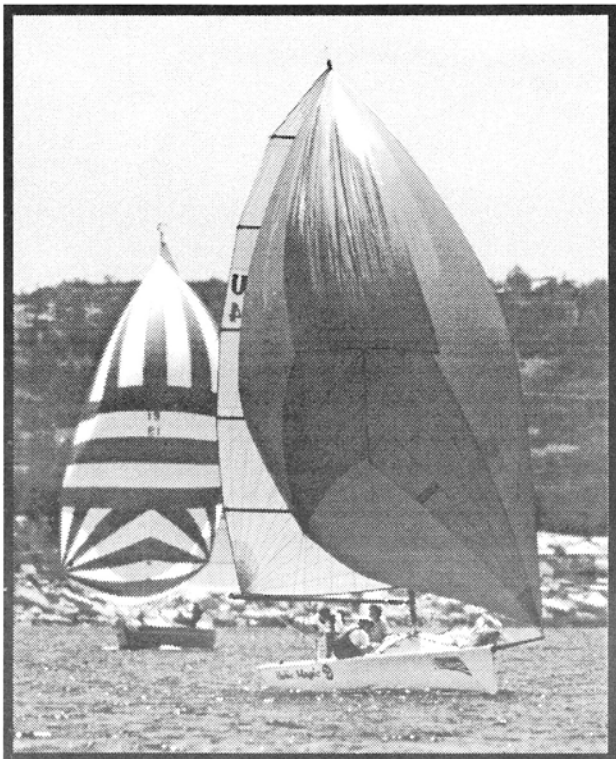


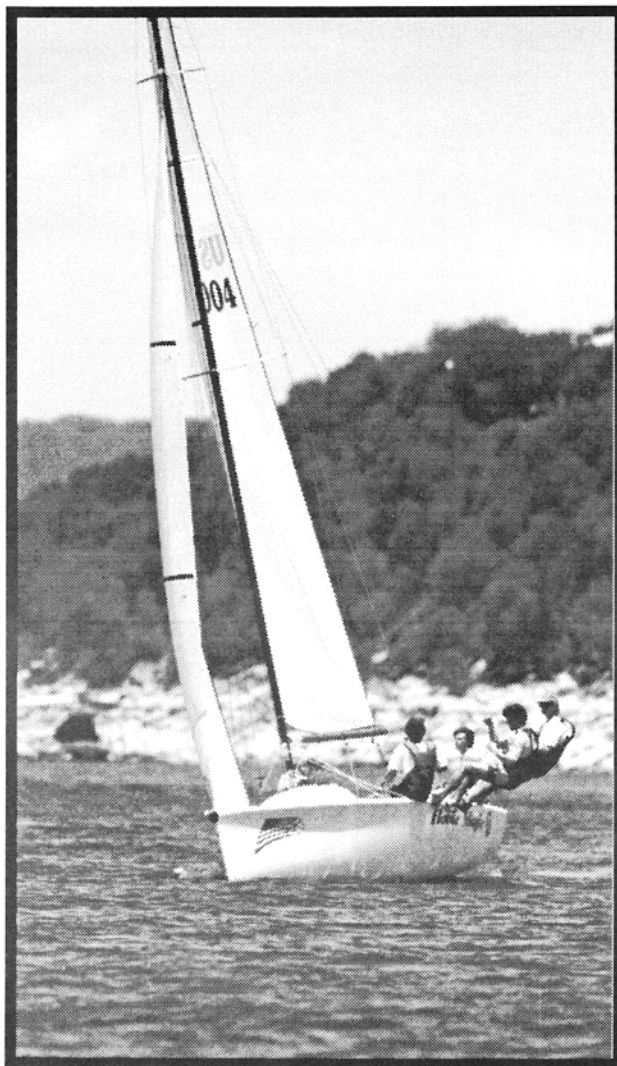
TELLTALE

Austin Yacht Club

July/August 1996

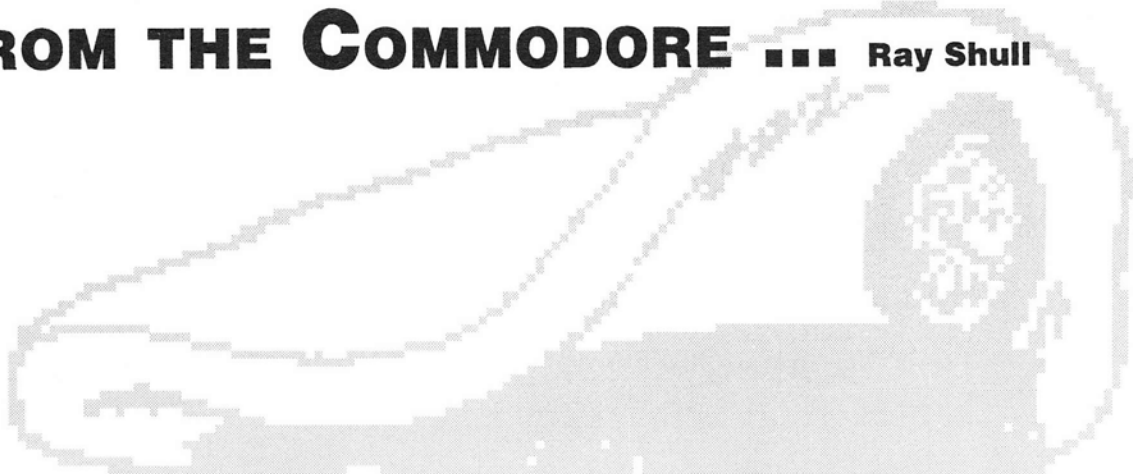


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**GOVERNOR'S
CUP REGATTA
(KEEL)**

FROM THE COMMODORE ■■■ Ray Shull



Now that summer is officially here I guess that the daily high in the upper nineties can be accepted as a typical Austin summer. It seemed like it got here early this year but plenty of cooling off in the lake made it seem just fine. Speaking of which, we found out what happens when you get to Lago Vista during Turnback in the early afternoon on a hot day with a good breeze—everybody jumps into the lake and drinks everything on the boat on Saturday and you wonder if you'll make it through the Sunday race. Fortunately we had adopted the standard approach of estimating exactly how much each person would drink for the entire weekend and then doubling that amount when you're at the store. This worked well but by Sunday afternoon, with also a quick trip back, the only thing left in the ice chest after some more after-the-race lake cooling and hydration was a few cans of diet, caffeine-free, low-sodium generic cola. I tried to give those away with no success.

Turnback Canyon, with the great wind, was indicative of the racing we have had this Spring. One of the South Coast 21 fleet members thought that the One-Design Series would be a good series to experiment with using the small jib only to see if we wanted to change to that as a fleet, as the J-22 class does. The problem we had was that the winds in every race required that the small jib be the sail of choice anyway, so we really didn't learn much. Maybe we'll try it again in August when we might have more Austin-like summer light winds. I'm not complaining by any means, as rarely do I think you can have too much wind.

One thing we don't have too much of is water in Lake Travis. You have probably noticed that the lake fell rapidly until about June 1 when the rate slowed. This timing corresponded to about the time when the Spring releases for the rice farmers ended, the LCRA called for a release from Ivie reservoir which raised Lake Buchanan about three feet, and we received a few showers which generated a small amount of inflow into the lake. LCRA is planning to release through the summer for power generation only and basically pass water from Lake Buchanan through the other reservoirs. This means Lake Travis will be fairly steady through August. Then the farming releases begin again and the lake is estimated to drop to around 650 MSL by November 1. Just for perspective the lake dropped into the low 650's in 1989 and approximately 638 in the early 1980's.

Additionally, LCRA has concluded their round of public meetings on the Lake Travis Usage Study. They are now receiving written comments and forming the draft recommendation to present to the LCRA Board. Their schedule is to present them for adoption in late September of this year. The comments received focused on boating safety, water quality, excessive noise, operator training and licensing, and excessive speed on the lake. AYC has submitted written comments essentially explaining who we are and what we do on Lake Travis, with a request that any additional regulations on the lake be implemented only after carefully developing them and determining that they actually correct a legitimate problem. We should get a draft of the staff's recommendations in late July. I'll keep you posted as to what develops.

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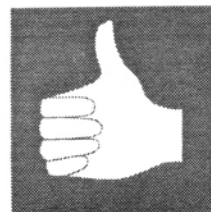
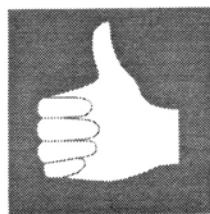
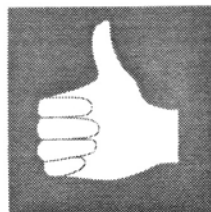
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up the publication
process.



**THIS ISSUE OF THE TELLTALE IS
DEDICATED TO THE MANY
CLUB MEMBERS WHO HAVE ALREADY
DONE MORE THAN THEIR SHARE. IF YOU
HAVE HELPED WITH ONE OR MORE OF
THE FOLLOWING PROJECTS,
MAY THE SAILING GODS SMILE UPON YOU.**

**RACE COMMITTEE
REGATTAS
SOCIAL EVENTS
SAIL TRAINING EVENTS
BUILDINGS & GROUNDS MAINTENANCE
DOCK BUILDING & MAINTENANCE
DOCK MOVING
BOARD MEMBER
BOARD COMMITTEE MEMBER**

***YOU* ARE WHY
THE AUSTIN YACHT CLUB
*IS.***

**Cover Photos Courtesy of Ty Johnson
"Fallen Sign" Photo Courtesy of Ty Johnson
Jr. Sailing Photos Courtesy of L. Montgomery
Thistle Districts Photos Courtesy of Tom Bauman**



SAIL TRAINING

SAIL TRAINING IN FULL SWING

by Lanelle Montgomery

From the Race Commander

... Nelson Reynolds

Hmmm. What's new in the PRC? Well, the multihull folks will be out for the next 2 series. Now don't look at me like that, your fleet captains said it was OK. Just kidding, the more the merrier. Just hope I don't get run over by one of those speedsters. Also, it was brought to my attention by John Mandell that there was an error in one of the course lengths on the long distance course sheets. The course in error is course "N4" which is listed as being 13.2 nm in length where it is actually 11.2 nm. Thank you John! The error will be corrected in the next batch of charts. Well, that's about all for now. See you on the water.



Nelson Reynolds' Mom recently died in Michigan after a long bout with cancer. Our heartfelt sympathies to Nelson and his family.

The month of June has been an extremely busy month for sail training here at AYC. Thirty junior sailors have been in attendance at each of the four junior sailing camps. They have ranged from the complete novice to the advanced racer. An excellent camp staff composed of Rebecca Lien, Rebecca Cheney, Darwin Gattini and head counselor, Russell Vinik have worked very hard to keep the campers challenged and having a lot of fun.

During the evenings of the first week of June, Bruce Foster with help from Lauren Foster and various other junior sailors, conducted the Men's Begin to Sail Clinic. The participants were pretty confident on the first two nights since the winds were quite low to non-existent. However, they were humbled on the third night when wind conditions improved considerably - probably more than they would have liked. By the end of the week, though, most participants were able to get around a course and seemed to understand at least the basics of sailing. Thank you Bruce for all your work!

Then Richard Hlista conducted a session for intermediate level sailors who were interested in learning about racing. The Intermediate Clinic was conducted on Lasers, Sunfish, and other similar boats. Eight participants received personal instruction from Richard on a day that provided excellent sailing conditions. From all ac-

counts, this was a very informative and useful clinic. Thanks to Richard for a job well done!

The Women's Begin to Sail Clinic had a larger turn-out. Mary Lynn Painton did an outstanding job of coordinating this clinic. A limit of 15 participants was initially set. However, the interest was even greater than had been anticipated and Mary Lynn was finally able to accommodate all 19 of the registrants. This was no easy task since the format called for one coach per participant for the first evening of sailing! She spent a lot of time on the telephone but was finally able to draft enough coaches from our senior and junior sailors. Dick and Karen Van Hooser were the lead trainers and did an excellent job planning and presenting the lecture portion of the clinic and instructing the coaches on their duties. Mary Lynn did double time by planning and preparing excellent meals each night. This was a very professionally conducted clinic and many thanks are due to all who helped out.

Scott Young has offered to conduct a second seminar for Junior Sailors! That seminar has been scheduled for July 13, 1996, at AYC. If you are not on the junior mailing list and/or have not received a registration form and would like to have one, contact the AYC office. The purpose of this seminar is to get junior sailors ready for Texas Race Week, but all junior sailors are welcome to attend regardless of

JUNIOR SAILING

SAIL TRAINING (CONT'D)

by Lanelle Montgomery

whether they plan to attend Race Week. You should not miss this. Scott's first seminar was excellent and all who attended reported having learned a great deal from him.

Special thanks to Vicki Palmer and Doug Laws for donating Sunfish sails to the Sail Training Program. It is so nice to have sails that don't feel like finely woven silk blouses! Also, thanks to Bruce Foster and Doug Laws for donating Sunfish centerboards. The club boats are always in need of extra parts of all types. Next time you are cleaning out your garage and run across any kind of Sunfish or Optimist parts that you don't need, please send them our way.



We had nine boats representing AYC during the Foley/Sperry Junior Circuit Regatta at Lakewood Yacht Club in May. Those attending were Joe Gerloff, Steven Gay, Lauren Foster, Patrick Reynolds, Phillip Stearns, Nick McKenna, Chris Bartlett, Ryan Harden, and Earl Gerloff. Three of these took home trophies: Ryan Harden, 1st Optimist Red; Phillip Stearns, 1st Sunfish; and Nick McKenna, 2nd Sunfish.

Then, at the Corpus Christi Junior Circuit stop the ranks of AYC racers increased to 12 out of the total of 50 boats registered. The conditions were quite new and exciting, especially on Saturday afternoon when the winds picked up and the waves got higher. Everyone learned some new techniques for sailing their boat!



Nick McKenna sailing in Corpus Christi during the junior circuit stop.

Of course, no one told us until after the regatta that this is shark spawning time and the bay was full of sharks. That must have been why those Corpus kids righted their boats so quickly! Those attending were Nick McKenna, Phillip Stearns, John Bowden, Joe Gerloff, Earl Gerloff, Jacob Lien, Patrick Reynolds, Stephen Gay, Jennifer Rehage, Lauren Foster, Ryan Harden and Daniel Ellenbrook. Those receiving trophies were: Nick McKenna, 2nd Sunfish; Phillip Stearns, 3rd Sunfish; Earl Gerloff, 4th Optimist Blue; Patrick Reynolds, 4th Laser Radial; and Ryan Harden, tied for 1st but with the tie-breaker got a 2nd in Optimist Red. Great job by all!

The next Junior Circuit race will be in Houston at Texas Race Week

Lauren Foster sailing in Corpus Christi during the junior circuit stop.





Jennifer Rehage sailing in Corpus Christi during the junior circuit stop.

July 20-27, 1996. Those planning to participate should attend a short planning meeting immediately following Scott's sailing seminar on July 13th. We have some space available for those who need a place to stay during the week. Call Lanelle Montgomery if you have any questions.

As long as there is an interest, we will continue to set a separate course for junior sailors who either do not feel comfortable or who don't have the right kind of boat to sail on the adult course. If you don't have a boat, you can make arrangements with Lanelle to use one of the club boats.

Dear AYC,

We would like to thank all your members for the unbounded hospitality proffered in the Sunfish regatta. It is seldom so many with such a strong focus on sailing can be found in one place, and a joy to behold the results.

*Derek Matthews
Fleet Captain
TAMU - Corpus Christi Sailing
Club*

**Remember,
you need Texas
boat registration
numbers if
your motorboat or
sailboat is
14 feet in length
or over.**

Women Sailors Are Not Ladies

by Mary Lynn Painton

The wind goddess smiled approvingly on the Austin Yacht Club during the successful Women's Learn To Sail Clinic on June 17-20, 1996.

Sail Training Commander Lanelle Montgomery had a new idea for the format of the Learn to Sail Clinics. Last year's Sail Training Commander Linda McDavitt had a new idea for the on-the-water training. US SAILING certified instructors Karen and Dick Van Hooser had conducted the same clinic last year and brought experience and good qualifications as instructors for this year's clinic. An all-star cast of coaches volunteered. A record number of women registered. And we had ourselves a great clinic!

The clinic was conducted on Sunfish boats and was scheduled for Monday, Tuesday, and Thursday evenings from 6:00 to 9:30 p.m. Wednesday was an optional evening during which campers could sail their own Sunfish in the Wednesday evening races or observe the races from a keelboat.

A very short chalk talk was conducted as Monday's first activity. Campers were paired with coaches. And we hit the water! Boats were already set up so that campers could first experience the boat on the water rather than the traditional, "This is a tiller; this is a halyard" lecture.

Campers were on the Sunfish from 6:00 to 8:00 p.m., gathered for dinner in the clubhouse, and chalk talks continued from 8:30 to 9:30 p.m.

This new format worked very well for two reasons: the great coaches who readily volunteered to help one, two or all three evenings, and the careful organization and planning of both on-the-water and on-shore activities by Karen and Dick. The majority of the campers told us it worked better in their personal schedules than a weekend clinic would have.

The clinic was originally planned to accommodate 15. This was decided because there are only 10 AYC club Sunfish; we knew we needed one coach per camper (at least on Monday evening), and because we thought it was the maximum number that would ensure effective instruction. We were wrong!

One week before registration closed we had our 15 campers and a waiting list of six. Seven campers were bringing their own boats, so we still had three available.

We worked hard to recruit more boats and more coaches. We identified two who were more appropriately placed in the Intermediate Sailing Clinic to be conducted the weekend before. We had 19 campers. And we did not lose a single one from one evening to the next!

Each camper received a T-shirt, a copy of U.S. SAILING's *Learn To Sail Right*, excellent training and lots of good food and drink. We had a lot of fun too!

Very special thanks go to Lanelle Montgomery and Linda McDavitt for their guidance, to Karen and Dick Van Hooser for their excellent training, and to our all-star coaches: Vicki Palmer, Cynthia Darwin, Linda McDavitt, Vic Manning, Pat Manning, Lauren Foster, Claudia Foster, Beka Lien, Ryan Harden, John Halter, Sarah Baker, Barbara Hawn, Joanne Weberlein, Nick McKenna, Martha St. Romain, Ann Gairloff, Phillip Stearns, Melissa Stearns, John Bowden, and Jennifer Rehage. Also thanks to Tim McKenna for flipping burgers one evening for us.

As always the AYC staff helped make everything run smoothly — Johnny Wesson, Nancy Boulmay, Brad Schwab, and Tom Cunningham.

Overall, the campers (both AYC members and non-members) were quite pleased with the hospitality they encountered, and most of them expressed appreciation for the commitment of all the instructors and coaches. Some even got rave reviews!

It was fun and very rewarding! Cheers!





Downwind Leg During the Thistle Districts

THISTLE DISTRICTS AT AYC

by Tom Bauman

The 1996 Thistle Class Delta District Championship, held at the Austin Yacht Club, had everything needed to make a great regatta; wind, boats, and great competition. David Smedley (371) held off a field of 19 boats to capture the Districts again. Competition was fierce, and only 2 points separated David from the next two boats. Jim Kincaid (3598) and Jeff Progelhof (3807) tied, and Jim was awarded second place on the third tiebreaker! Top finisher from AYC was John Bartlett (3214), who will tell you that a Thistle is definitely not a J-22! A good breeze for every race made the lack of water in Lake Travis unnoticeable. In fact, the timing of the races could not have been better; a squall blew in just as boats docked for lunch, and another blew in just as boats docked after the races on Saturday. The only capsize was Fleet Captain Richard Hlista - between races no less! On Sunday, two races were completed, which allowed a throwout race, and really

scrambled things up. A big Thistle Thank You to Bill Smith and the C-15 fleet, who did such a great job running the race committee.

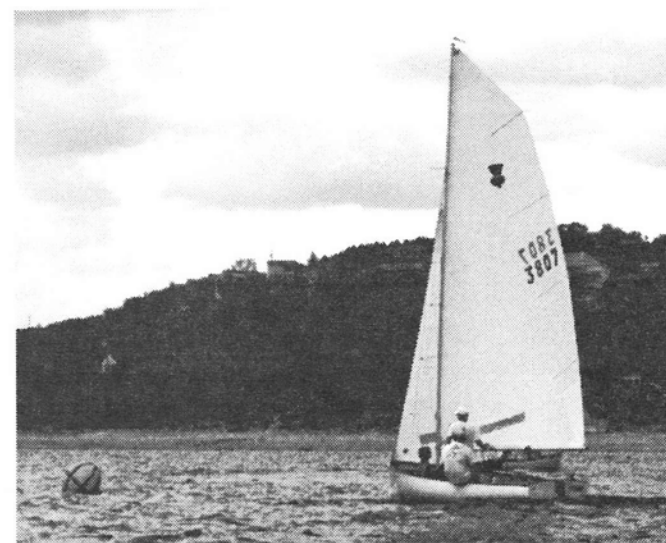
Remaining events on the Delta District circuit are: Fall Dinghyfest at Rush Creek YC on Aug. 31-Sept. 1, Super Derby at Shreveport YC on September 21-22, and Fall Regatta at AYC on October 12-13.



Chutes Flying and Having Fun



Winner David Smedley

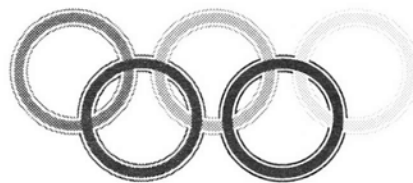


3rd place winner Jeff Progelhof

Skipper	Boat	1	2	3	4	5	6	Final
Smedley	371	1	2	2	2	1	2*	1
Kincaid	3598	3	1	3	4*	2	1	2
Progelhof	3807	2	3	1	1	4*	3	3
Bartlett	3214	11*	5	6	3	3	5	4
Leach	3139	10*	6	4	5	7	9	5
James	2092	4	4	14	DNS*	9	4	6
Halter	3240	5	11*	9	6	8	7	7
Smith	3469	8	8	5	8	10*	8	8
Hlista, R.	3074	12*	9	7	7	5	10	9
Pollard	3583	9	10	8	9	6	11*	10
Jordan	3755	6	7	11	10	12	13*	11
Taylor	3895	13	19*	13	11	13	6	12
Mitchell	2549	16*	13	15	12	11	12	13
Blair	3323	17	12	12	DNS*	14	15	14
LaBorde	2550	7	14	16	DNS	DNS	DNS*	15
Bauman	3284	18*	15	17	13	17	17	16
Owen	3701	14	17	10	DNS	DNF	DNS*	17
Hallett	3408	15	16	DNF*	DNS	18	14	18
Hlista, A.	1579	19	18	18	DNS*	15	16	19

* indicates throwout race

OLYMPIC HOPEFUL JOANNE WEBERLEIN SAYS THANK YOU TO ALL WHO HELPED ...



I could say thank you in as many languages as there are nations represented in the Olympics and it still wouldn't be enough.

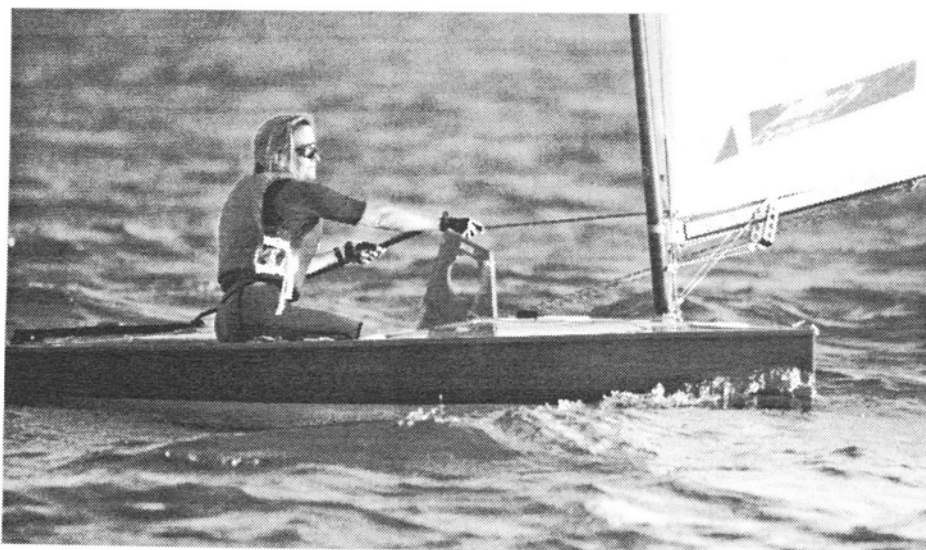
My goal for the past two years was to focus on pursuing a dream and learning how far I can stretch myself. A lot of fear goes into doing something when you know the odds are not in your favor. I'd be the first to admit that even though I might win some races here at the local level, I'm not Courtney Becker-Dey. It wasn't how good I thought I was that mattered, it was how much more I could improve that I wanted to pursue. I know that the more I grow as an individual, the more I will be able to give back to others.

*None of us make it by ourselves; support is everything. If it hadn't been for my family, friends, McDade ISD, and all the of you who love sailing I would never have had the opportunity to sail at that level. **Thank you with all my heart.***

Briefly, this is what I learned: Have the courage to live your dreams. Remember that trying to live a dream is a success in itself. Be willing to take chances and to roll the dice. Feel the fear and do it anyway. Success is not measured with trophies and medals. And don't go snow skiing during an Olympic year!!!



Olympic hopeful Joanne Weberlein shattered her knee and her dreams for a medal while snow skiing.



Malaysian News

by Gail and David Bernstein

Just got a Telltale reminder e-mail from Vicki. It seem like I just sat down to write the last article and I don't really know what's new since then.

We did spend a long weekend at Perhentian Island Resort off the east coast of peninsular Malaysia. Monday, April 29, was Hari Raya Haji and Wednesday, May 1, was Labor Day. With two national holidays, it was not hard to convince David that the Tuesday between should be a vacation day. We flew to Kota Bharu and took a taxi to Kulau Besut that Friday night. Then caught the first morning ferry out to Perhentian Island. The ferry was scheduled to leave at 9 AM but, there were not enough people so they decided to wait till 9:30 AM to see if any more people showed up. We finally left about 10:00 AM. In this country island time starts on the mainland! The diving was good — one dive Saturday afternoon and then two dives each day on Sunday, Monday and Tuesday. There are 20 some odd dive sights and we covered seven of them. Each place was different and interesting in its own way but, the last two dive sights were really spectacular. Other than diving we just sat on the verandah and read. One day between dives we did a little snorkeling just off the resort beach. Both diving and snorkeling, we saw lots of fish and coral including sting rays, cuttle fish, puffers, and turtles. Leatherback turtles come to this area to lay their eggs in the summer. We saw a few while diving but, it is still a little early in the season to see lots of them. It was a great vacation — we had lots of fun.

Back in mid-May the Ministry of Health announced a cholera outbreak in Penang and Kedah. We were told: "boil it, cook it, peel it, or forget it!" That meant no drinks with ice unless the ice had been made from boiled or bottled water. At home I always boil our drinking and ice cube water, however, many restaurants don't. But, it was always safe to drink beer or wine! The health ministry has declared Penang free of cholera. All the restaurants have started serving ice again and we are even eating at hawker stalls again. Of course, just to be on the safe side we still drink beer!

In a country with a royal family and several different religions, we have lots of birthdays to celebrate. The fourteenth day of the fourth lunar month in the Chinese calendar is Wesak Day — otherwise known as Buddha's birthday. It was celebrated on Friday, May 31, this year. The first Saturday in June is not the king's actual birthday but, it is the official day to celebrate the birthday of the King of Malaysia. When independence was declared in 1957, nine Malay rulers from nine different states still existed. So what to do with all these sultans? The solution was to elect a king and the office of the Yang DiPertuan Agong (He Who is Made Supreme Lord) was created. Each king serves for five years. Then a new king is selected by the sultans of Malaysia from the remaining sultans who have not yet served as king. The ninth sultan is currently serving as king. I am not sure what happens at the end of this term. I guess they will start the rotation over again.

More birthday celebrations are on the way in July. Saturday, July 13, is a holiday to celebrate the Governor of Penang's birthday. Penang is one of the four states without a sultan. The Governor is appointed by the Royal Family to represent them. While in office, the Governor serves as a Head-of-State. I am trying to book a scuba trip to Sipadan for the Governor's b-day. It is a small island off the southeast coast of Sabah in eastern Malaysia on the island of Borneo. We have been told by several different sources that it is one of the best dive sites in the world. Our last birthday holiday of the year will be Sunday, July 28, to celebrate the birth of the Prophet Muhammed.

We are looking forward to this coming weekend — Matt Cutts, a sailing friend from Houston, is stopping by. If you have sailed with the Painton's or Smith's in Houston, you probably know Matt. He's over here on business and decided to catch a Friday night flight from Singapore to Penang.

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



THE KEELBUMP CRUISE — MAY 3-5, 1996 — PART I

by Arnold Romberg (son of Fred Romberg, brother of Tom Romberg, uncle of Matt Romberg)

(Editor's Note: Fred and son Tom were part of the AYC Trust group who helped make possible the 1968 purchase of the land where AYC is now located. Without people like the Rombergs, AYC wouldn't be what it is today. They are part of who makes our history so special. Matt, son of Tom, grandson of Fred, is a former O'Day Champion.)

Tom, Matt, Larry, and I decided to go cruising on Lake Travis the weekend of May 3-6, 1996 in Daddy's Swan Road. We met at Stonewall a bit after 8 a.m. on Friday, May 3rd. Matt had planned to fly from Houston to Austin on Thursday night, but after his friend dropped him off at the airport, the airline told him the flight was oversold and he would not be allowed to take the flight (which was the last one of the evening) even though his luggage was already on. As a result, he drove to Austin the next morning, arriving about 9:00. In the meantime, Larry and I did the grocery shopping and bought a few other things, including a poncho for Larry (whose purchase successfully ward off the rain) and a 12-volt DC inverter to provide a little AC current for driving small electrical appliances such as a radio or a computer.

We all pushed off for the lake about 10 a.m. and arrived at the Austin Yacht Club in a bit of a drizzle under a fairly heavy cloud cover. We toted supplies down to the boat. Matt scrubbed the bottom. We swabbed down the topsides, and everything was

stowed more or less haphazardly. We motored out of the harbor at high noon and set sails as soon as we got far enough out. There was a nice south breeze, so the first leg was pretty much a straight downwind leg. At Hudson Bend we turned west, of course, and there was enough wind to heel the boat right smartly.

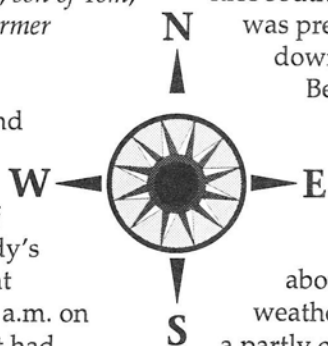
After a sandwich lunch about two o'clock, the weather cleared up and we had a partly cloudy day for the rest of the afternoon. The wind seemed to freshen and we made good time on every leg. The east in the wind made most of the legs at worst a series of long tacks separated by short ones. On one of the easy legs, Tom and I installed a cigarette lighter socket to provide 12 volts for small appliances.

We passed Turnback Canyon and Cow Creek around five and continued on up past the mouth of the Pedernales and into Carpenter Bend. For the last leg we were looking for a good place to stop and about six just around Carpenter Bend on the south side we found a small inlet with a dock in it, but no other signs of life. We tied up at the dock. Investigation revealed a development area of thirty lake lots with boundaries marked and roads and electricity in, but no houses even started yet — maybe none of the lots have been sold. The subdivision, named Travis Lakesites, is reached by car via Haynie Flats road and has a brand

new fancy sign and a paved road with white fences along it, but nothing else at this time.

I took a dip in the lake for refreshment, but I didn't stay in long. The water wasn't nearly as cold as Fremont Lake. We charcoaled chicken breasts on the dock and had premixed salad with ranch dressing. We decided that the premixed salad is good and so convenient that it is worth the price, whatever it is. It was commented that we needed some marshmallows to take advantage of the rest of the charcoal fire. This deficiency was remedied the next day.

By the time supper was over, the pants I had swum in were pretty much dry but not quite, so I went aboard and below to change clothes. When I came up again, I noticed that the sunset had turned everything pink. As it got darker I noticed that something had really turned EVERYTHING pink, including the flashlight beams, the cabin lights, and the distant lights. After thinking about it for an hour or so I decided that this phenomenon needed some attention. I used Tom's flip phone to talk first to Suzy and then to my friend Bob Leach, a medical man in La Grange. They both urged me to go into Austin to see a doctor promptly. By this time it was close to 11 p.m. Looking at the map we decided that we could direct someone to pick me up at the cul-de-sac above where we were moored, so we called Margaret and asked her if she would do me the favor of driving 30 miles out in the country in the middle of the night to bring me



KEELBUMP CRUISE (CONT'D)

back. She was happy to accommodate so we discussed the location with her over the phone. Fortunately, she has spent a considerable amount of time in that area on picnics and other outings, so she was familiar with the road leading to the lake where we are. We agreed that in 30 minutes I would go ashore and look for her.

After about that length of time, Larry and I walked up the hill and started along the road out. When we got to the entrance to the new development, we weren't quite sure which way to turn so we turned east. This turned out to be the wrong way. After about a mile and a half we came to a sign that said "no outlet," so we turned about and retraced our steps. We had just gotten back to the entrance to the development when Margaret came driving out of it. She had been down to the right place — exactly where we told her to go — and honked with no result, so she was starting out to look for somewhere else. It was lucky that we didn't miss her.

She drove us back to Stonewall where we got Larry's car and went on to the Austin Diagnostic Associates hospital in north Austin. Oddly enough, as soon as I walked into the hospital the pinkness disappeared! I went back outside to see if it was just the difference between inside and outside lights, and sure enough, the lights that had looked pink when I came in weren't nearly as pink. I described the situation to the admissions clerk and after the preliminaries I saw a doctor. I had taken off the glasses

because I didn't have a lanyard for them and I didn't want to take a chance at losing them in the drink. The doctor said that on the basis of these facts, he knew exactly what my problem was: snow blindness. In effect I had mildly sunburned the retinas. He said that there was probably no long term damage, and said I should wear dark glasses, take it easy, push liquids, and take Tylenol if there was any pain. There wasn't. I never had any other symptoms. The pinkness still comes and goes, but is less pronounced than at the beginning. I have since had another eye exam from an ophthalmologist in La Grange who confirmed all the information obtained earlier.

Larry and I went back to Stonewall and spent the night there. We had a little snack and hit the hay about 4 a.m.

Saturday morning Tom and Matt got away from the mooring around nine o'clock after talking to us in Austin. Larry was still asleep — he had been out late Thursday too — so we agreed to check again around noon. Lucia had volunteered to ferry us back out to the lake. She came out to Stonewall and she and I went shopping for a map of the lake just like the one that Tom and Matt had on the boat, and dark glasses. When we got back to the house we had a brief lunch and then called Tom on the boat to set a rendezvous. He and Matt were just short of the LCRA park at the end of FM411, so they asked us to meet them there.

On the way we stopped for marshmallows and ice and took a brief detour to look at Krause Springs. Lucia had been there at some time in the past and said it would be a good place for a family picnic with children and grandchildren. We didn't go in, but we did drive up to the place and look

through the fence.

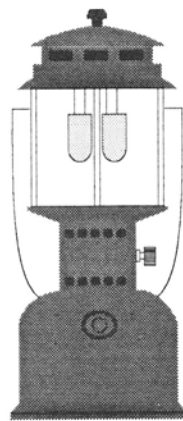
Driving on up FM411, we came to the park which consists of a nice sandy beach, a parking lot, and a boat ramp. Swan Road, with awning spread and Tom and Matt in swimming gear, was moored to

an anchor in the channel and resting easily on the bottom as far in as she could get. The bow was in about three feet of water. Since we were going to have to get wet up to the waist anyway, we swam around to the stern and climbed up the ladder, after passing our gear on board. Lucia took a picture.

We then waved good-bye to her, weighed anchor, and motored through the

Narrows which are just upstream from that point. A small anticline and a small fault — about three feet of displacement — are easily visible in the strata on the vertical walls on either side of the lake. We motored on around the next bend then up the next stretch against a dead foul south wind. At the next bend we turned west, killed the motor and resumed progress under sail.

We made the next stretch and had just turned north when we started bumping the bottom even though we were in the middle of the channel. (This was keel bump number 1.) Navigation was made more difficult by the fact that the depth finder seemed to be on the fritz. Moving back to the center of the channel we continued slowly on upstream under sail. A hundred yards or so farther north we finally stuck fast. (Keel bump number 2.) Since we were in what appeared to be the channel we concluded that at the present lake level (about 665) we had reached the head of navigation with a boat that draws approximately five feet. We were close to mile marker 59. With the help of some strong puffs of wind, a little heeling of the boat, and some motor work we got free after about 15



KEELBUMP CRUISE (CONT'D)

minutes and started back down lake.

Heading back we ran pretty firmly aground again in the middle of the next leg on a bank marked squarely in the middle of the channel on the map we had (keel bump number 3). And that's right where it is. At the stern the water only came up to Matt's and Larry's knees. We had rather a difficult time getting off. A technique involving the same things we had tried before plus some kedging and pushing finally got us back into the south channel — narrow but deep enough. Before we could proceed, Matt had to go into the lazarette and put the rudder cable back on the drum. It appears to need a little tightening.

This episode probably held us up for 30-40 minutes. It seemed like longer. We decided to motor on back through the narrows. We talked some about kedging. I happened to have brought Volume 1 of Mahan's *Sea Power and Its Relation to the War of 1812*. I found the description of Constitution's escape from the British Squadron by towing and kedging. Mahan doesn't use the term "kedging" as Fletcher Pratt did, but he did include a nice drawing by Henry Reuterdaahl of the forecastle of the Constitution during the chase, showing the boats ahead.

We had one more hard bang on a rock but didn't stick at the narrowest place in the whole lake that we passed — just upstream from Gloster Bend (keel bump number 4).

At the Narrows, we stopped briefly at a dock there and observed the geology and stretched our legs. After leaving there, we had a nice fresh breeze from the southeast for

the rest of the day. A couple of legs involved considerable tacking. Tom used the opportunity to instruct Larry about sailing Lake Travis. Larry had probably not held a tiller since he was about eight years old and he, like I, had never held a wheel. The work was made easier by the discovery that the depth finder was working again.

We saw a lot of great blue herons all up and down the lake, mostly where there weren't so many people, of course. Some of them were in trees, probably near nesting sites. We also saw several groups of deer, including a fairly large herd.

(See Part II in the next Telltale. Read about more good places to anchor, about more shallow spots to watch out for, and how one AYC family experienced an adventure on our own Lake Travis.)

AYC SAILORS AND FRIENDS REALLY PULL THROUGH!!

Yea!! She's back..... at least she is at drying out and waiting to be rigged. talking about DEUCES WILD!! She soggy, filled with silt and smelled like but cleaned up pretty well, thanks to an emergency scrub crew. We will find out more about the condition of the sails AFTER the flotation is added and we can sail it on top of the water. We want to extend our appreciation to each and every one that has helped us search, retrieve, or just listened to us while we expressed our frustration during this ordeal. Thanks to everyone for all of their time, diving efforts, support, etc. Happy sailing, and please ponder -- if only for a moment -- about the FLOTATION in your favorite vessel!!



home
We are
was pretty
a dead fish,

Tommy & Ann Gairloff

KEEL FLEET A BOATS FOR SALE

Owner willing to finance? Partnership possible? AYC slip available?
(See Yes/No's in left column.)

Boat Info	Rating	Specifics
Ross 930 Rapid Transit Doug Kern 472-9539 Yes, Yes, Yes	96	\$19,500 Fast 30 footer designed by FD champ Murray Ross. Self tacking jib, 5 berths, 510 head room K/M, D/F, compass, outboard, trailer. Includes main, jib, genoa, spinnaker.
Olsen 30 Low Rider Bill Lane 261-8636, 891-8763 Yes, No, No	99	\$12,950 Ten racing plus several cruising sails. (+5% AYC VHF, AM/FM, full instruments, lt. & hvy discount) spin gear, head, stove, bimini 1/3 interest in trailer. Other extras.
J/29 Joystick Russell Painton 467-7583 No, No, N/A	108	Make offer. Cherry boat, well cared for and frequent winner. New bottom with Interlux 2000 + VC17, full interior, outboard, K/M, D/M, stereo, other extras.
J/29 Avalanche Bob Tesch, 918-9895 No, Yes, Yes	108	\$17,000 Twice A-fleet champion. Two mains, lt. & hvy #1, #2, #3, two spinnakers.
J/29 Godzilla Scott Christopherson 252-2594, 458-1112 x16 No, No, N/A	108	\$30,000 New bottom, full batten main, good racing sails, 2 spinnakers. Very competitive.
J/29 Windward Magic David Bernstein	108	?? Rumored to be for sale. Contact John Mandell (258-2008) for latest information.
Capri 30 Inch-a-Lotta Steve Wesson 817-947-9411 Yes, No, No	114	\$15,000 Very good condition, fresh water, recent bottom, 6 excellent sails, 7.5 Honda, D/F, K/M, compass, wind instruments. Many extras. Fast, beautiful, comfortable. Ready to race or cruise. (Stillhouse Lake)
Lindenberg 28 Steve Jones 817-939-2297 Yes, Yes, Yes	117	?? New main and spinnaker. Includes Tiburon trailer. (Kept at Lake Belton.)



J-22 FLEET NEWS COVERS WIDE SPECTRUM

by Vicki Palmer

Push, Lesa, push. You can still make this Telltale deadline with the birth of a son. Actually that sweet baby isn't due until July 8. Then we can say CONGRATULATIONS to momma and poppa — Lesa and Steve Brown. (The J-22 fleet takes "new members" wherever we can find them or however we can get them!)

To celebrate our fleet's first little one in a long time — was John Foster really our last "baby?" Yowsa, how time flies — Shirley Slaughter (with a little help from some folks) graciously hosted a combination baby shower for Lesa and Steve and a Happy Wedding/Going Away party for Tyrrell Courtney. Tyrrell met Mr. Wonderful and will be living in Maine for about 6 months of the year and Austin for the other 6 months.

Not-so-happy news is Claudia Foster sold her J-22 to a young man from Houston who is moving to Colorado. So officially Claudia is no longer a J-22 fleet member. Unofficially, however, she can remain a member as long as she wants to!! Every fleet has a "spark plug" to keep things going. Triple the activity of a typical "spark plug" and you have a Claudia! But she'll be available to crew or skipper on other people's boats now. That's the bright side.

Also not-so-happy news is we did not have enough boats on the starting line for the Mid-Spring Series to qualify for trophies. I'm as guilty as the rest of you. We need

to do something about it, so be prepared for whatever it takes to get at least enough of us on the line to qualify for trophies and have some fun.

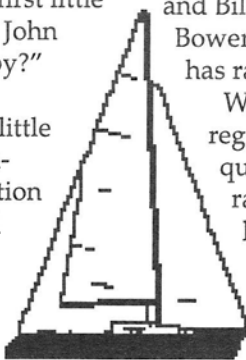
Team Flashdance — Fred (skipper), Vicki (foredeck), and Eric (middle) — just got back from racing in the J-22 North Americans on Lake Minnetonka near Minneapolis. The event was co-sponsored by the Lake Minnetonka Yacht Club and the Wayzata Yacht Club (my former yacht club). During Lake Minnetonka's first hot spell of the summer and with 37 total participants we bogied with a 14th overall. We should've at least been in the top ten. Our southwest circuit competition is much more competitive with the proof of the pudding being Terry Flynn finished #1 and Bill Draheim finishing #5. Some hot locals finished 2nd (Gordie Bowers of "scow" fame), 3rd (Mike Allen), and 4th (Lars Hansen who has raced in our Easter Laser Regatta).

With a four-day regatta being reduced to a one-day-four-races regatta, however, you had to get your s—— (stuff of course) together quickly and keep it together. With a 9th and 3rd in the first two races, we were feeling good. Then in the third race, with Draheim leading by a lot and us right behind him, we knew we were doing good. But what we couldn't understand is why all the locals were taking a big header all the way to the right side of the course. No one tacks onto port after the start to sail a long first leg in a header, right? The smart locals do when they know

what the fluky light air is going to do and the smart out-of-townners should've noticed sooner. But we weren't smart. And I wasn't a serious enough racer back in my Wayzata Yacht Club days to know what the local winds do (and it was almost 12 years ago, geez). So we ended up in 22nd place after race committee shortened course for that double windward-leeward course giving no one an opportunity to play catch up. Draheim finished 16th. Our fourth race of that day wasn't much better — 16th I think (due to braindeaditis and perhaps some dehydration when we discovered our water thermos had leaked) — but Draheim pulled a good enough finish to put him in 5th overall.

But we knew we had Friday's racing to help put us back in the top ten. Well, Friday's racing was just like Tuesday and Wednesday's racing — nada, zip, play more volleyball, and gotta get the RC boats back to the club for series racing so we're gonna cancel you just when the wind picks up, sorry. Please make note of this for future national events held at AYC, by the way. There was nothing that made us feel more unwelcome than to basically say, "You're not important enough to abandon any of our regular series racing." The early evening winds were almost perfect every day which made the abandonments even more difficult to accept.

We came back a somewhat sad but much wiser team and richer too. Fred won the drawing for a really cool and extremely large duffel bag — big enough to fit everything you needed to pack for a week long sail in Minnesota in January. I learned that my new '95 4Runner guzzles lots



J-22 FLEET NEWS (CONT'D)

and lots of gas when towing a J-22. Every 120 miles Eric and I would start panicking about being too far from the next gas station. And when a bicyclist beats you pedaling uphill, well talk about adding insult to injury. But we had fun. Fred was the only skipper on the score sheet with only a first name — everyone knew "Fred." And this group of folks won't soon forget which team could blow champion bubbles or sing the best wind chants. We're already working on doing the Worlds in Fort Worth in September and might even see some of our new Minnesota friends. Eric the Traitor, however, is jumping ship to Evert's boat just 'cause Evert asked him way back in January to crew. Never mind that this Flashdance team could be unstoppable with a little more practice. No, of course not. Politeness and common courtesy won out. Oh poopity poop, bubbers (the strongest profanity allowed on Flashdance, except for one teeny-tiny slip of which Fred won't let me forget). So I got a little tense when someone had tightened the down-haul too tight.

Fred and Eric, thanks for the memories.

Hey good lookin', whatcha got cookin'. How about cookin' something up with me ...
("We need to stop for gas.") *I'm crazy, crazy for feeling so lonely ...*
("We need to stop for gas.")
Moon river, wider than a mile, I'm crossing you in style someday ...
("Arrrrrrrrrrgggggh, what d'ya mean we didn't make it?")

Next stop, Oklahoma City, July 20-21. Detour at Austin Yacht Club for some great series racing first though. And don't forget to volunteer the RC duty days of your choice. If you don't I'll be volunteering them for you. Hurry, hurry.

J-24 FLEET PLANS CHAMPIONSHIP AT TACOS AND TEQUILA PARTY

by Eric Nelson

The June 15th Tacos & Tequila Party, held after the Saturday Evening One Design races, brought out some new faces, some old-timers as well as our globe trotting J/24 Worlds representative (Bill Worsham). As always the food and drink was great with everyone pitching in. The fleet talked about the circuit finishing up early due to Oklahoma City being canceled because of very low water in Lake Hefner. The Austin fleet was well represented in the top ten with mr. happy taking 1st place overall, Kirk Livingston's Tool Time moved up a notch to 5th overall and Dave Broadway's Superman moved into the top ten at 10th.

We also talked about the upcoming J/24 Fleet Championship, where our Fleet Championship team for 1996 (who will also be our fleet's rep in the AYC Team Championship) will be decided. In case you did not know, we will be using the AYC Summer Evening Series for this purpose. The general rules are 1) 2 throw-outs in the 10 race series, 2) the boat, not the team will be scored and 3) standard AYC Series SIs will govern the racing. One exciting element of this series will be a guest boat from San Antonio that will be racing with our fleet for this series, Fred Amhrien's Flour Power. The series promises to be a highlight for the fleet, and I encourage you to either put a team together or join a forming team! As part of this series, look in the mail for a notice on our next fleet event, which is tentatively planned for after the races on July 27th. If you have any suggestions or questions on fleet business, feel free to contact me at any of numbers in the Directory.



ENSIGN FLEET NEWS

by Lou Kimball

The Ensign Regionals were held in Houston this year over Memorial Day Weekend. Fleet 30 was represented by one boat, # 588 StressLess, skippered by George Dahmen with crew Tom Groll, Louis Price, and Jersey Tomochesski. I should say WELL represented, since they took second place in a five race series with a 2nd., 1st., 1st., 4th., and 2nd. They would have won it all if it weren't for a blown jib in the fourth race. CONGRATULATIONS GEORGE AND CREW!!!! Also over Memorial Day, two Ensigns and one Electra took part in the Turnback Canyon Regatta with Jim Shelton in Rising Storm taking first in fleet honors in spinnaker fleet "C". Jim left no doubt as he took a first in both races. We have a brand new Ensign on the lake! If you want to see how beautiful these boats can be just go on down and take a look at Hap Arnold's recently refurbished EAGLE #773. It's the baby blue hull with the absolutely gorgeous refinished teak interior. The work was done down in Shoreacres Texas by Mike Little of Michael Little Boatworks. Mike specializes in restoring Ensigns and has done a fabulous job on Hap's boat. From



ENSIGN NEWS (CONT'D)

what I understand, once Hap gets his crew together the rest of us had better look out because he is not only going to have the most beautiful boat on the lake but one of the fastest. Everyone please remember that each of you is responsible for paying your own National ECA dues this year. Send in your check if you have not already done so! You don't want to miss the yearbook and we all need to support the best one design class organization in the country. In the "last-but-not-least" department, our turnout for the last spring series and the summer evening one design series was terrible! Let's get out there! We had a great start this year with lots of boats on the line, but now we seem to be down to two or three each week. Can you spell P-A-T-H-E-T-I-C ??? Hope to see you all out there when the summer evening series starts up July 20. Remember, that's a Saturday evening. So long and fair sailing!



ALL THE MARBLES AND THE GOVERNOR'S CUP

by Pat Manning

The Northern Southwest Regional Championship was held in association with The Whitecap Regatta on Cheney Lake, just southwest of Wichita, Kansas on June 15 & 16. Three Austinites made the journey to Kansas - Vic & Pat Manning and Gary Cooper—and they came home with "all the marbles" plus the Ninnescah Sailing Association Governor's Cup trophy! The Governor's Cup is awarded to the winner of the largest fleet at this regatta; this year

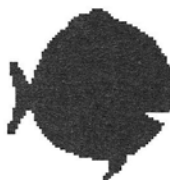
there were 34 boats, eleven of which were Sunfish - making the Sunfish the largest fleet.

This five race regatta was dominated by the Austin Trio. The lowest place taken by any of them was fourth. In the first race, with winds at 12-15 mph and occasional gusts to 20 mph, Vic shot out with a commanding lead until the second windward mark of a double-triangle course when he capsized while playing with his watch so he could track the time difference between himself and Gary. He gave up a 40 second lead and had to fight hard to regain the lead - but Vic got the gun at the finish. Pat recorded the first of her four third place finishes. At the end of Saturday's three races Vic was in first place with 3.5 points, Gary McKuthceon (Gary Cooper's friend from Kansas) was in second with 7.5 points, Pat was in third with 9 points and "Coop" was fourth with 10 points.

The winds were lighter on Sunday; first race 12-15 mph and dropping to 5-8 mph for the last race. Gary Cooper led the whole first race of the day, Vic was a close second and Pat was again third. The last race with the lighter breezes was just what Pat ordered; she rounded the windward mark first and hung on the lead throughout this whole one-triangle race. Gary was second and Vic was fourth.

So, at the awards ceremony it went like this - Vic Manning (1st), Gary Cooper (2nd), and Pat Manning (3rd) -- plus the Governor's Cup (a huge silver cup, which he had to promise to return and defend next year). And Vic won his second bid in two years to the Sunfish Worlds.

Next year we need to send many more Texans to Kansas for a really great time and great sailing on this lake in the middle of the prairie.



by Cynthia Casto, Fleet Captain, 3-Ring Circus

All right, I'm me again. Wednesday night Sunfish sailing is here, and we've been jammin'! I'll get right to the point. May was awesome with winds blowing 15-25, gusting to 30 mph! We averaged 25 boats on the line in May and got off 4-5 races per night. The finishes were never the same, with different fleet members having their "15 minutes of fame" all throughout the month. We are an unpredictable group, you know. Out of control jibes, screaming reaches (my personal favorite), and close finishes were the norm for May. And on May 29 we had an all time record 32 boats on the line. Whoa baby!

June, however, was another story when it came to winds. The first week wasn't so bad (except for the three general recalls in a row) but by June 12 we had winds at 5 mph gusting to zero. It wasn't pretty. Just when I

SUNFISH (CONT'D)

thought it would give us lightweights a chance to show some of the big boys (Bill Gerloff, Jim Shelton, John Greening, Tom Presswood) in the fleet how good we can sail in light air, I was wrong. Mr. Bill has a way, in his words, *of getting the momentum going and letting your weight carry you around the course*. Bill, let's face it, you can sail in anything on that Sunfish! You were moving and there weren't even any wind ripples in the water. Explain that!

Anyway, everyone has been having a great time on the lake and if you're not coming out you'll just never know what you're missing.

As far as our championship racing goes, we've had two race nights so far — May 15 and June 19. We only had about 17 boats in May since the winds were gusting in the 30 mph range. Jens rigs weren't even helping that night. (I think even those big boys were having a tough time at it, but they'll never admit it. Hee, hee.) John Greening took 1st, Bill Gerloff 2nd, Tom Presswood 3rd, Jim Shelton 4th, and Vic Manning 5th. The women of the night were Diane Zbasnik and Martha St. Romain tying for 8th, Dayna Mosier at 13th, and Pat Manning at 16th. Guys, don't you fret, the women will be back!

And the women did come back in the June championship. Winds were about 10-12 mph and a little fluky. Joanne Weberlein took 1st, Tom Presswood and Pat Manning tied for 2nd, Dayna Mosier and Bill Gerloff tied for 3rd, Gary Cooper 4th, Vic Manning 5th, and yours truly 6th. Looks like we won't be able to predict a winner in this year's Sunfish championship racing until the final race in September. Good luck Sunfishers!!

Here are some fun facts about the fleet.

- ❑ We usually have about 25 folks hanging around after the races each Wednesday night. Ya know, fleet beer and wine will keep anyone hangin' around. The regulars are now bringing munchies so we don't just drink our dinners away.
- ❑ Fleet membership is up to 73 and of those 73 paid members 45 have been out to race! Where are the rest of you? Remember, the more the merrier!
- ❑ We have 14 fleet women racing and 31 fleet men racing consistently. (I thought that was interesting.)
- ❑ Dayna Mosier sails faster in her bikini. She tends to get bullets every time she's dressed that way. Or could it be that the guys are hangin' back to get a better look? Great distraction tactic, Dayna. I'm taking notes, girlfriend!
- ❑ Tim McKenna has a bow sprit. Yes, I'm afraid so. It's a Miss Piggy of all things. (The fleet is hoping that he's not turning into one of those Bingo players that carries around troll dolls for good luck.) Uh, Tim, we'll let you win if it'll keep you from getting "jicky" on us.
- ❑ Cliff Aguero had not sailed his Sunfish in such a long time a tree branch was growing out of his boom. Now, Cliff, really ...
- ❑ I want to personally thank Nick McKenna and Dane Ohe for giving me an emergency bolinectomy on May 29. I had two of them that night. I can never remember which way that rabbit runs.

Check out the Sunfish newsletter on the website: <http://www.bga.com/~dkern/ayc.html/>. You'll be glad you did. Thanks to Doug Kern for making it possible.

The Southwest Regionals were held in Wichita, Kansas, this year. Vic Manning, Pat Manning, and Gary Cooper represented Sunfish Fleet 70 and basically took over the regatta in the 11-boat Sunfish fleet. A big congrats from the fleet to you guys!

Last but not least, I want to thank Jim Casto and Troy Lawson for looking so good er, uh, I mean for advertising during our May 29 races. They were on a motorboat cruising around the course with billboard in hand advertising Thundercloud Sub night to the fleet. They took great photos too and, as most sailing on-lookers do, they provided commentary on everyone's sailing! Thanks, guys.



C-15 FLEET NEWS

by Bill Smith

We've gotten off to a roaring (huh?) start this year. Our series racing hasn't started yet (we start on JULY 20), but we have already had 2 great regattas.

Starting with the Centerboard Regatta, the weather was great and the competition was tight. Evert continues to get consistently great starts with no mistakes when he's in the lead... real tough to overcome, but still fun trying... I still can't quite switch gears from comparatively huge mass and momentum (J/24) and no mass - no momentum (C-15) on demand and get a consistently good start. I get to the line slightly early and don't quite execute the centerboard boat "crawl" to hold my position and end up 3 boat lengths down the line with Evert filling that vacated spot (let the tacking duel begin). I think I can do better next time. Any of you other C-15er's think you could pin Evert off the course at the start so I don't have to be so perfect? (riiigggh) Needless to say, Evert won, but not without a fight in every race from everybody.

Next we had a successful C-15 Area F District Regatta in Austin on June 8,9. A front came through and the winds were high and a little gusty on the first day (from the North) and non existent on the second. Fortunately we got in 4 races on Saturday, and the regatta was a lot of fun.

We did lose 2 masts over the weekend. One (John Payne from Dallas) was actually due to the wind. We had just rounded the windward mark with everybody right behind each other and I heard this funny little crash behind me. Looking back quickly, I saw a convertible C-15 with its top down and the driver had a funny look on

his face as we looked at each other (no sails or anything else blocked our view).

The other mast bent severely at the middle when Jeff Perna of Dallas tried to emulate the venerable Evert Broersma and park his ex C-15 kind of behind the trees in that area next to the main launching ramp. He, not being quite satisfied with the position after some maneuvering, and the branch that was now in front of his mast was so small, it will just flex out of the way, pulled out and was going to try again when his old boat's new owner observed, "HEY, the mast is bent. What the ____ are you doing to my boat!?" Jeff gets out of the truck cab, and that's when I drive up. The mast is bent in a V. Jeff hadn't noticed until it was called to his attention..., and then he had his Cow. Fortunately, thanks to the Fosters, we were able to find a mast to borrow so Jeff (as crew) could race on his old boat with the new owner.

The racing was a blast, with the winds challenging everybody every leg, with typical predictability (NOT), and lots of very close races.

The A fleet results had Evert Broersma (Paul Brandner, new club member, crewing) in first, myself with my athletic, not too old for this (contrary to what she was saying as 20+ puffs blew through) wife got second, winning a tie breaker on the last way to break ties with Mike Manicchia (Jeff Perna crewing) of Dallas. The finish may have been different if John Payne (from Dallas) hadn't broken his mast in the last race.

The B fleet results had Jay Davis (Bruce Foster crewing) in first, and Diane Zbasnik (Dave Z. crewing) in second. The racing in this fleet was tight. It would have been even closer racing, but last year's B fleet winner sank after performing the "turtle maneuver". It took 2 races to drain and recover from taking the mast off in the water and towing the boat back upside down, wallowing uncontrollably (are we having fun yet?).

Extra congratulations to Diane (and Dave) for handling a heavy air regatta as well as they did. It's not as easy as it looks. (Yes I turned over once and executed the "chicken jibe" maneuver once...) At least when I turned over, while in the lead, Leslie and I successfully executed the "%\$#@, hurry, get this thing up, and let's get out of here" maneuver and we were still in the lead when we rounded the next mark. We just weren't very far in the lead and we ended up with the closest finish that I've had in a while (Evert by 1 foot, myself blowing the win by deciding a hair late that I should have lee bowed because he was too close to tack in front of, settling for a heavy air slam dunk and not quite pulling it off).

The fleet also had a fine weekend reciprocating the RC duties with the Thistle fleet for their districts. Thanks to all who helped. I think the Thistle'ers were all very happy with the job we did. (Don't tell them that it was just luck that had us bringing them in for lunch, watching a thunderstorm blow through while eating, ho hum, and then squeezing in an extra race at the end of the day and have the last Thistle dock just before the second thunderstorm of the day blew through, ho hum). I've seen worse thunderstorms, but these probably would have made a little work for racer and RC alike if we weren't watching from the dock.

Last, but not least, THE SERIES RACING IS STARTING on July 20 (Summer evening series). The C-15 fleet will be sailing as a fleet in this series. We have 2 new C-15 club members (Paul Brandner and Bob Perry) and we have a probable new member in time for the series (Thomas Burnett) and I have 2 more people that are actively looking to buy C-15s, have racing experience, and I think are likely to join AYC. There are also boats that could probably be borrowed for any of you out there that want to come race some Sat. evening with the C-15 fleet. Just give me a call (or email) if you are interested in this idea. See you there.

1996 GULF COAST LASER MASTERS CHAMPIONSHIP

by Nelson Reynolds

This year, the Gulf Coast Laser Masters event was held in Palacios Texas on Tres Palacios Bay on June 8 & 9. Saturday started out calm in the morning but a northerly breeze started to fill as it got closer to race time. Northerly? June?? Texas gulf??? What's wrong with this picture???? Anyway, norther was what we had, and it built to 15-18 by the start of race one. Fred "Fat Boy Moves" Schroth kinda put on a clinic in that race though Doug Peckover did nearly catch up toward the end. Race two started out started out much the same way, however, the wind slackened to about 5 or so for the last 2 legs. This race was Doug's turn to put on a clinic, but Fred claims it was only because he was falling asleep on one of the downwind legs. It was beginning to look like maybe the sea breeze would finally take over and provide a more normal south-easterly. But no. The hammer fell just before the start of race three. Now the race committee claims the highest wind they saw in that race was 28 knots, but a quick poll of the competitors showed there were several puffs in the 35 - 40 range. This combined with the 40 + degree shifts made the race "interesting". All competitors made it back to shore on one piece, though most had gotten a "taste of the bay" during the race. These were the conditions where the day was capped with copious amounts of liquid refreshment and a wonderful catfish dinner. Sunday brought a change in the wind with a shift to

the northeast at about 5 at the start. The fleet split right (into more breeze and more current) and left (more of an intermittent breeze and little current). Both sides seemed to pay as everyone came back together at the weather mark. The sea breeze started to fill on the run which caused the race committee to shift course 90 degrees for the second weather leg. The wind continued to be light through the balance of the race, and Doug managed to hold on to win. Unfortunately, this was the last race as we had passed the 12:00 noon cutoff. All in all, this was a wonderful event and the Palacios Regatta Team did a great job of putting it on. In other words, y'all should've come. Next year!

Place	Name	master pts	1	2	3	4	total
1	Doug Peckover	+2	2	1	3	1	14.5
2	Fred Schroth	+3	1	4	1	2	19.5
3	Deke DeKeyser	+1	5	5	4	3	21
4	Ken James	+1	3	10	2	4	23
5	Ken Sherman	+2	6	3	6	9	32
6	Geoff Andron	+2	4	2	14wd	10	38
7	David Beyers	+3	9	8	5	5	39
8	Jim Brainard	+2	11	6	8	7	40
9	Sam Small	+	10	12	7	11	40
10	Nelson Reynolds	+3	7	9	14wd	6	48
11	Rich Hlista	+2	8	11	14wd	8	49
12	Steve Gay	+2	12	7	14wd	12	53
13	Dan Paulson	+3	13	13	9	14dns	61



LASER FLEET MAY FINAL STANDINGS

1. Eric Faust (#142603)	— 20 total points
2. Fred Schroth (#106454)	— 42
3. Scott Young (#101181)	— 48
4. Kevin Reynolds (#62639)	— 51
5. Ken Sherman (#147358)	— 53
6. Deke DeKeyser (#150068)	— 55
7. Richard Hlista (#138880)	— 66
8. Ravi Subramanian (#148600)	— 85
9. John McBride (#148361)	— 102
10. Van (#113032)	— 113
11. Lauren Foster (#3)	— 120
12. Stu G. Jr. (#76)	— 140

AYC RACE RESULTS

MID-SPRING SERIES

PHRF, A

No Trophies

PHRF, B

1. Claude Welles, Cal 9.2
2. Mike Chambers, O-25
3. Dick Van Hooser, Buc 295

PHRF, C

1. Eddie Calogero, SJ 7.7
2. Doug Laws, SJ 7.7
3. Dave Boerner, Cat. 30

PHRF, D

1. Larry Morrow, J-30
2. Danny Lien, J-24
3. Dennis Mills, SJ 24

Catalina 22

1. Pete Harper
2. Calin Popescu
3. Joe Roddy
4. Jim Deeter

Ensign

No Trophies

J-22

No Trophies

J-24

1. Dave Broadway
2. Fred Schroth
3. Tom Presswood

Centerboard Handicap

1. Scott MacKay, 505
2. Bruce Foster, Sunfish
3. Craig Tapley, 505
4. Tom Leach, Thistle

TURNBACK CANYON REGATTA

Portsmouth A (8 boats)

1. J.D. Smith, Nacra 5.5
2. James Shults, Prindle 19
3. Douglas Camp, Tornado

Portsmouth B (8 boats)

1. David Lewis, Hobie 16
2. Tim Andrews, Prindle 16
3. Ron Wreyford, F27

PHRF, A (4 boats)

1. Ray Shull, J-29

PHRF, B (11 boats)

1. Jeff Jones, J-22
2. Larry Parks, J-24
3. Phil Spletter, J-24
4. Hap McCollum, Impulse 21

PHRF, C (7 boats)

1. Jim Shelton, Ensign
2. Eddie Calogero, SJ 7.7

PHRF, D (6 boats)

1. Gene Ferguson, Cat. 22
2. Dale McCaffity, Cat. 22

PHRF, E (6 boats)

1. Barry Bowden, J-30
2. Richard Ceraldi, Moore 24

PHRF, F (6 boats)

1. Claude Welles, Cal 9.2
2. Dick Van Hooser, Buc 295

PHRF, G (10 boats)

1. Joe Roddy, Cat. 30
2. Keith Renard, Cat. 27
3. Tom Romberg, Hunter 30

PHRF, H (9 boats)

1. Cliff Aguero
2. Tere Agson
3. Jeff Latimer, Cat. 25

AYC RACE RESULTS

TURNBACK (CONT'D)

PHRF, I (9 boats)

1. Scott Walsh, SC-21
2. Deke DeKeyser
3. Steven Gay, SC-21

PHRF, J (9 boats)

1. Al Gearing, Cat. 22
2. Steve Shepardson, Cat. 22
3. Buz Owens

Cruising Class (18 boats)

1. Lee McLaughlin, Cat. 22

Portsmouth C (5 boats)

1. Rodney Stevens, Trimaran
2. David Powell, Snipe



GOVERNOR'S CUP KEEL REGATTA

PHRF, A (9 boats)

1. Scott Christopherson, J-29
2. Steve Vaughan, Sov. 33
3. R. Gleason, Hobie 25

PHRF, B (12 boats)

1. John Bartlett, J-22
2. B. Parkoff, Beneteau
3. Bornefeld, Cap 26
4. G. Smith, SR Max

PHRF, C (10 boats)

1. Steve Pervier, Cat. 22
2. Dave Wahlberg, Kiwi 24
3. Marilyn Boemer, Cat. 22
4. Louis Soefje, Ranger 23

PHRF, D (14 boats)

1. Steve Shepardson, Cat. 22
2. Dick VanFleet, Pearson 26
3. Steve Hennigh, Ranger 23
4. B. Gates
5. Tim McKenna, Hunter 23.5

Ensign (5 boats)

1. Jim Shelton
2. Tom Groll

J-24 (6 boats)

1. Evert Broersma
2. Bill Smith
3. Greg Buck

SC-21 (6 boats)

1. Bud Boucher
2. Barbara Hawn
3. Ray Shull





**VOLUNTEERISM IS EVERY WHERE YOU LOOK. CAN YOU FIND JUST FOUR
EXAMPLES OF VOLUNTEERISM IN THIS PHOTO?**

**GET INVOLVED ... YOUR LABOR OF LOVE IS WHAT MAKES THE AUSTIN
YACHT CLUB A VERY SPECIAL PLACE TO PLAY.**

(ANSWERS)

- (1) TY JOHNSON, A YACHT CLUB MEMBER, SUBMITTING THE PHOTO.
- (2) DOCK MOVING PARTY GOING ON IN THE BACKGROUND OF THE CIRCLE OF THE FALLEN SIGN.
- (3) VOLUNTEERS NEEDED TO HELP RESTORE THE FALLEN SIGN TO ITS ORIGINAL LUSTER.
- (4) AYC VOLUNTEERS WHO HELPED WITH THE RESTORATION OF AYC'S "POINT" TO KEEP IT
FROM ERODING ANY FURTHER.

AND SO ON AND SO ON. THANK YOU, VOLUNTEERS. YOU'RE TERRIFIC!!! .

AYC Calendar

July 12, 19, 25	Keel Handicap Fri. Ev. Series
July 13	Jr. Sailing Seminar
July 13, 14	TSA / Area F O'Days
July 13-20	Continuation of PB&J
July 20, 27 (5:30 p.m.)	Summer Evening Series #'s 1, 2
July 27-28	Prince of Whales
August 2, 9, 16, 23	Keel Handicap Fr. Ev. Series
August 3, 10, 17 (5:30 p.m.) ...	Summer Ev. Series #'s 3, 4, 5
August 17	End-of-Summer Series Buffet
August 17	First Aid Seminar
August 24-25	Jr. Roadrunner Regatta
September 7	Adult Advanced Racing Semina
September 6, 15, 22, 29 (1:30)	Fall Series #'s 1, 2, 3, 4
September 21	Jr. Sailing Seminar
September 29	End-of-Fall Series Buffet



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