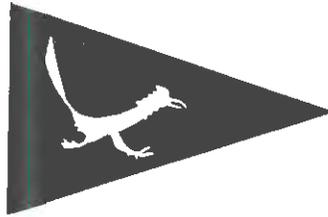


Telltale

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



MAY/JUNE 1993



**AUSTIN YACHT CLUB
5906 BEACON DRIVE
LAKE TRAVIS**

AYC OFFICERS

COMMODORE Roy Smith
VICE-COMMODORE Dave Henderson
SECRETARY Michal Wann
TREASURER Dennis Awbrey
RACE COMMANDER Eric Nelson
BLDGS & GRNDS COMMANDER Danny Lien
FLEET COMMANDER Ted Smith
PAST COMMODORE Dave Wahlberg
SAIL TRAINING COMMANDER Claudia Foster

AYC FLEET CAPTAINS

CATALINA 22 Pete Harper
CENTERBOARD HANDICAP Fred Stearns
CORONADO 15 Jon Fitch
ENSIGN George Dahmen
420's Jay Allen
J-22 Max Rockoff
J-24 Michael Wellman
KEEL HANDICAP Steve Vaughan
 A-FLEET Ted Smith
 B-FLEET Claude Welles
 C-FLEET Bay Peterson
 D-FLEET Nelson Reynolds
 E-FLEET Dave Boerner
 F-FLEET Leon Lance
LASER Fred Schroth
ONE-DESIGN Eric Nelson
SOUTH COAST 21 Steve Gay
SUNFISH Martha St. Romain

**COVER PHOTO COURTESY OF
Ty Johnson**

Steve Bourdow rounds a mark and wins first place at this year's Easter Laser Regatta, a U.S. Laser team qualifier for the next Olympics. More Ty Johnson photos on pages 16-17.

**BUSINESS OFFICE ... 266-1336
CLUBHOUSE ... 266-1897
FAX ... 266-9804
TELLTALE FAX ... 345-0140**

MAY/JUNE 1993

FROM THE COMMODORE ...

Roy Smith



AYC is now well into its formal racing program for 1993. By the time this gets to you we will have completed our Spring and Mid-Spring Series, the Easter Laser, Spring, Centerboard, and Turnback Canyon Regattas as well as many other club and fleet events. Congratulations to all the competitors in these events and special thanks to all volunteers who help keep our club activities going.

The contractor is making significant progress on the new cabins. With good weather we should be able to move in by mid-summer. Reservations are already being taken for overnight stays. Past Commodore David Wahlberg set the precedent by signing up for the first available evening in new cabin 7. We are looking forward to having the cabins available for club use again.

We are in the process of applying with LCRA for the permit to construct the junior sailing pavilion in the south cove. Through your generous contributions this facility can be constructed with negligible impact on the club's finances. Mark Rylander and Claudia Foster have extended a considerable amount of time and effort in designing, organizing, and presenting the plans for this facility. Their efforts have paid off well.

AYC will have a major presence at the sailing venue at the San Antonio Olympic-fest July 25-28. Our club representatives will be holding key positions on the race committee for both the Mistral men's and women's course and the Europe dinghy course. Our reputation in the area for excellent race management has been recognized by the organizing committee. Representing AYC will be Tom Romberg, Jim Baker, David Henderson, Vicki Bremer, Vic Manning, and myself. Tripp Alyn is the chairman for the event.

We have two new staff members at AYC. Rick Montgomery has taken over as caretaker. Brad Schwab resigned his position so that he could pursue other career opportunities. Best of luck to Brad and welcome to Rick. Kathy Wilson has also resigned. Our new office administrator is Jan Hale. Stop by the office and greet our new staff the next time you are at the club.

Special recognition goes to the UT Sailing Team for winning the SEISA Women's Championship and placing second in the SEISA Team Racing Championship. Both teams qualified for nationals in their respective events. Congratulations to all involved.

Let's all have fun and sail fast.

FROM THE EDITOR . . .



TELLTALE STAFF

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EDITOR Vicki Bremer
PHOTOGRAPHIC EDITOR Ty Johnson

SPECIAL CONTRIBUTORS

Roy Smith, David Wahlberg, Michal Wann, Mark Rylander,
David & Gail Bernstein, Ted Smith, Steve Spademan, Fred Schroth,
Claudia Foster, Vicki Bremer, Norma Carson, Charles Pope

FLEET CONTRIBUTORS

Ted Smith, Claude Welles, Bay Peterson, Dave Boerner,
John McBride, Mark Rylander, Steve Gay, Tom Groll, Fred Stearns,
Pete Harper, Jim Casto, Fred Schroth, Bruce Foster

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MEMBERSHIP COMMITTEE REPORT

April/May 1993

David Wahlberg, Chairman/Past Commodore

The membership committee continues to receive a steady trickle of new member applications. While the April meeting brought only two new members, we already have six applications on hand for the May meeting.

JEFFREY BERKUS is familiar to many of the J-24 circuit racers as one of the crew of **THUNDERSTAR**, now racing on the newly purchased J-24 "ICE 9." **JEFF** has extensive racing experience and is also a member of the Santa Barbara Yacht Club.



Jeffrey Berkus

JONATHAN POLAND, a Dell Computer sales rep, is an applicant for associate membership; he will be a fresh face in the Laser races.

Jonathan's photo is not available at this time. Stay tuned for the next edition.

We regret to announce the resignation of **CONRAD WERKENTHIN**, a long-time member of AYC. On the plus side, we are happy to report that **BUD BOUCHER** and family have extended their leave of absence but indicate that they will be returning by the end of the year.

PAUL and **KATHI JENSEN** have successfully completed their probationary year and have been accepted to full senior membership. Congratulations.

On a personal note, those of you who are Blue Duck wannabees had better put on your running shoes. I hereby declare myself the leading candidate for the '93 award. My **THIRD** launching accident with **CAVEAT** recently left the boat standing on her keel in the middle of the ramp, to the wonder and amazement of most of Travis County plus everyone involved in a J-22 circuit stop AND an intercollegiate regatta. Although the name of the boat still seems appropriate, I have heard suggestions for a few new names: **OOPS! 3** and **TIMEX** ("...takes a licking ...") are the current faves. I'm just wondering how to attach the oak leaf cluster to that silly duck. Seriously, my thanks to all who rendered assistance, advice, and/or sympathy. Fortunately the only damage was to my ego.



Olympic Yachting Committee

UNITED STATES SAILING ASSOCIATION

BOX 209 • GOAT ISLAND MARINA • NEWPORT, RI 02840

TEL: (401) 849-5200 • FAX: (401) 849-5208



April 13, 1993



Board of Directors
Austin Yacht Club
5906 Beacon Drive
Austin, TX 78734

Dear Members of the Board,

On April 10 and 11 the Austin Yacht Club once again hosted the Easter Laser Regatta. This year's event had over 80 entries, and based on it's reputation, was selected by the United States Olympic Yachting Committee as one of four qualification events used to select the members of the 1993 United States Sailing Team.

The event was a tremendous success. Fred Schroth lead a host of talented, tolerant, and extremely hospitable club members in running a most impressive event. The competitors were treated to ideal sailing conditions, three super meals each day, video critique and coaching (coach boat and television generously provided by your members), and most importantly... the best Race Committee work I've seen in the past two years! Of the seven races started, there was only one general recall... this must be some kind of Laser Class record! Probably the most significant aspect of the entire regatta was the minimal \$20 entry fee. This helped many sailors attend the event on a shoestring budget.

I wish to congratulate the members of the Austin Yacht Club on a job well done. In addition, I would like to thank the membership of the Austin Yacht Club for once again inviting the Laser Class to come enjoy it's wonderful facility, great sailing conditions, and the genuine hospitality of all the volunteers who played a role in helping to make the 1993 Easter Laser Regatta a great success. I personally very much look forward to attending next year's event.

Best Regards,

Ron Rosenberg
US Olympic Laser Coach

Chairman
William A. Shore
7 Merton Road
Newport, RI 02840
(401) 849-9883 (BI)
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XII PAN AMERICAN GAMES
Mar del Plata, Argentina
March 3-18 1995

XXVI OLYMPIC GAMES
Atlanta, Georgia
July 20-August 4, 1996

OLYMPIC CLASSES
Europe
Finn
470 (Men & Women)
Laser
Mistral (Men & Women)
Soling
Star
Tornado



IN A NUTSHELL ...

HIGHLIGHTS OF THE MARCH 1993 BOARD OF DIRECTORS' MEETING:

- The Board approved use of club facilities on June 4-5 by the U.S. Coast Guard Auxiliary to put on an emergency training exercise and use of club facilities for the Austin Catalina 22 Fleet 69 Hamburger Social to be held Tuesday, June 8, from 5:00-11:00 p.m.
- The Board approved a new employee benefit plan consisting of an IRS Section 125 Cafeteria Plan to allow club employees to pay their portion of health insurance premiums with pre-tax dollars, and a multi-option health plan.
- Mark Rylander presented additional information about plans for a facility to be used to house boats used by the Junior Sailing Program, and the Board accepted the project as presented contingent upon receipt of pledges as outlined in the proposal to include a commitment by the Club for expenditure of up to \$7,000 if donations do not completely cover the cost of the facility.
- Race Commander Eric Nelson received approval of an expenditure of \$5,804.06 to replace the oldest motor in use on the club's chase boats. The motor currently in use will be sold.
- Club Manager Johnny Wesson reported that Senior Groundskeeper Brad Schwab has resigned effective after the Spring Regatta.

HIGHLIGHTS OF THE APRIL 1993 BOARD OF DIRECTORS' MEETING:

- The Board approved the expenditure of \$3,500 for purchase of an Avon ten-foot rigid inflatable boat and trailer for use by the Junior Sailing Program. Since this expenditure is in excess of what was originally budgeted, Sail Training Commander Claudia Foster indicated that she will not purchase a new Sunfish for the program as was previously planned.
- Mark Rylander reported that contributions and pledges for construction of the Junior Sailing facility equal \$22,500 and that bids indicate that the work can be done for approximately \$28,100. The Board approved proceeding with the bid process in hopes that construction can be completed in approximately two months.

- The Board gave final approval to plans for Women's Sailing Camp to be held June 26-27.
- The Board approved use of Club equipment by Lake Canyon Yacht Club for an Olympic Sailing Festival. Club personnel involved in the activity will be available to supervise use of the equipment and LCYC will provide insurance and a waiver of liability.
- The Board approved use of club facilities for multihull series races to be held on Saturdays in July and August with the stipulation that non-AYC members would be allowed only as invited guests of specific club members. The Board further stipulated that multihull sailors will be required to use the facilities jointly with any AYC fleet requesting access.
- Fleet Commander received approval from the Board for an expenditure of \$14,000 in previously-designated funds to rebuild the North rigging dock with construction to begin as soon as possible.
- The Board was advised by the Sail Training Commander that the Roadrunner Regatta originally scheduled for August 14-15 will be held on August 28-29 due to a conflict with a TYA Junior Regatta in Dallas.

**Please note date change for the Jr. Roadrunner Regatta:
August 28-29 (NOT August 14-15)**



SAIL TRAINING COMMANDER'S REPORT ...

Summer is here and we're ready. The entire Sail Training committee has been putting in countless hours for each of our programs. Here's an update.

Peanut Butter & Jelly Series -- The registrations for this series were overwhelming. We had at first limited the camp to 15 young sailors, but at the end of registration we had about 35. Instead of turning enthusiastic campers and parents away, we've decided to run two sessions back-to-back on the scheduled Saturdays -- one from 2:00-4:00 p.m. followed by a 4:00-6:00 p.m. session. We hope this will work out well. Tom and Karen Presswood, along with lots of help from Kirk and Janis Livingston, are planning a super series for our young sailors. We all look forward to seeing these children become comfortable with the water and boats while having a great time. If you're interested in watching the fun, the series will run May 22, June 5, June 12, June 19, and June 26.

Jr. Day Camps -- These camps have also filled up fast. The staff has been hired for these camps. Eric Tippitt will be the Camp Director, Sara Benedict is working as our head instructor, John Goldsmith and Jon Patello will be our instructors, and Rebeka Lien will be our assistant instructor. All our staff have excellent qualifications and we look forward to some great day camps.

Jr. Racing Team -- Joanne Weberlein promised she would bring out the big dogs and she kept her promise. On May 8 the racing team had its first clinic. The wind blew hard (real hard) but that didn't dampen the enthusiasm of 17 of our more experienced junior sailors. There were three separate areas of instruction: Doug Kern coached the Laser sailors, Matt Romberg and Jennifer Draheim the Sunfish sailors, and Brian Babbitt the Optimist sailors. Many thanks to these people for volunteering their Saturday to our team. Also thanks to all the parents who helped out. The racing team is off to an excellent start at becoming the state's BEST junior sailors.

Sail Training Boat -- Kirk Livingston has been instrumental in researching the best solution to purchasing a boat for the program. After spending many hours on the phone and talking to everyone he know about this, a proposal was put to the Board in April. The Board approved the purchase of a 10-foot Avon inflatable with a fiberglass bottom and 10 horsepower motor. We feel that this was the best solution and, after watching the coaching on May 8 this was confirmed. This is a great boat to maneuver in and out of small boats and to coach from. Thanks to Kirk for all his hard work.

Jr. Club Boats -- Greg Buck (a new member) has put in way too many hours to count, repairing and bringing our prams and Sunfish up to snuff. Parts are being replaced and with lots of scrubbing these boats will all be ready for summer. Many thanks to Greg and everyone else who have helped with this project.

Sail Training Facility -- The money is raised and the platform will be installed by mid-July. See separate article in this Telltale.

Women's Sailing Camp -- The applications are rolling in. Martha St. Romain, Cynthia Casto, and Karen Van Hooser have planned a great camp for our intermediate women sailors who want to concentrate on racing. This will be sailed on Sunfish (bring your own boat). The camp will run the weekend of June 26-27. Applications and information are available in the AYC office.

Roadrunner Regatta -- Louis and Alice Rogers are already putting together this regatta. We have had to make a date change moving it from August 14-15 to August 28-29. This change is due to a TYA junior circuit conflict.

We are all very excited about the programs we have scheduled. We are still hoping to get in a racing clinic on one-design boats later on in the summer or early fall. If you are interested in chairing the event or helping, please contact me.

Claudia Foster

SAIL TRAINING FACILITY UPDATE

by Mark Rylander

As many of you are probably aware, on March 25 the AYC Board approved the implementation of an exciting new Sail Training facility designed to support all levels of future sailing development at AYC. Primarily focused on our junior sailors, this new facility will become the home of the junior sailing program -- providing convenient, year-round access to the boats, ample rigging area, and covered shelter for juniors and parents alike.

This project would not have been possible without the help and generosity of many people. Countless hours have been invested by the Sail Training and Harbor Committees and numerous other club members in making this idea come to fruition. As you will learn later in this article the project would also not be possible without the generous donations we have received from the membership. In behalf of the Sail Training Committee thank you for your help and support!

New ideas or change can sometimes bring about uncertainty, confusion, or skepticism. Good examples of this include the recent addition of the children's playground or when the membership allowed the UT sailing team to call AYC their home. Today I think most of us would agree that these were excellent decisions. However, considerable debate and controversy existed prior to the adoption and implementation of these new ideas.

Prior to submitting the Sailing Training facility proposal to the AYC Board, an informal survey was conducted with random members to surface key issues, concerns, thoughts, and ideas. This information heavily influenced the scope, direction, and content of the Sail Training facility plan. In fact, three different designs, locations, and configurations were developed prior to settling on the final plan. Following are the major issues which faced this new facility.

FUNDING: Implementing and funding a junior sailing program has many direct and indirect benefits. For families of small children the benefits are fairly obvious. But what does the rest of the membership get out of a junior program? For starters, it helps ensure that the club continues to grow. Young sailors grow up to be future dues paying sailors. I am certainly an example of this. A strong commitment to junior sailing helps produce top notch sailors to represent our club in future local and national events. Examples of this are our recent Mallory and Olympic winners -- all coming from a junior program.

As you know the AYC membership demographics are fairly diverse. We have a combination of families, singles, and empty-nesters. While many people see the benefits of a junior program, some of the membership obviously does not stand to gain as much as others and, therefore, may not believe it is in their interest to fund the program. With this feedback in mind, the Sail Training Committee set out to fund the entire project with private donations. Our goal is to raise 100% of the entire cost of the construction (\$26,000). To date we have already raised \$25,000. As you can see, funding the initial cost of the facility is no longer an issue!

MAINTENANCE: It is true that the club will incur additional maintenance responsibilities and cost. Painstaking effort has been exercised to minimize the impact to the club. First, the facility has been designed to be attached to an existing T-head dock. By doing this, we avoid the need to set additional anchors and adjust yet another set of winches and walkways as the lake levels vary. Second, the facility incorporates a galvanized, steel-truss design which has a life expectancy of 2-3 times that of our existing docks. Finally, as an option, the facility was designed to have 5 revenue producing slips (for junior sailors' personal boats) as a means of providing an annual income capable of paying for general maintenance or insurance expense.

LOCATION: After considerable debate, it was determined that the facility should be located in the south cove. Primary concerns for not placing the facility in the north cove include concerns for safety and boat congestion due to the large volume of boat traffic on weekends, and potential damage to club members' boats while young sailors learn how to dock their boats. While every generally agrees with this location, it makes it more difficult for parents to

SAIL TRAINING FACILITY (cont'd)

watch their children from the clubhouse. This is one of the primary reasons why the facility now includes a covered pavilion, thus providing a sheltered area for parents and others to view from! Finally, locating the facility at the end of dock 7 and next to the existing boardboat docks allows for future expansion as the program grows.

A common denominator to almost all premier yacht clubs and sailing programs across the country is a commitment to a strong junior program and to proper sailing education and training. Almost invariably each of these clubs have made the necessary investment by dedicating a portion of their facility to these activities.

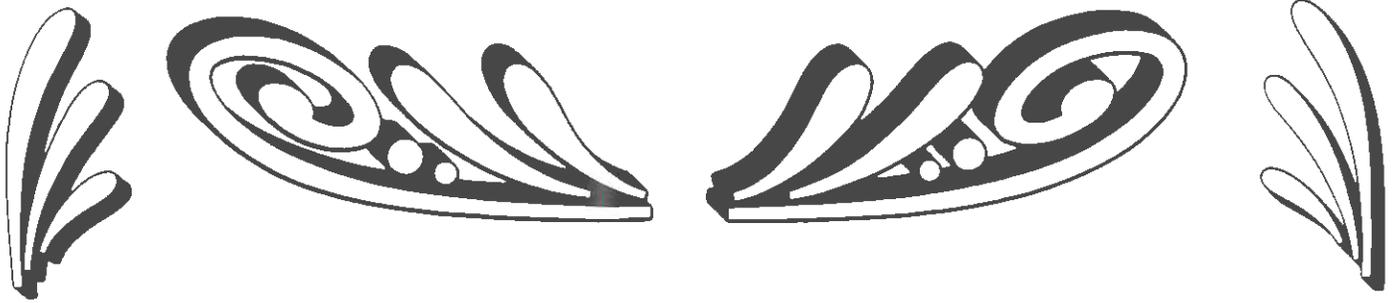
We hope you are as excited about this new facility as we are! The facility is expected to be completed by the end of July. As always, donations of any amount are appreciated. (Please make checks payable to "AYC Sail Training Facility.") Again, thank you for your support and generous donations!

Thanks to Those Who Have Already Contributed!

Albachten, Rudy
Allan, Walter & Charlene
Arnold, Tim & Karen
Awbrey, Dennis
Balfour, David & Cindy
Bauer, Tom & Cathy
Buchner, Sallie
Caroom, Doug & Pat
Casto, Jim & Cynthia
Calogero, Pat & Eddie
Clark, Kelley
Creamer, Cynthia
Cypress Creek Marina
D'Errico, Cherly
Ellenbrook, Dan & Cathy
Fadal, Jennifer
Finley, Mark
Fitch, Jon
Foster, Claudia & Bruce
Galemore, Jim & Sandy
Gairloff, Tommy & Ann
Gaulding, John & Gloria
Gay, Steve & Judy
Golden, Linda
Goldsmith, Bob & Jeane
Gray, Don & Sharon
Haggerty, Mike & Jean
Harborside Boat Brokerage
Harden, R. W.
Hawk, Bill & Kelly
Hawkins, Allan
Hayden, Hal
Henderson, David
Henderson, George
Jamail, David
Jones, Scott



Kunze, Mel
Lake Travis Marina Association
Loving, Bill
Malone, Rod & Wanda
Marques, David
McBee, Frank
McDavitt, Linda
McDonald, Bruce
Meyers, Terry & Pattie
Morran, John & Amy
Musselman, Claudia & Bob
Nelson, Eric & Robbie
Painton, Russell
Pearson, Della
Pinno, James
Pollock, Tom
Presswood, Tom & Karen
Rogers, Louis & Alice
Rylander Estate
Sail & Ski Center
Sharp, Rick & Beverley
Sherman, Ken M.D.
Slaughter, Shirley
Smith, Jessie
Smith, Bill & Leslie
Smith, Ted
Smith, Roy & Nancy
Sousares, Ted
Stayton, Elizabeth & John
Stewart, Gay & Jo Lynn
Subramanian, Ravi
Szebehely, Vic
Turner, Mark
Wann, Trenton & Barbara Hawn
Woodward, Doug & Nancy
Young, Scott & Kelly



TOKYO NEWS

by Gail and David Bernstein

It was great to go for a sail and see many of you during our short trip back to Austin. During the past week the newspaper and TV have shown pictures of flooding conditions in southern Oklahoma and San Antonio. With AYC between the two, we hope that everything is floating safely on Lake Travis.

Japan is festival crazy! There are thousands of neighborhood festivals taking place throughout the year. Unlike the once-a-year blowouts in New Orleans and Rio, festivals are a way of life in Tokyo. There are spring festivals in preparation for farming, autumn harvest festivals, and festivals to commemorate the dedication of shrines. In addition, a number of other festivals are observed for national traditions and seasonal customs.

Spring is announced by the blooming of the sakura -- cherry blossoms. The moment when the cherry blossoms open completely is eagerly anticipated by the Japanese. Because the flowers begin to shed their petals just a few hours after they reach full bloom, planning the exact timing for a hanami -- flower viewing party -- is crucial. Hanami parties start early in the morning and last until the evening. Of course they cannot be held without food and drink! Sake shops do a rushing business, picnic boxes are loaded with snacks, and everyone heads for hilly parks buried in pink clouds of blossoming trees. Many stalls selling yakitori, yakisoba, okonomiyaki, and drinks add to the activity. The cherry blossoms do not last long but, while in bloom, there is no doubt that they are beautiful. Toward the end, when the wind blows, the storm of flower petals looks just like a snow blizzard.

Most communities celebrate their identity with an annual or semi-annual festival. The matsuri are usually associated with the neighborhood shrine. Matsuri is a term generally associated with gala occasions and elaborate processions. With music from drums and flutes, the kids angle for goldfish and eat chocolate-dipped bananas while the grownups eat roasted ears of corn flavored with soy sauce or grilled octopus tentacles on a stick. The centerpiece of most local matsuri festivals is the mikoshi -- portable shrine -- parade. Men and women dressed in short happi coats, white shorts, and straw sandals carry the mikoshi on their shoulders. There may be a dozen carriers in the case of a modest mikoshi or a hundred in the case of a one-ton mikoshi of the older neighborhoods. They usually zigzag down the neighborhood streets jostling it up and down in order to make the kami happy. We have been to two matsuri with mikoshi. It is an amazing scene! Next weekend is the Sanja Matsuri. It is the largest in the country with over 100 mikoshi. Sunday is supposed to be the wildest day of the festival, and it is recommended to get there early to see the whole drama.

While all of you are celebrating the seasons with regattas, we are attending neighborhood matsuri. We hope that you have sunny days and great winds for the regattas this year. We also hope that the rains we have heard about are not giving you lake level problems.

Cheers ...

A MEMORABLE 1993 TORC DISTANCE RACE

by Steve Spademan

TED SMITH and I got an offer to sail on the Kaufman 47 ELUSIVE during this year's opening Texas Offshore Racing Circuit distance race from Corpus to Galveston held May 1-2. A very accommodating owner and co-skipper, Dr. Malcolm Bremer, and co-skipper, John Barnett, had two positions open for the race to make up the complement of 15 crew. We jumped at the opportunity to race ELUSIVE especially as it had a solid racing record, a good crew, and great provisions!

We sailed out from Port Aransas Saturday morning to the starting area and got familiar with operating ELUSIVE many controls (pedestal grinder/transmission, running backstays, hydraulic everything) prior to the start. A wonderful warm and light southeast wind made for a beautiful spinnaker start and a very comfortable 6 knot cruise. The intense ELUSIVE crew worked the boat out to the front of the pack and after several hours ELUSIVE held a significant lead. The wind was building slightly and moving east so we went with the light #1 and continued on a rhumb line course to Freeport. In the background the crew could hear the weather radio reporting a weak cold front moving through the College Station area that was spawning some thundershowers, but there was no worry as we had all sailed through many storms over the years.

The easterly continued building as the race wore on and ELUSIVE went to the heavy #1 and held a very solid lead of several miles. As the sun set Saturday night the wind went back south and the spinnaker was reset. The moon was bright and the thunderstorms to the west were producing a very artistic light show on the horizon. There was still no worry but the possibility of getting wet might spoil a perfect race.

The light show from the thunderstorms grew closer, and the wind died. John Barnett called for the chute down, and he went forward to help with the complex retrieval, meanwhile muttering something about putting up the #3 and consideration of a main reef. What? A quick glance toward the thunderstorm line revealed a frothing ocean illuminated by constant lightning. Before the #3 was even hoisted and the reef installed, a westerly 45 knot blast hit the boat. This was not good.

ELUSIVE's solid crew immediately latched harnesses and went to the task of reefing the main. The wind continued to build, and there was not enough purchase on the reef line. A snatch block was quickly affixed to the deck and the reef line lead to the primary winch. We ground in the reef (even with my foul wrap!), but it was too late to save the leech of the main from the devastation of flogging in the now 55 knot breeze. ELUSIVE surged ahead at over 8 knots on the damaged reefed main alone. Wave tops were blowing horizontally and the seas were building. John kept the boat on a reach as running with the storm might result in punching the bow too deeply into a wave. The green water was regularly coming over the weather bow and the crew was getting soaked totally soaked. Noise from the wind and the leech of the rapidly deteriorating main combined the staccato of water hitting our foul weather gear overwhelmed any sound of thunder from lightning striking regularly around the boat. Life jackets were distributed to the crew, and counts were made to ensure no crew was lost.

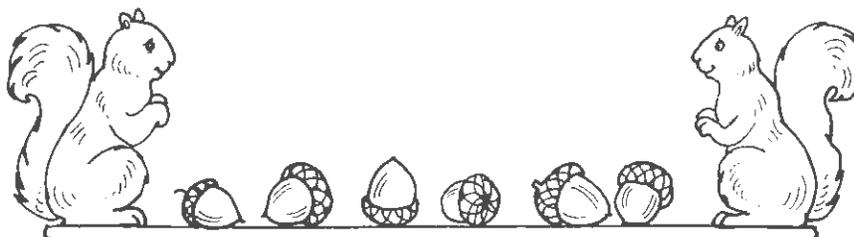
After a half-hour John felt that the load on the rudder was too great from excessive weather helm (the rudder broke during the '91 TORC) and some balance would be a good idea. He called for the #4 (actually the command had to be screamed from sailor to sailor to overcome the noise). With harnesses checked for security, the crew affixed and hoisted the #4 storm sail. The leech vibration from the new sail was even more powerful than that of the main. ELUSIVE gained another half-knot as the additional sail provided much-needed relief to the helm load. Twenty minutes after hoisting the #4 it split from leech to luff along a horizontal seam 1/3 of the way from the top. Strangely, the remaining sail area kept its shape held up by the remaining luff tape. The ELUSIVE anemometer registered bursts of 70+ knots, and then suddenly the wind died completely. Water was dripping from the tattered sails, and it seemed very silent. The crew started into the task of clearing lines and squaring away equipment when Malcolm exclaimed, "Eye of the storm, gentlemen." The wind started right back up where it left off and, for the next two hours, we were back in the laid-over mode.

A MEMORABLE TORC (cont'd)

Daybreak came and the storm was becoming a normal thundershower. The wind slowed and the rain subsided to a drizzle, so Malcolm called for the reef off and a change to the #3. Shortly, we went up to the #2 and, finally, to the heavy #1 as the breeze went flat. Miraculously, the tall Galveston buildings were visible on the horizon. The wind started building pleasantly from the southeast and pushed us along under full sail to the entrance to the Galveston jetty. On the final run down the jetty, Malcolm called for the chute. The wind had build to 30 knots by then, but it felt like a soft breeze. ELUSIVE surfed into Galveston harbor at 9.9 knots and, for show, the crew doused the chute and raised the ragged #4 and crossed the finish line. The race committee said something about ELUSIVE being the only finisher. An uneasy feeling went over the crew as we thought about all the small boats that must have been exposed to the storm, and we wondered how many were lost.

Thankfully the bulk of the TORC fleet was well behind ELUSIVE, and they had time to duck into safe harbor in Freeport. The fastest boats did encounter the full fury of the storm as did ELUSIVE, and they incurred much damage (none finished), but no lives were lost.

The Galveston weather service recorded 98 mph winds before they lost their wind instrument to the storm; power was out to 17,000 Galveston residents, and many moored boats were pulled from their moorings. The crew of ELUSIVE was tired and salt-soaked, and ELUSIVE was in need of \$15,000 in new sails. But the sun was now shining, and there was another week of great day racing on the TORC agenda!



JUNIOR RACING TEAM

by Norma Carson

The day was a bit blustery -- gray skies and steady winds -- the young sailors wide-eyed, anxiously looking for calmer weather. But no! The first event for the Junior Racing Team began. They divided up into three fleets: Optimums, Sunfish, and Lasers. The weather kept it challenging and fun with a few sailors in the water nearly as much as on their boats! We had excellent coaches and a great practice.

In between the boating events the kids enjoyed swimming, shooting baskets, and a delicious pot luck lunch. Thanks to the effort of the parents we had a plentiful spread.

The Junior Racing Program is off to a terrific start. We appreciate the support of the Board. And, by the way, the training dinghy was well used and a great help during this first event.

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THE EASTER LASER REGATTA

by Fred Schroth

Eighty-four Lasers came to sail at AYC.

Our usual people did their usual things. A very special thank you to the folks at Plaques Plus for generously donating the custom-designed trophies.

The amazing thing about our club is that there are so many people who do things properly that it becomes standard practice.

When everybody saw the "national team qualifier" and "Olympic" words tossed in as part of one of our regattas, the tendency was to do the usual thing with a bit of flair.

The responsible people all became a little cautious and everybody sought out all the expert help available. It turned out that the experts were the usual people.

It turned out to be a very special regatta. It wasn't that we changed. It was that the visitors were surprised at how wonderful we are. Then they all started telling us how wonderful we all are.

What followed was a synchronized club, "Aw shucks."

LETTER TO AUSTIN YACHT CLUB (from Steve Bourdow)

On behalf of the U.S. Laser Team, I'd like to thank the Austin Y.C. Laser Fleet, Fred Schroth, and Vicki Bremer for putting on a first class event. You put on an excellent regatta with great Race Committee, usually smarter than all the competitors. We now all know how to properly use the M-flag.

You fed us so well and generally showed us genuine Texas hospitality. Each Laser sailor will surely have great memories of the '93 Easter Laser Regatta long after their sore muscles forget. The U.S. Team thanks you and I thank you. I look forward to next year.

Sincerely,

Steve Bourdow

EASTER LASER REGATTA

Photos by Ty Johnson



Easter Laser Regatta Chair Fred Schroth close on the heels of competitor Al Girard who placed 4th overall.



WHOOPS! According to Ty, Murphy was alive and well at this regatta.

EASTER LASER REGATTA (cont'd)



Al Girard rounds the mark just behind Jon Baker, the youngest sailor with the highest placed finish -- a 12th overall.



Laser sailors race downwind on the Sunday of the regatta when the winds weren't breaking masts or heads.

SPRING REGATTA RESULTS

PHRF A (4 boats)

1. Russell Painton, J-29

PHRF B (9 boats)

1. Mike Chambers, Olson 25
2. Ron Harden, J-24
3. Byron Tapley, Catalina 30

PHRF C (7 boats)

1. Dave Wahlberg, Kiwi 24
2. Dane Ohe, Pearson 26
3. Ken Fosalter, San Juan 24

PHRF D (7 boats)

1. Steve Gay, SC-21
2. Pat Feagin, SC-21
3. Ray Shull, SC-21

PHRF E (7 boats)

1. Claude Welles, Cal 9.2
2. Danny Lien, J-24
3. Bob Goldsmith, Hunter 28.5

PHRF F (9 boats)

1. Ken Miller, Catalina 25
2. Martin Koppers, C&C 24
3. Jim Parker, Catalina 25

PHRF G (5 boats)

1. Calin Popescu, Catalina 22
2. Steve Shepardson, Catalina 22

Multihulls (8 boats)

1. Troy Lawson
2. Steve McKinley
3. Jim Ridley

E-Scows (3 boats)

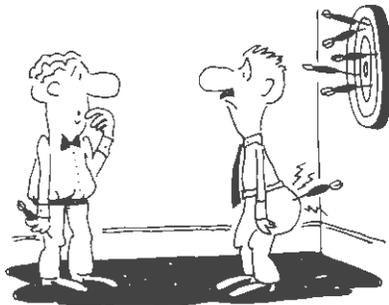
1. Don Whaley

Laser (4 boats)

1. Hank Kleespies

Sunfish (6 boats)

1. Bill Gerloff
2. Jim Rehage



SPRING SERIES RESULTS

PHRF A

1. Dennis Awbrey, Hobie 33
2. Steve Vaughan, Soverel 33
3. Bob Allison, Hobie 33

PHRF B

1. Mike Chambers, Olson 25
2. Guy Stewart, Moore 24
3. Frank Riha, Cal 9.2

PHRF C

1. Bay Peterson, Catalina 27
2. Richard Whitehill, Cal 27
3. Eddie Calogero, San Juan 7.7
4. Vic Manning, Pearson 26
5. Trenton Wann, San Juan 7.7

PHRF E

1. Vern Harris, Hunter 26.5
2. Larry Gensch, Hunter 34
3. Imre Szekelyhidi, Cal 9.2

PHRF F

1. Tom Wood, Catalina 28
2. Kenneth Miller, Catalina 25
3. Skipper Not Listed, SJ 24 #176
4. John Welch, Cape Dory 25

Catalina 22 (Spinnaker)

1. Pete Harper
2. Joe Roddy
3. Steve Pervier

Ensign

1. George Dahmen

J-22

1. Claudia Foster

J-24

1. Kirk Livingston
2. Phil Spletter
3. Bonner Cordelle

Portsmouth Handicap

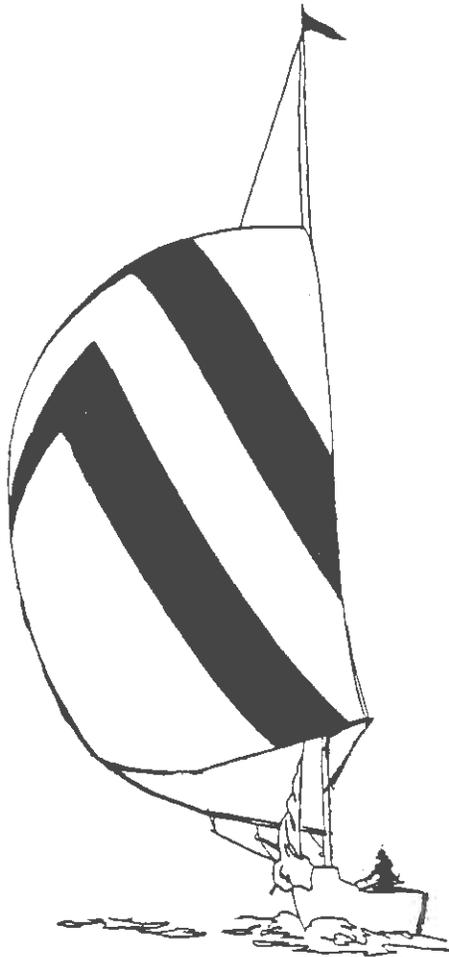
1. Fred Schroth, Laser

South Coast 21

1. Steve Gay
2. Ray Shull
3. Pat Feagin

GOVERNOR'S CUP REGATTA

July 3-4, 1993

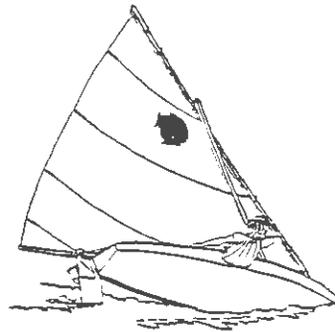


Dound-the-Buoys: A 2-day, 5-race regatta for centerboard and keel one-design boats and Portsmouth handicap boats.

DHDF Distance: A 2-day, 3-race regatta.

Saturday night catered dinner -- chicken with lime cilantro sauce, corn on the cob, baked potato, salads, etc. **\$7.50**

Multi-colored sailboats design embroidered on grape-colored 100% heavy cotton T-shirts. **\$15.00**



Etched glass trophies.

NEVER DONE BEFORE crew trophies

Governor's Cup Award for the outside club with the best participation.

Complimentary hot dog lunch on Sunday.

On-the-water basketball planned for "no air" day.

Complimentary breakfasts.

Friday evening shrimp from Corpus Christi for snacking.

MISSY'S PASSAGE -- LEG TWO

by Charles Pope

Beyond the distant horizon and far from the shores of our beloved Lake Travis some of our intrepid members were privileged to take part in the recent voyage of the cutter **MISSY** from Galesville, MD, to Beaufort, NC. Here follows a brief recounting of some of the highlights of this remarkable trip.

First the cast of characters:

MISSY -- 1982 Tanton CT44 cutter -- played by herself.

CAPTAIN BLIGH -- Owner, skipper, chief navigator, genial host, general handy man, and enforcer of **THE RULES** -- played by none other than our own **JACK BREMER**.

THE SAILMASTER/CHEF -- Creator of gourmet lunches and dinners, chief rigger, tweaker of lines and sheets, and extractor of the last ounce of speed under sail -- played by **JIM "JALAPENO" REHAGE**.

THE PHILOSOPHER -- Alternate chef, expert in wood finishes, and all other aspects of sailing lore -- played by **ROBERT GOEKING**.

THE ENTERTAINER -- Second alternate chef, detail expert, stand-up comic, head of the bucket brigade, sustaining and encouraging the appropriate spirit of levity and merriment -- played by **WALTER BRENNAN** of Houston.

THE HISTORIAN -- Keeper of the chronicles, helmsman, underwater maintenance technician, and diligent guardian against leftovers -- played by **CHARLES POPE**.

Having shanghaied all members of the crew aboard by Sunday, May 2, festivities were initiated with a farewell community cookout that evening at Hartge's Yacht Yard in Galesville. On the morning of May 3, dock lines were slipped and brought aboard, and **MISSY** entered the West River to the accompaniment of a cannonade salute from the boat yard staff and friends.

The first day's destination was across Chesapeake Bay to St. Michaels, MD, on the Eastern Shore, and was reached without major incident. Docked for the evening at the Crab Claw Restaurant adjacent to the Chesapeake Bay Maritime Museum. Day two continued further down the Eastern Shore, docking for the night at the Teed Avon Yacht Club in Oxford, MD.

The following day encountered some rain but marvelous sailing in 25-30 knot winds. Anchored for the night in St. Leonard's Creek, about eight miles up the Patuxent River on the Western Shore. This anchorage provided the first opportunity to try out the new electric anchor winch which performed flawlessly. The following day took us to Tangier Island, a remarkable fishing community which retains many reminders of the original 17th century British settlers, including their front yard gravesites and distinctive speech patterns and accents.

The following day led us to an anchorage in Sarah Creek off the York River. Here we experienced our first grounding entering the inlet channel to the creek but worked off with no serious difficulties. On Saturday we continued south through Hampton Roads and on into Norfolk where we tied up for the night at the dock of the Norfolk Boat Club.

On Sunday **JIM REHAGE** left the crew to return to Austin and the remaining four set forth on our journey into the Atlantic Intercostal Waterway, the first segment of which is the Chesapeake and Albemarle Canal. Our anchorage for this night was in Blackwater Creek near the Pungo Ferry at approximately waterway milepost 30. On Monday night we anchored in the Little Alligator River.

MISSY'S PASSAGE (cont'd)

On Tuesday we approached the dreaded Wilkinson River Bridge with some apprehension (owing to a few guidebook references suggesting that the bridge height had been reported to be as much as two feet less than the published elevation of 65 feet). We eased up as slowly as possible and were greatly relieved when we slipped under with not so much as a ping of the VHF antenna. From the cockpit level it did look like we had a good three or four inches to spare. Anchored that evening in the Pungo River just below the bridge in water that was the color of strongly brewed iced tea.

Wednesday included a provisioning stop at Bellhaven (the first accessible liquor store along the waterway) and shore of Pamlico Sound. Thursday sailed down the Sound to an evening anchorage at Oriental where we again went hard aground seeking a safe anchorage area outside the channel. On Friday a threatening weather forecast dictated cancellation of a planned run to Ocracoke on the outer banks and, instead, we proceeded directly to Beaufort arriving a day earlier than originally scheduled. This provided some extra time for local sightseeing which was well worth while.

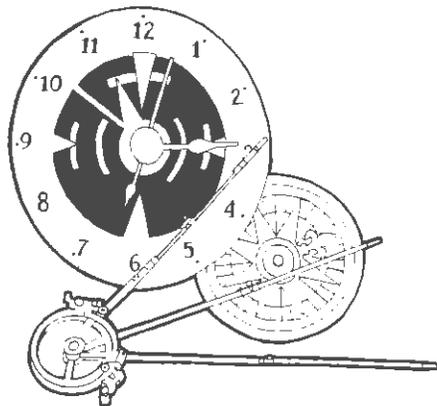
All in all the trip was extremely interesting and provided a wonderful opportunity to visit and explore many of the out of the way places that would not normally be seen by way of commercial travel. MISSY behaved beautifully under sail and was comfortable and responsive under all of the varying weather conditions we encountered. Parts of the trip which one might expect to be boring, i.e., motoring down the channelized sections of the waterway, were not. The scenery was varying and interesting, and there was a tremendous variety of other boats to examine and speculate about as we passed one another. Commercial traffic in the waterway was insignificant and was never a problem with respect to navigation.

We did have good luck with the weather with only a couple of days of rain and only one real opportunity to break out the foul weather gear. There were a few annoying malfunctions with the instruments and a few quirks to be recognized and accommodated, but on the whole JACK's troubleshooting and mechanical abilities were able to overcome any and all problems.

The GPS navigation system performed amazingly well and did just about everything but prepare coffee in the morning. Some mechanical breakdowns occurred with the marine heads which are probably best not described in further detail in this type of family publication. It should be noted for the record, however, that WALTER unselfishly devoted a substantial portion of his final day ashore in seeking out, ordering, and arranging for the delivery of the requisite replacement parts.

Something JACK expressed amazement about was the culinary talents of each crew member who spent hours in the galley trying to outdo the last crew member's gourmet meal. As the official consumer of the leftovers I had no complaints about the quality of the food.

In summary, a once in a lifetime experience. Thanks, JACK; it was wonderful.



A-FLEET NEWS

by Ted Smith

The theme for this issue's article is "exciting moments". Now I don't want to steal anybody's thunder, so for the full effect you may want to get the straight scoop from the parties involved, with full embellishment of course, but I'll try to whet your appetite a little.

First there's BOB ALLISON, who took his Hobie 33 to Lake Texoma on the weekend of our Spring Regatta. Seems there was a critical mass of Hobies collecting there for some good heads up racing, so he tried out his flashy new red trailer. I can't remember all the details, but it was something like "blasting down the lake with the spinnaker up, there was this noise and commotion like there was something wrong with the spinnaker pole, only there wasn't. But there was a lot of headstay sag!" Seems the zippy Hobie 33 below deck backstay purchase broke, leaving the task of holding up the mast to a bit of hardware and the backstay's exit hole in the deck, damaging a little fiberglass in the process. But, unshaken, the crew improvised repairs and continued with the event.

Our own gusty Spring Regatta had a few exciting moments. Like during the first race when SOVEREIGN did an auto-tack, which from our vantage point on BLOWN ASSETS appeared to be right in the path of RAPID TRANSIT. Then there was the jibe on SOVEREIGN that left a gaping hole in the spinnaker. But the award for most excitement in the Spring Regatta has to go to DOUG KERN and the RAPID TRANSIT crew for the sleigh ride they had in the second race, from Lakeway to Starnes Island. I heard stuff like a 10 knot AVERAGE speed with a peak of 18. The committee boat had a hard time getting to the finish line in time to finish them! What a ride that must have been. Needless to say, RAPID TRANSIT won the second race, but the first and third races, as well as the overall win, went to the heavy air experts, RUSSELL PAINTON and the JOYSTICK crew.

Elsewhere in this issue is an article by STEVE SPADEMAN about our adventures in the overnight race of the TORC (Texas Offshore Racing Circuit). Volumes could be written about the excitement that we had in those 24 hours it took to get from Port Aransas to Galveston, and I can't help but add a few words here. We are talking about the meanest, baddest storm that I EVER care to experience. 70 knot gusts! HOURS of 50+ knot winds! Kevlar sails rattling themselves to shreds, and not with just a

wop-wop sound, but with a deafening pitch more like that of a small airplane. All in the darkness of night. We went through bad storms in the Veracruz race back in 1990, we went through a pretty bad storm on OBSESSION in the '91 TORC, but man, I was crying for my momma this time. I tend to pride myself about being the fearless foredeck type, ex-race car driver that I am. But when the skipper is talking to the foredeck about being prepared to go up the mast and it's blowing 50, I was quite thankful I didn't have that job, and sitting on the rail was a little more comfortable.

I'm ready for a nice Olson day (winds 5-10) on Lake Travis.

B-FLEET NEWS

by Claude Welles

Since our last report we've completed two AYC events and have begun another. And it is my distinct pleasure to inform you that B-fleet participation has improved remarkably since last year. Spring Series saw 9 different boats compete, and in the Mid-Spring Series there have been 11 competitors as of the 2nd race. Spring Regatta was won by MIKE CHAMBERS over 8 others though some mark difficulties by some (all?) of the J-boats among other (you know who you are Donny) managed to scramble the standings a bit.

I am proud that as a fleet we took it upon ourselves to clarify the fact that as with the start/finish line you cannot undo going through the area between X mark and Windy Point. A point well made — good work guys! I would like it known, however, that I myself did not take part in this exercise as I was already pretty certain of what the outcome of this maneuver might be, but you know how those young guys can be!

I also want to recognize that we have another couple boats competing in B-fleet since the last Telltale. DIETER ROY has found his spinnaker which was apparently misplaced a few years ago when he and STEPHANIE moved into their new house, and he has had his recently repainted B295 FREE SPIRIT on the line to do battle

B-FLEET NEWS (cont'd)

with the rest of us – and is looking good. Also, DONNY JONES has acquired an S-2 7.9 for which he is getting new sails, etc., etc., and we can plan to see him out there regularly. As I recall, ROD MALONE did real well in one of those about a hundred years ago back when he used to sail, so I expect we'll be seeing the transom of that one from time to time. Welcome to the group fellas. By the way, be warned that the boys on the Turkey are back though they are beatable when RAY and LENORE are away. So I reckon that if we all take up a collection we can outbid TOM and send the Sr. LOTT's off cruising or something whenever necessary.

I'm not sure when you will be reading this, but it will probably be somewhere near the end of the Mid-Spring Series, and that means that we will be starting race committee season which, this year, falls between June 6 and September 19 with one additional duty during the Friday P.M. series. Remember the dates and don't plan on any vacations at critical times because if you do, I'll sit on your air and force you all the way into Cypress Creek the next time we go to I-mark.

So ... keep up the participation. It's fun to race against a big fleet. And I'll see you on the lake.

C-FLEET NEWS

by Bay Peterson

(Editor's Note: Bay contributed an article last issue which was misplaced before the Telltale was published. So if his "Welcome to D-Fleeters" seems a bit tardy, it wasn't his fault.)

Welcome to all you D-fleeters to C-fleet (the best fleet in the club). We now have one of the largest keel fleets in the entire universe. We've even got our own start. This year with a larger fleet we'll see a lot of exciting and close racing. So if you have not been racing because of a lack of competition, now is your chance.

Congratulations, EUREKA, on your first place in the Frostbite Series where we saw some close racing. I know two of the races were decided by less than 5 seconds. Can't get much closer than that. I think this year is off to a good start.

It seems as if everybody in C-fleet is getting a bottom job and new sails (you're welcome, BARTLETT). SWEET AGONY has a new set of sails and a fresh bottom. TEMPTRESS has a new 150 and a new bottom. There's talk in the STREGA camp of, yes, believe it or not, new sails. DEUCES WILD is race ready with new sails and a new bottom. But I think CAFE AU LAIT has grown to the bottom because we haven't seen BILL RECORDS out in a loooonng time. TALISMAN has a new bottom, and the list goes on. But the king of bottom jobs has got to be DAVE WAHLBERG on CAVEAT. How many in one season? And why? Let this year's #1 Blue Duck candidate tell you his version of the story.

I would like to thank every one who came to the C-fleet party at my house. I had a great time and hope you all did too. If you are in C-fleet and didn't get an invitation it was purely unintentional. If you would like to be a part of future C-fleet gatherings let me know by giving me your name and address. I plan to have a few more parties this summer.

Thanks, and see you on the water.

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E-FLEET NEWS

by Dave Boerner

Congratulations to **IMRE SZEKELYHIDI**, **LARRY GENSCHE**, and **VERN HARRIS** who are the 1st, 2nd, and 3rd place Non-Spinnaker PHRF champions for 1992, respectively. The annual championship is based on the individual's finishes in about 2/3 of the series races and regattas held last year. As such this award recognizes both competitiveness and regular participation of the individual. E-fleet members took 3 of the 4 trophies at the March 28 awards ceremony which speaks well for our fleet's participation in 1992. The way 1993 is shaping up after the first few months of racing I expect we will see these three at the top again and maybe have E-fleet members in all 4 spots this year. Let's keep up the good work!

IMRE SZEKELYHIDI especially demonstrated his persistence and effort in winning this award last year. He drives all the way from Conroe each weekend to race his Cal 9.2, "BOAT!" Although this was his first year of full force racing with E-fleet in his new boat it's definitely not his first experience in racing on Lake Travis. He started here 20 years ago with the UT sailing club on Lake Travis where stories of his gameanship and partying spirit still abound! Fortunately he hasn't lost his ability to have a good time when racing and still knows how to make winning races and having fun synonymous!

We also had excellent participation from E-fleet in the Spring Series this year. With a variety of wind conditions and committee duty in the middle to split it up on **NO LE HACE** we found ourselves watching transoms again as **LARRY GENSCHE** on **PLAYPEN**, **VERN HARRIS** on **DUCK LITE**, and **STEVE WOLFORD** on **NO CHANCE** took trophies for 1st, 2nd, and 3rd places respectively for the series. Our congratulations again to each of you and everyone else who survived the clod, rain, and challenges of the series!

In keeping with the spirit of challenging weather conditions for racing in 1993 the Mid-Spring Series opened up with 25-knot winds out of the north for a 6-boat E-fleet start. This was the kind of wind **NO LE HACE** was built for though and with 11,000 lbs and lots of good reaches and downwind runs in the course we were able to lock onto the lay line for our best finish of the year. Sometimes E-fleet member **BOB GOLDSMITH** and his all family crew liked the winds even better though on **ZYDECO** as they started solid and kept their lead for a 1st place finish.

The winds didn't go away for the 2nd race of the series either with winds again out of the northwest in the 20-25 knot range. Unfortunately for us, however, the similarity in sounds of "B" and "D" did us in when I heard **MEL** read out the course on the committee boat as D-2, not B-2. We, of course, discovered the difference after congratulating ourselves on being the lead boat going to D-mark and wondering why everyone else was way off the course and low going toward Starnes Island... and then seeing **PLAYPEN** round B and head back in the other direction. Oh well, back to watching transoms again as the best we could do is recover for a 3rd behind **LARRY GENSCHE** who finished with an 11-minute lead for a 1st ahead of **BOB GOLDSMITH** in 2nd. I don't even want to say how far back 3rd place was! This should be an interesting series as it drags out over 2 months starting with spring winds in April and ending in the summer doldrums of mid-June.

FEL and **BECKY HESTON** on **ROZINANTE** also joined us again for the 2nd race. After weeks of standing on his head in the bilge and scraping rust out of the fuel tank **FEL** finally got the engine going to get in and out of Dock 7. This is their 2nd year of club racing on **ROZINANTE** after their introduction to AYC in 1991 while crewing for **LARRY GENSCHE** on **PLAYPEN**. **BECKY** grew up around sailing in the Clear Lake area and had a Sunfish when she and **FEL** met. After a couple of cold and wet rides on the Sunfish, though, **FEL** said she really needed a dryer boat. Their Islander 30 truly qualifies as we watched them cruising straight upright with a full main during the race while the rest of us were working hard under reefed mains. Welcome back to E-fleet racing to **FEL** and **BECKY** who demonstrated last year how to truly have a good time racing with their bimini up and bar-b-que grill hanging on the stern pulpit ready to go!

Keep up the good work and don't forget committee duty again in July for the 3rd Friday Evening Series race on the 30th. We also need race committee volunteers for Turnback, Governor's Cup, and the Fall Series. The **HESTON**'s are also trying to stake out a place at the club for E-fleet to get together after the races and swap war stories. We tried to grab the old beer box from Cabin 3 and move it to the end of Dock 1 but the Building and Grounds Committee found out! All ideas are welcome.

J-22 FLEET NEWS

by Mark Rylander

Three circuit races have taken place since our last article. Unfortunately the wind gods have not blown favorably on the Austin team. The '93 circuit was kicked off in Dallas (you know, the weekend in March that was 30 degrees and blew 25-30 mph)!

The smart ones stayed in Austin. The FOSTER, MITCHELL, and ROCKOFF teams took to the road Friday bucking a 35 mph northerly. Saturday morning brought a beautiful 20 degree morning with a 25 mph breeze. Team FOSTER took off to the liquor store for peppermint schnapps prior to the first race ... I guess they thought this would give them that little extra edge! Team DEUCE COUPE sailed out to the start, checked in, and promptly sailed back to the bar for a thorough douching of hot buttered rum. By 3 p.m. MARTHA was fearless and could be heard all the way to the Fort Worth stock yards! Team FOSTER called it a day after race one; Team MITCHELL toughed it out through both races prior to hitting the bar. The second day was warmer (30 degrees in the morning) and it only blew 20 mph. All the Austin boats raced the last two races.

Next stop -- Austin. We had 25 boats in Austin and a great weekend. Special thanks to MIKE and FLORA for food, VICKI and CLAUDIA for registration, DEBRA for the notice of regatta, and BRUCE for helping with lunch and retrieval. We had excellent participation from the Austin fleet -- DOUG KERN and PAUL FOERSTER even graced us with their presence! After-race activities were equally exciting. MARTHA and TROY set up a great evening at the Broken Spoke for a night of boot scootin'. Rumor has it that even DOUG and NANCY WOODWARD were out doing the twist and shout! Top Austin boats: Team CHEAP DATE -- 5th, Team MITCHELL -- 7th, Team KERN/BREMER -- 8th, and Team FOSTER -- 10th.

Only two boats made it up for the Fort Worth circuit (BARTLETT stood up Team CHEAP DATE at the last minute -- leaving Team FOSTER and Team MITCHELL to make the trip). I was told that the bar was great but the racing wasn't worth a damn! After further inquiry, I learned that the weather was good with decent wind, but for some reason Team FOSTER decided to buy the cheap seats anyway! I am not sure how Team MITCHELL finished. Evidently the racing didn't really matter because the group had such fantastic hotel accommodations to relax in afterwards. I am told that TROY gets all the credit for the hotel recommendation -- evidently the hotel was so nice and flexible that you could

rent the room by the 1/2 hours, hour, or night! Sheets and towels were extra!

Back in Austin, congratulations go to Team FOSTER for winning the Spring Series. Rumor has it that they are taking it easy on us and sitting out the next series. Thanks CLAUDIA! Actually I heard that CLAUDIA wants to start doing foredeck for anyone looking for extra crew. I would recommend bringing a helmet with a full face guard, however!

J-24 FLEET NEWS

by John McBride

Ahoy there Austin Yacht Club. The year progresses further and the PHRF fleet exacts revenge for the thrashing we J-24 sailors gave them during the winter series. As you remember, I predicted lumps of coal for the PHRF fleet during the winter series, and we delivered same to the fleet by taking most of the silver/ceramic.

Well, along came the Spring Regatta where three J-24's did battle with the PHRF fleet all over again. We held our own with BOBBY HARDEN taking bullets in both races Saturday. MICHAEL WELLMAN did us proud with a 2nd and a 3rd. Yours truly participated in the races and tried not to make the PHRF'ers too mad. (This means no comment on my finishes!) Race #3 was held on Sunday in the main part of the Lake and BOBBY HARDEN had RUNNING ON EMPTY running away from everyone. MICHAEL WELLMAN was in hot pursuit. In fact, BOBBY's crew was so bored that they decided to read the Race Instructions. One of the crew came across this rule about an "X" mark that 150 yards off of Windy Point. "No problem." says BOBBY, "We passed 300 yards off of Windy Point." "Aye, aye skipper," says the crew, "but there is no 'X' mark between us and Windy Point." Suddenly BOBBY does half of a 360 (that's a 180) and sails back to cure the "X" mark problem; 30 seconds later MICHAEL WELLMAN in SHADOWFAX joins him, and in another 30 seconds I join the parade. Lessons learned that fateful day: #1 Obstructions are not curable; #2 Read the Racing Instructions before the race, and #3 Don't believe the distance posted in the racing instructions; locate "X" mark personally. We the skippers of RUNNING ON EMPTY, SHADOWFAX, and TUCKERED OUT just wanted to share our hard-learned lesson with you.

J-24 NEWS (cont'd)

There was a terrific Texas Circuit Regatta stop at Chandler's Landing the last weekend of April. The Texas Chute Out was held with an average wind speed of over 32 knots for the whole regatta! There were feature length films made of keel shots as boats broached down the lake. Finishing a race in conditions like this is an accomplishment! Congratulations to SCOTT YOUNG, MIKE HAGGERTY, and crew on ICE 9 for their 2nd place. DAVE BROADWAY, JOHN SCHMIDT, and crew placed 13th in a really tough regatta. ERIC NELSON, JOHN BARTLETT, and crew placed 16th dragged back by a PMS in the 3rd race. BOBBY HARDEN and crew on RUNNING ON EMPTY placed 22nd hampered by a PMS in race #2. CAPTAIN KIRK and crew on RAINMAKER placed 24th hampered by a PMS in race #2. Several boats were hampered by equipment and "other" problems. MICHAEL WELLMAN and crew on SHADOWFAX gave it their best and finished the first day only to be fallen by tragedy on the way to the dock. Although there is some controversy which we will discuss after giving consolations to BILL SMITH and crew on BOX LUNCH who had to drop out with a cracked mast. DOUG DeCLUITT and crew on BON TEMPS also had to drop out. Also to be given good mention is HANK KLEESPIES who placed 10th on GRAND SLAM in spite of a PMS. The key to being in the Top 15 was not to be PMS'ed. It seems these boats forgot part 2 of Rule 1, "Start first AFTER the gun."

Now, about that controversy. There weren't many witnesses, but the story that's being told is: SHADOWFAX was coming in under sail to the dock and, upon seeing no room, skipper MICHAEL WELLMAN ordered a crew member down below to retrieve the "motor." Time passed and MICHAEL gave the command "prepare to gybe" once, no twice, and asked "ready to gybe?" whereupon he shouted "gybe ho" and gybed. Believe it or not (I don't), right at the moment the boom crossed the hatch up pops the crewman with a motor in his arms. They say it was a spectacle to behold as he sailed over the safety lines and fell holding the motor as he splashed in 25 feet of water. As he was pulled from the lake MICHAEL could be heard all over the harbor yelling, "Why did you let go of the motor?" So far it seems very straightforward, but explain that to his wife who found a box from a brand new Nissan motor before she heard the story. We now have an additional J-24 lie: "I had a motor when I left the dock."

The next regatta is Corpus Christi the last weekend of June. Let's get a good turnout to represent Austin in this one. Corpus is a great recreational town, so bring the

family. The Austin circuit stop will be coming up soon. Please contact MICHAEL WELLMAN if you have any ideas for that one.

SERIES RACES -- Let's get those other boats out for the series races. Here's a clue: the last weekend of June all the hot-shots will be down in Corpus Christi so that's a good time to improve your standings. Also, the more boats on the line that weekend the more points the hot-shots get.

SOCIAL EVENTS -- ROBBIE put on a great Wine and Cheese party. Because the weather was questionable ROBBIE moved it onto the grounds. No problem with "three sheets to the wind" there! There was a good turnout and all present welcomed the newest member of the fleet, Sir William Hunn, son of proud parents PAUL and WENDY HUNN.

ROBBIE is planning a sunset cruise for June 19. Meet at the yacht club at 5 p.m. for the cruise, then return for a sumptuous cookout.

And WELCOME to the newest boat of the fleet, AMMO DUMP! Many rumors abound about the origins of this vessel and crew. We'll bring you more details in the next issue of the Telltale.

Keep your ears open on the coconut telegraph.

Good night, Mrs. Callabash, wherever you are.

Fair winds and following seas.



CATALINA 22 NEWS

by Pete Harper

Catalina Fleet 69 was off to a strong start this Spring Series with good participation in the spinnaker fleet and a growing genoa fleet, but we've seemed to have lost momentum for the Mid-Spring Series. Several of our fleet regulars have been out for medical reasons. As a fleet we wish HOWARD SHIREY, STEVE PERVIER, and JIM DEETER speedy recoveries and look forward to seeing them out on the starting line. Martin Mollat called me this week asking for information about our fleet. Martin has been racing on a C-15 at AYC and just bought a swing keel C22. He is rigging his boat for spinnaker and plans to join AYC and race.

April and May have been busy months for out-of-town regattas with several of our fleet members traveling to the Dallas-Fort Worth area. On April 3-4, Hummingbird traveled North to race in the Texas State Genoa Championships hosted by the Arlington Yacht Club on Lake Arlington. Yes, there is a lake in Arlington, nestled right in the heart of the suburbs. By Friday night we had 27(!) boats registered. I had nightmares all night of 27 Catalina 22's all jockeying for position on the starting line. We had a great time and learned a lot about how to make the boat go fast downwind without the chute. There is nothing like sailing in a large fleet, and I encourage you to attend next year's championship. Gene Ferguson of Fort Worth Boat Club won a tie-breaker with Dave Hayslip; we were very happy with our 4th place finish. The folks at Arlington YC were very gracious hosts, and we should use them as a model for hosting future regattas.

Two weeks later RICK ABELL on SHA BOOM, STEVE PERVIER on AFFINITY, and HUMMINGBIRD were up in Fort Worth for the Texas State Spinnaker Championships hosted by the Fort Worth Boat Club. The Catalina 22 fleet is unique in that we split the fleet between spinnaker and genoa classes. The 18 boats registered for spinnaker championships is an indication of the lack of support for the spinnaker class on the national or regional level. The racing at Fort Worth was very competitive with many frustrating wind shifts. Stan Hinson won with consistent finishes. HUMMINGBIRD finished 5th, SHA BOOM 6th, and AFFINITY 15th.

RICK ABELL left SHA BOOM in Fort Worth and raced in the Southwest Regionals on May 1-2. The Regionals hosted both Genoa and Spinnaker classes. RICK raced with 6 other boats in the spinnaker fleet. Rosser Bodycomb of the Fort Worth Boat Club was 1st with Gene Ferguson 2nd, and RICK ABELL 3rd.

At the State Spinnaker Championships, Fleet 69 made a bid for the '94 Texas Spinnaker Championships in Austin. We need to start now in planning for next year. I think we should plan something similar to what Gene Ferguson did for this year's championships to increase participation. We need to schedule the Spinnaker Championships close to a major regatta so that people can hit more than one regatta without trailering their boat too far. I know I wouldn't have gone to both the Genoa and Spinnaker championships if they hadn't been two weeks apart. I think that before Turnback Canyon would be an ideal time. This year I talked to 5 boat owners from the Dallas-Fort Worth area who plan to sail Turnback. By grouping the Spinnaker championships with Turnback, both regattas stand to benefit from increased participation.

With all this talk of racing you might get the idea that all we do is race. With the Fleet 69 Catalina Club there are plenty of non-racing activities to keep us busy. On May 19 Fleet 69 is putting on a beginner's sailing class. JOE RODDY will be teaching a class room session at the Sailboat Shop; fleet members will be using their boats for on the water teaching the following Saturday. From all indications we should have good participation this year. On June 8 the Austin Yacht Club members will be hosting the annual AYC-Burgers Meeting at the clubhouse. Clay Leben has made arrangements to entertain us with a woman who sings old sea shanties. We will also be having a sailboat parts swap meet, so bring out all your old boat junk and see who can use it. Please plan on attending this is a great opportunity for us to show off the club and grounds. We missed the Wind and Cheese Cruise in April but understand it was a success despite the cloudy skies. I understand there was a special surprise for HOWARD SHIREY wishing him a speedy recovery.

See you on the water.



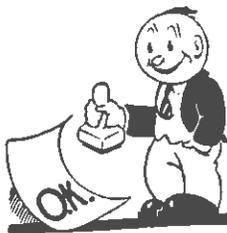
ENSIGN FLEET NEWS

by Tom Groll

It's about time! We finally have more than 3 Ensigns on the starting line. If we're not careful we might soon outnumber the South Coasts (those things are everywhere). Anyway, it's great to see our numbers increasing, and it looks like they'll continue to do so. Aside from the (hopefully permanent) repatriation of long-time Ensign sailor CYNTHIA CREAMER, we also have the pleasure of welcoming our newest member to the fleet -- LOU KIMBALL. LOU recently bought #810 and before long should be out showing us old dogs some new tricks. Fleet 30 is on the rise. So if you've been undecided about coming out to race, go ahead -- be trendy, come join us.

Regionals and Nationals are almost upon us. Both events will be held at the Houston Yacht Club this year since Fleet 2 swapped turns with us for hosting Regionals. From AYC, Ensign #'s 324, 578, and 588 will be there May 29-31 for Regionals, and June 20-24 for Nationals. Fleet 2 tells me they expect around 30 boats for each event and have a great entertainment schedule lined up for both regattas. As much as I hate to go off on these types of sailing vacations, I'm going to anyway. I mean representing our fleet is a dirty job but somebody has to do it. So, JIM, GEORGE, and I (and our crews; we can't forget crews!) will be down on the bay showing those East Coastners how lake sailors can go fast too. I'm sure there will be plenty of stories (and lies) to tell afterwards, so be forewarned.

For those who have not yet heard, there is talk in the Ensign class of making some changes to the boats and how they're raced. The design changes include adding an adjustable backstay and allowing wood benches and flooring to be replaced with fiberglass. Other proposed rules include limiting hiking; this will supposedly make things more even for smaller crews. It is my opinion that none of these changes are necessary and, in fact, may do more harm than good. However, that is just my opinion. So if you have an opinion that you want expressed to the people pushing for these changes, let me know. I'll pass on any input that you have to offer.



SOUTH COAST 42 FLEET RUMORS

(South Coast 21 x 21) -- by Steve Gay

Writing this article after reading the one written last month by RAY (Bill Cosby) SHULL is like being the local band that follows Willie Nelson. Anyway, in regard to RAY's aforementioned article ... after extensive research I would like to report that they are indeed rumors and are not to be considered factual or counterfactual except in certain cases. I would like to add that DUANE DOBSON reported he would be unable to make the Intergalactics and rumors are that RAY offered to tow his boat rather than have DUANE miss the event completely. The acting rules committee, however, has two dilemmas. If RAY by some chance (remote as the thought may be) wins, will DUANE be scored 2nd and, more important, does a SC-21 towing an SC-21 equal a SC-42 and will that violate class rules resulting in disqualification?

On the lighter side, my sincere thanks to RICK DIAZ, RAY SHULL, DUANE DOBSON, BOB VASSALLO, CHARLES POPE, BOB JOHNSON, JIM REHAGE, and my son STEVEN GAY from our fleet and JACK BREMER, KEVIN REYNOLDS, and MIKE McCLUNG for assisting me with Race Committee duty during the very successful J-22 Circuit Regatta.

For those of you who missed the PHRF Frostbite Series and those easy PHRF trophies, SC-21's swept the top taking 1st, 2nd, and 3rd. Way to go LINDA McDAVITT, STEVE GAY, and JIM REHAGE.

The remainder of the Spring Series brought 2 more skippers to the winner's circle. The 4th day saw light winds, a short triangle, and 5 boats overlapped at most marks. It looked like a sure victory for SHULL or REHAGE when FREEMAN who snuck way to the left side and out-foxed RAY, JIM, and STEVE to become the 3rd skipper in the series to score 1st place. The fifth day brought another skipper to the front when FEAGIN crossed the line light years ahead of the fleet in the final race. GAY, SHULL, FEAGIN, and FREEMAN trophied in that order.

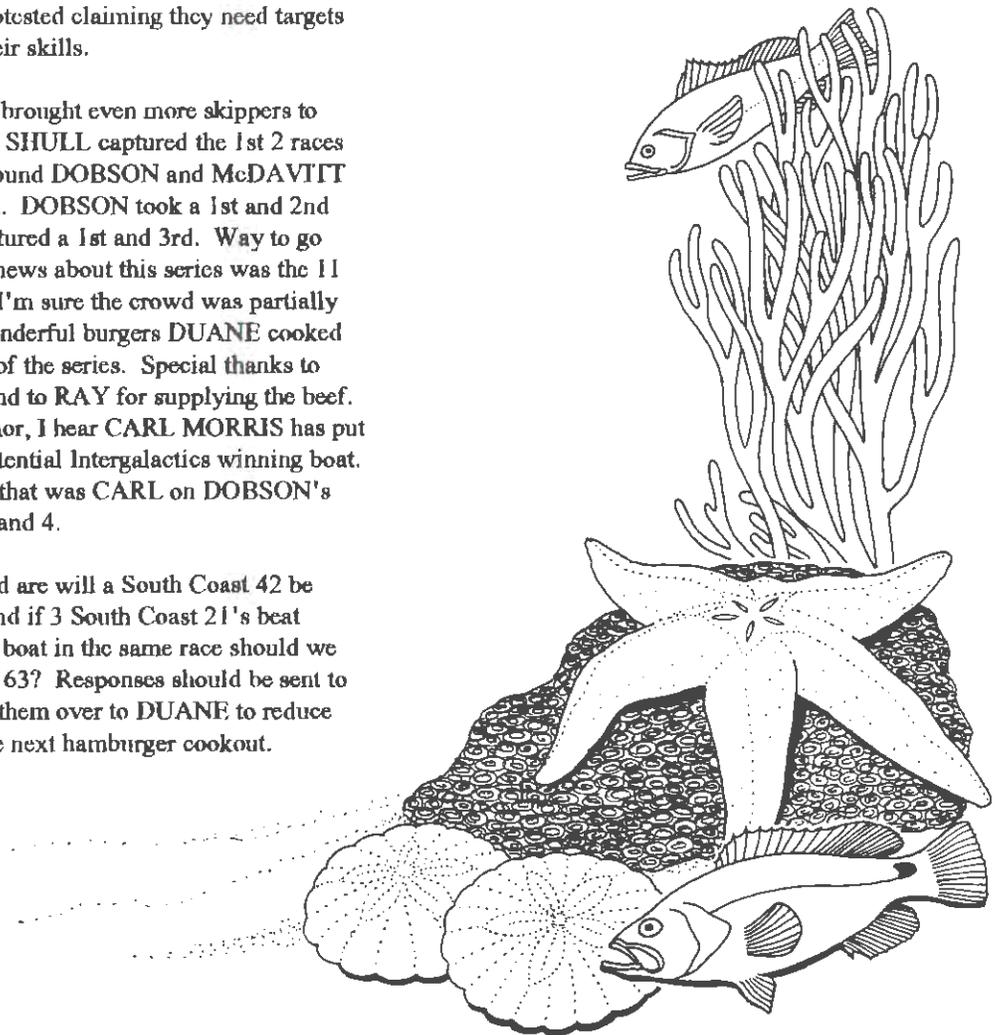
The Spring Regatta was another (ho-hum) clean sweep of trophies for the South Coast 21's. Actually, the regatta was one of the closest contested races of the century with every one tuning up for the Intergalactics. Crews were loaded with talent; high tech sails appeared for the first time, tactics were employed to gain inches not boat lengths, and the first race resulted in a photo finish with GAY's spinnaker bag crossing the finish 18 inches ahead of SHULL. The 2nd race was spinnaker from the start at

SOUTH COAST NEWS (cont'd)

Lakeway all the way to the finish at Starnes Island. SHULL lead by a boat length followed by FEAGIN then GAY. GAY snuck up the middle then sprinted ahead down the right shore while FEAGIN and SHULL went to the left. GAY passed the lead Pearson 26 at Arkansas followed closely by FEAGIN then SHULL. The order remained the same to the finish with the first 3 South Coasts ahead of the entire C and D fleets boat for boat at the finish. We corrected overall 1, 2, 3 in the entire regatta. The 3rd race saw some crew changes as SHULL sent in the second string. FEAGIN lead six legs of the race only to slip into second on the last windward leg. GAY was able to sneak ahead and carry a spinnaker to the finish only a few boat lengths ahead. The Blue Boat Brigade (CHARLES and RICK) appeared to enjoy the regatta. WAHLBERG is lobbying to change our rating to 109 but the Ensigns protested claiming they need targets so they can improve their skills.

The Mid-Spring Series brought even more skippers to victory row. GAY and SHULL captured the 1st 2 races but the next weekend found DOBSON and McDAVITT giving the fleet a lesson. DOBSON took a 1st and 2nd while McDAVITT captured a 1st and 3rd. Way to go folks! The other good news about this series was the 11 boats that showed up. I'm sure the crowd was partially there because of the wonderful burgers DUANE cooked for us the opening day of the series. Special thanks to DUANE for cooking and to RAY for supplying the beef. Just to add another rumor, I hear CARL MORRIS has put a deposit down on a potential Intergalactics winning boat. In case ya'll missed it, that was CARL on DOBSON's winning boat in race 3 and 4.

So the questions at hand are will a South Coast 42 be properly rated at 109 and if 3 South Coast 21's beat WAHLBERG boat for boat in the same race should we consider a South Coast 63? Responses should be sent to RAY, and he will turn them over to DUANE to reduce our charcoal bill for the next hamburger cookout.



THE CAT'S MEOW

by Jim Casto

Good news!! The AYC Board of Directors, based on demonstrated interest within the membership, has approved a racing series for the Catamaran Fleet at the club. The scheduled dates are the same weekends as the regular Friday evening series and will be held on Saturday July 17, 24, 31, and Aug. 7. White flag will be at 3 p.m. This schedule should allow us to sleep off Friday night's party, get some chores done during the day, race in the afternoon, have a picnic at the club after the races, and still go out Saturday night too! So come on out and support the "fastest fleet on Travis!"

Last year we had an average of 11 boats on the line for each of the scheduled series races of which 7 were AYC member boats. Again this year the Board has allowed this series to be open to non-members who are specifically invited guests of AYC members. We have not had a "problem" handling this in the past and don't expect to this year. Anyone who would like to volunteer for RC is welcome. Last year's winners, VOLDI MAKI and KATHY COMER, have volunteered but we need more.

Last year we also held a one-day mini-regatta but the AYC member turnout was low. I need to hear from more members if this format is interesting. It would require additional approval from the Board.

Thanks to all the volunteers who helped with the Spring Regatta and especially the RC who made it possible. This is the first time catamarans have raced with monohulls around the buoys in at least 10 years at AYC. Visions of disaster did not come true as the relatively experienced fleet showed they could handle a variety of wind conditions without threatening life, limb, or fiberglass. The 8-boat Portsmouth fleet consisted of 1 NACRA 5.8's, a Hobie Miracle 20, 2 Prindle 18.2's, 2 NACRA 5.2's, and an 18sq meter. Unfortunately, due to scheduling problems, none of the local Hobie fleet participated, and we had no out-of-town participation. The first race, a gold cup, was memorable due to its brevity — 25 minutes for the first finisher. As the wind picked up, the RC called for a course "3" — gold cup followed by windward/leeward. This was usually a 45-60 minute course. The competition was quite spirited and leads changed on almost every lap of every race. Downwind legs in the gusts were very exhilarating! When it came to the finish line, though, the duo that couldn't be beat was TROY LAWSON and MARTHA ST. ROMAIN on a (very old, very used, and borrowed) NACRA 5.8 who managed 4 bullets. CONGRATULATIONS!

CENTERBOARD NEWS

by Fred Stearns

It seems like only yesterday when I was writing an article for the last Telltale. What has happened to time? It has warmed up so I guess the time really has gone by.

The Spring Series has passed. There were some of you hardy souls out there. Some brave Lasers getting ready for the Olympic Easter Regatta. That was a real test of heavy air skills and equipment strength. I talked to people who had broken equipment as well as injured body parts, nothing serious.

The Spring Regatta was another good test of skill. While the winds were nothing compared with the Easter Regatta, they were strong enough to allow for a real exciting regatta. All the centerboards were around the buoys. I was disappointed that there was no handicap centerboard fleet. We had a good catamaran handicap fleet. That was the first time that I have had to deal with catamarans while I was on race committee. They do make a pretty sight, and they are faster than I had thought.

The Mid-Spring Series is hitting us with a round of higher than normal winds. I don't dare complain as I fear that will make all the wind go away. I don't like drifters in 105-degree weather either. And the lake is too warm to be refreshing.

The annual Centerboard Regatta is coming up this weekend. I hope that you are all out there on the course. By the time that this gets out, the regatta will be over. So I hope that you were all out there and that the wind gods were smiling upon us. I hope that I will have been out there.

Turnback Canyon is on its normal Memorial Day weekend. Wouldn't we all be fouled up if they scheduled for a different weekend? There will be a cruising fleet and a centerboard fleet. I am not hardy, maybe it's masochistic enough to try to take either a Sunfish or Harpoon all the way to Lago Vista. This should be a summer with little demands made on you for racing in the windless summer afternoons. I will miss the evening series! JON FITCH and I are still trying to get together to put something together as fun type of events.

See ya'll out on the water.

LASER FLEET NEWS

by Fred Schroth

SCOTT's back. MARK's back. BAY, DAVE, and NELSON moved from Sunfish. DEKE got a new bottom from the bottom of the world. RICH bought a funny-colored one for ANN. VERNON finally rejoined us and brought a buddy from work with a second boat, and good ol' HAP is back for his 20th (or is it 21st) year of AYC Laser sailing. We left out CRAIG who bought "SLAM DUNK" but he still hasn't shown up.

Did I mention the 27 boats in the Laser fleet on May 19? How about this? BAY PETERSON, HANK KLEESPIES, BILL MITCHELL, MARK RYLANDER, CLAUDE WELLES, DAVE WAHLBERG, JON BAKER, TROY LAWSON, JOHN BARTLETT, KIRK LIVINGSTON, and RICH HLISTA SAILED three races each. None of them won a race. AYC hasn't every before had a fleet with enough talent to hold off that gang for three races. The worst part is that while these folks were out polishing their skills, their Sunday competitors were home watching TV. The rich get richer for a reason.

HANK is 15th ranked nationally. He gets to use a boat in Europe if he can get there. MATT ROMBERG also gets to use a U.S. team boat. They get to represent AYC at Kiel week and the Europe Cup -- if they can get there. (HINT: Send your money to: I'm not sure so call TOM ROMBERG at home or work and ask him.) Don't delay. Call today.

Anybody for traveling? How about San Francisco July 8 or so? How about Tennessee in the Fall?

Actually these sound like good subjects for Chuy's and a margarita.

SUNFISH FLEET NEWS

by "Slip-knot" Foster

How's this for great Sunfish headlines? **Fleet 70 Goes International ... Sunfishers Go "On the Road" ... Sunfisher Grabs Headlines at Local Laser Regatta ... and Carp Bombing with AYC Ground Tackle!** Just read on!

Fleet 70 kicked off its official 1993 season with a pot luck dinner meeting on April 28. Cap'n MARTHA ST. ROMAIN "blessed" the fleet, gave special recognition to

new members including CHARLES & TRAUDI WELLER who made Fleet 70 "international" by coming to us from Germany and BOB & DEB MATHISON who had just become proud Sunfish owners the day before. TOM PRESSWOOD was awarded the chevron for winning the fleet championship in 1992. This should make him an obvious target in 1993.

Anyone who's read the "Big Gulp" Sailing issues laying around the clubhouse knows about Fleet 70 road trips. VICKI "THELMA" BREMER and PAT "LOUISE" MANNING navigated to Sarasota, Florida for the Mid-Winters then both lied about their ages to race the International Masters in Key West. TOMMY BARNES also made the trip to the Mid-Winters and brought back panoramic pictures of lots of water with little tiny boat specks (you really have to get close with those cameras). They all braved some wind as well as no wind against 103 other competitors. VICKI took an 11th in one race and ended up 77th, PAT was 82nd, and TOMMY raced only on the day the wind blew and was 95th overall. Then PAT and VICKI took their forged ID's and headed to Key West. PAT finished 24th and VICKI 25th in a regatta that featured Key West's 1993 storm of the year.

Another road trip to San Antonio's Woodlawn Regatta brought more silver for Sunfishers PAT MANNING, Vicki Stone, TOMMY BARNES, and Bill Gerloff. Fleet 70 was well represented with PAT taking 2nd, Bill 4th, and TOMMY 6th. Vicki sailed to a 10th the first day and won Woodlawn's Rubber Ducky trophy which signifies something, but nobody is quite sure what.

Now we get to the real stuff ... like how the Austin American-Statesman published some great Easter Laser Regatta photos featuring Sunfisher TOM PRESSWOOD keeping the sailing equivalent of a wet skateboard upright long enough for a shot. This showed excellent judgment on their part -- I'm sure parents get tired of explaining "that's really not what Santa does in the summer" whenever Fred's picture graces the pages. This was a national class event and Fleet 70 assisted in a big way with race committee. It all started with a "faux" bowline or some other type of self destructing knot that held the gybe mark to 200 feet of line, chain and anchor only until the leaders were bearing down on it. (That's carp headache #1.) When it took off for coves unknown the committee boat quickly replaced it with code flag "M." Then there was the old "wrap the anchor line around the prop and drag the finish line down into the course trick." My hats off to the Laser sailors for showing tremendous restraint by not

SUNFISH NEWS (cont'd)

lynching me on the spot after they meandered around trying to find somewhere to finish. Maybe I was tempting fate by doing this on Easter Sunday, but did He/She really have to break the pin in half with that lightning bolt just as it was tossed in? (Carp headache #2 with another 100 feet of line, anchor, and the bottom half of a mark crashing to the bottom.) Quick recovery by those not in a state of shock saved the day minutes before the leaders finished. All in all, the Olympic judge wrote a nice letter commenting on the "professionalism" of the race committee. Thank goodness he was on another boat and was not watching the finish.

TGIW. Let's go torment Lasers!

LETTER FROM THE EDITOR

The membership at the Austin Yacht Club is the pride of the Club; we make the Club what it is, and it's obvious that we are doing a great job.

So imagine my distress when I learned that we were going to have to run Turnback Regatta races with five Race Committee helpers as late as Wednesday preceding the event. What happened to the great spirit of volunteerism so necessary to making our events successful? From what I hear we could write and publish a never-heard-before book on excuses. The most common reply was, "I can't make it this event, but catch me next time." So with Governor's Cup Regatta coming up we should have more volunteers than participants. Right?

An event chairperson's dream is to get dozens of phone calls with "How can I help? And I'm available all weekend at any hour of the day." An event chairperson's nightmare is what happened with Race Committee volunteers for Turnback duty. But that must've been a fluke in our usually well-volunteered Club, a fluke that shouldn't happen for another 100 years. We're better than that, and we care more about our Club than that.

So let's see our ole spirit in action again with the remaining events this year. We can't run successful events without your help, and if an event isn't successful it isn't as much fun either.



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