



Telltale

April 2008

Monthly Newsletter

Inside this issue...

2008 Laser Regatta Photos
Turnback Canyon Info
'Lessons Learned' By Scott Young

*Founder's
Day 2008*

Sunday April 13th
2008

Brunch 10 am to
Noon

Followed by the
presentation of the
Colors

US SAILING
PRESENTS
MOUNT GAY RUM
SPEAKER SERIES

Gary Jobson
at
Austin Yacht Club
April 25, 2008

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Newsletter

Yolanda Cortés Mares, Editor
E-mail submissions by 5th of
month to: ymares@earthlink.net

AYC Business Hours

Tuesday: noon—5:00 p.m.
Wednesday-Sunday: 9:00 a.m.—5:00 p.m.

Closed Mondays

Closed Club Holidays:

New Year's Day	1 January
Easter Sunday	23 March
Independence Day	4 July
Thanksgiving Day	27 November
Shopping Day	28 November
Christmas Day	25 December

Board Member E-mail addresses:

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secretary@austinyachtclub.net
treasurer@austinyachtclub.net

Cover photo: Laser start at 2008 Roadrunner
Regatta (photo by Bill Records)

Austin Yacht Club 2008 Race Calendar

April 2	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
April 5	Spring Long Distance Regatta
April 5-6	UT Sailing Team SEISA Women's Championships (UT Event)
April 9	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
April 12-13	SEISA ISSA District Qualifier (UT Event)
April 13	Spring Series Race #3
April 16	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
April 20	Spring Series Race #4
April 23	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
April 27	Spring Series Race #5
April 30	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
May 4	Spring Series Race #6 (EOS Buffet)
May 7	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
May 10—11	J24 Circuit Stop Regatta (Texas State Championships)
May 14	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
May 17	Southcoast 21 Intergalactic Championship Regatta (Fleet Event)
May 21	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
May 24 - 25	Turnback Canyon Regatta
May 28	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
May 31 - Jun 1	TSA / Area F Mallory Cup Qualifier
June 4	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
June 7 - 8	Centerboard Regatta
June 11	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
June 14	Summer Series Race #1
June 18	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
June 21	Summer Series Race #2
June 25	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
July 2	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
July 5 - 6	Keel Fleet Event
July 12	Summer Series Race #3
July 19	Summer Series Race #4
July 26	Summer Series Race #5
August 2	Summer Series Race #6
September 7	Leukemia Cup Warmup Race #1
Sep 13	Night Race (Fleet Event)
Sep 14	Leukemia Cup Warmup Race #2
Sep 21	Leukemia Cup Warmup Race #3
Oct 4 - 5	Leukemia Cup Regatta
Oct 11 - 12	Sunfish Regionals (Fleet Event)
Oct 19	Winter Series Race #1
Oct 26	Winter Series Race #2
Nov 2	Winter Series Race #3
Nov 9	Winter Series Race #4

Gary Jobson at AYC

Man was I sorry I missed Jobson last year. How many times in life do you get a "do over"? Mark this down as one of the few. Gary Jobson will be speaking and presenting an exciting sailing program at AYC again – Friday, April 25th at 7pm.

In my mind Jobson is the face of American sailing. He's been a collegiate sailor, winning America's Cup tactician, author, ESPN sailing announcer, and is in the Sailing Hall of Fame. Gary's the MAN. The fortunate ones who attended last year speak of the event in near religious terms – incredibly inspiring. Jobson's program this year will be a up-date on sailing world wide: from the upcoming Olympics in China to the current soap opera of the America's Cup, and everything in between. His presentation is part of the US Sailing MT Gay Rum Speaker Series that only happens at select yacht clubs. Yes AYC is of the select venues.

Don't miss this opportunity. You better pre-register as seating is limited and the event sold out last year. Hope to see you there.

-Wade Bingaman

AYC 2008 Non-Racing Events

April 6	"Learn To Sail" for Southwestern U. Students
April 6	Catalina 22 Race Seminar (1:30 p.m.)
April 13	Founder's Day Brunch (10:00 a.m.—noon) AYC Clubhouse
April 17	New Member Candidate Meeting (6:30 p.m.)
April 20	Meet The Fleets Social
April 24	AYC Board of Directors Meeting (7:30 p.m.)
April 25	US Sailing Mount Gay Rum Speaker Series Featuring Gary Jobson (7:00 p.m.)
April 26	AYC Fund Fundraiser Event (7:30 p.m.—10:00 p.m.)
May 8	KHF Handicap Review Committee Meeting (7:00 p.m.)
May 15	New Member Candidate Meeting (6:30 p.m.)
May 17	Adult Learn To Sail Clinic
May 31	PB&J
June 7	PB&J
June 9-13	Junior Summer Camp Week #1
June 14	PB&J
June 16-20	Junior Summer Camp Week #2
June 19	New Member Candidate Meeting (6:30 p.m.)
June 21	PB&J
June 23-27	Junior Summer Camp Week #3
June 28	Caribbean Party
June 28	PB&J Junior Windsurfer Series
June 30-July 2	Junior Summer Camp Week #4

From The Commodore

By Bob Goldsmith



AYC is about to start the really busy part of 2008. The Spring Series is already underway with two race days completed. The Long Distance Regatta was yesterday as I am writing this, and more big events are coming up in quick succession. The first will be Founder's Day on April 13. There will be live piano and a very nice buffet in the Clubhouse starting at 10 a.m. At the same time as the buffet is starting, one of the local radio stations will be interviewing Co-Chair **Wade Bingaman** about the USSailing Mount Gay Rum Speakers Series featuring **Gary Jobson** which will be coming up on Friday April 25th. After the Founder's Day buffet, at about noon, there will be the traditional flag raising downstairs with **Bonnie Chambers** singing the national anthem. Then several of AYC's Founding Fathers will tell stories and present a skit about AYC's earlier days. And finally, of course, the committee boat will go out for Spring Series Day No. 3.

Gary Jobson's event sold out last year, and it was really a great evening. We will be giving away free Mount Gay Rum drinks before the event this year and there will be light snacks. Clicking on big picture on the home page of the website gets you to the details and registration form.

Speaking of the website, we have been working to make it more active. As you can see by visiting it now, the home-page features links to upcoming events and more of a news format. It may not change every day, but it will change fairly often and should help members keep track of AYC's many events.

Finally, work is underway on changing how the beer cooler is handled. For a first step it is going downstairs under the Clubhouse. This will become AYC's designated beer selling area. Look for some infrastructure, maybe a weekend snack bar, to develop down there and for access to beer to improve as the details are worked out.

See you out there!



Commodore Bob and Social Chair Jeane hanging around in Kauai (Photo above)

Thoughts of Vice

By David Lewis

"Never give up. Never give up. Never, never, never give up."

For the first 20 plus years of my career I had the privilege of working with Dr. Neal Kocurek, the namesake of the Austin Convention Center and the man behind the scenes of many of Austin's most forward-looking endeavors of the 70s, 80s and 90s. While at Radian Corporation, Neal taught a leadership training course called *Excellence in Leadership*. MacArthur's 'never give up' quote was one of Neal's favorites and it featured prominently in his leadership training.

I thought about Neal and this favorite quote of his on Saturday, during the **Spring Long Distance Regatta**, as we were struggling mightily to maintain steerage with wind gusting to half a knot in the washing machine of motorboat wake between Emerald Point Marina and Devil's Cove. With prolonged periods where the lengths of cassette tape tied to my shrouds showed the wind to be coming from straight overhead, there were times during that race that quitting seemed like the eminently sensible thing to do (and, indeed, it was a very popular choice). But, in the end we stuck it out and drifted across the finish line on the 1.9 mile "long distance" (shortened) course a mere 3 ½ hours after starting. When it was all over with, those that turned around and motored back to be first in line for dinner outnumbered those that stuck it out to the bitter end. But, most of those that stuck it out ended up with really nifty Magnum flashlights as testament to their perseverance (or hard headedness—you choose).

Although a little more wind would have been nice, it was still a beautiful day to be on the lake—sunny with temperatures warming from the seventies to the eighties over the course of the afternoon. **James Wilsford**, who chaired this event, and his crew of volunteers put on an excellent regatta in every respect (come on—you can't blame them for the wind!) The race committee was the embodiment of "never give up," waiting out a lengthy postponement to find window of light breeze that was just enough to get the six fleets off and racing. Both breakfast and dinner were excellent, and nobody left the docks hungry or went home hungry for lack of food. For those whose predilections run to the challenging mental and physical discipline demanded by light wind racing, the Spring Long Distance Regatta was the stuff dreams are made of. For everybody else, it was still a lot better way to spend the day than working.

If you missed the Spring Long Distance Regatta, or even if you didn't, the AYC classic, **Turnback Canyon Regatta**, is just around the corner, coming up May 24th

and 25th. Turnback was the first AYC regatta that I ever sailed in, in 1985, and it has remained my favorite over the years. It has certainly supplied me with more sailing stories than any other single event, and I look forward to it being a reliable source of new stories for years to come. If you don't have any good Turnback stories, then you've been missing out on what is perennially one of the absolute highlights of the AYC sailing calendar. If you talk to the old timers around the Club, they will tell you of 150+ boat fleets (and debauchery that would make a New York governor blush). While it's been a few years now since we have fielded more than 100 boats for Turnback, attendance has been growing and this could be the year to do it.

With both racing and cruising fleets, Turnback offers something for everyone (bring your own debauchery). If you want to be a part of the party and don't have a ride, we can hook you up with a boat. Or, if May is your month for self-sacrifice and community service, **Bruce McDonald**, Turnback regatta chair, can always use more volunteers to help out. As a double venue event, this regatta really talks a lot of volunteer support and I'm sure Bruce could use a hand if you're available. If you want to be a Turnback volunteer, contact Bruce at brucemcdonald@att.net. Whether you participate as a volunteer or as a diehard **COMPETITOR**, be a participant. Join the fun. You can mow on Monday. Come out and support your club and be an active part of the premier sailboat racing venue in Central Texas. Who knows? You might even get an opportunity to practice your perseverance.

What: **MEET THE FLEETS**

When: April 20, 2008: After the races

Where: Under the clubhouse or at tables on the dance floor.

Who: All AYC members

Why: To meet and greet new and current members.

How: Fleet captains are being asked to coordinate a gathering of their fleet members after the races on Sunday, April 20th. Some fleets will provide food /or snacks for themselves and for any members that may "sail in" to say hello. Some fleets may just offer to serve a beer, provided by the membership committee. All members are asked to check with their fleet captains to see what they can bring to make this day festive. Not a fleet member? Call any fleet captain!

Questions can be directed to:

Norma Lien nlien@austin.rr.com;

Tom Lappin tom@bevobus.com;

Remus Broussard remus@lobos.net

Race Commander Report

By Steve Eller

Spring Series is off and running and there are ample opportunities to race this Spring. Even if you missed the first two Sundays, we are having races every Sunday between April 13 and May 4. The Turnback Canyon Regatta is coming up on May 24 – 25 and the Centerboard Regatta will be held on June 7 – 8. We hope to see you out on the water at all of these events. We have almost completed the first cycle of fleet race committee duties. I think that everyone has done a good job running the races but I would like to see everyone consult the new Race Committee Handbook more often to ensure consistency from week to week. There have been a few issues crop up so I would like to ask for everyone's help in a few areas:

There are example score sheets on all of the race committee clipboards. Please use these as a guide and make sure your score sheets comply. Every blank on the score sheet is there for a reason. Incomplete score sheets make it very difficult for the Scoring Committee to score the races. If at all possible, try to reduce the length of the start/finish line after the first set of starts is completed. Unless there is a particularly large One Design fleet, the start/finish line should be shorter for the second race of the day. This will also reduce the amount of lake affected by the start/finish line obstruction. Please make sure that your boat information is current on the AYC website and that you carry the correct sail numbers on your sails. We have has a number of instances where people have checked in using the wrong number or have conflicting sail numbers on their sails. Once again, this makes scoring the race difficult.

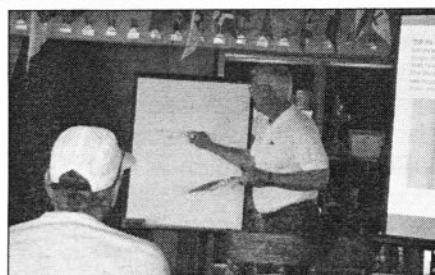
Speaking of scoring, I would like to thank **Barbara Prashner** for agreeing to be our Scoring Committee Chairperson and the other members of the Scoring Committee (**Remus Broussard, John Maddalozzo, Rob Stivers** and **Steve Vaughan**) for their hard work this year. I had always suspected that scoring was a frustrating and thankless task but now that I have been directly involved with the Scoring Committee I know what a difficult job it is. If you see these people at the Club please take the time to thank them for their efforts.

AYC 2008 Fleet Captains:

Jim Tillinghast	KHF A	jim.tillinghast@yahoo.com
John Maddalozzo	KHF B	maddalozzo@gmail.com
Damon Galloway	KHF NS	dgallo@aol.com
Dave Kenyon	J24	dak2@hotmail.com
Renee Ruais	J22	rmruais@austin.rr.com
Tom Meyer	SC21	tsmeyer@austin.rr.com
Jonathan Baker	Ensign	jonathan.baker@holtcat.com
Peter Broberg	Catalina 22	dpbroberg@aol.com
Jim Rehage	Multihulls	jim_rehage@urscorp.com
Billy Eno	Laser	billy.eno@gmail.com
David Grogono	Laser	dgrogono@austin.rr.com
Willis Thorstad	Sunfish	wmtkt@austin.rr.com

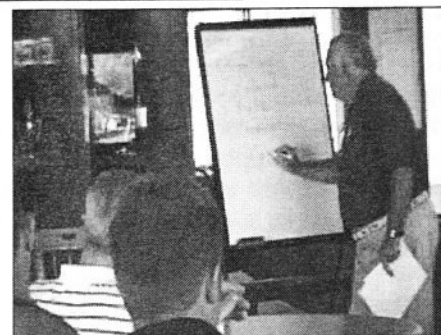
Sail Training Report

By John Grzinich



Steve Vaughan explains sail draft concepts. Willis Thorstad concentrates. (Photo left)

Steve Gay teaches starting strategy. (Photo below)



The first adult sail training event of 2008, a Racing and Boathandling Clinic was held on March 9th. We had a full turnout with 22 regis-

trants and over 30 people in attendance including skippers with crew members. There was a series of morning lectures, and 6 boats went out sailing in the excellent afternoon breeze to practice some of the techniques learned that morning. **Steve Vaughan** and **Steve Gay** did great job with morning class lectures that covered everything from pre-race boat prep to starting strategy. **Steve Gay** took the class through a series of classroom starting exercises. We even had a lunch time quiz. Many thanks to the coaches, **Chris Bataille, Renee Ruais, Bill Mitchell, John Mandell, and Ray Shull**, who assisted with the classroom training and then went out on boats in the afternoon to do the water coaching and real time feedback. I had the fortune of getting to ride and coach on **Will Klien's** Benetau 235, which is boat I used to race year's ago and that gave me the opportunity to pass along some of my experience with that boat, and shoot some video's of the other boats. We wrapped up the clinic with a post practice happy hour and watched some of the video I shot of the boats practicing. All in all, a good day, and I seemed to get some positive feedback on the class. Some students expressed interest in a follow on class to continue their racing education, so I have that on my sail training "to do" list.

Next up for Adult Sailing Training will be an "Adult Learn to Sail" clinic tentatively scheduled for May 17th. Stay tuned to the AYC website for the official announcement and start of online registration.

(Continued on Page 7)

Sportsmanship and Rule 69

By Steve Eller, Race Commander

We spend a great deal of time debating the specifics of the Racing Rules listed in Section 2 which serve primarily to keep sailing a non-contact sport. However, even more fundamental rules exist in Section 1 dealing with safety, fair sailing, and acceptance of the rules. The first of sentence of RRS 2 Fair Sailing states "A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play." To me this means PLAY NICE!

I am aware of 3 recent instances where competitors have forgotten their obligation play nice. I am sure that this recent rash of uncivil behavior is an anomaly but since it has happened several times recently it seems like a good time to remind everyone of how the grievance system is supposed work in our sport.

Sailing is an interesting sport because except at the highest levels we are all supposed to police ourselves (the so-called Corinthian Spirit). RRS 3 Acceptance of Rules obligates us to be "governed" by the rules and to "accept the penalties imposed and other action taken under the rules". This is one of the things that makes our sport unique. I have a hard time imaging an NFL football game where an offensive lineman picks up the football and marches it back 10 yards because he decided he was holding on the play.

The situations that we find ourselves in on the water are varied and subjective. In addition, we are racing against a diverse set of people with very different personalities and styles. It is therefore not uncommon to have a difference of opinion on whether a racing rule was broken.

It is also important to remember that at AYC all of our events are run by volunteers with many difference levels of experience and expertise. Occasionally mistakes are made in the management or administration of races which can have negative effects on one or all of the competitors.

The racing rules provide the ONLY acceptable grievance system in our sport. RRS 60.1 provides that a boat may protest another boat or request redress. If you feel that the actions of another competitor or the Race Committee have harmed you in any manner you are encouraged to file a protest or request for redress in accordance with the rules and the sailing instructions.

Unfortunately, in the 3 recent instances which I am aware of, competitors let their frustration get the best of

them and rather than follow RRS 60.1 they communicated their frustration with other competitors and volunteers in a rude or vulgar manner. Besides being unpleasant and uncalled for, these actions can have serious ramifications for the sailors committing the unsportsmanlike conduct.

RRS 69.1 states "When a protest committee, from its own observations or a report received from any source, believes that a competitor may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing." If the outcome of the hearing is that the protest committee finds that a competitor is guilty of one of the items mentioned in the last sentence, they may issue a warning or "impose a penalty by excluding the competitor ...". If a penalty is imposed, the protest committee is obligated by RRS 69.1(c) to report the penalty to the national authority. The national authority may then conduct an investigation and possibly a hearing which could result in a suspension of a competitor's right to compete in any ISAF sanctioned event.

The moral of this story is for all of us to keep our cool on the water, use the grievance process outlined in RRS 60.1, and remember that all of the competitors and volunteers are out there to have fun. PLAY NICE and I will see you on the water.



*"What do you mean, they're serving
Chicken !!!! "* *That's right!*

The J24 Fleet is going to provide fried chicken for the
Meet the Fleet party April 20th after the Series Race
on Sunday. Plan on a 4:30pm - early evening affair.

*This is a Pot Luck dinner, so bring your favorite covered dish.
The **ROTO Shooter** will be hung, Bring your own ammo!*

Look for us gathering near the covered patio.



FRIDAY NIGHT BEER CAN RACES! FRIDAY, APRIL 11

Races will start at 6:30 pm CDT through
April 18 and 7:00 pm CDT beginning May 2

**NO RACE APRIL 25 (Gary Jobson Event
Night)!!**

**Burgers and all the fixin's
will be available for pur-
chase after each race!**

Burgers & Dogs
Adults \$4.00
Children \$2.50

Rules:

**Open to all keel and multihull boats with a cur-
rent PHRF rating**

**Race course marks are AYC marks B, E and K,
rounded in any order and from any direction**

**Start and Finish line marks are the No Wake
buoys at the harbor entrance**

**Start times are based on your PHRF Rating –
check the start time sheet posted on the
Race Event Bulletin Board and on the AYC
Website**

**Non-spinnaker boats may start 30 seconds ear-
lier than your posted start time**

**The official clock is located on the Race Event
Bulletin Board**

**First and Second Place boats win a bottle of
wine!**

**First and Second Place boats add 30 seconds to
the next and subsequent weeks' start time.
This time adjustment is CUMULATIVE,
meaning that you roll your 30 second adjust-
ment for all wins/places for all subsequent
races!!**

**Good sportsmanship is the main rule – you are on
your honor to observe Rules of Racing and
time adjustments**

Sail Training...Continued from Page 5



Renee Ruais on the stern pulpit of a Pearson 26 coaching realtime
(Photo Above) and taking a group through a starting exercise
(Photo Below).



Anyone thinking about signing up children for PB&J or Junior Summer Sailing Camp better take action soon! Three of the four regular PB&J sessions are already full with wait lists. Junior Summer Sailing Camp weeks one and five are filling up fast. There is still plenty of room in the middle weeks. Don't forget, experienced Juniors, there is a 3 day camp the week before the July 4th weekend just for racing. We've had a few glitches with some junior program registrations, but the AYC staff has done a great job in dealing with them, and **Tom Lang** has been very responsive in making web site changes to quickly correct any problems. Tom has also been making some nice operational improvements so that the registration process continues to get smoother and more efficient.

John Grzinich, Sail Training Commander

C-22 Fleet News By Peter Broberg



Heading into the 3rd week of Spring Series racing, half of the Catalina 22 fleet is within 5 points of the lead for the series. We've had 8 boats participate which is tops for the one-design fleets and second overall for the club.

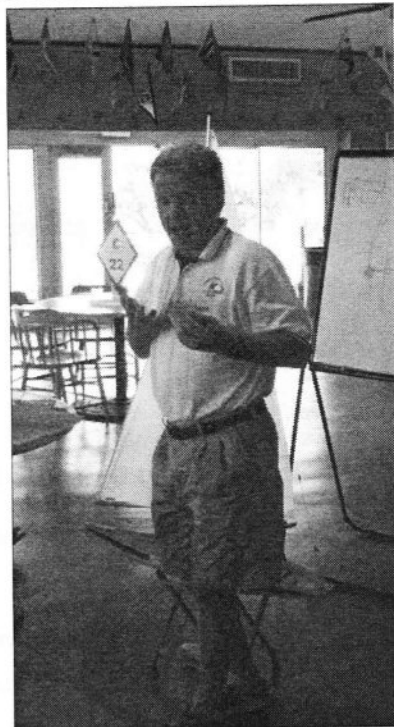
The first week had strong winds with close racing as some folks opted for smaller headsails in the first race then upgraded to Genoa's to keep up in the second. **Walter Allan** on "**Kati-B**" took a strong second in race #1 and **Wade Bingaman** on "**Dry Heave**" finished second in race #2. **Dane Ohe** took both bullets with help from **David Rehberg** and long-lost fleet member **Andy Rogers**. (We hope to see Andy on "**Trivial Pursuit**" out again this year!) Our immediate Past Fleet Captain **John Grzinich** on "**Bebopalula**" kindly pulled aside on the downwind leg of race #1 to reconfigure his new hi-tech whisker pole control contraption (HTWPCC) thereby allowing new Fleet Captain **Peter Broberg** on "**Paradox**" to slip out of last place!

The second week of the Spring Series again featured gusty winds just at the upper limit of Genoa enjoyment. "**Paradox**" and "**Dry Heave**" swapped firsts and seconds as David shared his wisdom by crewing with **Peter** and **Gary Devin**. The day also featured an assortment of on-the-water inter-fleet festivities including Monohull-Multihull Jousting and Leeward Mark Rounding Raft-ups. We also celebrated the first return to the water of **Roy Crouse** on "**Lone Star**" since his swan dive from the deck of his trailered boat in the drysail area several weeks ago. Crouse carefully broke his fall with his shoulder and his face thereby avoiding damage to the compass he was holding in his hands. (Can you say "Blue Duck?")

On Sunday April 6, the fleet hosted an afternoon Catalina 22 Race Seminar which drew 15 people ranging from absolute beginners to seasoned veterans. **Wade Bingaman** did an excellent job of reviewing aspects of boat improvement, rig tuning, racing rules and procedures, and tactics for starting, rounding, and winning. **Derek Miller** and **Bjorn Aannestad** have been racing a boat kept at Keller's and they seemed eager to learn and excited about joining us regularly on the water. Crouse's crew, **Alex Ferrier** and **Josh Love**, were present and joined in the discussion. **Gary Devin's** new co-worker **Demian Rodriguez** joined us for his first exposure to the sailboat racing world. **Brett Wilson** rode his monster bike out to listen in as he completes his keel repairs and gets ready to take the helm himself after crewing with Wade recently. We were

Wade Bingaman Reaches the High Notes of his aria "Lighten Your Boat for the Race" (Photo right).

also glad to have **Richard Hughes** from the Sunfish fleet join us and hope he will come back for an on-the-water experience. Thanks to Dane and David for giving everyone a tour of their boat highlighting in-board Genoa tracks, jib cross-sheeting, forward rudder angulation, adjustable backstay, and cabin top reinforcement. Our fleet has always been characterized by folks anxious to SHARE the "secrets" of their success. All of us want as many competitive boats as possible to add to the fun and the frenzy of one-design racing.



We're looking forward to more close racing and camaraderie with three more race weekends in this series in addition to our Race Committee duty on April 20. 2008 is off to a great start!

Turn Out for Turnback!

Turnback Canyon Regatta is scheduled for Saturday, May 24 and Sunday, May 25. Here's the plan: Sail or cruise from AYC to Bar K Ranch in Lago Vista on Saturday. After anchoring/setting up camp, sailors will enjoy drinks, dinner and musical entertainment. This year's BBQ feast will be catered by Bee Cave Bistro and music provided by a DJ to satisfy all tastes/requests. Sunday morning, boats will follow the reverse course back to AYC where beer, hamburger dinners and an awards ceremony will provide end-of-regatta entertainment.

Turnback is a 50+-year tradition. This year's committee is working hard to ensure that all participants have a great time. Many plans are still in the works. Plan to attend – and spread the word to your non-AYC friends!

Please direct your questions to Bruce McDonald at 266-3744 or brucemcdonald@att.net.

SC-21 Fleet News

By Bruce McDonald



Here's some SouthCoast humor:

John Bartlett was in a hurry to make some minor adjustments to my South Coast rigging.

The conversation was as follows:



"Look, you see, it's easy. You don't need no friggin' Bowman's chair just go up the mast and make the adjustments like this, see."



"Or, you can take the mast down and do it like this. No problem. I've got to run. You OK with putting this back together, right?"

We love you, John!

Water Matters

The newsletter of the *Highland Lakes Group*
Volume 15, Number 3

The rice irrigation water released from storage in Lakes Buchanan and Travis during the months of March through October each year is the largest single use of water in the Colorado River basin. How much is released depends primarily upon the weather and the number of acres of rice planted. Those of you who pay attention to such things may be curious about why the reservoir lakes are nearly at pool stage at the beginning of April, although the rice irrigation season has been underway for more than a month. Weather is having the most influence in the short term, but a recent dramatic change in the economics of rice farming may be the more important influence in the longer term.

In answer to the question, "Why is Lake Travis near pool stage when we are a month into the rice season?," Bob Rose, LCRA Meteorologist, says that although neither end of the river has had much rain during the first quarter of 2007, the lower (rice) counties had a lot of rain around the end of 2007 and the beginning of 2008. That earlier rain has made it difficult to get equipment into the rice fields, so rice planting has been delayed. The LCRA Report newsletter reported in March that a jump in market prices had driven up rice acreage in our basin from 50,000 acres last season to 57,000 acres this year. More rice acres means more irrigation water releases, of course. An article about rice economics in Water Matters newsletter in October, 2006, included a prediction by Bloomberg Economics that the "price of rice could double in the next two years." Well, that is exactly what has happened. A bonanza for the rice farmers? A conversation with Haskell Simon, rice farmer from Matagorda County, puts the situation in perspective. Simon reports that while the price of rice has doubled, so has the price of diesel fuel and seed, while fertilizer prices have tripled.

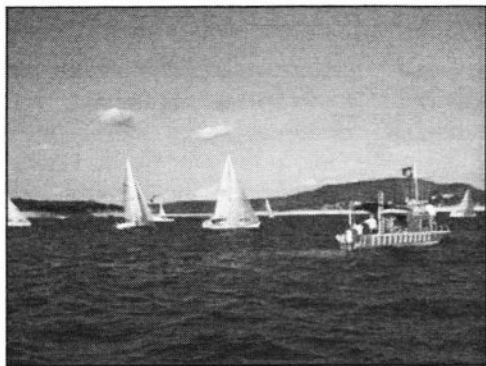
Rice acreage in the Colorado River basin has been declining for a decade. Rice farmers have switched to lawn grass, cattle, or row crops which do not require irrigation. Many rice farmers have left the business altogether, during a long period when it was very difficult to break even raising rice.

Simon points out that such an increase in crop prices would normally be expected to bring a much larger increment of acreage back into production, but now there is a shortage of farmers. He says that rice farmers used to consider their dwindling supply of water to be the limiting factor for rice production in this basin. However, the limiting factor now seems to be the number of rice farmers. In our basin, he says, younger farmers are leaving the rice business, and, "The average age of rice farmers in this basin is well into the 50's."

J-24 Fleet News By David Kenyon



AyeBoat at the finish line last year.



The fleet had an active month in March with the Spring Series beginning and the start of the Texas Circuit on Galveston Bay. The best tie of year for sailing is upon us and we see the J24 folks beginning to become active at the AYC.

The Spring Series has seen a handful of regular participants hit the water and show us that our fleet is active and enjoys the competition. We've had seven boats competing in the series so far, and I know more plan to be out during April. **Evil, Wicked, Mean and Nasty** leads the series with **Steven Burke's Out of Control**, **Joe's Ammo Box**, **Broadways' Superman**, **Tommy Pullen's Three Sheets** and **David Kenyon's ayeBoat** getting into the mix. So where are **Ooh Ahh, the Red Boat, Aeolian, Psycho, and Audacious**? They're in the water, but not at the show! Come on folks, let's have some fun and come out and sail!

March "came in like a wildebeest and went out like a dingo", as the saying goes. And it sure looked like that at the Houston Yacht Club for the Texas Circuit opener – **The Beasley Cup**. Five out of eighteen boats in the Beasley Cup were from the AYC. That's a great showing and of course, top gun went to **Mr. Happy**. Great beginning guys! Keep us chasing your wake!!

Hey, we have a really cool new site for the Texas District (District 14) of the J24 organization. You can find circuit stop news, registration for events, Forums for general discussion, need crew & looking to be a crew, "for sale", and lots more. Take a look at this link: <http://www.j24texas.com/>

Best of all, the Austin Yacht Club will be hosting the next circuit stop, coming up in only three weeks! Get your boat and your team ready for May 9, 10, & 11th, 2008 when we will hold the **Texas State Championship** here on Lake Travis. We expect a great crowd of racers, boats and friends of the fleet. Make sure to register early, and get a discount on your fees. Great prizes, too. See you at the starting line!

Multihull Fleet News By Jim Rehage

Multihulls Make Big Splash in 2008

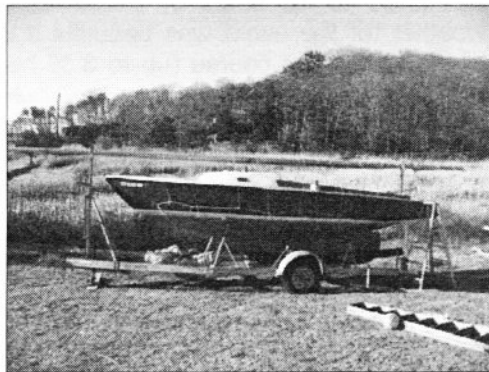
No, we're not talking about **Rehage/Nelson** living up to their boat's name – **Flip, Flop & Fly**, with regular dunkings; we are talking about our multihull fleet being alive and GROWING. We're talking about a record four trimarans turning out for a Frostbite Series race, including **Paul Horton (F31 Tribiology)**, **Jim van Fleet (F31OD Abandoned Assets)**, **John Howard (F25c Lagniappe)**, and the ubiquitous **John Kuc**, a.k.a., JK (Sprint 750 **Swallow**). Unfortunately, the day turned into a drifter so there were no races to be had. I hope we'll see that kind of turnout repeated many times during the upcoming season. The other big news is that several new multihull sailors have joined the club recently or turned in their membership paperwork, including **Carl Deckard** (NACRA Infusion), and **Michael Sabra** (Hobie 16), and **Clay Cassard** (NACRA Infusion). This group includes a seasoned racer (Carl) and two enthusiastic new faces, and I expect to see them all on the line on a regular basis. As this article goes to press, our fleet is looking forward to the 3rd annual Spring Long Distance Regatta, which will have the extra added attraction of a second day of buoy racing for catamarans on April 6! We've put the word out to our nonmember catamaran friends in the area that the lake is full, the water is warming up and the breeze is on, and we're expecting a great turnout.

Spring is a busy time for multihull racing and many of our members will be attending upcoming out-of-town multihull events including Hill Country Regatta (April 19-20), hosted by AustinCats (www.austincats.net); Texoma Lakefest Regatta (April 19-20); and the Texas Formula Sessions (F18s and A-Cats) (May 3-4), with a special pre-event coaching session featuring **Matt Struble** and **John Tomko** (May 2). It's also not too early to start planning for Turnback Canyon (May 24-25). Get out there, go fast and have fun!

Gate Code 3025
Now Through June



Fleet 30 welcomes Ensign #1198! (Photo right)



Race Committee The Ensign fleet switched with another fleet to assume Race Committee duties for the opening of the Spring Series on March 16. Conditions were brisk. A big thank you goes to the following volunteers who made it possible for the rest of the AYC members to race: **Danny Lien, Bill Hawk, Randolph Bertin, Fred Ford, Mitch Barnett, Elliot Bray, James and Carolyn Wilsford, Tom and Kelly Groll, Jim Casto.** If you weren't able to help out, we will have a few more opportunities throughout the year.

Fleet Racing Although the Ensign fleet had some boats competing in the Frostbite, one design racing would only begin with the start of the Spring Series, and our first race did not come until Spring Series #2 on Sunday, March 30, when six Ensigns unfurled their sails to mix it up on the water. There was plenty of wind, generally in the 13-17 knot range, with gusts over 20 knots, and fairly consistent (at least as consistent as we might expect to see on Travis) from SSE. **Jonathan and Sarah Baker** pressed into service a crack team of international crew from Argentina, and they sailed at or near the front most of the day, reaching the first windward mark in the lead in both races, and maintaining that lead the entire second race for a bullet (and that with the smaller #2 Genoa). In the first race, **Randolph, Iggy** and **Danny Lien** managed to reel in **J. Seagull** on the second leg and hold the top spot the remainder of the distance to the finish. **Tom and Kelly Groll** were joined by **Tom Holdridge**, and in spite of a foul to open the second race, they fought back to the middle of the fleet and passed **Festina Lente** to take second place after the final leeward rounding when the latter boat committed a foul of their own.

Lewis Price was out there getting his **Dos Locos** team up to speed and it was a quite a good speed as they were fast upwind, and managed to mostly hold their own downwind even without a spinnaker. Their highlight was a nice third place finish in the opening race, but they were just edged out for a photo finish in the second race by **Bill and Will Hawk** who also sailed without

a chute. The **Hawk** tandem was in good form considering the breezy conditions and the absence of additional crew. **Doug Laws, Elliot Bray** and **Mitch Barnett** teamed up for their first race in Ensign fleet 30 aboard #810. They had two very good starts, but it was a challenging day to learn to keep the Ensign on its feet and they had one occasion where they buried the lee rail and found out just how quickly the Ensign can take on water.

Spring (not quite) Long Distance

Two Ensigns signed up for the Spring Long Distance Regatta, **Prickly Pair** and **Eagle**. Unfortunately the wind did not co-operate and they only managed a short distance. Just 14 of the 40 registered boats managed to finish the race. Sailing: the only sport that is cancelled when the weather is too nice. Still, as they say, a bad day in a sailboat beats a good day at the office.

Social Sailing Surely they aren't the only ones enjoying the more relaxed aspect of sailing, but **James and Amy Bené** were aboard **Hedonist** and **Amie Rodnick** and **Larry Smith's Travis Moons** was spotted as well on Travis during the beautiful weekend of April 5-6.

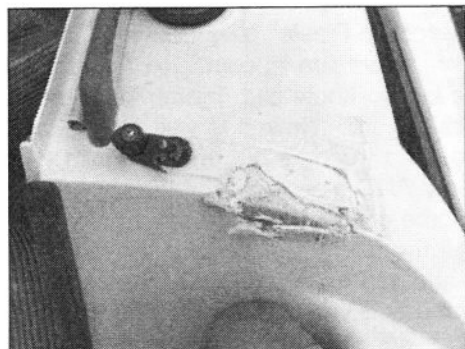
Social after Sailing April 20th, the Ensign fleet is planning a post race social (food and beverages as well as camaraderie). This will occur in conjunction with an AYC scheduled "Meet the Fleets" or "Fleet Rush" social where new club members are encouraged to visit the various fleets and get to know club members. Current Ensign fleet sailors are also allowed to visit other fleets, too, of course. So, plan to come out and visit with your fellow Ensign sailors AND meet some of the new members of the club (some of whom are already Ensign sailors!). Even though the social will occur after the race, please come out and join us even if you are not racing or even sailing that day. Everyone is welcome to join in the festivities. More details will be coming from **Kelly Groll** via email.

New Kid on the Block **Mitch Barnett** is not only a new member of AYC, he is also a brand new owner of an Ensign (one which looks eerily similar to another Ensign in the fleet...). He recently imported Ensign #1198 to Texas and even though, as with any aged boat, there is some work to be done, it has a solid deck and hull and Mitch is raring to splash the boat and hit the starting line, perhaps even before you receive this newsletter. Mitch is certainly excited about the boat and grateful for all the assistance the more experienced sailors have been kind enough to offer so far. Although it isn't as high a priority as installing a boom vang, the boat will apparently need a new name to replace the old ("**Excitable**"). Suggestions?

2008 Series Racing Action

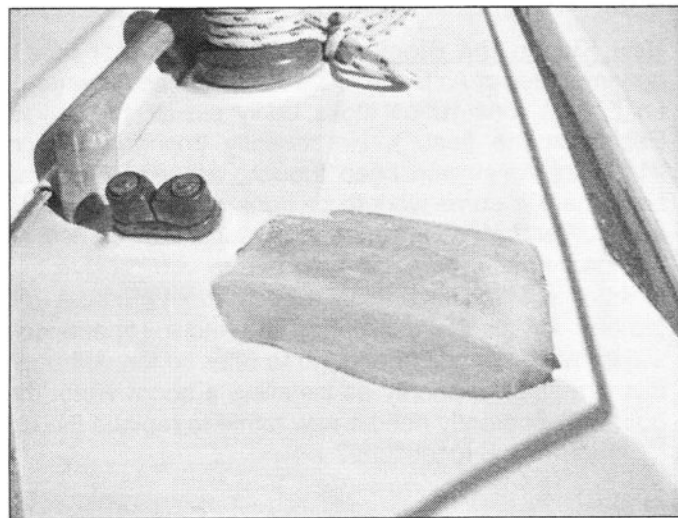
Keel Fleet participation year to date in Series races is up more than 50% over 2007 and 2007 enjoyed over 40% growth from 2006. Clearly the racing fun factor is way up. If you have not joined the series yet we have 4 more weeks of racing to get in on the action, plan to come out and join the fun and excitement. At this writing we are only two race days into the spring series and the racing has been fast and furious with winds in the high teens for both days.

The competitive spirits are running high for the series perhaps a little too high with the Hobie 33 RED team. In the final beat of the last race on March 30th, it seems their focus on competition took their eyes off the most fundamental rules of sailing, Starboard Right of Way, and the penalty for this lack of attention was a collision with a great new AYC sailor **Peter Mullarkey** in his Person 26. Fortunately the minor damage was nearly all confined to the Hobie 33 and the physical damage was repaired in time for the following weeks Spring Long Distance race. No word yet on repair to Steve's sailing confidence.



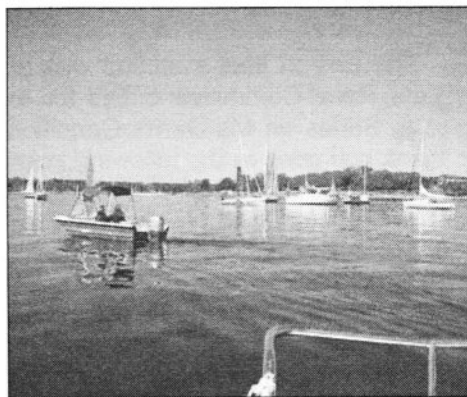
Spring Series collision damage on RED (Photo left)

Glass repair complete and the boat is ready for action (sometimes painting can wait when there's racing to be done) (Photo below)



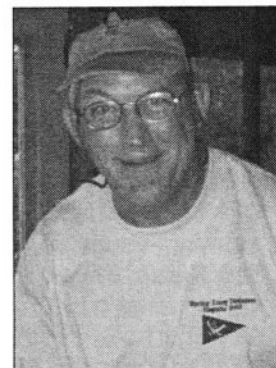
2008 Spring Long Distance Regatta

This year's event drew 31 Keel-Fleet boats in 4 classes, compared to 18 boats in 3 classes in 2007. The weather for the event was beautiful if not windy. And, while the time of course (up to 3 ½ hours) was about right, the course distance was well below the planned 12 to 18 miles ending up less than two. To "enhance" light air experience the power boat chop made the race a very memorable adventure. Most of the fleet let their senses get the better of them and chose to retire early to enjoy the great food and drink at the clubhouse while soaking up the welcome sunshine and pleasant temperatures.



Biding ones time and waiting for wind may be the toughest part of racing (2008 Spring Long Distance Regatta) (Photo left)

Spring Long Distance Regatta Chair James Wilsford (Photo below)



The Keel Fleet event winners were **Jim Henson** in a Hobie 33, **VC-David Lewis** in a San Juan 7.7, **Gary Payne** in a Catalina 30 and **Duane Dobson** in a South Coast 21. The complete results are on the AYC website under the Race Results tab.

Many thanks go out to **James Wilsford** and his crew of organizers for cooking up a great event in spite of the lack of wind, and for managing to keep smiling faces throughout the day.



Nostalgia photo #1: Governor's Cup 1982 had 33 boats competing in Fleet C (PHRF 198-220) (photo left by Jim Stafford)



Nostalgia photo #2: Governor's Cup 1983 with Bill Records, Ann Baylor, Eric Beggs, and Casandra Jones in Bill's Pearson 26 racing the Wilcox's in their San Jan 7.7 (photo by Jim Stafford)

Upcoming Events

Spring Series

The Spring Series continues through May 4th. Even if you haven't raced yet, there is still time to earn a trophy so come join the fun.

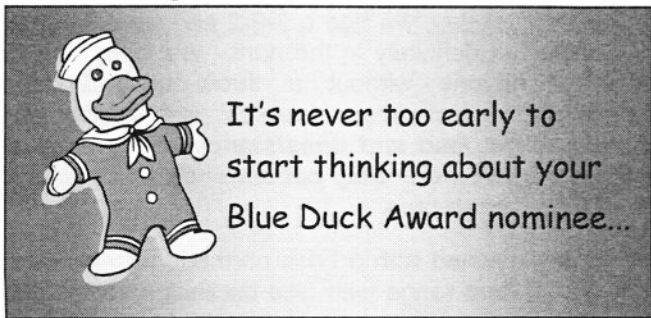
Jobson Event

You won't want to miss Gary Jobson on April 25th. This was last year's highlight event for the Club and is sure to be spectacular this time too. Register on line and show up for the excitement on Friday night. The weekly Beer Can Race for April 25th is canceled for this event.

Beer Can Series

Friday Night Beer Can Races begin April 11th. Check the flyer in this issue of the Telltale or online here http://austinyachtclub.net/fleets/Keel-Fleet/Beer%20Can%20Flyer_files/2008%20Beer%20Can%20flyer.pdf.

Start times begin at 6:30 PM through April. On May 2nd start times begin at 7:00 PM.



Lessons Learned By Scott Young

The J-22 Mid Winter's: Lessons Learned.... sometimes the hard way.

It has been some time since I have written an article for the Telltale. Largely, this has been due to a lack of any really inspirational material that I felt needed to be passed on. Fortunately, I had a chance to recently compete in the J-22 Mid-Winters held at Rush Creek Yacht Club on Lake Ray Hubbard outside of Dallas. After having a chance to reflect on my experience at this regatta, I realized there might be a few "lessons learned" that I could pass on.

The essence of this article is really based on the reality that you don't really learn anything that will benefit you in the long run without making mistakes. Sometimes...really big ones! I have never really learned anything that was a particularly impressionable without messing up. So, here is a run down on some of the mistakes that I made at the J-22 Mid-Winters....that in retrospect, cost us a victory.

We went into the event not really thinking we would have a chance to win. We had no preparation of any kind leading up to the regatta and had I had not been on a J-22 for over 2 years. **Mark Salih** was kind enough to loan me his boat when it was determined that he would not be sufficiently recovered from contracting a water-borne amoeba that significantly damaged the cornea's in both eyes while windsurfing in Australia. Fortunately, Mark is well on the mend is expected to make a full recovery.

Since we weren't sure about Mark's condition and whether he would be sailing the boat until a few days before the regatta, there was really no opportunity to practice or even sail the boat. As is usually the case, I was lucky enough to be able to sail with **Matt Romberg** and **John Morran**. With such a great team, I knew we would be competitive, with a realistic goal of the top 10 and maybe we could flirt with the top 5.

John and I were able to get out for a brief practice session the day before the regatta with a pick up 3rd crew off of the dock since Matt was tied up being a dad and doctor on the day before. We seemed to have decent speed and in our practice session and I felt like the boat was moving pretty well. I just tried to follow the Quantum tuning guide and it seemed like we would have enough speed to be competitive.

The forecast for the regatta called for big breeze from the South on Friday, a front with a strong northerly on Saturday and back to the South with strong breeze on

(Continued on Page 14)

Lessons Learned... Continued from Page 13

Sunday. I tend to have more confidence in stronger breeze so I was excited about the forecast.

The weather forecast however was a little off. We started off with a pretty light easterly breeze. East or Northeast breeze tends to favor hitting the edges of the race course as I was rudely reminded again. I generally don't like this direction because the middle is often death and I tend to like the middle of the course. What was throwing me off was that the hour-by-hour prediction showed the wind moving to the right (south) as the day went on. Consequently, we were constantly watching the right, waiting for the breeze to start working that direction. **Lesson learned....focus on what you have and not what you might get. Watch the trends, keep track of the persistent shifts but sail what you have!**

Race 1. We had a pretty good start near the upper middle of the line and tacked to the right when **Kelson Elam** cleared out. The boats low and to the right of us were able to squirt out on us a bit we played a few shifts and managed to round the weather mark 2nd behind Kelson. Kelson opened up his lead and we actually felt like the fleet was compressing on us. I kept protecting the right side of the course (left side going downwind) and realized that the puffs and streaks of wind were really favoring the left or easterly side of the course. So, instead of going right as the weatherman predicted, it would show a little bit of shift to the right and then come back in from the left. What this meant for the ensuing upwind legs was that you really had to dig into the left and get into the breeze. This strategy is very counter-intuitive for me as I tend to think that eventually the wind will come back from the right so I never allowed us to get far enough into the easterly shift and velocity. I think coastal sailors tend to be a little more disciplined when it comes to digging in far enough to make sure that they are in the breeze. I just really hate sailing headers and tend to never go far enough.

The end result is that we took a very strong second at the first weather mark and turned it into a 7th....simply by not protecting the left where the wind was consistently stronger. **Lesson learned....pay attention and learn to deal with reality!!**

Race 2. We were in pretty decent shape at the first windward mark and were approaching from the port tack lay-line...which is always risky! We had a small gap that we thought we could shoot through and just barely crossed **Kelson Elam** who was on starboard. The mistake I made was that instinctively, I tacked just as I crossed him to go for the mark. That tack created

a protest opportunity for Kelson. All I needed to do was concede the mark to him by going an extra boat length on port tack before tacking. I would have overstood the mark slightly but I wouldn't have fouled him. It was a pretty marginal foul, but the burden of proof was on us so we did our 720 and promptly lost about 20 boats. The good news was that we rallied back and worked our way back to 9th at the finish and in fact even caught Kelson on the last beat. Still....we gave up probably 5 points in that race....points that always matter at the end. **Lesson learned....even what seems like an inconsequential point early in the regatta always comes back to haunt you at the end. Much like missing free throws in basketball!**

Race 3. The wind finally shifted more to the south and began to build. In fact, it looked like the right side of the course maybe favored as the clouds had burned off and the atmosphere was noticeably drier which is typical for a southwesterly wind direction. We played the shifts nicely up the middle right and rounded the weather mark in the top two or three boats. During the course of the race, we worked out to a pretty nice lead. On the last run, the breeze started to die and we felt like we were doing a good job of sailing in the breeze that we had, but one of our chief rivals, former J-22 World Champ **Terry Flynn** was working a puff down the other side of the lake. Early in the leg, he looked like he was in pretty bad shape and was probably in 5th place and losing ground. We made the decision to sail the best course to the leeward mark with the wind that we had and to stay with our nearest competitors in that race. As luck would NOT have it, Terry got a 50 degree wind shift and a wind line that carried him all the way to the mark as he erased about a ¼ mile deficit and rounded the leeward gate ahead of us. The wind then stabilized and he held us off on the last beat to win the race. **Lesson learned....Sometimes in sailboat racing, bad luck happens. We did the best we could with what we had and sometimes you have to just live with that. The thing that can affect your psyche is if you start to believe your competitor is having a string of good luck and deep down inside you start to question whether winning the regatta is meant to be. You have to try and put those thoughts aside and get ready for the next race.**

After the first day, we had a 7-9-2 and were in 3rd or 4th place but definitely in the hunt. We had the best day of anyone without a throw-out. **Lesson learned....always keep yourself in striking distance of the lead and consistency will almost always be rewarded. Stay patient and keep trying to sail better each race.**

Saturday dawned with a brisk northerly with winds in the 15-20 mph range with nice oscillating shifts. We

(Continued on Page 15)

Lessons Learned... *Continued from Page 14*

had two excellent starts in the first two races of the day and ended up with a 2nd and a 1st. Many of our nearest rivals in the standing faltered in the big breeze. We put the hammer down and felt like we were starting to get control of the regatta.

The last race on Saturday presented a challenge because the northerly had started to die and clock around to the east. We had a not so great start but sailed a great first beat to round 4th. At the spinnaker set, I didn't do a very good job of listening to my crew who were both telling me to stay up to protect our wind. It hadn't really registered with me that the wind was significantly less and that a straight bear-away spinnaker set would be harder to do in less wind. Due to my lack of attention to this fact, **Eric Faust** rolled us quickly after the spinnaker set and we were forced to jibe to clear our air. At first we looked good but as the wind continued to shift to the east on the run, we found ourselves having to sail a terrible starboard tack angle to get back to the leeward mark and in the process, lost about 5 boats and a lot of distance on the leaders. With the wind becoming easterly, again, you had to get up in the wind and we could never recover, resulting in a disappointing 9th. Even worse, **Terry Flynn** made a good rally and won the race which immediately put him back within close striking distance. Even though we were disappointed with the 9th, we had the best day of anyone and would go into the final day in the lead with a narrow margin over Terry with several other boats within striking distance.

Sunday's forecast was for the wind to quickly swing back around to the south and blow 15-25 mph. Even though we had a 3 point lead, we decided to sail aggressively and go out and try and sail as if we were behind. We got a good start and rounded the weather mark in 3rd, just behind **Terry Flynn**. On the downwind leg we managed to pass Flynn and the boat that was in the lead. We sailed well and went on to win the race fairly easily.

Now...with the last race to go, we held a 4 point lead. The wind was starting to die and instead of shifting to the right (south) as the forecast called for, the wind actually shifted back slightly to the east. Our pre-race strategy called for staying aggressive and trying to start near Terry Flynn, preferably underneath him so that we could force him to the right. We set ourselves up pretty well with about 30 seconds to go but as usually happens when you are worrying about one boat a little too much, another boat comes into the picture and totally hoses you. A boat got underneath us and squeezed us up almost head to wind. We were stuck...and **Terry Flynn** seeing our predicament was

able to bear off and go below both of us and get a fairly decent start. We were forced to tack to the right.

As had been the case throughout the regatta, whenever the wind shifted back to the east, the left was paying and if you weren't up in the wind lanes, you were in trouble. Unfortunately for us, we kept getting ping-ponged right and could never get back to the favored side. Fortunately, when we rounded the first windward mark, even though we were in the mid-20's, Terry was only about 5 places ahead of us. There were several different combinations in which we could win. We already had 2nd locked up no matter how we finished. If Terry finished below his worst race of the series, no matter how we finished, we would win.

As good sailors and former World Champions do, we knew Terry was going to move up in the race. As we approached the first leeward gate, the fleet had compressed and we were right back in the thick of things. However, we made a critical mistake at this point in the race. Terry made the last minute decision to go around what seemed like at the time, the un-favored mark. He clearly wanted to get back to the left side of the beat. We came almost made the decision to follow him but saw that there were 5 boats between us and thought we would have too much bad air. We elected instead to round the left gate which took us to the right side of the course (I know....again) while Terry went left. He quickly picked up a big shift and a puff and was suddenly in the top 5 in the race. We, on the other hand were languishing in the high teens and could never recover to a higher finish and had to use the race as our throw-out. Terry rallied back to 3rd in the race giving him the championship.

The big lesson learned on this one was, first, confidence is a funny and often wavering thing. I think if we had spent more time in the boat and consequently had more confidence in our all-around speed and tactics, we wouldn't been so aggressive in trying to out-start Terry and I think we would have been more satisfied in getting a good, safe, mid-line start. I think my mindset had slipped to the subconscious level of believing that Terry was getting a lot of good breaks....breaks that we weren't getting and maybe it was his destiny to win. Where I am going with this is that if we had of just gotten a decent start, we were good enough to have gotten a 5th in the race which would have been good enough to win, no matter what Terry did. Our aggression really hid an underlying lack of confidence. Secondly, when we had the opportunity to follow Terry to the right gate, even though we were only 5 boats behind, we didn't do it. Our mindset was that we had to split with him to catch up. The reality was that if we had of stayed on the same side of the course with him, the odds are that we could have passed the boats necessary to win the regatta.

(Continued on Page 16)

Lessons Learned... Continued from Page 15

Don't get me wrong....we sailed an excellent regatta and I am proud of our effort. What I would like you to take away from this is that preparation is the surest way to be consistently successful in sailboat racing. Preparation gives you the mental edge to not make critical mistakes at critical junctures. If you don't prepare adequately, you may get lucky and win a big regatta occasionally, but usually, the lack of preparation will ultimately lead to the need to write an article about "Lessons Learned".

Scott Young is the winner of the 2006 U.S. Men's National Championship and the 2006 Mallory Cup. This is his fifth time winning this title, three as skipper and two as crew. Other National Championship titles held include the 1975 U.S. Junior Doublehanded Championship (Bemis Trophy) and the 1976 U.S. Junior Singlehanded Championship (Smythe Trophy) in 1976.



2008 Easter Laser Regatta Photos

Laser sailors (Photo Left by Bruce McDonald, Photos Below Right by Bill Records).

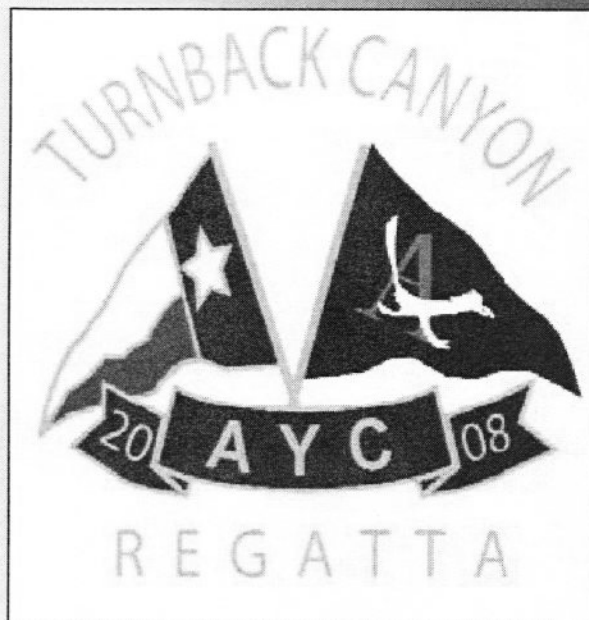


Fred Schroth, founder of Easter Laser Regatta (Photo Left and Above by Bill Records)



SAVE THE DATE!

MAY 24 - 25, 2008



2-day race with
overnight anchorage,
dinner and party

Open to all sailboats

Cruising class
navigational cruise

Awards, food and party
Sunday at AYC

REGISTRATION OPENS SOON

BE THERE!



Leading the sport of sailing
in the United States

golden anchor program.

new benefits for individual members as of 2008:

Accidental Death and Dismemberment

Excess Accident Medical Insurance

\$25,000 Excess Accident Medical Insurance

\$50,000 Death Benefit

The Accident Insurance Program covers injuries sustained in:

- Any sailing activity that incorporates US SAILING Rules and Regulations.
- Travel to and from US SAILING activities.
- Participation in US SAILING events and meetings.

check out our website at www.ussailing.org

the cost:

One of the main purposes of the Golden Anchor Program is to provide discounted membership rates to members of those clubs and organizations who wish to participate.

Below are the differential rates of membership for those who chose to be part of the program.

Youth Golden Anchor membership: \$20.00 [non Golden Anchor : \$25.00]

Adult Golden Anchor membership: \$50.00 [non Golden Anchor : \$60.00]

Family Golden Anchor membership: \$75.00 [non Golden Anchor : \$90.00]

Sign me up for a US Sailing membership under the AYC Golden Anchor Program!

Name: _____

☐ New ☐ Renewal- US Sailing Member #: _____

Please Bill My Account For each of the following:

- ☐ Youth Membership
- ☐ Adult Membership
- ☐ Family Membership

Cut off this portion and mail it back with your statement

Founder's Day 2008



Sunday April 13th 2008

Brunch 10 am to Noon

Followed by the Presentation of the Colors



Austin Yacht Club

5906 Beacon Road
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Christopher & Susan Dwight
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2008 Easter Laser Regatta (Photo by Bill Records)

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