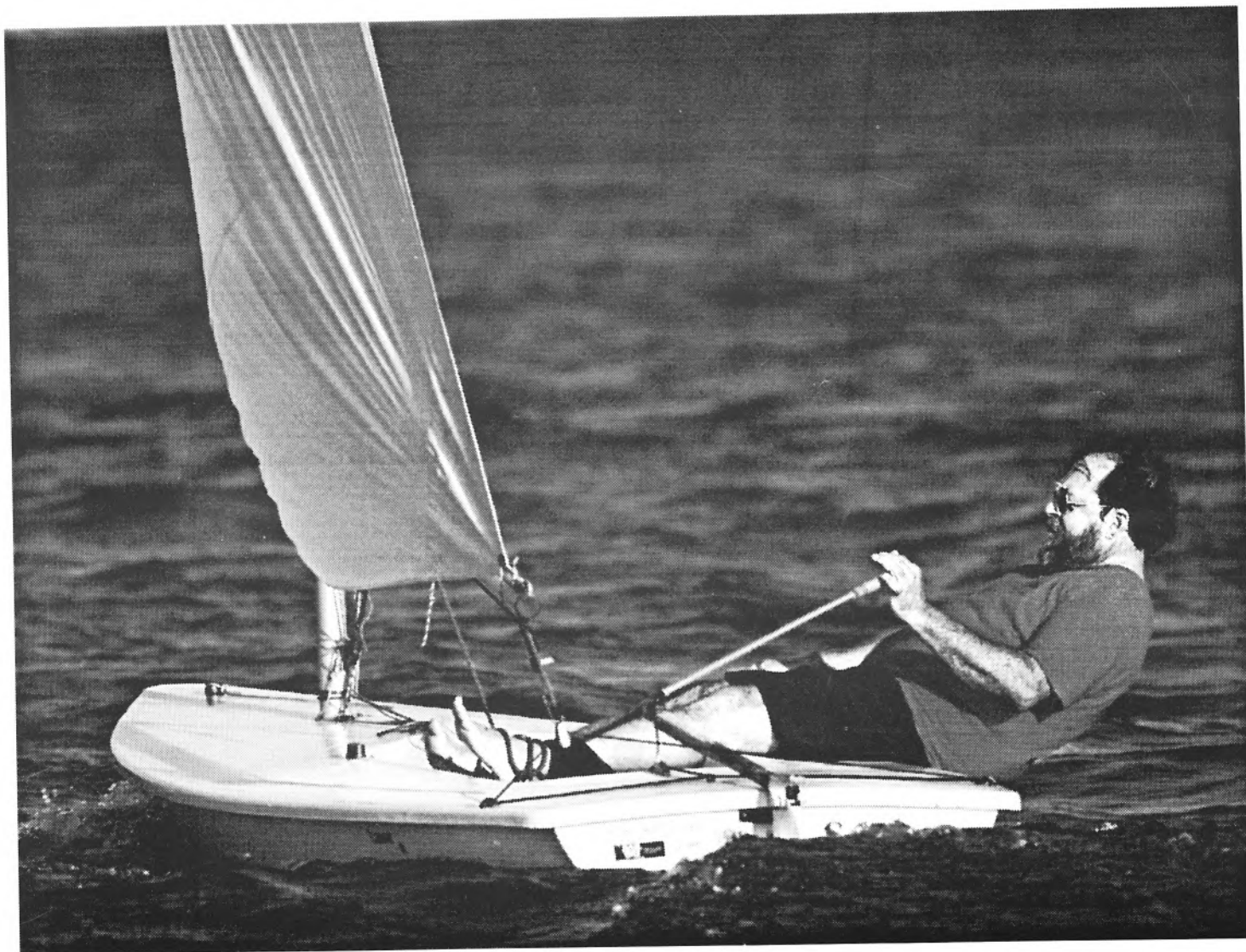




TELLTALE

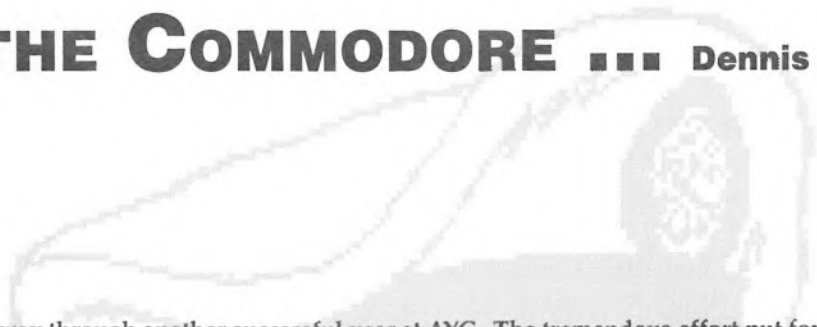
Austin Yacht Club

June/July 1995



Dave Wahlberg, former AYC Commodore, racing his Laser on a Wed. night.

FROM THE COMMODORE ■■■ Dennis Awbrey



We are once again half-way through another successful year at AYC. The tremendous effort put forth by all of the volunteers is what makes this and every year a success. It takes many people to put on the regattas, do the scoring week after week for every race event, produce the Telltale, and run the sailing camps and seminars and all of the social events. And we haven't even started to list all of the work that is done by the standing committees. I am continually impressed by the hard work and dedication of our membership in making AYC one of the most successful yacht clubs in the world. This is all being done in our spare time and while we are also trying to claim it as fun. We try to acknowledge every volunteer. However, in the rush of activities some do not receive the personal recognition they deserve. As Commodore the effort of all of the members working together and the importance that it means to AYC becomes very evident. So for all of the people who have already been thanked for their work, thanks again. And to anyone that we have missed along the way, a very special thanks. As members we should all be aware of the people who volunteer their time and be sure to thank them. Also, don't forget when things go wrong they are still volunteers and are doing their best. So be sure to consider that the next time that volunteer messes up your registration, sets a line that isn't as good as the one you always set, or says you were wrong which causes you to lose the protest. I realize that last one may be pushing things a little far, but I'm on a roll here!

There is another kind of volunteer at AYC. They are the people who donate their time each weekend (and Wednesday evenings too!) to come out and participate in the programs and events. This is a way for you to show your appreciation for all of the hard work. We have lots of water in the lake and the sailing is great. This is a perfect time to shake off the cobwebs and that green garden under your boat and join the races. And you will be appreciated by all of the people who are out there working to put on the event. Hey, it doesn't get any better than this. A full lake, good wind, a sailboat and people who appreciate you being there!! Volunteer to participate and be appreciated. Just ask yourself. Are you REALLY appreciated at home? Are you REALLY appreciated at work? In not, come out and join us and REALLY be appreciated! If you are already appreciated, then come out and join us anyway. No one can get too much appreciation? By participating you will also be directly helping make 1995 an even more successful year. Governor's Cup Regatta was on two weekends to provide better race courses and give you the opportunity to race or crew on a keel boat on one weekend and/or centerboard on the other. Following Governor's Cup was the annual Summer Evening Series which started July 15 and will run through August 12. These races are on Saturday evenings beginning at 5:30. It's much cooler and you don't even have to get up for work the next day! This has been one of our most popular events so mark your calendars and come out and join the fun. Also, don't forget that the Friday Evening Beer Can Races started again on June 30.

One of our most important efforts this year is to move forward with the years of work and development of the junior sailing program. The centerboard weekend of Governor's Cup was host to one of the statewide junior circuit events which was a huge success. Events like this are one way to encourage the younger sailors to participate in the fun sport of sailboat racing while teaching them sportsmanship and competitive fair play. In these days and times in which there is more and more competition in recreational sports, it is vitally important to encourage the success and growth of the junior sailors and the junior sailing programs. Linda McDavitt and her committee have put together an excellent program this year, and the camps were "sold out" within weeks. Some of our junior sailors are also beginning to participate in the Wednesday evening races. Please give your support and welcome any junior sailor who comes out to participate in any of our events. They are the future!

If you have any ideas or suggestions be sure to tell the appropriate AYC board member or place your ideas or suggestions in the suggestion box just above the drinking fountain in the clubhouse.

Good sailing ...

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To AYC's Telltale Readers:

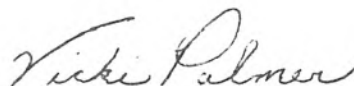
What a joy it is to work with Ty Johnson who is a professional through and through. Getting top quality photos on a disk in a timely manner is above and beyond volunteerism at its best.

If you have been paying attention to front-page sailing news in the Statesman you'll have noticed a wonderful article about Joanne Weberlein who is an Olympic hopeful. But did you also notice who not only took the photos but also authored the article? You got it ... our very own Ty Johnson. And a well-written article it was too.

Thank you, Ty, for sharing your talents and expertise with those of us at AYC who know the best of photos when we see one and who also know a well-written story when we read one.

We also recognize top quality racers when they continually finish at the top of the fleet, especially when their joy of racing and sportsmanship shines like the sun. Although we have many of those kinds of racers at AYC, I'd like to recognize one of my favorites -- Fred Schroth.

Fred's sailing prowess is no secret, not if you've raced against him that is. Did you know that Fred is the first AYC sailor to make it to the national level for the O'Days three years in a row? Well, you know it now. He will be leaving at the end of July to compete in this year's nationals, so look for a tall tale in the next Telltale. "Fred" stories are anything but dull. Actually Fred himself is anything but dull! And that comes from one of his biggest "fans," said with admiration and affection.



Next Telltale deadline:
Friday, October 20

**Cover Photo, Sunfish Photos, and Laser
Fleet Photo Courtesy of
Ty Johnson, Photographer Extraordinaire**

NEWS FROM THE PACIFIC RIM

Malaysian News

by Gail Bernstein

"You have to be a little crazy to drive in Penang and you have to be a lot crazy to drive well in Penang. So I guess David and I will fit right in!"

Malaysian news will be quite different from last year's Sydney sailing news. Even though we live on the island of Penang and are surrounded by water there is very little sailing and even less racing. Most of the beach resorts rent 16- and 18-foot cats to tourists who don't know how to sail. When we first arrived we saw one Laser regatta sponsored by the Chinese Swimming Club. Other than that, the various sailors we have met all agree on one thing — there is very little sailing here.

First a little about where we live — Tanjong Bungah. It is a small village on the island of Penang. Penang is a state in the country of Malaysia. It is on the northwest side of the Malaysian peninsula — close to the Thai border. The state of Penang encompasses the island of Penang called Pulau Penang and a narrow strip of land on the mainland coast called Seberang Prai. Georgetown is the major city on the island. Although technically the island is Penang and the city is Georgetown most people (including myself) just refer to both as Penang.

The Malaysian culture is very different from ours and life here has its ups and downs. But then that is true about most any place you live. As with our stay in Japan, there are many adventures and interesting

places to explore. Some of the adventures are every day sorts of things like driving and grocery shopping!

You have to be a little crazy to drive in Penang and you have to be a lot crazy to drive well in Penang. So I guess David and I will fit right in! Most of the locals drive mopeds. They sort of swarm all over the place. Most car drivers ignore the mopeds and believe they have no rights — the big boat (car) rule definitely applies over here. But this does not discourage the mopeds. They still swarm everywhere. Most locals don't stop at stop signs — just cruise right through as though they are yield signs. At first I thought that even though they look like stop signs (same color and shape) maybe *berhenti* really means yield. Finally I looked up the word stop in my English to Melayu dictionary. Sure enough, stop is *berhenti*. The problem became clear when I looked in my Melayu to English dictionary. *Berhenti* is not listed. As I figure it, none of the Malaysians know that those are stop signs! The other thing that I caught on to right away was they wasted a lot of time and material painting all those nice stripes/.lines the roads. People pass on double solid lines going up a hill and/or around a curve. If there are two lanes in one direction but you are not sure which one you want to be in (have

not decided which will move faster or whether you want to turn left or right) then you just drive down the middle — half in each lane. After a while you sort of get used to the crazy things they do. In fact you even start doing a few of them yourself! Taking David to the office in the morning is no longer as exciting as it was two months ago. Although usually there are still a few surprises each morning. One of the contractors working in the Dell office told David that they teach creative driving instead of defensive driving classes. However, I think the real problem is the lack of any driving lessons. My bahasa (language) instructor explained about obtaining a Malaysian driving license in Penang. First you teach yourself to drive. Then you purchase a driving license! The police either can't tell the difference or don't care. After all, they probably purchased their driving license as well! The police may be trying to enforce at least some traffic laws. An article in the paper a few weeks ago reported 22,474 summons issued in the first four days of a two-week nationwide traffic operation. Speeding topped the list but obstructing traffic flow, excessive smoke emission, overtaking at a double line, queue jumping, and road hogging were some of the other offenses sighted.

PACIFIC RIM NEWS (CONT'D)

Grocery shopping is not at all like going to Central Market! I buy dry goods (canned foods, cereals, crackers, soft drinks, beer, soap, paper towels, etc.) at a regular grocery store. Plus Zone, super Komtar, Cold Storage, and Sunshine Square are the four major grocery stores, but there are several others around town. I buy wet things (fresh fruit, fresh vegetables, flowers, chicken, fish, pork, etc.) at the wet market. Pulau Tikus is a morning market. It is open from 7-11 a.m. Things will not stay fresh out in the heat and humidity any longer than that. Most mornings I stop at the Pulau Tikus market on the way home from dropping David at the office. There is also an afternoon market that is open from 3-7 p.m. Even though it is not as convenient as Pulau Tikus, I shop there some times. You know the chicken is fresh because it is alive when you select it! Actually I have never bought a live chicken. But you can. A friend, who lived here for two years back in the early 80's, said that was the only way you could buy chicken back then. You picked out a chicken first then did the rest of your shopping. By the time you finished, the chicken vendor had your chicken slaughtered and cleaned. Now all the chicken vendors have some pre-slaughtered chickens as well as the live ones. Once I arrived at the afternoon market when it first opened and saw the pork vendors carrying in whole (as in one piece) sides of pig. They hang them in their stalls and butcher them the rest of the way right there at the market. The beef and

mutton vendors do pretty much the same thing. The Muslims are not allowed to eat pork. So the pork vendors are always in a special little room away from everything else. The same as with the chicken, you know the fish is fresh when it jumps out of the bucket at you. Truthfully, I have not been too adventuresome with the seafood at the market. Some of it I have no idea what is. The shrimp/prawns are good. Besides that they are easy to buy, and I know what to do with them. In the fish line I usually buy grouper or snapper because they are always filleted. The next time I am back in the states I may have to make a trip to Lake Texoma and have my brother (a fishing guide) give me a lesson on what to do with a whole fish — as in one that is still flopping around. Have looked in my fish encyclopedia cookbook — the pictures and instructions make it look easy, but I am not so sure. Then, of course, for an extra few ringgit the guy at the market might clean the fish for me. That is how I buy pineapple. Fresh pineapple are RM1 (\$US 0.40) each. But already peeled they are RM1.20 (\$US 0.50). I always spring for the RM 1.20 if he has some peeled. If not he will peel one while you wait unless he is in the middle of a cigarette. Not too keen on interrupting his smoke to peel a pineapple!

A few weeks ago I went on a tour to Mengkuang Titi kampung. A kampung is a small Malaysian village. The men and women of the kampung were very friendly and eager to explain about life in their village. Muslim

women in Malaysia wear long pants or skirts, long-sleeved blouses, and cover their heads but not their faces. Every now and then, but not very often, you see a Muslim woman with a veil covering her face. We were told about their houses and invited us to look in the windows. You must take off your shoes before entering a Muslim home or building. There was a chicken coop beside each house and usually a cow or two grazing in the side yard. This particular kampung raises rubber trees and palm oil trees. We learned how to tap rubber trees — similar to tapping maple trees in the northeast USA. They also explained how to process the rubber after the trees are tapped. Most rubber trees have a 26-year life span. The first six years the trees are left alone to just grow. On the average they produce rubber for about 20 years then are cut down for the lumber to make rubber wood furniture. The villagers also explained what they do to process the palm oil. We were invited for lunch as part of the tour. It consisted of special little sponge cake biscuits from their village bakery, fresh fruit (pineapple, star fruit, papaya, bananas, coconuts, etc.) grown in the village, and fresh coconut juice to drink. While we ate, several of the Muslim women demonstrated coconut grating and basket weaving.

While you were racing Turnback we attended the

Eden-Penang International Dragon Boat Festival. Forty-six local teams, four national teams, and 14 international teams entered the competition. As with the '95 America's Cup the Kiwi team had great boat speed and captured all the top honors. A dragon boat is a

long canoe with an ornately carved dragon head at the bow and tail at the stern. The team pace setter sits in the bow beating a large drum. In the middle there are about 20 people paddling as in "canoe," not rowing. The helmsman stands in the stern to steer. Each race is just a straight line sprint — seven boats per race. The better teams balanced their boats with similar strength paddlers on each side which, of course, requires less course corrections by the helmsman. Dragon boat racing is very popular throughout the Pacific Rim area. The Kiwis and several of the other top teams will go on to compete in Hong Kong, Singapore, and later this summer at the world championships in China. The Asian Dragon Boat Federation plans to make a bid to include dragon boat competitions in the next Asian Games as well as the Olympics. The federation is also considering Penang as the venue for next year's Asian championships. I'll keep you posted as the dates are finalized!

The next trip we have planned is to the island of Pangkor Laut. It was once owned by one of the sultans but has recently been turned into a resort. I also want to venture into the rain forests and visit one of the tea plantations located in the center of the peninsula. There is lots to see and do.

As always our welcome mat is out. And our guest bedrooms are ready for visitors.

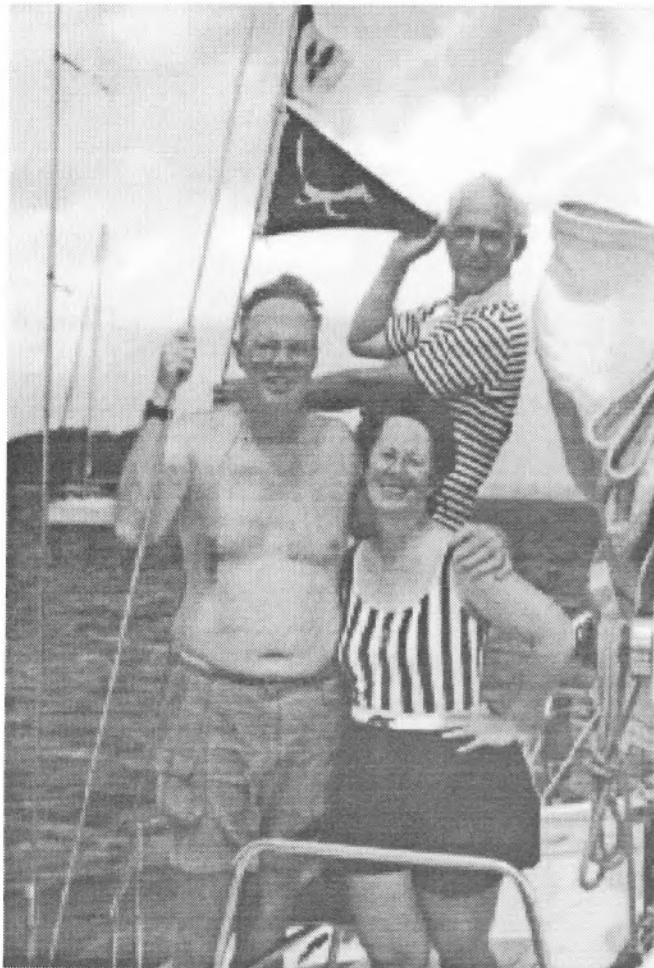
Cheers,

Gail and David Bernstein



TWO WEEKS IN THE GRENADINES ...

as told to Vicki Palmer by
Doug Laws



Dennis and Penny Finuf (foreground) became ocean sailing crew for a week with Captain Doug Laws (background with AYC burgee).

We know that leaving Lake Travis during AYC's busiest racing season just doesn't make sense but ...

Who can resist Caribbean sailing when the opportunity strikes? Not the Doug Laws family or Penny and Dennis Finuf.

A group of island hoppers chartered a bareboat (and that doesn't mean a boat with no clothes on). What it does mean is that Doug Laws put on a captain's hat for two weeks. For those of you who have never chartered boats before, a bareboat simply means a boat with no paid captain on board. But then you ALL knew that already.

For two heavenly weeks (with two different crews taking vacation shifts) the Laws and Finufs enjoyed beautiful sailing, ocean breezes, island sightseeing, and the excitement of charting their own courses on a Beneteau Oceanis 500. They chartered out of Barefoot Yacht Charters in Blue Lagoon, St. Vincent.

They sailed from St. Vincent to Bequia, Mustique, Cannouan, Mayreau, Tobago Cays and Union islands. The second week they reversed the course back to St. Vincent and stayed at different anchorages.

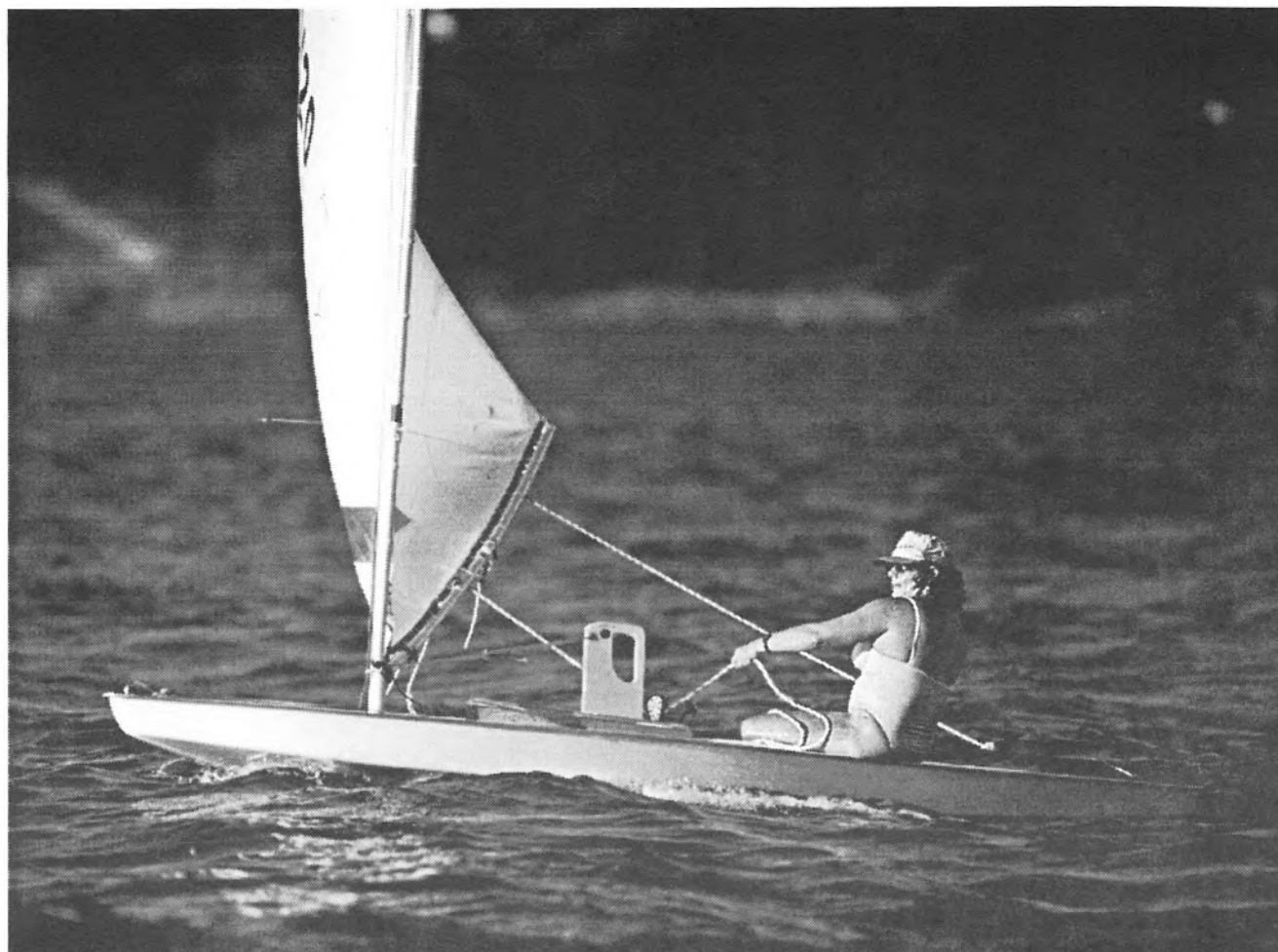
Their favorite anchorage was the Tobago Cays where they spent a total of four days and nights diving, snorkeling, and swimming. The weather was very good -- no storms or squall stories to make the hair on our arms stand at attention.

They loved the boat, "a beauty to sail," according to Doug. The water and scenery weren't too shabby either. Actually I think Doug's expletives ran more along the line of "WOW."

When they go back, a dream they have, they would make just a slight change in the itinerary -- go south to Grenada. Sailing north to south from St. Vincent to Grenada would make a great reach with no long extended stay on the water.

Waiting for them will be some of the island friends they met plus other sailors with the same dream.





Pat "Louise" Manning flying fast on her Sunfish.

LOUISE LEAVES THELMA FOR GUY WITH BEARD

by Vicki "Thelma" Palmer

Yup, you heard it here first folks. Imagine that ... a guy with a beard. I was supposed to find the guys; she was supposed to blow them away. At least that's how the movie version went. Aw heck, that only happens in the movies anyway. In real life the original Thelma and Louise team is on "hold," at least for the Sunfish North Americans coming up July 29-Aug. 4 at the Lewes Yacht Club in Delaware. Louise and her bearded friend will be towing their two Sunfish (and Thelma's spars) via the Interstates. Thelma will fly into Newport, RI, via Providence followed by a 10-hour drive with the new Louise towing two Sunfish (one borrowed from her Mom and Dad at the Cape) to Delaware. The new Louise, aka Lee Parks (US SAILING's Inshore Director), is worried about the old Louise being a hard act to follow. And she's right! But any Thelma and Louise adventures are guaranteed to keep you entertained regardless of who the key players are.

With the old Louise at the same regatta with the new Louise, who knows what will happen? Guess you'll just have to stay tuned for the next Telltale to find out. All I can promise you is zaniness and a hootin' good time and the infamous unpredictable, always-keep-you-wonderin' kind of sailing lies you're used to. Yo mama, look out Delaware.

SUNFISH, SUNFISH, SUNFISH ...



Cynthia Darwin races her Sunfish to the finish line on a Wed. night. (Congratulations to Cynthia who is the author of a published book!! Would provide you the name but Cynthia didn't fax it in time for publication. She'd be glad to talk about it if you ask, however!!)



Laser Final Standings — May 1995

<u>Place</u>	<u>Name</u>	<u>Sail #</u>		<u>Best</u>
			RC	19
				17
#1	Rich Hlista	8	3.0	57
#2	Ken Sherman	147358	4.5	85
#3	Ravi Subramanian	148600		96
#4	Dave Maguire	113062		103
#5	Deke DeKeyser	150068		106
#6	Fred Schroth	106454		118
#7	Kevin Reynolds	26939		138
#8	Troy Lawson	98881		148
#9	Claude Welles	131795		155
#10	Jim Rehage	147359		188
#11	Jennifer Baltz	106328		201
#12	Kim Young	140751	11.4	216
#13	Bill Mitchell	143296		231
#14	Geoff Andron	150117		232
#15	Nelson Reynolds	37866		232
#16	(No Name) White Boat	137051		264
#17	(No Name) Red Boat	137051	18.4	349

JUNIOR SAILING

by Lanelle Montgomery

For those of you who hadn't noticed, we have a whole new crop of young, enthusiastic and talented sailors here at AYC! While opportunities for junior racing may be rather slim here at AYC, there are many opportunities for those who are willing and able to travel to the Texas Youth Sailing Circuit Regattas. Several of our junior sailors either have been or are planning to do some traveling this summer.

Joe Gerloff has raced his Sunfish in all three of the TSA Youth Regattas held thus far and has walked away with a first from each one. When his competitors see him coming they reconcile themselves to working for second place. His goal is to earn seven first place trophies with the Sunfish at the individual regattas, assuring an overall first place trophy in the circuit, then switch to his Laser and work toward winning another first place trophy with it in the remaining nine circuit races. Talk about setting your goals high!



Ryan Harden learned first hand how important it is to have first class equipment. After getting his new boat only a week earlier, he traveled to the Foley/Sperry Regatta in Lakewood and surprised everyone, including himself, by winning three of the six races for an overall first place trophy. His competitors came up to him during the race asking "Who are you?" and "Are you from New Orleans?" They were shocked to hear he was from Austin. During the trophy presentation which took place with both junior and senior sailors there was a real stir in the audience when both of our AYC junior sailors (Ryan and Joe) walked away with first place trophies and a new pair of topsiders. See, those lake sailors can sail too!

And if you are thinking those J-22 sailors are looking a lot younger these days, be assured that they are. Our Sears Cup team composed of Rebeka (Valedictorian) Lien as skipper, with Joe Gerloff and Lauren Foster as crew, have been out on a J-22 practicing their skills and fine tuning their teamwork in preparation for the competition. Good luck, team!

Now that school is out for the summer, local activities have also begun to warm up a bit for the junior sailors. We welcome Katie Kratzig, our new AYC junior sailing coach, who will be providing much needed individual coaching to the various junior racers. Anyone wishing to sign up for coaching sessions with Katie should contact her at AYC. In order to provide regular opportunities to race an attempt will be made to provide a separate race course for juniors wishing to participate in Wednesday night races. For the first time there will be two junior circuit stops here in Austin, one as part of Governor's Cup Centerboard Regatta and the other being the Junior Roadrunner Regatta. We hope as many AYC junior sailors as possible will participate in one or both of these events. It is a great opportunity to gain experience in a large fleet. In addition, several junior sailors including Philip Stearns, Steven Gay, Joe Gerloff, and Ryan Harden are all making plans to travel to various out-of-town circuit races. Others who may be interested in participating in these regattas should contact Katie for information regarding dates and locations.

Since not everyone is interested in racing we hope to have some activities for those who just want to have fun and be safe on the water. To begin with, summer camps will be conducted during the last three weeks of June for beginning through advanced sailors.

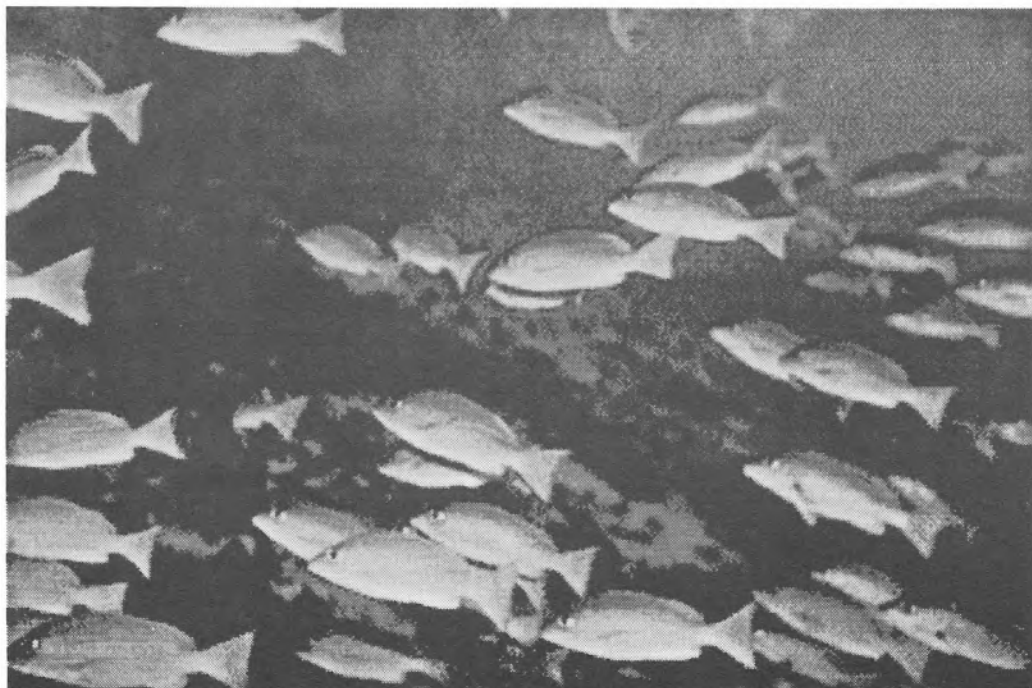
Special thanks go to the following people for giving up some or all of their Saturday to attend a work party to put the club boats in serviceable condition for the camps: Jennifer Baltz; Tom, Kathy, Julia and Teresa Bauer; John Bowden; Ron and Ryan Harden; Mike Horton; Katie Kratzig; Melissa and Fred Stearns.

WHERE'S EVERYBODY GOING?

FALL REGATTA AT AYC YOU SAY? BUT
THAT'S NOT 'TIL OCTOBER 14-15.

OH, YOU WANT THE WOMEN'S TEAMS TO
START THEIR TRAINING EARLY FOR THE
CAROLINE HOWARD MEMORIAL TROPHY?

GOOD THINKING ... HEY, WAIT FOR ME.



FROM THE KEEL FLEET CAPTAIN ...

Steve Spademan

The first six months of the 1995 keel fleet have been interesting. The fleet has been racing under some radical new rules. And there have been several very heavy air races with almost too much excitement! Much thanks to the host of folks who have helped with race committee duty, protests, and planning the end-of-event celebrations! The individual keel fleet captains have had to deal with considerable fleet "teething" problems in adapting to the new time-on-time format and the changed fleet combinations.

A decision was made by the keel fleet membership at the annual keel fleet meeting in January to review the fleet combinations and the time-on-time scoring methods after the Governor's Cup race in July. The review was scheduled for July 15 at 3:30 before the first Saturday night series race at 5:30 the same day. The results will be reported in the next Telltale.

A brief note on the new time-on-time scoring methodology...

On the plus side, the time-on-time system has really made management of keel fleet races easier through eliminating the requirement

to determine exact course length for every race, and it allows for (arguably) more accurate handicapping over a variety of wind conditions.

The major drawback is the difficulty that keel fleet racers have in determining their relative corrected position with respect to other racers. Changing thinking into the new paradigm of seconds-per-race-time instead of seconds-per-mile is not easily done! More of the time on time "cheat sheets" are being passed out at races to help racers work with the new system. Remember that each boat has a multiplier factor on its elapsed time — very similar to the seconds per mile factor from the time-on-distance method. Phew!



WHERE IS ALL THIS WIND COMING FROM? B-FLEET WANTS TO KNOW

Another Telltale deadline is here, and again I've waited to the very last moment to jot something down — and this deadline was extended a few days.

I guess the most important thing to dwell on is where is all this wind coming from!! 10 seems to be a thing of the past. All we're seeing is 15 to 20. We're also seeing all kinds of boats coming out in B fleet. In the Spring Series there were 17 total boats during the 5 races, but first place was uncontested with four bullets taken by Tom Lott in *Wild Turkey*. That was after a WDR in the first race due to a broken tiller. With normally terrific races by Claude and Mike, the Van Hoosers took a 2nd race with *Western Flyer* and the Goldsmiths a 3rd in the first race, the Vances took a 3rd in the 2nd race, and Steve Spademan finally came out to race instead of doing RC duty, and took a 4th in the 5th race.

The results:

1. Tom Lott, Lindenberg 26
2. Claude Welles, Cal 9.2
3. Mike Chambers, Olson 25
4. Mary Sikora, Moore 24

If you're thinking the winds couldn't have been any stronger, you are wrong. They were in the Mid-Spring Series — to the point of abandoning the 4th race. I was smart enough to leave the Moore in her slip and jumped on Oz with the

Chambers. On our way from D to I, the Soverel put her brakes on in front of us. She took her sails down, started the motor and headed for home. We assumed she had broken something. At least we assumed that until we hit the same wall of wind that she obviously had (the Soverel clocked it at 45). It stopped us dead, we broached to leeward, Mikey nearly fall off the boat, we couldn't tack, we couldn't let the jib off and we were being pushed to the rocks. Of course, Bonnie is telling Mikey "it's time to go home now", while we're still being pushed to the rocks. We finally got the jib off and managed to tack around - heading back to the club. This wind was so serious, Mikey dared not gybe back into the cove, so he tacked around (Mikey had to chicken gybe!!). It was another devastating day for boats as there were 5 demasting. This time, though, no one went swimming.

Results:

1. Claude Welles, Cal 9.2
2. Mike Chambers, Olson 25
3. Erhard Sudermann, Beneteau
4. John Vance, Impulse 21

I hear Turnback was great fun this year with good wind on Saturday, a great band and terrific race committee work.

Congrats go to Erhard Sudermann in *Nemesis* for a 2nd place finish in B fleet and to the Van Hoosers in *Dixie Flyer* for a 2nd place in C-fleet, finishing ahead of at least three J-24's.

As this goes to press, we have another great turnout for the PHRF Friday evening series. Let's keep this streak going for the AYC Saturday Evening Series July 15, 22, 29, August 5 and 12 with a 5:30 start.

See you on the water!



C-FLEET ENJOYS WILD AND WOOLLY SPRING SERIES

by Dane Ohe

What a wild and woolly spring series. Once again it was Sweet Agony in the Gold fleet, but only by 3/4 points. Deuces Wild came in a close second followed by Strega and PickPocket. Congratulations to those skippers and crews for a great job and to everyone else for just surviving the series. I was pleased to see an average of 10 boats on the line in Gold Fleet. In the Silver Fleet, Little Wing came out on top of a tie-breaker with Va Belle followed by Cheers and Rogue Wave. Unfortunately, there was only an average of three boats for Silver Fleet, which brings me to my next point...

It seems that Silver Fleet did not generate the interest that I had hoped for. There have not been enough boats to warrant keeping this division, so from the Friday Evening Keel Fleet Series on, C-Fleet will race as ONE FLEET, with the non-spinnaker

boats getting the addition to their ratings. If you have any ideas on how to increase participation, please let me know.

In Turnback Class D, Bay Peterson took first followed by Eddie Calogero and Ann Gairloff. Gary Cooper came in fifth. Congrats to all. In Class J, Mark Bradford came in third and Jim Herndon came in fourth. Unfortunately I was too far back to see any of the good racing, but I did get to see everyone as they passed us. Oh well, at least it was a GREAT party and the most comfortable Turnback I have ever done, although I did learn a few new expletives from people trying to pass us. Sorry about the wind shadow.

The first night of the Friday Night Keel Fleet series passed with only a minor incident. It seems that the time keeper's fancy watch

stopped in the middle of the sequence, forcing two postponements until we could figure out what the time was. From the helpful encouragement we heard from the racers I have devised a new C-Fleet rule: any C-Fleeter who bitches at race committee while the fleet is DOING race committee automatically volunteers for duty next time! Once again, it was "Horizon Job" Hawn and Co. ahead at the end.

I would like to thank Eddie and Pat Calogero for all the work that they did on the Governor's Cup Keel weekend. From what I understand they went above and beyond. (I didn't make the keel weekend due to my brother getting married on that Saturday. I told him not on regatta weekends, but did he listen?) I did make Centerboard weekend, however.

Look for an open Keel Fleet meeting sometime

in July. This will be the time to come and let us know what YOU want from your Fleet. Or, if you have any comments or suggestions, you can call me at home or a work or send me E-Mail at djohe@maildtxast.cr.usgs.gov. Please let me know what you think about the way things are going.

Well, gotta go, the deadline for this article is about 30 minutes away. See ya on the water!



FROM UNDER THE J-22's TUM-TUM TREE

by Steve Brown

Any of these names sound familiar, Paul Foerster, Bill Draheim, John Bartlett, Herb Axilrod or Rob Johnstone? They should, these guys are tops everywhere they go and they cleaned out the trophy shelf at the Austin J-22 Circuit stop.

The competition was awesome! We had an Olympic medalist, Pan Gold medalists, the reigning North American Champion and the second place finisher at the worlds, all on our little lake at the same time. The name Pete Merrifield might also be familiar to some here at AYC (UT sailor, second place at the worlds). The order of trophies might have been different had he not lost his mast in a collision. We had 35 boats competing and everyone appeared to have a good time.

What a weekend! What talent! What wind! What food! What am I talking about? Oh yeah, the best little fleet at AYC just keeps getting better and better. Thanks Jan, John, Debra, Vicki, Donny, Roy, Max, Dave, Lesa, Claudia, Shirley, Mary Martha and Steve G. and the South Coast gang. What a great group of guys and gals.

Other boats of local interest were Fred Schroth (17), Claudia Foster (18), Gretchen Hanover (19), Linda McDavitt (20), Jeff Jones (23) Debra Phillips (30) and Max Rockoff suffering from PMS (33).

We traded race committee with the South Coast fleet, they did it for our circuit and we did it for their Intergalactics, and it went quite well. I was a little disappointed in the willingness of some to live up to this reciprocal agreement. Many thanks to those who did.

The Friday Evening Beer Can races are happening again. This very informal series is the best thing going at AYC this summer. Just come out, check your time, and go play. There are flyers posted all over AYC with what few details there are. If you want to have fun, this is the venue. Lesa won the race on 5-26 with me as crew. A word of warning, if you win you cook. The hot spot appears to be second place, you still get wine, or whatever prize they have, but someone else has to cook. The race course consists of three marks - E, B, and K. They can be rounded in any order. My theory is to reach and run as much as possible, others think getting the beat over with is the right thing to do, and still others have no clue. Try it with a spinnaker or without, either way you are going to like it. Don't forget the beer, they are "beer can" races you know.

Let's make a fleet at the Governor's Cup. Until next time, see you on the race course.



J-24 FLEET GEARING UP FOR ANNUAL MARGARITA CRUISE

by Dave Broadway

The J/24 Fleet has been enjoying the One-Design Saturday Evening Series format with starts at the leeward end of the weather leg and the downwind finishes. Danny Lien started off the Series with two bullets. On June 10, Greg Buck showed dominating boat speed (bottom jobs do pay off) with two bullets and quickly moved into contention for the Fleet Championship. He is tuning up "Turn and Burn" and crew for the Last Stop Regatta at Corpus Christi YC June 24-25.

Participation has been good despite several boat owners' down time for some maintenance. In the May 7 Mid Spring Series carnage, Evert Broersma and Dave Broadway both lost masts in a strong breeze. However, replacements are in the works, and the outlook is good for the repaired toys to be back in the hunt by the "Last Stop" J/24 Texas Circuit Regatta at Corpus Christi YC and the AYC Governor's Cup.

The fleet continues to provide snacks, beer, and sodas after each race for

the fleet members in addition to a dinner on each opening series race date when it doesn't conflict with Race Committee duty or a J/24 Texas Circuit stop. So if you have not stopped by after the races lately, come on by to tell some of your own lies about the days racing.

Following Governor's Cup July 1-2, don't forget the upcoming Summer Evening Series beginning Saturday, July 15, at 5:30 pm. Also, the fleet will be hosting the annual margarita cruise so watch the fleet newsletter for the announcement. If you have a fax number, please give it to Michael Wellman to speed the newsletter delivery to you.

Welcome back to Leon Lance who has purchased a J/24 and should be on the start line soon. Also, by the time the next *Telltale* is published, the J/24 Fleet anticipates having two new AYC members who will add yet another active J/24 to the local fleet. Watch for the announcement.



C-15'ERS DISCUSS TACTICS AND TELL TALL TALES DURING PRE-RACE SOCIAL HOUR

by Bill Smith

Yeaaaa, it's time to go C-15 racing. Get off the pig keel boat and on to the high performance stuff!

The C-15 fleet is in "a growth year." We already have several new C-15 owners both in and out of AYC with varying degrees of racing experience.

There are also several C-15's for sale for very reasonable prices — in the \$700 to \$1,000 range. Contact Bill Smith for information about C-15's for sale. This is a great opportunity for anyone interested in high performance one-design racing.

The C-15 fleet is starting off with the Saturday evening one-design racing. This will get everybody out racing, boats in operating order, and all while having a good time (if you're doing it "right," that is!). We're trying the chalk talk social hour before racing to discuss tactics for the purpose of improving everyone's racing ability in the quest for even more fun.

If there is anyone out there who has dreams of helming or crewing on a C-15 give me a call and register your name and interest. There are times when someone with a C-15 has crew evaporate and needs someone wanting to race.

The fleet's schedule for the summer looks like: (1) the Summer Evening Series starting July 15 with a 5:30 p.m. start. This series will be the fleet championship series as well. (2) C-15 Area F District Championship July 29-30 at the Corinthian Yacht Club, Whiterock Lake, Dallas.



**Hip Hip Hooray to
those Sunfish and Laser
sailors on Wed. nights who
obey the rules on the
water and do 720's when
required.**

**Boo Hiss Boo to
those Sunfish and Laser
sailors on Wed. nights who
cheat. You know who
you are ... and so do all
the Wed. night racers.**

AYC Calendar

Summer Evening Series #4 (RC Duty, Keel A) -- Aug. 5

Multihull Series #'s 4 & 5 -- August 6, 13

Summer Evening #5 (Ensign), End of Series Buffet -- Aug. 12

AYC Team Championship -- Aug. 19-20

Jr. Roadrunner Regatta -- Aug. 26-27

Keel Single&Doublehanded Championship -- Sept. 9

Fall Series #1 (SC-21) -- Sept. 10

Fall Series #2 (J-22) -- Sept. 17

Casino Night (Walter Allan & Gang) -- Sept. 23

Fall Series #3 (Cat. 22) -- Sept. 24

Fall Series #4 (Keel C) -- Oct. 1

Fall Regatta -- Oct. 14-15



*Austin Yacht Club
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