

Telltale

July 1988

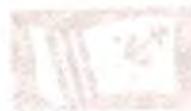
AUSTIN * YACHT * CLUB



AYC
PRESENTS
a
Hawaiian
LUAU

the
Mami Mami

PIG ROAST



AUSTIN YACHT CLUB

5906 BEACON DRIVE

LAKE TRAVIS

A Y C O F F I C E R S

COMMODORE-----	CLAUDE WELLES III
VICE-COMMODORE-----	TERRY MEYERS
SECRETARY-----	FRANK (ARAK) BOZYAN
TREASURER-----	CRAIG HOLMES
RACE COMMANDER-----	GAIL BERNSTEIN
BUILDINGS AND GROUNDS COMMANDER-----	WALTER ALLAN
FLEET COMMANDER-----	HANS DAHLE
IMMEDIATE PAST COMMODORE-----	TRENTON WANN, JR.

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CATALINA 22	HOWARD SHIREY
CENTERBOARD HANDICAP	TERI NELMS
CORONADO 15	KEITH LACKEY
ENSIGN	HAROLD NEEL
420'S	ROB JOHNSTON
J-22	BUD BOUCHER
J-24	GLEN BYUS
KEEL HANDICAP	BILL RECORDS
A-FLEET	STEVE SPADEMAN
B-FLEET	MIKE CHAMBERS
C-FLEET	JIM DEETER
D-FLEET	LARRY RATLIFF
LASER	FRED SCHROTH
SOUTH COAST 21	BOB FREEMAN
SUNFISH	TIM ERWIN

Business Office 266-1336
Clubhouse 266-1897



JULY 88



FROM THE COMMODORE _____

It's hard to believe, but our year is about half over already. We have accomplished so much so far but there is still much to do. At this time I would be remiss if I didn't point out some of the significant improvements and activities of the year so far and some of the things that have yet to be accomplished this year.

Walter Allan and his crew have the clubhouse and grounds looking great. The brush and grass that was cleared away have made the view much better. The flowers by the pool area have also spruced the place up. How many of us even remember the gray paint in the clubhouse or the old clubhouse ceiling now that it's been fixed? And cabin 6 is looking good again. As a matter of fact, all the cabins are in demand as more and more of us are spending more time at the club than in the past.

This time of the year also brings us to the height of the social schedule. As of this writing we are anticipating our Governor's Cup Regatta and the party with which it is associated. It should be the standard by which future regatta parties are judged. The luau is also coming up soon, so dig out your best Hawaiian flowery shirts and put on your pig roasting faces 'cause you're all gonna hula 'til you drop.

I must say, though, that the most exciting development for me this year has been the junior program. Our junior camps have drawn in excess of 40 young people who are interested in either learning to sail or to race sailboats. The enthusiasm of these kids and the program instructors has been incredible. Those of you who have been on the grounds these first two weeks of June know what I mean; these kids have been having fun. As I have said before, I feel that we have perhaps the highest level of racing and race management of any yacht club anywhere right here at AYC. But I also feel that we have invested far too little in the future. With the enthusiasm displayed in this junior program, I am much more optimistic about our sport in years to come. This is a trend that must be kept alive for the continued high quality of all our club programs.

There is one other area in which we have invested far too little. That is our harbor. Without wet slips, rigging docks, and boardboat docks we wouldn't have much of a club. And, as most of you have heard, there is some concern over the structural integrity of some of these docks. The organizing and planning of a comprehensive harbor plan has taken a lot of time but is near completion and will be presented to the Board of Directors soon. The open meeting of the dock committee was attended by about 35 or 40 members, and there has been very little input from the membership since that time. So I can only conclude that the membership trusts the wisdom of the dock committee and the Board of Directors in this matter. As of this writing, the harbor plan is not quite ready for presentation but once it is, the particulars will be made available to all.

In closing, I wish everyone a pleasant summer of sailing, and I'll see you at the lake.

Claude Welles, Commodore
Austin Yacht Club

ABOVE + Beyond....

Presented by the AYC Public Relations Committee, **ABOVE + BEYOND** is a brief look at the activities of clubmembers **ABOVE + BEYOND** Club level. If you know of a member who has achieved recognition in his/her sporting, personal, or business life please submit same to any member of the P. R. Committee for consideration.

Come on you guys....I know there's more going on out there than this!!!

MALLORY CUP TO STAY AT AYC FOR ANOTHER YEAR???

The Club's entry in this year's Mallory Cup....John Bartlett, skipper and crew Stephen Hanson and David Henderson...took a second place in the recent Mallory quarter-finals held in Shreveport, La. The win enables them to go on to the semi's in Lake Dillon, Colorado July 30-31. Keep the Cup in Austin!

CATALINA 22 SAILORS CAN'T GET ENOUGH!

Three hardy Catalina 22 teams will go to the C22 Nationals to defend the honor of the local fleet. The Perviers, Fredericks and Moracks will carry the AYC burgee the week of June 20 thru 24th. Good Luck! Before this get to print we will know how you did...so don't let us down!

GETTING DOWN TO THE WIRE

July 1 thru 16 marks the final test for all of our Olympic hopefuls. It is our hope (P.R. Committee) to get daily reports of the trials in our local rag. Watch the Statesman Sports section under "Briefs" for "short" updates. We wish all the teams the best. Three of them will be in Newport, R. I. and one in San Diego.

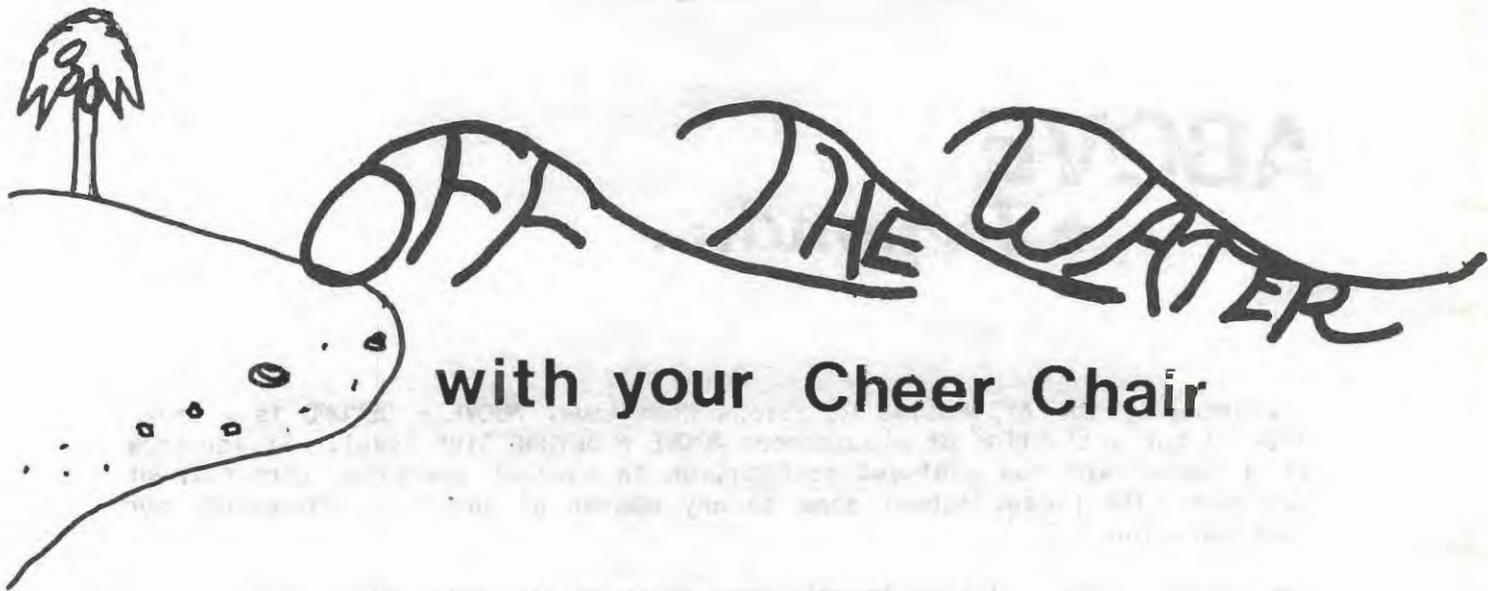
Repeating last Telltale's urging. NBC has scheduled minimal coverage of the Olympic sailing events. This won't change if the viewers don't let it be known that they want more. Write or call NBC Sports and let them know there is a sailing audience out there. American teams have consistently won top honors in Olympic sailing events and deserve as much recognition as the swimmers, runners and archers!

Their address is.....

Mr. Terry Ewert,
Executive Producer
NBC Sports
Olympic Unit
30 Rockefeller Plaza
New York City, N.Y. 10112

Their phone is.....

212/664-4444, Olympic Desk



by Vicki Bremer

Having no social column for the last Telltale means this article will report on events gone by but not forgotten.

How could I not start with a big thank you to Charlene Allan for putting on such a gala Opening Day ceremony! And that was after she was still suffering from Annual Banquet/New Year's Eve Party burnout. Some people can be counted on to help no matter what. Charlene, you're a winner!!

The End-of-the-Warm-Up-Series Buffet fed over 100 happy adults who managed to consume about 600 slices of pizza. Jan and John Brewer put together that successful event that not only provided jukebox music (thanks to Anna Mitchell) but also netted us a few dollars in the black. Congratulations on a job well done, Jan and John!

Although I didn't attend the June 11 Dinner Cruise at the Captain's Club, I did hear some reports. Based on the information I was given, here's the scoop. (My sources shall remain anonymous even under dire threat.)

Typhoid Teri Nelms is responsible for organizing our 1st annual Ptomaine Tavern Cruise. The highlight of the event was learning the Shigella Shuffle, a quick step maneuver mastered by quite a few. Teri can be counted on to put on events that will long be remembered.

On a more serious note, I hope all those who became ill have been to a doctor and are getting better. Despite the misfortune of some party-goers, most everyone had a great time. Having some place like the Captain's Club close to AYC by land or by sea has been a real treat. Let's hope they find the source of the problem, correct it, and get things back to normal again.

(We know it wasn't really your fault, Teri. But some of your fans out there couldn't help but use this opportunity to "get even." Thanks for taking the time to put together this very popular event.)

This column wouldn't be complete without a round of applause for Steve Spademan and his helpers who put on the End-of-the-Spring-Series Buffet. More than 100 people wolfed down those great fajitas and fixin's after a great day for racing. Who could ask for more?!

As some of you have probably noticed, we didn't have a Road Rally. Finding someone who's willing to put in the many, many hours to run this event is next to impossible. But have no fear, there's still plenty to keep us amused at AYC.

Next on the agenda is our famous Luau chaired by our famous Carol Tesch. So mark July 30 on your calendar, get your hips swaying and hands talking, and get ready for a lulu of a luau.

REPORT ON THE TYA PRINCE OF WALES (Match Racing) CHAMPIONSHIP

Our team arrived at Lake Ray Hubbard the night before the event and stayed at the home of one of the UT sailors, Ryan Minth. To our surprise we learned that we would not be sailing a round-robin event against all teams but rather a tennis-ladder type of tournament. Our first match was against the Fort Worth Boat Club. We led for most of the race but he slipped away on the last run to the finish and crossed the line with 2 mins. before the time limit expired---all other races were abandoned. One more loss and we would be home early. In the prestart maneuvers we initiated a circling match which finally ended with our opponent broad reaching away from the line (perfect!). We stayed on his transom with Roy slowing us as necessary to maintain our trolling position. FWBC tried to jibe to starboard but we sailed by the lee to keep him from jibing too close. With time to the start running down we turned back for the starting line with our opponent in our wake. We maintained a good cover and won race 2. Wanting to sew up the tiebreaker early we were again aggressive in the prestart and it paid off. On the first run they caught us by riding down a fresh puff but we luffed sharply 50 yards before the leeward mark and their spinnaker collapsed. Meanwhile, Roy kept our chute full and Bill was on the weather rail so we powered away to leeward, maintaining clear air until the douse. On the last run to the downwind finish we had a good lead but grew a few gray hairs as the BC rode some fresh air towards us. We maintained speed through good jibing angles to hang on for the win and a wave from our rivals---there was good, friendly competition. After a break we raced against the Houston YC team and found them unwilling to engage in prestart maneuvering. Going for position we found their boatspeed so good that we were hung out to dry. After switching boats we bore down and won the 2nd race. Bill and Roy worked hard as we roll-tacked the J-22 in unison (to the dismay of our opponent)---their sets, jibes and douses helped power us ahead and we tied the match up at one apiece. In the pre-start for race 3 it looked like we had control but HYC turned back early and we covered. We got mast abeam and hailed loudly but they still luffed. We protested under Rule 40. We were early and tried to push HYC over too but they had room to duck and were able to start cleanly. Basically, the race was over at that point as they covered us and had better boat speed. After a long hearing our protest was disallowed and the HYC win stood. It just goes to show you that with good witnesses, detailed case preparation and testimonies that confirmed our case you can still lose in the room. Where was the Goodyear Blimp when we really needed it? Well, Bill and Roy made it back for Father's Day after all. Thanks to the Austin Yacht Club we were able to participate in a really fine competitive event. Thanks AYC!

Roy Smith, trimmer
Bill Mitchell, foredeck
Al Alyn, skipper

MAUI MAUI BEACH PARTY

It's time to haul your grass skirts and loud shirts out of mothballs and dust off your leis for the Maui Maui Beach Party. The infamous AYC Luau is back with a vengeance. If bigger is better then this promises to be a real blockbuster. Mark your calendars now for July 30!!

This year the Luau will feature, in addition to the standard roasted pig, all manner of culinary delights brought to you by James Pinno.

Exciting entertainment is planned. The music for the festivities will be provided by a well-known local Reggae band. It should add just the right touch of tropical ambiance to the party. Don't forget to start getting in shape now for this year's Limbo contest. The limerest limboers will win some fantastic prizes -- and everyone's undying respect. Lots of other entertainment is also in the works, if the Luau chairwomen are successful in their blackmail attempts.

The tropical drinks this year will again be made according to the bartending Bernstein's famous recipe. However, we have asked them to tone it down a little. We would like to have at least a few people standing at the end of the party just for appearances sake, of course.

A good time is promised to all. So don't forget to make your reservations by Thursday, July 28, so we can be sure to have plenty of goodies for everyone. Cost this year is \$12.50 per person which includes food, entertainment, one drink ticket and, of course, a lei. The party will start at 7:30 p.m.; the band will start around 8:00 p.m.

Anyone wishing to join in the fun as a volunteer should call either Carol Tesch (Hm. 328-3464 or Wk. 476-4075) or Jane Frederick (Hm. 834-1807 or Wk. 445-3787). We can use all the help we can get! If you want to help with the decorations call Charlene Allan at 266-2251. The pig-cooking volunteer list will be sent out to each fleet captain, or you can fill out and return the attached form. We request that each fleet pick a block of time to be responsible for cooking the pig.

Yes, sign me up for pig duty:

NAME: _____

PHONE #: _____ WORK #: _____

Circle the time slot you would prefer:

Fri. 5 p.m. Fri. 8 p.m. Fri. 11 p.m. Sat. 2 a.m. Sat. 5 a.m.
Sat. 8 a.m. Sat. 11 a.m. Sat. 2. p.m. Sat. 5 p.m.

Please send the completed form to: Jane Frederick
8400 Loralinda
Austin, TX 78753



AYC
PRESENTS
a
Hawaiian
LUAU

the
Mami Mami
PIG ROAST

Beach Party

Featuring the exotic AYC HULA DANCERS
LIMBO contest

A HAWAIIAN FEAST UNDER THE STARS
Sat. July 30th 7:30 to midnight

FOR INFORMATION: AYC 266-1336

RSVP

CENTERBOARD REGATTA

by Teri Nelms

I know it's going to come as a complete surprise to all of you, but the answer is no. I didn't win. It goes without saying that it was not my fault. There was not enough wind on Saturday; there was too much wind on Sunday; the boat broke on Saturday and Sunday; my crew was hungover; the sky was cloudy; the sun was too bright, and the competition was the best around.

I looked at the final registration on Saturday and knew exactly where we would place, and we did: fourth. I should probably lie and say that was out of a 13-boat fleet and you could be impressed, but they did a fleet split and broke us into two groups, fast and not as fast. If I could have gotten into the second group I would have had a first. Needless to say, I was out-fasted by two Flying Dutchmen and a 505. I was actually grateful when a critical piece of line (the one that holds the boom on the mast and the spinnaker pole on the boom) broke in half on the 8th race on Sunday.

Jana Baker, crewing for Quentin Baker on a Flying Dutchman, was totally exhausted and cold after we had all taken a beating in 30-knot gusts and heavy chop. It didn't take me long to let her convince me that I should "sacrifice" the last race and put my 220-lb. crew "Tiny" on board with Quentin. The guys got to enjoy a real roller-coaster ride in the last race, and Jana and I got to put on dry clothes.

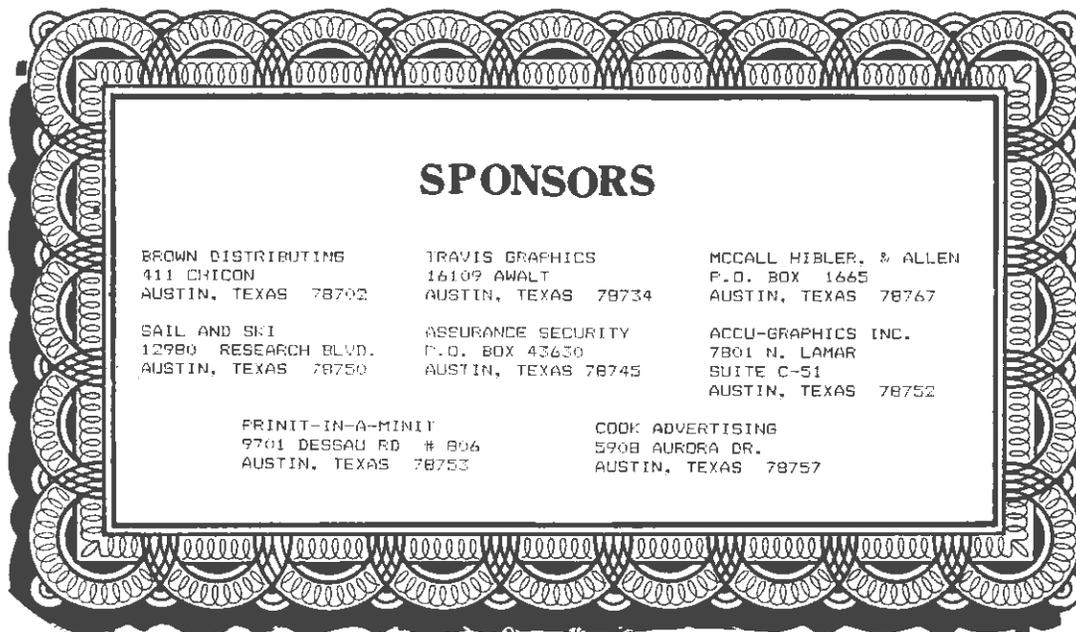
A total of 52 boats showing for the regatta were divided into six classes: four Lasers, nine Capri 14.2's, seven C-15's, six Portsmouth Handicap A, seven Portsmouth Handicap B, and 18 Sunfish. The course was overcast with light winds on Saturday, but Sunday showed a sun and wind that built from a draft across the sails into a gusty 20-30. Sunday was a real ride for everybody, with numerous capsizes, several collisions and a still-undetermined number of bruises. Saturday night, the racers and friends and family gathered for a Fajita dinner and music and dancing to a local DJ. The high point of the entire regatta was the drawing for the "Dock" prize. The Sailboat Shop had very generously donated a vintage classic, antique, pre-owned, used Sunfish to be given away to some lucky sailor. The local Sunfish fleet has been rejuvenated at the yacht club by piecing together, trading, buying and scrounging old no-longer used boats. Therefore this Sunfish would be an exciting addition to the fleet even if it was won by an out-of-town participant. Appropriately named "The Terminator," the boat was displayed under the flag pole for the weekend.

The regatta was co-chaired by Tim Erwin and me, and I did the announcing for the drawing. I chose a local cutie 7-year old girl to draw the name out of the silver bowl. Every boat who registered had one ticket in the pot and additional tickets were available. I announced that "management," tim and myself were also in the drawing. Needless to say, it was somewhat embarrassing when Cutie handed me the slip of paper with Tim Erwin's name on it! Talk about abuse: Cries of "Rigged!" "Cheat!" "Loaded drawing!" and raucous laughter filled the club-room. A local attorney immediately "impounded" the silver bowl for "investigation." Tim was speechless and as red-faced as the setting sun. Much "good-natured" harrassing followed through the evening and when dawn broke on Sunday morning, Tim awoke to find that the Sunfish had been stolen! Woe is he! A ransom note taped to the flagpole, put together with letters coipped and taped from a magazine, demanded free beer lest the Fish be "wasted." Tim said he'd pay and at the end of the trophy presentation, the boat mysteriously reappeared on the club lawn.

What a silly weekend! Everybody had a great time. The out-of-towners promised to return next year "bringing friends" and the local winners took home beautiful pewter plates with the regatta logo. A special thanks to Tim Erwin, Arak Boyzan and friends!

J-22 AYC CIRCUIT REGATTA RESULTS

	<u>RACE #1</u>	<u>RACE #2</u>	<u>RACE #3</u>	<u>RACE #4</u>	<u>TOTAL</u>
Rylander	3/4	3	2	3	8 3/4
Holmes	2	10	3	3/4	15 3/4
Elam	8	3/4	9	2	19 3/4
Protzeller	4	4	4	9	21
Boucher	5	2	7	11	25
Schertz	3	8	8	6	25
Woodward	12	5	6	7	30
Jamail	6	9	5	10	30
Engleman	13	6	10	4	33
Mitchell	7	7	11	15	40
Gorhmley	DSQ	PMS	3/4	5	41 3/4
Hogrefe	10	11	14	13	48
Davey	14	12	16	8	50
Sjoberg	11	14	13	14	52
McCastlain	DSQ	13	12	12	55
Alyn	9	16	17	17	59
Lanagan	15	15	15	16	61



CENTERBOARD REGATTA RESULTS

Laser: 1. Scott Cherry; 2. Jonathan Baker

Capri 14.2: 1. Jeff Delaney; 2. Mark Bradford; 3. Bob Gallant

C-15: 1. Claudia Foster; 2. Keith Lackey; 3. Bob Musselman

Portsmouth (A): 1. Quentin Baker, Flying Dutchman; 2. Dennis Stoll, Flying Dutchman

Portsmouth (B): 1. Greg Gust, Snipe; 2. Roy Whitehead, Snipe; 3. Dwayne Merrick, Flying Scott

Sunfish: 1. Tom Frost; 2. Bill Records; 3. Tim Erwin; 4. Jim Deeter;
5. Bill Word; 6. Mike Strange

TURNBACK canyon REGATTA

1988
RESULTS

HOBIE 16 (12 boats)

1. Craig Morris
2. Danny Drake
3. Ben Jones
4. Rob Robinette

PRINDLE 16 (5 boats)

1. Ed Echols
2. Dave Hilfer

NACRA 5.2 (6 boats)

1. J. D. Smith
2. Harold McNamara

NACRA 5.8 (6 boats)

1. Rob Murphy
2. Don Stephens

PRINDLE 19 (5 boats)

1. Greg Schuler
2. Jim Henson

J-24 (5 boats)

1. Ron Harden
2. Cathy Tull

HOBIE 33 (5 boats)

1. Craig White
2. Dennis Awbrey

CATALINA 25 (6 boats)

1. Ken Miller
2. Hal Hayden

MULTIHULL HANDICAP A (18 boats)

1. Tony Spell, Climax 182
2. J. Williamson, Prindle 18
3. Jim Galemore, Hobie 21
4. John Ticer, Prindle 18
5. Chris Rumsey, Hobie 21

MULTIHULL HANDICAP B (8 boats)

1. John Ridley, Freestyle
2. Dan Peters, Stiletto
3. Paul Andrew, Sol Cat 18

CATALINA 22, SPINNAKER (9 boats)

1. Gene Ferguson
2. Rick Abell
3. Steve Pervier

CATALINA 22, NON-SPINNAKER (13 boats)

1. Calin Popescu
2. David Moore
3. Nelda J. Biggs-Brasher
4. Nelson Mikeska

KEEL A, SPINNAKER (10 boats)

1. Bob Tesch, J-29
2. Steve Vaughan, Olson 30
3. Russell Painton, J-29

KEEL A, NON-SPINNAKER (23 boats)

1. Chris Pratt, J-24
2. Steve Brown, J-22
3. Barry Bowden, J-30
4. Carl Rieck, Capri 25
5. Fess Miller, Catalina 30

KEEL B, SPINNAKER (17 boats)

1. Claude Welles, Cal 9.2
2. Walter Zagast, Soling
3. David Jamail, J-22
4. Carl Morris, Merit 25
5. George MacDonald, Moore 24

KEEL B, NON-SPINNAKER (22 boats)

1. Bruce Willman, Pearson 26
2. David Wahlberg, Kiwi 24
3. Charlie Musta, Pearson 26
4. Hans Dahle, Catalina 27
5. Vern Harris, Hunter 26.5

KEEL C, SPINNAKER (16 boats)

1. Bill Records, Pearson 26
2. Wayne Carelock, Mustang 22
3. Jim Deeter, Catalina 27
4. Eddie Calogero, San Juan 7.7
5. Walt Dwyer, Pearson 26

KEEL C, NON-SPINNAKER (17 boats)

1. Louis Soeffje, Ranger 23
2. Peter Baer, Ranger 23
3. Steve Hennigh, Ranger 23
4. Dennis Tye, San Juan 23
5. Dennis Hogan, Erikson 23

KEEL D, SPINNAKER (12 boats)

1. Tom Kozlowski, Ensign
2. Pete Edgar (Lake Conroe), Ranger 22
3. George Dahmen, Ensign
4. Harold Neel, Ensign

KEEL D, NON-SPINNAKER (17 boats)

1. David Shoeneman, Hunter 22
2. Greg Porter, Lancer 28
3. Chuck Yunkin, Lancer 25
4. Joe Kipfer, North American 23
5. Bill Jasperson, Columbia 22

and then you jibe

SPRING SERIES RESULTS

J-24 (7 boats avg.)

1. Ed Halter
2. John Mandell
3. Tucker Garrison
4. Will Smith

J-22 (5 boats avg.)

1. Linda McDavitt, Adams Cup Team
2. Steve Brown
3. Shirley Slaughter

Ensign (8 boats avg.)

1. Tommy Kozlowski
2. Sam Humphrey
3. Dan O'Donnell
4. Harold Neel

SC-21 (6 boats avg.)

1. Ray Shull
2. Bob Freeman
3. Duane Dobson
4. Danny Lien

Catalina 22 (8 boats avg.)

1. Walter Allan
2. Bill Morack
3. Calin Popescu
4. Howard Shirey

Keel A (10 boats avg.)

1. Dennis Awbrey
2. Bob Tesch
3. Terry Meyers
4. Steve Vaughan
5. Dave Rossi

Keel B (8 boats avg.)

1. Tom Lott
2. Claude Welles
3. Mike Chambers
4. Frank Riha

Keel C (6 boats avg.)

1. John Vance
2. Walt Dwyer
3. Eddie Calogero

Keel D (5 boats avg.)

1. Hal Hayden
2. Tom Cummings
3. Dave Boerner



JUNIOR SAILING CAMP

by Craig Tapley

In the first part of June, Austin Yacht Club was host to one of the finest summer camps in central Texas. The 1988 Junior Sailing Camp opened its first week with 22 non-sailing campers and finished that week with 22 sailing students that shared all the excitement that the diehard sailors of Lake Travis have also experienced. But these kids were by no means usual. In one full day of sailing, this class of students progressed from questions like, "Why can't I sail straight up wind," to sailing the UT 420's in wind gusts of 22 mph. But the final success story on the camp is the large number of campers that called home and talked their parents into letting them stay for the second session of camp.

The second week was just as much fun as the first, and the amount of learning was just as incredible. One of the counselors complained about being kept up late with questions about sail trim and boat-to-boat tactics. This was the exception, not the rule, as most of the campers were exhausted at the end of the day.

The most exciting result of the camp was the sense of group involvement these kids showed. The campers (not the staff of the camp) have made the decision to form the Junior Sailing Organization, JSO for short, which is a social sailing group for kids aged 7-17. They will be doing their own advertising, sending their own newsletter, and they have already started moving on several other political actions involving the club. For more information on the JSO, call Craig Tapley at 266-1713.

To all the supporters of the junior program we say THANK YOU. Your generous donations of time and financial support made this program possible. And I know I speak for the graduates of the 1988 Junior Program as well!

WEEK ONE Introductory Session

ANDRON, Johnathan (11)
ANDRON, Paul (9)
ANDRON, Stephanie (14)
BARRET, Beverly (11)
BARRET, Carolyn (13)
CHECKI, Stephanie (12)
CORSBIE, Ben (10)
FOSS, Laura (14)
GOODALL, Ben (10)
GOODALL, Jamie (8)
HERRINGTON, Joel (9)
HINDMAN, Brian (12)
HINDMAN, Justin (10)
KAIGHIN, Jimmy (10)
KALB, Spring (14)
McCLURE, Jeff (11)
McCLURE, Michael (10)
MOORE, Brett (7)
PALMER, Stephen (11)
WELLER, Travis (12)
YEAGER, Ellen (15)
YEAGER, Katy (12)

WEEK TWO Advanced

ANDRON, Stephanie (14)
BROWN, Leland (11)
CHECKI, Stephanie (12)
FOSS, Laura (14)
GOLDSMITH, John (13)
HINDMAN, Brian (12)
HINDMAN, Justin (10)
KALB, Spring (14)
McCLURE, Jeff (11)
McCLURE, Michael (10)
MEYERS, Lauren (11)
MOORE, Brett (7)
STOLL, John (12)
STOLL, Kevin (9)

If your child isn't involved in the Junior Program yet, don't despair. Austin Yacht Club is offering classes 4 days/week for kids aged 7-14. Call me for details, and don't forget to ask about private instruction.

Happy Sailing!!

1988 AYC WOMEN'S SAILING CAMP AND REGATTA
August 26-28

The 1988 AYC Women's Sailing Camp and Regatta is an intensive weekend program designed to provide women sailors with an overview of the sport, instructional classes and sailing at a level appropriate to individual skills, and actual race experience in a setting conducive to learning. All levels will receive instruction on dinghies as well as keel boats.

AYC members will be given priority registration until two weeks before camp begins. Attendance of 40 campers is expected, although the final number will be determined by boat availability. All registrants will be mailed detailed materials and a questionnaire on sailing experience.

PROGRAM SCHEDULE

Friday, Aug. 26	7:30 p.m.	Check-in/General Session
Saturday, Aug. 27	7:30 a.m.-	General Sessions/Classes and On The
	5:30 p.m.	Water Instruction
	7:30 p.m.	Dinner and Guest Speaker *
Sunday, Aug. 28	7:30 a.m. -	General Sessions/Classes and On The
	2:30 p.m.	Water Instruction
	3:00 -	
	5:00 p.m.	Regatta (limited to campers)
	6:30 p.m.	Trophy Presentation

GENERAL SESSIONS

"Finding Your Place On The Boat", "Economics of Sailing", "Predicting Lake Travis Weather: Bob DeMers, Ch.36", "Women's Physiology and Sailing", "Adams Cup Competition Beyond the Club Level"

LEVELS OF INSTRUCTION

Beginner: Dinghy - Basic Sailing and Rigging, Triangle Drills
Keel - Teamwork and Positions, Communication
Regatta - Crew

Intermediate: Keel - Teamwork and Positions, Basic Drills, Sail Trim
Dinghy - Racing Rules and Short Races
Regatta - crew

Experienced: Keel - Teamwork, Short Races, Sail and Spinnaker Trim
Dinghy - Starts and Strategies, Races
Regatta - skipper or crew

REGATTA

The 1988 Women's Sailing Camp REGATTA will be held in keel boats and will consist of two around the bouys races. Crews will be made up of campers from all levels and will be selected by instructors to insure equality. Instructors will be on each competing boat.

AYC member Cynthia Darwin is 1988 Women's Sailing Camp director. Please call her with any questions. (home) 451-1835 (office) 345-2234

REGISTRATION

____\$40 Member ____\$50 Non-Member (Payment must be included) ____\$5 Dinner
Guest'
Check _____ Cash _____ AYC Charge # _____

In entering this camp, I hereby release the AYC, any sponsoring group, it's officers, agents or committee persons from any and all liability for injury to myself, my crew or my yacht arising out of conduct of the camp and races.

Signature

Date

MEMBERSHIP COMMITTEE REPORT

by John Mandell

As many AYC members are aware, the general membership at AYC has been declining slightly over the past few years from a high of 446 at the end of 1985 to the current level of 401. While this decline is of concern to many of us, it is by no means a time to become alarmed. However, the Membership Committee has been reviewing the situation and trying to assess both causes for the decline as well as appropriate actions to bring the Club back to a more stable turnover position.

The decline in membership has not been as a result in any one factor but rather the result of a number of forces, both internal and external. Over the past several years, we have seen a general decline in the Austin economy that has both caused people to leave the area as well as reduce the number of new people coming into the area. Additionally, with an increase in the Club dues over the past few years, a few more have chosen to leave. And issues regarding harbor rules have no doubt created a few absences.

In addition to all of these factors, the AYC Membership Committee in 1984 revised the criteria for Probationary membership in response to a fast rising number of applications and the approach of our self-imposed limit of 450 members. As a result, only experienced racers were considered for new membership. This action was entirely justified at the time, but the policy continues to exist and, we believe, discourages potentially active new members who may not consider themselves experienced racers.

After reviewing a number of alternatives, the Membership Committee has recommended, and the Board has approved, a change to the Membership guideline to allow more flexibility in accepting new members as well as in the review of Probationary members. Effective with the April Board meeting the criteria for new members as defined in List No. 2 of Section 7 of the Membership Policy now reads:

"Applicants who have demonstrated recent, consistently active racing participation as skipper or crew, under AYC's Guest Policy, or as a member or guest of another racing organization. Applicants must have a stated desire to participate in racing activities."

This new wording removes the requirement for at least one year of recent active racing experience and any reference to ownership of a race-ready sailboat. The revision of this policy is consistent with actions taken by past AYC Boards to encourage active new members within the membership ceiling. It can be expected that as conditions in future years change, the policy will be further updated.

In addition to this change, the Board has also approved a slight modification to the Probationary review criteria. While it is still necessary for a Probationary member to participate in 40% of the Club regattas and races, consideration may now be given, when appropriate, to participation in other racing activities at the Club such as Wednesday night Laser/Sunfish races, AYC keel fleet events, and one-design events.

In addition to the changes in the Membership Policy described above, the Membership Committee is also investigating other actions that can be taken to make AYC and sailboat racing more attractive to people who may be new to the sport or who have just begun to show an interest.

(cont'd)

MEMBERSHIP COMMITTEE REPORT (cont'd)

WHAT CAN YOU DO? If you have friends who may be interested in sailboat racing or who are already racing but haven't joined the Club themselves, please let them know about the new policy. Let them know we are interested in new members who will actively support AYC programs. If they feel like they would like to give the Club a try and would like to talk to someone, encourage them to contact any of us on the Membership Committee:

Trenton Wann, Chairman	476-4586 (W) 263-5255 (H)
John Mandell	250-4310 (W) 258-2008 (H)
Shirley Slaughter	451-6336 (W) 454-2132 (H)
Kathy Pillmore	459-4590 (W) 450-1512 (H)



Members USYRU / TYA
Founded 1952

THE DINNER CRUISE

by Teri Nelms

I don't think I have ever met so many ungrateful people in my life. Here I go and plan the cruising extravaganza of the year, and 50 people show up to do it. And what do I get? Complaints. You people are always whining about wanting to do something fun and exciting and different, and I would certainly think that a little game of Bacteria Roulette would qualify as "different." I don't think that any of you saw the positive side of this thing. Some of you got to stay home from work; you got to donate your hard-earned cash to the local needy pharmacists and doctors; you got to visit with the health department employees, and some of you even got lucky enough to tour the local hospitals. And to top it all off, you are a part of the exclusive group of people who will be able to say, "I was one of the last people to eat at the Captain's Club." You'll be able to say, "I was there when ..." So where's a little show of gratitude? What I got was thrown in the lake by Dave Bernstein in front of half the cheering keel fleet. It has been alleged that the entire affair was part of a massive plot to wipe out the keel fleet so that centerboarders could have back the launching ramps and all of our crews who are spread out all over the rails of J-boats. That's really not a bad idea, and I wish I had thought of it myself, but we all know that I only lay claim to events which are totally successful. Had that been my original plan, I would have accidentally wiped out some centerboard participants and would have probably unintentionally gotten myself in the process. And did I get sick, you are all wondering? The truth of the matter is that McKenna and Ronny and I WENT BACK TO THE CLUB ON TUESDAY NIGHT FOR A SECOND DOSE! Ronny was already seeing stars and dreaming of bathrooms, but McKenna and I were having a good old time with the chicken-fried steak celebrating her -- finally! -- graduation. By Thursday, McKenna was too sick to get out of bed without crawling, which she did. Don't worry, I didn't totally get off the hook -- after all, I got to play nursemaid for a whole week. No, none of the truly good people in the group got sick ... me neither.

And now for the semi-serious part, Walter Allan is going to re-do the cartoon that went out on the Dinner Cruise flyer. He laughingly said that we ought to do a "I survived the Captain's Club" T-shirt at which point I said, "DO IT!" I will certainly buy one, and I'm sure that this could become an item of city-wide envy. After all, there were only 500-plus people who got sick. If you are interested in a T-shirt, call me (266-1494) and get yourself on the list for a 100% cotton barf-proof T-shirt in light green (or whatever color we decide on). If enough orders come in, we'll print the cartoon and the "I survived ..." Maybe we can find a shirt with a pill pocket on the front.

A few more thoughts on the dinner cruise: we could plan another one for next weekend; everybody bring sack lunches; we could sit on any deck we wanted to, and there won't be anybody there to bother us with checks or "more tea?". Call me if you're interested. And another thing: I'm not so sure that the health department isn't looking in the wrong place on this deal. It has been my experience that sailors in general are a pretty sickening bunch of people. Some of the jokes I heard at my table were enough to make me sick, and the sailing-related war stories were nauseating as usual. I think we just made each other sick and anybody within hearing range. It's just a thought. Regardless of the ultimate outcome, the dinner cruise was a great social gathering. We all had a good time, and the rest of it is not my fault. Yes, we will do it again next year, but we're not going to the Captain's Club because we don't want to spoil a good thing by doing it too many times. No, this does not make me eligible for the Blue Duck award because the club does not own a green duck and blue would be inappropriate. Besides, only the stupid men in this club win that trophy. Us faultless women never do anything wrong.

... those were the days ...

ASK THE JUDGE

by Tripp Alyn

A few words on the value of junior and intercollegiate sailing...

On Saturday morning does your child say "Can we go to the lake today, please?" Or do you encounter sudden homework assignments, soccer games or other excuses when it comes time for a trip to the lake with daddy/mommy?

We are all convinced that sailing is the greatest...we're hooked. That's one of the reasons we belong to a club like AYC. But, what about our kids? Enter junior sailing and intercollegiate sailing as a fantastic venue for the next generation to discover the joys of sailing. That first independence on the water away from parental supervision may just well take place some summer in a Optimist or Sunfish...or perhaps a September afternoon in a 420.

This brief column simply commends and thanks the AYC Board for their interest and foresight in supporting junior and collegiate sailing. It's like planting seeds and making an investment in the future of our club through the next generation.

FAIR SAILING!



OLYMPIC CAMPAIGN NEWS FLASH

Bill Draheim and Keith Andrews placed **FIRST** out of 27 boats in the 470 RIISA Regatta in Barrington, a warm-up regatta preparing Olympic contenders for the Newport trials July 5-6. Second place went to a New Orleans team, Luther Carpenter and Joe Bursch. Susan Taylor and Corey Fisher placed third.

Those were the days ...

by Vicki Bremer

(AUTHOR'S NOTE: This is the first in a series of articles about AYC's history. The facts are as true as the memories of the long-time and/or former club members who talked to me about the good old days. If you have some interesting anecdotes to share or want to add to the facts, please call me.)

Some folks can remember when the area off Windy Point housed a grove of pecan trees. But that was before 1940 when the Mansfield Dam gates were closed to form the beautiful Lake Travis. Although fishermen were probably the first group to enjoy this man-made wonder, local sailors quickly followed. Fishermen and sailors alike dotted the waters in reasonable harmony enjoying nature's offering that was nudged a little by man. Marinas, supported mostly by fishermen, began to sprout along the shorelines. And, despite their small numbers, sailors fit right into the Lake Travis scene.

One of the first organized sailing events on Lake Travis was the Bluebonnet Cruise. Sailors gathered as early as 1946 to race from the dam to Cow Creek, an all-day 30-mile race sometimes requiring its participants to camp overnight for two days to recuperate before sailing home. Gene George, one of the club's founding members, remembers sailing in the Bluebonnet Cruise "when you could drink the water right from the lake" and when swimming in the lake was "like swimming in a rainbow." Aahh, those were the days. Despite the early history of the Bluebonnet Cruise, it didn't become an annual tradition until 1954 when it was renamed Turnback Canyon Regatta.

After several years of unorganized sailing, a group of about 12 active sailors decided to form an official sailboat racing club. That was in 1952. There was no such thing as a one-design fleet back then. Each member sailed a different kind of dinghy and felt their boat was the best. But they had hopes that one day they could compete against each other (and other yacht clubs) in similar boats. Sailing clubs in Shreveport and Dallas boasted a strong Lightning fleet; San Antonio had a strong Snipe fleet, and Houston had a fleet of Flying Dutchman boats as well as Thistles. This new sailing group had other important matters to consider first.

What to name the club was the first problem to solve. Austin Yacht Club had such a nice ring to it, but that name was already taken by a restaurant on Lake Austin. So this group called themselves the Austin Sailing Club (ASC). Dr. Bill Carter was voted in as their first commodore and served with a very small Board consisting of a vice-commadore and a secretary/treasurer. Setting the annual dues at \$15 caused enough dissension to keep a few sailors from joining even though that wasn't the intention.

The ASC meetings, with about 15 members in attendance usually, were held at different restaurants around town. A favorite supper meeting place was an Italian restaurant at 16th Street and Guadalupe now called the Red Tomato. Other club meetings were held at the Austin Public Library auditorium. One of the first orders of business was to design a logo for the ASC burgee. Jess Coleman Akin, a

THOSE WERE THE DAYS ... (cont'd)

local artist and one of the original charter members, designed the roadrunner logo which pictured a roadrunner as the crossbar in the letter "A." Tom Shefelman, a local architect and yacht club member, did the camera-ready layout for printing. The logo, still used today, has been only slightly modified since then. Jess Akin retired in Florida where he sailed a big boat in open waters. He died sometime in the 1970's.

A bit of in-club debating about which one-design boat to choose kept activities interesting for many years. But members continued to race in their one-of-all-kinds fleet on Lake Travis and at out-of-town regattas. The "one-design debate" was shelved for more important things such as fun and racing. One of the boats raced was a T-24 (the "T" standing for Texas or Travis), a 24-foot double-ender designed by Dr. Bill Carter. Pat Kimbrough, who joined ASC two months after its inception and is still a member, remembers building one of the first T-24's in a rented church-converted-to-a-boat-building shop near the Capitol on East 12th Street. And Kimbrough's first set of cotton sails, the high-tech fabric at that time, were hand sewn in his kitchen. The T-24 featured a roadrunner as its logo on the sail and gained national attention in a Yachting magazine article with Pat Kimbrough and Jim Turnbow (another ASC member) pictured in the cockpit. Dr. Joe Bailey, an ASC member, built a Bill Carter designed 32-foot Heuristic sailboat which also was featured in Yachting magazine.

Not all the locally designed boats gained national attention, however. Ed Hamilton, an early club member and engineer, designed a boat called the Interim (meaning the time between owning a small boat and a wonderful boat!). But the ballast placement or displacement, whatever the case, proved to be this boat's sinking moment of glory. Back to the drawing board. Hamilton's goof didn't die gracefully but came back to haunt him in the form of a nautical pile of scrap on Don Marsh's front yard. Whenever Marsh gave directions to his house he'd say "turn right at the junked boat," which sure beat using plastic flamingos -- to everyone but Hamilton, that is. Don Marsh was ASC's commodore in 1958 who gained quite the reputation for being a "character." He was stationed at Bergstrom Air Force Base and, after many years of active service with ASC, he returned back east to work the family farm.

Not all of Hamilton's boat-building efforts were unsuccessful. The Allison boat he designed and built for Fred Romberg was used for many years before becoming a landmark at the entrance to Commander's Point. One of the Allison's important functions in sailing club activities was carrying cold beer for thirsty sailors. And Tom Romberg will always remember her as the boat he learned to sail on.

One of the first large boats built to sail Lake Travis was a Feadship of Holland designed wooden boat which was moored in Greathouse Cove (now Commander's Point) where most of the ASC members kept their boats. The Feadship was supposed to be a tight-planked boat, but Texas weather and a lack of TLC caused daylight to shine through the planks and allowed water to seep through her unscrubbed hull. One day it sank off Windy Point with the sails still up and could never be found in the more than 200 feet of water where a grove of pecan trees once thrived. All those aboard at the time were rescued. And the novice skipper was always remembered as "the one who sank the Feadship." He would've been a prime Blue Duck candidate.

Greathouse Cove was considered one of the safest boat havens for those people who moored there. The "character" who ran the place, E. M. Greathouse, blasted his shotgun more than a few times at those trespassers he didn't recognize or didn't get special permission to be there. The laws of the old West prevailed everywhere.

(To be continued in the next Telltale)

FROM THE FLEETS

Keel Fleets

Class

Class A

B

by Steve Spademan

Weather for Turnback was really great this year ... really unusual for THE RACE. The typical thunderstorms didn't show up until many boats had already finished the return race on Sunday.

Five Hobie 33's showed up, so they made a fleet. The J-29's raced in Handicap. Although the winds were light on the first day, fast times were turned in. During the race I think every boat in a fleet had a chance to lead. Winds on the second day were better yet with lots of upwind work.

Congratulations go to Tesch and crew and Dennis for a solid unbeatable performance.

On a light note ... during Turnback scoring on Sunday a racer complained that he had been scored 1st on Saturday in his fleet. There were no protests and the Race Committee confirmed his finish time. The problem was that he had motored about halfway and then put up sails and crossed the finish line. One point for honesty! Next time we'll have to add a handicap for the size of the auxiliary used!

NOTE to Vaughan: The flamingo stays!!!

The Spring Series is over and the racing was really close. Lucky for the "A" fleet that the BLOWN ASSETS syndicate cooked fajitas for the banquet and missed the last race! Dennis was too tough to beat in SO LONG.

by Mike Chambers

Just when you thought it was safe to go back into the water, Claude, Tom and Frank returned. Claude won B fleet spinnaker class with Frank taking 5th in "turnback." Barry Bowden won non-spinnaker B Fleet.

We had a pretty good turnout for the Spring Series. Because there was one cancellation, and we had race committee duty the last weekend, there were no throwouts. Tom Lott took first place with 2 firsts and 1 second place. Claude Welles was close behind with 1 first and 2 second places. We came in third with 2 thirds and 1 fourth place. Frank Riha was fourth with 1 fourth, 1 fifth and 1 third place. Dave Henderson was in contention but missed the last race to take second at the Mallory Cup regionals. Frank Riha had to protest the race committee to get his fifth place finish in the second race. The race committee boat saw him cross the line early but did not see him go back. Fortunately for Frank, people on the rescue boat at the pin saw him clear the line before the start. They were unable to communicate with the RC boat because of radio problems thus causing the confusion.

B fleet had race committee the last race of the series. Tom Lott, Joe Rymal, Frank Riha, Linda Henderson, Tom Blair, John Figer, Erhard Sudermann, Claude Welles, and Bonni Chambers all did a great job keeping me out of trouble. I understand we were in contention for the Race Committee trophy that the Ensign fleet won. We witnessed three boats going through the finish line prematurely. This is an automatic DSQ, so everyone needs to remember not to cross the finish line until it is time to finish.

Class

C

KEEL FLEET B (cont'd)

I'd like to encourage everyone in B fleet to attend the Summer Evening Series. The races start at 5:00 p.m. on Saturdays. We raced this series last year and thought it was one of the best series to race in. We have five races scheduled with no committee duty, so there will be at least one throwout even if one race is cancelled.

CITY LIGHTS
CITY LIGHTS
CITY LIGHTS
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CITY LIGHTS
CITY LIGHTS
CITY LIGHTS

Coming in December!

by Vicki Bremer

What about those C-fleeters who swept 4 out of the 5 place finishes in Sunfishes at the Centerboard Regatta? Now that's something you should be proud of guys -- Bill Records, Tim Erwin, Jim Deeter and Mike Strange. No matter where or in what, when you race you mean business!

The C fleet competition has produced some tough racers to beat -- even those who have abandoned our fleet and have gone on to bigger (but maybe not better!) boats. Like Terry Meyers who traded his Columbia for a J-29. Terry gave those other A-fleeters a good scare during the Spring Series. But like a typical C-fleeter, according to Bill Records, Terry got a little over-aggressive in one race which cost him valuable points.

Tim Vicknair is another one who raced in an A-fleet boat for the Spring Series, a temporary situation though. The J-36 ALBATROSSI did very well with Tim's C-fleet expertise. But watch out for Tim when he comes back to C-fleet on his Spirit 28. He's been out there on week nights training his crew, gearing up for the next competition. Maybe he'll get the "big J" fever before then!

Another A-fleet boat was graced with the presence of a C-fleeter -- me! But I wasn't recruited in the category of hot-shot racer (doggone!). AVALANCHE was desperate for extra railmeat; Jack was out of town, and I had no place else to go on a gorgeous Sunday afternoon. So the Tesch's were kind enough to adopt me for the day. After everyone got their complicated orders as to who was going to do what (everyone but me, that is) Bob said, "Vicki, you'll have to do whatever no one else can do." You know what that left? Fetching drinks, releasing the jib halyard on a spinnaker run, pulling the spinnaker into the cabin on a douse and,

D-FLEET!!

KEEL FLEET C (cont'd)

of course, sliding across the cabin top from high side to high side. And you know what? I haven't had that much fun sailing in a long time! (Not that getting a bullet that day had anything to do with it!) Before the start we tacked and gybed a dozen times to get into the rhythm; we raised the spinnaker and gybed a dozen more times; we checked wind direction every few minutes, and anything else that would make us go faster and get to the finish quicker. I was impressed! The only complaint I heard was that I talked too much. I guess my "there's (such-and-such) mark" four times that afternoon was too much for them!

Did you know that we have a Mallory Cup racer in our midst? None other than Steve "yellow polka dot shorts" Hansen who crews on Cafe au Lait. Steve is the foredeck crew along with teammates John Bartlett and Dave Henderson. When Steve isn't working as the chef at Castle Hill Cafe, he's out there tearing up the race course! We'll be wishing you nothing but good (and fast!!) thoughts, fellas, when you head for Lake Dillon in Colorado.

Don't forget to mark August 6 on your calendar as the day of the Aquafest Sunfish Regatta. Bill Records is chairing that event, so it's got to be wild, crazy, and fun!!

One last note: I understand the Turnback Canyon race was a fight to the finish with the first four finishers scoring within one point of each other. Now that's some fancy racing! No wonder I only see the transoms of C-fleet boats. You folks are tough to beat!!

by Larry Ratliff

The Spring Series has ended much as the Warm-Up Series did -- with Hal Hayden taking a first. In fact, Hal had a perfect record this series with three bullets for three races. Tom Cummings took second for the series with Dave Boerner third. Appearances were also made by Carl Byrn and Perry Weller.

A welcome goes out to new club and D fleet members Mark and Suzanne Bradford. Mark and Suzanne have been sailing their Capri 14.2 and recently purchased an S2-7.3. A special note of thanks goes out to the Bradfords for their help with Committee duty. Before they have even had a chance to race their new boat they were drafted for crash boat work. Their help was greatly appreciated, and we are all looking forward to seeing them on the race course in the future.

I would like to thank all the people who came out to help with Committee duty -- the Bradfords, Hal Hayden, Louis Soefje, Perry Weller, Cynthia Creamer, and Heather Purcell. Next fleet duty is on October 23, so I'll start making calls in mid-August in order to ensure a better level of participation.

The bad news is that, once again, the number of boats that are on the race course for D fleet is extremely low -- only three or four boats for each of the races this series. This lack of participation is a topic that concerns the active racers. Several of us are going to be discussing ways to increase the number of boats on the course. We will probably be polling the fleet members for input on this subject. If anyone wishes to actively participate in this project, please give me a call.

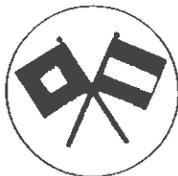
Call me with any news for future Telltale articles.

Centerboard Handicap

by Teri Nelms

This is going to be the shortest article I have ever written because I have been doing everything I didn't want to do so far this summer with hardly any time to Fireball it. However, thanks to Keith and Bonnie Lackey, the Saturday centerboard series has been a complete success. Four races are run each Saturday with an average of 20-30 boats showing. Nine Capri 14's have sailed on a regular basis and, as a result of this series, five of those boats have joined the yacht club. The Sailboat Shop and Sail and Ski have donated functional trophies that have been awarded each Saturday. I can assure you that we will all show up for Governor's Cup. As Keith and Bonnie have run into their own set of "I don't have time" problems I will say in their behalf that they placed 3rd in C-15 Districts in Houston on Clearlake and the Musselmans placed 5th. Happy little-boat sailing! You big guys are missing all the fun "up there."

See you in the lake.



CAPRI 14.2

by Dianne Glass

The Capri 14.2 Fleet #6 is increasing membership in AYC. Captain Anne Ellzey and Jeff Delaney were recently joined by John Welch, Mark and Suzanne Bradford, and Dianne Glass in the AYC.

Upcoming fleet activities include:

July 23 -- moonlight sail after summer series race at AYC.

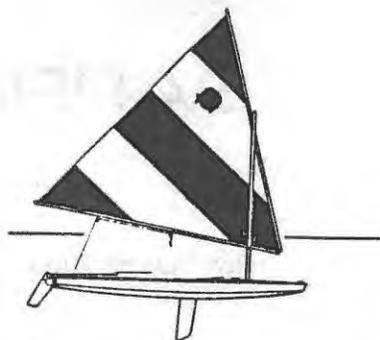
July 30 -- campout at Lake Buchanan, Black Rock Park, star gazing with our resident fleet astronomer, Fritz Benedict.

We will be racing in the summer series and Governor's Cup.

During the June 11 race, nine C-14.2's baked until the water cannons, cola bottles, buckets, boat paddles and igloos were used to cool off other crews. Afterwards we grilled hamburgers and shared tales with the C-15 fleet.



SUNFISH



by "GRAND WIZARD" Erwin

Well, we're off to a second season and our fleet has already been quite active.

Wednesday evening races started in May with a fleet party at the club, Bill Record's famous fajitas and Bill Draheim's helpful Sunfish rigging tips. The races through May have been well attended averaging around ten boats. We are missing some of our regulars, however, and we miss you! I know everyone can't make it every week but we do miss you. No excuses! Get your schedules together!

We had a great Centerboard Regatta! We had 16 Sunfish participating and the largest one-design fleet. Those taking the silver ALL met the 70 rule by the way! 1. Tom Frost 2. Bill Records 3. The Grand Wizard 4. Bill Word 5. Mike Strange. Congratulations to all of the participants; it was a blast!

Please help me welcome some new members to our Sunfish 70 Fleet. A hearty welcome to Jim Deeter, Lisa Ross, Vicki Bremer, Elyse Smith and Bob Stephens. When you see these folks be sure and make them feel welcome in the best fleet around! A moon or a water balloon might be suitable.

Wednesday Evening Race Committee Duty Schedule:

June 29 - Dave Boerner/Mike Strange

July - Laser Fleet

Aug. 3 - Frank Riha/Bill Word
10 - Dave Hilfer/ Vic Manning
17 - Cynthia Creamer/ Bonni Chambers
Vicki Bremer
24 - Rod Ethridge/Mike Strange/
Carol Tesch
31 - Jim Deeter/Bob Stephens/
Jim Swanzy

Sept. - Laser Fleet

Serious Business (of all things!)
(ssshhh, the grand wizard is serious!)

Fleet dues are due now. Dues are \$10 per season beginning in May. Pat Manning has so graciously agreed to be the fleet treasurer so please get your dues to Pat. You must be a dues paying member of our local fleet in order to participate in fleet events.

Fleet Compliance with International Class Association Rules. As you know, we are an officially recognized Sunfish fleet by the International Sunfish Class Ass'n (I.S.C.A.). We are officially Fleet #70. With this recognition comes the responsibility of our fleet to comply with the rules and by-laws set by I.S.C.A. I refer you specifically to sections 1 and 3.6. We, as a fleet, don't want to breach these rules in substance or in spirit. And we must respect these rules in order to keep our fleet healthy, viable and (above all) FUN!!!!

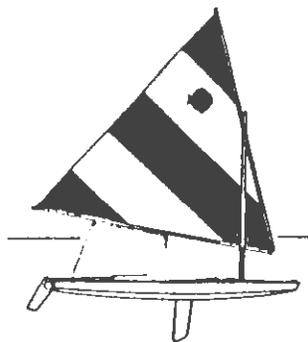
Therefore, effective July 1, 1988, we will expect compliance from all of our fleet members in ALL of our events. Since we are a Fun Fleet and have no protests in our fleet functions, compliance is expected on a voluntary basis and without further issue. Enough said!

Dates to remember:

July 16 - AYC Summer Evening Series begins
Governor's Cup Regatta July 2-3 -- Let's have a good showing. Remember last year we had the largest one-design fleet in the regatta. Let's do it again!!!
Aquafest Sunfish Regatta - Watch for the flyer announcing this official Aquafest water event headed by Bill "back in a flash" Records. Be advised that for one day the Four Seasons Hotel will be proclaimed World Sunfish Headquarters.

See ya at the lake.

SUNFISH



by Mike Strange

What's it all about Alfie? To be or not to be, that is the question. The answer my friend is blowing in the wind. The times are a changing.

A year ago I bought a Sunfish on a lark to do some sailing and beer drinking on Wednesday night. There is no question that it was semi-serious. I found my race in the back of the fleet, occasionally skipped a mark, fouled some boats, didn't always come back if I was over early, yelled, made noise and had a ton of fun.

When the issue of class compliance came up at the fleet party I did not support the fleet's decision to make the fleet conform to class rules. Now I do. Why?

One of the reasons that I sail is to make boats go fast, as fast as my skills and the boat will allow. The only way that I can judge if my skills are improving is in competition. Wednesday night is competition, not with the same intensity as series or regattas but competition none the less. If I'm near you I am trying to beat you. As such I am going to enforce my rights, trash your air, luff you up or whatever else the rules allow. I expect that you will do the same. If a foul occurs my attitude is keep racing. As a sportsman I will do whatever seems proper to rectify the foul. Usually the foul is insignificant and no action is required, but I've done 720's, given up my position at the mark, etc., and I've seen all of you do the same. No protests, no anger, just low-key fun racing.

There is now an issue that refuses to go away -- SAILS. There is no question in my mind that the legal Sunfish sail is not as fast as those being produced locally. I have observed this speed difference from the committee boat, and

as a competitor. I object. Currently the boats that I am racing against are those boats that are flying class approved sails, but I am forced to deal with boats on the course that are not in compliance. What do I do? Tell my competitor to slow down because I'm being blanketed by a boat with an illegal sail, refuse to give room at the mark because the illegal boat isn't really there or should be behind me? I don't know. The fleet, however, has decided. During this series of races I should ignore the equipment advantage. So be it. During the next series, however, it is expected that all boats will be in compliance. So be it.

This has caused some resentment since it is a change in what the fleet originally allowed. I understand this. What I don't understand is the continuing controversy. Nine months ago we (the fleet) made the decision and gave everyone ample time to bring their boat into compliance. Folks, I had just spent \$45 on an illegal board to replace the "new" board I had. Then I had to go and spend about \$70 to get a legal barrington board. So be it.

The complaints concerning this change have been directed at our Grand Wizard as if this was his decision. This is unfair and needs to stop. Therefore, I have volunteered to listen to the complaints and argue, if you desire, the righteousness of the fleet decision for the remainder of June and July. If needed, I will find a volunteer to serve this function for the remainder of this season. I am still having too much fun to allow this issue to come between us.

Watch out, I'm gaining on you.

J 22

by Greg Schertz

They ran away with it. It wasn't even close. Never finished below 3rd. They even used two-year old Bartlett sails. They did it with a handicap (J.B. was on board). Yes, Rylander and company put the hammer down and won the Austin J-22 Circuit Regatta with finishes of 1-3-2-3 (totaling 8 3/4 points). The Holmes' team sailed an impressive string of races to finish 2nd overall with a 2-10-3-1 (15 3/4 points). Kelson Elam (Dallas) finished 3rd with 19 3/4 pts. That's pretty good for a guy who takes 30 minutes to put his boat on a trailer. (I think he's sailed too much on J-24s.) Harry Protzeller (Shreveport) finished 4th with Bud Boucher and Terry Schertz sharing 5th place. (Bud won the tie-breaker.) Scores of the regatta are posted elsewhere in this issue.

About this Rylander team: Carol Rylander, Scott Cheney, John Bartlett and, yes, Mark. Most of the competitors think Carol had the most to do with their winning effort. Mark and J.B. agreed. In addition, Mark was always able to get clean starts and get toward the favored side of the course within a minute of the start. Mark says they kept moving by footing hard in the light stuff and kept sailing for the puffs. He says they used Kelly Gough's starting tactics, "think Boston." I don't know; ask Kelly. A lot of people say they got weird on one leg and sailed way over to the yacht club. When asked about this Mark said, "I'm blaming J.B. on that." When Carol was asked what it's like to sail with Mark she stated, "Mark is really nice or I wouldn't sail with him. I don't put up with no s---." She said the only time Mark and J.B. had a problem was on one run when Mark told J.B. to "watch the f----- water, not Craig." J.B. defended

himself by saying, "I only watched him once." Does anyone believe J.B.? J.B. said it was a little tough with those real, real, real old sails. Obviously they're still fast enough. J.B. said his mood over the weekend was in great shape which helped. I'm not sure what he meant by that. Scott Cheney flew the chute and seems to be a natural for J-22's. Hhmmm, Scott, there are some J-22's for sale.

The Holmes': Craig and Vicki with Voldi Maki. Let's sum up the weekend like this. If in doubt on which direction to go, flip a coin. Yes, it works. Voldi, can we buy that coin from you? I heard the funniest thing out there during one leeward mark rounding. Craig told Vicki to put the pole down 37 times. Not 36; not 38. THIRTY-SEVEN. Craig, that's just not necessary. When asked why they were so fast Craig said, "Well, I guess new J.B. sails." How much did he pay you to say that?

What? A yelling match? The Holmes and Schertz team? Best buddies? Yep, took up half the reaching leg. Something about windward/leeward. I don't know. Maybe there is a rule somewhere that might apply.

Thanks a lot to Jim Baker and Arak and Liz Bozyan for running a grand regatta and to Tom Romberg for doing the dirty work of hearing protests. I heard nothing but good about y'all's work.

Another big thanks goes to Nancy and Doug Woodward. They hosted a fleet meeting at their new house. Maybe we can talk them into doing that a lot more often. That is one beautiful house. After everyone stuffed themselves with great food, we got down to business. Reebok hightops

J-22 (cont'd)

were voted in as the fleet shoe. Now that's important business.

Concerning the Saturday evening series, we'd like to see novice skippers at the helms of the J-22's -- at least for some of the races. (Just let your crew skipper every now and then.) Most of the other business will be old business by the time you read this so I didn't bother writing about it.

And now, what everyone was waiting for: the Spring Series. What a start! SHIRLEY SLAUGHTER creams the competition and wins the first race handily. The fleet threw her in the pool in celebration. Shirley contributes her victory to "alertness, reading the course correctly, knowing the rules, having all girls on the boat." She said they "pushed the boat to the max, went fast and sailed smart." Wow, what a quote! And what a race!

The remainder of the series changed slightly. Linda McDavitt and her Adams team won; Steve Brown came in 2nd, and Shirley Slaughter finished 3rd. Linda and company have been practicing for the Adam's competition. Looks like they are ready. Steve keeps sailing consistently and was always near the top. Shirley just kept on trucking and showed no signs of slowing down. J.B. has been competing for the Mallory Cup and sailed Deuce Coupe on the last day of the series. Leave it to J.B. for a little entertainment on the race course. He flat out mowed down a Laser. "It's OK," he said. "I know 'em," as he chuckled and sailed on. Oh, J.B.!!

Ensign

by Mel Kunze

Sam Humphrey's boat is in the water, and the Bozyan craft is rumored to follow soon. The return of those competitive sailors, unfortunately, will push many of us average sailors two places down in standings.

The Warm-Up Series early in the Spring was well attended. The series saw fairly cold and brisk winds. For example, the April 10 race suffered temperatures in the low 50's, a threat of rain and minimum 20-25 mph winds. The hard-core racers pressed on with 170% genoas and not a care in the world. Dan O'Donnell won the series followed closely by Tommy Kozlowski (2nd) and Jim Baker (3rd).

Fleet 30 provided good representation in the April Ensign Spring Nationals sponsored by the Houston Yacht Club. Thirteen boats competed including teams from Connecticut and Newport. Harold Neel, David Stark and team took first in the final race and came in 4th overall. Congratulations to these able competitors!! The out-of-town sailors were at a disadvantage because Houston's permanent marks are white torpedo buoys that disappear in the swells and are hard to locate. Several of Fleet 30's regular crew members competed as well like Gene English. Most of you will remember Gene who was central to the formation of Fleet 30. He sold his Austin-based Ensign several years ago and moved to Houston. Now he's back in an Ensign.

For those who'd like to escape hot Austin weather, the Ensign regionals are scheduled for July 13-16 at Lake Dillon, Colorado. It's uphill all the way, but the destination is worthwhile!!

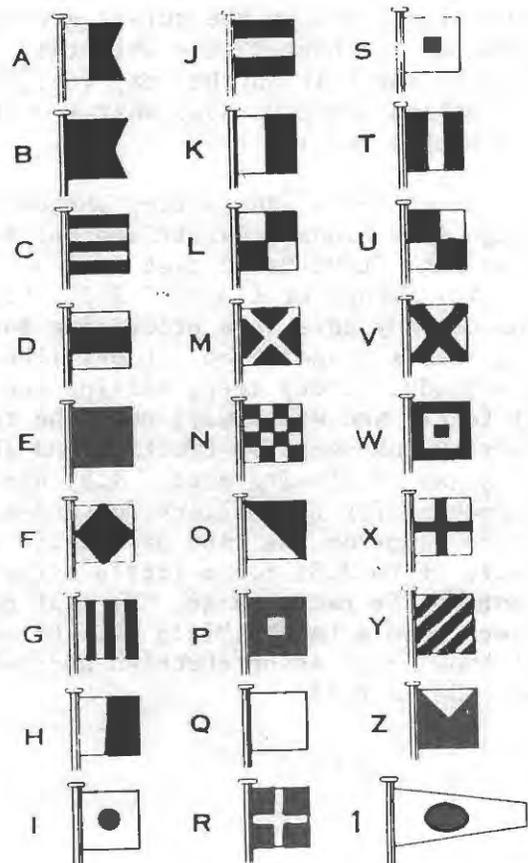
by Dave Broadway

On the Road . . .

It was another version of the Scott Young and Mike Haggerty show at the Southwest championship held on Memorial Day weekend. The five race regatta, hosted by the Rush Creek Yacht Club in Dallas, was the sixth stop on this year's J-24 Texas Circuit. Forty-five boats from Texas, Louisiana, Oklahoma, Kansas, Tennessee, and Washington competed for second place in winds of 15-25 knots. Fleet 21 boats returning with hardware were Young/Haggerty sailing Thunderstar (1st), Dave Broadway (7th), Bill Draheim/Fred Schroth (9th), and Jack Kern (10th). To place these results in perspective, the next closest fleet had two boats in the top ten, and the Dallas entry of 25 boats had none!

The most interesting (?) race was the second one Sunday which was delayed in starting to allow a line of thunderstorms to pass. The first mile and a half beat was sailed in 8-10 knots of air before the wind began to kick in on the next two reaches of the Olympic course. As we turned upwind the second time, a line of wind caught the fleet with their 150's up and nowhere to go. By the time the leaders got near the weather mark the wind had built to 30 knots, and those mylar genoas that were being tacked were fading into history. Approaching the weather mark, Thunderstar's main parted, and several of the leading group of boats broached and headed back to the weather mark as they set their chutes in an attempt to go downwind. Now gusts of 50 knots were being recorded by the race committee. It came down to a choice of setting your spinnaker and broaching (Kern's spinnaker actually had its numbers blown off), or being happy to go downwind at 10 knots while changing headsails. We opted for

the latter alternative. Rounding the bottom mark and going to the finish, the fleet was spread out over the course like litter after a Willie Nelson Fourth of July picnic. Thunderstar sailed the last weather leg with only her genoa, and Scott did a masterful job of steering her to a third place finish -- Thunderstar's worst finish of the regatta.



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