio contact to half whisper, "Aahh, not with the personnel I have on board." But thanks to Bob Freeman and Jack Peterson, we weren't totally without muscle power.

Unusual happenings weren't relegated to heavy air incidents. There was a problem with the keel boats finding the correct reaching mark, rounding F mark instead of the proper torpedo buoy. Most of the confusion occurred in Saturday's races. One skipper said that the reaching mark in race 1 "was more of a running mark;" another skipper said "it was off by 10-15°." That could help explain some of the confusion. During race 1 most boats rounded F mark and then had to backtrack to the proper reaching mark when they realized their mistake. Once the leaders established the proper course, however, others followed suit. But some boats in the A and B non-spinnaker fleets missed the proper mark and had to be DSQ'ed in the first race. Because of the confusion in race 1, the Race Committee reset the reaching mark closer to F mark for the second race. But the leaders headed for the reaching mark's location in race 1 despite Rescue Two's attempts to lead them to the proper mark. So the Race Committee recalled the A and B spinnaker fleets for a restart while making sure the other fleets were rounding the proper mark. For Sunday's race, the Race Committee wasn't taking any chances. The reaching mark was set near F mark and Dave Balfour, now nicknamed the Pied Piper of Racing, was waiting at the windward mark in Rescue Two with the L flag ready to hoist so that he could lead the fleets to the proper mark.

But despite the sometimes confusion, the spills, and the bumps and bruises, the Grapevine Sailing Club went home with the Governor's Cup victory. They walked away with every trophy in the Catalina 22 fleets -- both spinnaker and non-spinnaker. And that was some pretty hot sailing and a terrific way to end this year's Governor's Cup Regatta.

1987 GOVERNOR'S CUP REGATTA RESULTS

PHRF CLASS A SPIN

1. Scott Christopherson - J29
(3 Bullets)
2. David Bernstein

PHRF CLASS B SPIN

1. Tom Lott - Lindenberg 36
(3 Bullets)
2. Jim Henrickson - Holder 20

PHRF CLASS C SPIN

1. John Vance - Pearson 26
2. Walt Dwyer - Pearson 26
3. Dave Hilfer - SJ 24
4. Robery Guy - Cal 25

PHRF CLASS D SPIN

1. Ray Shull - SC 21
2. Duane Dobson - SC 21

J-22

1. David Jamail - HYC
2. Terry Schertz - AYC
3. Bill Mitchell - AYC
4. Doug Woodward - AYC

ENSLGN

1. Harold Neel - AYC
2. Dan O'Donnell AYC

J-24

1. Jack Kern - AYC
2. Doug Decluitt - AYC
3. Mike Eitelman - AYC

CATALINA 22 SPIN

1. MARILYN BREMER - Grapevine
2. CHARLIE MCCALL - Grapevine

MERIT 25

1. Joe Rymal - AYC
2. Steve Bangs - AYC

CATALINA 22 NON-SPIN

1. David Hayslip - Grapevine
2. Fel Bolton - Grapevine
3. Gerald Hayslip - Grapevine
4. Michael Wright - Grapevine

PHRF CLASS A NON-SPIN

1. Brent Peffer - Buccaneer 295
2. Bill Byrum - Santana 525
3. Bruce McDonald - Cal 29
4. Dan Tull - J-24

PHRF CLASS B NON-SPIN

1. Steve Hennigh - Ranger 23
2. Jim Nummer - Catalina 25
3. Karen Van Hooser - Cal 25

PORTSMOUTH A

1. Craig Tapley - 505
2. Quentin Baker - F.D.
3. Gary Schwartz - F.D.

PORTSMOUTH B

1. Richard Wade - Flying Scott
2. Karl Hoffman - Windmill
3. Brad Davis - Flying Scott
4. Justus Baird - Taser

CAPRI 14.2

1. John Welch - AYC
2. Ann Ellzey - AYC
3. Jeffrey Delaney - AYC

C-15

1. Ted Perna - Dallas
2. Stephen Hinshaw - AYC
3. John Mandel - AYC
4. Allen Brehm, Houston
5. Gordon Prejean - Dallas

THISTLE

1. Tom Glover - Arlington
2. Jeff Progehlhof - Waco
3. Ann Owen - Fort Worth
4. David Dres - Dallas

LASER

1. Eric Faust - Irving
2. David Maguire - AYC

SUNFISH

1. Jim Draheim - AYC
2. John Saunders - AYC
3. Tim Erwin - AYC
4. Steve Bangs - AYC

PRAM - 1. Erick Rodriguez



AUSTIN YACHT CLUB

SUMMER SERIES RESULTS

JUNE 1, 1987 THRU JUNE 21, 1987

J-22 - 11 Boats

- 1. TERRY Schertz
- 2. Craig Holmes
- 3. Scott Young
- 4. John Mack

Catalina 22 - 8 Boats

- 1. Bob Mathison
- 2. Steve Pervier
- 3. Stephen Frederick
- 4. **HOWARD SHIREY**

South Coast 21 - 8 Boats

- 1. Pat Feagin
- 2. Jimmie Fontenot
- 3. Danny Lien
- 4. **BOB JOHNSON/ARTHUR TALLEY**

J-24 - 7 Boats

- 1. Pete Shough
- 2. Mike Eitelman
- 3. Glenn Byus
- 4. Jack Kern

Ensign - 8 Boats

- 1. Harold Neel
- 2. Dan O'Donnell
- 3. Dick Clark
- 4. **JIM BAKER**

PHRF Class A - 13 Boats

- 1. Bob Tesch - J-29
- 2. Dennis Awbrey - Hobie 33
- 3. Tom Cox - J29
- 4. David Balfour - Ross 830

PHRF Class B - 7 Boats

- 1. Tom Lott - L 26
- 2. Claude Welles - Cal 9.2
- 3. Jim Henrickson - Holder 20

PHRF Class C - 9 Boats

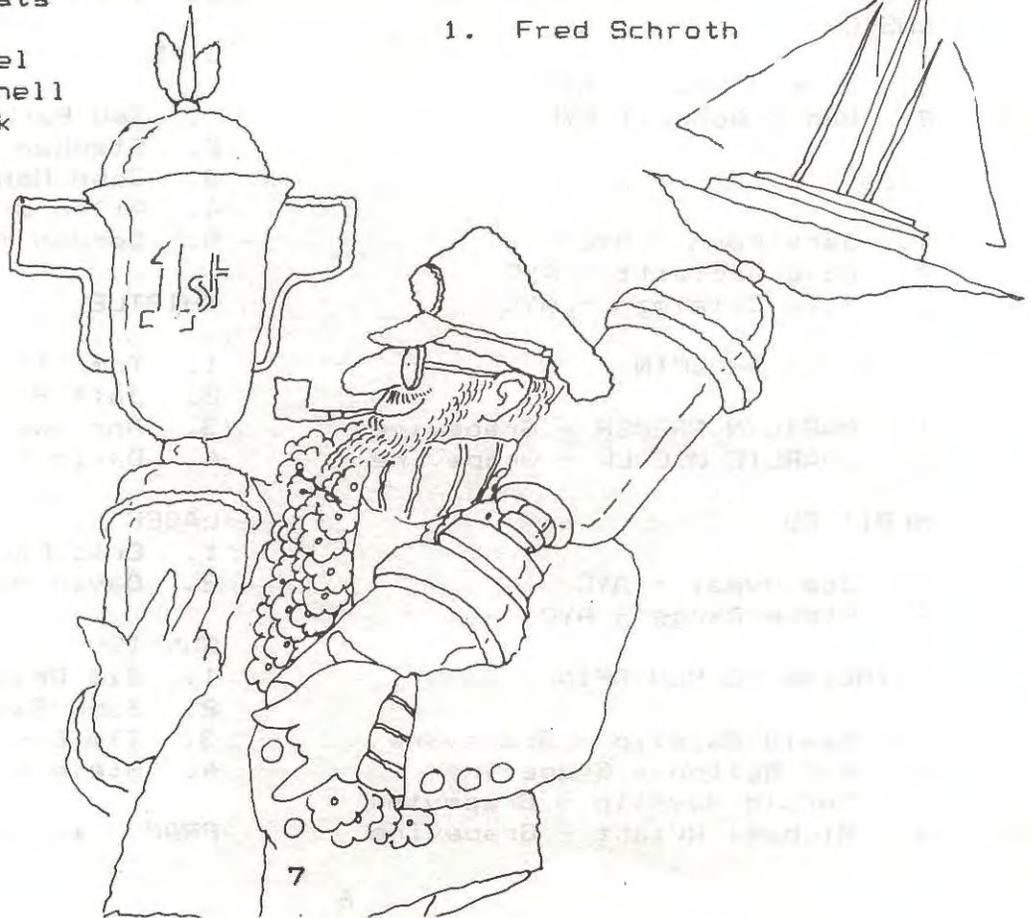
- 1. ? - Capri 22
- 2. Jim Deeter - Cat 27
- 3. Johnson - SJ 24

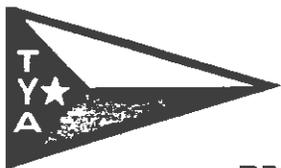
PHRF Class D - 8 Boats

- 1. Bob Pillmore
- 2. Dave Boerner
- 3. Louie Soefje

CB Handicap - 3 Boats

- 1. Fred Schroth





AYC SAILORS win in Mallory, O'Day & Team

Mallory -- Scott Young (skipper), Doug Kern, Mike Haggerty and John Morran dominated a talented field to win the TYA event held July 18-19 at Rush Creek YC in Shields. Rick Tears won a tie-breaker for 2nd place over Kelson Elam. Scott and Doug won all the marbles (USYRU finals) along with Jody Smith in 1985 and were tied for second in 1986. Scott has won the TYA Mallory in 1979 (crew), 1980, 1981, 1985, 1986 & 1987. He has won the Area 'F' event in: 1979 (crew), 1980, 1981 (crew), 1985, 1986 & now in 1987. This will be Scott's sixth trip to the Finals. Oh, by the way our team also won the Area 'F' held Aug. 8-9 at Rush Creek. Scott started out with three bullets and sat out the last race. The guys next travel to the Beverly YC in Marion, MA. to sail in the finals Sept 12-14. Best wishes!

O'Day -- Scott Young won the 9-race TYA event held at AYC June 27-28. Doug Kern was second with Matt Romberg and Fred Schroth finishing 5th & 6th respectively. Steve Pervier was Principal Race Officer. Doug Kern led a 12-Laser fleet at the end of a breezy 8-race regatta held July 11-12 at Windycrest SC near Tulsa, OK. Fred Schroth finished 1/4 pt. back having lost ground as the air lightened in the final 2 races. Matt Romberg finished 5th (won the last race). Doug is sailing at the Crescent YC on Lake St. Clair near Detroit, MI

LATE NEWS As of the first days racing Doug was in the middle of the pack. Winds were light (10 kts). The field is very talented this year. Let's have some more breeze for Doug!

Team -- The AYC team of Bill Draheim, Keith Andrews & Greg Schertz (skippers) and Jennifer Draheim, Linda McDavit & Bonnie Lackey (crews) won Area F over a team from the Corinthian SC (Dallas) in 3 straight matches with perfect scores of 1-2-3. The team cannot go on to the finals but we are proud of their performance. Mary Lynn Palnton was P.R.O.

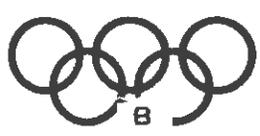
Adams -- AYC has two teams going to the TYA quarterfinals in J-24s at Houston YC on Aug. 29-30. We wish them well!

Terry Schertz, skipper	Terry won TYA in 1977 (crew), TYA/Area 'F' in 1984 & 1985. Linda won TYA in 1979 & 1986, and Area 'F' in 1986.
Linda McDavit	
Jennifer Draheim	
Viola Holmes	
Pat Katon, skipper	Pat won TYA in 1982 & 1983.
Cynthia Darwin	
Gail Bernstein	All team members have sailed on winning AYC teams in the past. Way to go gals!
Michal Wann	

OLYMPIC SAILING NEWS

- 470** ----- The Draheim/Andrews Southern 470 Campaign finished 10th at the Newport, RI Pre-Trials and received an Olympic Committee grant and finished with a 6th place tie at the huge Kiel Week regatta.
- FD** ----- The Foerster/Goldman Fast Forward Campaign showed well with a 3rd at the Pre-Trials and 13th at the FD Worlds in Kiel. They also won a grant.

Coming up will be C.O.R.K. (Canadian Open Regatta Kingston) held at the site of the 1976 Canadian Summer Olympics. Aug. 22-28. GOOD LUCK GUYS!





ASK THE JUDGE.....

by Albert "Tripp" Alyn, Sr. Judge

(the comments herein are solely the opinion of the writer)

Confessions of a Hog.....

The Bulls get fat and the Hogs get slaughtered! I SHOULD HAVE REMEMBERED THIS OLD WALL STREET EXPRESSION AS IT WAS A BITTER REMINDER TO ME IN A RECENT SERIES RACE AS I SUCCUMBED TO THE TEMPTATIONS OF GREED. HAVING CHASED OUR PRIMARY "D" FLEET RIVALS FROM "T" MARK TO "D" THEN TO "C" OUR PERSISTENCE WAS REWARDED AS WE NEARED "B" AND THE GAP NARROWED TO A HAIR'S BREADTH. ON THE BEAT TO THE FINISH WE TOOK ADVANTAGE OF A COUPLE OF GOOD TACKS AND GAINED THE LEAD. WHILE PLANTING A PRETTY FIRM COVER ON THE RANGER 22 WE EVENTUALLY COULD LAY THE COMMITTEE BOAT END OF THE LINE ON PORT TACK; PRETTY NEAT, HUH? WELL, THE SIREN BEGAN WAILING HER SONG AND I BEGAN TO THINK ABOUT WHICH END OF THE FINISH LINE WAS FAVORED AND STUFF LIKE THAT. OK, THE PIN IS FAVORED SO WE TACK FOR THE PIN, RIGHT? NOPE, IT WAS THE OLD STARTING PIN (FOR THE DISTANCE COURSE) AND WE SAILED OUTSIDE THE FINISH LINE LEAVING CATHY & BOB PILLMORE TO CONTINUE TO THE RC ON PORT TACK AND TAKE THE BULLET. YOGI BERRA ONCE SAID "IT AIN'T OVER TIL IT'S OVER!" FOR ME THIS RACE WAS DEFINITELY OVER AND I COULD SMELL THE BACON FRYING. YO, PILLMORERS! —ER, PLEASE PASS THE EGGS. SOMETIMES THE BEST METHOD IS K.I.S.S. (Keep it simple stupid). DON'T GET FANCY AND DON'T FORGET THOSE FAMOUS AND OFT-SPOKEN WORDS, "HE FAILED TO COVER!"

A Comment on STYLE

I HAVE OBSERVED THAT THE MAJORITY OF PART IV PROTESTS (RIGHT-OF-WAY) AND YOWLING ON THE RACE COURSE SEEM TO COME FROM THE MIDDLE OF THE FLEET AND ON DOWN. WHY IS THIS.....WHAT DO THE LEADERS KNOW THAT WE DON'T? I THINK PERHAPS IT'S A COMBINATION OF JUDGMENT AND STYLE. THOSE WITH WINNING WAYS SELDOM HAVE WHINING WAYS AND KNOW THE IMPORTANCE OF STAYING OUT OF "THE ROOM" SINCE SAILORS SEEM TO HAVE A 50/50 CHANCE OF GETTING TOSSED IN CLOSE SITUATIONS. IT DOESN'T PAY TO GET WRAPPED UP WITH ONE BOAT (EITHER VERBALLY OR PHYSICALLY) WHILE THE REST OF THE FLEET SAILS AWAY! FOR INSTANCE, ON A WEATHER LEG PROPER LOOKOUT AND GOOD JUDGMENT TELL YOU WHETHER YOU CAN CROSS A STARBOARD TACKER OR THAT PERHAPS YOU SHOULD TACK AND GIVE HIM A NICE LEE BOW. MAYBE YOU SHOULD BEAR OFF AND DUCK HIS STERN TO CONTINUE OVER TO THE RIGHT SIDE OF THE COURSE FOR CLEAR AIR OR AN ANTICIPATED WIND SHIFT. OR TO GAIN A TACTICAL ADVANTAGE AND CROSS HIM ON STARBOARD THE NEXT TIME YOU TWO CONVERGE. COLLISIONS? MOST COLLISIONS (OR ALTERATIONS OF COURSE TO AVOID A COLLISION) BECOME UNAVOIDABLE AT THE LAST INSTANT, BUT HOW ABOUT 30 SECS. BEFORE? THE ABILITY TO ANTICIPATE SEEMS TO BE A COMBINATION OF JUDGING DISTANCE AND SPEED AS WELL AS ENGAGING YOUR ON-BOARD TACTICAL COMPUTER (YES, THE ONE BETWEEN YOUR EARS) FAR ENOUGH IN ADVANCE TO ASSESS AND ACT UPON YOUR OPTIONS! WHAT AMAZES ME ARE THE SAILORS WHO CLIMB UP YOUR STERN AFTER YOU SUCCESSFULLY COMPLETE A TACK AHEAD OF THEM AND SO HAIL, THOSE WHO FORCE THEIR WAY IN AT A MARK, OR THE STARBOARD TACKERS WHO BEAR OFF AND PROTEST WHEN YOU WOULD HAVE CLEARED THEM ON PORT TACK HAD THEY HELD THEIR COURSE. IS IT IGNORANCE, GREED, FEAR?

RULES CORNER.....

SINCE THERE HAVE BEEN NO QUESTIONS TO ANSWER I AM HIGHLIGHTING SEVERAL RECENT PROTESTS IN OUR AREA.

INCIDENT #1: THREE YACHTS ARE CROSSING THE STARTING LINE ON STARBOARD TACK WHEN THE LEEWARD BOAT (L) DECIDES TO TACK. L HITS THE MIDDLE BOAT (M) AND FORCES HER ABOUT. NOW ON PORT TACK M HITS THE WINDWARD BOAT (W) WHICH IS ON STARBOARD TACK. L RETIRES. WHAT HAPPENS TO M?
ANSWER: THOUGH M FOULED W SHE WAS COMPELLED TO DO SO BY THE FOUL OF L. UNDER RULE 74.4 M IS EXONERATED.

INCIDENT #2: TWO YACHTS "I & O" ARE SAILING THE 2ND REACH TO THE LEEWARD MARK WHEN THE WIND VEERS AND THEY ARE NOW ON A RUN. BOTH YACHTS ARE ON PORT TACK AND THE WEATHER YACHT "I" IS TWO BOAT LENGTHS AWAY. "I" GYBES AND HAILS "O" THAT SHE IS ON STARBOARD TACK AND HAS RIGHT OF WAY. "O" HAILS "MAST ABEAM." THEY COLLIDE. WHO'S WRONG?
ANSWER: "O" IS OUT. THE HAIL OF MAST ABEAM ONLY APPLIES WHEN BOTH YACHTS ARE ON THE SAME TACK AND THE WEATHER YACHT HAILS TO CURTAIL A LUFF BY THE LEEWARD YACHT. THE ABOVE IS A PLAIN PORT/STARBOARD. THE ONLY ESCAPE FOR "O" IS TO PROVE THAT "I" VIOLATED 41.2 BY GYBING TOO CLOSE OR THAT "I" VIOLATED RULE 35 BY PREVENTING "O" FROM KEEPING CLEAR OR BY OBSTRUCTING "O" WHILE SHE WAS KEEPING CLEAR.

INCIDENT #3: THE RC DESIGNATED A COURSE AT THE PROPER TIME FOR THE START OF A CLASS. THE LEAD YACHT MISSED THE DESIGNATED GYBE MARK AND ROUNDED A MARK INSIDE (CLOSER TO THE RC) THE PROPER ONE FOLLOWED BY THE ENTIRE FLEET. THE RC SHOULD:
a) LET THE RACE RESULTS STAND SINCE ALL BOATS SAILED THE SAME COURSE.
b) GIVE ALL BOATS DNF.
c) GIVE ALL BOATS DSQ.
ANSWER: THE COURSE CAN ONLY BE CHANGED BY PROPER ADVANCE NOTIFICATION AT A ROUNDING MARK (RULE 5.4(b)); THE RC DID NOT DO THIS. THEREFORE ALL OF THE YACHTS FAILED TO "SAIL THE COURSE" AND SHOULD RECEIVE DSQ UNDER RULE 31.2 (CHOICE "c") EVEN THOUGH THEY DID "FINISH" AS DEFINED IN PART I. WHILE THE RC / PROTEST COMM. MAY WISH TO LET THE RESULTS STAND THE FACT IS THAT THEY CAN'T. SINCE THE RC DID NOT "BY ACTION OR OMISSION" PREJUDICE THE FINISH POSITION OF ANY OF THE YACHTS. THE RC CANNOT USE 74.2(c) TO MAKE "AS EQUITABLE AN ARRANGEMENT AS POSSIBLE FOR ALL YACHTS CONCERNED." SORRY.

INCIDENT #4: A 1-MAN DINGHY ON STARBOARD TACK IS SAILING TO ITS STARTING AREA SOUTH OF WINDY POINT. A LARGE KEELBOAT WHICH WILL BE RACING ON A DIFFERENT COURSE APPROACHES ON PORT TACK. NEITHER YACHT SEES THE OTHER AND A COLLISION RESULTING IN SERIOUS DAMAGE TO THE DINGHY OCCURS. PROTEST?
a) PORT IS DSQ
b) BOTH ARE DSQ FOR FAILING TO AVOID A SERIOUS COLLISION
c) NEITHER ARE DSQ, STARBOARD IS GIVEN REDRESS.
d) NONE OF THE ABOVE.
ANSWER: (d). SURPRISED? NEITHER YACHT WAS "RACING" i.e. IN THEIR PREPARATORY PHASE. SO RULE 31 SAYS "NO DSQ" EVEN UNDER RULE 32 (SERIOUS DAMAGE). WHAT ABOUT REDRESS FOR THE DINGHY? SORRY, THE PROTEST COMM. CAN ONLY GRANT REDRESS AFTER SATISFYING 74.2(a)&(b). SINCE THE DINGHY WAS CLEARLY "NOT RACING" HER FINISHING POSITION IS NOT AN ISSUE AND REDRESS CANNOT BE GRANTED (APPEAL C-36: IF YOU DON'T START YOU CAN'T INITIATE RULE 69).....THE ONLY THING LEFT IS TO CALL THE INSURANCE COMPANY AND REMEMBER TO MAINTAIN A PROPER LOOKOUT. UNTIL NEXT ISSUE, FAIR SAILING!

THE DINNER CRUISE

by Teri Nelms

I know that most of you did not know that I was in charge of this deal or you probably wouldn't have come. In spite of myself, we had a final head-count of 85 people who descended upon the Captain's Club at Eagle Ridge Marina. Boats were anchored, rafted, tied or left adrift while we enjoyed the food, the atmosphere, and the company of some of our club members who have not showed up for anything else this year. You could actually appear for the event and leave your boat at home. That seemed to be pretty attractive too, for instance, Dr. Bill and Ginny Deginder.

We took a rescue boat with us to help load bodies back and forth, but the restaurant management also provided their motor boat to ferry.

We left AYC around 6 with a heavy emphasis on the fact that this was a dinner CRUISE, not a race, so no one should bother with a spinnaker or racing genoas or abusive language to the crew. I had instructed the participants that they should round B-mark in front of Starnes Island and C-mark under the high lines just to keep in practice, but the whole deal sounded like "race" even without a starting line. I went on the Tesch's J-29, but I told Bob that I had not even brought my gloves with me. I had also brought a dinner date who knew absolutely nothing about sailing so I had to stay by his side at all times to protect him from swinging booms and flying lines. Bob said that the only lines he saw flying around were coming from my mouth so I should shut up and trim the jib because there was a boat in front of us and we had to pass them before we dropped anchor. Good grief. When we finally did pass the other boat (the Bernstein's, who only had one sail up to our two and they had stopped to wait for us), Bob signaled that the moral victory was ours and it was now time to eat. Preface that with "anchor," and then eat. Our ferry driver had brought with him a dinner date who did not know how to sail or tie knots around a tree. I guess I should be flattered that I was designated to be taken ashore to take care of her vain attempt to tie the bowline ashore while everybody else stood around and watched the anchor sink. I jumped ashore, missed the rock I aimed for and dunked my lily-white topsiders in the green slime. I boldly dunked the other foot so I'd match and stalked ashore. The chick was really impressed. She said, "I don't know a-a-a-nything about tying knots and I don't think I've seen that style of shoe before. Foley's? Scarbrough's?" "Naw, Oscar de la Academysurplus."

I unwrapped the entire grove of oak trees that she had used and secured the line with a perfectly executed bowline that would have held a cruise ship down in a typhoon. We then summoned the rescue boat for pickup. "Walk, stupid, it's right over there." Not wishing to appear un-cool when confronted with typical skipper-to-crew communication, I walked back to the tree, and with graceful ease flipped the bowline and rope off the tree. I must have made my point because the rescue boat did a 180 wheelie and roared over to pick us up. After the proper respectful remarks were exchanged, I re-tied the knot and Fluff and I stepped on board. Everyone enjoyed the ride over to the dock and the smirking remarks about my "swamp shoes" were very entertaining.

The return trip to the yacht club was by way of the main basin and it was a beautiful night for a brisk sail. I was relieved to have such perfect conditions for sailing since I was trying to convince my date that sailing was always fun, nothing bad ever happened, and he would just have a blast crewing for me on my

THE DINNER CRUISE (cont'd)

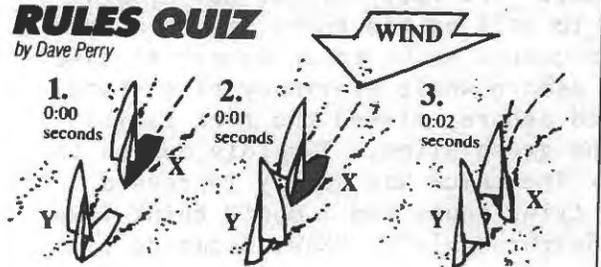
boat. Unfortunately, my "flying line" was overheard by one of the crew who immediately dissolved by myth with capsize stories. It was a good try, but it looks like this is another potential crew who will have to be bribed with blond dancing girls and cheap beer. At least he didn't say anything about my shoes.

It was a great evening, and many of us are continuing the practice of an evening's sail to the Captain's Club for dinner and open-deck dancing. Hope to see you there!

QUIZ TIME?

RULES QUIZ

by Dave Perry

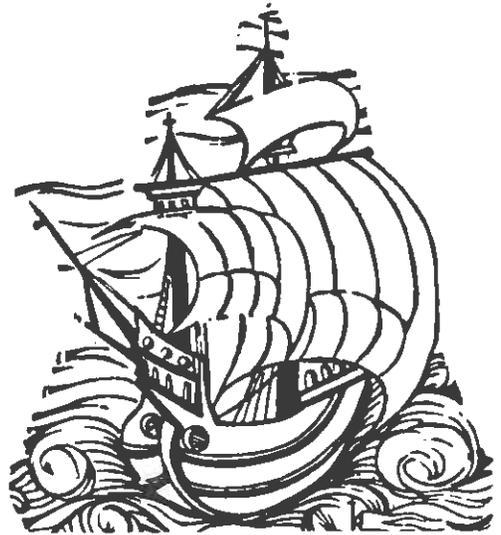


Two yachts, X and Y, are running dead downwind, both on port tack. Yacht X is five feet clear astern of Yacht Y. Suddenly Y swings her boom across, and the mainsail fills on her port side. Immediately after Y's mainsail fills, X luffs sharply and just avoids making contact with Y's transom. X protests Y for gybing too close. How would you decide this protest? For answer, see "USYRU Briefs."

Dave Perry serves as youth representative on USYRU's Board of Directors. For more of Perry on rules, read his current book, *Understanding the Yacht Racing Rules Through 1988*, Dodd Mead, 1985, \$18.95 (hardcover) \$12.95 (soft). Dave's book is now available from USYRU's Bookshelf at member discounts. For VISA or MasterCard orders, simply dial 1-800-327-0303.

● Rules Quiz answer — X's protest should be disallowed. Y's gybe was completed when the sail filled on the other tack. Once Y's gybe was complete, X was then required to keep clear under rule 36. X did not have to begin to alter course until after Y's gybe was complete. She did so, and was subsequently able to keep clear. Therefore Y did not infringe rule 41.1 or 41.2.

treasure, people, ships and DREAMS



An exciting exhibit exploring the 1550s shipwreck and modern recovery of three Spanish galleons off the coast of Padre Island.

Developed by the Institute of Texan Cultures in San Antonio, it will open on October 11 as the first exhibit at the new **Austin Children's Museum** in West Towne Common.

Your financial help will assist the Austin Children's Museum in bringing Austin families a unique opportunity to learn about life at sea during the Spanish Colonial Era and the techniques used in modern marine archeological recovery.

The following contributions would assist the Children's Museum in adding exciting hands-on components to TREASURES, PEOPLE, SHIPS AND DREAMS:

- \$2500 fabrication of a ship's deck or the "underwater" room
- \$1500 printing of the "Sea Sleuth's" Gallery Guide
- \$1000 computer for the Captain's problem-solving program
- \$ 500 audio components for underwater sounds
- \$ 250 Gulf Coast storm graphics
- \$ 100 16th Century Spanish crew and passenger costumes
- \$ 50 Materials and supplies for making "navigational tools"



Enclosed is my cash contribution of \$ _____

I will be happy to provide in-kind contributions of sailing gear (lengths of line, buoys, code flags, etc.) or other nautical equipment. _____ Contact me by calling _____.

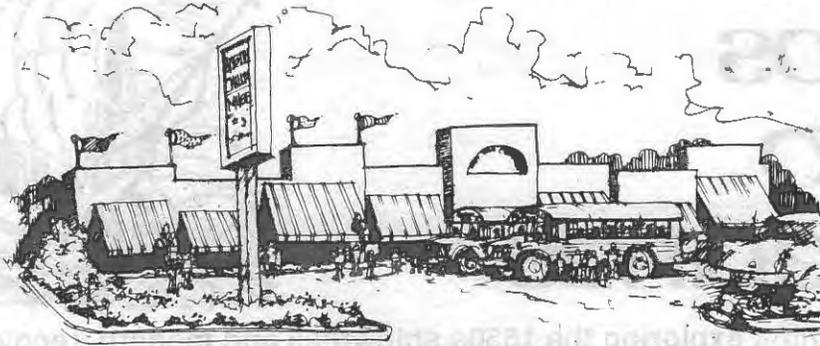
Name _____

Address _____

City _____ State _____ Zip _____

Make check payable to the **Austin Children's Museum**. Mail to the Museum at 1501 W. 5th St., Austin, TX 78701. Call the Museum at 472-2494 for additional information.

The Austin Children's Museum invites you and your family to visit our new home at West Towne Common, 1501 W. 5th St. and see the exhibit **TREASURE, PEOPLE, SHIPS AND DREAMS.**



Grand Opening Celebration - Columbus Day, Sunday, October 11th - 12 noon - 5 p.m.

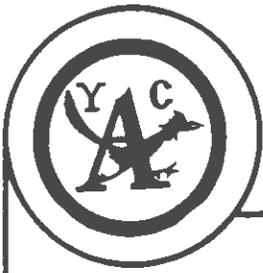
An individual or family membership in the Austin Children's Museum entitles you to the following benefits:

Free admission to Museum
Advance notice of Museum activities

Free subscription to The Magic Window
Discounts in Museum Store

The Austin Children's Museum is a private, non-profit organization that provides participatory exhibits and programs using the themes *Everyday Science and Technology*, *How Different People Live*, and *The Human Body*. It receives funding from the City of Austin, under the auspices of the Cultural Arts Commission, as well as from various foundations, agencies, businesses and individuals. For more information on the Austin Children's Museum, call the Museum at 472-2494.





AUSTIN YACHT CLUB PRESENTS

FAMILY DAY SEPT 5 12:00-5:00

Event: A one afternoon, multiple event experience, conducted by the **AUSTIN YACHT CLUB**, Lake Travis, Texas, **Sept 5 1987, 12 noon to 5 pm.**

Classes: This event is open to all club members and their families. A minimum of one person will constitute a family. The committee will use whatever handicapping system seems appropriate.

Schedule:

Saturday, Sept. 5
12:00 check-in, the fun will begin immediately
sailing lessons
volleyball
sailbag races
basketball
Disney videos in the clubhouse (all afternoon)
Captain Simon Says

AYC TRIATHOLON

Food and Drinks: A full course hamburger and hot dog feast will be provided. Free Soda, lemonade, iced tea will be available during the event. Beer will be available for purchase or you may bring your own. **Tickets are not available for purchase as the board of directors decided to sponsor this thing FREE.**

Registration: No registration is required but a head count would be helpful. If you plan ahead call the club (266-1336) and let us know how many you will be bringing. Guests welcome.

Trophies: Ribbons will be awarded to all participants regardless of finish. Formerly unsold regatta t-shirts will be available for purchase at an absurdly low price.

Rules and Equipment: These events will be conducted under whatever rules are appropriate for the particular event. The rules may be modified to provide fairness to all.

Information: For further information contact Michael Strange, 339-9339 or 345-8911, or ayc 266-1336.

NNN--NNN-NEWS

BY KATHY PILLMORE

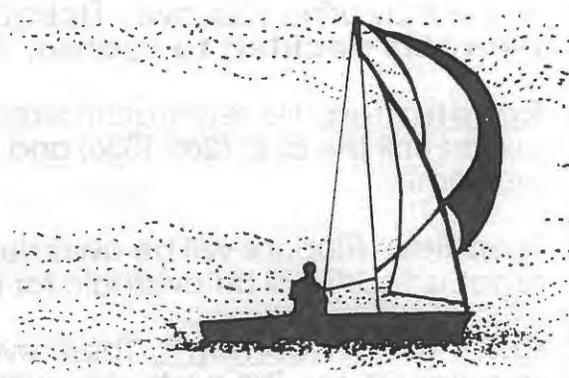
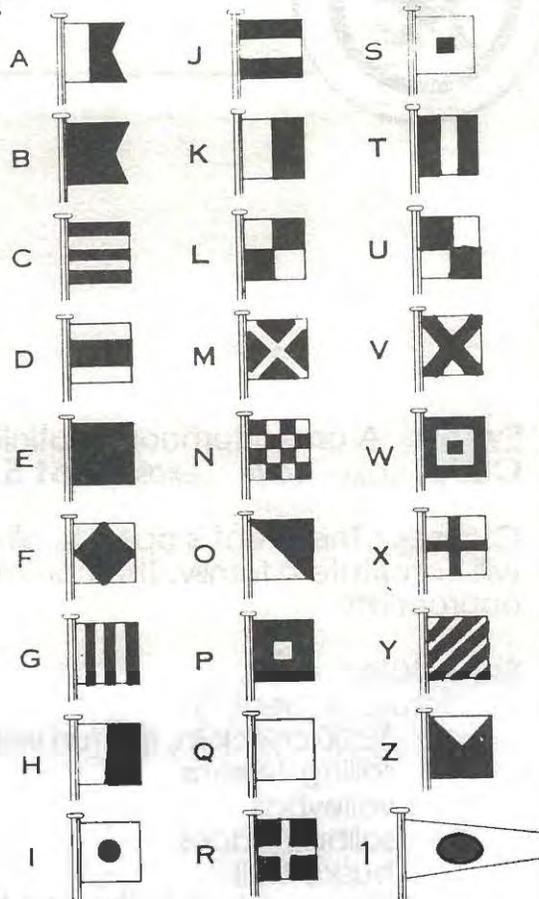
**ANY NEWS IS GOOD NEWS DEPARTMENT
or "Chalk Up 1 for Sailing!"**

The Austin American-Statesman Sports Department has agreed, in lieu of printing an actual "sailing" column, to print a weekly "Sailing Events" calendar. If you have been astute and of keen eye you may have seen this calendar tucked away in the Friday Sports section under the caption of "Recreation". Well, one should be thankful for what one gets but in an effort to impress the Statesman with the amount and level of sailing activity that takes place in and around Austin and Central Texas, I am trying to keep the weekly calendar submissions as full as possible. To do this I have contacted all the various sailing organizations in town that I am presently aware of including:

- The Austin Windsurfing Club
- The Austin Hobie Fleet #64
- Catalina 22 Fleet #69
- Capri 14.2 Fleet
- Austin Multi-Hull Fleet
- Commander's Point Sailing Academy
- Sail & Ski
- Sailboat Shop
- Adventure Sports
- Austin Yacht Club
- Lake Travis Cruising Association
- U. T. Sailing Team

In addition to the calendar, which also goes to the "Time Out" department, press releases can be submitted for special events such as major regattas or benefits which, in turn, can generate press coverage for the event.

**IF YOU PARTICIPATE IN SAILING ACTIVITIES
EITHER WITHIN AYC OR OUTSIDE, PLEASE CALL
ME, KATHY PILLMORE, WITH INFORMATION
ABOUT YOUR EVENTS. I CAN BE REACHED
DURING THE DAY AT 459-4590 OR EVENINGS AT
450-1512.**





AUSTIN YACHT CLUB

MEN'S SAILING CAMP

by Teri Nelms

The Men's Sailing Camp this year has definitely confirmed a never-before-known sailing fact: a J-29 with 20 people on it can still broach. And then stand up and broach again. I would never have believed it myself, but the first day of the camp saw the entire crew charging up the lake to the main basin where the chute was set and the ride began. I followed behind in the rescue boat and after watching one massive broach, I was overwhelmed with gratitude that it was not my boat, and determined that my stomach would do better if I removed myself from the lake and observed from a distant balcony where the scary details were not so obvious.

On the opening night of the camp, an offer was made to take a Catalina 30 out for an evening spin. Bill Records immediately commanded the boat because he wanted a hamburger and knew that the Captain's Club was the best place to go. He sailed the group up, ate his burger, and then hitched a ride back by car. I checked in on the guys to make sure they weren't messing up the restaurant, but when I drove through the club grounds at 12 and the boat still wasn't back, I decided not to pursue my camp Mommy duties any further. The boys just missed the late-night tuck in.

Saturday was spent on Sunfish and 420's where the damage potential is less and it's OK to point and laugh. That is, if you're in the power boat and the object of ridicule is in the water.

Uncle John Bartlett did his usual macho job of teaching all of us a few tricks of the trade. He was assisted by Chris Bake and Bill Draheim.

The guys cooked their own food, cleaned up their own mess, and generally had a good time. In previous years, we have had a strip dancer come to the club for a Saturday evening party, but last year the guys were too tired to care when she showed up. Also, she had refused to go home with Uncle John so he nixed the whole idea and loaded up all the guys who could be caught onto keel boats for the first of the Saturday evening series races. That way, they all got to experience some new boats, practice what they'd learned and end a macho-type weekend in an appropriate fashion.

My thanks to Wayne and Gwen for staff support and to Trenton Wann who has perpetuated our camp T-shirt design. This year, the T-shirt was dedicated to Tim Erwin, the "Tim Erwin Memorial" to commemorate his collision with a J-27 during the Governor's Cup.

Thanks for coming out, guys, and a special thanks to Uncle John for his time and patience! See you next year.

highly technical race information:

I. A proper pass by the committee boat

- A. Make sure that no straggling finishers will be adversely affected by your pass.
- B. Announce your intentions. Example: "Hey, Barkeep! High Test."
- C. Pass closely and slowly
- D. Don't drop the beer in the lake or you will be shut off.

II. Windward Mark Rounding

- A. Pinch around mark to totally stop boat.
- B. Frantically pull on mainsheet to remove macrame' from feet and hiking strap.
- C. Yank violently on tiller.
- D. Ease boom into lake.
- E. Stand on centerboard.

III. Reach Mark Gybe

- A. Yell for room.
- B. Avoid hitting mark
- C. Listen to yelling from outside

boats. When it becomes adequately obnoxious, attempt Gybe.

- D. Reach bank and unhook mainsheet from new windward transom corner.
- E. Watch boom enter lake.
- F. Stand on centerboard.

IV. Leeward Mark Rounding

- A. Yell for room.
- B. Put centerboard down.
- C. Push tiller over.
- D. Dig boom into lake
- E. Stand on centerboard.

V. Tack

- A. Lean into boat to promote weather helm.
- B. Hike out to pump wind from sail.
- C. Scramble to new windward side.
- D. Catch mainsheet block on tiller and loose grip.
- E. Watch tiller go to new leeward side.
- F. Watch horizon move around boat.
- G. Feel boom hit forehead.
- H. Swim around boat.
- I. Stand on board.

VI. Finishing

- A. Pick a favored end. Hint: beer is on committee boat.
- B. Time shooting toward wind to make ideal finish
- C. Duck to center of boat to avoid boom.
- D. Scull madly to avoid tacking to port and hitting committee boat.
- E. Slowly fall off onto port tack anyway.
- F. Jump in lake to swim boat free of committee boat ground tackle.
- G. If you inadvertently touched the boat itself, re-round and repeat B-C-D-E and F.
- H. If step G must be repeated

insert "I" Proper pass by by committee boat" before attempting re-round

VII. Docking

We suggest the "local boat dealer" system which he used so

effectively in the Easter Laser Regatta.

- A. Come within vicinity of dock space.
- B. Plop into lake.
- C. Have two young straplings pull you onto dock.
- D. Sit and wheeze while straplings pull your boat onto dock.



As you read this, there should still be \$ month or nearly \$5 more Laser races to sail at AYC this summer. At the very least, make sure you come out and see what it is we do on Wednesdays. A few of us are having a lot of fun and a lot of you are

missing out.

FRED



AUSTIN YACHT CLUB

SAILING CAMP NEWS

BY MCKENNA KUHR

Well, folks, the children of A.Y.C. have survived yet ANOTHER sailing camp. We used 420's, those thrilling and yet demanding optimist dinghies, C15's, Thistles, and an occasional keel boat. Through thick and thin, we survived sunburn, heatstroke, exhaustion, a near tornado, missing food, and of course the usual cuts, scrapes, bruises, and broken finger nails. This is not to mention the campers who blessed their friends with A LOT of pink, yellow, and orange zinc oxide (yes, it was SCARY).

Our schedule went as follows: on Monday we had our introduction to camp and its rules, and then we hit the 420 dock. With the campers doing unusually well for their first day, we sailed all day and everyone was early-to-bed EXHAUSTED, thinking, "Well, no pranks tonight...too tired."

On Tuesday we tried a change of pace and rigged up about ten dinghies. We set free about two million balloons (o.k., o.k., really only about 100), and told the campers that whoever collected the most balloons would win a thousand dollars (alright, alright, they would really only win a t-shirt). It was almost useless anyway because half the balloons were popped, some floated down to Starne's Island, and some just---disappeared. Anyway, there were repeated collisions and yes, those dinkys got a work-out...they were ABUSED. We also can't forget to leave credit to the camper who left his sail loosely rigged on the dock. A slight wind came through, the sail "went for a sail"---and sank.

On Wednesday we awakened 100% of exhausted, and to our dismay, found the lake blessed with wind gusts up to 3 miles per hour. Therefore, we all went back to bed until 11:00, and then went to Bartlett Sails for a thorough and informative sail-making lesson. Later in the afternoon Caroline Howard came up and took the campers to Starne's Island on her Columbia 9.2, STARSHINE. We had a wonderful hot dog roast topped off with swimming and fun.

Thursday brought on some REAL entertainment. Aside from the fact that the girls noticed some of their undergarments were missing, we had one INCREDIBLE storm. As I sat in Cabin 7 with a fellow counselor, lightning struck at what seemed to be five feet away. We never had ACTUALLY "hit the ceiling" until that electricity cracked our eardrums. We had nine huge pizzas delivered for our dinner later and after we ate we took some trips to the store for some heartburn medicine. Being the last night at camp, I can't really say many people slept that night.

Somewhere in the middle of our week the campers decided to play a joke on one of the counselors, Connie Niemann. They thought it would be cute to take her Sunfish off the rigging dock and hide it on Dock 6. However, the joke was on them---they moved the wrong boat (ha,ha,ha)!

SAILING CAMP NEWS (CONT'D)

To top off the week, Friday was beautiful with gusts up to 15 m.p.h.---the flagpole was also adorned in multiple sizes of lingerie pieces, plus a sign bearing the letters "I.B.T.C."---if you don't know what that means, look it up. Anyway, we hit the water in 420's, and I was smart enough to at least wait until the last day to forget sunscreen. I FRIED. The afternoon's sailing activities were over by five and parents came out for dinner and awards. All campers received awards and they went as follows:

Best All Around: Benjamin Markovits
Most Enthusiastic: David Goodwyn
Most Improved: Carolyn Barrett
Most Helpful: Jonathan Baker
Old Lady Award: Kim Young
O'tay Award: Ryan Netterville
Lost in Space: Erik Perschau
Late Arrival: Sherry Niemann
Most Patient: Stephanie Andron
Zinc Oxide Award: Spring Kalb
Best Excuses NOT to Sail: Loren Smith
Best Entertainer Award: Syler Thomas

There were so many contributors to this year's camp that in fear of forgetting any names, I will simply announce a general 'Thanks'-to the C15, Thistle, and keel boat fleet members, along with all those parents and AYC members that volunteered to be overnight babysitters---WE APPRECIATE YOUR SACRIFICE.

Most of all I want to personally thank the other counselors, Sharon Goodwyn, Connie Niemann, and Craig Tapley. We never would have survived without their never-ending counseling efforts, AND their patience of putting up with my physical incapability of REALLY working. We also can't forget Noel Reed-the man who ran the whole camp from over 35 miles away---thanks again. See you next year!



FROM THE FLEETS

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

by Fred Schroth

Because we missed the last Telltale this is to be read twice. With a little luck it may make sense by the second time through.

The grand Sunfish experiment has turned into a fleet and the social problems have already developed, peaked and mellowed. We had the "O'boy! New boats" stage. Then we had the "I don't know the rules" stage. Then we had the general "the other fleet is full of" stage. But now we have developed past all that into the "we're all singlehanders and the doesn't know what it's missing" stage. As with all forms of puberty and adolescence I much prefer the adult form. We now carefully phrase our comments to include a compliment. "You sure sail that piece of junk well." or "You certainly righted your laser quickly after that klutz maneuver at the reach mark."

All kidding aside, it sure has been nice to see over 30 boats sailing every Wednesday in July. The Laser fleet struck a season high of 22 on July 29. Most years the big night of the year is in mid-September when the UT team needs a bit of extra practice. So there is more to come.

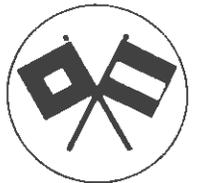
Steve Pervier and lots of good help ran a fine wine race TYA O'Day championship in Austin. Doug Kern, Matt Romberg and Fred Schroth went on to represent AYC in the area F championships at Keystone Reservoir near Tulsa, Oklahoma. Fred and Doug arrived at 4 a.m. and we found out that Fred is at his best when he isn't awake. After six races in 30 mph winds on Saturday, Fred had a big lead over the fleet and Doug was in third, a quarter point from second. Matt was demonstrating consistency as he had fifth in five of the six races.

Saturday night, Tricky Doug convinced Fred that he needed a good night's sleep and after a few hours of A.C. and shuteye, Fred was back to his normal self. Doug won by one-fourth of a point and will represent AYC, TYA and Area F at the O'Day finals in Michigan. Fred is the Area F alternate and will sail at the alternate site from which he will mail in his times for computer analysis.

NOTES: Paul Forester won a 49-boat Flying Dutchman Regatta in Germany in late July. John Bartlett was evicted from the Sunfish fleet for failure to measure in. To meet the rules John has to turn 38 or grow another eight inches.

Sorry, John, you must refer to our Wednesday night motto, "we're all in this alone!"

Centerboard Handicap



by Teri Nelms

Well, let's start with Governor's Cup which was a real pain in the stern. I will recount what parts of it I observed when I was not submerged. I had the good judgement to pick the best Fireball sailor/tactician available: Linda McDavitt. I was not smart enough, however, to order the appropriate conditions for a TOTAL skipper/crew weight of 200 lbs. 200 lbs. EACH would have at least kept the boat upright until we got out of the harbor. When will I ever learn that Turnback NEVER has wind because the long distance race needs it the most, and Governor's Cup ALWAYS has more wind than it needs because the Wind God enjoys busting up little boats.

CENTERBOARD HANDICAP (cont'd)

On Saturday, in 25+ conditions, we sailed or swam one race and then put into Commander's Point for a much-needed lunch break and prayer meeting. (Thank you Commander's Point for allowing us to once again tie up and trash up your docks with half-dead bodies and Twinkie wrappers.) With a 5-race format on our agenda, we were trying for three on Saturday. The Wind God hid all his major gusts around the hill and waited until we had all sailed out of the CP cove for the second race before he blasted us with his selection of assorted puffs and flukey shifts. The wind was lighter than the morning, but Linda and I did not have big enough pockets to carry all the rocks we had stolen from the shore so we were still overpowered. We at least managed to complete all three races with a total of four capsizes for the whole day. Three of those capsizes, however, were doubles when the boat jumped up from a turtle position with the mast pointed into the wind. Neither one of us was strong enough to swim the boat head-to-wind, so it was a 50/50 chance on saving those roll-overs. Linda is an unusual breed of sailor. She does not use bad language, but I was surprised to learn during the course of this regatta that she knows the same words I do and even knows when to use them ... and did!

After the last race of the day, I passed by my date for the evening dance as I was crawling to the showers. I was politely informed that I looked like a drowned rat, but good old Tim Erwin corrected him by saying that rats would never work as hard as we had or be as stupid.

Oh, woe is me. Sunday came with more wind. Dummies that we are, we shoved off the dock and slowly drifted out of the cove where the entire keel fleet was watching us approach the wind line that stretched across the mouth of the harbor. "Linda, we are NOT going to dump this thing on the way to the line. Ready?" "Yea, yea, everything's tied down, jib's ready, trapeze adjuster's ready, no problem." Well, the keel fleet got to see our first multiple

capsize of the day before we had completely cleared the cove. The smarter CB'ers who were remaining ashore for the race also saw it and appreciated our confirming that their decision to stay ashore was the correct one. After we got to the course, part of the keel fleet was able to monitor our progress through the radio transmissions of the rescue boats. "Yea, Nelms is over for the fourth time and I don't think she's going to finish." Very observant: the winds were gusting to 30 at the point of our last capsize. We were on a screaming reach with visibility obliterated by spray and the boat was perfectly trimmed but finally overpowered by a warp speed gust. Then we were drifting into shore upside down. That made a total of four double capsizes before we even finished half of the first race. Forget it, we're just gonna break something, let's go in ... if we can get in.

Half the fleet either did not start (smart) or did not finish and the second race was abandoned. We got ashore and found that Tim Erwin, the Sunfish Fleet Grand Wizard, had been run over by a J-27. His comments clearly demonstrate a sailor's ignorance of life-threatening incidents when you look at the order of importance: "Thank Gawd I was on starboard and thank Gawd I had on my life jacket." Many of our boats sustained damage to one degree or another, ranging from broken shackles to dismastings. One girl had stitches in her legs for an awkward M-20 tack. My own boat had a bent mast ram, and I cracked the tip of my rudder when I dropped it in the parking lot because I was too tired to hold it. Linda and I gave up counting bruises when we got to 43 and that was only on her left arm. Check our finishes elsewhere in the Telltales. We had a good CB turnout and hope to have it again next year if the wind will permit. Now, was all this fun? Of course - what price glory? Did we

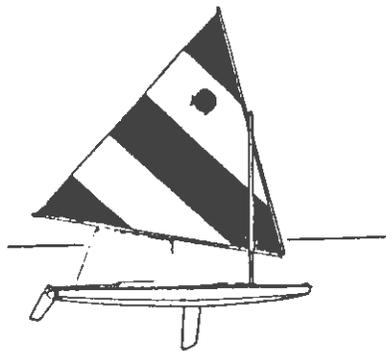
CENTERBOARD HANDICAP (cont'd)

learn anything that is applicable to future races? Yes, upside down is slow: as if I didn't already know that. The photographer was too impressed with our heroic/stupid efforts that he just gave me the \$10 slide he had taken of me on the bottom of the boat.

My compliments to Dr. McIntyre and the Thistle fleet for having the only sense for the weekend: they declined to expose their boats to the abuse and stayed ashore. We can all just hardly wait until next year. Thanks regatta planners, you did a great job!

The Saturday evening series has seen C-15's, Dr. McIntyre and some Capri 14's, but participation has definitely been light. The one day I was ready to go, I had no crew, and solo-Fireball is an automatic upside down, so forget it. We'll be out for the Fall series, however, so all CB'ers take note: show up or get talked about behind your sterns.

SUNFISH



By Tim Erwin

Since my last article we now have a substantial Sunfish fleet. We have averaged over eight boats every Wednesday afternoon and we seem to have more boats showing up by the week.

We had TWELVE boats in the Governors Cup Regatta, all from AYC. Fantastic, HUH! Our newly organized sunfish fleet had the largest one design fleet in the entire regatta. Congratulations to all of the folks that participated. We had a good dose of heavy air sunfish sailing. Keeping in tradition Shirley Slaughter and Cynthia Creamer brought the mimosas. There were some tired bodies and a few bruises but all in all it was a great time. There was one altercation however between yours truly and a J/27. I wasn't hurt even though I was literally T-boned with no change of course by either of us. It scared both of us to death and I am thankful I had my life jacket on. My boat was pretty well wiped out. the outcome went well and I now have a newer boat appropriately named T-BONE.

We have several new members in our fleet, as a matter of fact our fleet is growing by the week, and we have members with new boats. Welcome to our newest members; Frank Riha, Bruce Foster, Vic Manning, Terry Smith, Bruce Willman, Rod Ethridge. Also congratulations to Cynthia Creamer and Bill Records, both have new boats. Folks, thats a 21 boat one design fleet in less than 4 months time!

Again, we extend an invitation to those of you sunfish owners who have not joined us yet. We are having a great time and we have a great fleet.

We will continue on Wednesday afternoons through the last Wednesday in September, and finish up with a Fleet Party. (Even though every Wednesday is pretty much a party.)

We do plan on a good number of us going to Wurstfest Regatta. No question about this being fun.

Peace, Love, and Tranquility,
Grand Wizard
Tim R. Erwin

South Coast 21

UNDER COTTONWOOD

by Bob Johnson

"Under the Spreading Tree"

Under the spreading cottonwood tree,
the South Coast group does stand.
The group's a wondrous sight to see,
drinking gin of dubious brand
while swapping only-slightly-embellished
tales
of many a miraculous sailing feat
during the day's hurricane-force gales
which foundered the scurvy Ensign fleet.

David McMurtry has officially, permanently moved to California to make his fortune, and, I'm sure, to do some Bay sailing. We'll miss him and his ability to keep Danny somewhat under control. David invited us all to come see his 42-footer. (How many masts does a "palm" have? I don't know those West coats boats.) David's departure left Danny with the red boat and an aggressive partner who apparently doesn't mind close quarters. On August 1, at the windward mark, Norma came in on port, inside the circle, and caused three days of discussion before Arthur and I figured out exactly which rule she had used to foul us. (We knew we must be in the right, being pure of heart and without guile.) Watch out for Pat Manning; she also went to the Women's Sailing Camp.

There are three new SC-21 owners. Carlos Valdez' boat is now owned by Al and Mary Easterling. Buddy Gough's boat went to Steve Reed. A new boat in the area is owned by Kay Dale and Dennis Evans. All are non-members, but there is some racing interest there already. Let's use the group's atmosphere of friendly (generally) competition to encourage them. If anyone wants to ask the new people to crew and/or to see about crewing with them, I have their telephone numbers.

When I first started crewing, it was just to get to go sailing ("I'll never be really interested in racing.") But after several series and a couple of camps, I got hooked by the realization of how intricately interesting it is. Now I'm trying to learn enough to move up from consistently finishing in 4-6th position (or 0-2 from last depending on one's perspective). There isn't much I know to say about the recent series races. It's hard to report on the front from so far back. How about reviving the B fleet trophy for those that haven't received a regular trophy in the last year? There are some of us who are eminently qualified for that fleet.

A few boats have been going out during the week for some informal sprints, beginning with a rabbit start. If you've never done a rabbit start, your membership should revert back to probationary status. After the race, usually one leg or two, comes some cruising, sometimes accompanied by water balloon barrages from the rowdy elements. Come join us about 6 p.m. on Thursday's or suggest a different day.

In the interest of good sailing, let's all try to help Jimmy find the right marks.

J-24

J-24 FLEET 21

by Glenn Byus

Here I sit, in front of these technical marvels known as word processors, wandering what in the world caused me to volunteer to write this article. Now I know that is not an original thought and it is one that is frequently reflected in the many contributions to the Telltale, but it is the only thing that comes to mind. Just give me a brief moment to compose myself.....there, now I am ready.

Currently, we are in the midst of the Summer Evening series with the action on the water going hot and heavy. There has been a good turn-out for all the J-24 races so far, with 11 to 12 boats on the course. The competition has been tight, with good showings by several boats and the fleet as a whole. You would have to be at one of our mark roundings to see it for yourself. We hope to see the continued strong turn-out for the remainder of this series and the next series.

In the recent events department, there were 9 J-24's competing in the Governor's Cup Regatta. First place went to Jack Kern, second to Doug DeCluitt, and third to Mike Eitelman. Congratulations to these skippers and their crew for jobs well done in the windy conditions during that week end. Congratulations are in order to Gary Grudnitski and Mary Pilney for the birth of their new daughter on July 12, all are well and Gary can once again be found on Superman during series races. For those of you who did not know this, AYC was represented by 2 J-24's at the North American Championship held at St. Francis Yacht Club on San Francisco Bay over July 25 to 31. Thunderstar, sailed by Mike Haggerty placed 11th; also making the trip to the "coast" was Doug DeCluitt on Bon Temps.

The Social Calendar has a few voids in it for the balance of the summer and the coming fall season. There are a few ideas brewing, but don't be shy, your suggestions will be greatly appreciated. To help fill that social void in our lives, it is the intention of the fleet to continue with a beer/snack get together after the first races of each series. So, come on out to the races and then have a cold one with us after.

This year's Texas Circuit will have the final regatta at Corpus Christi Yacht Club on August 22 & 23, 1987. Several boats from AYC are expected to make the trip to Corpus for the usual good racing and wind. More information will be coming to you in the near future as relates to the 1987/88 Circuit to begin in the fall.

Whew...now that wasn't as hard as I thought it would be. See you on the water.

J 22

By Carolyn Mack

Curious about the J-22 race results since you heard from me last? Here they are!

Summer Series:

1st - Terry Schertz
2nd - Craig Holmes
3rd - Scott Young
4th - John Mack

Governor's Cup

1st - David Jamail
2nd - Terry Schertz
3rd - Bill Mitchell
4th - Doug Woodward

Doug and Nancy Woodward and Mark and Carol Rylander took their boats to the Invitational at the Houston Yacht Club, and Mark and crew, John Bartlett and Craig Holmes, walked away with a first place trophy.

Activities sponsored by the J-22 fleet this Summer included a J Raft-up. John and I couldn't make it, but I understand it was a lot of fun. Skippers and crew from five J-22's and two J-24's spent the afternoon socializing and playing water volleyball.

Keeping in mind that this article is being written at the beginning of August, upcoming J-22 events include: Cookout and moonlight sail - August 7th at AYC; J-World - August 28, 29, and 30th; Circuit Regatta - September 20th at the Lakewood Yacht Club, Houston; Race Committee Duty - September 27th at AYC; Circuit Regatta - October 31-November 1 at Lake Dallas.

The Macks have spent a good deal of time out of town this summer, taking a trip to the Colorado Mountains to do some four wheeling and to Oklahoma City for a High School Reunion. Doug is planning to leave in a couple of days for a week's stay in Concu, Mexico.

Terry Schertz tells me that she and Greg, Vicki and Craig Holmes, and Bonnie and Keith Lackey are planning a trip to the British Virgin Islands to do some bare boating in the middle of August. She says they have chartered a Beneteau 43 - Sounds like fun!



KEEL HANDICAP - B FLEET

by Frank Riha

Well excuuuuse the hell out of me!!! So now you know the truth. I am only human. I forgot. Or maybe my wife, what's-her-name is right (I may be developing Alzheimer's disease). The end result is the same - you didn't get to read about what the hell is going on in B Fleet in the last issue of the Telltale. Tough luck things aren't going to change appreciably in this issue.

Anyone with a two digit IQ could have put together the results of the Mid-Spring Series from other articles in the last Telltale so there is no point in going over them again.

I jumped ship (or fleet) along with my entire crew to go sail on one of those !#%*&+~ J-29's (Bubba) for the Summer Series. As a result my recollection is not very good of what exactly what went on in B Fleet except that I saw a lot of Claude Welles and Tom Lott in places where they should not have been.

Speaking of Claude Welles and Tom Lott, it was really nice of them to sit out the Summer Evening Series (Tom might as well be sitting this one out as he is sailing his dad's PARTY BARGE, Lotts of Class) and give the rest of us ordinary folk a shot at winning for a change. At last, a chance to win.

One thing that I have noticed about B fleet during the Summer Series and the on-going Summer Evening Series is that participation is down. Way Down. We really need to get more boats on the line or the first thing you know they will be rearranging the fleets. How in the hell are you going to like competing against A fleet? Claude Welles is about the only person in B Fleet who might not object to this little arrangement so if you don't want to see this happen, get your butts out there.

One last bit of editorial comment. B fleet is responsible for providing personnel for race committee duty not only for our assigned "committee duty" days during series races but for all regattas as well. Regattas require only one (1) volunteer from each fleet to fulfill manpower needs. You may have noted that I have not sailed my boat in any of the regattas this year. This is not because I don't like to sail regattas. It is because I have had a great deal of difficulty in trying to find someone to volunteer. Please - I need your help.

See you on the lake.

Keel Handicap C FLEET

by Vicki Bremer

The excitement of the Saturday night Summer Series with the not-so-usual windy evenings has lots of C-fleeters out there. Hooray! We like to see the 7th start loaded with big boats. Sorry D-fleeters -- nothing personal.

Several C-fleeters abandoned their big boats to race Sunfishes in the Governor's Cup Regatta. But I saw one of those sailors lavishing his attention on CAFE-AU-LAIT to make up for his recent neglect. So I expect to see you-know-who competing with the big guys again one of these days. Drats, the Bremer boat will move back another place in the finish especially with Records' "air sensitivity" skills relearned after steering the Sunfish.

Besides enjoying the excitement of the heavy air racing (from Rescue Boat Two) during the Governor's Cup, I was surprised to see lots of racing errors made because keel boat sailors either didn't read the racing instructions or forgot some important information. What advice can I offer my C-fleet friends? READ the racing instructions carefully. Regatta racing instructions often differ from regular series rules. What faux pas were committed more often? Lots of boats crossed the finish line on the way to the next mark even though the rules specifically stated that boats would be DSQ'ed for doing this. Many keel boats rounded F mark for the reaching mark even though the course board showed R for Reaching. When a W or R or L appears on the course board, you always sail to a temporary mark -- not one of the permanent buoys.

But then I'm just looking for tidbits to fill this space -- because no C-fleeters would venture out on a race course without knowing the rules insideout and backwards. Right?

Welcome back to Jim Deeter who was sidelined with a recent, short hospital stay. He's feeling terrific and will be out on the course -- with his transom in sight only with binoculars. Or at least that's the only way we ever see him!

For those women who failed to make this year's Sailing Camp, you really missed out. Gail Bernstein did a superb job in organizing the whole event and getting THE BEST instructors to help. Lauren Vicknair and Louise Vance -- the other two C-fleeters who participated -- can help me vouch for that.



THE THRILL OF VICTORY....

....THE AGONY OF D-FLEET!!

3rd Quarter 1987

by Kathy Pillmore

When last we visited we had just started the Summer Series of races. A series marked by D-Fleet's first re-e-ally long-distance course. The pesky Ensign fleet must have been itching to pay me back for the unkind remarks I've made on their behalf because they sent us to Arkansas Bend in the second race of the series. This seemed like a real dumb decision at the beginning of the race because the wind was lightening and we figured we'd be back to the clubhouse around Tuesday. However, the wind gods saw our plight and picked up to a nice steady breeze that carried us safely back to harbor before sunset. The wind gods remained kind to us throughout the series bringing good sailing 'stuff' each Sunday. There were some tightly contested races but the Pillmores (Ranger 22), who missed the first race, were lucky enough to take a first in the second, third, and fourth races for a nice first-place trophy. Second Place went to Dave Boerner (Spirit 23) who ooched out Louie Soeftje (Ranger 23) leaving him with a third.

The next big event was the annual Governor's Cup Regatta. Someone must have ticked off the wind gods cause they blew up a howl! Saturday's winds reached 20-25 knots and Sunday's were clocked at a high of 32 knots! The sailing equipment people were probably thrilled because, if everyone who sailed lost or destroyed as much equipment as we did, those guys made a killing! I was never so happy to take down a spinnaker as I was on our last down-wind run Sunday. The knot meter was pegged all the way down the lake and the helm was vibrating from the sheer force of the wind. What an experience!

D Fleet made a weak showing for Governor's Cup. We had a 6-boat spinnaker fleet of 3 Ranger 22's, 2 South Coast 21's, and 1 Catalina 25. Needless to say, with the kind of winds that snap

off masts, the South Coasts just sat upright and sailed to three firsts and seconds. The Pillmores were gratified, however, as we were able to beat both of our competitors from Lake Conroe in one or more of the races.

Other D-Fleet competitors could be seen in the non-spinnaker class. Louie Soeftje had, what could be described as, a bad Saturday....sailed the wrong course in one race then crossed the start/finish line for a disqualification in another. He decided that discretion was the better part of valor and sat out Sunday's race.

With a couple of weekends off in between the Summer Series and Governor's Cup we had some time to see what other people do on weekends! Do you know that there are some people who actually don't go out on the water and get sunburned, blistered, and bruised on weekends! I was shocked! However, it was nice to have a respite but the Summer Evening Series is well underway as this is written and it, so far, has been a good one weather wise. But...where have all the D-Fleeters gone?? The first race saw only two D-Fleet racers...one of whom got a DNF. (Perry that's a cheap way to win a race!!) The second race wasn't much better with only 4 boats. We opted to crew on an (pardon the expression) "A" Fleet boat until we could afford to make all the repairs from Governor's Cup and my solo ventures with the boat!! (Bob's afraid to let me near the mylar jib anymore). It is a shame, however, to see such good wind and sunshine go to waste each Saturday evening when there could be a lot more boats out.

Our boat name of the quarter is "Charette" which you will see emblazoned on the back of Dave Boerner's Spirit 23. Dave explains that "charette" is an architectural term meaning, in essence,

putting in an all nighter, that is, waiting until the last minute to get the job done. Dave is a true representative of the moniker as Cynthia Creamer can attest. During a couple of the Summer Series races, Dave showed up so late that he got to the course just in time to cut off his motor, throw up his sails and cross the start line. One race he had to sail solo because his crew abandoned him thinking he wasn't going to make it. By the way Dave....I understand you acquired some additional "real estate" during the rainy season! Dave is giving away topsoil to anyone who will carry it off.

Enough for this month....may your victories out pace your agonies! See ya' on the lake.

Ensign

BY: HAROLD NEEL

After some great summer action the Ensign Fleet seems to have taken a break. We had a short but sweet summer series with eight boats turning out for the surprizingly cool and breezy weather. Harold Neel (578) took first with Dan O'Donnell coming in second and Dick Clark (716) sailing consistantly for a solid third. It was good to see Amie Rodnick (1152), Tom George (1609), and Mark Finley (732), out on the race course! Jim Baker (324) sailed most of the races with his all Baker crew.

The Governor's Cup Regatta lived up to it's reputation for tight racing with Harold Neel (578) squeaking out the tie-breaker leaving Dan O'Donnell in second and Lewis Price (929) pulling in third after beating the first place boat twice.

Then we had one of Fleet 30's best turn outs ever for an out of town regionals. Tommy Kozlowski (929), Jim Baker (324), Dan O'Donnell (872) and Harold Neel (578) all took their boats down to Houston and enjoyed Fleet 2 hospitality. Although no one came back with silver, the sailing was exciting and the night prowlers were finding adventure at every corner. Nameless fleet 30 prowlers were denied entry into their favorite bar for being overage!

After such a flurry of activity, the fleet "mellowed to the max" leaving Lewis and I to have our way with a bunch of Southcoast who couldn't fly their shutes. Some of you really missed out on your golden opportunity to get even. Lewis and I feel obligated to pass the word that you all missed some of the best sailing weather of the year not to mention the sunsets and moon-rises.

It was so beautiful that after the sailing the first race, Dick Clark was over come with that feeling. You know the one. Where your sailing along and you notice that the sky is glorious, the water is glistening, the breeze on your face feels great. All of a sudden life is beautiful, your worries are in another galaxy and you notice a grin on your face that won't come off. Well, this happened to Dick and from then on he was out every Saturday ignoring the races with this big grin on his face. Next year more of you folks should try the cool evening racing and relaxing moonlight cruises.

The fall series is coming & if it lives up to it's reputation there will be lots of Ensigns, lots of wind, and lots of fun.

Hope to see some new faces along with the regulars. If you need crew, check the bulletin board and call me as I have a few names. See Ya on the Water!

HARBOR RULE 16 CHANGE PASSED

CHANGES UNDERLINED

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

In determining whether a member will be required to remove his boat from a storage space, the Board will consider, as a guideline, whether the member's boat has been "used" at least six times during the immediately preceding "period".

The term "period" means a six month period, beginning on January 1 and ending June 31, or beginning July 1 and ending on December 31 of any year. The term "used" means that the boat has been occupied during any given 24 hour period, beginning 12:01 a.m., for any purpose. A continuous use that spans more than one 24 hour period shall be considered one "use."

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

In the event the Harbor Committee shall recommend revocation of a member's storage space, the member shall have the burden of establishing that his boat is actively used, as contemplated by this Rule. Evidence of such use shall be limited to race results in which the boat has participated or documentation of use of the boat by proper recordation of such in the BOAT USE LOG maintained by the Club Manager. All members should record their boat use in this log if they are not racing often enough to satisfy the above guidelines for active boat use.

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

HARBOR NEWS

Terry Meyers

Fifty nine volunteers signed in for the work party to replank Dock 4 on the last weekend of June. The project included stripping all the old wood off of the metal frame, replacing the joists, and installing new decking with screws. This method should solve the problem of nails backing out, but it requires a lot of labor to do it this way.

The following list of members and friends answered the call of the harbor committee and volunteered the nearly 500 hours it took to complete the job. Because of them it was a success.

Special thanks go to the members of the harbor committee who helped plan the event and led the various work parties. Tom Kozlowski was the crew boss on the dock. He did the material takeoff, and by ordering the materials through his account, he got the club a contractor's price. When the smoke had cleared, all that was left of 12,000 board feet of 2x6s was chips, sawdust, and one 16 foot plank. That's cutting it mighty close, Tommy.

Frank Riha, Bob Pillmore, Bill Ward, John Saunders, and Bill Records led the work parties that preassembled the dock fingers in the parking lot. Because Bill had the good idea of floating them out for installation, I told him that sounded like he'd just volunteered to be the one to get wet. When the temperature reached the 90's, Bill looked mighty cool out there in the water yelling "How about another one!"

Other thanks to George and Frans Dahmen who brought their equipment and expertise and cut in the joists around all that pipe. They, Ann Baylor and Louie Soefje set a fast pace for the rest of us to follow.



The Joist Gang hard at work.



Building a dock finger in the shade.



Bill Records and Gary Cooper launch C Fleet rule beater.

Sam Humphrey did a great job as the designated runner. He volunteered for that assignment after a rough night. Sam claims he saw a vision which told him to stay away from power tools in the morning.

Kudos go to Mike Strange and David Wahlberg who cooked us a great lunch and provided cold drinks. As did Claude Welles. Claude was running a TYA event and had thoughtfully prepared a cooler full of iced down cokes and beer for his race participants. Our work party finished before his races. Thanks again, Claude.

Lastly, I'd like to award the Harbor Committee's Chutzpa Trophy. Second place goes to Bob Tesch for helping replank a dock so soon after his back surgery. First place goes to committee member Mike Strange for asking a man just out of the hospital to replank a dock.

Thanks to you all. You did a great job!



Only 24 more to go.

The following 59 people signed our volunteer list at the Dock 4 Replank Party:

- | | | |
|-------------------|-----------------|-------------------|
| John Kuban | • Bob Pillmore | Frank Riha |
| John Saunders | Jack Bremer | Mel Kunze |
| John Brewer | Jan Brewer | Bob Kier |
| • Tommy Kozlowski | Kay Rankin | • Mike Strange |
| Pat Feagin | Steve Frederick | Jane Frederick |
| Rob Brueck | • Bill Records | Robert E Lee |
| • Louie Soefje | Dan Tull | Elizabeth Turner |
| George Turner | Linda Golden | Pat Brockett |
| Thomas George | Steve Brown | Bruce Willman |
| Charlie Musta | Herb Crume | Tim Vicknair |
| Mike Chambers | Dave Gage | Gary Cooper |
| George Dahmen | Frans Dahmen | • Bill Word |
| Ann Word | Heather Morack | Gary Schmidt |
| Dick Clark | Carol Tesch | Bob Tesch |
| Jim Turpin | Ann Baylor | • Tim Erwin |
| David Wahlberg | Randy Leo | James Pinno |
| Bill Mitchell | Stevie Bangs | Steve Vaughan Jr. |
| Steve Vaughan Sr. | Cliff Price | Howard Shireg |
| Jim Deeter | Jay Hargrave | Dennis Awbrey |
| Bob Johnson | Sam Humphrey | |

• Harbor Committee member

DANGLING DACRON DESTROYS DOCKS

This photograph was taken on the T-head of Dock 1. The line dangling in the water stayed wet and caused the pipe to rust through. This can happen in a surprisingly short period of time.

Please check your dock lines and make sure the whole length is well clear of the water. Also check around your slips and under the planking and cut away any old lines and remove all debris.

Anything you can do to prevent rusting will be a great help in maintaining the integrity of our docks

Terry Meyers



1987
AYC MEN'S AND WOMEN'S TEAM CHAMPIONSHIP REGATTA
OCTOBER 10 & 11

CLASSES: Men's and Women's Teams
ELIGIBILITY: Teams will consist of a skipper and 2 crew, all of the same sex. Skipper must be an AYC member. Crew must be an AYC member or have sailed in at least five regularly scheduled AYC series races during 1987. Crew may not be substituted except in the event of a medical emergency, and then only with the permission of the Race Committee.

SAILING

INSTRUCTIONS: The rules of IYRU/USYRU and instructions provided to contestants will be utilized.

TYPE OF BOAT: To be announced

SCORING: A winner will be determined using the low point system. Two races in the round robin constitute a regatta.

INFORMATION: Additional information is available from Terry Cox (258-6161) Claude Welles (346-9527); or the AYC office at (266-1336)

REGISTRATION: All entries must be phoned in to the AYC office no later than 4:30 p.m. Friday, September 18. Racing instructions, schedules, and liability releases will be mailed to the skippers.

FORMAT: Round Robin. If there are more contestants than boats, an elimination will be conducted in the following manner:
Contestants will be divided into two groups by lot. Each group will sail one race to determine those crews which will compete in the round robin. Contestants will be eliminated on the basis of boats available; i.e., if there are 10 entrants and 8 boats, then 2 contestants will be eliminated. If there are more than 5 contestants in a class, a full round robin may not be sailed at the discretion of the Race Committee.

1987 SINGLEHANDED CHAMPIONSHIP REGATTA
SEPTEMBER 19 & 20

INFORMATION: Steve Bangs (255-8659); Claude Welles (346-9527); or the AYC office (266-1336)--BYOB

REGISTRATION: All entries must be phoned in to the AYC office no later than 4:30pm Friday, September 4. Racing instructions, schedules, and liability releases may be picked up at the skipper check-in.

FORMAT: Round Robin.

BULLETIN BOARD

FOR SALE:

COLUMBIA 21' - 477-2395 home or 452-5281 WORK \$1,500 OR BEST OFFER.
SOUTH COAST 21' - Norman Foster, Mobile, Alabama (205) 666-2032
ROSS 930 - \$31,000 OR HALF \$15,500 - JACK OR DOUG KERN 452-9544
327-8268

FLYING DUTCHMAN - \$3,000 - JOHN CHAPPELL (713) 890-0703 HOME
(713) 955-2900 WORK

PRINDLE CATAMARAN 16' - \$2,500 - 453-2923

26' THUNDERBIRD - 453-5502

O'DAY WIDGEON - RICK LEWIS - 474-8269

WINDSURFER - \$550 - 476-1300

LASER - \$1050 - BOB NELMS - 327-5888

LASER - \$950 - DOUG KERN - 327-8268

4 H.P. CHRYSLER OUTBOARD \$300 - TERRY SMITH - 339-7825

DINGHY TRAILER - \$175. - DAVE - 445-6977

WANTS TO CREW:

CLAY MELTON - 335-9796

ANN & BLAKE - 327-8507

ANNOUNCEMENTS

By this time, most of you should of received a copy of your rating certificate. If you submitted a certificate application but have not received a copy, please let us know. If you have not submitted an application, please do so a.s.a.p!!!!

The boats reviewed during the 2nd quarter and the results of the reviews are as follows:

Hobie 33 - 90 - unchanged
Spirit 28 - 195 - lowered 6 sec. from 201
Pearson 303 - 180 - raised 6 sec. from 174
Catalina 27T outboard - 195 - raised 3 sec. from 192

The following boats are up for review this quarter and will be

discussed at the August 19th open meeting, 7:30, AYC CLUBHOUSE:
MERIT 25, SPIRIT 28 custom, J 34

All interested parties are invited.

Attached is a copy of the boats we have rated as of July 1st.
If you have any questions regarding these, please give is a call.

AYC HANDICAP COMMITTEE

In July, 2 boats at AYC were robbed. Locks were broken and random articles stolen.....

Indications are that access was probably across AYC property, (some stolen items were found in our dumpster)

SUGGESTIONS:

- . AYC Stickers on all vehicles.
- . Mark trailers as directed.
- . Mark articles on boat for tracing.
- . Note vehicles at odd hours (and boats). Write down license or Texas numbers, and leave at office.
- . Make sure your guests are not bringing guests, or have not become permanent non paying guests.
- . Use NEIGHBORHOOD WATCH techniques.

For Loss of a nail, bolt, line, stopper, daggerboard, etc.
A Day was lost \$\$\$

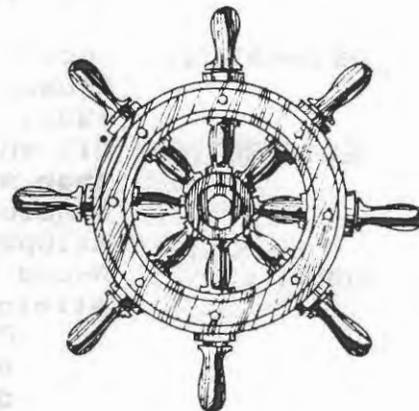
Theft of small and not so cheap parts continues to plage the Board Boat docks. There are two theories:

- Theft - Random, vandalism type.
- Theft - Barrowing with more pressing need than owner.

Harbor Rule 2: "No boat shall be boarded or otherwise molested without the owners consent....."

SUGGESTIONS:

- . Mark all parts of boat for identification.
- . Watch for people looking & picking up any part on docks.
- . Be specific IF you loan a boat. Dates, exact location and ALL PARTS.
- . Do not give random barrowing permission.



AUSTIN YACHT CLUB

5906 BEACON DR.
AUSTIN, TEXAS 78734-1499

BULK RATE

U.S. POSTAGE PAID
AUSTIN, TEXAS
PERMIT #3179

