

Telltale

August 2008

Monthly Newsletter

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Leukemia Cup Kick-Off Photos

July Dock Move Successful...Another one planned for August 23!

Viper-rific Championship Tale by Felipe Payet

Also...

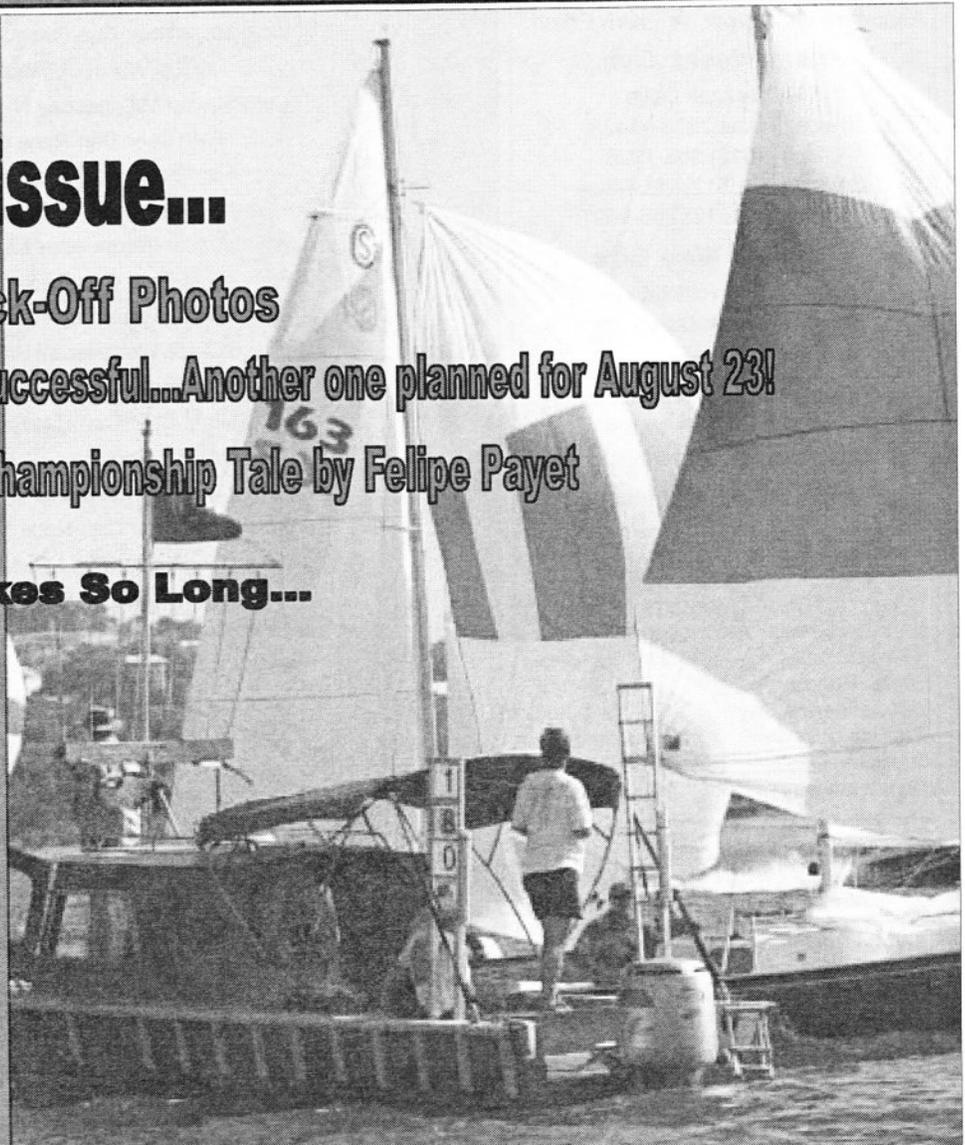
Why Scoring Takes So Long...



August 16, 2008
Full Moon Raft-
Up



August 23, 2008
Dock Move



Southcoast 21's beat the heat during Summer Series

Board of Directors

Commodore Bob Goldsmith
Im. Past Commodore Eric Nelson
Vice Commodore David Lewis
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Buildings & Grounds Jim Casto
Fleet Commander Chris Dwight
Sail Training John Grzinich
Commander

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Head Caretaker Tom Cunningham
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Austin Yacht Club

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E-Mail & Web Site

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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:

fleet_commander@austinyachtclub.net
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secretary@austinyachtclub.net
treasurer@austinyachtclub.net

Cover photo: Summer Series Race #5 on July 26,
2008 (photo by Dane Ohe).

Austin Yacht Club 2008 Race Calendar

August 1	Friday Night Beer Can Race (7:00 p.m.)
August 2	Summer Series Race #6 (EOS Buffet)
August 6	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
August 8	Friday Night Beer Can Race (7:00 p.m.)
August 13	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
August 15	Friday Night Beer Can Race (7:00 p.m.)
August 20	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
August 22	Friday Night Beer Can Race (7:00 p.m.)
August 27	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
August 29	Friday Night Beer Can Race (7:00 p.m.)
September 3	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
September 5	Friday Night Beer Can Race (7:00 p.m.)
September 7	Leukemia Cup Warm-up Race #1 (1:30 p.m.)
September 10	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
September 12	Friday Night Beer Can Race (7:00 p.m.)
September 13	Beacon In The Night Race (Keel Fleet Event)
September 14	Leukemia Cup Warm-up Race #2 (1:30 p.m.)
September 17	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
September 19	Friday Night Beer Can Race (7:00 p.m.)
September 21	Leukemia Cup Warm-up Race #3 (1:30 p.m.)(EOS Buffet)
September 24	Sunfish/Laser Wednesday Night Series (5:00 p.m.)
September 26	Friday Night Beer Can Race (7:00 p.m.)
October 3	Friday Night Beer Can Race (7:00 p.m.)
October 4 - 5	Leukemia Cup Regatta
October 8	Senior Club Championship
October 10	Friday Night Beer Can Race (7:00 p.m.)
October 11 - 12	Sunfish Regionals (Fleet Event)
October 17	Friday Night Beer Can Race (7:00 p.m.)
October 19	Winter Series Race #1 (1:30 p.m.)
October 24	Friday Night Beer Can Race (7:00 p.m.)
October 26	Winter Series Race #2 (1:30 p.m.)
October 31	Friday Night Beer Can Race (7:00 p.m.)
November 2	Winter Series Race #3 (1:30 p.m.)
November 9	Winter Series Race #4
November 16	Winter Series Race #5

IMPORTANT NOTICE TO ALL BOAT OWNERS ON DOCKS 4,5, &6: Orders for "About-face!"

Fleet Commander Christopher Dwight has issued a directive for all boats on the docks moved out on the point to re-orient their boats to face out into the lake. This will reduce the impact of the waves on the docks and all of the boats. Chris also suggested that you add some redundant dock lines just to be on the safe side.



NOTICE

Another Dock Move is scheduled for August 23!

Volunteers needed to help move Dock #3.

AYC 2008 Non-Racing Events

August 1	Search for the Cure—Pirate Style Party (7:00 p.m.)
August 2	PB&J
August 9	PB&J
August 14	KHF Handicap Review Committee Meeting (7:00 p.m.)
August 16	PB&J
August 16	Full Moon Raft-Up (anytime after 7:30 p.m.)
August 21	New Member Candidate Meeting (6:30 p.m.)
August 23	Dock Move (Dock #3)
August 23	PB&J
August 28	AYC Board of Directors Meeting (7:30 p.m.)
September 13	Keel Boat Race Clinic (10:00 a.m.-3:00 p.m.)
September 18	New Member Candidate Meeting (6:30 p.m.)
September 25	AYC Board of Directors Meeting (7:30 p.m.)
September 27-28	Monthly AYC Office closing
October 16	New Member Candidate Meeting (6:30 p.m.)
October 23	AYC Board of Directors Meeting (7:30 p.m.)
November 6	Annual Membership Meeting (proposed)
November 13	New Member Candidate Meeting (6:30 p.m.)
November 13	KHF Handicap Review Committee Meeting (7:00 p.m.)
November 20	AYC Board of Directors Meeting (7:30 p.m.)
December 6	2008 AYC Annual Banquet at The Austin Club

Telltale Advertising

It's easy! For only a few dollars per month you can advertise your business, print a special message, announce a special event, or just call attention to yourself! Just send your proposed printed message and any graphics to Randolph Bertin, AYC Secretary, for pricing and approval. AYC Board approval is required. There are many ways you can sponsor the sport of sailing!

From The Commodore

By Bob Goldsmith

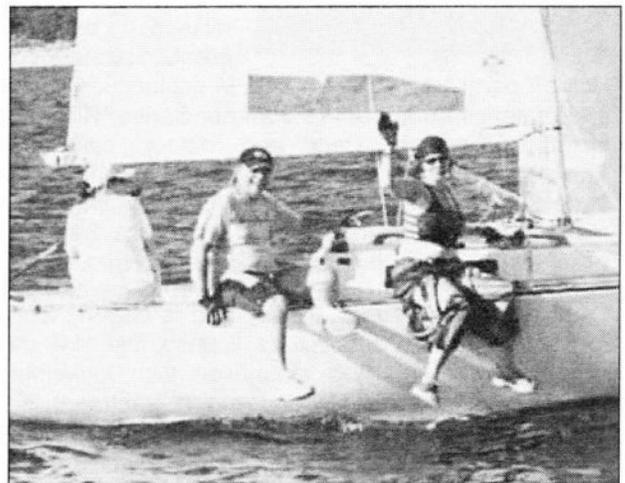


Austin, Texas: Scenic Lake Travis suffered a sudden outbreak of piracy on Saturday.

After swarming over unsuspecting sail boats participating in the weekly Austin Yacht Club series race, the



pirates seized the AYC clubhouse where they scarfed an entire Threadgill's buffet, sucked down mass quantities of beer and margaritas, and gyrated wildly to the music of the Pleasure Cats. The night rang with blood curdling "AARRGGHs" until a spontaneous belly dance temporarily brought a pause to the looting.



Pictured above is the mysterious "Belly Dancing Pirate" shown seizing a J-22 and forcing its crew to take

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Thoughts of Vice By David Lewis

"Please explain why your silence makes more noise than thunder."

—K's Choice, "Iron Flower," *Paradise in Me*

With 42 days (and counting) of triple digit temperatures under our belts this summer, when we can't even get any rain out of a hurricane (or near hurricane—what kind of name is Edouard for a hurricane anyway? No wonder it stayed a tropical depression), when the lake level is plummeting like price of real estate in California, it's hard to believe that autumn is just around the corner. And with autumn comes cooler weather, the brilliant displays of color as the forests don their autumn leaves (in New England, at least—here in Austin we can watch the cedar trees stock up on pollen, getting ready for that first frost in January), occasional rainfall, and the **Leukemia Cup Regatta!**



Photo Left: Sean Gingras, the 2007 Leukemia Cup Regatta Honored Hero, shows off the well-dressed pirate look as he prepares for the Leukemia Cup kick-off party that was held on August 2.

Yes, the Leukemia Cup Regatta is just around the proverbial corner, coming up the 4-5 of October. If you missed it, we had a great, pirate-themed

kick-off party for Leukemia Cup in conjunction with the end of series buffet for the Summer Series. With music by the Pleasure Cats and dinner catered by Threadgill's, along with plenty of scurvy dudes and dudesses, it was a memorable evening made even more memorable by an appearance from **Sean Gingras**, last year's Leukemia Cup Honored Hero.

Sean, who turns 16 in January and is eagerly looking forward to getting his drivers license just like every other 16-year old, was diagnosed with leukemia in 2006. Although he is still undergoing treatment, he is doing much better now, and has been able to resume most activities. He came home a day early from Philmont Scout ranch (Boy Scout Mecca, in the mountains of New Mexico) just to be able to speak at our kick-off party. Sean filled us in on what he's been up to over past year (he's a very busy kid!) and he gave us a personal insight on how the Leukemia and Lymphoma so-

ciety makes a difference in the lives of blood cancer patients. Sean is planning on joining us again this year for the 2008 Leukemia Cup Regatta. So, if you missed hearing him speak at the kick-off party, you may have another chance on Saturday night of the regatta. Joining Sean at this year's regatta will be **Thomas Molina**, this year's Honored Hero.

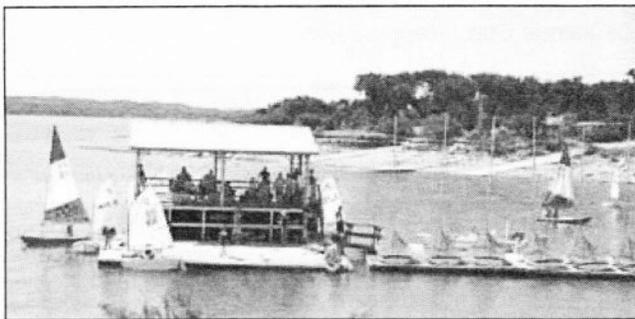
Besides being a great sailing regatta, with awesome racing and generous sponsors (and the only AYC regatta with a Mount Gay Rum bar!), Leukemia Cup Regatta is a fundraiser. Its purpose in life is to raise money to fight blood cancers. Last year, in our second year of hosting the Leukemia Cup, AYC raised over \$34,000 for the Leukemia and Lymphoma Society. You don't have to fundraise to sail in Leukemia Cup, but it helps a very worth cause if you do. The fundraising is easy and fun, and every little bit helps. If you are interested, contact **Debbie Wilkinson** (Debbie.Wilkinson@lls.org) at the Central Texas chapter of the Leukemia and Lymphoma Society and she can set up a fundraising webpage for you. Then you just go around to all your friends and coworkers and remind them of all those Girl Scout cookies and all that Boy Scout popcorn and all those high school band magazine subscriptions you've bought from them over the past 15 years!

Or, if you prefer to let your silence speak louder than thunder, another great way to participate in raising money for Leukemia Cup is to donate items for the Silent Auction. Last year, **Tasha Barlow** and her committee put on a truly amazing silent auction, with a huge variety of items of all types. It included everything from incredible gift certificates for restaurants, sail repair, auto detailing, photography, spas, and innumerable other goods and services, to wine baskets to original artwork and a little bit of everything in between. This year, we want to do it again, and even push it up a notch. You can help by either donating items or gift certificates for the auction, or by getting friends, associates, and businesses that you patronize to donate. It's an especially great opportunity for a small services business—it gets new customers in the door and helps expand clientele with a donation that is fully tax deductible! For information on the silent auction and how you can help, contact **Tasha Barlow** (tasha@texassailing.com) or **John Howard** (spinakerjohn@yahoo.com), the AYC regatta chair.

If you don't want to fundraise, and you all your friends are losers, there's still another way that you can help raise money and make a difference in the lives of young people like Sean and Thomas—be a **Participant!** Come out and sail with us. Participate in a truly amazing effort, and have a great time to boot.

Be part of the thunder.

Sail Training Report By John Grzinich



Board Boat Dock packed with parents ready to watch their kids sail during a recent Saturday morning PB&J class.

Adult Training

ASA Training: Inquiries and new registrations continued to arrive during July. The ASA Instructors have been busy this year.

Adult Clinics: A Centerboard "Learn to Sail" class was held Sunday, July 27th. Registrations filled the class to the 20 student maximum. We had a large group of excellent volunteer instructors which allowed us to get the students plenty of sailing experience in many types of centerboards, including Sunfish, Laser, Pico, and Harpoon. Many thanks to instructors **Pat and Vic Manning, CindyAnn Walker, and Gary Payne** who did the Sunfish training and **Ravi Subramanian** who trained students on the Picos and an FJ. **Claude Welles, Bill Mitchell, and Barry Bowden** handled the Laser training. **Bill Records and Jenny Loehlin** trained folks in their respective Harpoons. Since I am running Sail Training this year, I get to pick the plumb assignments. For this time of year, in this heat wave, capsizing recovery was it for me. I think we got just about everyone through that exercise on (and off) my Sunfish. When I schedule these classes I always have the "no-wind" nightmare the evening before a class, but this time we had a perfect training breeze, so by the afternoon we had everyone out "sailing", either on their own, or with a coach on board, or with Barry coaching from the skiff. We wrapped up the class with Q&A happy hour. This gave everyone a chance to talk about their on the water experiences, and get advice from the instructors. We had a lot of interest in a follow up centerboard class so students could continue to make progress. A pre-Leukemia Cup "Keelboat Race Clinic" is planned for September 13th. This will give you a chance to get your racing skills polished up before the Leukemia Cup, and you'll be able to jump on board right after this clinic to practice what you learned by sailing in the "Night Race". Check the AYC website for the agenda, schedule, and

registration information which should be online by the time you get this Telltale in your mailbox. Also, stay tuned to the "Sail Training" and "News" for plans being developed by **Linda McDavitt** and **Renee Ruais** for a "Woman's Race Camp".

Junior Programs

Junior Summer Camp: Summer sailing camp is done. The final week was completed the 2nd week of July. All 5 sessions were full. In fact we went one over in most weeks. The camp staff, **Kelly Hawk** – Director, **Josh Belury** – Lead Instructor, **Michelle Kasney** – Instructor, **Veronica Parker** – Instructor, **Will Hawk** – Junior Instructor all did an outstanding job. **Isabelle Deboes** was a great help the final week. The CIT's (**Nathen Dwight, Patrick Brinkman, Tracy Hawk, Erin Hawk, and Mathilde Deboes**) did a super job assisting with the camp as well as gaining valuable experience as future camp instructors. We awarded them with gift certificates.

Junior Clinics: **Christopher Dwight** continues to run Sunday afternoon practice and race training sessions for the juniors. **Kelly Hawk** is covering when Dwight's are not in town. We have launched a "Junior Program" web page in addition to the Roadrunner distribution emails in order to get the word out on our Junior Program activities. We are trying to stretch the coverage to younger sailors, especially now that we have a pool of young juniors who have been through summer camp, or PB&J. If anyone would like to help out we really could use someone to coach some kids in the Optis during the Sunday afternoon sessions.

PB&J Sessions: **Doug Kern** and **John Morran** completed the July sessions with many additional volunteers to support both sailboat and windsurfer training. High demand prompted the addition of a regular junior training session in July in addition to the windsurfer sessions. August registrations are full with people on the wait list and are now underway.

John Grzinich – Sail Training Commander

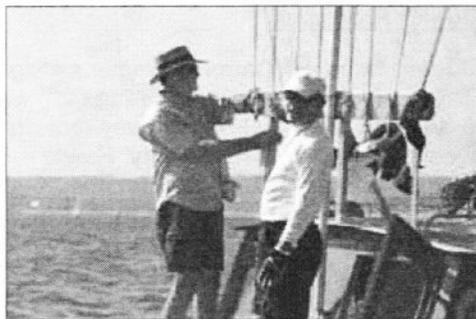
Volunteer for the Leukemia Cup Regatta

If you or anyone you know is interested in volunteering, please contact **Debbie Wilkinson** (debbie.wilkinson@iis.org or (512) 491-6610).

Catalina 22 News By Peter Broberg



Photo Right:
Bruce Foster
and Wade
Bingaman
hard at work
on R/C boat.



We had 9 different boats participate during the recently completed Summer Series. This tied us with the Southcoast fleet for second place (behind the Non-Spin crowd) in participation. **Wade Bingaman** on *Dry Heave* finished his strong series performance with two bullets on 8/2 to take First Place for the series. **Peter Broberg** on *Paradox* held on to take Second Place. **Jordan Owens** on *Grooner* and **Johannes Brinkmann** on *Strings Attached* tied for Third Place just 2 points back from Second! At the post-series party, **Bruce Foster** let his "inner pirate" out with a smashing costume.

Other summer highlights included a fine Saturday on Race Committee on July 26. We had a good turnout of volunteers and plenty of food and fluids. Bruce and Wade headed up the troops and set a near perfect line and course for an oscillating breeze. They managed to squeeze some second race starts in between finishes in a slick and professional way.

On Friday July 18 we had five Catalina 22's out for Beer Can racing to compensate for the loss of the series race date due to the dock move. **John Grznich** on *Bebop-a-lula* and **Steve Shepardson** and friends on *Chili Verde* joined *Dry Heave*, *Strings Attached*, and *Paradox* for a tight start at 7:01:30. We cruised along in southerly breezes of 5 to 7 for the first half of the race. Johannes briefly found the lake bottom in the shallow area north of "K" Mark but otherwise life seemed simple. Then the wind suddenly changed as we all headed downwind past the U-Float-Um and within two minutes (according to the AYC weather log) rose to 30 MPH for the next fifteen minutes. We all hung on for the ride with our Genoas up, rounded "B" Mark with toerails awash, and battled our way back through the teeth of the blast to the club. What a ball!

Future fleet activities being considered include a C-22 crowd at a Wednesday night Sunfish race, an evening of polka and beer in nearby Walburg, more group Beer Can racing, and enthusiastic support for the up-coming Leukemia Cup. Happy Sailing!

Viper 640 Championship By Felipe Payet



The Viper 640 North American Championship was held July 24-27, 2008, as part of the Marblehead NOOD regatta. As a new owner of a Viper 640, I was thrilled to get the opportunity to charter a boat for the regatta, and jumped at the chance to attend the event. After all, what better way to get up the learning curve quickly on the Viper 640 than to attend the North American Championship?

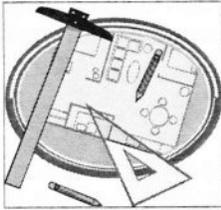
We had 26 boats registered, and a very deep, competitive fleet. The number of competitors has increased by 45% for two consecutive years mirroring the growth of interest in this modern 21 foot sportsboat. The Class Association has grown from a mere 20 boats 2 1/2 years ago to 100 boats in North America today. What makes this growth particularly remarkable is that it occurred without the extensive marketing and promotion that is usually associated with the launch of one-design sportsboat classes. The Viper class pursued a different formula.

Quoting **Justin Scott**, current president of the Viper Class, "It was back to the future. The great classes of yore like the Lightning and the Etchells and the Star were not launched with a large marketing campaign and expensive advertising budgets. They were beautifully designed, well built boats and the classes grew by word of mouth because they were fun boats to race and sailors told other sailors about them. It seemed to us that the age of the internet made 'word of mouth' possible again, and that we had come

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Buildings & Grounds News

By Jim Casto



Security at AYC – As you are probably aware, on July 15th we had a theft of some empty kegs and (much more importantly!) all the beer was taken from the downstairs cooler. Although nothing else was stolen from AYC, there was a rash of thefts

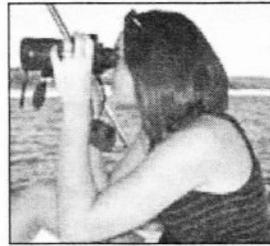
from other marinas that same night. Our beer cooler has sat empty since then, but this will be remedied soon. Video evidence is one of the first things requested by a police officer when investigating an incident such as our break-in, and this is true whether it is stolen beer, or stolen office equipment. As a first step towards a general increase in security around the clubhouse & office, we plan to install a video surveillance system.

Men's Restroom Re-model – although we are behind our desired schedule, we have drawings and will be reviewing them with contractors and with a plumber, so as to generate specific quotes.

Radar channel on TV in office – Time-Warner cable boxes are hard-wired to turn off after midnight if not being used, which until recently meant we lose the capability to view radar on the TV every night, until the office is opened & cable box turned on again. We have been able to program the cable box so that the radar channel turns on automatically in the early morning.

Harbor Improvement Plan – As you know, the Long Range Planning Committee has been asking the Board to address improvements to our Harbor. One of the best ways to understand the goals of the Harbor Improvement Plan is to review the latest report from the Long Range Planning Committee, which is posted online as an agenda item from the July 24th Board Meeting. Also posted online are the details of several specific Harbor Improvement proposals, which were presented to the Board at a July 14th Special Meeting. I recommend that all AYC members become familiar with the goals of this project, and perhaps even take the time to review some of the detailed proposals. Certainly, you can expect the B&G committee to be active during the planning process, to be sure that shore-side concerns such as traffic flow, parking, boat & trailer storage and other issues, are well addressed as this process moves forward.

The Commodore... Continued from Page 3



her to the scene of the on-shore action. Summing up law enforcement's efforts to restore order, Senior Piracy Control Officer **Cheryl Walters** stated "It was a near run thing!" Indeed.

And it was all for a good cause! Let's get an explanation from Debbie Wilkinson, the Leukemia & Lymphoma Society (LLS) Chairperson for the Leukemia Cup Regatta which is coming up in October:

Yes, the party was a hit and a lot of fun! I finalized some Web "link" issues with Ken yesterday, so there will be a few ways that a sailor can register for the Regatta. We are trying to make it as easy as possible.

1. there is a link set up on the AYC website that will connect a sailor to Regatta Network
<http://www.austinyachtclub.org/showArticle?eventID=350235>

2. There is a link set up on the www.leukemicup.org/ctx website under "Register" that will link the sailor to the Regatta Network for registration.

3. OR, they can go to www.regattanetwork.com and click the calendar, scroll down to our event, and click there to register.

If someone wants to sign up to fundraise but is not the skipper of a boat, they can go to the www.leukemicup.org/ctx and go to "fundraise" and click the link to sign up there. This info comes to me and I will get them set up for fundraising.

In all the partying and racing, let's remember that the goal of this is to raise money to help the LLS defeat blood cancer once and for all. And it is working. The LLS has raised almost one-half billion, yes that was billion, dollars over the years to fight blood cancer. As recently as the 1960s, a diagnosis of blood cancer was a virtual death sentence with the chances of long term survival being about 4%. One of my dear friends was sixteen years old when she lost her father to leukemia in that decade. Today the survival rate is about twenty times greater, and the LLS is working to defeat these horrific diseases once and for all. We can help by getting businesses where we trade to sponsor our boats in the regatta. AARRGGHHH – let's do it! See you out there.



Summer Racing

The Summer Series continued through the month of July, with a variety of activities, beginning with Race Committee duty on July 12. A nice, steady breeze made it one of the easiest RC days in recent Ensign fleet history. Thanks to **Danny Lien, Jonathan Baker, Mitch Barnett, Randolph Bertin, James Wilsford, Frans Dahmen, Matt Romberg, Ken Jolly** and **Tom Holdridge** for a smooth operation from start to finish.

The following week was supposed to be back to the races followed by a fleet social, but a dock move scheduled for the morning resulted in the cancellation of other activities, so our social was postponed to July 26. The social was not only to celebrate Ensign sailing generally, but also to welcome in advance the newest arrival to the Ensign fleet, expected later this year by **Tamara and Jonathan Baker**. About two dozen sailors and hangers on gathered to enjoy a picnic style meal of chicken fingers and mac & cheese, plus a large salad provided by **Robin Drummond**. **Carolyn Wilsford** made a baked Alaska for dessert.



Ensign Fleet Social and Baby Shower

As for the racing that day, an embedded reporter managed to get out a handful of notes from which the following account has been embellished. **Bill Hawk** was joined by **Carolyn Wilsford** and **Danny Lien** on **Prickly Pair**, and they managed to pull away in both races after a close upwind leg alongside **Lewis Price's Dos Locos**. It may be that cleaning the bottom of the boat prior to the races had an effect on boat speed! **Eagle** was sailed by **Tom Romberg** and crew with **Annie Lancaster** at the helm, and they battled it out with **James Wilsford** who was sailing **Esmeralda** with regular crew plus a new club member named **Caroline**.

Some tight finishes between those two boats and **Dos Locos** made it interesting for 2nd through 4th on the day with **Eagle** getting the upper hand. **Mitch Barnett** was out racing again, and his main challenge was trying to fend off **Amie Rodnick** and **Larry Smith** who managed to get in some racing between travels. It was a treat to have six boats on the water, especially with so many regulars out.

Sailing at Altitude

Some of those regulars were gearing up for the Ensign Region IV Championship Regatta, hosted this year by the Dillon Yacht Club in Colorado. AYC members **Frans Dahmen, Sarah Baker** and **Randolph Bertin** joined **George Dahmen** to race against eleven other Ensigns in the middle of the Rocky Mountains. And yes, it really is like sailing in a postcard!



The Ensign fleet in pre-start preparations on Lake Dillon, Colorado

Day one was pretty frustrating, with only marginal wind coming from who knows where at different times. To give an idea of the frustration level, the boat rounding the final mark first ended up dead last in the second race of the day. The Austin team had a rough time, finishing with two 8s, but another day of sailing remaining to redeem themselves. There was a wonderful evening cookout hosted by a local family (and the wind finally filled in well after the racing with some very gusty conditions, including some rain showers and a double rainbow in the eastern sky). Day two proved to be far more lively on the water, with good wind, reasonably steady for Dillon. Not only were sailing conditions improved, but so were the results. Five races were competed and completed on the afternoon with finishes ranging from 2nd to 6th for the boat sporting sail 588, a marked improvement which brought them up in the standings to 4th place overall (tied in points with the 3rd place boat,

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Ensign News *Continued from Page 8*

but falling short one place by way of the tiebreaker). It was a good time with some exciting sailing, and a respite from the Texas heat, if only for a few days.

Meanwhile, back in Austin, the Summer Series was wrapping up with a final day of racing. Three Ensigns braved the over 100 degree weather to close out the series. **Bill Hawk** with help from **Danny Lien** as crew made the most of it with two more bullets, giving **Prickly Pair** about as solid a series win as one could ask for (all firsts and a dropped fourth). They did have some competition from **Eagle**, with **Annie Lancaster** again at the helm, leading the way to the mark in the second race. Their 'human topping lift' wasn't enough to hold on, though, and in spite of some close racing downwind, they picked up a couple of 2nds on the day. **James Wilsford** on **Esmeralda** rounded out the fleet. In the past, three Ensigns might have been considered a good day, especially in the summer, but it was the smallest turnout of the season. Hopefully cooler temperatures, a month respite, and some repaired boats will provide a substantial improvement in turnout come the next (mini) series, which will be the Leukemia Cup warm up series, three consecutive Sundays beginning September 7. Come out and enjoy some friendly competition!

Your 2009 Board of Directors Nomination Committee Needs Your Help!

With our 2008 Annual Membership Meeting anticipated to be held in early November, the nominating committee would like finalize its nominations slate by the end of September. That gives us less than 2 months to firm up our recommendations and give the membership time to consider them before the annual meeting. So we are now asking the membership to reflect on this subject and submit any names of members they feel would make good candidates for next year's AYC Board of Directors. Remember that you can nominate yourself and all submissions will be treated in confidence.

The easiest way to submit your nomination(s) is to e-mail them to me at membership@austinyachtclub.net. You can also leave a written letter for me (sealed or otherwise) using my 'Past Commodore' mail slot in the AYC Office. Of course you can also contact the other nominating committee members if you wish: **Paul Ballet** and **Danny Lien**.

Many thanks, Eric Nelson

SC-21 Technical News *By Bruce McDonald*



Repair of a Completely Rotted out SC 21 Foredeck for Under \$2.00 for the Budget Minded South Coast Sailor

While the hulls of South Coast 21s are pretty much bullet proof being made of solid fiberglass, the deck is quite another story. The deck and cockpit soles are made of wood cored fiberglass. It turns out that the SC 21 boat works in Shreveport was located down the street from a furniture factory and whenever the folks need to core a deck, they ran down to the furniture factory dumpster and retrieved enough of whatever was around to core the deck. Later versions had balsa. Regardless of the type of wood, with the repeated drilling of holes for fittings and maybe less than thorough caulking of these penetrations, the ingress of water eventually resulted in the biologic process know as dry rot to destroy the deck.

When Susie was crewing for me at 125 pounds, there was no problem with our fore deck, but when I traded her out for, let's say, someone over 125 pounds, the deck began to crater and I knew that I would have to do something fast before my foredeck crew became the sewer-man.

I began my research into solving the problem (my time frame was two weeks until the next series race) by interviewing members of the SC 21 fleet that I knew had had the problem. It turns out that the standard approach to a saggy deck is to drill multiple holes into the deck and inject fiberglass resin into the deteriorated wood. The downside to this process is that there is considerable weight added to the boat and the deck ends up looking as though it is freshly post-op from a hair transplant operation.

My next stop in solving the problem was to consult the oracle. The recommended repair was to remove the deck, flip it over and re-core and re-fiberglass it. Fred reckoned that he could do the job for \$10,000, but didn't think that he could get to it for at least two years and then couldn't guarantee that he could get the deck back on the boat after he had repaired it. This didn't solve my looming deadline problems and certainly was not what the budget minded SC 21 sailor had in mind, so I asked him why I couldn't do the repair on the boat by grinding out the glass and wood and gluing new foam core to the underside and re-fiberglassing it. He acknowledged that that might work, but recommended that I build a cradle for the boat so that I could flip it upside down so that I could use gravity to aid in the process of replacing the core and glassing it in.

(Continued on Page 11)

Junior Sailing News By Susan Dwight



Our Junior program is starting to gain momentum! Several new faces

have joined our ranks. We would like to welcome to all of our new sailors and their families to our AYC Junior Roadrunners!

Of course, we still have room for more! Our program is designed for kids ages 9 to 18 and though we prefer some basic sailing skills (PB&J experience and /or sailing camp experience) it is not a requirement. We currently meet on Sundays from 4 pm to 6 pm down on the Junior Dock, sailing the Opti's, Pico's, Laser's and FJ's. Our clinics are designed to be instructional and fun. Older sailors advance their racing skills, both for individual and team racing, while our younger sailors build upon basic sailing principles and learn beginning racing skills through games and mini races. We try to alternate, learning clinics with fun tiller time on the water. Just this past week, the kids enjoyed what amounted to a two hour water balloon fight out on the water!

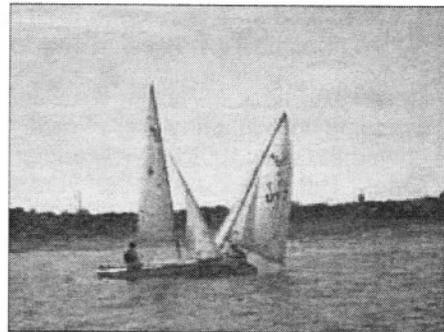


Announcements:

- Beginning with the next AYC racing series in September, the Juniors will be cooking dinner after the race! All proceeds will benefit our junior program. Just like the Friday night beer can races, you will be able to charge the meal to your AYC account. Look for signs posted around the club to announce cost and other details soon.

- There are still a few TSA Youth Regattas scheduled before the end of the season in October. Check the TSA website: www.txsail.org and click on "Youth Programs" for dates and locations.

We are currently planning a Junior Learn to Sail Clinic for kids ages 9 to 18 who would like to sail but have no (or limited) experience skippering a boat by themselves. We will post information around the club and on the website when we have a firm date.



If you have any questions or would like more information about our Junior program, please feel free to contact Susan Dwight at sdd@austin.rr.com or 261-3009.

Race Commander News By Steve Eller

By the time you read this the Summer Series will be completed and we will all be surviving August and anxiously awaiting the return of the Fall breezes. We have an active calendar of racing this fall starting off with the Leukemia Cup Warmup series on 9/7, 9/14 and 9/21. Please note that these are Sunday races. Please also note that the Keel Handicap Fleets elected to sail 2 round-the-buoys races each day during this series so **READ THE SI'S CAREFULLY!**

Leukemia Cup is just around the corner on 10/4 – 10/5. The J/22s will be holding their Austin circuit stop as part of Leukemia Cup again this year. There will be 2 race courses and LOTS of boats. Please make plans now to participate in our premier racing event. Also, it is not too early to start **FUND RAISING** for the Leukemia and Lymphoma Society (you are going to fund raise, right?).

We will have the Winter Series on 5 consecutive Sundays starting on 10/19. It is hard to believe that a good chunk of the racing season is already behind us. If you feel like you have not gotten enough sailboat racing in this year then do not let these opportunities pass you by.

Lastly, please make sure you read the excellent article in this Telltale provided by the Scoring Committee. Everybody needs to be aware of the issues regarding scoring and take steps to help minimize these problems – **THAT MEANS YOU.**

Leukemia Cup Kick-Off Party Finalists...(Photos courtesy of Bruce McDonald)



Best girl pirate



Best guy pirate (center)

More Leukemia Cup Kick-Off Photos...(Photos courtesy of Hector Lujan)



Race Committee

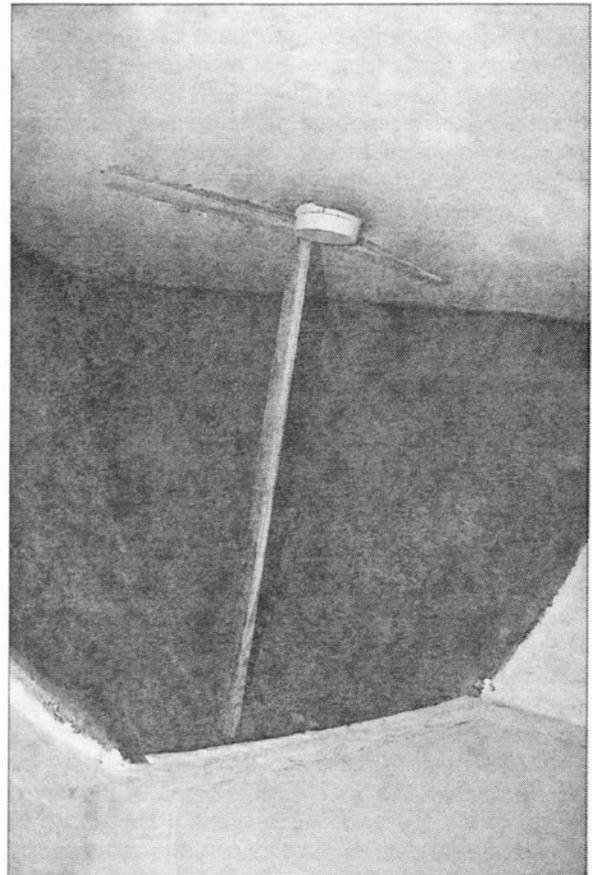


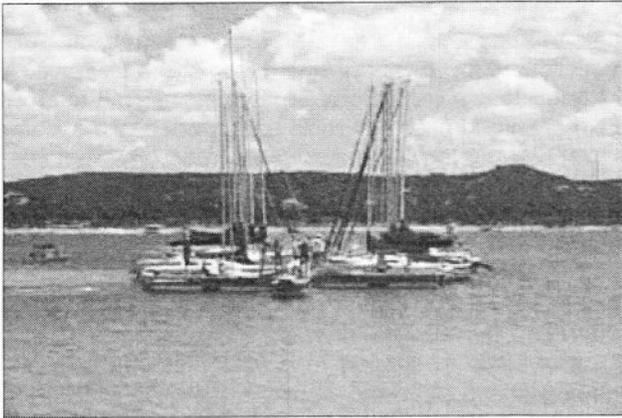
Scorers

SC-21 News... Continued from page 9

Needless to say, there were many other less than helpful suggestions and the clock was running out. With less than 48 hours until the next series race, I realized that a temporary fix was in order. I loaded my car with lumber and tools and headed to the club. I grabbed the lumber that I would need for templates along with wood working tools and headed to the dock. The below decks was about 130 degrees. I quickly took the measurements for a cross member and strut and emerged above deck to cut the desired pieces of 1 x 2s. I returned to the sauna once more and fitted the pieces under the deck hammering the strut in place to support the cross member. On returning to the foredeck, much to my delight, I found that it was now solid as a rock. It would have to do.

Now more than a month and eight races later, it is still solid as ever. I was expecting that the repair would have fallen apart long ago, but it seems to be holding. The materials for this repair cost me nothing as it was lumber left over from another project. It will cost you \$1.75 for a 6' long 1 x 2 Southern Yellow Pine stringer. The final result looks like this:





Docks 4, 5, and 6 Moved!

On Saturday July 19th a large group of AYC volunteers worked to move Docks 4, 5, and 6 out to our low-water position on the point.

Our docking system at AYC has a clever anchoring system that simplifies moving our docks inshore and offshore as the lake level changes. Each dock has its own inboard anchor cable that is attached to the shore and leads to a winch on the inboard end of the dock. There is also an outboard cable connecting an underwater anchor point to another winch on the outboard end of the dock. A large counterweight is attached to the outboard cable to keep it near the lake bottom and out of the way of boats moving through the cove. To control side-to-side movement, there is a rope lateral line that connects the inboard end of each dock to the neighboring docks. Lastly, there is one long lateral cable that runs along the dock ends – each dock is attached to this cable by an underwater support or “down tube” that keeps the cable well below our keels. If you look on the ends of our docks, you can see the down tube support structures extending about 10 feet underwater.

The process of moving our docks from their normal position to our shallow water position on the point involves many steps. First, divers remove and lift the outboard cable counter weight using a large air-filled lift bag. Next, the inboard lateral rope is removed, and the inboard and outboard cables are detached from their anchor points and the cables are pulled up onto the dock. Lastly, the dock is detached from the outboard lateral line. Once free, the dock is moved across the cove with the aid of our RC and chase boats. The chase boats provide side-to-side and rotation to the entire dock assembly, and the RC boat provides the propulsion.

Once in position at the shallow water location, the inboard cable is attached and tensioned. Next, the dock is attached to another lateral cable that is left in place in our shallow water location. The outboard cable is pulled across the cove and attached to its underwater anchor point. Lastly, the outboard cable is tensioned, and the counter weight is re-attached.

Moving all three docks in a single day without incident or injury is a major success, and was made possible by our resident experts and dedicated volunteers. Once again, we are very fortunate to have the expertise of our caretaker **Tom Cunningham** who does a huge amount of prep work prior to the actual dock move day, and also provides overall coordination and guidance to the move process. We are also very fortunate to have a highly experienced dive team that has helped in moving our docks many times. On this occasion, our divers were **Phil Cummins, Dennis Glover, and James Piper**. Lastly, we owe many thanks to our large volun-



Divers Phil Cummins, Dennis Glover, and James Piper (Photo courtesy of Hector Lujan)

teer team, which included **Jeff Avant, Chris Bataille, Kate Bellinger, Bill Benkler, David Bernstein, Barry Bowden, Peter Broberg, Remus Broussard, Pat Caughey, Bobby Crouch, Don Dwight Sr., Steve Ehlers, Ray Foster, John Grznich, Ed Hatter, Paul Horton, Tom Lappin, Hector Lujan, John Madalozzo, Carl Morris, Brian Mulligan, Lorne Parks, Kevin Reynolds, George Robison, Charles Rowland, Scott Schaefer, Greg Scully, Ray Shull, Bob Stephens, Rob Stivers, Chris Thompson, Willis Thorstad, Laura Trezise, Claude Welles, and James Wilsford**. Also thanks to **Dane Ohe** who volunteered and also provided the pictures. There are probably quite a few other volunteers that I missed whose names were not on the sign-in sheet.

Dock 4 Work Party – Bolt Tightening

We have two different types of wet-slip docks: welded
(Continued on Next Page)



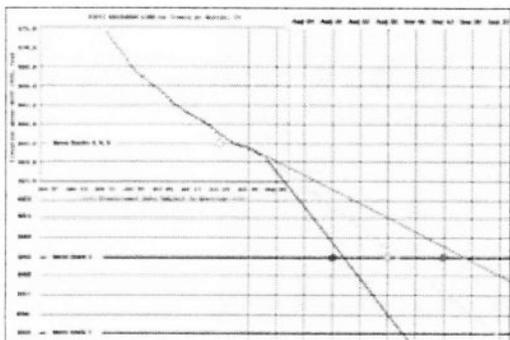
Photo left: Christopher Dwight takes a turn ... (Photo courtesy of Hector Lujan)

pipe docks (Docks 1, 2, 3 and 5) and pre-fabricated bolt-together docks (Docks 4 and 6). The pre-fabricated docks are quite strong, but require regular maintenance to ensure that all bolts remain tight. This is particularly true when the docks are exposed to a lot of wave and wind action.

In response to our dock move, it was determined that Dock 4 should have an immediate inspection and bolt-tightening, since it's position as the leading dock off the point exposes it to a lot more wind and wave action. Many thanks to Dock 4 resident **Hector Lujan** who coordinated this rapid-response work party that took place on Saturday, July 26th. I don't have a sign-up list for the volunteers involved, but many thanks to those that came out to help.

Dock 3 Move – Projected for Saturday August 23

Unfortunately tropical storm Edouard brought very little rain to the highland lakes watershed, and Lake Travis continues to drop. As of August 5th Lake Travis is at 663.4 feet above MSL. We move Dock 3 out to the point when the lake drops below 660 and before it reaches 659. This is projected to happen around Labor Day Weekend. To avoid a holiday conflict for our volunteers and divers, we will move Dock 3 the weekend before, on Saturday, August 23. Watch for work flyers around the AYC clubhouse, and if you have a slip on Dock 3, please plan to attend. The entire process of moving Dock 3 should take between three and four hours.



across a beautifully designed, well built, modern equivalent of those great classes. Justin and the other founders of the Viper 640 Class Association believed there was a place for such a boat and furthermore that if existing owners spread the word and if sailors could buy the Viper directly from the builder, costs could be kept down and the Viper could provide a much needed value for money modern one-design boat for the North American sailing community. So far, the 'word of mouth' formula has been a huge success, with new Viper 640 fleets starting around the country and the builder of the boat, Rondar Raceboats, shipping new boats as fast as they can build them.

Our adventure began Wednesday, July 23rd. Our crew was converging from far and wide: **Charles**, my old high school friend, who would be trimming the kite, was flying up from his home in Annapolis (lucky dog). **Knox R.**, who would be splitting the charter with me and co-skippering the boat, was flying in from Atlanta, and I was coming from Austin, TX. The plan was for all of us to fly in to Boston on Wednesday evening, and meet at the boat bright and early Thursday morning to launch the boat, and get some practice time (the three of us had never sailed together) before the beginning of the regatta. Riiiiight.... Well, Knox never made it out of Atlanta due to bad weather.

Thursday, the official first day of racing, dawned with unstable weather, and after waiting around for several hours for things to settle down, the race committee cancelled racing for the day just as some Texas-size thunderstorms started moving through the area, complete with torrential rain and a tornado warning. The Viper fleet spent the afternoon enjoying a tech-talk with **Brian Bennett**, the designer of the Viper 640, and **Paul Young** from Rondar Raceboats. Brian and

(Continued on Page 15)

Why Scoring Takes So Long (By John Maddalozzo)

Like a lot of club members who are working their best to stay on top of their game, I've been frustrated in the past with the often long delays in getting the scoring results posted on the AYC website. I hate waiting a whole week to find out how I finished on the weekend. I mentioned this to **Steve Vaughn** at one point last year and he mentioned back that the Scoring Committee was looking for volunteers. Be careful what you whine about, next thing I know I'm sitting next to **Remus Broussard** helping with Scoring. Okay, so now I'm seeing what slows down producing scoring results, and I thought I'd share a few with you. Some you might even be able to help alleviate.

1. Boats with no PHRF Rating:

If you haven't had a ratings review in the last two years, it's a good idea to submit a new one for review. If you buy a boat, even if it has a certificate, you should submit a new one in your name. Of course, any alteration you make to the boat that may result in a ratings change requires you to submit a new ratings certificate. See the AYC website PHRF page to review the ratings procedures in detail, and how to request a ratings adjustment.

2. Boats with sail numbers that do not match the PHRF certificate:

Sometimes people borrow sails, or find a deal on e-Bay and end up with different sail numbers. This is very difficult for the scorers to resolve. It would be especially bad practice to use sails with two different numbers in the same race. I recently replaced numbers on some sails I bought, if you see me around and need to do this I have some tips to make it easier to get those old numbers off.

3. Poor record keeping by the RC:

The PRC and Scoring committees have been working hard on this and it's becoming much less of an issue but has caused considerable slowdowns in the past.

4. Late finishes:

It's particularly challenging for the scorer to have the enthusiasm stick around until 9:00 PM scoring those Saturday Evening races after being on the water for three or four hours. We're about through it for this year though. Plus we now have the ability to work on the scoring and post scores remotely, so that should help with this one.

5. The scoring software:

Huge amounts of anguish occur when it crashes and the scorer hasn't saved her or his work in the last 45 minutes. In this same category is the tough learning curve necessary for a new scorer to correctly use the software. My apologies to N/S and A Fleet for posting scores with no handicap corrections last week. I entered the data, really I did, I just didn't hit exactly the right button to SAVE it. As the sign at the old Raw Deal said, "It'll be better next time."

All that being said, speeding up the Scoring is a top priority for the committee and we're working hard on it. There has been a lot of progress in the last couple months on coordination between the PHRF and Scoring committees that are already helping. I'm just a helper on this deal, the people who are doing the heavy lifting include **Barbara Prashner**, the Scoring Committee chair who has been doing a lot of the scoring, **Steve Eller** who is on both the Scoring and PRC Committees and **Ray Shull** who scanned in a jillion ratings certificates and keeps the ratings spreadsheet updated for the PHRF committee.

NOTE NEW PROCEDURE FOR SCORING ISSUES- If you have purchased a new boat, have any changes to your sail number, boat name, or would otherwise like to update information in the scoring system, please email these changes directly to the scoring committee at aycscoring@gmail.com by Friday before the race. We will review and update for any corrections prior to each race and will contact you if we have any questions or concerns prior to updating the archive. Note also that questions regarding your own or other boat's ratings as shown on the PHRF page of the website should be sent to **Robert Meyers**, chairman of the PHRF Ratings Committee at rmeyers@austin.rr.com. The ratings committee is responsible for the correctness of the rating, the scoring committee is responsible for getting the rating entered correctly in the scoring.



Allan Stanard accepts the Summer Series Spin-A 1st place trophy for RED (photo by Hector Lujan)



V.C. David Lewis accepting his Summer Series 2nd place trophy in Spin-B (photo by Hector Lujan)

(Continued on Next Page)

Keel Fleet... Continued from Page 14



Steve Ehlers accepting his Summer Series 2nd place trophy for Non Spin (photo by Hector Lujan)

Trey Amrhein accepting his Summer Series 3rd place trophy in Non Spin (photo by Hector Lujan)



Upcoming Events

Raft Up, Saturday August 16th : Come and join us for the 3rd Summer Raft Up to be held on August 16th south of the AYC point near Travis Landing. Moon rise will be at 8:11 PM and boats should start to congregate about 7:30 PM. Invite your friends and bring your favorite libations and snacks.

Beacon In The Night Race, September 13th: This is a long distance race for Spinnaker and Non Spinnaker PHRF boats. The race will start at AYC, sail up the lake to turning mark and return to AYC around 10:00 p.m. for pizza, refreshments and trophy presentation. The course will be announced at the skippers meeting so don't miss it. Registration begins at 3:00 PM on Saturday afternoon with the skippers meeting at 4:15 PM. First signal will be 5:30 PM. If you plan to race, please email **Damon Galloway** at dgallo@aol.com with the number in your crew for meal planning. Further details can be found on the calendar portion of the AYC website and on the Keel Fleet website under Events.

Beer Can Series: The Beer Can Series will continue into October. We are currently using the start times that begin at 6:58 PM. If you are unsure of your start time, check the bulletin board next to the RC room below the Clubhouse.

Crew Signup

Our thanks go out to **Hector Lujan** who is organizing the Crew/Skipper signup process for the fleet. Hector has arranged for some of the UT Sailing folks, new members, and other interested parties to come out for the Beer Can as well as Club Series Races and Regattas. Contact Hector via email at hlujan45@aol.com for the latest info, and remember to check the AYC website at <http://www.austinyachtclub.org/marketplace>.

Viper 640... Continued from Page 13

Paul had flown to the regatta specifically to support the fleet with tech talks, on-the-water coaching assistance, and to answer any and all questions from the Viper sailors. Having them as a resource was a wonderful addition to the regatta.

On Friday, the first day of racing, the owner of the boat we were chartering insisted that we sail with a friend of his, as a sort of "check out ride". And who was this "friend"? None other than **Brian Bennett**, who is also an America's cup sailor, Whitbread Round The World helmsman, Contender Dinghy Junior World Champion, etc. etc. etc. In other worlds, we had one of the true rock stars of the sailing world crewing on my boat! When I bought my Viper, I would have never imagined that I'd get the chance to sail with the designer and builder of the boat, never mind have him call tactics and coach us in a regatta...



Brian sailed with us the first day, coaching us on Viper-specific boat handling tips, speed secrets, and calling tactics. He seemed to always keep us in good pressure and put us in the right place at the right time to take advantage of every lift and puff. He worked us pretty hard on boat handling, practicing roll tacks and gybes before and during the first race. It was surprising how well the Viper responded, and how much faster it seemed to maneuver, when you snapped off a good roll tack or gybe. Essentially, he had us sailing it like a big dinghy instead of a small keelboat, and it was an absolute hoot. It seemed like the best of two worlds: The nimbleness and maneuverability of a dinghy combined with the security and stability of a very beamy boat with a weighted bulb. By the first windward mark rounding, we were in second place, just a couple of boat lengths from the leader. We rounded, set the kite and immediately gybed, heading left on the first downwind leg, while the leaders went right. We made the right call and coming

(Continued on Page 16)

Viper 640... Continued from Page 15

back together near the leeward gate, we were in front. Unfortunately, on the second beat they passed us again, and then held the lead to the finish. In the second race, with Knox my co-skipper driving, we also did quite well, with a 6th place finish. We finished day 1 of the regatta in third place overall, hardly believing it ourselves.

On day 2, Brian left our boat to spend the rest of the regatta on the Viper fleet "coach boat". The fleet coach boat had been organized by our class leadership, and is one of the things that made this regatta so great. For this event, the Viper fleet waived the "no outside assistance" rule for our class, in order to allow **Brian Bennet** and the builder of the boat, **Paul Young** from Rondar, who is also a world-class sailor, to coach the fleet from a RIB that spent the weekend zipping around the race course, giving real time feedback and advice on boathandling, trim and tactics to anyone who wanted it.

Sailing with Brian was a once-in-a-lifetime experience. We learned a ton in the couple of races we had him on the boat, and also figured out what we needed to work on. By the end of the regatta, we were much more comfortable with our boat handling, roll-tacking and roll-gybing the viper like it was a 420 dinghy, and carrying the kite REALLY deep into the leeward gates, snapping off Mexican takedowns without shrimping the spinnaker, feeling like rock stars. :-) The breeze picked up enough in the last race on Saturday for sustained planing runs, with extra bursts of speed as we surfed down the gentle Atlantic rollers with huge smiles on our faces. The day ended with a power three-sail-reach all the way back in to Marblehead harbor under the kite, clocking sustained double digit speeds. It was one of those sailing days you really hate to see come to an end.



Felipe Payet in the yellow hat.

For the rest of the regatta, with our original crew back together, our results were more in line with our original expectations, given that we no longer had our star tactician onboard. We never stopped having fun. Our scores ranged from a 15th, to a 22nd, to end the regatta in 17th place overall out of 26 boats.

We accomplished all of our goals in spades, and can't wait to race the Viper in a one-design event again. Once we've had a chance to practice a bit more, we expect to give the fleet a little more competition.

Our whole crew agreed: The regatta was an excellent event, the people we met were competitive yet friendly and helpful, and the boat was fantastic. Now I just need to figure out how to get myself one of the gorgeous new Viper 640's being delivered by Rondar. Hmm... let's see: Does anyone local want to buy my gently used, rock solid Viper 640 so I can get a new one and we can kick-start the AYC Viper fleet?

You can find Felipe's original unedited article with additional pictures and links here <http://www.sailhack.net/p/viper-640-north-american-championship>.

Regatta Al Sol XXV By James H. Cain

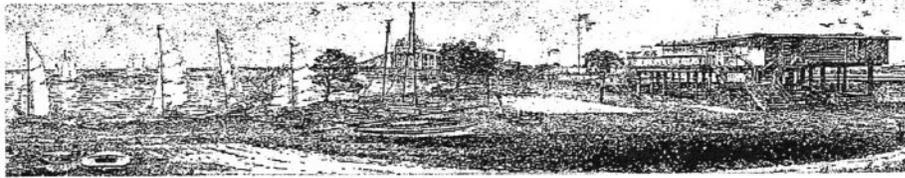
REGATTA AL SOL XXV (May 15 – May 21, 2008)- Part 1

I wanted to give you a recap of my trip. I sailed in the Regatta Al Sol XXV – my fourth Mexico Race. This is a 555 nautical mile race from Pensacola Bay due south to Isla Mujeres, Mexico. This trip, I was asked to sail by one of the guys who use to sail with me from the first days of having my J22. He is now sailing with this group on a Beneteau First 40.7, called *LunAmi*. This is a fast cruiser with a shoal draft keel that was bought by the niece of the rich guy that had a much larger boat they all raced on before he sold it. My friend was asked to put a program together is she bought the boat and so they have been sailing as a group for almost a year.

So my friend called me early this year and asked if I wanted to sail the Race, and with that being probably my last chance, I signed on. He called me and asked how I would get to the boat and he suggested I fly into N.O. or Gulfport to help him out rather than have to find me in Pensacola. So I flew to Gulfport and it worked out very well. I arrived at the boat on Wednesday afternoon at a marina on the end of the main drag. I remember the Palifox Marina was there but it seemed to have been really developed with lots of upper-end condos and commercial property all around. Somehow it had survived

(Continued on Page 23)

OCEAN SPRINGS YACHT CLUB



P.O. Box 821
100 Front Beach Drive
Ocean Springs, MS 39564
228-875-1915

July 31, 2008

United States Sunfish Class Association
P.O. Box 300128
Waterford, MI 48330-0128

Attention: Mr. Clinton Edward, President

Dear Mr. Clinton,

Subject: Belated Thank You

In December, 2006, we happily received three Sunfish from the Austin Yacht Club, through your organization. As hurricane "survivors," we put those boats to great use over the last two years. Thanks to the generous support of folks like you and the Austin Yacht Club we were able to restart our youth sailing program. Unfortunately, I feel we may be remiss in thanking your organization. This is due mostly in part to status of our club – split apart into the homes of various officers and board members who are doing the administrative work.

I came across your letter just this week while going through some old files and realized that we probably had not properly thanked your group for your support. In the last two years we have trained in excess of ninety youth using those three sunfish. Our community (mostly non-members) has turned out in great numbers in response to our program. Between youth sailing and hosting of Special Olympics sailing each year, we are currently turning away students. Our membership is growing in spite of the fact that we only have a very small trailer to offer our members. We believe our sailing program is a key element for this growth. We have folks like your organization and the Austin Yacht Club to thank for this response. On a personal note, my 11 year old grandson is graduating this morning from our last class of this summer. He is truly bitten by the sailing bug.

Our club is struggling financially as we continue our rebuilding process and it will most likely be late next year before we can turn our financial focus to acquiring more sail boats. We have recovered a Katrina-damaged Catamaran, rebuilt a fourth Sunfish, and gone all the way to Western Maryland to pick up a Flying Scot donated by the Scot Company. So, like our city and our region, we too are slowly making a come back thanks to folks like you.

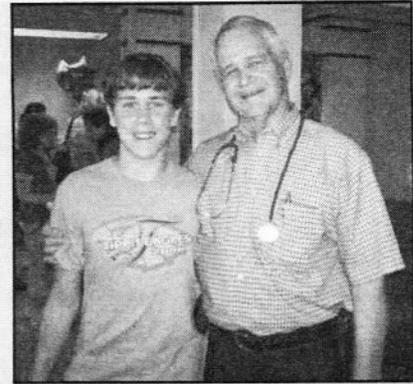
Good Sailing,

Barney Banks
Commodore
brbanks@yahoo.com

cc: Commodore
Austin Yacht Club
5906 Beacon Drive
Austin, TX 78734

This letter was provided thanks to Bob Woods, your AYC General Manager.

Regatta Honored Hero: Sean Gingras



Sean is 15 now and is going into 9th grade.

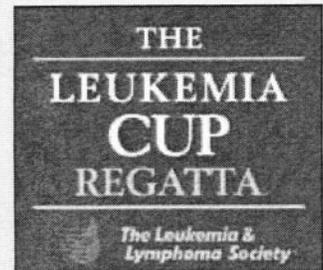
His leukemia remains in remission and treatment is going well. If all goes as planned, he will complete treatment in November 2009. He still gets an oral dose of a chemo drug at night and he gets a quarterly chemo treatment via a spinal tap. His weight and stamina are up and he is feeling great.

Sean returned to school last fall and had a great year! He was inducted into the National Junior Honor Society and made the Honors band. He was an inspiration to many students, teachers and administrators by his positive, up-beat attitude.

He returned to Boy Scouting in a big way. He was elected Senior Patrol Leader last January. He completed a national youth leadership program in December and just completed a national advanced youth leadership experience at Philmont Scout Ranch in New Mexico. He has only missed a couple of camp outs and other activities since beginning his maintenance phase. He has earned the rank of Life scout and has selected an Eagle project which is in the early planning stages.

He has become quite an adventurer. His doctor has given his blessing to pretty much anything that Sean feels up to doing and Sean is eager to try new experiences. At Boy Scout summer camp, he participated in a C.O.P.E. program (Challenging Outdoor Personal Experience), which is a high-elements rope course that incorporates team-building and cooperation among the participants to reach goals. Sean figures that he's already faced the scariest thing (cancer) and that everything else is just a walk in the park.

He is looking forward to 9th grade and is eager to get his learners permit to start driving. Mom says he can have her classic Mustang when he's 35!



It's coming! Don't miss out!

The 2008 Leukemia Cup Regatta

October 3-5, 2008

Hosted by your Austin Yacht Club. Register by **September 1st**, and your boat's name will be on the back of the 2008 Commemorative T-shirt! Registration is easy this year! Just look on the AYC website and click the link to register through the Regatta Network.

Then, start your fundraising! Contact Debbie Wilkinson at The Leukemia & Lymphoma Society (debbie.wilkinson@lls.org or (512) 491-6610) and she will get your online fundraising page set up for you and send you your Sailor Packet full of fundraising ideas!

Fundraise \$100 and get your 2008 Commemorative T-shirt!

Raise \$500 and get the Leukemia Cup Regatta ball cap, too!

The coveted Mount Gay Rum ball caps are yours for the taking at the \$3000 fundraising level!

Want to sail with Gary Jobson? Raise \$8500 or more and attend the Fantasy Sail Weekend with Gary in Fort Myers, Florida!

And you can't forget...every \$500 raised is an entry into the West Marine \$2500 Shopping Spree and the North Sails discount certificates!

REGISTER TODAY!

COME SAIL THE

BEACON IN THE NIGHT

RACE

Saturday September 13th 2008

Austin Yacht Club

Registration 3:00 to 4:00 p.m.

Skippers meeting 4:15 p.m.

First signal 5:30 p.m.

Registration is \$20.00 for Non-Keel Members and \$15.00 for Keel Fleet Members registration includes four meal tickets. Additional meal tickets may be purchased for \$5.00 each.

This is a long distance race for Spinnaker and Non Spinnaker PHRF boats. The race will start at AYC, sail up the lake to turning mark and return to AYC around 10:00 p.m. for pizza, refreshments and trophy presentation. The course will be announced at the skippers meeting so do not miss it.

If you plan to race, please email Damon Galloway at dgallo@aol.com with the number in your crew for meal planning.



AUGUST

FULL MOON RAFT-UP!!!

When: Saturday, August 16

**Where: South of AYC point, near
Travis Landing**

Time: Anytime after 7:30 PM

**Moon Rise will be at 8:11 PM, so plan
on joining us for our 3rd Raft-Up of the
Summer! Bring your friends, your
favorite libations and some snacks!**

Even More Photos from Leukemia Cup Kick-Off Party on August 1, 2008...(Photos courtesy of Hector Lujan)

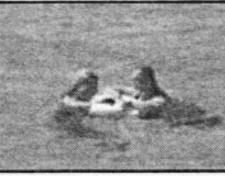


Tango Tango Sailing Charters, LLC

WWW.TTHOUSES.COM, CAPTAIN PAUL VIOLAND, USCG
(512) 709-8134

February 8-21 St. Vincent, Blue Lagoon

An all inclusive sailing venture from St. Vincent to exotic ports of call to Tobago Cays, Mayreau, Mustique, Union, Bequia, Canouan and Petit St. Vincent and others.....onboard a new Jeanneau 45' DS Sun Odyssey S/V Dolphin Dance 2. Captained by Paul Violand, USCG and his trusty First Mate, Elliott. Both Transatlantic Sailors and experienced Caribbean Sailors who know these waters with focus on your safety. Breakfast, Lunch and 7 dinners included along with open bar at anchor. Airport transfers included from Blue Lagoon. \$5400 for two persons. Airfare not included. This is a once in a lifetime trip for most folks and we make the most of it! We have one cabin open for two persons for a total of 4 passengers and two crew.



This is a paid advertisement.

1/3 partnership on Godzilla J29. Excellent boat. contact Paul Violand 512 709 8134

GO SAILING!!!!

Regatta Al Sol... Continued from Page 16

the last big hurricane (Ivan I think). But the Boat was tied up close to the gate so loading was easy. We looked around and our three main protagonists were also tied up in the marina. They were, *White Trash II* – Olson 40' from Alabama, *Mad Max* – J120 from Mississippi, and *Decision* – TransPac 52' from New Orleans. *Decision* is a pure thoroughbred. Narrow beam, high sides, mile high mast and all carbon steering wheels (2) as well as just about everything else, she truly looks the part. She has won some big races up north and has professional crew for most races. But as we were talking about her someone said she had withdrawn from the Race. It seems that on the delivery over the night before she cut inside the Mobile Sea Buoy and ran hard aground causing visible damage to the hull/keel joint. We tried to get on her to see the damage but she was put away smartly and locked up tight. I guess the delivery crew was not the same guys as the racing crew.

The other boat in the racing fleet was the very old but venerable, red hulled, Cal 48' – *Tiare*. You probably remember this boat. She has been around forever and has raced in more Mexico Races than participating sailors. She notably had a fire on a Race that burned a

crew member who had to be taken off mid-race. Somehow she was one of the very few boats to survive Katrina and was still tied up in her slip when they entered the harbor a few days later. Amazing! She has classic lines and a tall mast and if she gets a strong beam breeze, second is now all that is left to race for. The Mexico Race is probably what she gets her tail kicked for all year long so she never gets a rating hit. She was in front of Pensacola Yacht Club so we did not see her until the start. But she was crewed by some good sailors from Southern as well as a sail maker from Quantum. At the starting line she hoisted new grey, 3-DL looking sails that just looked strange on the old girl. I am sure they are fast as all new stuff is. The other two boats in our class I had never heard of. One was another Beneteau 36', and something else even smaller. So the racing class had seven entries, now down to six with *Decision's* troubles. The Race is setup such that the cruising class leaving the day before the racing class with hopes that all the boats get there around the same time. The whole race had 23 boats signed up last I checked.

So we started to load and ...

(Continued in the next Telltale issue)



Austin Yacht Club

5906 Beacon Road
Austin, TX 78734-1428



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**Christopher & Susan Dwight
507 Duck Lake Dr
Lakeway, TX 78734**

Another Dock Move is scheduled for August 23, 2008.

Volunteers needed to help move Dock #3.

**Important Notice From Race Commander to All Boat Owners on
Docks 4, 5, & 6: Orders for About-Face!**

Please re-orient your boat to face out into the lake.