

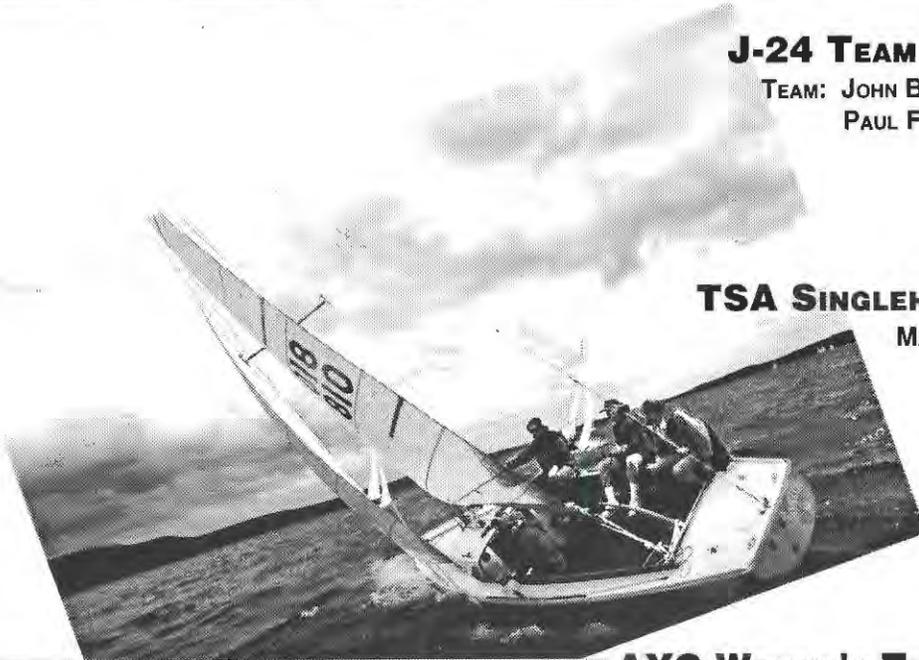
TELLTALE

Austin Yacht Club

March/April 1995

J-24 TEAM WINS GOLD MEDAL

TEAM: JOHN BARTLETT, TROY LAWSON,
PAUL FOERSTER, ROB JOHNSTON



TSA SINGLEHANDED CHAMPIONSHIP

MAY 13-14

AYC WOMEN'S TEAM PLACES 5TH

IN NEWPORT BEACH FOR BETTINA BENTS MEMORIAL TROPHY



ADULT LEARN TO SAIL CLINIC

MAY 20-21

MAN'S/WOMEN'S SAILING CAMP

JUNE 10-11

FROM THE COMMODORE ■■■ Dennis Awbrey

1995 is well under way and promises to be a great year. How does it all happen? Just two things. First, there are over 70 volunteers who make up the standing committees and other specific year long assignments. Many hours are spent during the first few months in developing the programs, budgets, and plans for all of us to enjoy. Thank you to all of those volunteers whose names you will find in our new directory. Second, are all of the rest of us who make up the participants. Without both, the year cannot be a success. Great plans and programs are of no use without participants. So, if you are not part of that group of volunteers that are giving us a year of their efforts, please do your part by helping in an equally important way - BE A PARTICIPANT!!

Our primary focus for 1995 is increased participation. Once again, that cannot be done without all of us as members taking advantage of the great programs and events for 1995. All of the many volunteers who work so hard to put on these events want nothing more in the world than the largest possible turnout. Your participation is their reward - and yours too! Their goal is to produce programs and events that appeal to you. They truly want to hear your ideas and thoughts about how to make an event more appealing or enjoyable. NOTE how I worded that. I did not say that they wanted to know what didn't work or go right. They do want to know how to improve an event. IF YOU'RE NOT THERE, WE CARE!! We want to know what we can do to interest you in participating. We want to hear from you.

There will be additional opportunities to help out as volunteers with the regattas and many other events and activities. They cannot happen without you. Please say yes when you are called this year to help. You have no idea how happy that makes the person asking! You really do make their day and you will enjoy participating.

This year the Fleet Captains Committee is more involved than ever in the planning and implementation of racing activities. They work hand in hand with the PRC to develop the best possible format for our racing activities. You would be amazed at the hard work and amount of time it takes to put the calendar together along with the racing formats. All of that effort is aimed at maximizing participation while maintaining the same excellent level of quality in our race program. Once again, all of that work is nothing without your participation. DO YOUR PART and PARTICIPATE!!

And, talk about quality! (I did use the word quality in the last paragraph between all of the "participate" words.) Quality and AYC are becoming synonymous!! AYC, for the second year in a row, this time thanks to the fine skills of Tom Romberg, won the Texas Sailing Association's Arthur P. Nazro Trophy for outstanding race management. Last year, it was awarded to AYC under the fine guidance of our immediate past commodore, David Henderson.

Did I mention quality? Take a look in the 1995 directory and read a list of racing accomplishments by AYC members that has to rank among the best of any club in the nation, or the world for that matter. And it does not stop there. John Bartlett and Troy Lawson just brought home gold medals from the Pan American Games in Argentina! (More reported elsewhere in the Telltale.) I do not know if all of their stories will be printed in this issue but find someone who has all of the E-Mail correspondence and downloads from Doug Kern's Home Page on the Internet. These stories are much better than anything you will find on TV or at the movies!! And it sure was less work for me to just read about it and imagine. Yeah,...just imagine,... GREAT JOB GUYS AND CONGRATULATIONS FROM EVERYONE AT AYC!!!

Congratulations also go to Linda McDavitt who is currently on her way to California with seven other of our finest women sailors to compete in a special invitational race which will determine the best all women's team. Again, more elsewhere in the Telltale. There were only five clubs outside of California that were invited to participate. A fine honor to Linda, her crew, and for AYC.

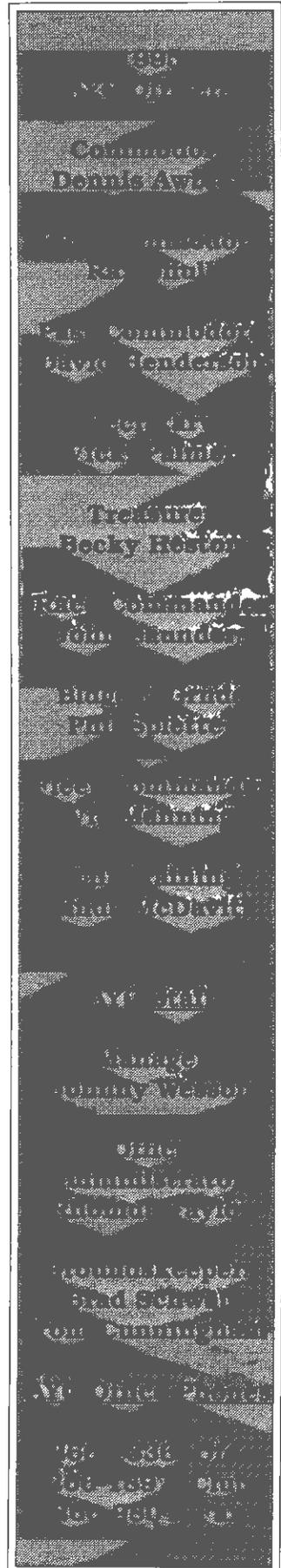
More? Joanne Weberlein is on her way to Savannah, Georgia to participate in a trial event in her quest for the Olympics. Ho, hum. Just another year at AYC! Good Luck to all!!

All of these individuals and that long list that have gone before them deserve our continued recognition and support. Their efforts help to keep the sport of sailing in a positive view before the general public. This directly helps support AYC and keeps the sport alive for all of us.

Guess how we can show our support? Have you got the magic word for 1995? PARTICIPATE!! IT'S FUN!! Races start at 1:30 p.m. Sunday. See you then!!

PARTICIPATE

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The Telltale is published bi-monthly.

1995 deadline dates will be announced at a later date.

The Telltale is produced on a Macintosh in Microsoft Word and PageMaker. Articles submitted on a floppy will definitely speed up the publication process.

To AYC's Telltale Readers:

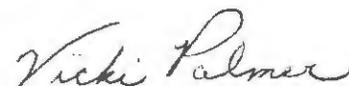
Hold onto your seats folks. Your editor has finally sold one house, bought another, unpacked and moved into the new house except for bookshelves which can't be unpacked until the carpenter finishes the bookshelves, — and found a job. In my spare time I've attended two important family weddings — one in Minnesota and one in Tucson. In my spare time I was working on the AYC Directory which you should have in your possession by now and this Telltale with Kim Young's expert help.

Because I'll be as busy as ever with my new job and getting back to sailing as my priorities here are some guidelines which will help speed up the Telltale process:

- Submit articles on 3.5" disk (along with typed copy in case the disk doesn't work) to be compatible with PowerMac/Word. Word for Windows works from the "other" brands.
- If submitting text on a disk:
 - Please don't use tabs or carriage returns (except at the end of a paragraph).
 - Paragraph indentation is five (5) spaces, not a tab.
 - Two spaces should follow a period at the end of a sentence.
 - The name of AYC's publication is one word and is underlined: Telltale
- If faxing me your article through my fax modem (263-5876) which is now in operation:
 - Use a font size of at least 12 (the translation program into Word reads it better).
 - Don't do anything fancy like italicize or use graphics.
 - No carriage returns or tabs, please.
- If submitting a typed or handwritten copy:
 - Just make sure it's readable.
- If submitting camera-ready copy for special articles:
 - Use a previous Telltale issue as an example for margins and style and number of columns, etc.
- Sharp, crisp photos are greatly appreciated. I know we aren't all of Ty Johnson's caliber (!!) but reasonably good photos copy pretty well from my Scanner. Shadowy or dark or slightly out of focus photos just won't copy well no matter how much expertise we have working the Scanner.

Next Telltale deadline:

Friday, June 2



Cover Photos Courtesy of Ty Johnson

South Coasts racing on Lake Travis

BUILDINGS & GROUNDS ...

by Phil Spletter

After several years of post-flood building construction and reconstruction, the emphasis of this year's committee will be on maintaining and improving the grounds and existing structures as well as developing a long range plan for AYC's physical assets.

We have a very good committee that consists of Mark Bradford, Tom Groll, Bobby Hardin, Becky Heston, Danny Lien, Robbie Nelson and Jim Rehage.

Over the past several years Tom Groll and others have worked very hard on providing erosion control to the windward side of the point. This year we plan to continue that work mainly on the top-end and leeward side of the point, including the ramp in the north cove. The arrangement of the point is designed to provide ample trailer parking space as well as a nice area for watching the racing, swimming, relaxing or whatever, all the while being visually pleasing. The parking area has gotten some gravel and will get some more while the end of the point will get some topsoil and be allowed to develop into a grassy area that requires no maintenance. It is important to maintain the top of the point because erosion from the top contributes to another problem that affects most of the sailors—silt on the north ramp. As a result, we are planning to provide erosion control on the bank above the point to prevent further run-off. In addition a low wall will probably be built down the ramp as the lake level permits with sand bags to allow a simple, inexpen-

sive experiment and be kind to run-away boat trailers!

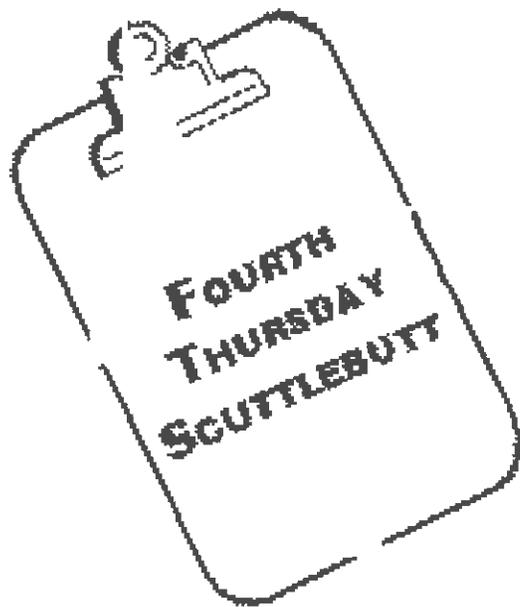
Also on the grounds we will continue the periodic care for the existing trees and have added some new ones to replace older trees should something happen to them. Danny Lien and Tom Groll planted about 25 small trees around the grounds. They used native species (other than oaks) so they will not require watering once they are established. The reason that oaks were not planted was because there is a disease called oak wilt that has encroached the AYC grounds. We will work to prevent the further spread of the disease, but since that is a difficult task we added more trees of diverse species as insurance.

Robbie Nelson, Becky Heston and Brenda Spletter started the year with a thorough cleaning and inventory of the clubhouse and the cabins, getting them in shape for the year. Bobby Hardin helped Robbie with her perpetual task of hanging burgees by painting flag staffs. In addition to the cabins, shelters 1, 2 and 3 are available for use. While they

are always available for use, they also can be rented for a nominal fee (\$5) to allow members to reserve them for a planned event. We plan to make electricity and water available to these shelters with Mark Bradford leading those efforts.

Finally, Jim Rehage has been working to pull together all existing plans, surveys, etc. to provide a detailed plan of the grounds, including waterlines, sprinklers, electrical service and other facilities. With this we can develop a long range plan that includes erosion control, facilities utilization and staff housing.

If you have any questions or concerns about the building and grounds, feel free to discuss them with myself or anyone else on the committee. We want to provide a place that is fun and safe to come to, especially to sail, for many years to come.



PERMANENT RACE COMMITTEE

by John Saunders

1995 Permanent Race Committee is composed of:

Nelson Reynolds
David Loose
Pat Manning
Tommy Gairloff
Charles Pope
Bruce Foster
Cynthia Creamer
Larry Ratliff
Mary Sikora

The PRC has been busy getting to know one another and putting a race format together for the year. Much thanks goes to Steve Pervier for his hard work in '94 beginning the schedule planning.

The Race Committee Handbook is complete. Copies are available for those members interested. This handbook contains a wealth of information and the procedures for planning and operating our series races. It is also very useful for other events. Diskettes are available if requested.

Boat and equipment work continues. We purchased a new engine for Chase 2, and had the engine on Chase 1 overhauled. This represents a lot of money and significant time invested for each of us. Equipment continues to be expended at a high rate. While I realize that we will use up some of these items over time, I am surprised how many items have been lost. This seems to be a new trend and if I may say so, let us be more careful.

This is your equipment and all I can do is ask you to take care of it. As it is expended we will replace it because it is needed to do the job of operating races. Please let us know of problems with

any of the equipment, only then can we begin to correct the problem. Equipment maintained poorly will cost more, give less value and be replaced sooner. Thank you for your help.

In '94 two accidents concerning AYC Race Committee boats brings this policy:

Any accident involving AYC equipment, particularly boats, will be reported to the PRC and/or the club manager as soon as possible. The "situation" can best be handled and reported on a protest form. Collect and note all information pertaining to the event.

We are looking forward to a good year with lots of racing fun. Please contact any of us, or your fleet captain, if you have any questions or problems.



BoD HIGHLIGHTS

by Vicki Palmer

Board Meeting Time Change:

7 p.m.
still the 4th Thursday

Approved \$3,000 for Chase 1 engine overhaul.

Engine for Chase 2 has been purchased.

Please extend a warm welcome to Rhonda Taylor, our new office administrator. Jan Hale decided that being a full-time Mommy was more fun than working.



NEWS FROM THE PACIFIC RIM

Our Australian adventure has come to a close and we are on the move again. From Sydney David and I are heading northwest to Penang, Malaysia.

Before I get started with Malaysian tales, I want to let you know about some of the Sydney Harbour events that concluded our stay there.

Mid-December brought the arrival of the H.M. Bark Endeavor, a replica of the ship Captain Cook was sailing when he discovered the east coast of Australia. As the Endeavor entered Sydney Harbour, she was greeted by a flotilla of seven other tall ships and hundreds of spectator boats. The parade down the harbour was concluded with a 19-gun salute fired in her honor from the shore by the Opera House. The Endeavor answered with another 19-gun salute. She will be on display at the Australian National Maritime Museum for the next few months. Then, funds permitting, she will sail around the world.

The finish line of the second leg of the BOC around the world solo race was in Sydney Harbour. The first few yachts finished the week before Christmas. The BOC fleet docked at Darling Harbour and was open to the public. They were something else to see! In my opinion, you have to be a little on the crazy side to enter that race.

Boxing Day, December 26, was the start of the 50th Annual Sydney-Hobart Race. The Cruising Yacht Club of Australia (CYCA) accepted 392 registrations. A few last minute withdrawals brought the fleet size down to about 371 boats. Due to the large fleet size, several different starting and course changes

were implemented. Prior to this year, the largest Sydney-Hobart fleet had been about 180 boats. On start line 1, the 30-year veteran boats started at 12:30 and the 20-year veteran boats at 12:35. About 60 boats total for both starts. All other boats (just over 300) started at 13:00 from start lines 1,2 and 3. To equalize the course length, the competitors rounded one of two marks set just inside the harbour mouth and one of three marks just outside the heads. With no prior experience in dealing with a fleet of this size, the harbour marks were set a little too close together. This caused for lots of excitement as 300 spinnakers were blanketing each other into the marks. Everyone was expecting a northeasterly for the start but the wind swung around to the south early that morning. This meant a spinnaker start and from the spectator's viewpoint that was great. From the top of Middle Head the sight of 300 kites sailing down the harbour was spectacular. CYCA is the host club in Sydney for the start and the Royal Yacht Club of Tasmania is the host club at the finish in Hobart. We brought back burgees from both clubs. In the AYC office I also left a copy of the pre-race magazine published by CYCA.

The best fireworks display I have ever seen was New Year's Eve on Sydney Harbour. We watched from Fort Denison. The primary show was launched from a barge anchored not more than 150 meters away. The entire harbour bridge was lit with fireworks for the finale.

Several of the old America's Cup 12-meter boats are berthed in Darling Harbour. They were out for a 12-meter regatta on New Year's Day. However, it

turned out to not be much of a regatta. When you think about it, all the top Australian sailors were either celebrating in Hobart or practicing in San Diego.

January 26 is Australia Day which is sort of like our Fourth of July. The harbour was full of activities all day and evening. In the morning the commercial harbour ferries held ferry boat races. Several of the yacht and sailing clubs hosted Australia Day races so the harbour was packed with sailboats in the afternoon. The Flags Afloat Parade started about 6 p.m. Boats of all different shapes, sizes and types were decorated with flags for the parade. There was a judge boat and prizes were given for various categories—largest flag, most flags, etc. The night finale was a fireworks display. Most of the fireworks were launched from a barge in Darling Harbour. But there were also fireworks launched from the tops of several city skyscrapers around Darling Harbour. Gary and Leslie Schmidt (our only Sydney visitors) joined us for an evening cruise to see the Flags Afloat Parade and fireworks.

The last harbour events included the re-start of the BOC race (Jan. 29) and world championship 18-foot skiff races (Feb. 5.)

Australia was wonderful. If you ever have a chance, GO!

Cheers,

Gail & David Bernstein



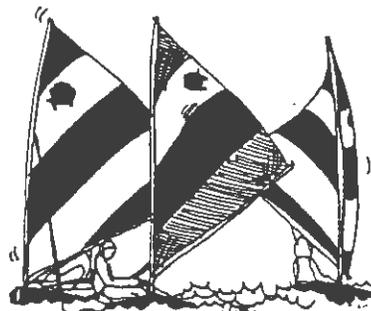
**Austin Yacht Club
Adult Learn to Sail Clinic
May 20 - 21, 1995**



AYC's Adult Learn to Sail Clinic is for the beginning sailor, with emphasis on the fundamentals of sailing, right of way rules, and water and boating safety.

TOPICS

- Points of sail
- Maneuvering
- Launching and docking
- Righting a capsized boat
- Basic right of way rules
- Water and boating safety



BOATS

Bring your own:
Sunfish, Laser, or other small mono-hull boat
or:
AYC Sunfish may be chartered for \$20 on a first-come basis

SCHEDULE

Saturday	May 20, 1995	8:30 am -- 4 pm
Sunday	May 21, 1995	8:30 am -- 12 noon

COST

- \$45 -- AYC members
- \$65 -- non-AYC members

DEADLINE

Register by May 17, 1995
Call AYC office at 266-1336 or mail registration form

CLASS SIZE

Maximum 24 students

EQUIPMENT

Participants are required to bring and wear lifejackets. Hat, sunglasses, sunscreen, and gloves are recommended.
Be prepared to go swimming - participants will be expected to get in the water and right an overturned boat.

FOOD

Coffee, donuts, and juice will be provided both days
Sandwiches will be provided for lunch on Saturday
Dinner - on your own



AYC RACE RESULTS

Wild Turkey Regatta

Keel Fleet A

1. John Mandell, 11 metre
2. Ray Shull, J-29
3. Steve Gay, Capri 30
4. Steve Jones, Lindenberg 28

Keel Fleet B

1. Linda McDavitt, J-24
2. Claude Welles, Cal 9.2
3. Jeff Jones, J-22

Keel Fleet C

1. Cynthia Creamer, Ensign
2. Pete Harper, Catalina 22
3. Jim Deeter, Catalina 22
4. Jim Shelton, Ensign

Keel Fleet A Non-Spinnaker

1. Bob Goldsmith, Ranger 23
2. Grant Wolfe, Holder 20
3. Imre Szekelyhidi, Cal 9.2

Keel Fleet B Non-Spinnaker

1. Keith Renard, Catalina 27
2. Calin Popescu, Cat. 22
3. Michael Jackson, Beneteau 210

Red Eye Regatta

Keel Fleet A

1. Scott Christopherson, J-29
2. Ray Shull, J-29
3. David Balfour, Ross 830
4. John Mandell, 11 metre

Keel Fleet B

1. Kirk Livingston, J-24
2. Larry Parks, J-24
3. Tom Lott, Lindenberg 26
4. Barbara Hawn, SJ 7.7

Keel Fleet C

1. Bob Freeman, SC-21
2. Jim Deeter, Catalina 22
3. Jim Shelton, Ensign
4. Charles Pope, SC-21

Keel Fleet A Non-Spin

1. Byron Warren, Hunter 30
2. John Burton, Cal 9.2
3. Imre Szekelyhidi, Cal 9.2
4. Joe Roddy, Catalina 30

Keel Fleet B Non-Spinnaker

1. Doug Laws, San Juan 7.7
2. Ralph Jones, Ranger 22
3. Hal Hayden, Catalina 25
4. Jerri Ward, Hunter 25.5

1994 WINTER SERIES

Portsmouth A

1. Vicki Stones, Sunfish
2. Robert Halter, Thistle
3. John McBride, Laser

Portsmouth B

1. Steve McKinley, Nacra 5.5
2. John Ridley, Nacra 5.8
3. Jim Casto, Nacra 5.8

South Coast 21

1. Bud Boucher
2. Ray Shull
3. Steve Gay
4. Bob Freeman

Catalina 22

1. Jim Deeter
2. Martin Mollat
3. Joe Roddy
4. Walter Allan

Ensign

1. George Dahmen
2. Cynthia Creamer
3. Lou Kimball

J-22

1. Max Rockoff
2. John Saunders
3. Debra Phillips

J-24

1. Evert Broersma
2. Danny Lien
3. Nelson Reynolds

Keel Fleet A

1. Dennis Awbrey, Hobie 33
2. Steve Vaughan, Soverel 33
3. Dave Balfour, Ross 830

Keel Fleet B

1. Claude Welles, Cal 9.2
2. John Vance, Impulse 21
3. James Henrickson, Holder 20

Keel Fleet C

1. Barbara Hawn, SJ 7.7
2. Paul Frels, San Juan 24
3. Bob Farmer, Capri 22

Keel Fleet Non-Spinnaker

1. Terry Reitz, Capri 22
2. Ken Miller, Catalina 25
3. Martin Koppers, C&C 24
4. Bob Goldsmith, Hunter 28.5

Opening Day Regatta

Catalina 22

1. Jim Deeter
2. Pete Harper
3. Steve Pervier
4. Calin Popescu

South Coast 21

1. Bob Freeman
2. Steve Gay
3. Pat Feagin
4. Jeff Hardesty

Ensign

1. Tommy Kozlowski
2. George Dahmen
3. Jim Shelton

J-24

1. Evert Broersma
2. Beka Lien
3. John Schmidt

Centerboard

1. Tommy Barnes, Sunfish

J-22

1. Debra Phillips

Keel Fleet A

1. Russell Painton, J-29
2. Dave Balfour, Ross 830
3. Jaime Edwards, Olson 30

Keel Fleet B

1. Claude Welles, Cal 9.2
2. Dick Van Hooser, Merit 25
3. Bob Goldsmith, Hunter 28.5
4. Fel Heston, Islander 30

Keel Fleet C

(To be decided at later date)

Frostbite Series

Keel Fleet A

1. Dave Balfour, Ross 830
2. Ray Shull, J-29

Keel Fleet B

1. Evert Broersma, J-24
2. Bonner Cordelle, J-24
3. John Vance, Impulse 21
4. Claude Welles, Cal 9.2

Keel Fleet C

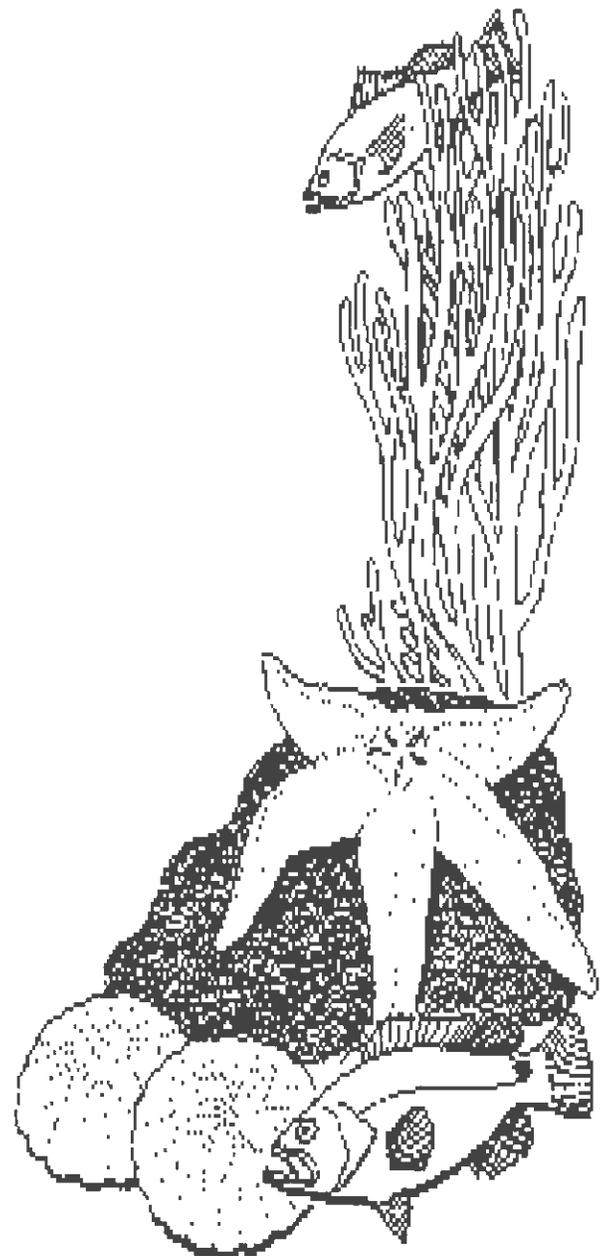
1. Barbara Hawn, SJ 7.7
2. Dave Wahlberg, Kiwi 24
3. Jeff Hardesty, SC-21
4. Jim Shelton, Ensign
5. Tommy Gariloff, Harmony 21

Keel Fleet A Non-Spin

1. Rich Shoemaker, Merit 25
2. Joe Roddy, Cat. 30
3. Doug Laws, SJ 7.7

Keel Fleet B Non-Spin

1. Louis Soefje, Ranger 23
2. Ken Miller, Cat. 25
3. J. Brinkman, Cat. 22
4. Jack Scheurer, Pearson 27



California Dreamin'

BY KIM YOUNG

AYC WOMEN'S TEAM PLACES FIFTH AT U.S. WOMEN'S CHALLENGE FOR BETTINA BENTS MEMORIAL TROPHY

It all started on a warm and muggy Tuesday evening in Southern California. Eight women, adorned with Kevlar bags and lifejackets, descended upon the John Wayne Airport in Orange County, California, filled with new knowledge about currents and tides (they read about it on the plane.) They were also filled with fear for they had never raced a boat 37 feet long (except perhaps while island hopping in the Bahamas.) And some were even filled with wine (a select few had first class seats.)

These eight women then collapsed at their three host families houses and awaited the start of the 1995 U.S. Women's Challenge for the Bettina Bents Memorial Trophy. Our team, consisting of Linda McDavitt (skipper), Barbara Hawn, Gretchen Hanover, Lesa Brown, Janis Livingston, Karen Van Hooser, JoAnn Welles and Kim Young, was one of ten in the nation picked for this prestigious women's event.

It was noted by these fearful eight women, as well as by the all the competitors and the race committee, that Austin, well, wasn't on the ocean like the other nine teams. Or even a large bay. In fact, they wondered if we even had water in Austin. We told them yes, we do have water, it just wasn't as lumpy as theirs.

Luckily, there was a practice day for everyone to feel out the Catalina 37's. The boats were wonderfully simple—very fat and very flat. There was nothing large to trip on, no finger snatching blocks and a huge cockpit that could comfortably tack six of the crew. Below it was all bare boat. The only signs of comfort were a cooler and a fraudulent head. (We could look at the head, but we had to use the bucket that was issued to us at the skipper's meeting.)

The sails were a different matter. The spinnaker was

bullet-proof at 1.5 ounces. Unless it was blowing at least ten, it would hang limply from the mast and look like a big wad of crumpled red, white and blue Christmas paper. The main and the jib weren't as bad, but you couldn't help cringing a little every time you looked up at them.

And then there was a little matter about crew work, or lack there of. With a big "1" complete practice together, we were a

little unsure of exactly who was doing what and when and where.

After the opening day ceremonies, which included lots of blue jackets, not enough calamari, and the presentation of a 120' yacht "Sariyah" (complete with a Jacuzzi on deck), we began our racing.

When we first read the schedule of events we were ecstatic to learn that racing did not start until noon every day. However, our bubble burst when we found out that we had to motor for more than an hour just to get to the race course. Linda became very proficient in motoring her new boat (since she had so much experience on her SC 21) and we even talked her into going into reverse a couple of times.

The first race started out very slow. And we were even slower than the others, resulting in a 10th place finish. As the wind picked up for races two and three, we rallied and took a 4th and a 3rd. We all

breathed sighs of relief with those two races, realizing for the first time that as a team we were just as competent as the others.

The second day provided both our biggest highs and our biggest lows. The first race was definitely not fast. Linda kept saying that our boat's steering was off center; it was pulling hard to the left. We finished a not so bright race and then found out that we were one of 4 boats that had been scored PMS. Another boat was DNF because their crew fell down the hatch and had to be taken to the hospital. And yet another





Team members (L to R): Skipper Linda McDavitt, JoAnn Welles, Lesa Brown, Janis Livingston (sitting), Barbara Hawn, Karen Van Hooser, Kim Young and Gretchen Hanover.

boat was DSQ for a port/starboard competition. That left four boats with scores.

We continued with the second race, still limping to the left, feeling very slow and unable to keep up. We finished somewhere at the end of the fleet.

And so, reaching our low, we flew the little yellow flag.

They delayed the races for us to change boats and then, low and behold, the Austin Yacht Club got a bullet. To our credit, it was the windiest race sailed in the regatta. We didn't feel like lake hacks anymore.

The last day wound down with two 5th place finishes, which at the time secured 4th place in the regatta. Later in the protest room, New York Yacht Club had a DSQ reinstated to their original finish and pulled into 4th by a quarter of a point. Seattle Yacht Club won, followed by Richmond Yacht Club and California Yacht Club, respectively.

But we were happy with 5th. It was in the top half and an invaluable experience. Austin should be proud of how it was represented. (The team even gave away the sportsmanship award to Houston Yacht Club when we were mistakenly awarded it. We decided that all the Texans blended together.)

The team encourages everyone to try Newport Beach sailing (except Gretchen, she wasn't too thrilled about the lumpy water.) The hospi-

tality was impeccable, the scenery was beautiful and the competitive sailing was almost the caliber (!!) of what we have here on Lake Travis.



Tactician, Barbara Hawn takes wind readings as skipper Linda McDavitt tends the helm.





1995 OPENING

A special thank you to Cathie and Hal Hayden for chairing our Opening Day celebration.

Congratulations to our sailors extraordinaire who have competed and done well in their endeavors:

**John Bartlett, Troy Lawson
Linda McDavitt, Gretchen Hanover, Lesa Brown,
Janis Livingston, Barbara Hawn,
JoAnn Welles, Kim Young, Karen Van Hooser**



DAY CEREMONIES

Good Luck to Joanne Weberlein who continues her Olympian efforts.

And safe sailing, good health, and happy times to everyone at the Austin Yacht Club who makes our club the best kind of "home away from home."

Our hats go off to you ...

J-24 TEAM WITH AYC CREW WINS GOLD MEDAL AT PAN AM GAMES IN ARGENTINA

as interpreted by Vicki Palmer

(from faxes, word-of-mouth, and just plain lies)

The quintescent quartet to win this coveted title was our own John Bartlett and Troy Lawson along with we-claim-them-as-our-own Paul Foerster and Rob Johnston now from the Dallas area.

Beer was the key to their success claimed Bartlett who was still in the wheeee-I'm-relaxed mode a week after their return from Argentina. (And I think he still hadn't come down from the natural high of knowing he was part of a team that was the best at something.) But perhaps having a boat full of rock stars including a silver medalist helped a little too. I've sailed with two of those rock stars and heard tales about the others. On a boat with any of these guys you are tweaking and turning and talking tactics every second. Add up all that tweaking-turning-talking-tactics talent along with their determination to win and you can't help but have a winning team — a team good enough to bring home the Gold.

Apparently Peter Holmberg, world-ranked match racing veteran, and his team from the Virgin Islands didn't drink enough beer (if we can believe Bartlett's claim!). Actually, Holmberg admitted that his match racing skills weren't enough to beat J-24 racing experience. And John, Troy, Paul, and Rob certainly have that!

When we think of winning the Gold and sailing in far away places and being one of a small, elite group we think of sunshine and roses and glamour. Not ...

About 817 athletes stayed at the Mar Del Plata Union Hotel which was built by Peron for the union workers as a vacation spot in the late 60's. According to one report from our Texas

team the architect was probably borrowed from the prison ministry because the "cell" they occupied measured 8 feet by 11 feet. They fixed the toilet with a winch handle and constructed a shower curtain out of a bamboo pole found at the harbor and a bed sheet. No penthouse suite for these guys.

The yacht club was a nice facility in comparison, however. There were a couple of cranes and launching ramps, showers with hot water, and 600-pound sea lions that showed their teeth and gurgled when you got too close. Now, did that fax say it was sea lions who showed teeth and gurgled? Or was it J.B. when he hung around the girls' quarters? Hmmmm ...

There were no complaints splashed in the headlines about public gurgling and showing of teeth. And our team had no complaints about the equipment. There were six brand new J-24's built right there in Argentina. Jeff Eyert, the J-Class International Chairman, was there helping tune and rig all the yachts. Unfortunately, the yachts were so new they couldn't be used for practice. And finding a used boat to practice on meant trading the services of one of the three U.S. coaches with Puerto Rico.

One day was spent getting an interesting lesson from Mike Gebhart, Mistral sailor, on proper maintenance and care of the human body. As a board sailor his sport requires incredible amounts of physical stamina. He uses so much energy so fast that he can't eat much protein because it takes too long to digest. He ends up eating lots of rice, beans, and pasta in addition to other healthy foods. In addition to this, he showed our team a Moxa stick that he burns to help him recover faster. This is an ancient Chinese remedy. The smoke permeates the skin and helps alleviate stiffness and soreness in the area applied. The smoke has an interesting and somewhat familiar smell that attracted the security guards very quickly and also attracted some USOC medical staff. Busted ...

Not a bust, however, were the opening ceremonies. Our guys felt "it was quite an experience walking into a stadium full of screaming fans." They enjoyed watching the flag waving as well as some interesting dances that included a Tango. The President of Argentina showed up at the ceremony, gave a short speech, and was booed by half the crowd. Hearing winning cheers on the race course was so much more fun.

And watching the men's volleyball was fantastic according to one report. Our guys watched Argentina play the USA for the gold medal. And none of them has ever heard so much noise for so long. All Argentina noise too. The USA came back from two games down to battle for points in the final game. Argentina ended up winning 20-18 after numerous match points.



L to R: Paul's Kitty Hawk Manager, Paul Foerster, Rob Johnston, John Bartlett, Troy Lawson

The sailors on the U.S. Team were:

- Lanee Butler (Women's Mistral)
- Mike Gebhart (Men's Mistral)
- Kim Logan (Europe Dinghy)
- Jan Coolidge (Laser Radial)
- Tom Lihan (Laser)
- Doug Hart, Steve Stewart (Snipe)
- Mike Sturman, Bob Little (Men's 470)
- Jody Swanson, Deb Hopkins (Women's 470)
- Bill, Tom, Brenda Crane (Lightning)
- Skip White (Coach)

To get the full flavor of the competition, hearing the stories first-hand is so much better than anything you could read here. You'll have your chance to Meet the Stars who brought home the Gold at a special celebration on Friday evening, April 28, at the Austin Yacht Club. Please join us in helping say

CONGRATULATIONS !!





Sail Training Calendar

Adult Learn To Sail Clinic

Saturday, May 20 (8:30 am-5 pm)
 Sunday, May 21 (8:30-noon)

Learn to helm small boat,, basic safety, right-of-way, docking, terminology, how to right a capsized boat.

\$45 (AYC Member)
 \$65 (Non-Member)

Limited enrollment (by May 17)

Call 266-1336 for registration form.

US SAILING Level 1 Dinghy Instructor Course

June 5-8 (8 am-5 pm)

Learn to teach beginning and intermediate sailing through US SAILING training.

Limited enrollment.

Call 266-7255, Vic Manning

Men's/Women's Sailing Camp

Sat., June 10 (8:30 am-5 pm)
 Sun., June 11 (8:30-noon)

Intermediate level skills reviewed, taught, and reinforced.
 Helm, sail trim, spinnaker flying, foredeck, etc.

\$45 (AYC Member)
 \$60 (Non-Member)

Limited enrollment (by June 2)
 Call 266-1336 for registration form.



**Fred wants you
to NOT allow him to have a free hand to be the
Texas singlehanded champion !!!**

**Bring your Laser
Sail 7 races**

**9 a.m.
Saturday, May 13
Austin Yacht Club**

**Racing will continue into Sunday, May 14
No racing will start after 1 p.m. on Sunday**

One throwout (to allow Fred an excuse for at least one race)

**Championship trophies awarded after races
(as soon as Fred quits arguing!)**

**AUSTIN YACHT CLUB
LAKE TRAVIS
(now featuring even more water)**

**Sponsored by Texas Sailing Association, Austin Yacht Club,
Fred Schroth, and Beetle Bomb**

**First Five Places May Compete in
Area F Singlehanded Championship**

Austin Yacht Club

1995 Men's/Women's Sailing Camp

June 10-11

For 1995 there will be a new format for the former Women's Sailing Camp. This year we're allowing men to attend!! The on-the-water instruction will still be the same — with women sailors working with women instructors and men sailors working with men instructors. However, the meals, social times, and on-the-land instruction will be ... coed!!!

The camp is designed for sailors with intermediate skills who want to improve their present skill to a higher level of proficiency or to begin developing another skill of interest to them. Understanding and knowing the skills needed in all the areas of the boat will help one to become a much better sailor and one sensitive to the needs of the rest of the crew.

Each participant will select one or two positions that they are interested in. Those skills would then become the emphasis of their weekend of learning. This would insure focus on not only "on land drills," but also plenty of "on the water" experience.

Skills to choose from: helm, main trim, jib trim, spinnaker flying, foredeck, weight placement, foreguy/downhaul controls, etc. If we forgot it, you suggest it!

Boats: one-design keel boats will be provided.

Schedule:

Saturday, June 10 (8:30 am - 5 pm) — Those participating in the one-design series at 5 pm may leave at 4 pm). Supper will follow the afternoon of instruction with a down time to allow the one-design sailors a chance to get to supper late.

Sunday, June 11 (8:30 am - noon)

Cost: \$45.00 (AYC Member)
\$65.00 (Non-Member)

Included in the cost: all meals, instruction, handouts, and on-the-water instruction.

Registration is limited to 30 participants.

Deadline for registration is Friday, June 2.

Registration forms are available in the AYC office. A check or account number must accompany completed registration forms and should be returned to:

Austin Yacht Club
5906 Beacon Dr.
Austin, TX 78734

JUNIOR SAILING

Jr. Racing Day Camp

June 11-16
(8 am - 5 pm)

Teach junior racers the go-fast techniques, rules, tacking drills, practice races. Compete at some of the Texas Jr. Youth Circuit Races.

\$175 (AYC Member)
\$225 (Non-Member)

Call 266-1336 for registration form.

Jr. Sailing Day Camp

June 18-23
(8 am - 5 pm)

Teach beginning and intermediate sailing skills, basic water & boating safety, capsized drills.

\$175 (AYC Member)
\$225 (Non-Member)

Call 266-1336 for registration form.

PB&J Classes

June 17, 24
July 15, 22, 29
Session 1:
10 am - noon
Session 2:
2 pm - 4 pm

Sailors 4-8 yrs old who would like to become better acquainted with boats and water safety. Child/parent participation.

\$30 (AYC Member)
\$35 (Non-Member)

Limited enrollment (by June 12)

Call 266-1336 for registration form.

Junior Racing Team Continuous Training will be Monday through Friday, 2 pm to 6 pm unless schedule is modified by racing coach or Youth Circuit conflict. Students participating will be charged \$50 per week. This training practice will begin after June 19 and will run through August 18 or with the start of the 1995-96 school year, whichever comes first.

Junior Racers wanting to participate in the early Texas Youth Circuit Regattas please contact Linda McDavitt at (210) 599-6604 and we will provide some racing coaching earlier in the season for those racers.

***** Cancellations after the deadline WILL BE billed. *****

Attention Junior Racers:

Any juniors interested in sailing in the TYA eliminations for the Sears, Bemis, or Smythe competitions please contact Linda McDavitt. The competitions are:

Sears Cup in Lightnings
Bemis in 420's with trapeze and spinnaker
Smythe in Lasers

B-FLEET REPORT

by Mary Sikora

Well, it's a new year and a new racing season has begun — and what a season so far.

Red Eye started the year with terrific wind and terrific cold. If you didn't start the day with "red eyes", you certainly finished the day with them.

B Fleet Results:

1. Kirk Livingston, J24 (where the h___ did that rating come from)
2. Larry Parks, J 24 (where the h___ did that rating come from)
3. Tom Lott, Wild Turkey
4. Barbara Hawn, Sweet Agony
5. Mark Gray, Elan

Frostbite began where Red Eye left off. Races 1 and 2 had plenty of wind and plenty of J24s (where the h___ did that rating come from) on the line. In race 1, both Impulses and Caliente finished 2, 3 and 4, respectively against those J24s, but in race 2 us "normal B fleeters" didn't fare so well. A batch of four of them were on their way back to the club while Caliente and Faith were still 10 minutes from the finish and Solenopsis... and Boat were still rounding B mark.

Race 3 was such a drifter, our race was shortened at B mark where the Moore found itself sandwiched between two J24s (where the h___ did that rating come from), with Caliente and Faith not far behind.

In race 4 it was blowing like stink. In my short racing career, this was the "blowiest like stink" I'd ever seen. We changed down our sails three times, and were still changing as we crossed the start line. I have no idea

where anybody was; I was just trying to stay off Boat's transom. On our way to the weather mark I did notice the Vances hightailing it for home (did Bartlett get wet??), which left two J24s (where the h___ did that rating come from) and Caliente in front of us. Then all hell broke loose (or was it the wind). After a terrific broach (rated a "10" by C fleet) or rather during a terrific broach, I discovered I had nothing to hang onto in the good ol' Fire Ant. Yes, I ended up swimming and can now speak from personal experience about hypothermia. I can't thank my crew enough or John Burton and his crew on Mariah for picking up my crew member who had jumped in to save me and to Vic Manning for a half dozen shots of bourbon to calm those quivering nerves. Trust me — if it blows over 5 again, my life jacket is going on. I don't have to prove I'm macho — I'M NOT MA-CHO!!! But that ended race 4 for me and I can't tell you anything that happened after that except two J24s, Uptown and Oreo (where the h___ did that rating come from), were 1 and 2, Claude was 3rd, Imre in Boat was 4th and Dick Van Hooser (the Van Hoosers are back!!!) in his Merit 25 was 5th.

Race 4 proved to be a catastrophe overall — five overboard, three broken masts and one sunken Hunter. WHAT A SERIES!!! Thanks to STEVE SPADEMAN, PHRF fleet captain, for hosting this series and doing race committee 3 out of 4 races. What a guy!!!

B Fleet Results:

1. Evert Broersma, J24 with three bullets (who the h___ is this guy and where the h___ did that rating come from)
2. Bonner Cordelle, J24 (where the h___ did that rating come from)
3. John Vance, Impulse 21
4. Claude Welles, Cal 9.2
5. Mary Sikora, Moore 24 (I didn't trophy but since it's my best finish yet and I'm writing this article, I get to list my name!!!)

We have a couple of new B fleet members. First, Rob and Karen Wilson in an Ultimate 20 — at 144 they have taken scratch boat honors away from the Moore. They finished 8th out of 14 in Frostbite and I fear they'll be real competition with a little more practice — and they were smart enough to sit out race 4. Second, Rick Shoemaker, who is the proud new owner of Steve Wesson's Ranger Fun (since Steve left us for A fleet with his Capri 30). Rick won the nonspinnaker fleet in Frostbite in Bill Lane's Merit 25 (speaking of Funs — where are the Goldsmiths). Introduce yourselves if you see them around the Club. It must be all this new competition that has Claude buying all those new sails. Speaking of competition — will we ever see the Chambers again?



C-FLEET NEWS

by Dane Ohe

Another new year is upon us, but what I want to know is where the heck did the last one go? The year started in typical AYC fashion with the Red Eye on January 1. Congratulations to Sweet Agony, Deuces Wild and Lady Love for their showing in the regatta. Congrats are also due to Sweet Agony (again) for taking a first in Class C in the Frostbite Series even with breaking the boat in the last wild and woolly race. In a close second was Caveat. Deuces Wild came in third if we don't count the Ensigns and the South Coasts (and we won't.) In Class D (non-spinnaker), Que Pasa came in third. Purple Haze got their first experience with the protest room, but it turned into a learning experience for all and everyone had a beer together afterwards. It was good to see long lost C-Fleeters back in their boats and on the water (you know who you are Bay and Richard.) This is a trend that I hope will continue through the year. Thanks to Ann Gairloff, Pat Manning and Mark Bradford for doing race committee during the series.

I would also like to thank everyone who came out to the fleet meeting in February. There are several new things going on this year that needed discussion. C-Fleet will be split into Gold and Silver fleets. Whether this lasts past the first series remains to be seen. Also, non-spin boats will compete against spinnaker boats, with

9 seconds per mile added to the non-spin boat's rating before the conversion to time on time. Therefore, you must declare your fleet and rating before the series starts, especially since there is no on the water check-in. If you do not declare, you will automatically be scored gold spinnaker. Come by and let me know how you think the gold/silver fleet is working. If at the end of the series we don't like it, we don't have to continue it. Concerning 9 seconds per mile, my apologies to Paul Frels, you were right about A-Fleet.

The Friday night Keel fleet series has been designated as the C-Fleet Mentor Series. If there is someone you have either wanted to go sailing with (so you can snoop on their secrets) or have wanted to have come sailing with you, please feel free to ask. We want this series to be used as a learning experience, for example, if you would like some help with that spinnaker that hasn't seen the light of day for two years.

The fleet will continue to get together after the races under the clubhouse, weather permitting. Bring a snack or munchies and ask questions, talk about the race or brag about the killer start or mark rounding you had. Just have fun!

Finally, I would like to thank Ann Gairloff and Jim Hearndon for attending the AYC Race Management Seminar. A lot of things have changed this year, so make sure you go by and read the Sailing Instructions (Instructions? I don't need no stinking instructions...) Remember, there's Race Committee duty in your future.

FROM UNDER THE TUMTUM TREE

by Steve Brown, J-22 Fleet

Since there is not much racing going on, we will talk of other things. No, not sealing wax and cabbages and kings.

What I had in mind is J-22 stuff. Hi! I am Steve Brown, your impressed fleet captain for 1995, and the main subject of today's story is "user friendly." Yes, we have all heard the term, generally spoken about some electronic gizmo that most people can not use. Today it is being used in describing the easiest to sail one design keel boat at AYC, and most everywhere else, too.

We all know about how easy it is to tow and launch a J-22, how few people it takes to run one, but today we are talking about pre-race stress and money.

Everyone has to make difficult decisions every day at work or on life in general. This causes stress. Would you like to reduce the number of hard decisions you make, especially on weekends? Of course you would! Should I use the 150? the 135? or the 110? This may seem trivial to some, but I have seen skippers work their crew ragged before the start, changing and changing again. The J-22 shows quite good speed, we nip the J-24's on occasion, with the only sail we use, a 100. No decisions and very little coin when replacement time comes.

The boat is available, race ready, on the used market in the \$8-\$12K range. This may seem like a lot to some, but consider the alternatives. A very used boat that is out of production (no parts), a tub type cruiser (no style) or a dated racer that is tough on

crew (no friends) and all of these will cost as much or more to buy and make ready and you still have to make headsail decisions every week.

If you have read this far you may just have what it takes to truly be free and link up with the hottest "user friendly" keel one design in the country (world I should say, as we are now international.)

For a demo or crew spot call me at 258-8978 or just talk to someone who has one. 'Til next time, see you on the race course.

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J-24 FLEET NEWS

by Dave Broadway

The '95 Frostbite Series started with little wind on opening day but finished with considerably more wind as evidenced by a broken mast and one sunken boat on the final day. Five J/24s participated in B Fleet with Evert Broersma winning handily (1-1-1-DNF-1.) He won the last race without a headsail (the 100 was not on board.) Offwind, Evert made up the distance planing with the kite to take 1st place.

The J/24 Fleet had a January dinner-planning meeting. The fleet will add a dinner social after the first race of each AYC series (when Texas Circuit Regatta events and RC duty do not conflict.) In addition to the annual margarita Cruise, a dinner cruise to a lakeside restaurant will be on the calendar. Michael Wellman may organize some match racing. As customary, the fleet will have a gathering after each series race with beer, soda and snacks provided.

Anticipated 1995 J/24 participation should meet or exceed 1994 levels of 8-12 boats locally and 8 boats regularly on the J/24 Texas Circuit Regatta. While the Circuit weekends reduce local fleet participation, the increased road warrior play has raised the overall level of racing fun.

David Marques, previously active on several J/24s, has become a partner with Danny Lien on "Crisis Center." With Danny, Norma, Rebecca, and now David on board, they will be an even more formidable team.

Fred Schroth confirmed some rumored J/24 participation by Dennis Awbrey and his crew on Fred's boat in the near future. As Fred has said many times regarding unused Lasers, "if you don't use it, loan it to someone who will."

The 1995 J/24 Fleet forecast calls for plenty of sailing fun and parties. Still, there are a few more local J/24s which could be put to use in 1995 as there is an undercurrent of interested past and new J/24 skippers and crew looking forward to J/24 one-design racing and numerous fleet social events. Join the fun or "loan it to someone who will."

NINE NEW SOUTH COASTS JOIN FLEET

by Jeff Hardesty

Spring is just around the corner and there are some big doings in the South Coast fleet. The air is full of sounds and smells of bottom jobs, the sail loft is full of new South Coast sails and the mail is full of new hardware and lines. Best of all, the parking lot is full of new South Coast 21s (at least new to Austin.)

It seems that Ray Shull has been burning up the road between here and Shreveport, tapping into their seemingly limitless supply of boats. He has now expanded his hunting and has reeled in a boat from as far away as New Orleans. While we currently have over 30 boats on our fleet list, somewhere out there are still about 170 boats just waiting to be brought to their rightful home.

The new boat owners since the start of the 1994 season are Tom Boren #157, returning SC21 owner Bud Boucher #149, Charles Christie #141, Steve Johnson #124, Vic and Pat Manning #169, Steve and Lisa Miller #14, Randall Minnick and Eric Odom #36, Kevin Reynolds #150 and Mark Vories #144. Welcome to the fleet! There are rumors of members of other fleets who will be joining us soon...

We owe a big thanks to Steve Gay for negotiating the fleet sail purchase. We had a total of 23 new sails ordered! (Not all of them were for Steve's boat.) We will have some top-rate boats and some close racing this spring.

Last year the fleet grew enough to get its own start. This year, the South Coast fleet will need the longest starting line of any fleet. Look for record-setting number of South Coast's on the line. See you out there.

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CENTERBOARD FLEET

by Ravi Subramanian

Welcome to another year of centerboard sailing (although in Texas does the season ever really end?). So what's happening with our loosely associated group of centerboard fleets (Union of Sovereign Sailing Republics?) you ask. By now you have probably received the AYC calendar and have noticed that there is no Centerboard Regatta scheduled. No Spring Regatta either. These two cancellations are an attempt by the fleet captains to increase the quality of racing at the expense of quantity. The idea is to focus both energy and participation into fewer, better defined regattas.

For us centerboarders the replacement is Governor's Cup, which has been expanded to two weekends as it once was before. No more debating whether to go big or small; you can go both ways this year. The centerboard weekend is scheduled for July 8th and 9th. As we tried to do last year, this regatta will be the keystone in the "serious racing" schedule. One disadvantage with the date is that it won't be over the holiday weekend (making it more difficult for out-of-towners). However, this hopefully means that powerboat traffic will be significantly less. I, for one, have had my share of dodging supercharged Donzi's racing to the U-Float-Em before they run out of beer. So mark that weekend on your calendar and, more importantly, tell anyone and everyone you know.

Another item not on the calendar is the Saturday centerboard series. Don't worry about this one though because it will happen. The turnout last year was excellent and we just need to collectively decide when it's warm enough. My opinion is get a drysuit and let's start now, but I'll wait until we get a quorum. Hopefully by the time you read this we'll be close to a consensus.

Actually, the centerboard series is a good example of a trend I see at AYC to shift away from centrally organized events towards more fleet generated events. Other examples include the Friday Night Beer Can races and of course the Wednesday Night Sunfish/Laser Races. Overall I think that this shift is good because it lets the fleets decide what they want and need and reduces the possibility of conflicts with out of town regattas. I think it also promotes better quality racing simply by focusing on a single one-design at a time. Easter Laser Regatta is a perfect example, as is the SC21 Intergalactics. The statement I made at a fleet captains meeting last year was that I would rather sail in three 45 boat one-design regattas than in three regattas with three fleets of 15 boat each. It just makes for better racing. On the downside, the regatta is no longer the place to pull new people into the class.

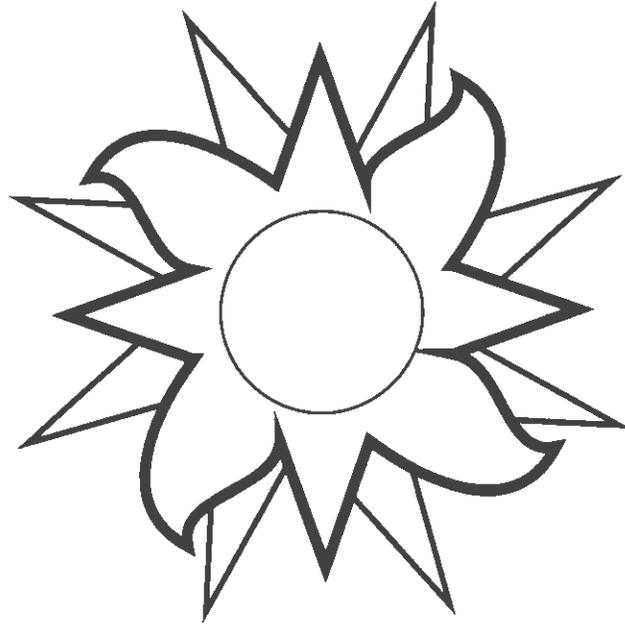
So is this what you want? I've tried to get input from as many centerboarders as I can, but I know that there are a lot of you out there that I haven't talked to. So next time you see me at the club (which is far less often than I'd like to be seen out there!) corner me and tell me I'm being an idiot. Or tell me you like it. Either way I'd like to hear from all of you...as long as it's not in the protest room!



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**Attention
Sunfish and Laser Sailors ...**



**A Special First Race of the Season
Wednesday, May 3**

Come Hungry !!!

**Step Right Up After the Races and
Get Your Burgers and Hot Dogs**

**For Only a \$5.00 Donation
(to help raise money for the UT Women's
Sailing Team for the Women's Nationals
in San Diego in late May)**

AYC Calendar



United States

MAY 3 -- FIRST WEDNESDAY NIGHT SUNFISH/LASER RACES

MAY 7 -- MID-SPRING SERIES RACE #3

MAY 13-14 -- TSA SINGLEHANDED CHAMPIONSHIP AT AYC

MAY 14 -- FINAL MID-SPRING SERIES RACE & BUFFET

MAY 27-28 -- TURNBACK CANYON REGATTA

JUNE 2, 9, 16, 23 -- KEEL HANDICAP FRIDAY EVENING SERIES

JUNE 3, 10, 17, 24 -- ONE-DESIGN SATURDAY EVENING SERIES

JUNE 4 -- FOUNDER'S DAY

JUNE 5-8 -- US SAILING DINGHY INSTRUCTOR COURSE

JUNE 10-11 -- MEN'S/WOMEN'S SAILING CAMP

JUNE 30-SEPTEMBER 22 -- KEEL HANDICAP FRIDAY EVENING BEER CAN RACES

JULY 1-2 -- GOVERNOR'S CUP REGATTA (KEEL WEEKEND)

JULY 8-9 -- GOVERNOR'S CUP REGATTA (CENTERBOARD WEEKEND)

*Austin Yacht Club
5906 Beacon Dr.
Austin, TX 78734*

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