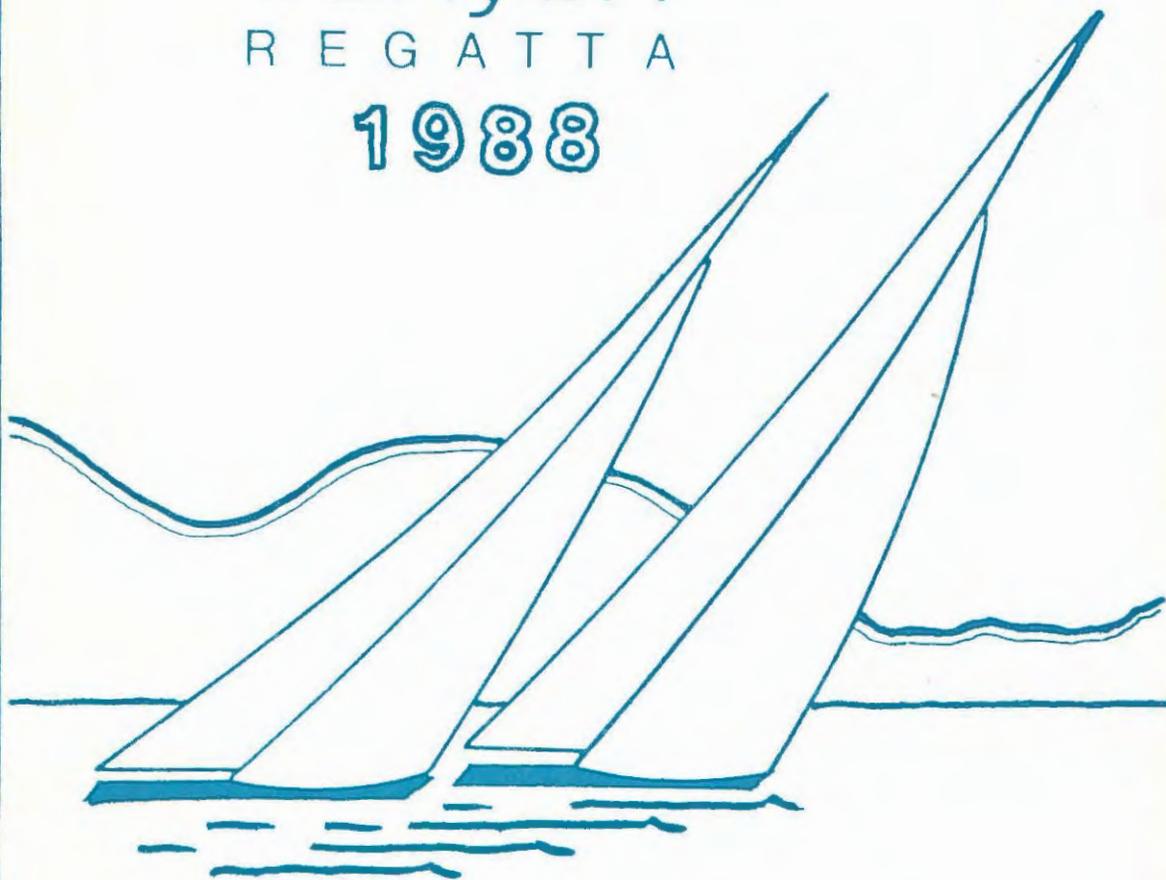


May 1988

# Telltale

AUSTIN \* YACHT \* CLUB

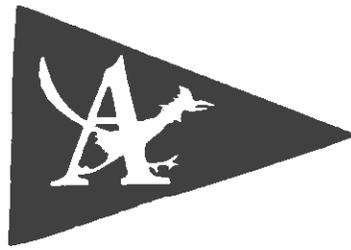
TURNBACK  
canyon  
REGATTA  
1988



may 28-29

and then you jibe

life's a reach



# AUSTIN YACHT CLUB

## 5906 BEACON DRIVE

## LAKE TRAVIS

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

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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



# MAY 88



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

As of this issue of the Telltale we are well into our sailing year and things are going well. The grounds are looking good with the spring greenery, and I would like to commend Walter and the Building and Grounds Committee for the work that they have put into cleaning up the waterfront. It is nice to be able to see the lake without all the scrub and brush in the way.

Spring Regatta was a success though there were a few green crews out there. And now everybody is well warmed up from our first club series and ready for the big regattas. Turnback Canyon plans are well underway, and it should be every bit as good as ever. But the big news is the format for Governor's Cup. The sailing will be as good as ever, but the party should be fantastic! We are working with the Cystic Fibrosis Foundation on an event which will set new standards for regattas at AYC. It will be billed as the AYC Governor's Cup Seafood Regatta and will feature food from several of Austin's finest and best known restaurants. The music will be courtesy of multiple bands playing sets for those who want to take a turn around the dance floor after the day's racing. And while we're all having fun, we will also be benefiting some needy folks who can use our help. So look forward to all this and more in July; put both regattas on your calendars, and stay tuned for more details.

Claude Welles, Commodore  
Austin Yacht Club



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

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**PUBLIC RELATIONS COMMITTEE FORMED....**

Meet your Austin Yacht Club Public Relations Committee.

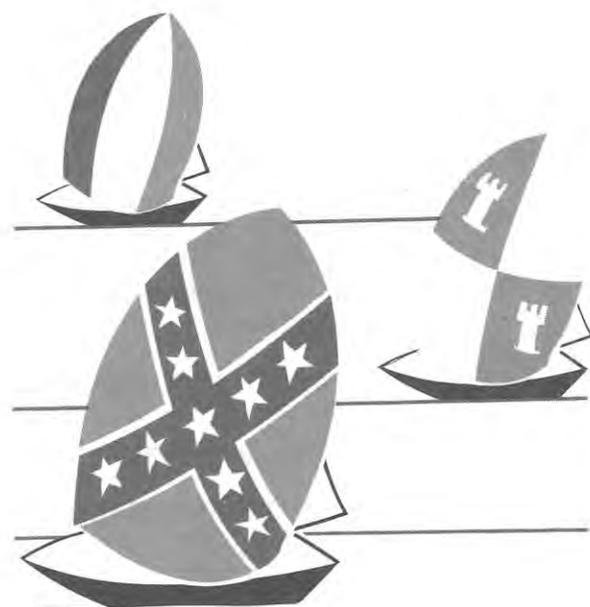
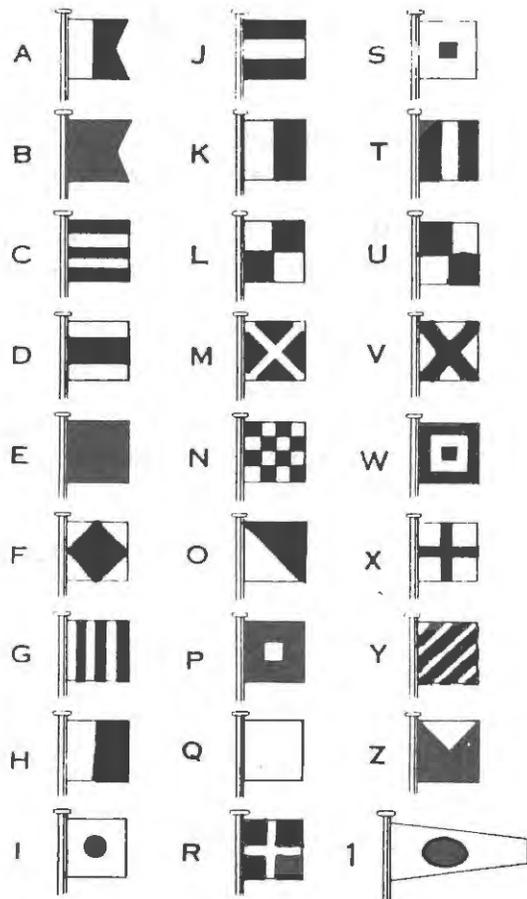
Chaired by **Kathy Pillmore**, committee members include **Cynthia Darwin, Garry Entress, Vicki Bremer, Lee Vaughan, Jane Frederick, and Charlene Allan**. Consulting members to the committee include **Bill Records, Terry Johnston, and Roy Crouse**.

The P. R. committee was established to enhance the profile of the Austin Yacht Club, its members and activities, and the sport of sailing in general. We will also make an effort to work within the Club to keep members informed of special activities and honors received by fellow members outside the club (see "ABOVE & BEYOND"). We will work with local, regional and national media to gain recognition for our events and competitors and will undertake media relations on behalf of the Club to create continuity with media personnel, and help them begin to recognize sailboat racing as a sport.

Among our initial undertakings, in addition to publicizing our open events, is to document the Club history...the people, the events, that brought us to today and where we see ourselves tomorrow. We will also be conducting a profile of members to identify Mr. & Ms. average AYC member (Be watching for a survey form), and be submitting special feature articles to various publications.

The committee is looking for additional volunteers with experience in copywriting, graphics design and production, public relations and promotions. If you're interested please contact Kathy at 459-4590 or 450-1512.

If you have stories of interest about clubmembers or yourself relating to activities outside the parameters of AYC, or if your company publishes an in-house newsletter to which we might submit special articles about clubmember/employees, please let us know.



## AYC SUMMER SCHOOL.....

.....FOR ALL AGES

If you didn't make straight A's on the race course this Spring.....  
If you have a few family crew members with more potential than  
experience.....

If you're looking for somewhere to go this summer besides work or home (or  
want to send someone away from home for a while!).....

AYC has got some kind of hot fun in the summertime with camps scheduled for  
men, women and juniors. Make your reservations early so that camp  
coordinators can plan the most appropriate activities. AYC camps are designed  
for Club members and their families. Non-members will be accepted  
beginning two weeks prior to each camp if limits have not been reached from  
the Club membership.

### JUNIOR SAILING CAMPS JUNE 6-11 AND JUNE 13-18

Junior Beginning Camp: June 6 - 11. Designed for junior sailors between the  
ages of 7 - 17 with minimal sailing experience. Requires basic know-  
ledge of water safety and confidence around water. Campers must bring  
PFD and sleeping bags. Water appreciation and basic boat handling  
skills taught. Overnight camp at AYC cabins ending Saturday evening.

Cost: \$195.00

Limit: 46 campers

Junior Advanced Camp: June 13 - 18. Designed for junior sailors between the  
ages of 7 - 17 who have either completed the beginning junior camp or  
who can demonstrate a working knowledge of basic boat handling.  
Campers must bring PFD and sleeping bags. Overnight camp at AYC  
cabins ending Saturday evening.

Cost: \$195.00

Limit: 46 campers

### JUNIOR SAILING DAY PROGRAM JUNE 20 - AUGUST 18

Day instruction for junior sailors between the ages of 7 and 17 will be offered  
on Wednesdays (beginners), Thursdays (intermediate), Fridays (advanced),  
and Saturdays (all), from June 22 until August 18. Morning and afternoon  
classes. Transportation and lunches must be provided for campers. Open to  
non-members.

Cost: \$120 for 8 week session (two classes per week)

(to discuss pro-rated or additional classes, contact AYC or camp coordinator)

JUNIOR SAILING COORDINATOR: Craig Tapley, 458-8541 evenings



# ABOVE & BEYOND

Presented by the AYC Public Relations Committee, Above & Beyond is a brief look at the activities of club members "Above & Beyond" club level. If you know of a member who has achieved recognition in his/her sporting, personal, or business life please submit that information to any member of the PR Committee for consideration.

SYDNEY IN THE SUMMER .....  
First some catching up. Back in January Mike Haggarty and four of his friends were invited to compete in the J-24 Worlds held in Sydney, Australia. Mike, Jimmy Maltman, William Hoffmeister, Chip Riddle and Ed Mackey had qualified as one of eight American teams eligible to compete in the field of 50 boats from around the world. (The number of participants from each country is based on the number of J-24's registered in that country.) It was the Australian bi-centennial and, according to Mike, it was the time to be there. They finished 12th in the competition which saw the first three places locked up by Americans. Look for the Sydney Yacht Club burgee in the clubhouse.

LOCALS STEAL TROPHY FROM YANKEES AGAIN! .....  
If you haven't seen the April issue of Sailing World you may not know that Kelly Gough and Bob Gough (both of whom are the less famous relatives of Terry Schertz) took top honors in the M20 Nationals on Lake Geneva, Wisconsin. The father-son team bested the 43-boat fleet by 10 Olympic points. This is their second M-20 national title. Pick up a copy of Sailing World and get the details. Congrats guys!

GOLDEN ASPIRATIONS .....  
The AYC Olympians are working feverishly toward their date with destiny -- September in Seoul.

The Bill Draheim/Keith Andrews team just returned from Haifa, Israel where they competed in the 470 Worlds. Ranked 3rd nationally, they are trying to raise an additional \$10,000 for a new hull to take them to the finals. (See the detailed campaign report elsewhere in this issue.)

The Doug Kern/Brodie Cobb Soling team is preparing for their trials that begin July 2 in San Diego. The relatively new team is currently ranked 6th nationally. According to the team, donations are gratefully accepted.

The Flying Dutchman team of Paul Foerster/Andrew Goldman has been practicing at Andrew's home base in Greenwich, Conn. They too have been facing strong competition in Europe and are preparing daily for their trials to be held in Newport, R.I., in July.

ABOVE & BEYOND (cont'd)

Rick Sharp/Gary Mosier are aggressively pursuing their dream for a Gold in the Tornado class in Seoul. They can be seen daily at the club from around 4 p.m. 'til dark practicing for their upcoming trials. Weekends are devoted to out-of-town competitions all over the state. Rick and Gary were ranked 4th last year. (See the detailed campaign report elsewhere in this issue.)

Austin Yacht Club can be rightfully proud of fielding four teams in Olympic level competition. Some states can't boast that many teams! In addition to talent, persistence, determination and dedication, these teams need money to get them to Seoul. If you have a favorite team, please help them out. They're representing YOU to the rest of the world.

ADDED NOTE: The Olympics will be covered by NBC Sports this summer. Currently the sailing events are scheduled for a total of 13 minutes air time ... this in a sport that American teams have consistently taken home the Gold and Silver!! What can you do about this? Write or call NBC Sports and express your desire to see more coverage of the Olympic sailing events ... 8 classes in all. Their address is:

Mr. Terry Ewert, Executive Producer  
NBC Sports Olympic Unit  
30 Rockefeller Plaza  
New York City, N.Y. 10112  
(212) 664-4444 (ask for Olympic Desk)

ON THE CIRCUIT .....  
Many of our club members can't get enough just sailing in 24 annual series races and six regattas at AYC. They are the ones that go on to compete in one-design circuit events.

The J-22 Circuit covers the Southwest. Four regattas are held to determine a winner who may then advance to Nationals and Worlds! The first regatta was held recently in Shreveport, LA. AYC club members currently rank among the best and include Bud Boucher in 4th, Doug Woodward in 5th, and Bill Mitchell in 6th. The next regatta will be at AYC on May 14-15. Twenty to twenty-five boats are expected. "GO AYC!!"

The J-24 Circuit covers a four-state area that makes up the Southwest. Six regattas will be sailed this year, the most recent (as of this writing) being April 23-24 at Chandler's Landing in Ft. Worth. Rankings through April 27 for AYC members (and some others of interest) are:  
Mike Haggerty/Scott Young in 1st, Bill Draheim/Fred Schroth in 2nd, Clark Thompson in 3rd, Kelson Elam in 4th, Fred Amerein in 5th, John Peck (San Antonio) in 6th, John Kolius (where have we heard that name before!) in 12th, Dave Broadway in 13th, and Jack Kern in 20th.

Let's support our teams by letting them know that we care. Give 'em a "well done" when you see 'em.

ABOVE & BEYOND (cont'd)

LABOR OMNIA VINCITI .....  
"Labor conquers all things" and this lady can well afford to boast about the fruits of her labor. Certified USYRU judge, AYC Race Commander and Board member, chair of the Olympic Committee just to name a few of her contributions to sailing and AYC, Gail Bernstein has been selected for yet another honor.

Out of 200 applications submitted statewide, 80 women were selected for the privilege of participating in the 1988 Leadership Texas program. Acceptance is based on leadership qualities on-the-job and/or volunteer efforts. (And Gail aced both!) Six meetings are held at various locations throughout Texas and discussions are held about the economy, government, art, education, lands, etc., as it concerns Texas. After the last meeting in November, Gail will join a very prestigious alumni. Good work Gail!!



The winners: Kelly and Bob Gough

TO: All Our Friends and Supporters

FROM: The Draheim/Andrews 470 Olympic Campaign (written by Bill Draheim)

As the trials get closer so do the update letters. Let's hope our sailing peaks at the right time for I know that my writing skills will never peak!

This time I mainly want to report on the World Championships held a couple of weeks ago in Haifa, Israel. And I'll also include a few words about the J-24 Circuit in Austin.

The day after the last race of the SORC (see my article "SORC ... Texas Style" in this Telltale issue) we were back in Austin to sail the J-24 Circuit. We took a third at this competitive 40-boat event. The "J" regattas are crucial for developing our tactical skills.

The following day we left for Israel. Sixty-five boats from all but New Zealand and the Eastern-Block countries were present for the final international test before the olympics. As one usually finds at a regatta, conditions were not as predicted. The 15-knot sea breeze was influenced by the gradient breeze which would usually prevail during the winter. This made for tricky wind shifts and large velocity changes.

We look at the regatta retrospectively as a huge success for both us and the U.S. team. We finished 22nd yet showed incredible speed rounding the first mark in the top 10 for four out of six races. We were the only boat in the regatta to do this. A couple of unfortunate shifts on the final leg of two of the races turned 2nd and 10th place finishes into 21st and 38th places. These races were the reason we did not medal. We were extremely happy with our heavy air speed. Winds for the final race were a steady 20 knots, and we held 3rd from beginning to end. This was doubly exciting knowing the conditions in Korea will be windy.

For the U.S. team it was our best result in five years. John Shadden was 3rd, Tom Kinney was 13th and Steve Benjamin was 27th. I'm confident that the one who wins the trials will go on to medal in the games.

Our schedule leading up to the trials includes:

Nationals	May 14-18	Annapolis, MD
K.D.V. Regatta	May 28-29	Norton, CT
J-24 Nationals	June 4-11	Corpus Christi, TX
Training	June 15-30	Newport, R.I.
Olympic Trials	July 1-16	Newport, R.I.

Our updated budget stands at \$11,900 for equipment and training. To date we have raised \$40,000 and have spent \$49,000. We feel confident you will stand behind us for the final push and are grateful for your

Draheim/Andrews 470 Olympic Campaign (cont'd)

help to date!! As always, tax deductible checks should be made payable to U.S.I.S.A. and sent to P.O. Box 9802 #381, Austin, TX, 78766. Again, thank you for your continued support.

ATTENTION RAFFLE TICKET PURCHASERS:

If you have purchased raffle tickets for the Draheim/Andrews 470 Campaign:

THERE WILL BE NO RAFFLE DUE TO LEGAL IMPLICATIONS

For those of you who charged it to your AYC account, there will be no charge issued to your account. For those of you who sent in a check or cash, I will be contacting you shortly. Thank you for your cooperation; I am sorry it could not work out. If you have any questions, please call Jennifer at home (338-4559) during the day.



TO: All My Friends and Supporters

FROM: Rick Sharp, Tornado (U.S. #730)

I have just recently received a notice of all the people who have contributed to the Sharp Olympic Fund, and I want to thank you all and let you know how things are going.

As you know, for the last two years my son Eric has been my crew. Well, he is now an engineering student at UT and cannot afford the tremendous amount of time it takes to practice and compete at a National and International level. Therefore, I have a new crew, Gary Mosier, who is himself a three-time National champion on a Nacra 5.0 meter catamaran. Gary brings a lot of strength to the team and is willing to make the sacrifices necessary to prepare for the trials.

At this time our schedule is as follows:

Monday-Thursday.

5:00 a.m.	Work with weights and exercise
6:15-3:15	Our jobs
3:15 p.m.	Leave for the lake
4:00 p.m.	Until dark (now 8:10) practice
8:10-8:45	Prepare the boat for tomorrow
9:30	Arrive home
10:00	Bed

Thursday after practice.

Pack the boat for traveling.

Friday after work.

Travel up to 7 hours to a race and put the boat together after arriving.

Saturday and Sunday.

Compete both days.

Sunday break the boat down; load up and travel home.

Monday start over again.

As you can see, an understanding family and a totally supportive wife are essential to the success of an Olympic campaign.

During the past year we have been steadily improving, and we are optimistic with the results we are seeing now! We convincingly won our Regionals last fall and are proving to be the dominant boat in the strongest fleet in the country. Of course one must realize that the 1984 silver medalist (Randy Smyth) is still the team to beat in order to be the single representative from the U.S. He has been beat, and

Rick Sharp Olympic Campaign Report (cont'd)

we plan to be prepared to do it again in July when we will be in Newport, RI, for 16 days of racing. The top 30 boats from all over the U.S. will be there and a lone boat will travel to Pusan, Korea, in September for the Olympics.

We appreciate all the support we have received from individuals and the U.S. Olympic Yachting Committee. Nearly \$5,000 in support from both the private sector and the U.S.O.Y.C. have come in and our expenses have been just short of \$18,000. We don't have any overseas regattas to attend between now and the trials, but with new sails, equipment, registrations, three weeks in Newport and other travel I expect our expenses to be close to \$6,000 yet this year. We have been unable to attract any large donations from corporations and have had to depend on the many great people interested in our success. We sincerely thank you and assure you that regardless of how we finish we will put in 100% effort to be prepared to win the trials and then bring home a Gold Medal from Korea.

Thank you for your support.



## THE SORC (SOUTHERN OCEAN RACING CIRCUIT) TEXAS STYLE!!

by Bill Draheim

As some of you know, the SORC is the most prestigious big boat series in the world. It is an eight-race series that begins in St. Petersburg, FL, and ends in Nassau, Bahamas. The schedule was slightly modified this year in an attempt to get more local boat participation. I sailed on a Kaufman Custom 47 which was built in 1981 and redesigned in 1983 to more effectively fit the IOR rule. The boat is owned by Dr. Joe Reeves of Beaumont, TX. With some of the crew from the Houston area, the rest of the crew (I'm proud to say) was comprised of AYC members!

The AYC team included Steve Vaughan (co-navigator), Dave Broadway (grinder/tailer), Keith Andrews (mast man), Jeff Johnson (bow man), Ty Johnson (tailer/cook/photographer), Bob Tesch (cockpit captain), Russell Painton (co-helmsman/main trimmer), and Dave Wahlberg (main trimmer). My title was helmsman but my off-watch sleeping skills were my biggest asset to the team!

Race #1 was a 30-mile day race outside of St. Petersburg Bay. We entered this race under the IMS racing rule which we thought would suit old IOR boats such as ours quite nicely. Conditions were a perfect 10-15 mph winds with lots of sunshine. The race became a reaching contest after the first three miles with our boat ELUSIVE finishing second across the line but 8th after time corrections.

Race #2 was the following day with the same conditions for the 30-mile race. We also had the same results. After a day of rest we were ready for the 400-mile race from St. Pete's to Ft. Lauderdale. Just before the race we challenged a 50-foot French boat that was using the SORC as a warm-up for the Round the World race. The winner would receive a case of champagne and would be determined by using the corrections for the IOR rule as it was apparent that ELUSIVE was more competitive under this rule. What started with a simple handshake for some fermented grapes turned into the world's longest and hard-fought match race! For four days the two boats were never more than two miles apart, and at the finish we were 20 seconds ahead of the charging French boat. She owed us two hours under the IOR rule, so the champagne was ours!!!

During the first three races we got some fabulous work from Dave Broadway and some pinpoint navigation from Steve Vaughan -- especially during the marathon match race. But both Dave and Steve had to leave to get back to the real world.

After a week long break, race #4 was upon us and we were ready for the 25-mile beat from Ft. Lauderdale to Miami. Conditions were miserable: 45 degrees, raining and blowing 20 knots from the southwest. We tucked up next to the beach to stay out of the Gulf Stream and went off to win the competitive IOR class.

SORC TEXAS STYLE (cont'd)

Races #5 and #6 were day races held off the coast of Miami. Both were about 25-mile triangle races with good upwind legs. The shoes of Dave Broadway and Steve Vaughan were filled with the arrivals of Russell Painton and Bob Tesch. They greatly helped us claim two more bullets in the IOR fleet.

After yet another day's break we were set for the grueling Miami to Nassau race across the Gulf Stream. Our final AYC talent, Dave Wahlberg, arrived just in time for the roller-coaster ride! The 170-mile race started in true ocean racing fashion. The wind was 25 knots apparent and from 100 degrees apparent. To add a little challenge we were faced with 15-foot waves! After a number of knockdowns, the wind freed up a little and the waves smoothed out. A rivalry between watches developed making for flawless sailing. My watch was pushed hard by Bob Tesch while Russell and Wahlberg kept it going the rest of the time. The result was Russell steering us across the finish to yet another victory!

The day break in Nassau before the final race was used to the fullest by all. Keith, Ty, and Stevarino Inman went down the beachside nature trail; Russell and Dave entered the rum and Moped races while Jeff and I gloated over winnings from the roulette table.

The final race was picture perfect -- sunny skies and 20 knots with the temperature at 80 degrees. The course was a double windward leeward with 7-mile legs. After an early challenge by the French Beneteau 50 and the Baltic 48 we pulled away to our 5th straight victory!

The 1988 SORC was great fun for all of us and should prove once again that AYC has an incredible wealth of sailing talent. So the next time you either beat or get beat by Vaughan, Broadway, Tesch, Painton or Wahlberg -- or the next time you ask Andrews, Johnson or Johnson to crew -- remember they are the SORC champions!





USYRU is  
the organization  
for today's  
sailors—

# ASK THE JUDGE

by: Albert "Tripp" Alyn, Senior Judge

## A CASE OF LATE OVERLAP

(No, this article has nothing to do with middle-age waistline problems)

Well, I have a moment to relax, and I figured that a small cafe overlooking the Canal Prinsen Gracht in Amsterdam was as likely a place to write my Telltale article.

It's a small world and sailing is a spoken language over here. On the Metro from Orly I sat next to a halyard tailer who just returned from racing maxis in St. Thomas. Later I met a Swedish girl who knows the Swedish 470 team -- a very small world when you're a sailor!

And now ... back to the racing rules.

Rule 42.3 (a) -- The Late Overlap. This one is a good one to know, especially if you like to approach the windward mark from the port tack layline. Coming in on port is no sweat if you've got a big hole to tack into. But suppose you took a flyer and got a lucky shift? Now you're coming into the mark on port with Scott, Doug and Taco coming in fast on starboard. What to do? If it will be close, you can tack a little early (so they can't go below you) and then work very hard on the 1st reach while Scott passes you to weather, Doug gets an overlap to leeward and Taco describes every intimate detail of your leech shape from close astern.

Alternatives? Of course. You can cross on port for clear air but be sure to read 42 (a) and (b). Rule 36 (port/starboard) applies and you are on port. Rule 41 applies (tacking too close) and you would be the tacking yacht so tack onto the starboard tack layline only when you can do so in time (remember, the onus is on you).

The final option is to cross on port and tack slightly above the starboard tack layline. Now you've got clear air but you have just exposed yourself to an attack from the dreaded "Late Overlap." How does it work? If you complete a tack within the two boat length circle (which means from the port tack layline essentially) you have to give room to a starboard tack boat that cannot avoid establishing a late overlap (i.e., you are far enough to weather that they cannot luff up to avoid hitting your transom).

In conclusion, if you tack onto the starboard tack layline and someone tries to dive in for a late overlap, don't let them! If you hail "tack completed, no overlap, room for you to luff," you have closed the door and can protect the leeward/inside position to the gybe mark.

A CASE OF LATE OVERLAP (cont'd)

Rule 39 -- Sailing Low. Have you ever been sailing to the gybe mark or the leeward mark and the boat just ahead bears off as you try to establish an overlap to leeward? In light to moderate air there is a nice telltale S-wake between his transom and your bow to show how he bore off (you can tactfully bring this to his attention). He cannot sail below his proper course with p.c. defined in two ways: (1) It is sailed with consistency, and (2) There is some rationale to it. Sailing down to block someone does not qualify as p.c.!

Port tack says "Hold Your Course!" The power trip that port tackers get into is sort of like giving nuclear weapons to the Sandanistas. True, when the port tacker is close the starboard tacker cannot alter course (head up) so as to prevent port from keeping clear; if starboard heads up and hits port she is out under rule 35. However, if there is some distance between the yachts starboard is not obligated to hold course and can follow a lift. The rules do not give rights to the port tacker attempting to cross -- they only protect port from a starboard tacker trying to box her in and tap her out.

Fair sailing en tat straks!



DEPARTMENT OF TRANSPORTATION  
**UNITED STATES COAST GUARD AUXILIARY**

(AUTHORIZED BY CONGRESS 1939)

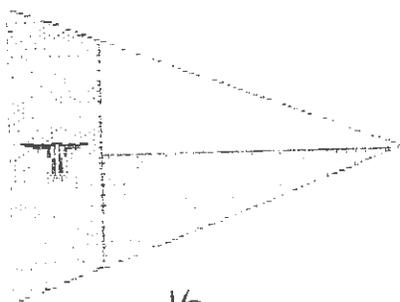
THE CIVILIAN COMPONENT OF THE U.S. COAST GUARD

## UT SAILING TEAM UPDATE

Well Austin Yacht Club-ites, another exciting semester of high-tech collegiate dinghy sailing is drawing to a conclusion. There has been tons of stuff happening on the team since the last Telltale, so I'll try to update everyone. First, a quick overview of the semester:

- After Christmas UT was pulled up to 9th in the National rankings after placing 2nd at the Sugar and Rose Bowls.
- The team has spent a lot of time on the road traveling to such far-away and exotic locales such as the Naval Academy in Annapolis, MD, and the Coast Guard Academy in New London, CT.
- Texas is the only team in the Southeastern Intercollegiate Sailing Association to qualify for all three Nationals (Women's, Dinghy's, and Team Racing) in California this summer.

At the beginning of the semester, UT traveled to New Orleans for the infamous Mardi Gras Regatta. The team placed 5th overall out of 13 schools with Tulane, College of Charleston and Navy in the top 3. The women's team flew to the Naval Academy in early March for their first major inter-sectional regatta. After kicking ice off the 420's in the mornings, Texas women went on to place 12th out of 15 teams. The following weekend proved to be much warmer in Annapolis as the team competed at Navy again for the Truxton Umsted Regatta. Twenty-two of the top collegiate schools competed, with Texas placing 12th overall. Eric Faust sailed fast winning D Division in Lasers, while Rob Johnston and crew Bridget Young placed 8th in A Division 420's. SEISA District Champs for Team Racing were held in late March on White Rock Lake in Dallas. Tulane and Texas both qualified to represent SEISA at Nationals in California. Some of you might have noticed an abundance of women sailors running around AYC in early April. The SEISA Women's District Champs were held at AYC where the Texas women dominated the regatta. Bridget Young with crew Suzanne Borg and Paula Sanders with crew Barb Ehle both won their divisions. The Texas women are going off to California to represent SEISA at Nationals in Santa Cruz. Mid-April found the UT traveling team at the Coast Guard Academy sailing in real flukey and radical wind conditions. Eric Faust placed 7th in the Laser division while the team placed 14th overall out of 22 teams. The regatta gave the team experience sailing on FJ's, which will be used for Nationals, and first-hand experience sailing in those white, flurry cold things uncommonly known as SNOW in Texas. The semester drew to a close in New Orleans this past weekend where SEISA Dinghy Districts were held. Texas finished a close 2nd behind Tulane out of 9 teams. Rob Johnston with crews Chris LaGraize and Bridget Young won A division. Tulane and Texas will represent SEISA at Dinghy Nationals in California.



UT SAILING TEAM UPDATE (cont'd)

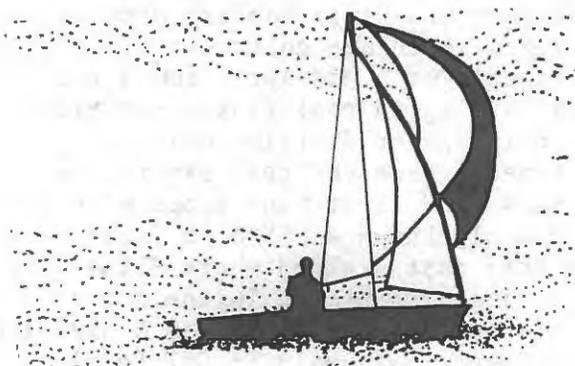
The upcoming Intercollegiate Yacht Racing Association schedule for Nationals is as follows:

May 28-31	ICYRA/NA Women's Championship @ Cal-Santa Cruz
June 1-3	ICYRA/NA Dinghy Championship @ Stanford
June 5-7	ICYRA/NA Team Racing Champs @ Stanford

So if any of you guys are going to be out in California during this time, COME ON OUT!!! As you can see, UT has traveled to many out-of-state regattas this semester. In order to remain and compete on a more nationally competitive level, travel becomes necessary. However, major expenses come along with travel. With the upcoming trip to California, the UT Sailing Team will be placed with a financial burden. We would greatly appreciate any help in easing this burden so that the team can strive for sailing excellence at a national level in California.

The UT Sailing Team thanks Austin Yacht Club and its members for all the support and help it has shown to us this semester. Without your support there would not be a team. So give yourselves pats on the back -- you deserve it!!

SAIL FAST!



A FEW NOTES ON SAFETY ...

Late last year I was asked to develop an ongoing safety program at AYC. We now have a safety committee composed of Lanelle Montgomery, Bob Mathison and myself.

Here are some of the activities we are planning or have already done:

1. A bi-annual safety inspection will be conducted of the buildings, grounds and docks with a report to the AYC Directors.
2. We sponsored a safety station at a recent racing seminar.
3. We will sponsor a safety seminar to coincide with the men's and women's sailing camps.
4. The U.S. Coast Guard Auxiliary have been invited to conduct courtesy safety inspections of participants' boats for the Turnback Canyon Regatta.
5. A review of safety precautions at AYC events will be conducted as requested.

We welcome your input. Please send any suggestions to my attention via the AYC office.

David Brenner  
Safety Committee Chairman



FROM THE HANDICAP COMMITTEE:

The final first quarter meeting of the AYC Handicap Committee was held recently with the following results:

Ross 830 -- 126, +6 seconds from 120

Full Length Battens -- It has been determined by the Handicap Committee that full length battens may be substituted for standard (stock) length battens providing the mainsail area is not increased over the standard (stock) sail. If sail area is increased, i.e., by increasing the roach, an appropriate penalty will be assigned. This subject will receive further review as we learn more about full length battens.

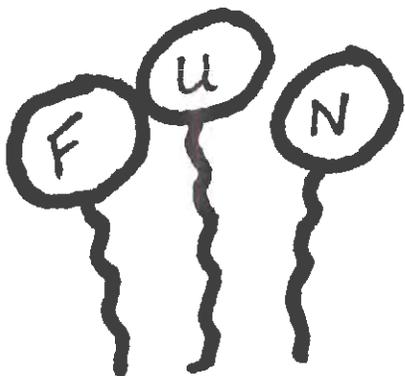
Remember: If you modify your boat in any way different from stock (class), you must notify this committee. This includes changing props, batten lengths, spinnaker pole lengths, etc.

Anyone requesting a rating review needs to submit a written request to this committee through the AYC office.

The next open meeting of the Handicap Committee will be held Wednesday, May 11, at 7:30 p.m. in the AYC clubhouse. Boats to be reviewed are: Ranger 23 Fun, SouthCoast 21, Ranger 22, and Capri 25. All interested parties are invited to attend.

AYC Keel Handicap Committee





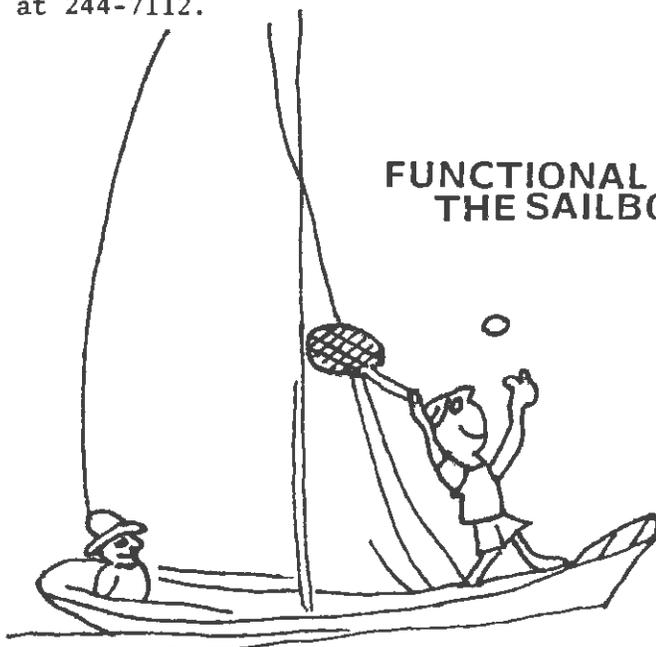
AYC CENTERBOARD SATURDAY SERIES

- \* Hey centerboard sailors, here's your chance to have fun and get back to the basics at our very own Saturday Centerboard Series. The emphasis is on FUN!! (Protest fees will be \$50 Ha Ha -- remember FUN!!)
- \* Open to all Monohull centerboards (including non-AYC members) with at least three boats to make a class: Lasers, Sunfish, C-15's, Capri 14's, etc.

\*\*\*\* SATURDAYS, APRIL 16, 23 AND JUNE 4, 11, 18, 25 \*\*\*\*

WHITE FLAG AT 1:00 P.M.

- \* There will be 3-4 short races each day, similar to the Wednesday night format. Each Saturday will be scored separately with "functional trophies" that evening!
- \* There will be an entry fee of \$1 per day per boat or \$5 for the 6-race series to cover the cost of a keg each Saturday.
- \* Bring your own meat and munchies. We'll light the grills and have fun socializing and telling war stories after the race.
- \* If there are any questions, call Keith or Bonnie Lackey at 244-7112.



**FUNCTIONAL TROPHIES COMPLIMENTS OF  
THE SAILBOAT SHOP and SAIL AND SKI**

WARM-UP SERIES TROPHY WINNERS  
April 24, 1988

ENSIGN (6 avg.)

1. Dan O'Donnell
2. Tommy Kozlowski
3. Jim Baker

KEEL D (4 avg.)

1. Hal Hayden, Catalina 25

SOUTH COAST 21 (5 avg.)

1. Ray Shull (7 bullets)
2. Pat Feagin
3. Bob Freeman

KEEL C (8 avg.)

1. Eddie Calogero, San Juan 7.7
2. John Vance, Pearson 26
3. Tim Vicknair, Spirit 28
4. Walt Dwyer, Pearson 26
5. Ken Fossler, San Juan 24

J-22 (7 avg.)

1. Craig Holmes (3 bullets)
2. Greg Schertz
3. Doug Woodward
4. Terry Meyers

KEEL B (6 avg.)

1. Mike Chambers, Olson 25
2. Erhard Sudermann, Beneteau 30
3. Bob Goldsmith, Ranger Fun 23

CATALINA 22 (6 avg.)

1. David Brenner
2. Bill Morack
3. Calin Popescu

KEEL A (9 avg.)

1. Steve Vaughan, Olson 30
2. Bob Tesch, J-29
3. Max Hoene, J-27
4. Gail Bernstein, J-29
5. Dave Balfour, Ross 830

J-24 (7 avg.)

1. Dave Broadway
2. John Mandell
3. Jack Kern
4. Ed Halter



EXCELLENCE IN AYC SERIES RACE MANAGEMENT

Centerboard Fleet, Keith Lackey

# FROM THE FLEETS

## Keel Fleets

### Class A

by Steve Spademan

Well, the Warm-Up Series is over, and it was typical spring racing. Most of the races were breezy, especially the final two. Several boats were doing well in points, and the final race determined the winner. Spring Series congrats go to Steve and his crew for pulling out a tough win under windy conditions.

We welcome the beautiful new J-27, MAD MAX, to A-fleet. It looked like Max was using a lot of JOYSTICK folks in the first series -- and why not? Max has already come through some close crossing situations with the new boat (whew!). He's a super competitor and this will be a great addition to the fleet.

OK ... time is up for scraping barnacles off boat bottoms and doing equipment repairs. Let's get out there and have some fun!

### **Avalanche kills skier and injures 6 in Austin**

**Avalanche hit a group of skiers on Wednesday, killing one person and injuring six others, authorities said.**

**The victims were part of a 17-member Swiss ski group. The injured were flown by helicopter to a clinic.**

### Class

### B

by Mike Chambers

A lot has happened since the last Telltale. We have had two series, one regatta and tons of fun.

In the Frostbite Series B-fleet was once again invaded by the "J" boats. Tom Lott finished first again to uphold "B" fleet's honor. Fred Schroth finished second on his J-24; Steve Brown finished third on his J-22 followed by Pete Shough on his J-24. Claude Welles finished fifth even though he missed one race to sail on a J-29. We finished sixth to round out the trophy winners in the 16-boat field.

We signed up for the Spring Regatta with high hopes since there were no "J" boats and Tom Lott didn't enter. Wrong! It seems there was a Lindenberg 26 racing that even had the same name and sail number as Tom's. Bill Hawk helmed Tom's boat to another first. Claude Welles decided to get serious and finished second in his Cal 9.2. We finished third in our Olson 25. Bruce McDonald and crew won the Mean Green Machine award. This award was presented to the crew that would have done well in the regatta if they hadn't done one particular thing wrong. It seems Bruce in his Cal 29 was in first place (corrected time) after the reaching mark. He then went down below to pack his chute. When he came out he was going around the wrong mark. He then went around the correct mark, but after sailing a mile farther than everyone else he dropped to last place. Warren Crews was B-fleet's race committee representative for the Spring Regatta and deserves all our thanks.

All those who didn't race the Warm-Up Series missed a good opportunity. Claude Welles, Tom Lott and Frank Riha

# Class

## C

### B FLEET (cont'd)

all were absent. We were able to win first place in our Olson 25. Erhard Sudermann was second in his Beneteau 30 with Bob Goldsmith taking third in his Ranger Fun 23.

Barry Bowden found a new way to get a new main. A family of squirrels moved in and shredded his main to make a nest. Barry's boat is on dock #6 so everyone in that area needs to be on a squirrel alert.

A final reminder for people who haven't raced yet this year. The courses are changed so be sure to get a new course sheet and, also, it is prohibited to go through the start/finish line unless starting or finishing.



by Vicki Bremer

Now that the Warm-Up Series is over, do you think we can have some moderate winds for sailing normal races -- please? Steve Vaughan, you've had your kind of series (with the heavy air you love!) but stop praying so hard now and let us sissies have a chance! We C-fleeters deserve some consideration from you big guys.

Eddie Calogero didn't let a little bit of heavy air bother him, though. His first place win was proof of that. But John Vance, 2nd place winner, and Tim Vicknair, 3rd place, made Eddie work hard for his victory especially in the last race of the series when Tim nosed out both Eddie and John at the finish line. In the next series Tim will be at the helm of a J-36 for at least one of the races and will also crew. That takes care of one of the tough guys, C-fleeters. Any ideas of how to get rid of Eddie and John?

Sailing with Walt Dwyer on his Pearson 26 for the 4th race of this series was a great experience. Walt is a very heads-up and calm skipper -- the best kind to sail with. But I will say that the Pearson is a very tender boat, especially compared to the Cat. 27. Walt's spinnaker, which looked big enough to cover a football field, could really make that boat fly though. And that was a good feeling (especially for us sailors who are always looking at someone else's transom!). Walt's 20 years of sailing experience -- beginning on the Charles River in Boston on Cape Cod Mercurys and Cape Cod Geminis during his college days -- makes him one of the tough guys to watch out for.

What's this I hear about a couple more C-fleeters getting ready to join the Sunfish fleet?

# D-FLEET!!

by Larry Ratliff

First off, an apology to everyone for missing the last Telltale. I have been informed that if it happens again the retribution will be severe and immediate. The first order of business is to welcome two new members of D Fleet: Carl Byrn and Steve Wolford. Carl is sailing a Spirit and made it out to participate in several of the races during the Warm-Up Series. Steve sails a Catalina 25 and is presently crewing for Hal Hayden. During the Frostbite Series, Steve was most noted for his crewing technique on Cynthia Creamer's Ensign, i.e., being able to handle two beers at once while watching Cynthia singlehand the spinnaker legs. We are looking forward to seeing both of these new members out on the course in the future.

Since I missed the last issue, I would like to take this opportunity to thank those people who helped with Race Committee during the Frostbite Series. Special thanks to Dave Boerner who helped to set up the courses on a day that was showing wind shifts of up to 110 degrees. Next Committee duty for D fleet is on June 12. I will be contacting people in search of volunteers to work on that day. If anyone wants to sign up early and avoid the rush, give me a call at either of the following numbers: (W) 499-5166 or (H) 472-5979.

The Warm-Up Series was completed just in time for this issue and notes comment because of the conditions: heavy, heavier and heaviest. Hal Hayden took first for the series with two bullets and two seconds and also took the award for best Death Roll While Executing a Spinnaker Broach.

This broach was entertaining but, alas, expensive due to the damage sustained by the chute. The racing was close, with firsts also being taken by Tom Cummins, Mike Alewyn (complete with new sails) and the ever-present Pillmores. The series was not decided until the last race and with the help of the heavy conditions and a half ton on the rail, Hal Hayden took the bullet to win the series over the Pillmores.

Participation for this last series was a little low with an average of only four boats on the line. We are all looking forward to the next series in hopes of seeing some of the old regulars like Louis Soefje, Dave Boerner and the Wellers back on the course. If anyone has any ideas or suggestions on how to increase participation, please call me or Hal Hayden.





by Howard Shirey

There's a lot of ground to cover in this article so we'll report it as it happened.

#### FROSTBITE SERIES

The 1988 Frostbite Series is now history ending with "raceless abandon." Joe Roddy was leading skipper Walter Allan at the weather mark when the race was cancelled due to lack of wind. Skipper Walter took 4th place hardware, and Joe finished a strong 6th. Joe raced well this series and is improving with each start as you will learn later (see Spring Regatta).

#### RACE MANAGEMENT

Hats off ... three cheers ... many thanks ... and a job well done to Gail Bernstein and the Permanent Race Committee (PRC) for a great seminar. Bob Mathison and I learned a lot in the hands-on format. For those of you who missed it, members of the PRC were stationed at different points around the club grounds with each station covering a different aspect of race management. We were out in the fresh air and sunshine honking horns, raising flags, scoring finishes, starting motors, and setting courses. Topping off the day were hamburgers, potato chips and the racer's choice of cold beer.

#### FLEET MEETING (February 24)

The racing fleet meeting covered several topics including:

- Course selection for Warm-Up Series -- intermediate.



- Course selection for Spring Series -- round the buoys.
- Draheim Racing Seminar -- Bill Draheim has consented to give an on-the-water seminar on May 1. (This is the Sunday between the Warm-Up and Spring Series.) I am not sure, at this time, what he's going to cover but you can bet it's going to be good.
- New Members -- Two ideas were brought up to attract new Catalina 22 sailors to the club. Bill Morack suggested a fun race (jib only or something like that). This would expose the new cruising fleet members to racing and perhaps spur more interest in the club. Someone else suggested that we invite the cruising fleet to hold one of our meetings at the club (with Board approval, of course) and as a program go for a moonlight sail. The idea here would be to show off the fine facilities and perhaps generate more interest.
- Bi-Monthly Fleet Meetings -- At the February meeting we decided to meet every other month on the 3rd Wednesday. Our next scheduled meeting will be the third Wednesday in April. Meeting time is 7:30 p.m. I will send a letter or start a call list prior to each meeting.

#### SPRING "POT OF GOLD" REGATTA

An outstanding job on the part of the chairpersons, Vic and Pat Manning and Shirley Slaughter, produced success from sure disaster when someone failed to pay the wind bill. The weather was beautiful but the winds were light and, of course, variable.

## CATALINA 22 (cont'd)

Saturday the PRC changed the course from the long distance race to Anderson Bend to two races in the basin. As the day progressed this proved to be a wise decision. The 5-10 mph winds at the start died to sometimes nothing. But two races were completed.

Eight Catalina 22's were registered for this regatta -- 4 spinnaker boats and 4 non-spinnaker. But not enough for a fleet in either. However, fleet spirit prevailed when at an eleventh hour meeting on Saturday morning the spinnaker boats elected to race non-spinnaker and preserve one design racing. Thanks guys, we non-spinnaker boats owe you one.

The light winds Saturday proved once again that Murphy still lives. On this day, in March, in a regatta with an Irish theme anything could and often did happen. One could not count on getting out in front and then relaxing to the finish. It was not unusual for the order of the fleet to change at any mark.

Steve and Cheryl Pervier, the light air magicians, pulled two bullets out of thin air while Bill and Heather Morack held on to second with a 2nd and 4th place finishes, respectively. Joe Roddy (remember that name?) and I were tied for 3rd. Joe finished 5th behind Walter Allan and me in that order in the first race. He pulled off a miracle 2nd in the second race coming from 3rd or 4th at the leeward mark. Bill Morack, who was 2nd at the leeward mark ran into a log jam at the finish line and finished 4th. I was able to struggle across the line for 3rd. Walter Allan came from a distant last at the weather mark to finish close behind Morack for 5th.

David Moore, a cruising fleet member, deserves mention for his efforts in his first race as skipper. I for one had more than one opportunity to see that smirky grin of Garfield painted on the stern of his boat "Fat Cat."

After the Saturday evening food and entertainment we all looked forward to redeeming our dented egos on Sunday. However, the debt on the wind bill was too much to overcome. We followed the committee boat most of the morning in search of wind. But as we all know by now it was not to be. With the Sunday race cancelled, the Saturday order of finishes stood and became official. The Pervier's first, the Moracks second, and Joe Roddy taking the tie breaker for third.

### OPENING DAY

Last year I attended the Opening Day Ceremony as a guest. This year I attended as a Probationary Member. To many of you this ceremony may have become somewhat ordinary or second nature, but to one new to the club it is truly impressive. This year was no exception. Charlene Allan and crew did a super job with refreshments. The ham and cheese sandwiches were so good that they lasted about as long as a whistle in a whirlwind.

Bruce McDonald and Shirley Slaughter and crew put in a full day Saturday with weed eaters and a dump truck cleaning up the water front and the grounds around the club house.

### WARM-UP SERIES

The Warm-Up Series started where the Spring Regatta left off with light air and Steve and Cheryl Pervier taking 1st as usual. Winds picked up after a weekend off and heavy air prevailed for the remainder of the series. Walter Allan switched roles with Dave Brenner who skippered his new spinnaker rig to a first for the series. Bill Morack took 2nd and Calin Popescu took home 3rd place hardware.

The rest of the fleet warned 'em. We told them of all the hazards. We told them about the goowey green worm-looking stuff. We told them about the weather, even the humidity. Oh well, I guess when you really want to sail, you'll even go to Shreveport. Three Austin-based J-22's loaded up and headed to Shreveport for the 1st stop on the '88 Southwest District Circuit. John Bartlett went and sailed on a Shreveport-based boat.

The reports I got said the wind was light and flukey on Saturday for 2 races and blew 15-20 the 2nd day. Steve Gormley of Houston sailed a very good regatta and took 1st overall. Kelson Elan of Dallas nabbed 2nd overall. Third place went to Harry Proxseller ( the '88 District Governor) even though he did have Bartlett aboard. I think he's pretty lucky to do that well. The next few slots had a distinctive Austin look about it. Bud Boucher, Carl Morris and Greg Garrett finished 4th. Doug Woodward, Nancy Woodward and Canny Weems took home 5th, and Bill Mitchell, Fred Schroth and Steven (J. B.'s roommate) finished 6th.

Rumours have that Bartlett took the helm of Proxseller's boat between races. No one was concerned as it was very light air. But it seems that Bartlett had his attention elsewhere on a bikini-clad female in a passing motor boat and...BANG!! They say it was actually pretty spectacular...head-on collision...two J-22's...bent bow pulpits everywhere. No one was hurt...But, geez John... what do we tell the insurance company???

Back at the ranch (hotel) on Sat. night, the Woodward's get a call from the hotel detective at 3 am. He says some juveniles wrote a nasty poem on their hotel room window, but not to worry he would clean it up. Thanks

Sherlock, but it is 3 am. Juveniles, huh? Bartlett, did you have anything to do with that? Reports have it that you did get back to the hotel about that time. Congratulations to those of you that did sail in that regatta. A very respectable group showing for the Austin fleet.

Terry keeps telling me to stick to actual sailing news. She says ya'll don't want to hear about Craig's rats or Bartlett's escapades. OK, let's see...the AYC series...the Holmes/Lackey team showed everyone what it was all about. Craig and Vicki, with Bonnie and Keith put together a very consistant series to take 1st place overall. You've got to realize they are somewhat handicapped, as Craig can't see blue shapes with those cheap sunglasses he wears. The rest of the fleet used slightly slower techniques, and a little different tactics, (Terry called a few of mine'dumber than dirt'), but we all had a good time. Us Schertzs ended up 2nd with the Woodward's in 3rd.

Attention J-24's: Our fleet would like to challenge your fleet to a boat loading contest. Winning fleet gets to start first in the next series! Whadaya say?

## South Coast 21

by Bob Johnson

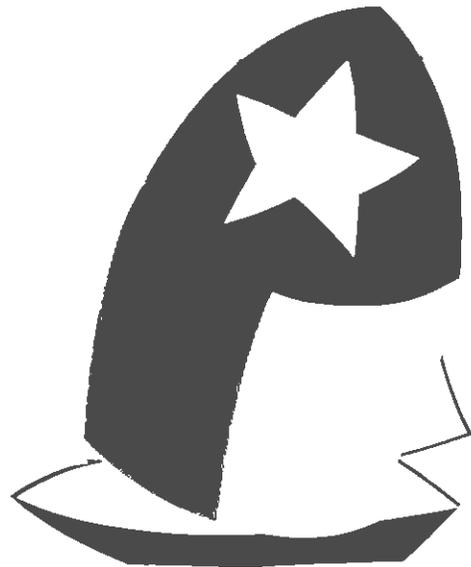
The Warm-Up Series (and probably Mother's Day) will be over by the time you see this. (I hope you at least give your mother a picture of yourself on your SC.) Presumably Ray will have won the series. After all, anyone who can do a 360 and then a 720 in 20+ mph winds and still win the race deserves something (like maybe more competition). I hear that Bob Freeman is looking more competitive this year. Bob has a slick new bottom job and is still threatening to rip out the innards of his boat to make it lighter. Could it be that he got tired of fighting it out with Arthur and me for last place? Maybe he will even start using mono-filament for rigging.

The SC Nationals are scheduled for June 3 and 4 in Shreveport. So far, there are four Austin boats known to be going -- Bud, Ray, Bob F. and Gregg. Anyone else who might be interested could check with Bob for info and for coaching on when to yell "Laissez les bons temps rouler."

Arthur was going to Houston, but his new company decided he was needed elsewhere. He says Minneapolis is certainly different from Austin, but seems like a good place. On April 19, the temperature was ranging from about 20-50°-- very pleasant according to Arthur. Another loss to the fleet came as the result of Vern trading his SC for a Hunter 26.5. It may seem that Danny and I have left the fleet, but actually we both have just been very slow about finishing bottom jobs and other maintenance. Both boats should be afloat in plenty of time for the beginning of the Spring Series. Bob Vassallo, who now lives in Galveston, has just returned from Newfoundland and other NE places and will be moving his SC to Galveston soon.

There are several South Coasts available for good prices (Vern, Jimmie, Bud, ?). Let's hope some fleet racers come along to buy them. I hear that the Easterlings have been racing, with Vern on board, and are applying for membership.

If suggestions of ideas for this space aren't more forthcoming next time, I may invent stories about everyone who doesn't contribute. There was the Aggie sailor who lashed a keg of Lone Star on the foredeck after someone suggested moving the draft forward.



Well I just think the timing of this stupid Tell Tale is all wrong. My "Big Deal" of the whole year will happen in about 4 days, (The Second Annual Centerboard Regatta), and by the time the next issue comes out, I'll have forgotten the whole thing. I know, take notes.

Dr. McIntyre had the dubious pleasure of being stuck with me and Ronny Smith to crew for him for one of our Saturday A.M. Centerboard races. I'm sure that it was reassuring to him to realize that we both made really crummy crew and that we both went away with a new respect for that silly yellow M20. Lee Boards? Has anybody in their right mind got lee boards on their boat? Each one weighed more than I do and I could never remember which one went up when and Ronny couldn't figure out if up was down or over. Boy, were we a hot team. Mac was very patient, however, and we actually survived 4 races after deciding that there really wasn't time for two dummies to get the spinnaker up, jibe it and take it down before the leeward mark. We only flew it on the final Windward-leeward and that made it easier on all our nerves.

All centerboarders owe Bonnie Lackey a big thank-you for her efforts in organizing the Saturday CB series. Good experience, good company and a good time.

The Sunfish fleet will hopefully be larger by one as we cheer for an AYC member to win the CB Regatta Dock Prize, a vintage Sunfish donated by the Sailboat Shop.

Soon, the water will be really warm and we won't have to just imagine that it is.

The Fireball and I will be lurking about the various courses as we usually do, so please throw water balloons with Lemon Pledge in them. See you on the lake at wave-top level!



by Keith Lackey

The C-15's and Capri 14.2's got together April 9 for a racing seminar and some out-on-the-water practice drills. Forgetting to put someone in charge of the weather was a big mistake as it rained all day with absolutely no wind. But getting David Odell to speak was a great idea. Thanks Dave for an informative and humorous seminar!

The C-15 fleet welcomes two new members this racing season: Bill & Leslie Smith and Louis & Alice Rogers. Welcome aboard guys!

The Saturday centerboard series is off to a roaring start. We've raced two Saturdays so far with a total of 52 boats, 111 beers, 24 trophies, 47 hamburgers, 2 steaks and lots of fun! Despite ominous weather forecasts we had good winds, no rain and mostly dry bodies. A special thanks to SAIL & SKI and THE SAILBOAT SHOP for the trophies.

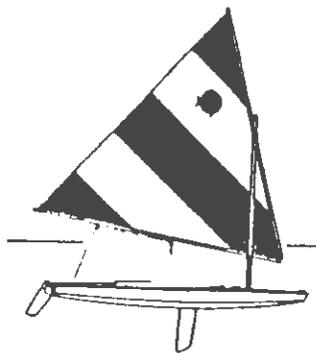
Do you fear you're a closet centerboarder? Want to find out for sure? Well beg, borrow or buy a centerboard boat and come out for the Saturday centerboard series. There will be four Saturdays in June remaining by the time this goes to press.

Do you want to try centerboarding but don't trust yourself at the helm? Call Keith or Bonnie Lackey to line up a ride on a C-15.

Hey fellow C-15'rs. Don't forget we're scheduled to race the Saturday centerboard series, Saturday evening series and the fall series, as a fleet.

See you on the water!

# SUNFISH



by Mike Strange

The sailing season begins! The centerboard fleet has started as series of Saturday afternoon races taht will be serving as tune-ups for the serious Wednesday racing to begin in May.

A report is due on the first races of 88. G. Wiz Erwin was concerned that we would not have sufficient yachts to make a class. I am disappointed in him for doubting the dedication of the serious sunfisher. The fleet sent as many as 10 boats to the line. I would name them all, but then you would know the names of those that beat me. I would like to personally thank the following: G. Wiz Erwin, Sail Naked Slaughter, Rocket Rod Ethridge, Bargain Hunting Pat Manning, and Wavemaker Bonner Cordell (you gotta see his sail) for courteously positioning themselves behind me in at least one of the races.

It was obvious during these tune ups that some of us have forgotten "certain of the basics of good sunfishing" and a brief review is in order.

- 1)Tumping a sunfish in 10 knots of wind is unexcusable.
- 2)Tack on the headers.
- 3)Do not tack onto a header unless necessary to make the mark. (Do not ignore the windward mark ommission option.)
- 4)The sail goes out before the board comes up.
- 5)Make at least a minimal attempt to avoid contact.
- 6)If trying a timed start, 3 minutes prior to the gun is probably too soon to start.

An impressive demonstration of port tack starting was given by John Saunders and we must all be diligent to see that he doesn't get away with such manuevers too often.

At the risk of offending some of our more funloving sunfishers, I would like to re-view the issue of class legality. This

fleet was revived for the purpose of fun, as wuch we have not been particularly diligent in enforcing the legality of the boats in the fleet. If you will please recall that we debated this issue at the sunfish party at the close of last season and decided the following: In our own races on Wednesday, there would be no problem involving the legality of your boat, but that we would be expected to be class legal in all sanctioned events. In addition, we would encourage all of us to bring our boats into compliance as soon as practical.

G.Wiz Erwin has gone into the sunfish brokerage business. At one time during the week of April 10, he was the proud owner of at lease 4 Sunfish and he claimed that he sailed the slowest one Saturday. If you know of anyone that is looking to buy or sell a sunfish, let Tim know. It seems that he is getting most of the requests for boats. Also, if you've got spare parts: let each other know so that we can keep as many yachts racing as possible.

BETTER LOOK OUT...I HOPE I'M GAINING ON YOU.

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Ross 930 -- 30 ft. ultralight racer/cruiser; self-tacker; beautiful interior.  
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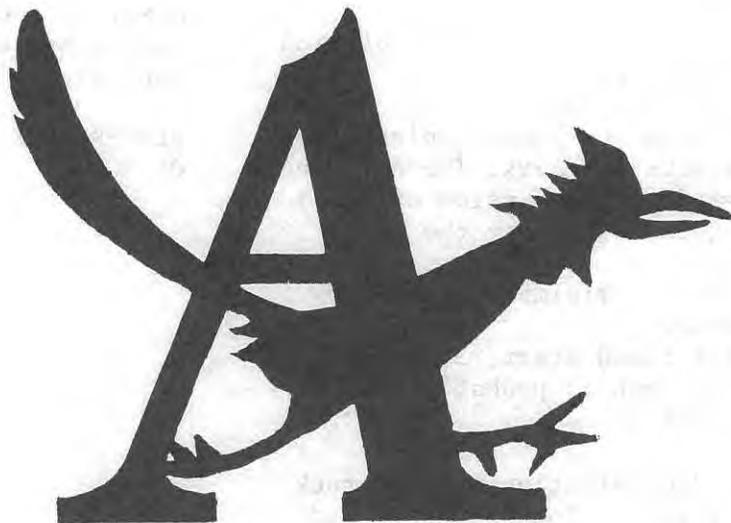
J-24 trailer; single axle. Call Jack Kern -- (W) 452-9544 or (H) 327-8268.

Mistral competition; light sailboard. Call Jack Kern -- (W) 452-9544 or  
(H) 327-8268.

Bimini for 30-footer. Call Jack Kern -- (W) 452-9544 or (H) 327-8268.

J-24 BOX LUNCH -- New paint and keel, new sails, \$12,800 (last circuit regatta  
finishes: first 2 races finished #1 and #6). Call Jack Kern -- (W) 452-9544  
or (H) 327-8268.

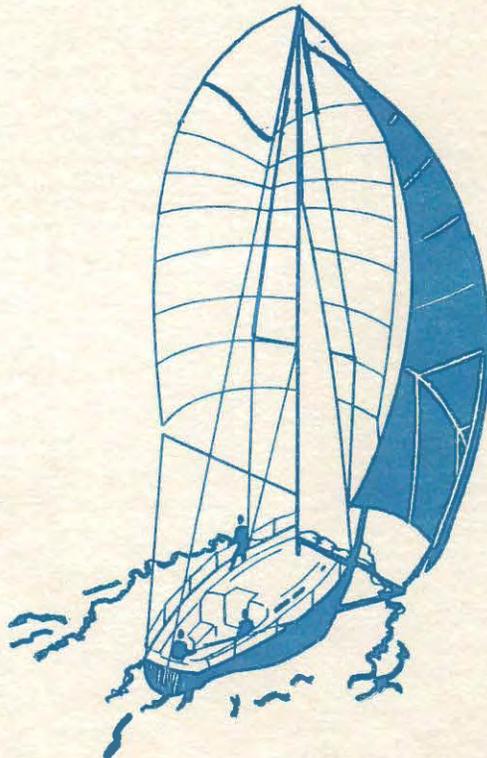
J-22 Call Terry Meyers -- (W) 459-4929 or (H) 258-6368



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REMINDER-----

- Spring series starts May 15 2:30pm.
- Laser and Sunfish races are every Wednesday.
- Board of Directors meeting is May 26, 1988 at 7:30pm.
- Payments are due by the 20th of every month
- The next TELLTALE deadline is June 19th after the SPRING SERIES.

HAPPY SAILING