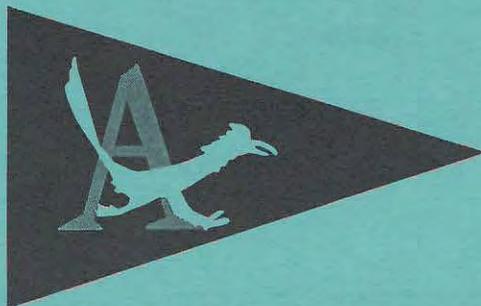


# ***Telltale***

**Austin Yacht Club  
January-March, 1998**





## AUSTIN YACHT CLUB

Office 5906 Beacon Drive

Austin, TX 78734

Phone: 512-266-1336

Office Fax: 512-266-9804

Clubhouse: 512-266-1897

### AYC Board of Directors

Commodore	Lanelle Montgomery
Past Commodore	Bruce Foster
Vice Commodore	Voldi Maki
Secretary	Martie Shirey
Treasurer	Pat Manning
Race Commander	Dane Ohe
Fleet Commander	Jerry Rabun
Building & Grounds Commander	Rob Wilson
Sail Training Commander	Joanne Weberlein

### Fleet Captains

Catalina 22	Steve Shepardson
Centerboard Handicap	Renee Ruais
Coronado 15	Bill Smith
Ensign	Jim Baker
FJ's(UT)	Jessica Kueffer
J-22	Debra Phillips
J-24	Nelson Reynolds
Keel Handicap	Doug Laws
A-Fleet	John Mandell
B-Fleet	Larry Ratliff
C-Fleet	Tommy Gairloff
D-Fleet	Bob Perry
Laser	Ken Sherman
South Coast 21	Scott Walsh
Sunfish	Dayna Mosier

## *From the Commodore...*

*Lanelle Montgomery*

I recently went on a camping trip with a couple of friends whom I have known for twenty years or so dating from my earliest days at the Austin Yacht Club. As happens when old friends get together, we reminisced about things we had done years ago though it seems like they happened only yesterday. On the way home, it occurred to me that most of my closest and dearest friends are people I have met over the years through AYC activities. Some of these friends are more special to me than many of my blood relatives. If I were to bet, I would wager that many other people feel the same way about people they know or have known from the Club. Actually, we are in many ways a big, extended family.

In contrast to those yacht clubs which cater to the “social climbers” who merely make an occasional appearance for dinner or drinks, boast about their membership as a way of shoring up their social resumes, then write a big check at the end of the month to pay for this “privilege”, the Austin Yacht Club offers endless opportunities for sailing and social activities at a very meager cost. In order to keep the costs low, members pitch in and share their expertise and labor on a variety of tasks.

During the recent Buildings and Grounds clean-up day, I marveled at all the members who showed up to perform manual labor of various kinds. Yet, everyone looked like they were having the time of their lives. What a great opportunity to get to know other members who aren't normally a part of our circle of friends. While I am sure many people went home that day feeling tired and sore, the camaraderie and social interaction made it all worthwhile. This is the part of club membership we would miss if we belonged to the other type of yacht club. So, when one of the chairs for the regattas or social events calls you to ask you to help, don't think of it as work, think of it as an opportunity to meet new people and be more involved in your extended family.

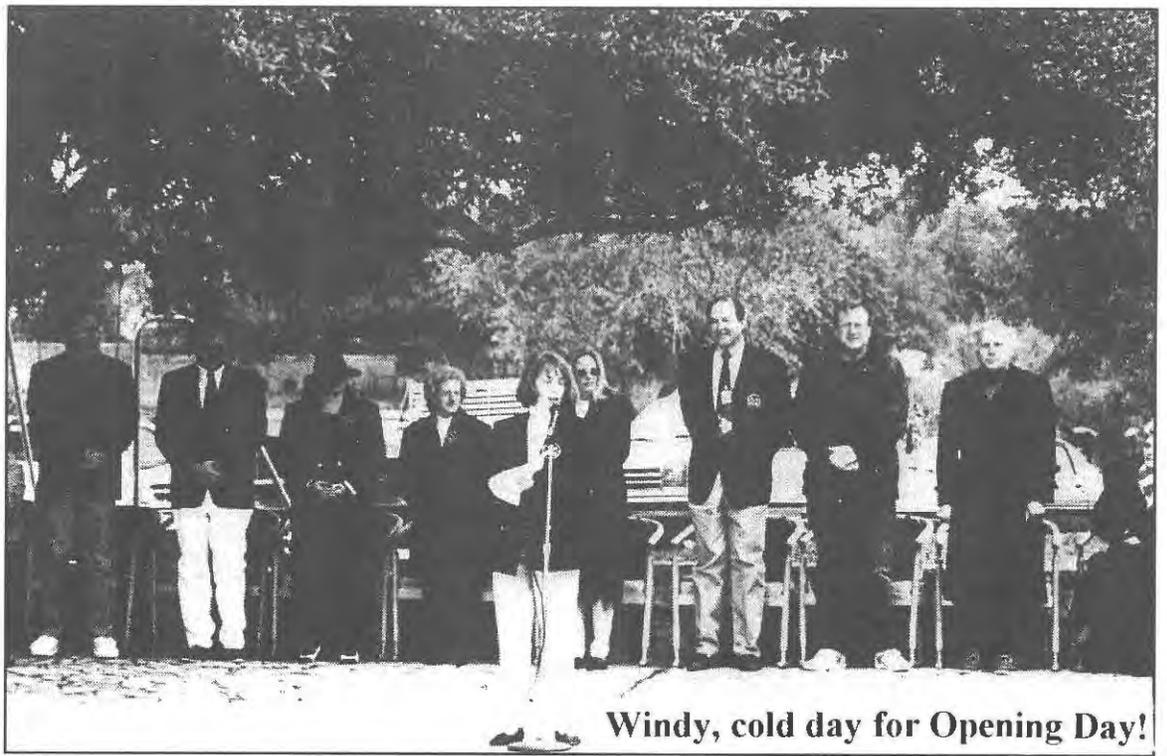
By the way, Rob Wilson should be commended for his meticulous organization of the Buildings and Grounds clean-up day. And, a big thank you to all the volunteers who worked so hard to beautify the Club for Opening Day Ceremonies.

Speaking of Opening Day Ceremonies and volunteer efforts, thank you Robbi Nelson, Chair, and all the other people who helped make the event possible. Shirley Slaughter, Pat Manning, Cary Skillman, Bonnie Coleman, Polly Adema, Joanne Welles, Kristen Bielefeldt, Janet Johnson, and Cindi Anderson worked with Robbi Saturday afternoon and Sunday morning decorating the Clubhouse and preparing the delicious and tantalizingly displayed food. The national anthem was sung by the talented Bonnie Chambers, and the flag raising was performed flawlessly by Vic Manning, Jim Deeter and Ray Lott. And, we should not forget the staff. They spent the entire week sprucing up the grounds. Unfortunately mother nature, in a few hours, nullified much of what they had accomplished during the week. We had a large turnout for the ceremonies and, other than the non-cooperation of the weather, it was a splendid and enjoyable event.

The calendar for the year is full of activities of all kinds. Please make this year your year to be an active member, both as a participant and as a worker!



**Our own Color Guard!**



**One of Bonnie's many talents! Nice**



**Robbie and her crew keeping us fed and watered!**



**It's easy to brave the wind and cold when the races are cancelled!!**

# Upcoming Events...

March 28th & 29th  
April 11th & 12th  
April 18th & 19th  
May 9th & 10th  
June 6th

June 27th & 28th  
July 4th & 5th

Jr. Road Runer Regatta  
AYC Easter Laser Regatta  
Sunfish SW Regionals  
South Coast Intergalactics  
AYC Luau & Pig Roast  
**(Changed from June 13th)**  
Governor's Cup-Keel  
Governor's Cup-Centerboard

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## Telltale Deadlines

June 8th  
September 4th  
December 1st

Summer Quarter  
Fall Quarter  
Winter Quarter



**NEW MEMBERS  
TEAR OUT AND PUT WITH YOUR 1998 DIRECTORY**

Harcourt, John & Stavrand, SueEllen  
704 Windsong Trail  
Austin, TX 78746  
Home # 512-347-0687  
Work # 512-464-0208  
Boat - Laser 2

Plunkett, Mark & Nichols, Jill  
1900 Big Canyon Drive  
Austin, TX 78746  
Home # 512-306-1546  
Work # 512-454-8744  
Jill Work # 512-401-8164  
Boat - Laser

Saunders, Dean  
1221 S Congress #322  
Austin, TX 78704  
Home # 512-447-7850  
Work # 512-703-1348  
Boat - J22

Raun, Jeff  
3505 S. Lamar #2077  
Austin, TX 78704  
Home # 512-448-2200  
Work # 512-448-2200

Steward, Guy & JoLynn  
906 Deer Run  
Round Rock, TX 78681  
Home # 512-244-9081  
Work # 512-794-1479  
Boat - Ranger 29, Laser



*Who moved the dock again?!!!!*

## RANDOM THOUGHTS FROM THE FLEET COMMANDER

Jerry Rabun

Before I agreed to take this job (the pay sucks, by the way) I must have had some misconceptions about what was involved. I thought it was one of them part time deals. Well, at least, I have my own key to the soda pop box.

If you haven't noticed, effective with your February bill, your monthly AYC statement now shows slip numbers for which you are being billed. It is my hope that these numbers are in agreement with where you actually keep your boat. I've spent a great deal of time matching Harbor Committee records with those of the office to make sure everyone is receiving an accurate billing detail each month. Please feel free to call me if you have any questions on this.

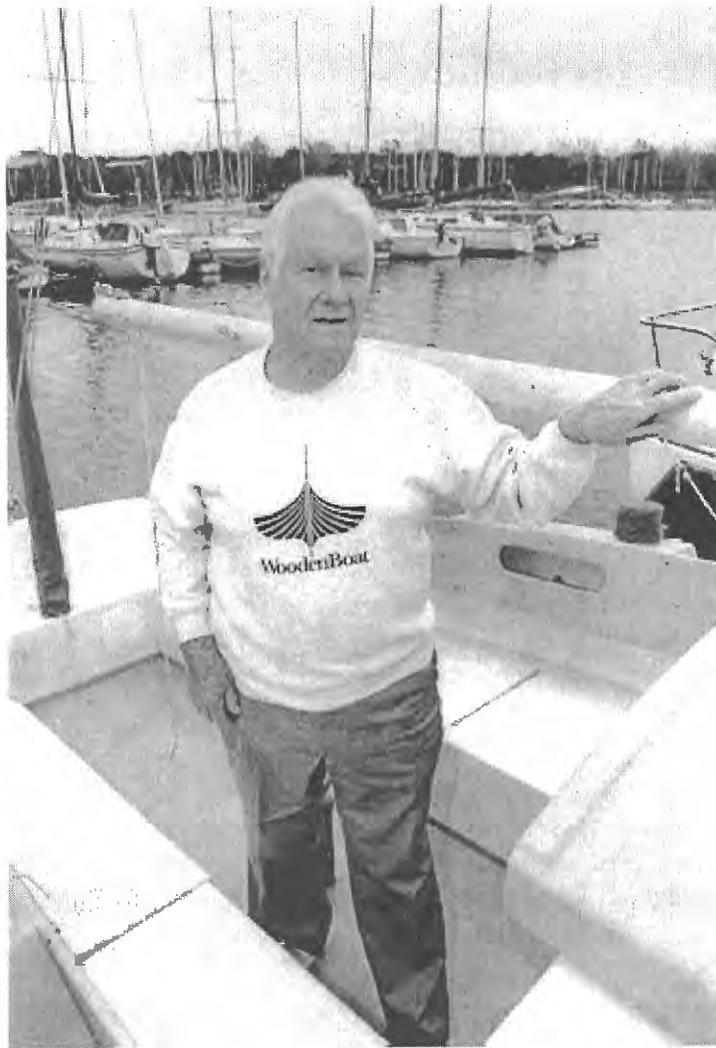
Please review the harbor rules with respect to marking your boat trailers which are stored on AYC property. I've noticed that there are a lot of trailers that are unidentified. Some that are identified still have a previous owner's name on them and there are some, though marked, that would require some sort of forensic scientist to figure out who's name is on them. There are also a lot of flat tires and tires missing from some of the trailers.

With the lake full and El Nino still with us for awhile, I am concerned that we could have another flood. If the drysail area floods again, boats will have to be moved quickly and they are a lot easier to tow if there are inflated tires on the trailers. Should we have a flood and your boat is not in towable condition, ie. flat tires, locked tongues, no wheels, no trailer, it will, no doubt be put on the bottom of the "move everything to high ground" priority list. Trailers, properly identified and towable, are much easier to return to their assigned spaces after the water goes down.

This year, your Harbor Committee doesn't have any large scale building projects in the queue. Plans are to fix or improve what we got. They include work on the HC docks, refoaming dock 2, improvements to the T-heads to make them more boat friendly, adding numbers to slips, installing temporary mooring cleats on the outside of board boat dock 2, adding keelboat friendly bumpering to the South Cove Rigging Dock, permanent anchoring for the training facility, plan/begin construction of new Dock 6, board boat docks for AYC boats, and other tasks as needed. Please feel free to contact me if you have any suggestions or ideas in this regard.

Finally, while AYC is a facility on which boats are stored, it is not just a boat storage facility. According to the Harbor Rules, "dock and dry sail spaces are intended for the use (the keyword here is "use") by club members who are active in the club, and members who occupy such spaces do so at the sole discretion of the AYC Board of Directors". I encourage you to "use" your boats, and look forward to serving the membership during the year. Please feel free to contact me if I may be of any assistance to you.

See ya' on the lake.



### **A Life Member looks at AYC's Heritage**

**Recollections of Pat Kimbrough, by Bruce Foster**

As we enjoy AYC's prime location, facilities and commitment to sailing we should remember the history of our club and the foresight of sailors who, nearly fifty years ago, founded this organization. This story is a part of AYC's history as recalled by Pat Kimbrough, AYC's newest life member, who still races his newly restored Thunderbird. This is Pat's story...

"It all began for me in 1951 when I saw an article on home built boats in the Austin newspaper. Dr. William Carter, a UT Professor, invited anyone interested to come by his house and see the boat he designed and was constructing. The boat was the T-24 with the "T" standing for "Texas" and 24 referring to the boat's length. When the shop became available I was invited to build my own T-24.

Dr. Carter started the Austin Sailing Club in 1951 and I became a member the next year. AYC became official in 1953 when, Commodore Bob Embleton, had the club

incorporated. Our meetings were usually held in members' houses and were later moved to a meeting room in the Austin Public Library. Dues were \$10 a year.

Boatbuilding was a common bond among the members since almost all the boats were home built with wood. There were two T-24's (mine was one), a Comet, Snipe, International 14 and several double enders. Bill Carter's T-28 "Heuristic" was the scratch boat. We used cotton sails and saw the first, unsuccessful attempts at synthetics like orlon, which was so brittle it cracked when folded. The best sheets and halyards were made of linen because dacron didn't appear until around 1956. Needless to say, nothing was put away wet.

Our races were run from shore at the Lake Travis Lodges using a portable mast to signal the various starts. Marks were usually innertubes with a flag attached. The rules demanded a higher level of conduct and seamanship because, if you fouled someone or touched a mark, you were out of the race! There were no penalty turns in those days. When not racing, I always tried to help out the race committee. It is still one of the best ways to learn about sailing.

We also did a lot of cruising back then. About every two weeks we went on a short overnight sail. Arkansas Bend held one of our favorite coves and, if the lake was full, we could sail right up to shore and tie off. A stern anchor kept the boat pointed toward shore. Once a year we held the Bluebonnet Cruise, a long trip up to Cow Creek. It was an ideal campground, but unfortunately was private property, and later we were not allowed to camp there. The Bluebonnet Cruise is now celebrated as the Turnback Canyon Regatta.

In the early 60's we rented a cabin at Lake Travis Lodges for a clubhouse. It was next door to a cafe run by Jesse James, the State Treasurer. He liked sailboaters and gave us a good price on the cabin rental. The cabin had a large room, kitchen, bath, fireplace and a large screen porch overlooking the marina. This clubhouse proved popular and enabled the Austin Sailing Club to attract more members. About this time, Raymond Allen, owner of Beacon Lodges offered to sell us the place for \$110,000. Several members tried to come up with the money, but it was out of reach at the time. My wife and I were building a house in the cove that is now Commander's Point and were unable to invest in the venture. Beacon Lodges was sold to Walter Carrington, and later as club membership grew, a trust fund was established and the current AYC site was purchased.

Tom Leach designed the clubhouse and Bill Griffis was the superintendent who supervised its construction. I was probably down there every day to watch the building progress. At this time the name was changed to the Austin Yacht Club, in part to invite more motor boaters into the club and increase overall membership.

My boatbuilding days were not over. I started building my Thunderbird in 1966. It took four years to complete and was launched in 1970. I competed in nearly all the races that year and my most cherished accomplishment was winning the Lakeway Regatta in 1971. I was also very involved with the junior sailors in the early 1970's when the club acquired the Optimist prams. Commodore Jack Downs asked me to build a storage box for the Optimist gear. I was pleasantly surprised the box lasted as long as it did. The years also took their toll on the Thunderbird and I moved it to my house in 1995 for refurbishment. The task was completed in 1997 and I now actively sail her. You can see this piece of history on dock #2.

Many things have changed over the 45 years I have been a member of the Austin Sailing Club and Austin Yacht Club. In the early years if you saw three other sailboats it was a "good crowd". From the early days of home-built wooden boats to the current fiberglass 30 footers I have seen changes I wouldn't have believed. But AYC is just as its founders foresaw and is still "my kind of place".

THE BEST SAILORS RACE NON-SPINNAKER  
or  
HOW TO GET MORE RACERS TO COME OUT AND PLAY  
by John Vance

Suppose a poll was taken to identify the most highly regarded racing sailors in the world. Two names at the top of the list would surely be Dennis Connor and Buddy Melges. Older guys would include Lowell North. One thing these three have in common is that they are all champions in the Star class. The Star boat does not carry a spinnaker, and the class is regarded by Connor as the world's premier sailboat racing venue. Here's what Dennis Connor had to say about it in an interview by Sailing World magazine: "Star boats- -where the best sailors in the world come from". And talking about Bill Buchan: "He was my hero. The best." Up there with Melges? "Above Melges.--- He's a three time Star world champion." And Connors' "finest accomplishment" (by his own words) was "winning the Star boat worlds with straight bullets."

Now that we have settled the question as to whether non-spinnaker racing is "real" sailboat racing, and see that the best sailors in the world enthusiastically participate in it, let's explore the question of how to increase participation in PHRF races on Lake Travis. Why? Because, in spite of the glowing report of improvement given by our recently outgoing Fleet Captain, the local sport is still sick and in danger of dying. In recent years the population of the Austin area has doubled while participation in our sport barely holds even. Looking back to the early 1980's, I remember being on the starting line in C class series races with 18-22 boats week after week. I believe that part of the reason for the decline is that many people no longer have the time to recruit and train crews. I think the recent relative popularity of D Class (non-spinnaker) bears this out. I would like to see us try some innovations that could bring back participation in classes A, B, and C.

I have two suggestions: 1) Make it more attractive and fun for both novice and experienced non-spinnaker sailors to race in the established classes A, B, and C; and 2) Implement a separate golf handicap class with a separate start. Let me discuss these ideas one at a time.

The first suggestion has already been tried without success, you say. Well, yes, but why did it fail? Let's get into the mind of two non-spinnaker (NS) sailors thinking about racing with the spinnaker boats after they've been offered a handicap bonus of 9 seconds per mile.

The first guy, Willy Wingout, is an experienced racer who likes to sail NS, likes to sail doublehanded, and doesn't want to get the extra crew to fly the chute. But he has a fractional rig and knows that 9 seconds is not a fair allowance in the races here with their mostly windward- leeward legs. Also, his rating is already at the slow end of his class and he knows that without the chute he will be finishing an hour or so behind the leaders, even if he wins. And finally, he knows that he will be ridiculed for sailing NS. He has even heard that last year's NS champion was asked by Bobby Bigchute at the annual PHRF meeting if he wasn't ashamed to be racing NS! No, it's better to keep the NS class all to itself in "D" and race there and not have to deal with the unfair rating and the time limit violations and Bobby Bigchute's ignorance.

The second guy, Charlie Chokesail, is a novice who has done a few series in the Golf Handicap class (see below) and thinks he might be ready for a more competitive venue. He's racing NS now but hopes to eventually get a spinnaker and learn how to fly it. But he and his wife crewed with Bob Broachmaster last week and somehow she lost a lot of her initial enthusiasm for the sport. He thinks he could win it back if they could continue to race NS in one of the established classes. Charlie has all the reservations of Willy about racing NS in an established class, in spades. He worries that Rob Rolyoly and Bob Broachmaster will think that he's not macho if he doesn't fly a chute and slap the mast down a few times and make his wife scream bloody murder. And he knows that he will be finishing way, way back. So, maybe it would be better to go back to golf (either real or sailing).

All of these impediments can be remedied if the spinnaker sailors are willing for it to be possible for a NS boat to win their series. Start out by giving the NS boats a handicap allowance that will assure competitiveness by a good sailor. If that allowance drops them into a slower class, put them in it. The allowance has to depend on the rig. Fractional rigs need a bigger allowance. The smaller the "J" measurement the bigger the allowance. An easy way would be to start out with (at least) a 12 second allowance for masthead rigs and a 15 second allowance for fractional rigs, and then make changes or adjustments for individual cases (e.g. the Thunderbird with its tiny jib) a year later based on experience. All allowances should be established and reviewed annually by the PHRF Handicap Committee. Finally, and most important, the NS sailors have to be accepted in the fleets on an equal basis by the spinnaker sailors.

My second suggestion is to implement a Golf handicap class ("G class"). This has been done successfully at other locations (see the excerpts below from an article in American Sailor). This suggestion was investigated here a few years ago. Records were kept to see how much allowance would be required to make the slowest sailors competitive. The results were surprising - in some cases 50 seconds per mile and more! So the attitude was "we can't do that". But I say why not? So what if someone sandbags? Not many will do it. Let the people in their first series write their own handicaps! If the first suggestion above is implemented then the experienced people won't be in "G" and the spread might not be so large. Start out with a 2 boat fleet if necessary and spread the word. Have a Golf-H committee that keeps track of race results and computes new handicaps at the end of each series. Compute the PHRF number for each boat in each race that would put them in a tie for the win. Then average all the numbers for the series. Why is golf so popular? Is batting a little ball around on the grass really more fun than sailing? I don't think so. But the rules make all the players feel competitive, they don't have to train the caddy, and no one gets upset if they leave the 2 iron out of the bag.

*The following is excerpted from an article in American Sailor, June 1990, entitled The Value of Other Venues by Steve Hill, Southeast Florida PHRF*

Up and down the coast, competitors were either dropping out of racing entirely or forming golf handicapping groups. PHRF in our area was quite competitive and a number of boat owners were either unable or unwilling to match the level of expertise of these boats. Initially, this desertion was viewed with alarm by the Board of

Handicappers... market competition! --- However, in time it has proven to be in our best interest to help form these golf handicapping fleets.

PHRF-SEF (Southeast Florida) helped initially in rating the boats utilizing our techniques, then a constant was added to the rating. This initial rating was then adjusted down for the winners after each race” utilizing a percentage of corrected time differences. The underlying thought was that if the rating got back to the PHRF number, the sailor might consider moving to a regular PHRF fleet. The particulars of the golf handicapping system have changed somewhat under different administrators but the basic concepts have remained... move the winners down over time until every one has a shot at the trophies.

The objectives have been realized, boats have moved between regular PHRF and golf handicapping, and most rewarding... the golf fleet is having fun! m



*Martha Stewart  
visits AYC!*

## ***AYC KEEL HANDICAP FLEET - news***

by Doug Laws--Keel Fleet Captain

This fall and winter has been an active sailing season for the keel fleet, with a large number of participating boats and good sailing weather, but unfortunately, light winds. Anyway, the lake is full and spring is here, so lets all get out on the water and enjoy.

The annual Keel Fleet meeting and trophy presentation was January 17th, which was also the start of the 1998 Frost Bite series. Many thanks to Bob Goldsmith and the '97 officers and fleet captains for a great racing year. Also thanks to the many volunteers for race duty, scoring, trophies and food All very necessary to have a successful race or regatta.

Our Keel meeting highlight was presentation of the 1997 Keel Fleet Championship Awards. These awards are presented to top sailors who actively participate in races throughout the year and also consistently score well in the races. Receipts of the awards were:

<b>Spinnaker:</b>	1st	John Mandell
	2nd	Claude Welles
	3rd	Bay Peterson

<b>NonSpinnaker:</b>	1st	John Vance
	2nd	Dennis Mills
	3rd	Tim McKenna

Congratulations to you and your crew. This represents many dedicated weekends of sailing throughout the year. Keep up the good work.

New Keel fleet officers for 1998 are:

Fleet Captains:	A Fleet	John Mandell
	B	Larry Ratliff
	C	Tommy Gairloff
	D	Bob Perry

Handicap Committee:

	1 yr	Jaime Edwards
	1 yr	Joe Roddy
	2 yr	Dennis Mills
	2 yr	Bay Peterson
	3 yr	John Burton
	3 yr	Tim McKinna

## ***AYC KEEL HANDICAP FLEET - news continued***

There were large turnouts for all three of our big events year end events. Thanks for your support. Lets make 1998 even better. Regatta and series results were as follows:

### **WILD TURKEY REGATTA 42 Boats**

<b>A Fleet</b>	1st	D. Kern	J 29
	2nd	T. Taylor	Hobie 33
	3rd	R. Dewitt	Pearson Flyer
	4th	B Bowen	J 30
<b>B Fleet</b>	1st	C. Welles	Cal 9.2
	2nd	J. Jones	Moore 24
	3rd	S. Eller	Impulse 21
<b>C Fleet</b>	1st	T. Groll	Ensign
	2nd	B. Freeman	SC 21
	3rd	D. Ohe	Cat 22
<b>D Fleet N/S</b>	1st	S. Brown	J 22
	2nd	J. Barker	J 30
<b>E Fleet N/S</b>	1st	M. Allen	Cat 25
	2nd	K. Kimbrough	T-bird

### **RED EYE REGATTA: 37 Boats**

<b>A Fleet</b>	1st	J. Mandell	11 Metre
<b>B Fleet</b>	1st	R. Dewitt	Pearson Flyer
	2nd	S. Piche	S2 7.9
	3rd	B Bowden	J 30
<b>C Fleet</b>	1st	B. Freeman	SC 21
	2nd	D. Wahlberg	Kiwi 24
	3rd	J. Deeter	Cat 22
<b>D Fleet N/S</b>	1st	L. Gensch	Hunter 40
	2nd	A. Plattsmier	J 24
	3rd	T. McKenna	Hunter 23.5

## *AYC KEEL HANDICAP FLEET - news continued*

<b>FROSTBITE SERIES:</b>		<b>44 Boats</b>	
<b>A Fleet</b>	1st	D. Balfour	J 80
	2nd	R. Shull	J 29
	3rd	B. Bayendorter	Melges
<b>B Fleet</b>	1st	C. Welles	Cal 9.2
	2nd	D. Wahlberg	J 24
	3rd	B. Cordelle	J 22
	4th	B. Wilson	Ult 20
<b>C Fleet</b>	1st	B. Hawn	SJ 7.7
	2nd	J Allison	Santana 20
	3rd	B. Freeman	SC 21
	4th	J. Deeter	Cat 22
<b>D Fleet N/S</b>	1st	T. McKenna	Hunter 23.5
	2nd	C. Popescu	Cat 22

As a final note, the Beer Can series start in May. These races are a lot of fun for friends, family, novice sailors and racers. The format will be the same as last year--so plan to spend Friday evenings on the lake for a short race before dark.



*John Saunders.... Need I say more??? (3/19/98)*

# ***A-FLEET NEWS***

by John Mandell

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## **New boats & AYC members in A-Fleet**

### **A-Fleet gets it's own start**

Thanks go to Dane Ohe and the AYC Race Committee who gave A-Fleet it's own start, at least for the first series. That gives us a bit more room on the line and allows us to receive a longer-distance race. To justify our own start, we need to continue to have a good participation record (so, BE THERE!). Thanks again, Dane!

### **Dave Balfour takes A-fleet by storm!**

AYC is now home to its first J/80. Dave Balfour's "Kicks" is rumored to be renamed "Kicks Ass" after victories in his first two series, winning both AYC Winter Series and Frostbite series. (Whining about his handicap should be directed to the handicap committee.) Congratulations Dave!

### **Mark Sunday brings Melges 24 to AYC**

Everybody please welcome Mark Sunday who recently joined AYC and moved his Melges 24 here from San Diego. Mark tells me he is glad to finally be living close to his boat as he used to commute to San Diego from Phoenix! Since Mark is new in town, he plans to recruit some regular crew locally (skippers beware!). He invited his West-coast crew to Texas for Opening Day, only to be disappointed by our "moderate winds." We're glad they came and hope they'll come back.

### **A-Fleet is alive & growing!**

In addition to the Dave Balfour's J/80 and Mark Sunday's Melges, A-Fleet is also proud to have added as recent new members:

- Gary Cobb – new AYC member, recently acquired Olson 30, "Low Rider"
- Imre Szekelyhidi acquired a J/29, now named "BOAT II" (with all new sails!)
- Scott Young, Mike Haggerty and John Morran have acquired "Avalanche"
- Bryan Bayerdorfer has brought a new Melges 24 to AYC
- Scott Spurlin has acquired Hobie 33, "So Long"

**Welcome!**

### **A-Fleet Newsletter goes high-tech**

We've started an e-mail newsletter for A-fleet skippers, crew and interested folks. If you would like to be included on the mailing list, please send mail to A-fleet central: **Error! Reference source not found.** We're happy to include anyone who likes to be connected!

### **AYC Web Site hosted by Doug Kern**

In case you aren't aware of it, AYC has a Web site. It's not new, but everyone should thank Doug Kern for maintaining it. Calendar and other information can be viewed at: **Error! Reference source not found.**

## "B" Fleet

By Larry Ratliff

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By the time this issue of *The Telltale* reaches the fleet, the 1998 Race Season will be well under way. With the new innovations of a separate B fleet start and many new courses, it looks to be an exciting and competitive year. First, for those of you who don't know me, my name is Larry Ratliff and I own one of the newer B fleet boats, the Ross 830. The Ross was re-rated at 138 when I purchased it this fall. I am looking forward to competing in B fleet and getting to know the other members of the fleet over the next year. Now to the news.

Thanks: I want to take the time to thank last year's B fleet captain, Bonnie Chambers. Bonnie did a great job of taking care of B fleet business, and she also did a wonderful job of singing the National Anthem at the 1998 opening day ceremonies. If you didn't get a chance to hear her, maybe we can talk her into a little ad hoc performance when she's least expecting it. I also want to take this opportunity to thank Mary Sikora for helping me learn the in's and out's of how to get things done at AYC. Without her advice and support, my assumption of this august position would have been much more difficult.

Frostbite: Congratulations to Claude Welles for preserving the honor of B fleet during the Frostbite series. Claude won the series in convincing manner (as usual), holding off several determined J24's and J22's. Thanks Claude--that's one we don't want to lose to the one-designers. Other B fleet boats that did well in the series were Robert Wilson (Ultimate 20) 4th, Barry Bowden (J30) 5th and John Vance (Impulse 21) 6th. Speaking of Frostbite, many thanks to the folks who helped with the B fleet duty for that series, John Burton and his crew of Cynthia Darwin, Kirk LeClear and Charles Allen. Also thanks to longtime Ensign skipper and PRC member Cynthia Creamer who pitched in to give us a hand.

Committee Duty: The first series race committee duty for B fleet (third race of the Spring series) will be over by press time and I want to thank in advance everyone who helped. Our next duty is August 8th, the last race of the Summer Evening Series. Due to the fact that Mary Sikora, Joanne Welles and myself are scoring Turnback, Governors Cup Keel and Fall regattas, the B fleet duty has been covered for those events. Any volunteers for Governors Cup Centerboard give me a call.

Social Events: Organizing parties is not my strong suit. If anyone has any ideas for a social event or feels the unsuppressible urge to take on the post of B fleet social chair,

just get in touch with me. I will try and talk to as many people as possible to see if there is interest in this kind of activity. More to follow in the next issue.

**Other Stuff:** Improving communications is always a lofty goal that can have a positive affect on almost any organization. With that idea in mind, I would like to put together as comprehensive a B fleet E-mail address list as possible. In order to do that, I would like all E-mail enabled B-fleeters to E-mail me at [larrat@aol.com](mailto:larrat@aol.com). I will capture the return addresses and upon occasion send out tidbits of information. John Mandell (A fleet captain) has started an electronic newsletter with topics of interest not only to A fleet but all Keel fleet members. Once I get the list set up, I will add any pressing B fleet info and pass it on. Let me know if anyone has anything they want me to include.

#### What's New:

1. Thank to B fleet skipper John Burton, who is on the PRC, and came up with some new and interesting-looking courses for the long distance races. During the first series, the PRC and the Keel fleet captains will work together to fine tune the new courses. If anyone has any concerns, questions or comments on the new courses, give me a call with your input.
2. As was pointed out at the PRC race committee seminar, any swim area is an obstruction and you can no longer unwind if you enter one of these areas. The rule of thumb is if it says no power boats, read it to mean no boats. I'm not sure about the rules ramifications but thought I would pass this on as food for thought.
3. Remember to check in with the committee boat before the race. This point was emphasized at the PRC seminar. This is important because it makes the task of figuring out who's left out on the course a lot easier, especially if it's late or bad weather blows in.

It's Sunday morning and I've spent enough time pounding the keys, so I'll see you at the club. On a personal note if anyone has any concerns about B fleet or Keel fleet as a whole and the way it's being run, please talk to me so we can solve any problems early on and get the max enjoyment out of the racing and the club.



## C-FLEET:

Greetings to all C-Fleet Members:

The '98 racing season has begun! Big thanks to the three boats that made it out for the second race of the Spring series. Those that did not come out missed some great wind and racing, really picked up everyone's spirits.

Due to the shrinking of C-Fleet participation, this year may prove to be a little different previous, but it is up to all of us to keep the C-Fleet alive and kicking!!! To begin with we will be starting with D-fleet, rather than having our own start. This is not a factor except it is either going to be some long races for the slower boats or some real short races for the faster spin boats. However this could prove to be a good opportunity to work with our non-spin friends and build C-Fleet ranks back up. Tim & Julie we're here to help you get that new chute of yours flying.

Unfortunately, I am unable to continue full responsibility as C-Fleet Captain for the second year in a row. My schedule for '98 is just as hectic as everyone else's. Therefore, I have designed a schedule so that the entire fleet is responsible for our race committee commitments and not just myself. This came to me in the middle of the night recently, after asking several fleet members if they would take over the '98 Fleet Captain role. I was repeatedly told the same thing..... "I've got too much going on, but I'll be glad to help you with race committee". Well, guess what?! I've got too much going on too! So .... **tag**... you're it!

Below is the schedule for '98 representation. The fleet members listed are responsible and accountable for the C-Fleet representation for the '98 AYC Race Committee. If you have any conflicts with the following schedule, it is each individual's responsibility to find a replacement. C-Fleet is obligated to supply 2 members/crew volunteers for each regatta. Usually only 1 day per person is necessary. If you are appointed to head up a series race committee, it is your responsibility to coordinate the necessary volunteers to complete this task.

<u>RACES</u>	<u># NEEDED</u>	<u>C-FLEET REPRESENTATIVES</u>
Frost bite (Series)	6	Tommy & Ann Gairloff
April 5 (Spring Series)	8	Roy Crouse; Bay Peterson
May 23 -24 (Turnback Canyon)	2	Steve Johnson; Ralph Jones
June 27 - 28 (Governor's Cup keel)	2	Bob & Sue Farmer
July 4 - 5 (Gov. Cup CB)	2	Ted Scardamalia; Dave Boerner
July 25 (Summer Evening Series)	8	Paul & Jill Frehls; Walt Dwyer
October 10 - 11 (Fall Regatta)	2	Dennis & Carol Mills
October 25 ( Winter Series)	8	Doug Laws; Perry Weller

A special thanks to those who have already helped with race committee this year. Thank You very much, Mark Bradford, John Allison, Israel Bocanegra (& kids) and Ann Gairloff.

Again, thank you in advance for all of your support in making C-Fleet a success in 1998 -- rather than a withering, dying, inactive fleet!!

*Tommy Gairloff*

## D-Fleet News

Congratulations to Tim McKenna, who at the end of the year banquet was awarded the Jimmy B. Card Memorial Trophy "to recognize the beginning sailor who enthusiastically, bravely, and with a real zest and enjoyment for life became a reasonably competitive sailor in the first or second year of sailing. " We almost had to memorialize Tim again after the Ides of March race of the Spring Series when he and his intrepid crew bravely withstood the winds and white caps brought on by the joint efforts of Aeolus and El Niño.

Non-spinnaker sailors are looking forward to a great year even though we have to share our starts with C Fleet this year. Don't let those baskets on the bows fool you at the starting line, we will probably be in the third start with them all year long. Also, it looks like the course settings have been changed, so be sure to get a new listing of courses and throw away your green cards; and keep an eye out for further developments because the courses might be changed again after the Spring Series.

This year, as you know, the "frostbite" was really on opening day, and three of four weekends of the winter races were in spring-like weather. Tim McKenna and Julia Ann lived up to expectations and won the Frostbite Series. Congratulations again! Calin Popescu took the second place trophy.

Many thanks to all who showed up for Race Committee duty on the last day of the Frostbite Series and especially to those who were chosen to serve: Steve and Cheryl Pervier, Tim McKenna, Nick and Lynn and Julie Conrad, Ken Miller, Dave Boermer and yours truly.

We are looking for a lot of participation in D-Fleet this year and we hope that everyone will not only come out to race but also talk your friends into joining us in the non-spinnaker races. Beginners are welcome, old salts can show us how it should be done.

Bob Perry  
D-Fleet Captain

# J/22 News

By Debra Phillips

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Before opening day, Max Rockoff posted a notice that he will be selling his J/22, and he tells us he plans to leave Austin. Max has served as our fleet captain and treasurer. If you get a chance, call him and wish him well.

At the February board meeting, Mark and Carol Rylander resigned their AYC membership. Mark Rylander was responsible for much of the growth in the fleet, offered J/22 sailing instruction, and was always ready to help with boat tuning advice. We hope they'll be out sailing again soon. Best wishes in your new pursuits, Mark and Carol.

In November 1997, fellow J/22 sailor Doug Woodward was in a serious motorcycle accident. He is recuperating on the 3rd floor of St. David's (Rehabilitation Center). As of March 16th, he's finding the hospital scene a little boring, and can handle some visitors. If you would like to visit Doug, contact Rick Sharp for more information.

Austin J/22 Circuit...

We are still looking for volunteers for the Austin J/22 Southwest Circuit Race, May 2nd and 3rd. Please contact Bonner Cordelle or Jim Baker if you are interested in race committee duty. We still need volunteers for the U-R the Cooks Steak Dinner Saturday night, Friday night and Saturday morning registration, and assistants for boat launching and haul-out.

Race Committee Duties...

Congratulations to everyone in the J/22 fleet for an admirable job of race management and grounds work in 1997. We extend special thanks to Claudia Foster for assisting with the last race committee duty in 1997.

January 14th the fleet captains met with Lanelle and Dane to provide final input for the 1998 AYC calendar. Lanelle and Dane managed to rearrange the schedule to answer several fleet captains' concerns. We have race committee duties May 31st and September 12th. If you are unavailable for race committee duty for either of these dates, please inform Debra Phillips as soon as possible (347-1765).



## SOUTHCOAST FLEET

All the news that's fit to print, by Scott Walsh

While Diane & I were away last December, a wicked yet shrewd plot was played out at the fleet meeting. The installation of the fleet captain (in absentia) and who knows what else those scalawags perpetrated sipping their shameful gin. Ray, the Shull, could have stopped it al but-NO!

Now you're stuck with the worst nightmare of them all, the new fleet captain, Me. Each of you will pay for this travesty. this mockery. Double gin and tonic duty, non-spinnaker light air races, and race committees in December! But that's only the start--paper mache trophies, or how about sail measuring at every event? You will see the error of your ways...there is still time, you can still salvage the year. All you have to do is show up, be at the start on time, know the course and watch me sail right by. There is no better tribute you can pay to your Captain than That.

Well, as my first duty as fleet captain, I missed the Fleet Captain's meeting. I warned you, this is not going to be pretty. There was a small yet robust showing of our fleet at the Christmas party. As I recall, Steve Gay was present and his ever evolving son Steve JR. He fared well with the Junior fleet as well as all would expect. Bud Boucher seemed quite happy to allow the evening to on without taunting any of the new fleet members such as Dave Speed. Dave was accompanied by Cheryl and we all had a lovely chat about Vic an Pat Manning's excellent party throwing abilities, and how they should be doing it much more often for our fleet. Polly Mayfield may have been there too, but I'm not sure!! I do think, though, that Doug Powell and his spunky (my wife made me change it from "scrappy") wife Karen enjoyed their evening out even despite their table assignment. Ooooh! It's good to be Captain!! Barbara Hawn was in stoic form reminding us all we have not yet begun to sail. Jim Rehage dropped in late and made the busboys get him a plate out of the dipsy dumpster==real suave, Jim. I think I saw Charles Pope dancing with the bishop but that could have been the cocktails. Ray, the Shull, was the big winner this year with more awards than I care to remember. Watch out Ray. Word has it Will is going to skipper this year... Now where to hide Ray... Now where to hide!

We have a log of great sailing to do this year and I am depending on you all to do your G & T duty without a hitch. OH, so you want me to make the list? You mean you haven't started reading my mind yet? We all need to remember to take a certain pride in doing race committee. Even if they strapped us with more RC duty than chase 1. Oh well, just goes to show you just how bad you all are going to pay this year..aaaahh.. yes!

Your new Fleet Captain, Scott Walsh

# SUNFISH SUNFISH SUNFISH SUNFISH SUNFISH

## Sunfish Fleet 70 Prepares for a New Year!

Austin, TX-We did it! We survived another wet and chilly winter, and another season of sunfish sailing is just around the corner. As your new Fleet Captain for 1998, I eagerly seek the participation and commitment of the many talented and experienced SUNFISHERS around here. Jerry? Pat? Vic? Vicki (S)? Cynthia? Bill? Well, I could go on and on. I guess I miss you guys! Diane Zbasnick, our past Fleet Captain and Race Commander for 1997, is back and has many stories to share about her adventures. She will be an integral part of this year's racing season, including the ultra SW Regionals that will soon take place here at AYC (**April 18-19th**). Put it on your calendar!!

First, however, is the 1st official meeting of the year! We will meet **Saturday night, March 14th, at 6:30 p.m.** at the AYC Clubhouse. This will be a potluck supper so expect a call from me soon! Here's your chance to experiment with your favorite recipe's and test it on the rest of us. At this meeting we will begin planning SW Regionals, recruit new members (bring a buddy), and pay dues so that we have money to fund this big time event. More information will soon be on your door step via your March newsletter(it's on its way). Write down the date, and prepare to volunteer. We will need RC folks, stereo equipment, food folks, T-shirt designers, and more! Let's show the rest of the Texans out there just why the Austin Yacht Club Sunfish Fleet 70 is so awesome.

Las but NOT least--Put **the last two Wednesdays of April** on your calendar. Nope, we won't be racing just yet, but we will prepare ourselves! Joanne Weberlein and her team of experts are putting together indoor racing clinics. Time to get the was out of our ears and learn what we probably already learned but forgot. I know I do this! So, arrive at **5:30 on April 22nd and 29th** for dinner. Clinics will begin sharply at 6:30 p.m. See ya there!

More to come--Dayna Mosier

## Ensign Fleet 30 News

We have yet another Dahmen in the Fleet. Eliza Springs, 8 pounds, with healthy lungs checked in with George and Pokky, Thursday morning March 12. All doing well. George wondering if he'll ever get a kitchen pass. Congratulations and Welcome.

Ensign Fleet 30 has big plans for '98, probably bigger than our bellies, but what the heck, it never hurts to think big.

This year marks the 35th Anniversary of the Ensign and the fleet is working to have events that coincide with club events to celebrate our history.

Currently there are 22 Ensigns in the Yacht Club and another 3 or 4 on Lake Travis. We'd like to get in touch with these owners. If you happen to see them on the water, get close enough to get their names and phone numbers.

The Fleet is working hard to increase the number of boats on the starting line. But we are also recognizing that many of our fleet members are no longer interested in racing their boats.

Consequently, the Ensign Fleet has scheduled a Cook-Out Cruise for Saturday, April 25 (May 10 is our bad weather, backup date.) PLEASE MARK YOUR CALENDARS. Otherwise, we'll be forced to schedule more of them.

Our plans for an Ensign show of force in connection with the Club's Opening Day ceremonies were blown out. Your leadership has decided that the June 6 Luau Party would be a good evening to have a formal review of the fleet. PLEASE MARK YOUR CALENDARS. The fleet is also committed to a two-hour tour of cooking duty for the pig.

Fleet 30 has pledged itself to provide four competitive boats for a two-week match racing clinic and series in the Fall.

In terms of last year's activities, Jim Baker in 324 was the Fleet Champion. The result was obtained by taking the total results (less throwouts) of the Spring, Mid Spring, Fall and Winter series. Tom Groll and George Dahmen in 578 were second, Jim and Lynn Shelton were third in 440 and Franz and pere Karel were a very close fourth (less than two points) in 588.

Ensign News  
Page two

If the championship had been figured on just the results for the Spring and Winter series, Baker would still have won it, but Tom Kozlowski in 929 would have finished second with Groll/Dahmen third and the Sheltons fourth, with five points separating first and fourth places.

We look forward to an active Ensign year with more boats being refurbished and brought back to the starting line. Work parties will be the order of the season.

Speaking of starting lines, we have our own start this series (7th). Let's justify the club's confidence by getting as many boats to the line as possible.

(Lou Kimball, Jim Baker and George and Pokky Dahmen contributed to this report.)



*Can you see the wind now, Phil?*

## C15 Fleet 14

by Bill Smith

Well C15 fans. Is El Nino great or what. The water is already warmer than typical and we certainly have enough of it (too much I suspect after yesterday's rains and the Pedernales flooding).

Let's hope for a good wind year, with wind all summer long and not the 22 mph gusting 30 mph that happened last weekend.

This year is going to be an interesting year for C15 owners that are close enough to Austin to want to come out to the club to race. There seems to be a lot of activity in used boat sales. Hmmmmm.

The C15 national association has a new internet web site. Although, it is not that much to look at yet, it will soon have useful information about C15 sailing and a few pictures to look at. The useful information will include scheduling and tuning guide and links to other interesting sailing sites. The world wide web address is:

[www.io.com/~c15](http://www.io.com/~c15)

The site is "under construction"

There are several interesting district sailing events this year . . . with some of the specifics not firm as of this printing. Refer to the C15 association web page for the final version of the district schedule. The association will be mailing out a district newsletter with all this infer as well.

The information includes the date of the C15 Area F districts (to be held at the Houston Yacht Club this year) and the date of the North American Championship (to be held in Atlanta, Georgia this year) and the dates of the other "circuit" regattas for C15's in Texas.

I'll be in touch with everybody soon about a "fleet meeting" to party and talk about what racing we want to do this year.

Until then, happy racing (in your "other" boats).



*Looking forward to  
the next issue of the Telltale...*

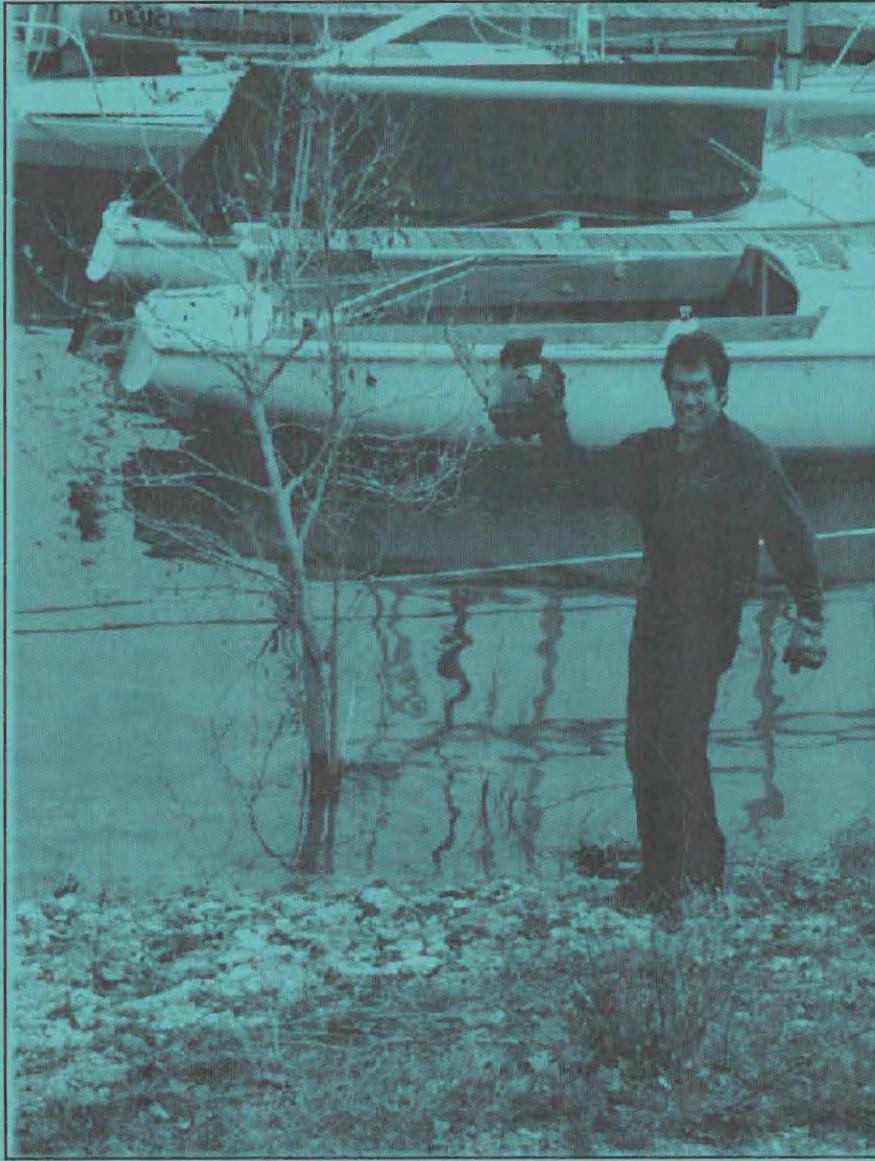
# J-24 MARCH MADNESS CIRCUIT STOP AUSTIN YACHT CLUB March 21 - 22, 1998

## Race Results: (21 boats total)

1st Place	Eric Nelson/Bob Hardin	Mr. Happy	7 points
2nd Place	Kirk Livingston	Tool Time	12 points
3rd Place	D. Pledger	More Grief	13 points
4th Place	Greg Buck	Turn & Burn	14 points
5th Place	Dave Broadway	Superman	17 points
6th Place	F. Amrhein	Flour Power	19 points
7th Place	Kevin Coor	Esprit de Corp	24 points
8th Place	Fred Schroth	Psycho	28 points
9th Place	Bill Jennings	Impulse	28 points
10th Place	Tom Bremer	Catapult	29 points







*Chain Saw Massacre at the AYC Clean-up Party*

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