

Jan. 1988

Telltale



AYC TEAM WINS THE U.S. MEN'S SAILING TEAM CHAMPIONSHIP FOR THE MALLORY CUP
Cover Photo by Al Alyn

A U S T I N * Y A C H T * C L U B



AUSTIN YACHT CLUB

5906 BEACON DRIVE

AUSTIN, TEXAS 78734

A Y C OFFICERS

COMMODORE-----CLAUDE WELLES
VICE-COMMODORE-----TERRY MEYERS
SECRETARY-----ARAK BOYZAN
TREASURER-----CRAIG HOLMES
RACE COMMANDER-----GAIL BERNSTEIN
BUILDING AND GROUNDS COMMANDER----WALTER ALLAN
FLEET COMMANDER-----HANS DAHLE
IMMEDIATE PAST COMMODORE-----TRENTON WANN

Business Office 266-1336
Clubhouse 266-1897

A Y C STAFF

GENERAL MANAGER-----WAYNE MCEWEN
ASSISTANT MANAGER-----GWEN MANEVAL
CARETAKER I -----CURTIS TARPLEY
CARETAKER II -----BRAD SCHWAB



JANUARY 1988



FROM THE COMMODORE _____

Commodore's Report

As we approach the coming year, I am excited by the possibilities that exist for AYC and its members in 1988. We have a board of directors that will be responsive to the needs of the membership. We have many talented and energetic people who can organize any number of social and racing programs. We have three legitimate Olympic contenders. And we have sailors capable of competing at the state and the national level in both men's and women's events.

This year you will find an emphasis on the people aspect of our programs. The social calendar will once again include a family day, the ever popular Luau, and hopefully an event that will be at least as popular with the young people as the Christmas party was. We also plan to build on the start we had last year with the junior program and create a functioning program which is both ongoing and integrated into the club activity as a whole. I look forward to seeing our youngsters out in prams and Sunfish enjoying sailing as much as the adults do.

The racing schedule promises to be every bit as strong as it ever was. With an experienced returning race commander, and an innovative race schedule, the membership will have every opportunity to satisfy its competitive urge. And you know that what we do best is race sailboats.

I have received a lot of input from many of you that the appearance of the grounds has never been better, and I couldn't agree more. You can count on more of the same results from the buildings and grounds department this year. We have a commitment to make this place where we like to play look and function as well as possible.

This year you can expect the policies and programs of the board to be evolutionary rather than revolutionary. The racing program will remain first rate. We will build on the successful social events of the past year, and intend to emphasize the junior program. Of course, the board of directors cannot do this by itself. Our club is for the members, but it is also by the members, so I'll see all of you at the lake this year.

**COMMODORE
CLAUDE WELLES**

1987 WINTER SERIES

ENSIGN

1. TOMMY KOZLOWSKI
2. JIM BAKER
3. DAN O'DONNELL

CATALINA 22

1. BILL MORACK
2. WALTER ALLAN
3. CALIN POPESCU

KEEL HANDICAP B

- | | |
|------------------|----------|
| 1. CLAUDE WELLES | CAL 9.2 |
| 2. FRANK RIHA | CAL 9.2 |
| 3. MIKE CHAMBERS | OLSON 25 |

J-22

1. TERRY MEYERS
2. MARK RYLANDER
3. DANNY WIGHT

CENTERBOARD HANDICAP

1. ANN ELLZEY
2. BRUCE FOSTER
3. ERIC FRELS

KEEL HANDICAP A

- | | |
|--------------------|----------|
| 1. RUSSELL PAINTON | J-29 |
| 2. BOB TESCH | J-29 |
| 3. PETE REINHART | J-35 |
| 4. DENNIS AWBREY | HOBIE 33 |

MERIT 25

1. CARL MORRIS

KEEL HANDICAP D

- | | |
|-----------------|-----------|
| 1. TOM CUMMINGS | IRWIN 25 |
| 2. LOUIE SOEFJE | RANGER 23 |
| 3. PERRY WELLER | S2 7.3 |

J-24

1. ROY SMITH
2. RON HARDEN
3. GARY BRUDNITSKI

KEEL HANDICAP C

- | | |
|-----------------|-------------|
| 1. BARBARA HAWN | SJ7.7 |
| 2. JOHN VANCE | PEARSON 26 |
| 3. WALT DWYER | PEARSON 26 |
| 4. JIM DEETER | CATALINA 27 |
| 5. HANS DAHLE | CATALINA 27 |

SOUTH COAST 21

1. GREG GARRETT
2. DANNY LIEN
3. PAT FEAGIN
4. DUANE DOBSON

Many Many Thanks to VIC and PAT MANNING for the buffet they prepared at the end of the Winter Series Buffet. The trophies were provided for by Voldi Maki and Anne Smith. Someone said that Russell should be thanked for the band CHAIN REACTION. They were good, so thanks Russell.

AYC BANQUET

THIS WAS BONNIE TOBINS THIRD YEAR WITH THE ANNUAL AWARDS BANQUET. THEY SAY THAT THREE IS A CHARM. IF THAT IS SO THEN THIS AWARDS BANQUET WAS CHARMING, VERY VERY CHARMING. THANK YOU VERY MUCH BONNIE YOU DID OUTSTANDING.

THE 1987 WINNERS OF THE SPECIAL AWARDS ARE:

- | | |
|---|-----------------|
| JIMMIE B. CARD TROPHY (MOST IMPROVED SAILOR)..... | BRUCE FOSTER |
| JESSIE MCILROY SMITH BOWL (MOST OUTSTANDING CONTRIBUTION).... | SCOTT YOUNG |
| MAX WHITE TROPHY (MOST OUTSTANDING SERVICE)..... | RUSSELL PAINTON |
| LIZ BAUMAN TROPHY (MOST IMPROVED JUNIOR SAILOR)..... | CAROLYN BARRETT |
| CORINTHIAN WOMAN SAILOR TROPHY (ENHANCED THE SPIRIT OF SAILING) | ..TERRY SCHERTZ |

A NEW AWARD THIS YEAR WAS PRESENTED TO A CLUB SENIOR SAILOR WHO HAS EXHIBITED ENTHUSIASM, SPORTSMANSHIP, AND A COMPETITIVE ZEAL OVER A PERIOD OF TIME, AND HAS A QUALITY OF LIFE THAT CAN BE ADMIRER BY ALL. THIS NEW AWARD IS TITLED THE "OL' SALT OF THE AUSTIN YACHT CLUB" AND WAS PRESENTED TO MR. RAY LOTT THIS YEAR.

THE 1987 WINNERS OF THE TEAM CHAMPIONSHIPS WERE:

- | | |
|------------------|--|
| MENS TEAM..... | GREG SCHERTZ, CRAIG HOLMES, KELLY GOUGH |
| LADIES TEAM..... | TERRY SCHERTZ, LINDA MCDAVITT, JENNIFER DRAHEIM, AND VICKI HOLMES. |

MANY THANKS TO ALL THE COMMITTEES THIS YEAR AND THE MANY OTHERS WHO HELPED AYC IN 1987. IF YOU WERE NOT AT THE BANQUET PLEASE COME BY THE OFFICE TO RECEIVE THE GIFT WE HAVE FOR YOU IF YOU WERE ONE OF THE MANY VOLUNTEERS WHO HELPED OUT THIS YEAR. THANKS VERY MUCH.

In Defense of Sunfishers

The unprovoked paranoid attack by the keel checkbook fleet captain has prompted this response. Captain Tesch, are you trying to deny that you and one of the most gracious and attractive, distaff members of the **A.Y.C.** are tenants in common of a sunfish? Your making an apparent domestic dispute public is an embarrassment to the entire keel fleet. The obvious fellowship of sunfishers as compared to the antipathy amongst the mylar/kevlar crowd may also be part of your reason for attacking the largest one design fleet in the **A.Y.C.**

We accuse the "any crowd can crew" fleet of the grossest violation of the corinthian spirit. Who will ever forget the **vile assassination attempt** of our **Grand Wizard** by a 27 foot, balsa core, wind guzzling, big, plastic toy. Are sunfishers such a threat that the **J** factory sends **terrorists** to our club as a warning to would be keel fleet defectors. Is this the action of a mighty fleet or that of a desperate core of "I need a crew to blame" skippers.

Speaking of pimples and their location. Has Captain Tesch ever examined the backside of the front of his crew after a regatta **riding the rail** of a J29. Is the lack of activity of a keel boat skipper while racing to blame for the wild ramblings of a man who has sunk the equivalent of the Ethiopian gross national product into a boat with a breakaway rudder.

Sunfishers have been accused of trying to gobble up the keel fleet. We must ask who is doing the gobbling on this lake?

- 1) Remember the PHRF Station
- 2) Remember your last Spinnaker
- 3) Remember your last guest rock star

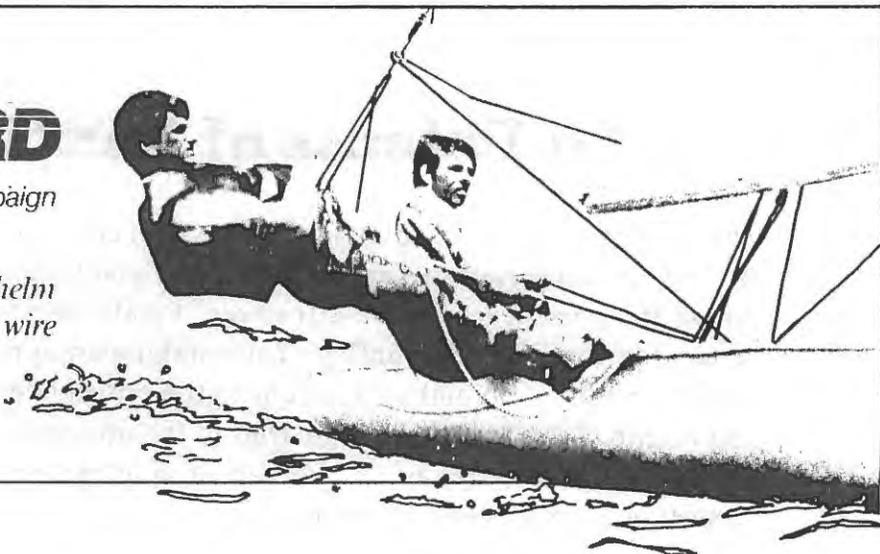
Finally it seems that the last keel fleet party was a great success. In reporting same Captain Tesch congratulated a **prominent sunfisher** and our **fleet coach**. Prior to this event the keel fleet was known as the fleet that couldn't muster up enough sailors to drink a keg of beer. It would seem that congratulations rather than derision are in order.

Bob the **Sunfish 70** fleet hopes to put this dispute in the slip. We hope that you agree and would not introduce into the **A.Y.C.** the notion of plastic sails, plastic people.

FAST FORWARD

1988 Flying Dutchman Olympic Campaign

Paul Foerster at the helm
Andrew Goldman on the wire



The Ship's Log 1987

1987 proved to be an exciting and eventful year for the Fast Forward Campaign. We sailed hard, learned a lot, won our share of races and had a few bad breaks. As members of the US Sailing Team, we have travelled throughout the United States, Canada and Europe, sailed in the best and worst of conditions and made many friends on both sides of the Atlantic.

To become members of the US Sailing Team, we had to compete in five qualifying regattas: The Canadian Olympic Regatta in Kingston Ontario, the Mid-Winter Championships in Miami, the North Americans in Marina Del Ray, the Alamitos Bay Olympic Regatta in Long Beach and the Olympic Pre-Trails in Newport, Rhode Island.

Unfortunately, when it counted most, our trusty boat, "Vapor Trails", failed us at the Olympic Pre-Trails. Plagued by equipment failures and breakdowns, our hopes to go to the Pre-Olympics in Seoul, Korea were dashed when we placed third in this regatta. Despite this, we earned the second place slot on the US Flying Dutchman Sailing Team this past summer.

Disappointed but definitely not beaten, we reassessed our situation and decided that it was time to order a new boat. Just as people age and gain a little weight over the

years, so has our boat. Many hours of hard sailing have fatigued it, making its high tech equipment subject to breakdowns. The hull itself has taken on water and now weighs more than a new boat. To be successful in World competition, we need a boat which meets the minimum weight requirements and is stiff and light in the bow and stern.

A New Boat Ordered

In July, we order a new boat from Lindsay Boatbuilders in Gloucester, MA which incorporates some special modification designed to increase boat speed. These include a flatter transom, a lighter foredeck, a larger spinnaker tube, extra core replacements in the floor, larger cut outs in the bow and extra triangler bulkheads to stiffen the center-board trunk.

Buoyed by our decision, we headed to Europe with "Vapor Trails" where she made her last appearance on the international scene. Loaded with experimental sails specially designed for the occasion, we

arrived at Kiel, West Germany for Kiel Week and the Flying Dutchman World Championships.

Competition Gets Tough Overseas

Kiel was an amazing place! The entire town turned out for this event. As about 5,000 boats and their crews descended on the town, beer tents covered the square, "wursts" and beer were devoured by the masses and "um pa pa" bands played morning, noon and night. The only thing that wasn't up to par was the weather. It rained non-stop for thirteen days. Dry clothes and warmth existed only in our dreams.

With over ninety Flying Dutchmen competing, we got our first taste of the big time. Ninety boats on a starting line called for new tactics. We quickly learned that this was "jungle rules" and we had to get tough.

After warming up at Kiel Week, we became instant celebrities at the FD Worlds when we won the sixth race by a wide margin. Pushy reporters accompanied by translators clamored to interview us for German National T.V. There was no doubt about it, we understood what Andy Warhol meant when he said, "Everyone will be famous for 15 minutes."



Special thanks to Wally Elton for illustrations.

Improving Our Standing

Finishing as the second American boat and fourteenth overall at the Worlds was extremely exciting. This finish indicates that our campaign is right on schedule. There is no doubt we can reach our goal!

Following the Worlds, exhausted, wet and tired, we headed home for three weeks of R & R. In late July, with new, improved sails in hand, we set out for the Intervela Regatta in Italy. Sunny weather, a trusty new genoa and favorable winds all added up to a fourth place finish in a fleet of seventy boats.

From the sunny beaches of Riva Del Garda, we followed the grey clouds north and returned to rainy Germany. Dummer Lake, the sight of our next regatta, was less than ideal. The water was a muddy



brown and you could walk across parts of the lake. The channel out of the harbour was narrow and every morning Andrew did his best Humphrey Bogart imitation and dragged the "African Queen" to the start line, while Paul sat high and dry sneering something about leeches. Nonetheless, things went exceedingly well and we WON Das Goldene Ruderblatt Regatta.

FLASH: We Did it Again

Victorious, we returned to the United States to sail in the Flying Dutchman National Championship in Canandaigua, New York. Once again the winds were with us and we successfully defend our National Championship.

As the US Flying Dutchman Champions, we again qualified for the Championship of Champions which we won last year. Eager to defend our title, we headed for New Orleans where this invitational regatta was held. After a hard fought regatta, we prevailed once again and won the 1987 Championship of Champions.

Plotting Our Course

At present we are one of the nation's top Flying Dutchman teams, but as the trials draw near it is essential that we out train, out develop, and ultimately out sail all our competitors.

On September 5th, our new hull was finally completed and brought back to Connecticut where it is presently being rigged. In the late Fall, we plan to bring the boat up to Newport to work out any bugs, practice and continue to develop new sails.

When the New England weather takes its inevitable plunge, we will pack up and head for warmer parts of the world. The final ten months of our campaign are chock full of dates and plans which we feel will ensure our success.

December 28 - January 10

Spanish Olympic Week
Palamos, Spain

January 15 - February 6

Mid-Winters and CanAms
Miami, Fl.

February 6 - April 1

Training
Corpus Christi, Texas

April 6 - 20

European Championships
Palma de Mallorca, Spain

April 24 - 30

French Olympic Week,
Ilyeres, France

May 5 - 10

Spa Week,
Medemblik, Holland

May 15 - July 1

Training in Newport, R.I.

July 1 - 16

Olympic Trials
Newport, R.I.

Help Keep Us Afloat

As you can see the Fast Forward Campaign is shifting into overdrive and making final preparations to win the Olympic Trials in Newport next July. Making the team is within our reach and winning the gold in Seoul is our ultimate goal.

We are ready to meet the challenge; confident from our past successes and hungry for the sweet taste of victory. Our training plan is well thought out and all encompassing. We will build on what has



We Did it Again!

1987 U.S. Flying Dutchman Champions

been accomplished and won't stop until its all over.

However, to achieve our goal, we desperately need your financial support. We are asking you to evaluate the past, share our confidence, and look toward future glory.

This is the final push! As we step up our campaign, our expenses are mounting dramatically. This hi-tech boat requires an enormous amount of maintenance. Masts break, centerboards crack, schrouds snap... the list goes on. To be competitive we will need:

• New sails for each regatta.

2 Genoas	\$400	800
1 Mainsail		450
1 Spinnaker		400
		<u>\$1,650</u>

7 Major Regattas \$11,550

• Regatta expenses

(air fare, shipping, gas, housing, entry fees) \$7,000

• Equipment

(new masts, rigging, centerboard, rudder) \$7,500

Total 1988

Campaign Expenses \$26,050

Over the past two years we have had many generous supporters. For those who have believed in us from the beginning, we thank you for your confidence and hope that you will give a little extra in this, our final year. For those who are not yet part of our team, we hope you will sign on and help us reach our goal as members of the US Olympic Team.

FROM THE FLEETS

The AYC Laser fleet made a pretty good showing at the Bruce Cup. To say Austin was dominating in Lasers would be a mild understatement. Scott Young led at every buoy in the first three races. Two time O'day winner Brodie Cobb actually led at a few buoys in race #4 but Scott won that race too. Race #5, Eric Faust led at every mark until the finish pin as Scott won again. Race #6, Fred passed six boats on the final beat and kept the fleet 22 dominance in tact. Scott finished third. Finally in Race #7, the 1987 O'day winner, Andy Lovell beat Scott by a couple boat lengths to break the Fleet 22 string. Also, in that seventh race Fred passed five boats on the last beat to finish one point ahead of Andy for the series. The final score had AYC fleet sailors in first, third, and fifth. Any time a fleet does that well in any regatta billed as a North American Championship, its members can feel awfully proud.

Also at the Bruce Cup, Austin was well represented by Scott Cheney who borrowed a radial rig and sailed well in that division. We aren't sure exactly where in the middle of the fleet Scott finished, but rumor had it that his sail was so old that it had to go back to the cotton display at the King Tut Exhibit after the races.

Keith Andrews crewed on a Laser II and in the windy weather he was usually taking his chute down at about the same time the rest of the fleet passed the gybe mark. The remaining AYC Laser II fleet sailors have asked to remain anonymous so I won't even mention that Bill whats his name, left a spinnaker pole on the dock.

Needless to say all this Bruce Cup success has me all wound up. The midwinters! Fred wants to get a group of AYC sailors to Florida for the midwinter championship.

It's a reasonable possibility that we could have two or three in the top ten. AND while we are there, we can promote the Easter Laser Regatta.

Easter Laser time is coming soon. We will be having a few organizational get-togethers on Wednesday evenings. This year Fred is going to relinquish the majority of committee chair positions and those who volunteer early will get the good jobs.

Saturday sailing will have the same format in 1988 as in 1987. If it is a nice day and it is also Saturday you should cancel all the other much less important and more tedious parts of your life and come out to the club. Last year we had from zero to 10 boats every Saturday. You can come out then to complain about the sudden end to this article.

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



by Fred Schroth

SUNFISH

by

Tim Erwin

SUNFISH FLEET - Fleet - A strong community of individuals who use their boat as a common instrument of fun, excitement and pleasure.

That definition fits us perfectly! The AYC Sunfish Fleet is no joke. We are for real! We started in May with four or five of us and now have in excess of twenty five active members. We finished up our Wednesday evening races in September averaging ten boats each Wednesday. FANTASTIC!

Our fleet activities certainly didn't end on the last Wednesday race. To truly have a successful fleet you must do more than race. We had our first Sunfish Fleet party at the Erwins. We had over forty people at the party and John Bartlett brought his own sunfish to the party and floated it in the swimming pool. We had also introduced our fleet logo to everyone and ordered our fleet T-Shirts. They look great and if you have not picked up, call the Grand Wizard.

WURSTFEST REGATTA - We had the largest number from out of town in the thirty plus sunfish class. All of the other sunfish fleets were really glad to know about our new fleet. We were represented by Shirley Slaughter, Mike Strange, Pat & Vic Manning, John Saunders, Steve Brown, Rod Ethridge, Tom Frost, Roy Crouse, Jennifer & Bill Draheim, Jacque Hargrave & the Wizard. We had a blast camping and sailing. We discovered that its not flat bellies we should worry about, its the old grey headed masters. Some of the people from Seabrook and Woodlawn have been competing in Sunfish for over twenty five years!

FLEET RECOGNITION! Our fleet was mentioned at the annual meeting in three of the board members reports. At the annual banquet we also made quite a splash. We were the most obvious "fleet force" there with the Sunfish banner and

all. We also heard an eloquent nomination by Mike Strange. He nominated Bob Tesch for the Blue Duck because of his last Teiltale article where he used evil words about fleet. Were still not through with Bob Tesch!

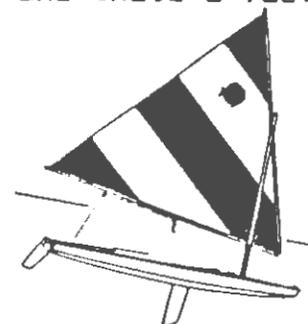
Whats in store for '88 - Now that we are 25 plus members strong, 88 promises to be even better than 87. I've agreed to remain the Grand Wizard, Mike Strange will serve as fleet secretary and Shirley Slaughter - treasurer / measurer.

Before we begin our Wednesday racing in April, we plan on having a kick off social function with tuning and rigging tips from our full time coach, Bill Draheim. Our Wednesdays will not be limited to racing, we will also have some more cruises.

CENTERBOARD REGATTA - The Grand Wizard has agreed to Chair the Regatta, with the help of Teri Nelms and John Mandell. We can expect a great Sunfish class for the regatta, probably thirty-plus boats.

AQUAFEST SUNFISH REGATTA-TOWN LAKE Bill Records and Rod Ethridge are working on a Sunfish Regatta on Town Lake as part of the Aquafest. Sounds fun to me!

If your looking for a great fleet and a great boat and you are not already one of us, give some thought to getting a Sunfish and joining us. We have more going on to make "sailing more fun" than any fleet at AYC and thats a fact, Bob Tesch!





It looks like the coming year is going to see the development of a full-scale war. The initial scrimmages began during the winter series and it's not going to be a pretty sight. I, of course, intend to win. In case you haven't figured it out by now, I am referring to the appearance of the race course of a renegade pack of gorilla snotty-nosed kids. (Yes, I spelled "guerrilla" right; that's what a couple of those kids are gonna be if I don't kill them before they grow up...) Obviously, it's not a good idea to discourage these kids from developing into skilled racing sailors, we need to give them all the encouragement and support we can. Now what in the world, I ask you, could be more discouraging for one of them, than to have to compete with upper-level competition skill levels such as are possessed and regularly demonstrated on the race course by myself in the Fireball and Dr. McIntyre in the M20? The very thought of those little sinking hearts is enough to bring tears to my eyes and thoughts of sinking their boats to my mind. I am confident that Dr. McIntyre will support me in my statement that we have got to do something to help these youngsters win some trophies... even if we have to cheat a little, or alot, on the scoring. I will once again propose that we separate the centerboard fleet into two classes: "advanced" and "not so advanced." (Death to anyone who even thinks of "youth" and "old farts".) That way, the kiddies can have their own class, their own race, and their own course and STOP GETTING IN MY WAY AND BEATING ME!!!! Safety is also a matter of concern, as my boat has been known to suddenly demonstrate erratic behavior endangering boats and crew in the immediate vicinity. Dr. McIntyre will also tell you that children should not be exposed to too much sun and water and heat or cold or daylight or air or anything else that might be close to either one of us on the course. I am sure that the mothers

of these children can appreciate our concern and will do everything they can to help keep them all at home. Now speaking of Mothers, let's talk about Jill Frehls. In fact, let me include her husband, old Paul, in the discussion. I simply cannot believe that Jill would be tricked into making such a silly suggestion at the banquet. Obviously, she was misled by her husband whose idea it was to nominate me for the Blue Duck award for my attempts to wrench trophies away from kids. (Terry Height goes on the "dead meat" list for seconding the nomination and adding "being a general busybody" to my list of credentials. Seeking a dark and far-distant hiding place would be appropriate, Terry). Obviously, I was safe from any of this nonsense because I was far outclassed by my competitors. There is also something of great importance that I need to stress to the membership at this point: NO WOMAN HAS EVER "WON" THE BLUE DUCK TROPHY. And I am certainly not going to be the first. The reason that this award has been "reserved" for the male contingency of this club is because WOMEN DO NOT DO STUPID THINGS LIKE MEN DO (i.e. Bob Tesch, Tim Erwin, Al Alyn, etc. etc.....) And besides that, if we should accidentally be in the same place at the same time with stupid behavior, we're certainly not dumb enough to get caught at it. Women know to hide the dirty laundry, not wear it to the banquet. I am sure that the men of the club can be counted on to continue with their usual behavior which will insure that this trophy will remain "pure" and untouched by a woman's hands.

Now this brings me to another "pure and untouched by a woman's hands" item in this club: management. Yes, I'm talking about the hallowed position of Commodore. If you'll look at the board of directors for last year and the current year, you will see that we are having to begin re-cycling some of the old guys to keep things rolling in our club's



usual efficient manner. You will notice, however, that the most critical position on the board has been filled by a woman. The fact that she has been railroaded into doing it for a SECOND TIME is either a tremendous vote of confidence in her skill level or just plain stupidity on her part. Meanwhile, the guys are doing all the laying-around jobs where they just get a crew together and hand out nails and paint and point in the general direction of repairs. Obviously, there were no competent males available to be Race Commander. What I'm saying here is, I think it's about time to start moving with the thought of having one of our more-than-efficient women in the Commodore position instead of the token-female slots we usually get on the board.

I was once asked if I would be interested in being Commodore and I was reminded that Arak Boyzan said that the Commodore slot is reserved for the people of the club who are getting in the way. He also said that nobody ever takes me seriously anyway so I could never be Commodore. Well, let's hear it for sticking around and getting in the way, 'cause that's obviously where I'll be. If the Commodore doesn't do anything anyway, one of the ladies can do nothing just as well as you guys can, so look out...Hap McColum run for your life, you may have to learn to say "Yes Ma'am....."

I have one closing thought for our over-competent Race Commander, Gail Bernstein: Keep your nose clean, Gail, and your bow 'cause you're already on the board and you may be our best first-shot. But Gail, we need to talk not about your management, your USYRU Judgeship or your intelligence; we need to talk about your husband. He is the one who caused you to have that Port-Starboard collision on the Red-eye warmup start. It was his fault that you got hit because he didn't yell loud enough for you to hear him. Now not just everybody would necessarily see the truth of the matter as I do, so

you need to be real careful the rest of the year since it would not be cool for you to be the first woman Commodore and the first Blue Duck recipient at the same time: the two titles would cancel each other out. Think about it, Gail, you have my sport.....

The Fireball is looking forward to a warm winter in the garage and spring with all the kids, the new Sunfish fleet and anybody else with the nerve to come and do REAL sailing on the water's edge. Which reminds me: It's pretty strange to me that when I asked to sit with the Tesch's at the Banquet, I was pointedly told, "Oh, I'm sorry.... we're sitting with the Sunfish fleet...." Shirley Slaughter said the same thing, so did Tim Erwin, etc. I would like to briefly remind you jerks that I am the Centerboard Fleet Captain and since you do fall in this class, you might want to consider a formal apology and a quart of Dr. Pepper iced down on my doorstep before the Centerboard Regatta. A couple of dancing boys wouldn't be a bad addition either..... see you all on the lake.

MERIT 25 JOE RYMAL

Another year has come and gone. This will be my last newsletter. The Rymals have been appointed fleet organizers so in 1988 you will be hearing from them. Kirk and I would like to thank everyone for their support during the past 2 years while we served as fleet organizers. You all were great help with the social functions and race organization.

For you who missed it, the Rymals threw a fantastic fleet Christmas party, complete with turkey and all the trimmings. I hardly recognized most of the fleet members dressed in real clothes as opposed to shorts, topsiders and wind blown hair. The party seemed relaxing in the mists of all the holiday rush.

Speaking of holiday rush, off to the stores I must go. See you at the lake in 1988.

J
22

by GREG
SCHERTZ

The J-22 Fleet owes a big THANKS to our 1987 officers: Shirley Slaughter, Carolyn Mack, and Bill Mitchell. They will be a tough act to follow. We all appreciate the time and effort put into the fleet this past year.

The annual fleet Christmas Party was put on by the outstanding team of Carol Rylander, Linda Roberson and Gail Wight. The food was excellent and everyone had a great time. Shirley was in charge of the business meeting. One of the most important news items was the announcement of the 1987 Fleet Champion. The award went to Danny Wight and Spanky Roberson. Congratulations!

Also on the agenda was election of officers for 1988. Bill Mitchell was railroaded into another term as treasurer. I campaigned hard and got the job of Secretary. Bud Boucher campaigned harder and spent more money, which all paid off, as he was elected Fleet Captain.

As 1987 Fleet Captain, Shirley suggested the J-22 Fleet give a gift to AYC. Not only did she come up with the idea, but she took it upon herself to do all the work, too. Shirley, representing the J-22 Fleet, has planted bluebonnet seeds all along the entrance drive into the club. Hopefully we will see the results of this work in a year or two.

Congratulations are definitely in order for Mark Rylander's racing accomplishments this year. He teamed up with John Bartlett, Scott Myers, and Ann Waters (sp?) to win the Dallas circuit regatta. I can't begin to tell all the storeis from that regatta concerning their team. It included weight reduction pill consumptions, midnight exercise runs, sleepless nights, starvation, a trip to a hospital to get accurate weights, and even a curtailment of beer intake. All this to meet some kind of a class rule crew weight limitation. You think those three

guys are normally not very good looking? You should have seen them Saturday morning, they looked REAL bad. Funny thing about it, they sailed REAL good. They fought the 20-30 mph winds all day long and came out on top. They credit their win to quick reactions each time the mast hit the water. Apparently the quicker you get out on the keel with two or more people, the faster the boat rights itself.

The Dallas win capped off an impressive year of racing for Mark as he won the 1987 J-22 Circuit Championship.

I teamed up with Craig and Vicki Holmes and Frank (you know, Frank, from Dallas) for the Dallas Circuit Regatta. We sailed El Paso to a 2nd place finish to give our Austin Fleet a 1-2 at that regatta. No, we didn't use any diet pills. It seems to work just fine to show up at the skippers meeting and ask if any one wants to sail.

Coming Attractions:
1988 Midwinter Championship
FEB. 5-9, ST.PETERSBURG, FLORIDA

Call Bud or myself for more info.

J-24

by

JACK KERN

Xmas party a grand success - hosted by the Ashbys. Rumor has it that gifts were still being into the wee hours - several neighborhood dogs were gathered outside due to interest in the "Safe Sex" T-Shirt.

Kathy Kern selected social chair. Please call or send current address and phone numbers to her for anticipated mailouts for fleet opinions on cook out, party, beer bust schedule for the year.

KEEL FLEET C

by Vicki Bremer

Dear Editor:

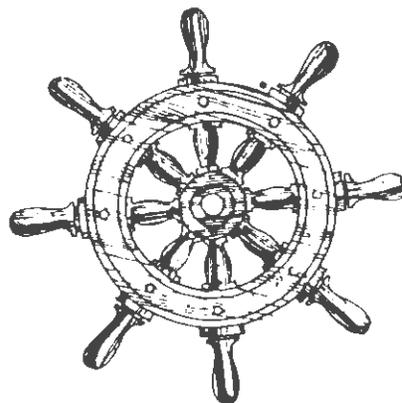
I can't find my typewriter through the stack of Christmas cards I have to mail. I'm driving to Tucson for the holidays early tomorrow morning and haven't even packed yet. The holiday wrapping jungle in the spare room is starting to creep its way into other parts of the house. And I haven't a thing to wear to tonight's holiday hoopla at the Stouffer Hotel. And you want me to have a Telltales article ready no later than Dec. 15? Oh, what was that you said, "Please," and "Thank You?" In that case, sure thing, Wayne. I'll get right on it.

But what could I possibly say that could compare to the Annual Banquet where everything was said with such style and panache? All that holiday glitter and sailing spirit was a wonderful way to end the 1987 season. But I will admit that all those gorgeous folks made me think I was at the wrong party for a while. You mean I knew all those handsome dudes in monkey suits and ties? And I've sailed with some of those glamorous ladies when they weren't wearing make-up and were letting their hair blow free in the breeze? Well, I'll be darned. I was at the right party after all. And what a party it was! Bonnie Tobin did an outstanding job. Last year's Board earned the standing ovation they got. And next year's Board deserves our deepest sympathy -- with our hearty support, of course!

The highlight of the Winter Series for the 'hey-you-are-you-racing' boat was beating everyone in C fleet (yes, everyone!) to the windward mark during one race. The winds were our winds that day -- 9.142 knots with a southeasterly spiral twist 40' off shore and 30° above the water line.

Our ballast was perfectly balanced with me stuffing the USYRU handbook in my back right pocket on starboard tack only to compensate for that spiral twist that increased to 50° on port tack. Gee, that was easy Jack. Can we do that again? We're working on becoming tougher competition in 1988, C-fleeters, so beware!

Hope you all had a safe and happy holiday. And may 1988 bring you good winds and fun sailing. Cheers!



Ensign

BY: HAROLD NEEL

The Ensign Fleet fielded eight boats for the sometimes blisstery Winer Series, to complete the 1987 series racing program. Tommy Kozlowski (929) captured first place with Jim Baker (324) close behind in second and Dan O'Donnell (872) in third. Pressing close to the leaders was the crack racing team of Harold Neel (578) and David Stark. Others competing included Bill Holman (588), Dick Clark (716), Mark Finley (732) and Tom George (1609). The wind was just what Ensign drivers love; strong.

A somewhat unusual situation developed during one of the races. The weather mark took to its heels! As the leaders among the Ensign fleet approached, a PHRF boat snagged the anchor line for the mark and with spinnaker flying, began towing the mark at six knots! Characteristically, the fleet saw this as a new and interesting challenge, and set out in hot pursuit. There was some debate wheather the fleeing mark should be led by two or by three boat lengths. Three seemed to be about right. Eventually, the mark was cast adrift by the tow craft, and the race became business as usual.

On November 14, 1987, Fleet 30 gathered to recognize the 25th anniversary of Ensigns. In 1962, Carl A. Alberg, naval architect and yacht designer, was asked by Pearson Boat Co. to design a stiff, durable day-sailer with a roomy cockpit. The Ensign was the result and 1,775 have been built. Virtually all still are in use. A strong class association has succeeded in maintaining the one design feature. The few changes that have been allowed are beneficial and inexpensive. We love our Ensigns! New officers for 1988 were elected at the conclusion of the anniversary celebration. Harold Neel is the new fleet captain, Mel Kunze is the secretary/treasurer and Dick Clark is the measurer.

Each member of Fleet 30 sends thanks for a job well done to the officers who served us so well throughout 1987!

The high point of life in D-Fleet since the last Telltale has been the first annual fleet party and appointment of the next years sacrificed officers. While we (i.e. Kathy Hayden and myself) were unloading on Sangria in the Pillmore's kitchen, we were nominated and elected as fleet captain and secretary, a fact we were in formed of two hours later. On a serious note we want to thank Bob and Kathy Pillmore for doing an excellent job of organizing fleet activities during 1987. Their efforts are greatly appreciated by all of the fleet members. Now if those ?!*% Pillmores would just get that boat of their's re-rated and move up to C-Fleet.....

As the new fleet officers, we would like to take this chance to ask all fleet members for input on fleet activities for the coming year. We are hoping to be able to find some ways to get the cruising oriented members of the fleet out to race. Over the past years participation in D-fleet racing activities has been restricted to a faithful few.

Hopefully over the next year we will be able to find some ways of instilling some enthusiasm into D-fleet and increasing this level of participation.

I am including our telephone numbers below, so please call if you have any suggestions, complaints or just want to talk.

Larry Ratliff - 472-5979 - home
499-5166 - work

Kathy Hayden - 346-4452

P.S. Merry Christmas and a Happy New Year to all fleet members.

LARRY RATLIFF

THE THRILL OF VICTORY....

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

by

DAVE BERNSTEIN

Keel Fleet activities are in full swing this time of year, so I won't waste a lot of time telling you, this is my last article, how wonderful it's been, or any of that other garbage that is probably scattered all through this edition.

Racing- By the time you read this we will have concluded 3 events since the last Telltale - Wild Turkey Regatta, Red Eye Warmup, and the incomparable Red Eye Regatta. The Wild Turkey was held the Saturday after Thanksgiving and while this author was stranded in the rain in St Thomas, I know there were 29 boats participating, about twice what we expected. We had two spinnaker fleets and a non Spinnaker Fleet. As I write this I am looking forward to the Red Eye Warmup tomorrow. You'll have to read about that from the new fleet secretary in the next issue.

Annual Meeting - Yes, it's that time of the year again. The annual meeting of the keel fleet will be held on Saturday the 16th of January at the AYC clubhouse at 1 pm. There is plenty of reason for current and prospective keel fleet members to be there. We'll have the election of 88 officers, status of 87 activities, the opportunity to pay dues, and FREE BEER for those who are fleet members. And if that is not enough, we'll elect 2 new members to the handicap committee to replace Ray Lott and Russell Painton whose terms are expiring. And if you need still more to attract you, you'll get to find out what the fleet splits for 88 are going to look like, if anyone is interested. Needless to say we'll rehash the Red Eye and this will be your final opportunity to recruit last minute crew for the Frostbite Series...

More Racing - Speaking of Frostbite Series, it will begin Sunday Jan. 17, 1988 then skip a week and resume Sunday Jan. 31 continuing each Sunday through Feb. 21st. Like most fleet events the Frostbite will be open to fleet members and non members. Any AYC keel boat owner or skipper is encouraged to join the fleet, even if you also belong to a one design fleet. It's only \$15 and you can easily save that on registrations for fleet events or drinking free beer - plus you get to vote on the handicap committee members to be elected. And be sure to encourage your non-AYC friends to come out and race with us in these open events. They can't join the fleet, but we welcome them to race and this can often be a good way to interest potential new AYC members - and if you've been following the membership trend, we could use a few of those.

That's most of the news, watch for a flier in your January bill with more details on the Frostbite Series and the annual meeting.

Late Note: The Frostbite series schedule may be incorrect. The intention was to have two races in January skipping the Super Bowl Sunday. At press time that was the 23rd or 31st. The February calendar remains the same.

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ANNOUNCEMENTS

From the Handicap Committee,

The final fourth quarter meeting of the AYC handicap committee was held recently with the following results:

Pearson 26 - 210, no change
Catalina 27T(outboard) - 195, no change
Catalina 27T(inboard) - 198, no change
Capri 22 - 198, +6 sec from 192
J-29 - 108, -3 sec from 111

The Soverel 33 was assigned a temporary rating of 87.

Anyone requesting a rating review needs to submit a letter to this committee prior to 1-15-88.

Sincerely,

AYC Keel Handicap Committee



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