

Telltale

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

CONGRATULATIONS to our 1992 Olympic Silver Medalists



Soling Team -- (L to R) Jim Brady,
Kevin Mahaney, and Doug Kern



Flying Dutchman Team --
Paul Foerster (L) and
Steve Bourdow (R)



AUSTIN YACHT CLUB
 5906 BEACON DRIVE
 LAKE TRAVIS

AYC OFFICERS

COMMODORE Dave Wahlberg
 VICE-COMMODORE Roy Smith
 SECRETARY Vicki Bremer
 TREASURER Dennis Awbrey
 RACE COMMANDER Ann Baylor
 BLDGS & GRNDS COMMANDER Howard Shirey
 FLEET COMMANDER Roy Smith
 PAST COMMODORE Gail Bernstein
 SAIL TRAINING COMMANDER Barbara Hawn

AYC FLEET CAPTAINS

CATALINA 22 Dick Finnegan
 CENTERBOARD HANDICAP Fred Stearns
 CORONADO 15 Steve Cauffman & Wade Bingaman
 ENSIGN George Dahmen
 420's Sung Oh
 J-22 Claudia Foster
 J-24 Kirk Livingston
 KEEL HANDICAP Joe Thiel
 A-FLEET Ted Smith
 B-FLEET Tim Vicknair
 C-FLEET Vic Manning
 D-FLEET Mark Bradford
 E-FLEET Dave Boerner
 F-FLEET Mike Allen
 LASER Fred Schroth
 ONE-DESIGN Eric Nelson
 SOUTH COAST 21 Charles Pope
 SUNFISH Pat Manning

COVER PHOTOS COURTESY OF
 SANDY KERN & PAUL FOERSTER --
 1992 SILVER MEDALISTS
 AT SUMMER OLYMPICS IN BARCELONA

BUSINESS OFFICE ... 266-1336
 CLUBHOUSE ... 266-1897
 FAX ... 266-9804

SEPTEMBER/OCTOBER 1992

FROM THE RACE COMMANDER...

Ann M. Baylor

JIM SMITH. PRC members are saddened by the absence of Jim Smith who is leaving Austin in retirement. Jim has been in charge of our permanent marks and has been a great asset in this area. We wish him well and will miss him greatly.

LARRY RATLIFF. Larry, a PRC member who has been working closely with Joe Rymal in scoring, will be recuperating from neck surgery for the next couple of months. We will miss Larry and his many contributions to our Committee, and we hope for a speedy recovery. Various members of PRC have volunteered to cover Larry's PRC duties until he is able to return.

When you see Jack Bremer give him a special THANK YOU for completely replacing the electrical wiring in all four of our boats. Thanks, Jack, for a great job.

Racing Events and Race Management

SUMMER EVENING SERIES. This series showed good overall participation. A total of 118 separate boats participated in at least one race, with an overall average of 66 boats per race. Three classes tied for largest total number of boats participating in the series: Sunfish, J-24, and PHRF E fleet. The three classes with the largest average participation were South Coast 21 (7.6 boats), PHRF E (7 boats), and J-24 (6.9 boats). The Sunfish fleet requested that it be scored as a fleet. The Catalina 22 fleet requested that they be allowed to experiment with a non-spinnaker class in addition to the spinnaker class. The new scoring change went into effect for this series and appeared to serve us well. Thanks to Steve Pervier and Bill Hawk our PRC representatives for the series, to Dave Henderson who served as mediator, to Joe Rymal (and Greta) who was in charge of scoring. The Race Management trophy was awarded to Leon Lance and F fleet. Congratulations!

MULTIHULL SERIES AND REGATTA. The Multihull Series (7/19, 8/9, 8/16) and the Multihull Mini-Regatta (8/2) were an apparent success. I do not have the specific numbers but both events had good participation. Special thanks is due to Jim Casto who played a key role in organizing the events, to Steve Pervier who served as a PRC liaison to the events and to the many volunteers who assisted in running the races and making these multihull events successful.

PHRF KEEL FLEET EVENT. The Keel Handicap fleet hosted a singlehanded championship race on August 23. Joe Thiel served as PRO for the event.

ROADRUNNER REGATTA. On August 29-30 AYC hosted a Junior Circuit event, AYC Roadrunner Regatta. Dave Henderson served as PRO, Tom Romberg as judge, and Bill Hawk as PRC liaison. The regatta had an excellent turnout. Thanks to all those who contributed.

BARCELONA '92

by Sandy Kern

It seems a long way from Lake Travis to Barcelona but when I arrived there it felt familiar. I came to the realization that it was the heat, humidity, and lack of air conditioning that connected me to Austin. What a time. The experience was much larger than I had anticipated. Not only were the Olympics greater in person, but also emotions were at an all time high.

The trip over was delayed by an unexpected airline delay which caused my traveling partner, Ivanna Johnson, and I to have a non-delightful overnight stay in Newark. Try to avoid this if at all possible. We arrived a day late to Barcelo-

na but quickly acclimated to the people, food, drink, and a combination of a festive and very *manana* attitude. We were lucky to stay with Mike Lung who was a former student of mine at Westlake and a former roommate of Doug's. Staying in a neighborhood was great fuu ... especially going for cafe con leche in the mornings. We used just about all the transportation available including our feet. The city was friendly, clean, huge, and very easy to navigate. The organization of the Games was superb. The different venues were beautiful; maps were easy to read, and the Spanish people were delightful, beautiful, and very well groomed.

We made our way to the Olympic village and harbor on the first morning of the match racing, and it was all we had thought it would be. There was a central meeting place at the large fountain where we met Doug to secure our credentials to get into the site. The security was tight and felt everywhere. During the fleet races the week before held four miles out there were nets to protect the area from submarines along with several ominous ships for added security. When we got into the harbor Doug showed us around the different working stalls for each country. All classes were tended out of these individual stalls complete with canisters, equipment, and workshop for repairs. Along the edge of the harbor were more cafes, luxury boats and headquarters for all the racing. The sea wall where we watched the match racing was right there. We sat on benches and looked down at the racing.

The match races included six countries which had won the previous week's fleet races involving 28 countries. The first day there were five races ... all racing each other. The course started immediately in front of us and was a windward, leeward, windward course with a downwind finish in front of us. The course was obviously designed for spectators and was very well received. The most exciting part was the start where the tacking duels included the tactic of pinning the other boat against the wall. Very exciting. The first day ended with the USA winning the match race competition. Two boats were eliminated -- Spain and Sweden. Since the USA won the day they were given the privilege of selecting whom they would race against the next day, and they selected Great Britain leaving Denmark and Germany to race against each other. The winners were USA and Denmark which pitted them against each other for the gold or silver in the best two out of three races. Great Britain and Germany would then compete for the bronze.

The USA lost the first race to Denmark in a very close finish ... half a boat length. The second and final race was actually lost at the start when the US team fouled Denmark before the start. At that moment I felt great disappointment. But as soon as the US team was off the water the feelings were gone. You find yourself say, "Hey, wait a minute. This silver medal is wonderful!!" These are the best sailors in the world competing in a spot in time, and we were the winners ... all of us.

The medal ceremony that night was held on a floating dock in the harbor with the King and Queen of Spain present. The Spanish sailing team took home the most medals for Spain of all sports and were obviously their pride and joy ... not to mention Prince Felipe who sat with his teammates behind the King and Queen. Families and friends of the athletes had seating there also. Doug's father and I were both very proud and could not help but reflect on the times that Doug sailed between us (our "third") all over the country. It was a good feeling, and we thank the Austin Yacht for not only being a part of the feeling but also for their continual support of Doug and his efforts. You were there.

Personally, the most asked question from other people was "How can a person sail in Austin?" Indeed, our secret is well kept. From a Mother's point of view my favorite part was when the sailors from all over the world would come up to me and tell me how nice Doug had been to them over the years. You are all a part of that too, and we thank you.



HIGHLIGHTS OF THE JULY 23, 1992 MEETING:

- The Board agreed to enter into a new loan agreement with Nations Bank which allows the loan to be reduced to less than \$5,000 for 30 days during the renewal period instead of having to pay down to zero before renewal as before.
- One member was put on ipso facto status.
- In the Governor's Cup Regatta wrap-up report Claudia Foster suggested that we ask the membership why they aren't turning out for regattas. The experiment to bring back Saturday evening entertainment didn't work; people still went home early after eating dinner.
- The Nominating Committee recommended that Roy Smith be acting Vice Commodore for the rest of 1992 while also still serving as Fleet Commander. The Board approved this recommendation to replace Keith Lackey who recently moved to California.
- The Board approved an \$1,100 expense for a sprinkler system expansion.
- The Commodore reported that he had portfolios from six architects to handle our rebuilding design and would meet on July 25 with the Board to narrow the candidates down to two or three.

HIGHLIGHTS FROM THE AUGUST 27, 1992 MEETING:

- The Board approved an "Ol' Salt Membership Discount" which states that "Members who are 62 years of age or older, who have been AYC members for 10 years or more, and who have no boats stored on AYC property may request in writing a 50% Ol' Salt discount in monthly dues." This new membership will also be offered to those qualifying members who resigned in 1992 but wish to be reinstated under the provisions of the Ol' Salt discount.
- The Board approved a \$600 Adams Cup budget request and a \$600 Hinman Cup budget request.
- The Board recommended that we continue multihull events but not with regular series races. Jim Casto asked the Board to consider hosting the 1993 Area F Alter Cup at AYC.
- Because of the bad condition of Dock 7 the Board approved an amount up to \$5,000 for a new dock design to be made and submitted at the next meeting.
- The Board approved a \$400 expense for six new gasoline tanks for the RC boats.
- The Board approved a \$650 expense for redwood slats to be installed in the showers.
- The Board approved a \$30/year charge for a space on the new windsurfer rack.

ROADRUNNER REGATTA WRAP-UP

On August 29th and 30th, 72 junior sailors, ages 21 and under, took to the waters of Lake Travis for this TYA Circuit event. Racing classes included the Optimist Dinghy, Sunfish, Laser, and Laser Radial. Both the "on-the-water" activities and "on-land" activities were carried out with AYC style and extraordinary expertise. Kudos to the following for a job well done: Registration, Pat Halter, Kathy Tucker, Claudia Foster, Jill Frels, Ann Hlista, and Candice Clark; Race Committee, Dave Henderson, chair, with assistance from Jim Baker, Jane Baker, Ann Baylor, Bill Hawk, Marty Shirey, Howard Shirey, Richard Hlista, Ann Hlista, Ron Harden, Lanelle Montgomery, Danny Lien, and Joanne Weberlein; Judge, Tom Romberg; Spectator Boats, Jim Baker, Terry Meyers, and Bob Goldsmith; Accommodations, Jim Baker; T Shirts, Barbara Hawn; Meals, Lanelle Montgomery, Kathy Tucker, Pat Halter, Bill Records, Judy Van Cleve, David Gage, Claudia Musselman, Bob Musselman, Bruce Willman, Rod Ethridge, Mike Strange, Claudia Foster, Shirley Slaughter, Norma Lien, John Bartlett, and Bill Hawk; Trophies, Lanelle Montgomery.

Light air, six races, and many gallons of Kool Aid and ice tea later, the winners were:

Optimist Dinghy (white), Ages 10 and under, 15 competitors

- 5th - **Ryan Harden, AYC**
- 4th - Emily Kolb, TCYC
- 3rd - Marjorie Frances, TCYC
- 2nd - Kevin Plant, HYC
- 1st - Brian Nunes, HYC

Optimist Dinghy (blue), Ages 11-12, 5 competitors

- 2nd - Charles Smythe, TCYC
- 1st - Allison Sharp, LYC

Optimist Dinghy (red), Ages 13-15, 3 competitors

- 2nd - Jake Scott, CLYC
- 1st - Matthew Svrcek, RCYC

Sunfish Novice, Ages 12 and under, 14 competitors

- 4th - Phillip Frances, TCYC
- 3rd - Scott Marsden, HYC
- 2nd - Matthew Rogers, HYC
- 1st - **Lauren Foster, AYC**

Sunfish Junior, Ages 13-16, 15 competitors

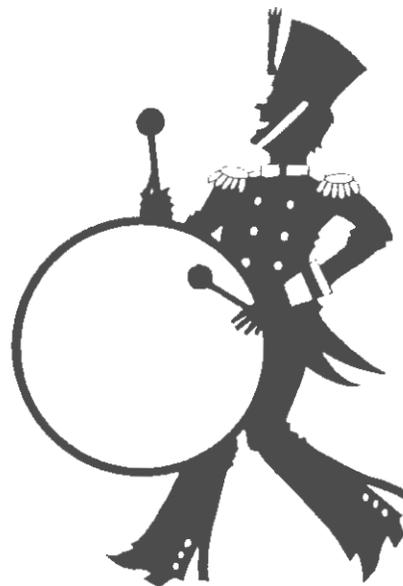
- 5th - **Rebecca Lien, AYC**
- 4th - Henry May, TCYC
- 3rd - Ford Gunter, TCYC
- 2nd - Doug Sharp, LYC
- 1st - Mattia D'Errico, LYC

Laser, 8 competitors

- 3rd - David Thomas, HYC
- 2nd - Jeff Turk, CCYC
- 1st - Alex Crowell, FWBC

Laser Radial, 12 competitors

- 4th - John Morris, HYC
- 3rd - James Freedman, FWBC
- 2nd - **Sarah Baker, AYC**
- 1st - **Fisher Key, AYC**



Membership Corner

Membership Count:

Ending Membership	Senior	Associate	Junior	LOA	Life	Honorary	UT
January	388	0	1	6	20	5	31
February	383	1	1	7	20	5	19
March	383	3	1	4	20	5	19
April	382	4	1	5	20	5	19
May	384	5	1	6	20	5	19
June	384	5	1	6	20	6	5
July	385	5	1	6	20	6	5
August	382	10	1	6	19	6	5
September	382	11	1	7	19	6	5

Please welcome the following new members to AYC. If you need crew or a project volunteer be sure to include our new members.

Senior Membership:

Gregory and Susin Watson ...

have been racing with John Vance on his Pearson 26, Patience. They own a variety of boats including a Cyclone, G-22, and Sabot. The Watsons are also interested in starting their 5 year old son, Jonah, in the PB&J Series next year.

Associate Membership:

J.T. (Tommy) and Denise Barnes ...

have relocated to Austin and would like to get back into sailboat racing and related activities. Tommy grew up sailing at the Seabrook Sailing Club. His father was one of their founding fathers. The Barnes own a Cal-25, but do not intend to actively race it at this time. They will crew on other boats and Tommy will race his Sunfish in our Wednesday Evening Series.

Deborah Holt ...

started racing in 1991 with Larry Ratliff on his Pearson Triton, Moon Runner. Currently, She is racing with Doug Laws on his San Juan 7.7, Que Pasa (formerly known as Tang). Deborah attended our Adult Learn to Sail Camp in 1991 and also spent a week at the Annapolis Sailing School.

Dane Ohe ...

has been crewing on a variety of AYC boats for the past four years. Dane also skippered a Sunfish during this years Governor's Cup Regatta. He would like to contribute to the club as an associate member and at some point upgrade to a senior member when he is ready to purchase and skipper his own boat.

Kenneth and Danny Jean Taylor ...

are already active in many AYC functions as crew members of DINK², but would like to be able to more fully participate in AYC events and programs through Associate membership. In addition to racing with Joe and Greta Rymal at AYC, the Taylors are active Hobie 18 and Hobie 21 racers.

William (Bill) and Glenna Weatherly ...

are crew members aboard Bill Loving's J-24, Pachuco. They have enjoyed the club facilities and hospitality as guests, but would now like to join. In addition to crewing in the J-24 fleet, the Weatherlys have assisted with AYC race committee duty.

Steve and Joyce Wesson ...

live in Salado and have been racing on Lake Belton since 1990. They came to AYC as crew for Donny Jones and Farley Fontenot on the Lindenburg 28 during Turnback and Governor's Cup this year. The Wesson's own a Capri 25, but plan to leave it on Lake Belton at this time. They will continue to crew on the Lindenburg 28 and other AYC boats.

Lost Memberships:

We are sorry to see the following people leave AYC:

Tom Bilek
Tim and Maureen Krauskopf
Jim and Caryl Smith
Robert and Jan Ellzey

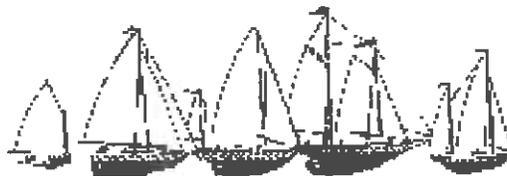
Membership Discounts:

O'l Salt Membership Discount

The AYC board approved the *O'l Salt Membership* dues discount during the 1992 August board meeting. *Members who are 62 years of age or older, who have been AYC members for 10 years or more, and who have no boats stored on AYC property may request in writing a 50% O'l Salt discount in monthly dues.*

Long Distance Membership Discount

The AYC board approved the *Long Distance Membership* dues discount last fall. *Members who live more than 200 miles from AYC and who have no boats stored on AYC property may request in writing a 50% long distance discount in monthly dues.*



THANK YOU ...

from the Adams Team

On Friday evening, August 28, during the Lackey's going-away party, Cynthia Darwin and Martha St. Romain held a fund raiser for our upcoming trip to Bayhead, N.J. We would all like to take the opportunity to thank all of you who contributed.

Jim & Cynthia Casto
Howard & Martie Shirey
Shirley Slaughter
John Bartlett

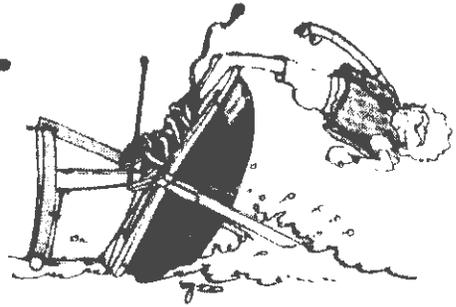
Vic & Pat Manning
Jan Thompson
Bruce Foster

And unfortunately we don't know who contributed the cash, but YOU know who you are and we thank you all for supporting us. We're gonna give it our best.

Claudia Foster, Joanne Weberlein, Gretchen Tippit

ASK THE JUDGE ...

by Tripp Allyn



"A Funny Thing Happened on the Way to the Windward Mark"

This article is a compilation of comments and questions from various sailors along with my own experiences and observations on ye olde race course. Any resemblance, similarity or likeness to any sailors living or dead (that is, brain dead) is intentional.

Before getting to specific situations I want to address three areas:

1. **Serious Collisions**-- Now we all love Fred and would love to see him living in a \$300K house in West Lake Hills, but are these serious collisions really necessary? Think of what it means to your insurance rates not to mention the loss of esteem from your fellow racers, "Look out, here THEY come again!" All it takes is a little planning and common sense (some call it basic seamanship). Keeping a proper lookout is a basic responsibility of all sailors whether racing or not. And how about putting one of your best crew on the mainsheet in case of a "duck." The most oft heard lament is "the main didn't go out in time."

2. **Crossing Situations**-- This usually occurs when port and starboard tackers meet while beating to windward. Obviously one is going left and the other to the right. When starboard hails one of three things usually happens next. Port either crosses successfully, ducks starboard's stern or tacks. If Port tacks and executes a good lee bow Starboard is then forced to tack out of the bad air and go back to the right. It is not uncommon among the better sailors to wave a port tacker across or for an experienced port tacker to hail "tack or cross" (to the starboard tacker). Starboard has control of the situation and can decide if it is feasible to stay on starboard or perhaps take a hitch back to the right.

3. **Minor and Unavoidable**(This does not mean a REALLY attractive 16-year old.)-- Minor contact is pretty easy to figure out (yeah, like minor brain surgery!). It's the "unavoidable" part that seems to have some of you stumped. If you have steerage way it's probably avoidable; the key is a combination of anticipation, time/distance/speed perception, judgment and tactical skills. We'll use a real situation in a rules quiz to illustrate the point.

You're riding a nice puff down to the leeward mark and you are rapidly overtaking a group of five slower boats which have already entered the two-boat length circle and are preparing to round while giving each other adequate room. It is going to be a very orderly mark rounding. Then you enter the picture.

Your best move is:

- a. Keep the spinnaker up so that you can maintain your speed and have the best chance of doing max damage and meeting "new friends."

- b. Yell loudly "room at the mark" so that you can learn new genealogical references and hand signals.
- c. Take the spinnaker down late and swing sharply to the outside of the five boat pinwheel so that you round outside and slow.
- d. This is a trick question.
- e. Drop the chute early and slow the boat with tiller movements and S-turns so that you can make a wide rounding and head up sharply with speed just inside the five-boat pin wheel which is drifting to leeward of the mark (i.e., you just passed 4-5 boats).
- f. See (e).

If you answered (e) or (f) you're OK (I'm OK).

Gosh, almost out of space ... quickly, here are a few additional points.

1. The overlap line extending from one's transom (or rudder) can extend for quite some distance. If you are reaching into a leeward mark on port there is a good possibility that you have been overlapped for a while by boats coming down the center.
2. Hailing the establishment or termination of an overlap PRIOR to the two boat lengths circle helps your case especially because this is an onus situation where there is a burden of proof.
3. There is a transition phase before a mark where you go from port/starboard or windward/leeward to an overlapped situation. If someone hails "starboard" within the two-boat length circle at a leeward mark a good response would be outright prolonged laughter (get it?).

NEXT ISSUE WE'LL DISCUSS THE DREADED "MAST ABEAM" HAIL AND ITS LONG-RANGE EFFECTS ...

(*Exception: port/starboard remains in effect at the windward mark.)

Rock Star's Bachelor Pad is Hot, Hot, Hot ...

If you've driven by our local sailmaker's loft/bachelor pad lately you'll notice J.B. has gone through the roof. Why? Well, I heard it straight from THE man. While cutting through the old roof to replace it with something stronger to support a second floor bachelor pad, the heat from the saw caught some insulation on fire. So for a couple of days Bartlett/NorthSails had to pick sunny days to work until the new roof was completed. So by the time you read this it will have been sailmaking business as usual. I hear J.B. had lots of help from the UT students. What a terrific group of folks!!

Faster and Wiser, but Poor UT Sailing Team

by Sungwhan Oh and Kim Young

Greetings! I guess for some reason it became a tradition on the UT Sailing Team that the captain writes the Telltale article. Since English is not my native language, you'll have to bear with me as I hash this out with the help of our women's captain Kim Young.

First of all, I would like to take a moment of silence for all of our close sailors who, unfortunately, graduated and will not be sailing with us anymore. Sorry Ravi. But we are glad to add that Ravi will be with us yet another season as our coach even though he is having to hold a real job. As for our surprise of the semester we have added Andi Gurrero to our coaching staff (we figure anything over one constitutes a staff). Andi will lend us her skills as an All-Star crew from Stanford University.

As far as the team is concerned, they were foolish enough to make me captain this semester. Joe Sircely took over the tedious task of the president that will supply him endless amounts of paperwork. Kim will be, once again, leading the fearless women's team that has no match in our district. Oh ... she also wants me to mention that she will continue to be the AYC representative. Please, if the team does something bad, hassle Kim. Thomas Burke will be our treasurer/secretary and Kathryn "Seamstress" Hammond will be the UT representative once again. Jesse Murdock will be our own version of Fred Schroth and will keep our boats in their respective pieces. Houston Lane, Sabrina "Team Freshman" Morgan, and Russel Vinik will work together recruiting and publishing.

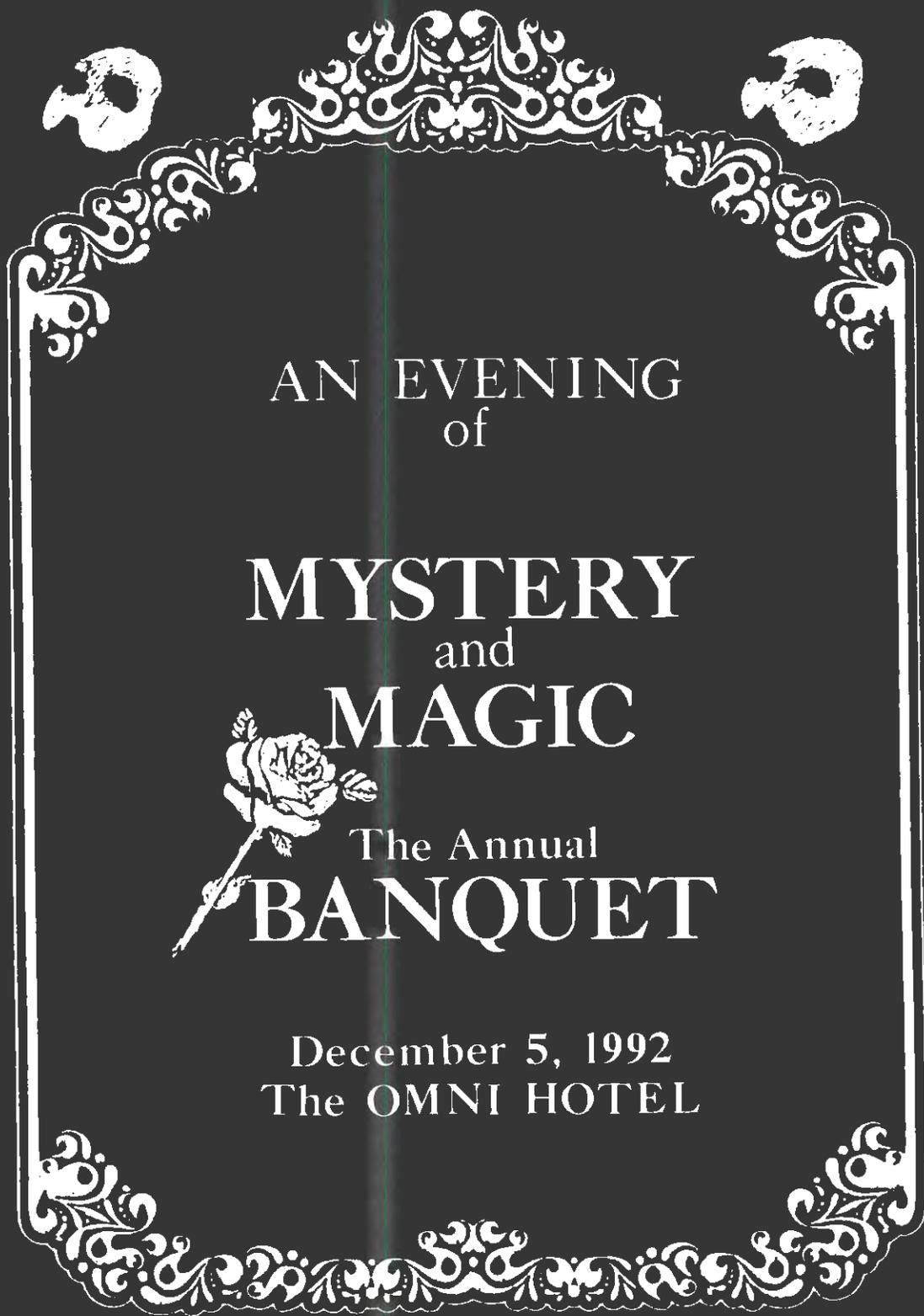
We do not have any regatta results to tell you, but we have planned a bunch of exciting events this semester. We are setting our goals higher than ever before. (Yes, we are actually going to practice regularly with our new and improved coaching staff.) We'll keep you posted as to how it all goes. Thank you for your support.

WANTED, preferably alive ...

NEEDED, a 1992 tax break? ...



The UT coaching staff needs a small runabout dinghy for the close-to-shore coaching not meant for an AYC chase boat. If you have an aluminum boat or two-man rubber dinghy -- with a motor would be terrific but can be added later -- please contact Ravi (477-SAIL) or any of the UT sailors. Your donation is tax deductible. And you can clear out a spot in your garage or back yard.



AN EVENING
of

MYSTERY
and
MAGIC



The Annual
BANQUET

December 5, 1992
The OMNI HOTEL



USSA Hinman Cup

Encinal Yacht Club, Alameda, CA
27-30 August 1992

First, a little background. The Hinman Cup is US Sailing's national team racing championship. Team racing is a form of competition where each race is one team against another. Each team has three boats, and the team with the best combined finish (places equal points) wins. A regatta consists of every team sailing against every other team at least once. Regatta results are based on a team's win-loss record, not on points in individual races. And now on to the story.

This year the Hinman Cup was hosted by the Encinal Yacht Club in Alameda, California. EYC is located on the Alameda Estuary directly across from the Port of Oakland. The regatta was sailed in Flying Juniors, which are two-man boats similar to the 420s sailed by the UT Sailing Team. Our three skippers were Hank Kleespies, Jay Allen (of the UTST), and myself. Our respective crews were Kathryn Hammond, Larry "Starr" Wise, and Joe Sircely. Kathryn and Joe are members of the UTST and Larry sails for the Aggies.

We arrived at the San Francisco airport just before midnight on Wednesday with duffle bags, life jackets, and quite a few hopes. There were also a few fears packed along, but we didn't talk about those too much. After a forty minute drive across the bay we found our hosts for the regatta, John and Betsy Hughes. I doubt that you've ever met these people before but just in case you run across them somewhere, be sure stop and say hello. They were absolutely wonderful examples of sailing hospitality.

In any case, Thursday was a practice day so we didn't do much other than find the club and get in a few hours of practice. Despite our fears of "The Bay" and its associated stories of wind, waves, and de-masted boats, the sheltered water of the Alameda Estuary was essentially a very narrow Lake Travis, with comparable wind and water, but with a mild tidal current.

Also on Thursday we formally registered for the regatta along with the eleven other teams, many of whom had travelled much farther than we had. It was at this point that a few fears crept back into our minds. Standing in the registration line ahead of us was a sailor who apparently didn't possess active US Sailing membership. He argued that he knew his membership was active because he had just renewed it in April for the [Olympic] trials. Great. And this individual was not an isolated case. There were several other competitors who had recently been involved in Olympic campaigns. Better than half the fleet consisted of collegiate All-Americans. It was an inspiring feeling. On one hand we felt honored to be sailing at this level. On the other we were, in a word, scared.

The actual sailing began on Friday and was incredibly well organized. Eighteen boats were divided up into three fleets, with two sets of three boats comprising each fleet. The race committee did an excellent job at organizing the races. Typically one fleet would be finishing up the triangular course while a second fleet would be starting, with the third fleet returning from the dock with the next pair of teams. Two or three on-the-water judges followed each race, buzzing around in Zodiac inflatable dinghies. On that first day, not having started the first race until just after noon, the race committee managed to get off 34 races ... over half of the races in the initial round robin. Overall the conditions were light, in the 8 to 10 knot range, but every now and then the wind picked up to the point of white capping. Our adrenalin-charged Team Hucklebuck did not fare well; we were quite handily beaten in those first few races.

On Saturday, the wind was nonexistent in the morning so we ended up having an extended skipper's meeting. This meeting was, in my opinion, one of the high points of the regatta. Over the past few years participation in the Hinman Cup has declined, as has the level of competition. This year was turning point in this trend, in part because qualification has been opened up from a strictly ladder event (such as Adams and Mallory Cups). Initially the meeting focused on how to continue this year's turnaround. We were asked how we liked the course, the boats, on-the-water judging, etc. Everyone was happy with the event as a whole, although several people made the point that different boats should be used to make it a national event for all sailors, not just collegiate and past-collegiate sailors. What was really exciting, however, was that the conversation gradually turned to team racing in general and how to keep it going. Here the competitors really took over the meeting. Offers to host regattas were made and things even went to the point that a newsletter was formed by several of the sailors. I'll get back to this subject later.

By lunchtime, the wind had filled in and the racing began again. The rotation was moving along quickly until a fairly intense electrical storm blew through around four o'clock. Team Hucklebuck still was not winning, but our competition definitely had to fight harder to keep us down. Several races even came down to tacking duels right up to the finish line. It felt good to actually be in the hunt for the win, and we were pleased with our improvement.

On Sunday, only a half-dozen of the races in the first round-robin remained. We sailed our last two races and were clearly not in the "final four." The final four then competed in a double round-robin. There were several extremely intense match-ups in these final races, but the "James Gang" of Brown University, took top honors followed by the "ODU Express" from Old Dominion. That evening Hank and I flew out on the red-eye, arriving just in time for work Monday morning. The rest of the team returned to Austin that afternoon after an all night tour of San Francisco.

It is probably fairly clear that we didn't even come close to winning this regatta. The quote of the weekend was that "we were the team to beat...and they did." Nevertheless, I don't think any of us left California with regrets for having made the trip. The chance to sail at that level, and to some extent actually be competitive, was irreplaceable.

So, how does this all relate to you? One thing that we returned from California with was the concept of an AYC team racing championship. I know, semantically we already have one. But technically that is actually a double or triplehanded race rather than a team race. Borrowing boats is probably the single greatest obstacle so we were thinking of something along the lines of sunfish or lasers, with each team supplying their own boats. The UT Sailing Team has volunteered their team racing experience with an extended skipper's meeting which could cover the team racing appendix in the rulebook as well as elementary tactics. Team racing is an exciting extension to fleet racing, one which is extremely popular in Britain. How about trying it out here? Give me your opinion if you see me out at the club or call me at 477-SAIL. I look forward to hearing from you!

Thanks for your support,



Ravi Subramanian,
for "Team Hucklebuck"



The Hinman Cup Appendix

OR

"We really weren't completely lame in San Francisco"

Ok, ok, so I'm hogging the Telltale this month. What can I say, I've been literally (get it?) pent up since I stopped writing for the Sailing Team. Essentially, I wrote my article on the regatta (if you haven't read it yet come back to this one later, otherwise you'll be lost) and even turned it in on time, but several people read it pre-publication and were disappointed. They were looking for fun, adventure, romance, and stories about bail bondsman at 3 AM. Instead I wrote about getting beat up on by a bunch of rock stars fresh off their concert tours. The article was long enough already so I left nearly all of the non-sailing stuff out of it.

The bottom line is that I was asked to add an appendicitis to the main article. Sorry, but I have no stories about romance or bail bondsman (talk to Mallory Cup attendants about the latter); we still had a great trip. To begin with, we all flew out Wednesday night on the same flight in the last three rows of the plane. Truly a flight attendant's nightmare. Hank and I figured a post-Wednesday-night-Laser-and-Sunfish-racing group would be at Chuy's so we tried out one of those nifty in-flight phones (the airline wouldn't let us use our cellular dinghy-phones) and actually got to talk to Ken Sherman and Doug Kern. They were definitely impressed with the power of technology to accomplish completely frivolous tasks. I just don't think it will really catch on until plane-delivery pizza is available.

Also on the plane we noticed that the flight attendants seemed rushed handing out the meal/snack/field rations. Being the helpful young individuals that we are I decided (via a \$20 bribe from the rest of the team) to assist by distributing the sorbet (a fancy ice cream used to "cleanse the palate" between courses; a definite must for airplane food) left behind by the flight attendants while they were servicing the front of the plane. The whole thing went off without a hitch (the flighty attendants never even noticed), although people kept asking me for spoons I didn't have, until the attendant came back and found a nearly empty sorbet tray. Essentially, she accused us of cramming forty servings of sorbet down our throat in some sort of speed eating contest. We gave up any hope of talking her out of free drinks.

After arriving at SFO we collected our numerous bags (it's amazing how much stuff six sailors can bring for a five-day trip since the invention of styling gel) from the carousel ride and began our scavenger hunt. I will try to make this as brief as possible without leaving you any more confused that we were. The week before this trip I was in Pittsburg for a family wedding and got a spare set of keys to my parent's '77 Impala. At this time my parents still lived in the Bay Area but were preparing to move back to Atlanta. Two days before our arrival for Hinman's, my father flew to Atlanta and left the car in the long-term parking lot. Tuesday he faxed me a map of the parking lot with cryptic markings indicating the locations of various prizes such as a 1952 quarter, a San Francisco gang fight, and.... the Impala! After successfully escaping the gang with our bail-bondsman-phone-call money we eventually made it to the

Impala with its opium-den-style hanging roof lining. Gas mileage is great but nothing beats a mid-70s urban assault vehicle for high-volume travelling.

Once we were safely barricaded in the Impala we decided to really risk it and head towards Oakland (the city that scared the Raiders to LA) and eventually Alameda. Our host, John Hughes, was patiently waiting in bed until we called from the Alameda Hilton (at 1 AM) for local directions. Fortunately John was not the only one who waited up for us. There was also Dulcinea, the Hughes' dog. A boxer on speed. She greeted us with a look like, "I left Austin three hours ago and ran here. What took you guys so long?" She was definitely a constant source of entertainment at our sparse accommodations (two of us had to sleep on the floor and the hot tub didn't even have cable TV).

The next morning we woke up somewhat jet lagged, because 8 AM in California is really last week in Bangladesh. On our way to the yacht club we found the South Shore Cafe. If you are anywhere in the state of California before noon you need to find this place. It was your basic twenty table breakfast/luncheon place except it was run by two people, who appeared to be a husband and wife team. The wife would take orders and deliver the food that the husband prepared. A simple concept but difficult to implement. While I have trouble remembering my choice between ordering and eating, this woman remembered, when we returned the next day, that Joe preferred white toast. Truly amazing. We tipped her well.

On Friday night we took in the town. Or at least we tried to. Not quite being natives we only managed to find the key tourist traps such as Pier 39 and Lombard Street (the near vertical slalom course that inspired the game of "Chutes and Ladders"). The Impala made it down no problem but we could literally hear the brakes screaming for mercy. So we turned up the radio.

Saturday night we spent the bulk of the evening in the yacht club bar taking in one of Encinal Yacht Club's popular entertainers, namely Terry "Shit Howdy" Doe. Ok, so I can't remember his last name. I don't think he can even remember the evening. In any case, every time he toasted us with his rapidly "leaking" brandy snifter (which was often) or managed to complete a full sentence he would punctuated it with a rousing "Shit Howdy!" He may have been trying to relate to the our primarily texan team, but I'm not sure of this because he kept asking us where we were from. Foolishly, we passed up many new conversation topics by telling him the truth each time.

There are a couple more parts to this story, but I think I've taken up enough space in this Telltale so I'm going to quit here. However, I hope I've cleared our good names by showing that we did manage to have fun in California. If you see any of us out at the club, there are still a few stories we can share with you. 'Til then....

Summer Evening Series Results

Sunfish (4.9 boats)

1. Pete Canizaro
2. Pat Manning
3. Fred Stearns

C-22, Spinnaker (6 boats)

1. Pete Harper
2. Joe Roddy
3. Howard Shirey

C-15 (4.5 boats)

1. Keith & Bonnie Lackey
2. Bob Musselman
3. Gretchen Tippit

J-24 (6.9 boats)

1. Evert Broersma
2. Bonner Cordelle/Bill Smith
3. Michael Wellman

SC-21 (7.6 boats)

1. Pat Feagin
2. Christy Shull
3. Duane Dobson
4. Bob Freeman

C-22, Non-Spin (1 boat)

1. Steve Shepardson

J-22 (2 boats)

1. Max Rockoff

PHRF A (5.3 boats)

1. Steve Vaughan, Soverel 33
2. Dennis Awbrey, Hobie 33
3. Gail Bernstein, J-29

PHRF B (4.7 boats)

1. Mike Chambers, Olson 25
2. Barry Bowden, J-30
3. Frank Riha, Cal 9.2

PHRF C (6.3 boats)

1. John Vance, Pearson 26
2. Bay Peterson, Catalina 27
3. Eddie Calogero, San Juan 7.7

PHRF D (3.8)

1. Steve Hennigh, Ranger 23
2. Paul Frels, San Juan 24

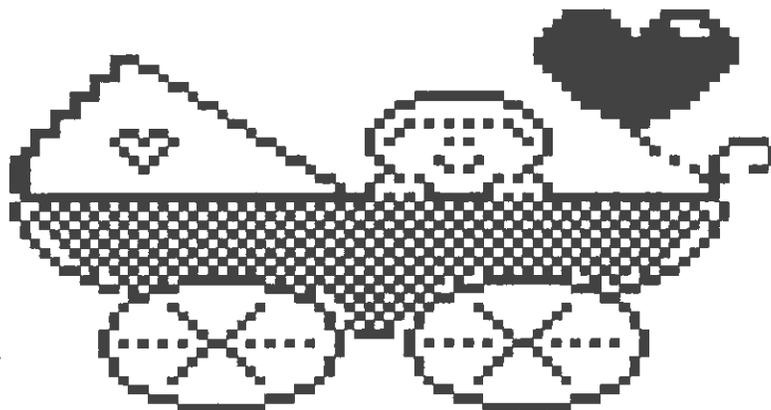
PHRF E (7 boats)

1. Rebeka Lien, J-24
2. Larry Gensch, Hunter 31
3. Chris Pratt, J-24

PHRF E (4.5 boats)

1. Tom Wood, Catalina 28
2. Ken Miller, Catalina 25
3. Jim Van Fleet, Pearson 26

Winter Evening Results



CONGRATULATIONS to Holly and Brad Schwab who are the proud parents of baby Jeremy who was born Monday, September 14. Mom and baby are doing just fine. Dad's doing OK too.



" NO MORE EXCUSES "

RACE CLINIC

LEARN FROM THE AREA'S TOP EXPERTS

CREW WORK

BOAT SPEED

TACTICS & RULES



October 10, 1992 9:00 a.m. – 3:00 p.m.

\$10.00/person Lunch provided

Non-Member crew & guests welcome

RESERVE NO LATER THAN WEDNESDAY OCT 7, 1992

Call AYC office 266-1336

October 17-18, 1992

Long Distance -- PHRF and
Multihull

Round-the-buoys -- One Design
and Centerboard

Late Registration: 5 p.m. 10/14

Friday evening snacks will be
provided by the
Catalina 22 Fleet

For more information contact
Dave or Diane Zbasnik at
328-0473



Noteworthy Tidbit:

from Teri and Ronny Smith

We had a job for Fred which he started only three days after his promised start date. He not only did a superb job on what we asked but also fixed those little extras at no charge. AND he had our boat back in the water ahead of schedule. So there ...

* * FLEET TALK * *



A-FLEET NEWS

by Ted Smith

I closed the article in the last issue with something like "May the winds continue and may you get to use them". Everything I've heard says that the winds have been exceptionally good for an August, so maybe I did some good (like I had anything to do with it). Evidently I didn't do so good on the second part though, since A Fleet action has been somewhat sporadic lately. I'll take some blame since the BLOWN ASSETS syndicate also took a break from the traditional August heat and drifters, but we're ready to get back at it and I hope everyone else is too.

In the category of past events, THE event as far as I'm was the A Fleet race committee "party". I say party because I think we proved that a good time can be had by all doing race committee. We had excellent weather, excellent races, and above all, excellent margaritas! Thanks to all those that took part, and those that didn't, well you missed it.

As for the racing series, the report is that SOVEREIGN edged out the others in a series that saw at least three boats getting bullets. Variety is the spice of life they say. Speaking of variety, STEVE VAUGHAN has added to his variety of sails a new mainsail of a high tech nature to replace the previous "old bedsheet" design. I'm curious but not necessarily anxious to see how it does now. STEVE VAUGHAN may have a new main but BLOWN ASSETS has new spinnaker sheets! I know you're thrilled, but seriously if you haven't tried Kevlar sheets before, you don't know what you're missing. No longer does the pole appear to be controlled by a loose bungee cord. They're excellent for those close reaches from "J" to "K". Now if they were just a little

cheaper so I wouldn't cringe every time they rub on a shroud. Here's where I try to come up with some catchy, inspiring, seductive... seductive? oops! my mind is wandering ... lines to get people out and active. Actually, seduction a similar concept I guess, trying to get others to do something which is in theory pleasurable to both. It shouldn't be that hard to get people out on the lake, but for some of us, seduction is a little harder. So please don't make me resort to prostitution, let's go sailing, you'll enjoy it!

THE SHORT AGONY OF D-FLEET

by Mark Bradford

Congratulations to STEVE and SHERRY and their rapid Ranger 23, AFTERNOON DELIGHT. The score sheets were down by the time I began to think about this article, but I've been told they had at least three bullets. I think these folks were racing in "D" some time before I began sailing. Anyway, it's good to have them back. CROUSE has bought a Pearson 22 which was also seen racing in D-fleet this last series. Welcome guys. New boats goood. No boats baaaad. Maybe the cooler Fall weather will drag a few more of us off the couch for this next series.

JILL FRELS and assorted flatbellies took a 1st in the LTCA Ladies Day race, spinnaker division with all female crew. Fast boats, fast women, Am I gonna get away with this? Good sailing

D-FLEET NEWS (cont'd)

ladies. Now she doesn't want to let PAUL back on the boat. Geez. You think you know someone after all these years ... tough luck, Paul.

LOUIE SOEFJE is still working on his house. I wish he would hurry up and finish it so they can come over and finish the tile job around my tub. Suzanne is really starting to get on my case about it. Maybe I'll just move in with Louie.

I know this is really a thin one folks but I've got a couple of other things that I'm actually getting graded on that are almost as late. Send money.

J-22 FLEET NEWS

(From Under the Tumtum Tree)

by Steve Brown

The Summer Evening Series started with our fleet on race committee. The next week MAX got two firsts with SAUNDERS taking a second in the second race. No one else showed so these guys were it. AYC in its infinite wisdom is now scoring one boat in series races, so if you show up and no one else does you've got two bullets. For the rest of the series the fleet had a bad attack of DGAS. Only DEBRA and MAX bothered to show with any regularity. CLAUDIA did race once. The first two had a good battle going but there was no trophy due to lack of attendance.

Could there be just so much racing that none of it means much anymore? (Over 75 scheduled races in '92.) I remember when regattas were special. Now they're just one more series race with T-shirts. Oh well, enough pondering of what could be ... off to other racing news.

SAUNDERS smoked a mixed fleet in the keel fleet's singlehanded race. He came up with a reaching system using the spinnaker twings on the class jib that gave him the edge over other

boats using up to 170% headsails. Good work JOHN, but we all know your tricks now.

BONNIE and KEITH's going away party was a success. Lots of food, wine, beer, good company, and a few tears. The fleet gave them a book on Texas so they will always be reminded of where home is. We all wish them great success in their adventures on the left coast and look forward to their visits back to good old AYC.

'Til next time, see you on the race course.

J-24 FLEET NEWS

by Michael Wellman

With the fall season approaching the J/24 fleet has two big events coming up. The first is the start of our second Annual Fleet Championship Series to determine the best of the best. The Championship Series will include races from the Fall Series, Fall Regatta, and the Circuit Stop. Awards will be given to the top finisher in the series and a Silver trophy will be presented to the boat which finishes the highest, but had not won a trophy in the 1992 season. For a copy of the rules and regulations of this event please see the August issue of the Fleet 21 Newsletter. If you have any questions or comments please call ROY SMITH. Given the significance of this race we hope to secure our own separate start for the Fall Series (no J/22's to fight with on the line--yeah!), but at the time of this writing the meeting hadn't taken place yet. So, make sure you check those racing instructions before you get out on the water (that would be a first).

The second big event is the J/24 Austin Circuit Stop, October 24 and 25. The Austin stop is the start of a new season for the circuit and is always a lot of fun. This year we'll be doing some new things. SCOTT YOUNG will be hosting an on-the-water workshop Friday afternoon with some other rock stars to be announced. Later that

J-24 FLEET NEWS (cont'd)

evening there will be an awards ceremony with trophy presentations for the 1991-92 season.

The Saturday Summer Night Series concluded in August with EVERT BROERSMA holding off BILL SMITH and BONNER CORDELLE for first place. MICHAEL WELLMAN took third with BILL LOVING right behind in fourth. The fleet averaged 8 boats in the series. Most of the races were close with leads changing 4-5 times during a race. There were several races in which the time difference between the first place boat and third place boat was seconds.

A big THANK YOU to ROBBIE NELSON and JANIS LIVINGSTON for the Margarita Cruise. For those of you who missed it you missed out on a great time and some great margaritas. Our next social event will be a hamburger night, Oct. 4, following the races. The fleet will provide the burgers and beer; you need to bring yourself (and crew) and a side dish to share.

Congratulations to STEVE FICKLIN and his new bride, DEBBIE. They were married on 5 Sept. We wish them many years of happiness. I hope DEBBIE is going to let him out on Sundays for racing.

A couple of our fleet members have been putting in some long distance traveling with their boats. In July DOUG DeCLUITT took BON TEMP to Long Beach, California, for the J/24 North Americans. They weren't successful in bringing home the gold, but they did manage to bring home the Patagonia. It seems the Race Committee had an extra set of Patagonia foul weather clothing which they decided to give to the "Worst Dressed Crew". A quick trip to the local Salvation Army and BON TEMP came up a winner.

On the road in August was DAVE CHENEY and family (his son SCOTT and daughter BECKY). They took SCARLET O'HARA up to Ontario, Canada, for the CORK regatta. After five days of racing against 49 boats from six countries and winds in the 20+ range, SCARLET O'HARA ended up in tenth place. Way to

go guys! I hope you're thinking about doing the circuit now.

I would like to announce another new member to our growing fleet, TOM PRESSWOOD. TOM has recently purchased a J/24 from Houston and is in the process of getting her race ready. Hope to see you on the water soon TOM. We also have a potential new member. EDDIE MARTIN, who has moved down here from Dallas to attend UT Law School, has brought his J/24 down as well and is thinking about joining the club and getting back into racing. Hopefully, we'll see him out later this year.

Our sailing season is starting to wind (no spelling pun intended) down. I would like to encourage everyone to come on out this fall. We are one of the few fleets that is capable of putting 16-20 boats on the line. The more boats out there, the better it is. So, come on out and we'll have a great time. See you on the water.

ENSIGN NEWS

by Tom Groll

There hasn't been a tremendous amount of Ensign racing happening at AYC lately, but there have been some other events that I would like to tell you about.

First, the Ensign National Championship Regatta took place August 17-21, at Lake Canandaigua in upstate New York. Bill Faget of New Orleans, until recently the three-time defending national champion, was dethroned by Dave Eifert of Fleet 23. A reliable source confirmed that this guy had never sailed an Ensign until last Fall, and he intends to be at next year's nationals in Houston. Look out!

Concerning next year's regionals, there has been a change. Since the nationals are taking place in Houston for logistical reasons. This idea was

ENSIGN NEWS

submitted by Fleet 30 (that's us) and tentatively accepted by Fleet 2 (that's them). If there is any other news concerning this matter, I will let you know as I find out about it.

Finally, the Fall series is upon us. The long term forecast says there will be perfect sailing conditions on Lake Travis each Sunday of this series. Be there!

* NEW * NEW * NEW * NEW

THE CAT'S MEOW

by Jim Casto

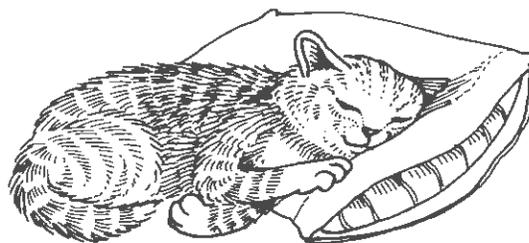
And on the seventh day God raced his catamaran. Well, probably not at AYC unless the regular series was on the sixth day. That's the way it was this summer, and that's probably the way it's going to be. The AYC Board (and I assume the vast majority of the membership also) would prefer to leave cat racing on the off-days so it won't interfere with the regular series racing. The good news is that the Board, based on demonstrated interest within the membership, is very supportive of future catamaran events at AYC. Specifically mentioned has been a Multihull Regatta, and I mentioned possibly hosting the Area F Alter Cup elimination. Anyone interested in generating ideas and plans for these type of events should speak up.

For our Summer Series on July 19, August 9 and 16, we had an average of 11 boats on the line, with an average of seven AYC member boats. We scheduled six races and only had to cancel one for lack of wind. I consider this series an unqualified success, and there is interest in

continuing this format. We had excellent support from STEVE PERVIER and BILL HAWK as PRC liaisons. Veteran Nacra 5.2 sailor KATHY COMER and her crew VOLDIMAKI won the series with consistent top 5 finishes. Second place went to non-member Steve McKinley, with third place going to TROY LAWSON who had a variety of lovely crew over the course of the series.

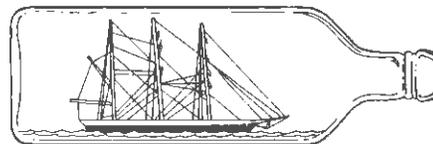
We also held an *Aqua-festive* mini-regatta on August 2. This was a low-frills race with 23 registered boats (six of the racers were AYC members). It seems like AYC members would rather race for free in series-type events than pay to race in regatta format. We had three boats from San Antonio, all of whom took home trophies! There were 4 classes in two starts: Hobie 16, Hobie 18, Portsmouth A, and Portsmouth B. We had excellent cooperation from the Hobie fleet, including donated trophies, help with registration, and a body for Race Committee. Again, thanks to STEVE PERVIER and BILL HAWK for PRC representation. This was a big success, and I think we have support to do it again next year. We'd like to consider a two-day event next time!

Don't forget that the Fall Regatta, October 17-18, will be open to multihulls. We expect at least 7-10 boats locally and have been spreading the word to the San Antonio, Houston, Corpus Christi, and Dallas fleets hoping for even more participation.



CENTERBOARD FLEET NEWS

by Fred Stearns



Well, time for another article. It seems like just yesterday that I wrote an article for the July Telltale and then got it to Vicki too late to be included. We had a real good turnout during the first Summer Evening Series. What happened to the second Summer Evening Series? I'll admit that the Sunfish entering as a fleet of their own took some of us, including me. But what happened to the Scows? They always seem to be out except this series. LESA ran for the Gold in her new Harpoon 5.2 with STEVE for crew. At least she got recognized for being on the course each week. There should be two Harpoons out next series. LESA will probably try to do a horizon job on me each race. How about some more participants?

The Sunfish showed a new twist to this series business this summer. Two centerboard starts! If we can get the commitment to have a sufficient number of boats participating we can try to do that on at least one series next year. If not a separate start, maybe a fleet split. Don't be shy; call me to let me know that you are interested. With the very informal arrangement that we have been having, we will have to start now to be able to get all the people together for next summer. Let's not be strangers.

The Fall Series will have started by the time this comes out. I hope to see many of you on the starting line.

PORTSMOUTH YARDSTICK (That funny centerboard handicap system.)

by Fred Stearns

Over the course of the years that I have been at AYC I have come to realize that most people do not really understand centerboard boats or their handicap system. It is only recently that I have become confident enough in my understanding of the

Portsmouth Yardstick that I am willing to try to explain it to those of you who are used to sailing under the PHRF system. Perhaps the most important difference between the two systems is that the Portsmouth Yardstick is based on time on time instead of time on distance. This makes knowing the actual distance unimportant, but knowing the elapsed time all important. The instructions with the handicaps states that a one hour race for the bulk of the fleet is recommended to even out the handicaps. The handicap is based on a triangle, Olympic, and Gold cup courses with approximately equal beating, reaching, and running legs. The fact that we use this handicap for windward-leeward courses and the course from AYC to Lakeway as well as for around the buoys courses lasting up to two hours with a reasonable degree of success goes to show that the system actually works better than is advertised. One big issue I have heard is that we use the composite number rather than the wind dependent numbers. The use of the wind dependent numbers requires that a log of the wind readings be kept throughout the course of the race and be averaged before the races are scored. Also, in areas where winds vary in speed and direction, as it does on all inland lakes, the overall number is actually the preferred method of scoring Portsmouth races.

Perhaps because everyone is used to giving other boats seconds per mile the tendency with Portsmouth racing is to figure on seconds per minute or minutes per hour. Actually, this is only a very rough estimate of the correct as it is more of a percentage correction. PHRF'ers get prepared. PHRF is slowly being transformed into time on time in parts of this country and in other countries. It is actually very easy to figure out the corrected time in Portsmouth. All it takes is a calculator and the elapsed time. The corrected time is simply found by dividing the elapsed time by the handicap and multiplying the result by 100.

The other problems that I see is with the diversity of boats grouped into the same class. I will be

PORTSMOUTH (cont'd)

the first to admit that one of the problems is with the usual low turnout of centerboard handicap boats. I did not realize until the second evening series that it was even possible to ask for and be able to get a separate start for the slower boats as the Sunfish were able to do. This is something that the centerboarders will have to work on before deciding to ask for special consideration next year. I do not have the PHRF rating for centerboard boats, but I do have the Portsmouth Yardstick ratings for the keel boats. It is part of the Portsmouth Number listings. As an example, the Sunfish is rated at 103.8 and the Catalina 22 is rated at 98.4 with no spinnaker and at 96.7 with a spinnaker, the Ensign is rated at 95.9, and the South Coast 21 is rated at 102.7. At the other extreme, the E-Scow is rated at 73.5 and the Hobie 33 is rated at 72.6 and the J-29 is rated at 73.5. Maybe this will explain why there is sometimes discontent in the centerboard ranks when there are 12 Portsmouth handicap boats at a regatta with six on either side of a nominal break point, say 90, and the fleet is not split.

LASER FLEET NEWS

(or how to lose your few remaining friends)

by Fred Schroth

The Fall traveling season is upon us. This is obvious because Sunfish sailors have been coming into town and that makes any good Laser sailor feel the urge to be somewhere else. Fall offers trips to Seabrook twice, Canyon Lake, and the Bruce Cup. The AYC contingents should be large and at the front end for each of these regattas. Make sure you find a friend and travel some.

KEN SHERMAN has been keeping score and passing out the results at Chuy's the next month. The same folks who won each Wednesday also won for the month.

JOHN BARTLETT has been sailing every week since he acquired Swanzy's old blue Laser. It's different for John to race Lasers than to sail in "A" fleet. He doesn't win all the time. He does win a lot.

Speaking of winning, this is the Laser fleet challenge. To all you round bellied old sailors in your lead bottomed cruiser crafts, we issue a challenge. If you did not race Lasers in 1992 you will not win two Laser races on any Wednesday night (May through September) in 1993. If you win two Laser races on any Wednesday we will buy you dinner at Chuy's afterward and will publish your name in the "Laser" article.

Don't worry, it won't happen. Sometimes HANK, JOHN, DAVE, FRED, SCOTT, KIRK or RICH (but certainly not RAVI) will win three or four or five races in a night. You won't. You may think you are pretty good but you can buy a new boat and practice all winter. There won't be a free dinner for you. See you next issue when I tell you how your children will always be ugly and stupid.

SUNFISH FLEET NEWS

by Seemore Sterns

Elections are upon us (as are deadlines)! Fleet meetings oughta be held like conventions anyway and we are better behaved. Anyway, what's all this I hear about taxes? First there's that luxury tax that's sure to hit Sunfish when racing sails and new daggerboards are standard? And what about all the other ones I see when I lipread? I heard port tax, starboard tax, and how to evade 'em both. What's that? ... Tacks? OK, never mind.

SUNFISH NEWS (cont'd)

The first Wednesday in September marked the opening of the Sunfish fleet championship. Cap'n Pat has iced down the fleet medicine chest and appropriately stocked the Sunfish first aid kit with earplugs for sensitive junior ears ... Prozac for women that've been pushed over the line and "By God ain't gonna take it anymore" ... Imodium to avoid jittery pre-start accidents or ... handy wipes for those who don't take the imodium ... medicinal brandy ... and, finally, a handy splint for the *stomaching digit*.

Only one evening's racing is complete with TOM PRESSWOOD off to the initial lead, followed closely by Bill Gerloff (sometimes mistaken for an AYC member), JIM REHAGE, MARTHA ST. ROMAIN, and about 20 more avid competitors. There's still a long way to go and you gotta be present to win!

The annual Roadrunner Regatta closed the summer for nearly 60 junior sailors from all over Texas. Sunfish were divided into junior and novice fleets.

REBEKA LIEN upheld AYC honors with a hard-earned 5th in the junior division as other Sunfishers FISHER KEY and SARA BAKER moved over to Laser Radials and finished 1-2 there. LAUREN FOSTER defended her last year's first place with another solid win in the 14-boat novice class. And she's still got a year to go! STEVE GAY and PHILLIP STEARNS also joined in the chase for AYC.

Pack the bearings 'cause there's a lot of upcoming events in store for Fleet 70. Four AYC sunfishers will represent us in the Sunfish Worlds in Houston. Best of luck to VIC and PAT MANNING, VICKI BREMER, and JO-NATHAN BAKER. Sunfishers CLAUDIA FOSTER and JOANNE WEBERLEIN (with C-15'er GRETCHEN TIPPIT) will represent our fleet, AYC, TYA, and Area F in the Adams Cup finals in Bayhead, N.J. And don't overlook THE Fall event that best combines the campfire humor of Blazin' Saddles with the suspense of the Manning's *Norman Bates* No-Tell Motel. We're

speakin' of Wurstfest at Canyon Lake ... it's the stuff that legends are made up from.

Finally, I hoped to get some word of the Palacios results before the deadline. Depending upon the compulsiveness to deadlines by Editor Vicki ... either the results will be here or this is sign-off. SUNFISH... SUNFISH... SUNFISH! And be sure to register ... and RACE!

SUNFISH IN PALACIOS

by Pat Manning, Fleet Captain

The No-Tell Motel was set up in the prime spot at the Serendipity Resort, the "dog walk" on the bay, just across from regatta headquarters and a stone's throw from the Mayor of Palacios' yacht (which, by the way, is her home). And five ~~puke~~ (pun intended) tents surrounded it and housed the Fleet 70 sailors who raced in the Labor Day regatta. There were eight of us: TOMMY & ANN GAIROFF, GARY & DONNA COOPER, VIC & PAT MANNING, and TOMMY BARNES along with a soon-to-be fleet member Steve Koke. We were joined by Laser sailors Bill Brydson and Seabrook Sailing Club members Jim Uroda and Sam Criswell. Fellow fleet members STEVE & LESA BROWN (who sailed Lesa's Harpoon to a 3rd place finish) had to forego staying at the *Norman Bates* No-Tell Motel in Blessing and took more luxurious accommodations at the Luther Hotel in Palacios. Those of us who *roughed it* that weekend boiled up 15 pounds of shrimp on Saturday night and feasted on it with our friends from Houston.

The racing in Matagora Bay was outstanding -- good winds and long courses. One race was a triangle followed by a gold cup and took more than 2 1/2 hours to complete. After five races all of us were in the top two-thirds of our fleets. Those bring home the silver were TOMMY GAIROFF, 2nd place, and TOMMY BARNES, 4th place.

SUNFISH IN PALACIOS (cont'd)

This event is quickly becoming the fleet's warm weather party. Those of you who don't like camping at Wurstfest will have to consider joining us for this one next year.

Downtown Regatta Update: This year's regatta scheduled for Saturday, September 26, is cancelled. Because of the Southwest Regionals and the World Championship, we just ran out of time to plan and organize another regatta. Some say we have too much racing anyway ... and I think I agree.

Sunfish Southwest Regionals

by P. Wuz There

A special thanks to PAT and VIC MANNING who not only worked hard to put on a class event but also managed to conjure up some pretty decent winds. Although some of us wished for the light air spurts to be a little more than the 5-7, we didn't complain too loudly. And we were might happy with Sunday's air which occasionally gusted to about 10. All in all, a near perfect regatta -- especially for the winners.

Also, a great big thank you to ROY CROUSE who designed the very special T-shirts. Did y'all figure out what the 225 meant? And how about what those flags spelled out? Very, very clever ROY. Guess we can't believe everything we've heard about you.

How PAT manages to get up at 4 a.m. the morning of the regatta to begin preparing that night's meal for 60+ Sunfish sailors and guests AND can still do well on the race course is beyond me. ZZ ZZ ZZ zzzzzzz. And the food was terrific!

THANK YOU to everyone who helped -- ERIC NELSON and his great Race Committee and those who helped serve hungry sailors.

SUNFISH SOUTHWEST REGIONAL TROPHY WINNERS

Juniors

1. Kelly Mowry
2. Henry May
3. Ford Gunter



Seniors

1. Bruce Mahoney
2. Ash Beatty
3. Brian Babbitt
4. Tom Presswood
5. Claudia Foster
6. Martha St. Romain

Masters

1. Jerry Parlee
2. Malcolm Jones
3. Bill Gerloff
4. Jack Aldis
5. Michael Mahoney
6. Tommy Gairloff

Overall Winner is

BRUCE MAHONEY, Houston Yacht Club

(Bruce will be 16 years old in December and has now qualified for the Sunfish Worlds twice -- once when he was 14 and now in the Southwest Regionals. There is something to be said for a good junior program.)

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