



Telltale

October 2008

Monthly Newsletter

Mallory Cup Winners!

Inside this issue...

Scott Young's 2008 Laser Master's North American Championship tale

Proposed slate for 2009 AYC Board of Directors

Dues Increase Information



October 16, 2008
Special AYC Board
Session to discuss
Dues & Fees
Increase



October 18, 2008
Centerboard Sail Train-
ing Clinic



October 19, 2008
Start of Winter Series

*AYC's Scott Young with crew Doug Kern, John Morran, and Mike Haggerty,
wins a record 6th U.S. Men's Sailing Championship! WOW!*



Board of Directors

Commodore	Bob Goldsmith
Im. Past Commodore	Eric Nelson
Vice Commodore	David Lewis
Secretary	Randolph Bertin
Treasurer	Tom Romberg
Race Commander	Steve Eller
Buildings & Grounds	Jim Casto
Fleet Commander	Chris Dwight
Sail Training	John Grzinich
Commander	

AYC Staff

General Manager	Bob Woods
Bookkeeper	Pam Radebaugh
Head Caretaker	Tom Cunningham
Assistant Caretaker	Kim Erlich

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
buildings_grounds@austinyachtclub.net
race_commander@austinyachtclub.net
vice_commodore@austinyachtclub.net
past_commodore@austinyachtclub.net
sail_training@austinyachtclub.net
commodore@austinyachtclub.net
secretary@austinyachtclub.net
treasurer@austinyachtclub.net

Cover photo: Doug Kern, Scott Young, Mike Haggerty, and John Morran at the dock during this year's Mallory Cup (photo courtesy of Doug Kern).

Austin Yacht Club 2008 Race Calendar

October 3	Friday Night Beer Can Race (6:30 p.m.)
October 4 - 5	Leukemia Cup Regatta
October 8	Senior Club Championship
October 10	Friday Night Beer Can Race (6:30 p.m.)
October 11 - 12	Sunfish Southwest Regional Regatta (Fleet Event)
October 17	Friday Night Beer Can Race (6:30 p.m.)
October 19	Winter Series Race #1 (1:30 p.m.)
October 24	Friday Night Beer Can Race (6:30 p.m.)
October 26	Winter Series Race #2 (1:30 p.m.)
October 31	Friday Night Beer Can Race (6:30 p.m.)
November 1	Southcoast Intergalactic Championship Regatta
November 2	Winter Series Race #3 (1:30 p.m.)
November 9	Winter Series Race #4
November 16	Winter Series Race #5 (EOS Buffet)
November 22	Wild Turkey Regatta



(Courtesy of Doug Kern)

AYC 2008 Non-Racing Events

October 9	KHF Handicap Review Committee Meeting (7:00 p.m.)
October 16	New Member Candidate Meeting (6:30 p.m.)
October 16	AYC Board Session (7:30 p.m.)
October 18-19	Monthly AYC Weekend Office Closing
October 18	Centerboard Sail Training Clinic
October 19	Wurst J24 Party
October 23	AYC Board of Directors Meeting (7:30 p.m.)
November 6	Annual Membership Meeting
November 13	New Member Candidate Meeting (6:30 p.m.)
November 13	KHF Handicap Review Committee Meeting (7:00 p.m.)
November 14	Keel Fleet Annual Business Meeting and Party
November 17	KHF Handicap Review Committee Open Meeting
November 20	AYC Board of Directors Meeting (7:30 p.m.)
December 6	2008 AYC Annual Banquet at The Austin Club
December 11	KHF Handicap Review Committee Meeting (7:00 p.m.)

DUES INCREASE NOTICE

Dear AYC member,

The Board of Directors of the Austin Yacht Club is considering enacting an increase in dues and/or fees in the near future in order to better position the Club to meet its current operating commitments and its long range goals.

A motion at the September board meeting proposed a \$20 per month increase in Senior member dues, with commensurate increases for other membership types. The details of this motion are available on the AYC web site under Board Meeting Agenda for the September 25th meeting. This motion was deferred for further consideration at the October meeting.

On October 16th, one week prior to the next Board Meeting, the Board will hold a special meeting, open to the membership, to present financial information supporting the need for a dues increase and to consider various alternative dues and/or fees strategies for funding this need. The meeting will be held in the AYC clubhouse, and will start at 7:30 pm. You are invited to attend this meeting for additional information or to provide your input. If you unable to attend this meeting, you may provide input by email by sending your comments to aycboard@austinyachtclub.net or by dropping written comments by the AYC office.

Dues structure currently under consideration:

Member Type	Proposed Dues
Sr., Associate, Probationary	\$ 78/month + tax
Young Adult Members	\$ 55/month + tax
Junior Members	\$ 20/month + tax
Ol' Salt	\$ 39/month + tax
Non-resident	\$ 39/month + tax
UT Sailing Team Members	\$ 20/sem (Fall / Spr)

Thank you for your attention,
The Board of Directors, Austin Yacht Club

From The Commodore

By Bob Goldsmith



It was the regatta of this young century! We had wind, lots of it, and it was Racer's Wind: gusty and strong, but not completely overpowering, with just enough shifts to keep everyone honest. We had close competition. A good part of our dominant

Mallory Cup team was on one boat, and the big news is that they didn't win every race (**Steve Vaughn** is as crafty as ever). I don't care what fleet you were in, the starts were competitive enough for a J-24 national, the upwind legs studies in keeping a boat upright and driving in a hard and shifty blow, and the downwind legs just plain head knocking brutal. Since this is AYC, we were all having fun! Hats off to **Bruce Foster** for another masterful job of course selection and race management.

Comic relief was provided by our newfangled atomic powered scoring program. After the first day, it seems to have decided that the average course distance for my fleet was 40 miles but that was nothing compared to its conclusion that Regatta Chairman **John Howard**'s trimaran had finished 15 minutes before it started. *Best Comment Award* goes to whoever told John, "You must have been over early!"

The partying was awesome as well. The Leukemia & Lymphoma Society makes the onshore arrangements, and Chairperson **Debbie Wilkinson** kept us alternating with laughing, being pampered, rockin' and misting up. Great, great job, Debbie! The only real glitch was a group of non-AYC "sailors" who insisted on embarrassing their very fine home YC by noisily disrupting the festivities and refused to be quiet when asked. These hillbillies' names have been taken down, and if they show up again and misbehave they will be apprehended and turned over to the tender mercies of Chief Moron Control Officer **Tom Cunningham**, who is not a signatory of the Geneva Convention regarding treatment of prisoners.

The festivities also included the Mallory Cup Team Homecoming to honor yet another victory by AYC's

(Continued on Page 5)

Sail Training Report By John Grzinich

Adult Training

Our ASA training continues have more student inquiries and registrations. Member **Gary Payne** is a certified ASA instructor who just acquired his Coast Guard 6 passenger Captains License. Gary has joined our list of ASA instructors and worked his first Basic Keelboat class this month.

We had a boat load of volunteers...more helpers than students!

Renee Ruais
Linda McDavitt
Gretchen Douglas
Sara Baker
Annie Lancaster
Linda Donovan
Carolyn Wilsford
Jenny Loehlin
Stacy Tucker
Norma Lien
Ray Shull
Remus Broussard
Ravi Subramanian
Felipe Payet
Tommy Meyer

About 12 women with skills from beginner to advanced attended this month's Women's Sailing Camp. The term 'camp' is a hold-over from the days when we actually held overnight camps....but these days it seems difficult for people to commit that much time, so it was just a one day event. We organized around teams based on skill levels and assigned coaches and boats (Ensigns and J/22s). The winds were light and variable out of the East, making it challenging, so we spent the morning rigging boats, talking about sail trim, doing some light drifting around and teaching spinnaker work from the stern of an Ensign tied to the rigging dock!

After lunch, the wind cooperated a bit more and we dropped some marks in the water hoping to give the teams some 'target' practice, but the wind direction didn't really support that. Yes, **Linda McDavitt** told me they'd never be right for a windward/leeward course, but I convinced her to go ahead anyway...sorry Linda! In the end, we did manage some sailing around the lake, going where the wind took us depending on

whether we were practicing upwind, downwind, or reaching. It seems that as soon as you tried to set up for a spinnaker run, the wind would shift to make it impossible, or even better, give you a big puff so that you could run out of lake as quickly as possible! Later in the afternoon, as we'd almost had enough of the wind's antics, it finally seemed to settle in so we got in a good hour or so of sailing in decent breeze before dinner!

We put the boats away and headed up to the clubhouse for a delicious dinner cooked by some of AYC's master chefs, **Ray Shull** and **Tommy Meyer** with wait staff (super waiters!!!) **Ravi Subramanian**, **Remus Broussard**, and **Felipe Payet**. It was a three course meal with a really scrumptious salad, garlic bread and lasagna finished off with some stellar desert choices. It may have been the chocolate flavored vodka, or the wine choices, but everyone seemed to think the day was a great success!

For those who seem to born to hang around at the lake and were still in the clubhouse after dinner, **Ray Shull** extended an invitation to go out for a night sail on his J/29. The winds were really nice and we sailed til near midnight!

Special thanks to our chefs and to all of the ladies who helped do the training on the various boats....in no particular order, **Linda McDavitt**, **Renee Ruais**, **Gretchen Douglas**, **Sara Baker**, **Annie Lancaster**, **Linda Donovan**, **Carolyn Wilsford**, **Norma Lien**, **Jenny Loehlin**, and **Stacy Tucker**. We'd also like to thank the folks who made their boats available for the event, which included **Annie Lancaster**, **Randolph Bertin**, **Billy Eno**, **Christopher Dwight** and back up boat **Tom Groll**. We also may have borrowed an Ensign or two not belonging to our coaching women, so I'll just thank the whole Ensign fleet for supporting this event!

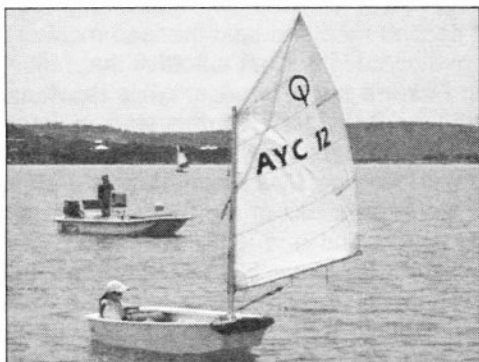
The final 2 adult sail training events being planned. First, a small centerboard clinic on the afternoon of OCT 18th, check the AYC Calendar, and Information pages for details and registration. Second, I am in the early planning stages for a one day men's sailing camp in mid-November.

Junior Training

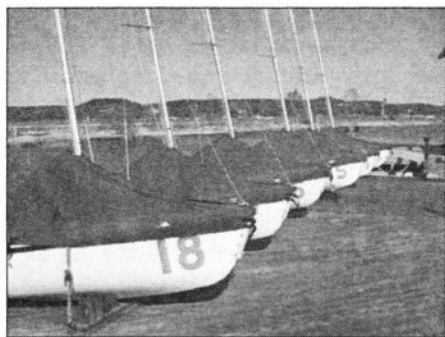
Junior Clinics: **Christopher and Susan Dwight** continue to do an outstanding job running the Saturday afternoon training sessions for the juniors. Looks like our Juniors will now get a chance to race locally as the final TSA event of the year has been moved to AYC from storm damaged Clear Lake. The event is being planned for Nov. 8th.

(Continued on Next Page)

Sail Training...Continued from Page 4



Some of our Opti sailors from the junior training will get a chance to race in the upcoming TSA event.



FJ Training Fleet, ready for some new sails.

Sail Training Boats

The "Sail Training Policy" that changes the policy and wording regarding the use of the sail training boats passed at the August board meeting. The key points being changed allow some limited use of the sail training boats for racing, and specify that the Sail Training Commander has the responsibility to define a boat checkout procedure. A boat check out procedure has been posted to the AYC web site and was written up in the last AYC Telltale that works via an email to me. Tom Lang is working to add a form to the web site for members to easily submit boat use requests. It should online soon.

We've been working with the UT Sailing Team to jointly purchase a new set of sails for the FJ's, and now that the sailmaker decision has been we are moving forward with an order. We are pushing to get them in time for the TSA event!

John Grzinich – Sail Training Commander

Commodore...Continued from Page 3

team in the U.S. Men's Championship. If the US Sailing headline: "Update: **Scott Young** (Austin, TX) with crew **John Morran, Doug Kern and Mike Haggerty** wins a record sixth U.S. Men's Sailing Championship, the fourth time as helm..." does not make you proud, you are totally proudness challenged and need the help of a qualified professional such as Cesar Milan, the Dog Whisperer.

Finally, and most important of all, AYC's fundraising for blood cancer research this year is at about \$50,000 and counting. You really came through on the most important thing of all! **Tasha Barlow** led the way again, but there were many who made those calls and visits and sent out those letters and emails to raise money to fight these terrifying diseases. I am very, very proud, and humbled, to have the privilege of serving a wonderful group like this as your Commodore this year! See you out there!

Get Ready for the 2008 Annual Membership Meeting!

The 2008 Annual Membership Meeting will be held starting at 7PM on November 6th in the AYC Clubhouse. The centerpiece of this meeting is of course the membership vote on the 2009 AYC Board of Directors. But this meeting is also where the membership can hear about the current board's key accomplishments and recommendations for next year as well as key committee reports.

Even if you regularly attend the monthly board meetings I urge you to plan on attending this meeting. Per our by-laws we have to have at least 25% of the voting eligible membership to participate in the board elections to allow the new board to be elected. You will be receiving soon a mail out with a proxy form that you can fill out in case you can not make the meeting. Please go ahead and submit a completed proxy form so we can insure we have the required quorum. Note your proxy is automatically rescinded if you attend the meeting so it doesn't hurt to fill it out even if you plan on being there.

If you have questions about filling out your proxy, feel free to contact the AYC office.



Leukemia Warm-Up

Week 1

After more than a month hiatus, the Ensign fleet returned to action with the opening of the Leukemia Cup Warm-up series, scheduled for three consecutive weekends in September. Sunday the 7th, there was a modest breeze out of the east to ease us back into racing, and six boats took advantage of the opportunity to get their boats to the starting line: **James Casto** and crew, **Bill and Kelly Hawk** sailing with their daughters **Erin and Tracy**, **Randolph Bertin** joined by **Danny Lien** and **Carolyn Wilsford**, **Tom Romberg** and **Charlie Arnold**, **Mitch Barnett** helped by **Deann** and **Apgar**, and **James Wilsford** sailing single handed. The **Romberg/Arnold** team had the early lead, but their getting squeezed out to the right side after a crowded leeward mark rounding allowed a late rally by **Randolph Bertin** who managed to get over to the left, and **Festina Lente** eclipsed **Eagle** at the finish line in the opening race. That wasn't the only come from behind though, as **James Wilsford** managed to split tacks with **Mitch Barnett** and pass him in the final leg on his way to fourth place finish, behind **Prickly Pair**. Race 2 was fairly undramatic as boats managed to secure their positions early in the race and hold them to the end. **Festina Lente** picked up the win for a second bullet on the day, with **Prickly Pair** finishing second.

Week 2

Early in the week, it was looking like we might see winds gusting to 50 and torrential rains, but the track for Hurricane Ike kept drifting further to the east with each passing day, leaving us high and dry by the time Sunday the 14th rolled around. We had fairly windy conditions out of the northeast (oscillating between North and East) on the leading edge of the first cool front of the "fall" with some freakish strong puffs that would shake the boats around. The five boat Ensign fleet was given two gold cup courses, which provided a nice change of pace from the usual W-L affairs. **Bill and Kelly Hawk** were sailing with **Barry Bowden** (who apparently was looking to slow down a little) and **Mitch Barnett**, and they took the early lead and won going away. The **Romberg/Arnold** combination again proved quite capable on the water, holding steady in second. **Randolph Bertin**, who was ably assisted by **Stacy Tucker**, **Danny Lien** and **Iggy DeCardena**, lost ground trying to go low toward the first wing mark, and though a late push brought them in striking range of **Eagle**, they could not close the deal by the finish. **Lewis Price**

also joined us on the water, sailing consistently in the middle of the fleet. **James Wilsford**, sailing this time with crew (**Tom Holdridge** and **Dan Ellenbrook** as the usual suspects, plus **Ravi Subramanian's Mom!**), had a great second race and held the lead most of the way before getting caught in an autotack that held them up allowing **Festina Lente** to pass. While **Hawk and company** had an early lead off the start, a knotted line spoiled their first tack and then a close call and emergency tack involving **Dos Locos** and a J-29 set them back to the bottom half of the fleet. They made a nice recovery at the end and while covering **Eagle** on the left side, managed to catch **Dos Locos** who had stayed right. Apparently **Sarah Baker** was out learning to windsurf. It's time to get **J. Seagull** fixed up and back on the water. And maybe the **Frying Dutchmen**. And what is the status of **Gravy Boat**?

Week 3

On the final weekend of the Leukemia Warm-up series, the wind was oscillating again, this time between E and SSE, with some occasional lulls. **Festina Lente** (**Randolph, Iggy, Danny and Carolyn**), **Eagle** (**Tom and Matt Romberg plus Charlie Arnold**), **Mitch Barnett** (with a new crew and flying a spinnaker!!), **Dos Locos** (**Lewis Price**), **Esmeralda** (**James Wilsford, Tom Holdridge, Dan Ellenbrook**), and **One with the Wind** (**Casto and full crew**), made up another six boat fleet. **Festina Lente** decided to hit the pin on starboard and stay left of the fleet. That paid off with the puffs coming in from the east, as they rounded the weather mark in first and held the lead to the end, covering their closest competitor, **Eagle** who decided to hold their second place without trying to break free. **Dos Locos** sailed a solid third. In the second race, the wind had definitely shown a decided preference for the south-east. It was a touch and go affair up the first windward leg with **Eagle** and **Festina Lente** trading tacks and ducks from port to starboard. Eventually the fleet was becalmed just short of the windward mark. Where would the new breeze fill in: from the east, benefitting **Eagle**? Or from the SE, benefitting **Festina**? The wind was just hanging off on both sides. Eventually it picked up **Festina** first and **Eagle** shortly after. **Randolph**, on starboard, had the advantage in coming up to the mark, and managed to break away in clean air. For awhile, **Dos Locos** was making up ground downwind and substantially closing the gap, but it wasn't enough to allow them to pass. After rounding the leeward mark, **Eagle** moved off to the east, and managed to find a current of stronger air that was pulling them to the front of the fleet, but an oscillation and filling back toward the right allowed **Festina Lente** to hold on to their lead and finish the series with another first place finish and overall series victory, with **Eagle** claiming a strong second place in the final race as well as the series. We also

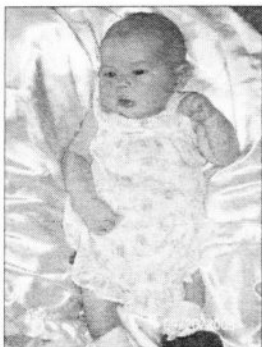
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Ensign Fleet... *Continued from Page 6*

had a very close finish between *Esmeralda* and *Dos Locos*, with the former holding starboard right of way and the latter forced to wallow in the dying breeze. All in all, while we were missing a number of our regulars who were out for one reason or another, we had some nice sized fleets and some enjoyable conditions and competition.

Leukemia Cup Itself

Your regular correspondent was unable to attend the Leukemia cup, but special reporter **Mitch Barnett** contributed this report from the field: "The Ensign fleet made a showing at Leukemia Cup with **Tom Romberg & Company** on *Eagle* and **Mitch Barnett, Randy Barnett** and **Phil Hopkins** on *Spirits*. Both groups seemed to enjoy racing in the PHRF Spinnaker Fleet and battling very strong wind throughout the weekend. As the wind became even stronger as racing ended Sunday afternoon, I think everyone was ready to be off the water. It should also be noted that you if weren't around on Saturday night, you missed out. The wine, beer, and rum flowed, a good band played, **Danny Lien** agreed to rally an Ensign fleet for Leukemia Cup '09, and it was a beautiful Saturday evening on Lake Travis." [By the way, *Eagle* dominated their handicap class with four firsts in five races, to take first place in the C group. Great Sailing!]



Newest Fleet Member

In late breaking news, **Jonathan and Tamara Baker** let us know that **Caroline Baker** is here, and that "she can't wait to get to the lake." Congratulations to the new parents!

Photo Left: Caroline Baker, ready to pull on some lines

Can't Attend the 2008 Annual Membership Meeting?

ANY LIFE, SENIOR OR YOUNG ADULT MEMBER NOT ABLE TO ATTEND THE ANNUAL MEETING IS ASKED TO COMPLETE THE PROXY ON PAGE 22 OF THIS TELLTALE AND RETURN IT TO THE AYC OFFICE NO LATER THAN Wednesday November 5, 2008!

2008 Laser Master's North

American Championship *By Scott Young*

Recently I had the opportunity to travel to the famous Columbia River Gorge outside of Portland, Oregon to compete in the Laser Master's North American Championship. The Columbia River Gorge is one of the most amazing places I have ever sailed. It has long been known as a windsurfing mecca due to the strong, reliable, westerly thermal winds in the summer when the land heats up in the desert east of the Gorge and pulls in the cool, moist Pacific air from the Oregon coast. The reliably strong wind, coupled with a strong river flow that runs from east to west (against the normal wind direction which will keep a stranded windsurfer moving upwind) usually results in great high-speed racing conditions in the summer.

Cascade Locks is the sailboat racing venue on the Columbia River and is just upstream from the Bridge of the Gods, which connects Oregon and Washington, and is about 20 miles west of the well known Hood River community. It is remarkably easy to get to from Portland and the scenery is amazing.

I approached the North American's this year with much less preparation than the year before when it was held in Austin. For me, it was a relatively last minute decision and I was able to get a few Wednesday night races in beforehand, but nothing like the preparation I usually like to have going into a big Laser regatta. Due to the large number of competitors from the Pacific Northwest that I knew would be racing, I really didn't have a good feeling as to how I would stack up against the competition.

I was able to charter a relatively new boat from the local Laser dealer and I arrived the day before the event. I managed to get out and practice for a couple of hours and did not feel especially fast. In the Laser, little things like not having your hiking strap the correct length can really affect your comfort in the boat. Fortunately, I was able to get a few things sorted out and began to feel more comfortable as the day went on. The other notable item of interest was that the wind was blowing pretty hard from totally the wrong direction. According to the locals, this was a pretty rare phenomenon triggered by unusually hot temperatures in Portland relative to the desert to the East. This caused the thermal effect to work in reverse. According to the forecast, the wind direction was likely to blow from this same direction for the first

(Continued on Page 18)

Treasurer's Thoughts By Tom Romberg

As you are learning YOUR DUES ARE GOING TO SIGNIFICANTLY INCREASE! The only questions are when and what are going to be done with the proceeds. The Board voted to increase your MEMBER dues by \$20 effective with the November billing, and then postponed the final vote until the October meeting.

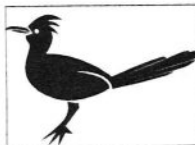
My substitute motion: "I move that the AYC Board of Directors approve an increase in membership and storage fees of 10% effective January 1, 2009 and another 10% January 2010. Further be it resolved that \$ 18,000 of the funds collected in 2009 be designated for operating funds and the balance to be set aside in a specific separate fund for Capital Expenditures only with the 2010 operating fund portion to be determined by the then Board in the fall of 2009."
- was not supported.

The reasons that I bring this to you are:

- Unless you act, the Board's immediate \$20 increase is most likely to be adopted at the October meeting.
- The Club is in very good shape financially from an operating point of view.
- Yes, we have approximately \$ 170,000 in funds (Beacon Land and Roadrunner Dock) which could be used for short term needs or emergencies.
- Yes, I am in agreement that we should build up a fund FOR CAPITAL and unexpected occurrences.
- Yes, in this crazy financial market, it is wise to both build up our funds and DEMONSTRATE our ability to repay a substantial (as much as \$ 1,000,000) loan should we wish/need to have one.
- Yes, I gladly support the Harbor Reconstruction Project and have twice offered motions to move it forward, for the SAFETY, EASE OF USE, EASE OF MAINTENANCE, and being able to stay on our own property.
- My motion would collect \$ 54,262 the first year and twice that the second year (\$ 108,524) of which only \$ 18,000 each year would go to operating funds ASSUMING NO SHRINKAGE from members leaving the club.
- Obviously, I think that the two year increase split between storage and dues is more palatable to members and is both fiscally responsible as well as good for our membership.
- You should know that as a life member I pay no dues and thus my proposal is actually against my own economic interests.
- We know that for 2009 some funds will be spent as we are in a lawsuit about property, we have a renewing marina permit, and engineering and perhaps some execution of plans for harbor reconstruction will occur.

The choice is yours. If you wish to support a different proposal or mine you must communicate it to the Office

Junior Sailing News By Susan Dwight, Brigitte Rochard, and Doug Kern



Ike relocates junior regatta to AYC Nov 8th

Due to damage from Hurricane Ike, the final TSA Youth Regatta of the season has been moved from LYC to AYC! This is the "End of Year" regatta, a TSA Youth Circuit event typically run by Lakewood YC but relocated to AYC due to Hurricane Ike. It has been transferred to AYC for November 8th thanks to AYC Board support. The Seabrook YC event has been rescheduled also close to us at Canyon Lake Yacht Club by San Marcos. This will be the opportunity for AYC juniors to race close to home!

The finale regatta, on Nov. 8th, provides an excellent opportunity for our Juniors to compete in Opti's, Lasers (radial and 4.7 rigs) and FJ's. For registration information check out the TSA website at www.txsail.org/youth/Calendars/YouthCircuit.htm. We are in need of AYC volunteers to help run on-site registration, lunch prep, scoring and awards on the day of the event. It does not interfere with AYC racing so do not hesitate to come and enjoy the Texas junior sailing scene! If you are interested in helping or would like more information, please contact **Brigitte Rochard** at brigetterochard@yahoo.com, or **Eric Rochard** at ericrochard@yahoo.com.

Other TSA Youth Regatta opportunities include:

- Oct. 11-12 at Rush Creek YC (JY 15s available for charter, contact Maryanne_hopper@hotmail.com or call 972-800-1042)
- Oct. 25-26 at Canyon Lake YC (contact sipke.schuurmans@sbcglobal.net or call 281-856-2259)

The kids really have a great time at these events and beginners are always welcome!

Throughout October our AYC Junior Practice sessions will continue to meet from 4:00 pm to 6:00pm on Saturday afternoons down on the junior rigging dock. Juniors ages 9-18 are welcome to join us.

Contact **Susan Dwight** at sdd@austin.rr.com for more information about our AYC Junior program.

by phone, mail, or email before the October Board meeting. I just want you to be informed and then choose. I serve you, not me.

SC-21 Fleet News

By Tom Meyer



The Southcoast Fleet has the Race Committee Duty for Winter Series Race #1 on Sunday, October 19. We need a good turnout of SC21 sailors to staff the RC boats. Plan on arriving no later than

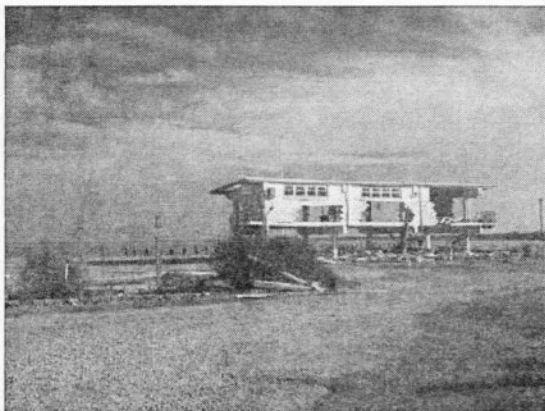
noon. Please email me to confirm that you will be there.

Also.. I need volunteers to host the Gin & Tonic table for the Winter Series Races. If you have not hosted yet this year, it's your turn.. please? Thanks!

Tom Meyer, SC21 Fleet Captain

Stay tuned....

A ONE DAY MEN'S SAILING CAMP COMING UP IN MID-NOVEMBER!



Unfortunately IKE has severely damaged the Yacht clubs of Houston area, the picture of Seabrook Yacht Club, above, gives an idea of the destruction brought by the hurricane (Photo courtesy of Jennifer Draheim).

Ike relocates junior regatta to AYC Nov 8th

AYC is hosting a one-day junior regatta Saturday Nov 8, with three courses for Optimis, Lasers and double-handed boats.

Thoughts of Vice By David Lewis

"When you realize how perfect everything is you will tilt your head back and laugh at the sky."

—Hindu Prince Gautama Siddharta

If perfect wind makes a perfect regatta, then the Leukemia Cup Regatta was perfect, with 15-20+ knots out of the south on both days. Only briefly, during the first race on Sunday, could you look up the lake and not see white caps covering the lake. Excellent wind, all weekend long!

If the best turnout we've had for any regatta in the past several years makes a perfect regatta, then the Leukemia Cup Regatta was perfect, with over 90 boats participating in the racing and over 300 people turning out for dinner on Saturday night! It was really great seeing a crowd like that at the Club again—lots and lots of people having a great time sailing and socializing and swapping stories about the excellent racing.

If exceeding last year's fundraising goal makes for a perfect charity regatta, then the Leukemia Cup Regatta hit the mark again, with over \$47,000 raised as of Saturday night, before the Silent Auction, and before Sunday lunch where so many people showed up that they were reduced to selling "Atkins burgers" because the hungry hoards had consumed every bun and all the fixings other than the bare meat patties.

If exciting, well-run, competitive racing makes a perfect regatta, then the Leukemia Cup Regatta was one for the books! The courses were well laid out and the multitude of boats made for very competitive starts. On the main basin circle there was plenty of excitement at virtually every mark rounding as boats of all sizes and types simultaneously converged on the same small spot in the lake. No serious injuries, no major damage, but lots of good, close racing!

If picture perfect weather makes a perfect regatta, even apart from the excellent wind, then we couldn't have asked for much more if we had been able to select the weather from a catalog. Low humidity, high temperatures both days in the mid 80s, and mid-day temperatures in the 70s on Sunday! Is this Central Texas or Santa Barbara? What perfect weather for a regatta!

If you missed this year's Leukemia Cup Regatta, you missed a great one. If you were there, you were probably one among many with your head back, laughing at the sky!

J-24 Fleet News By Tom Lappin

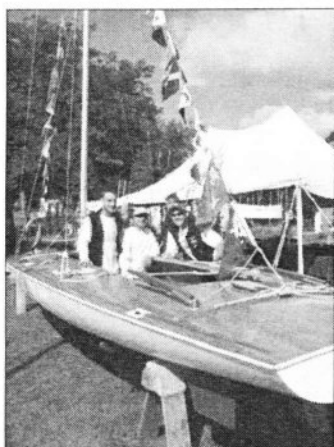
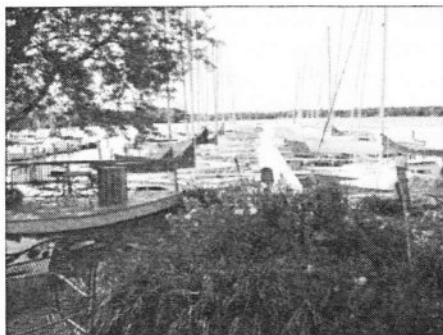
J[®] 24

Well, it's been a really busy month for J24 racing. I've literally been across the country and back for racing over the past month.

J24 North American Championships

Photo Right:
Wayzata Yacht
Club

Photo Below:
Tom Lappin, Jay
Sacco, and Bob
Harden checking
out the E-Scow
bar



There were 4 boats from Texas that made it up to Lake Minnetonka for the 30th J24 North Americans. **Charlie Singstad** with **Code Blue**, **Kelly Holmes' Bad Moon**, **Tanja Sanchez's Siren**, and **AYC's mr.happy** all made the drive up to Minnesota. I have to say that the Wayzata Yacht Club was full of great hosts. I constantly felt like I had found southern hospitality in the North.

Photo
Right:
Mike Lefe-
bre, Tom
Lappin and
Eric Nelson
reviewing
the day's
racing



As I would expect, the racing was spectacular with 34 boats participating from all over the World (literally, there was a team that flew in from Hungary). They had 8 scheduled races, which all were completed. The



Photo Left: J24s showing
off their Texas Pride

Texas boats represented well, with **mr.happy** taking an early top position of 6th overall after the first two days. Unfortunately,

we had a down day on the 3rd day and slipped to 7th overall. Not being the kind of team to let that get us down, we bounced back in the last race and won it by a very sizable distance. This definitely made the trip home a little bit better. Unfortunately, this wasn't enough for us to move up and we still ended up 7th overall. Results can be found at <http://www.j24northamericans.com>.

Leukemia Cup Warm Up Series

I had to miss most of this due to the NAs and work travel, but I did get the pleasure of racing in the last series day with **David Broadway** and his team on **Superman**. As usual, the racing was tight with there being a 2 way tie for first between **Broadway** and **Ryan Hardin's Running on Empty**. **Snake Eyes** was only a point behind them. The whole thing really came down to the last race.

Texas Circuit Moved to Fort Worth

No sooner than the weekend after the Warm Up series, we packed up our boats again to go to Fort Worth for the GBCA up the River Regatta. Due to the damage caused by Hurricane Ike, our scheduled stop in Seabrook had to be moved. The Fort Worth Boat Club was very gracious in offering to host the regatta on GBCA's behalf. We had a good turnout of 13 boats, with 3 boats from AYC making the trip up there. Unfortunately, we didn't get the wind that we would have gotten in Galveston Bay.....as a matter of fact we didn't get the wind we normally get in Fort Worth. The RC, to their credit, really tried their hardest to get a complete regatta, but in the end we were only able to complete one race. This is a little bit of a shame, as it changes the way the throw outs will affect the outcome of the circuit. The next stop is October 25th and 26th at the Dallas Corinthian Yacht Club.

Leukemia Cup

As I'm sure you all know, AYC hosted the Leukemia Cup this past weekend. I always have a blast at this regatta. There were a total of 94 boats that participated, with 7 J24s racing. We even had 2 teams come in from out of town. **Doug Weekly** brought his boat **Red Eye Express** up from Corpus Christi and our district governor **Kelly Holmes** chartered a boat with

(Continued on Next Page)

40 Years of Keelboat Racing

By Duane Dobson

It was a very different fall series 40 years ago when the Austin Yacht Club held its first series keelboat race. AYC had just been formed out of the membership and charter of the sailing club and new members with new boats were being courted. Although the club was predominately centerboard sailors there were a few keelboats. Seems strange based on the past decade when there has not been a recognized centerboard class or even a centerboard handicap on the line for series races, but that was not the case in 1968. Centerboard boats like the M-20, Snipes Thistle, Flying Scot Interlake made up most of the competition. When Dock 2 was built it was almost totally centerboard boats up on lifts..

The climate for keelboats was not that welcoming. Badly needed leadership was supplied by **Jack Downes** who had recently sold his Lightning and bought the first South Coast 21 in the club. I think Jack's actions that first fall should earn him the title of Father of Keelboat racing in AYC. Jack was an accomplished racer and he was eager to pass on this experience to new Keelboat owners like my self as the South Coast was quite a change from the Windmill I had just sold. Jack would call keelboat skippers on Saturday to make sure they would be on the line on Sunday. After each Sunday's race Jack would publish a review of the race, the result and a commentary. Going back through this stack of reports I was amused to see one that started, "Fellow keelboaters-- We are continuing to get the best turnouts ever for keelboats. The centerboarders thought we were a bunch of fuddy duddies - - ." Jack's help to new racers extended to help off the lake as he organized a series of training sessions held in town with different topic each session. Racing rules, tactics, maintenance and equipment were all subjects. Jack would go through the Lands End catalogue pointing out how various fittings might be used to construct an internal out haul or vang.

Looking at other articles I am struck by the wisdom of his observations and how some of the problems of handicap keelboat racing seem to remain 40 years later. An example is this from September 8, 1968 race summary. " -- we felt it would be beneficial in encouraging a continued interest in the series if you were given the race results as soon as possible." Handicap was also an issue in 1968 as can be gained from the following. "The Ensign has a published Portsmouth number which is 97; however the race committee, based on local race data, lowered the number to 96. Sometimes it seems that a boat that does well in a long distance race always ends up with a handicap causing them to give more time to the other classes. Our vol-

J-24 Fleet... *Continued From Page 10*

Michael Murray. The racing featured heavy winds and lots of shifts. The racing was spectacular with numerous lead changes and tight finishes. In the end, **Doug** was able to walk away with a comfortable 1st place finish, and **Ryan Harden** took second on a tie breaker barely beating me out. As the top placing Austin boat, **Ryan** retained his title as the Austin fleet champion. Congratulations to **Ryan** and his crew.

Upcoming events

The winter series will be starting on October 19th. Our fleet will be hosting a kick off social following racing on the 19th. We will be providing brats and beer, so please make it out for racing and the party afterwards. If you would like to help out with the social, please contact **Robbie Nelson**.

As I mentioned above, the Texas Circuit will be going up to the Dallas Corinthian Yacht Club for our circuit stop. I'd love to see it if we can get a few more Austin boats participating in that stop. If you need help getting crew or logistics together to make it to this stop, please let me know how I can help.

LCYC will be hosting the Wurstfest Regatta the weekend of November 8th and 9th. I know that several people are talking about trying to go race this one, as our circuit stop down there is only 2 weeks afterwards. It is always a fun regatta if you can make it. If you can't make it, our RC duties are on that Saturday, so please help out by volunteering for RC duty so others can make it down there.

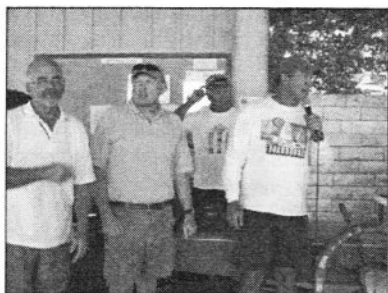
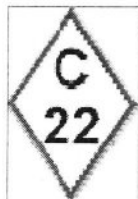
unteer race committee I know works very hard and puts a lot of time in on this sticky handicap problem; however, when there is a nationally published handicap number I'm not entirely convinced that we are doing the proper thing to alter it based on our relatively limited data."

The following is a list of the skippers and their boats from the first series race of Sept. 8 1968:

Walter Moore	Cal 25
Jack Downes	South Coast 21
Carolyn Howard	Columbia 21
John Weiler	Ensign
Duane Dobson	South Coast 21
Jack Kern	Victory
Tom Shefelman	Victory
Walter Pedigo	Victory
Otto Wuthrich	South Coast 21
Curt Reimann	Victory

C-22 Fleet News

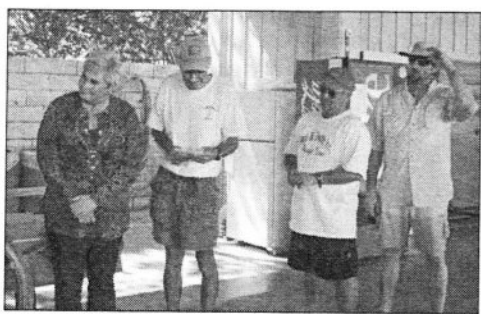
By Peter Broberg and John Grzinich



Peter Harper (with the mike) accepts the 1st place trophy with crew David Rehburg and Dane Ohe.

Catalina 22 Fleet Leukemia Cup

The first Catalina 22 Texas State Spinnaker Championship – Don Owens Memorial was scheduled at AYC's Leukemia Cup Regatta this year due to a series of extraordinary circumstances. First, during the Catalina 22 Nationals in Grapevine last June, long time popular C22 Houston-area sailor **Don Owens** suffered a heart attack during the first race while crewing and passed away. The Region 8 C22 fleet decided to honor **Don Owens** by re-naming the annual "Texas State Spinnaker Championship" the "Don Owens Memorial Regatta". This event was planned for late September as one of the 'one design' fleets to be raced during the NOOD Regatta at the Lakewood Yacht Club, Clear Lake. As we know now, the area was devastated by Hurricane Ike and many sailing events are being relocated. After some debate by C22 Region 8 members, the decision was made to hold the event in conjunction with the C22 Fleet one design racing during AYC's Leukemia Cup.



Don Owen's wife Kay, John Grzinich, Bill Apker, and Don's son Scott listen to Pete Harper accept the first Don Owens Memorial Regatta Trophy.

Don Owens was in the process of restoring several C22's at the time of his passing. One was hull 1513

Fired Up, one the early prized C22's. The boat was restored and ready to race. Don was crewing on Oklahoma sailor **Bill Apker's** boat **Reprise** at the time he was stricken. So, for the first "Don Owens Memorial Regatta", **Bill Apker** traveled from Oklahoma down to south Texas, picked up **Fired Up**, then trailered the boat to Austin to be raced in Don's memory. Don's son, **Scott**, came to crew on the boat and Don's wife, **Kay**, came to watch and take pictures. **Bill** and crew found it quite challenging to race spinnaker in a boat with unfamiliar rigging in high wind, but of course it was worth every minute.



Bill Apker works out the rigging set up on Don Owen's classic C22 "Fired Up".

We had a great regatta, plenty of wind, and an excellent C22 turnout of nine boats, with five out-of-town boats. **Pete Harper**, many times C22 National Champion, National Spinnaker Champion, and long time former Austin Yacht Club member, with crew **David Rehburg** and **Dane Ohe** dominated, winning every race on **Hummingbird**. The rest of the C22 fleet had plenty of very exciting competitive racing with spinnaker handling in the windy conditions being the key to success.

In the end, only three points separated the next four boats. AYC's **Wade Bingaman** sailing **Dry Heave** with crew **Chris Bataille** and **Ken Whiteside** did an overall great job winning the 2nd place trophy. **Gene Ferguson** from the Fort Worth Boat Club, also a past C22 National Champion, racing **Bulletproof**, and **Marilyn Boemer** in **Calypso** from the Grapevine Sailing Club finished 3rd and 4th respectively due to consistent 2nd and 3rd place finishes on Sunday in challenging conditions for C22 spinnaker racing. **John Grzinich** on **Bebop-a-lula**, tied for 4th on points, wound up in 5th place due to getting beaten by **Marilyn Boemer** in both races on Sunday.

All the C22 racers that traveled to the Leukemia Cup really seemed to enjoy the regatta. Many thanks to the Leukemia Society staff, the AYC Staff and the tons of volunteers who made it happen.

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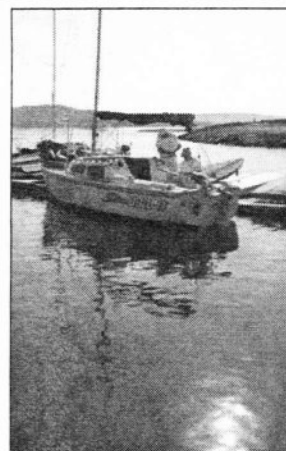
C-22 Fleet... Continued from Page 12



Wade Bingaman, 2nd place winner, surveys wind conditions on Saturday morning prior to racing.

and David Rehberg on **Kanaloa** took 1st place in each of the four races they started but had to miss a two-race day when there were six other boats racing. This

From Arlington, Gayle Bullock and crew rig their C22 on a beautiful Sunday morning.



The first three Sundays of September saw spirited competition in the Leukemia Cup Warm-up Series on Lake Travis with even shiftier than usual conditions. Multiple skippers noted their boats auto-tacking with sudden shifts of 40 to 60 degrees and it was possible to witness three boats within 100 yards of each other on three different points of sail (one port tack close-hauled, one starboard tack close-hauled, and one broad reaching). Congratulations to **George Robison** and **Paul Jensen** on **Dumbo** who proved that just coming out and racing every day can win trophies even if you don't always place first on the course. They had three 2nds, two 3rds, and a 5th (with one throw-out) to win first place for the series with 12 points. **Dane Ohe**

gave them two 9's, and with only one throw-out for the short series they took a second place overall with 13 points. **Walter Allan** on **Kati-B** also had 13 points for the series after posting a solid bullet in the second race of day #2. **Paradox**, **Beebop-a-lula**, **Chili Verde**, and **Lone Star** also turned out for part of the series and several of us participated in some gentle intra-fleet fiberglass exchange encounters on race day #2. In addition, **Roy Crouse** sent his celebrity guest crew **Wade Bingaman** forward to try to abscond with the leeward mark after **Lone Star** apparently tried to mate with it on one rounding. We look forward to a large crowd at the starting line for the upcoming Winter Series beginning 10/19!

Pos	Hull	Boat	Helm	YC	R1	R2	R3	R4	R5	total
1	1110	Hummingbird	P.Harper	FBYC	1	1	1	1	1	5
2	752	Dry Heave	W.Bingaman	AYC	2	2	5	4	5	18
3	160	Bullet-proof	G.Ferguson	FWB C	3	5	7	2	3	20
4	5785	Calypso	M.Boemer	GSC	5	7	4	3	2	21
5	15563	Bebop-a-Lula	J.Grzinich	AYC	6	3	3	5	4	21
6	9802	Chile Verde	S.Shepardson	AYC	9	4	2	6	7	28
7	9920	Paradox	P.Broberg	AYC	4	6	8	7	6	31
8	1513	Fired Up	B.Apker	SSC, Ok.	7	10	6	9	9	41
9	4389	Silver Bull-It	G.Bullock	Arl. YC	8	8	9	8	8	41

2009 AYC Board of Directors Nominees Announced

The Nominating Committee, made up of the past 3 Commodores, has announced its recommended nominees for the 2009 AYC Board of Directors. These individuals will be automatically nominated at the Annual Membership Meeting as part of the voting for the 2009 Board. Note that additional individual nominations may be made from the floor at this meeting if such a motion is also seconded from the floor. Below are some short bios on the nominees selected by the Nominating Committee to help introduce you to them:

Commodore- David Lewis has served this year as our Vice Commodore primarily responsible for regattas. David served two consecutive terms as Building & Grounds Commander in 2006-2007 and served as Governor's Cup Regatta Chair in 2003 as well as 2005. David races his San Juan 7.7 *Vitamin Sea*. Next year David wants to plan, prioritize and establish adequate funding for both short and long term infrastructure improvements for the club. Specifically David would like to see the Harbor Improvement Plan to the engineering and permitting stages. David Currently holds the position as Principal Scientist for Signature Science LLC in Austin.

Vice Commodore- Steve Eller currently serves on the Board as the Race Commander. He has previously served on the PRC for the club. Steve races a Melges 24 and a Vanguard Nomad in the KHF A and CBH fleets respectively. In the upcoming year Steve wants to help the Club with risk management and real estate issues, areas where he has been instrumental on the Board this year. Steve is a principal in the commercial real estate investment firm Falcon Southwest here in Austin.

Secretary- Randolph Bertin has agreed to serve a second year as our Secretary. Prior to serving on the Board this year Randolph was the Secretary for the Ensign Fleet for four years. Randolph plans an encore to the long awaited updated club directory. He wants to ensure the web site remains an effective communication tool for the club. Most of all Randolph wants to continue to help lead the Board discussions so that the best decisions are made on the important items considered each month. Randolph, obviously an Ensign sailor, is active in the fleet. He lists his occupation as a stay at home dad.

Treasurer- Don Dwight has been nominated to serve on the Board for the first time in the very important position as Treasurer. He is currently serving on the Harbor Committee for his brother Christopher. Don has also been tapped to help develop possible funding models for the Harbor Improvement Plan. Next year Don wants to continue the model our Treasurer for the last two years, Tom Romberg, has developed using a Treasure's Advisory Committee. He wants to continue to improve the financial position of the Club to allow for future improvements and contingencies. The Dwight brothers race their J-22 as part of the growing AYC fleet. Don is a CPA who specializes in taxes here in Austin.

Race Commander- Rick Smith, a long time member of the Club steps up to serve as Race Commander. Previously he was Fleet Commander when the lake was low enough to extend both ramps to the current lengths. During relocation to Houston and as a member of Houston Yacht Club Rick served as their Race Commander for a year and also put on the NOOD Regatta that year. On the Board next year Rick wants to ensure the value of the Club, grow racing (even in low water conditions) and listen to members regarding the things they want to accomplish. Rick's 10 M Flying Tiger races in the KHF A. He plans on some Atlantic racing with it this next year. Rick is retired from Compaq/HP.

Building & Grounds Commander- Jim Rehage has been tapped again to manage our building and grounds. Having served in this capacity in years past, Jim is very familiar with the Clubs needs. Next year Jim wants to make sure we are ready for our LCRA Inspection, help with planning and gathering input on the harbor plans; continue improving the clubhouse and restrooms; and explore shore side launching for dinghies, windsurfers and beach cats. Jim is currently Fleet Captain for the Multihull Fleet and races his NACRA 20 as well as crews on an F25C and Corsair F31 trimaran. He is a geoscientist for URS working on environmental contamination sites (now including AYC's work area!)

AYC PERPETUAL AWARDS NOMINATIONS

Please submit nominations for the 2008 AYC Perpetual Awards to Paul Ballett. They can be left in the AYC Office in a file folder on the front counter, submitted by phone, letter, or email to paul_ballett@ml.com. Committee will finalize selections by November 12, 2008.

Jimmy B. Card Memorial Trophy

To the Club Senior Sailor new to the sport. This trophy is to recognize the beginning sailor, who enthusiastically, bravely, and with a real zest and enjoyment for life, becomes a reasonably competitive sailor in their first or second year of sailing.

Max White Memorial Trophy

To the Club Senior Member for outstanding service to AYC this year. This trophy is awarded to the individual who has given freely and unselfishly of their time and/or talents over and above what might otherwise have been necessary or expected of them.

Jessie McIlroy Smith Bowl

To the Club junior or senior sailor who has made an outstanding contribution or achievement in yachting beyond the club level or normal club activities. This award is intended to recognize a club member for outstanding service to yachting or racing achievement beyond the club level, or an individual's accomplishments that are not within the normal scheduled activities of the Austin Yacht Club such as significant application of sailing skills in a rescue, ocean crossing, yacht construction, etc.

Corinthian Woman Sailor

To the woman sailor exhibiting traditional Corinthian Traits. This trophy is to be given annually to a woman, who, as an individual or family member, has exhibited good sportsmanship, enthusiasm, and participation, thereby making an overall contribution to the enhancement of the sport of competitive sailing.

Liz Bauman Memorial Trophy

Awarded to the most improved female junior sailor. This trophy is to be given annually to a young woman who, though not necessarily the most accomplished, demonstrates those traits of cooperation, discipline, willingness to learn, and good sportsmanship, that are the goals of the junior sailing program.

Ron W Harden Memorial Trophy

To the most improved male junior sailor. This trophy is to be given ... to a young man who, though not necessarily the most accomplished, demonstrates those traits of cooperation, discipline, willingness to learn, and good sportsmanship that are the goals of the junior sailing program.

Ol'Salt of the Austin Yacht Club

To the club senior sailor who has exhibited enthusiasm, sportsmanship and a competitive zeal over a period of time, and has a quality of life that can be admired by all.

Fleet Commander- Christopher Dwight is returning for a second consecutive year as Fleet Commander. Christopher is also serving as the adhoc Coach for the Juniors Program. This next year Christopher wants to continue his involvement in the Harbor Improvement Plan and prepare for our LCRA inspection that will occur in 2009. Christopher wants to continue to improve slip accountability to bring assignments within compliance to our rules. He is also working to finalize a new slip agreement. Christopher is committed to helping formalize our juniors program so that junior sailors are motivated to pursue racing year round. Christopher sails a J-22 with his brother Don. Currently Christopher is the Director of MDM Business Development for Oracle.

Sail Training Commander- Bill Hawk has been tapped to head up our sail training program. Bill has served on the Board several times, once as race commander and once as sail training commander. His wife Kelly volunteered many years in the summer camp program and this last year was our Camp Director. All three of their children served as counselors in the camps as well. The Hawks serve as adhoc coaches for the Junior Program keeping it going year round as well. Next year Bill will be looking for new ideas and volunteers. He definitely wants to improve the racing skills of the members. Getting the Juniors racing on the road is a goal as well. Bill and Kelly sail in the Ensign Fleet and recently started racing Lasers again. Bill is an electrical engineer for Alexander Utility Engineering.

Keel Fleet News By Remus Broussard



Photo Left: John and Meredith Morran accepting the 2008 Spinnaker Champion award.

Keel Fleet Championship Winners

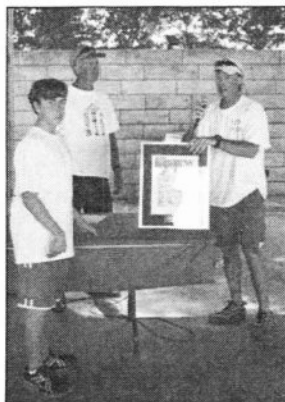
We extend well deserved congratulations to the Keel Fleet Champions **John Morran** and **Trey Amrhein**.

Team Morran-Young on **Avalanche** have once again done a spectacular job and

this year they take home the Keel Fleet Spinnaker Champion award. Team Avalanche consists of elder members **Scott Young, John Morran, Natalie Hunter, David Grogono**, and younger members (with ages ranging from 9 to 14) **Hannah Young, Stuart Young, Amy Campbell, Stephen Walkowski, Meredith Morran**, and **Michael Morran**.

Photo Right: Trey Amrhein and crew accepting the 2008 Non-Spinnaker Champion award

First year member **Trey Amrhein** and the crew of **Ha-kuna Matata** have worked hard this year polishing their skills in series races, and the work has paid off with the Keel Fleet Non-Spinnaker Champion award. The **Ha-kuna Matata Team** is **Trey Amrhein, Debbie Pritchard, and Brian Metz**.



Call for Keel Fleet Officers and Board Members

The Keel Fleet is the largest and most active fleet in the Austin Yacht Club and organizes many significant and long standing events each year including Red Eye Regatta, the Friday Night Beer Can Series and Wild Turkey Regatta. In addition, the fleet manages the PHRF handicapping process and is an important part of the AYC Scoring Committee. Your help is needed in the volunteer management of our Fleet and is an essential ingredient to keeping our sailing playground **FUN** and exciting. If you would like to be a part of the management of the Keel Fleet and be imbued with all the power, prestige and economic largess such positions provide please let your interests be known!

The Keel Fleet nominating committee consisting of the

current and two immediate past Keel Fleet Captains (i.e., **Steve Vaughan** and **Jim Tillinghast**) is seeking nominations for Keel Fleet Officers (Captain, Secretary and Treasurer) for 2009. Please send your nominations, which can certainly include yourself, to **Steve** (vaughansm@gmail.com) or **Jim** (jim.tillinghast@yahoo.com) before October 15. The elections of officers for 2009 will be held at the Keel Fleet Annual Meeting & Party scheduled for Friday evening November 14.

The Keel Fleet sub captains (A fleet, B fleet, and Non-spin) which along with the elected officers comprise the Keel Fleet Board of Directors, are selected within the respective sub fleets. If you are interested in one of these positions please contact your current sub fleet captain (A is **Jim Tillinghast**, B is **John Maddalozzo**, Non-spin is **Damon Galloway**).

The Keel Fleet Handicap Committee, which consists of 6 members on rolling 3 year terms, is in need of 2 new members. The members of the Handicap Committee are appointed by the Fleet Board of Directors. If you are interested in serving on the handicap committee, please inform any fleet officer or sub fleet captain. The Scoring committee which reports to the AYC Race Commander will also be looking for volunteers. If you are interested in helping get the scores out faster-better-quicker please let your interests be known to Race Commander **Steve Eller** or Fleet Captain **Steve Vaughan** and your desires will find their way to next years Race Commander.

Upcoming Events

Winter Series begins October 19th

The last Series of 2008 begins on Sunday October 19th and continues each Sunday until November 16th.

Keel Fleet Annual Meeting, November 14th

Make plans now to attend the annual business meeting and party on Friday November 14th. We will recap 2008, elect new officers, and discuss plans for the coming year. Dinner, soft drinks and beer will be served.

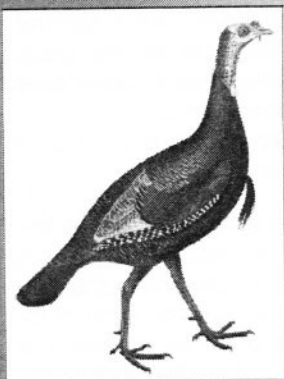
Wild Turkey Regatta, November 22nd

The 29th annual Wild Turkey Regatta together with the 2nd annual Wild Turkey Poker Tournament will be held Saturday November 22nd.

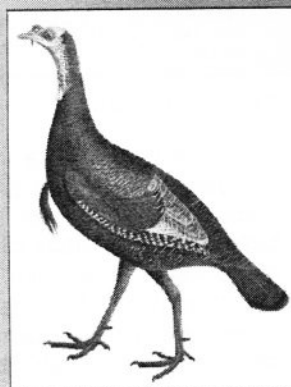
Crew Signup

Please remember that **Hector Lujan** is organizing the Crew/Skipper signup process for the fleet. 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>.





Wild Turkey Regatta



November 22nd, 2008

Skippers meeting 11:30

First Signal 12:30

Tasty Food & Beverages to follow

*And don't miss the 2nd annual Wild-Turkey Poker Tournament
following the race
free to all
with prizes to a lucky few*

*PHRF Handicap Spinnaker/Non-Spinnaker Class
determined by registration*

*Wild Turkey Regatta
"Best Tasting Trophies 29 years running"*

For more information visit <http://austinyachtclub.net/fleets/keel-fleet>

Brought to you by your friendly neighborhood Keel-Fleet



2008 Laser Master's NA Championship *Continued from Page 7*

day of the regatta.

Friday dawned with a strong Easterly breeze just like the day before. The practice on the prior day really helped me in terms of feeling more comfortable in the boat and I was ready to do battle. I got a decent start in the first race but didn't have a clue as to how to play the current or which side of the course would be favored. Early in the race, it looked like the boats that were working the right shoreline were at a slight advantage, probably due to less current. It looked to me as if several of the leaders were potentially at risk of over standing the weather mark from the right. I decided to work the middle-right of the course, played a few shifts and set up below the lead back as we approached the weather mark from the starboard lay-line. Surprisingly, we were not being set by the current as much as I anticipated and I hit the lay-line perfectly and managed to round the first weather mark in second. On the run, I got in a good rhythm with waves and rounded the leeward gate in first and held my place to the finish. I was just ahead of Tracy Usher from San Francisco who is one of the top rated Master's sailors in the world, especially in heavy air. Winning that first race really helped my confidence a lot.

Gradually, the Easterly started to die and get a bit shiftier. I focused on getting pretty conservative starts and just tried to play the shifts. I finished the first day with 3, 3, 2 to go with the 1st in the first race. I was kicking myself for getting a little sloppy (greedy) in the last race of the day. I had managed to work my way into 1st and had the second place boat pinned beneath me on starboard. All I had to do was keep him pinned until there was no question we could lay the finish line, and I would have a sure 1st place. Instead, I thought I saw a right shift I could play that would increase my lead. I tacked off to go for it and, sure enough, a bigger left shift came in and the boat that I had covered easily crossed me to win the race. It was really a dumb move on my part and I should have just stuck with him and won the race. I was determined to get that point back!

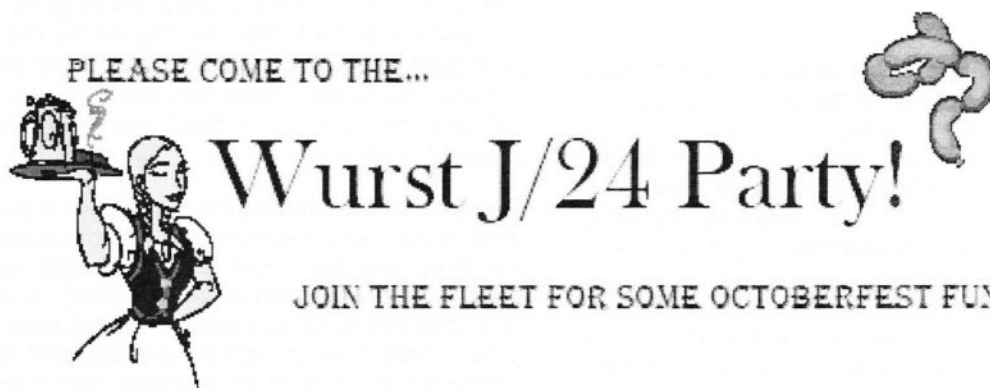
The next day, the breeze had shifted back to the prevailing Westerly direction but it was clear that it was not going to have the strength of the typical Gorge conditions. The dilemma now was how to get a good start at the pin end of the line with about 1.5 knots of current trying to push me over the starting line early. Normally, the wind is strong enough to allow one to luff to slow the progress towards the line which almost cancels out the current. With the wind at only about 8 knots, the

current was a major factor. This, coupled with a pretty strong tactical reason to play the left shoreline, meant that I really needed to fight for the leeward end of the line but couldn't risk being over early. After several general recalls, the race committee put up the black flag, which meant that if competitors were called over early, they were DSQ'd for the race and could not participate in any subsequent restarts of that race, even if there were additional general recalls.

With this in mind, I had to set up almost 100 yards below the starting line with about 45 seconds to go. It seemed like I was a mile away from the line but as the starting gun approached, I was doing everything to try and burn off speed and slow my progress towards the line. My start in the first race of the day was pretty abysmal. I had a boat pinch me up above close hauled and was almost dead in the water at the gun. It took me about 3 or 4 tacks to get a little bit of clear air and I managed to work my way up the left side of the course. Half way up the first beat, I was worried that I was as far back as the mid-20's. Somehow, I got around the weather mark in the top 5 and was able to pass the boats ahead of me on the long, slow, downwind leg against the current, and ended up opening up a pretty big lead to win the race. Fortunately for me, a lot of the guys that did well in the strong breeze the previous day were having more difficulties in the lighter winds.

The next two races were similar and I had made the decision not to risk a premature start because I felt like I could rally back from an average start with my speed. I sailed pretty conservatively and finished the day with a 5th and a 4th. With the first two days combined, I had a pretty comfortable lead. The problem was that if we got 4 races in on the last day, the fleet would be given two throw-out races as opposed to just one. The math can get pretty tricky with two throw-outs. Competitors that you would ordinarily not have to worry about due to a bad race or two can suddenly get back in contention with multiple throw-outs.

The last day started foggy and overcast and with very little wind. The locals said that the overcast conditions would not bode well for wind and sure enough, after about 3 hours of nervously sitting on shore, the race committee decided to abandon the remaining races and the regatta was mine. Naturally, ten minutes later, the breeze filled in and we could easily have gotten off a few more races. I took this opportunity to take my girlfriend Amy for her first sail on a Laser on the Columbia River. It was very cool to sail in a completely new place for me and also really fun to race against and get to know a number of really good Pacific Northwest sailors that I might not have ever crossed paths with if I hadn't travelled to the North Americans. I will definitely plan on going back to the Gorge soon.



JOIN THE FLEET FOR SOME OCTOBERFEST FUN!

When: Sunday, October 19, 2008 - after the AYC series races (or around 4:30pm, please feel free to come out even if you are not racing)

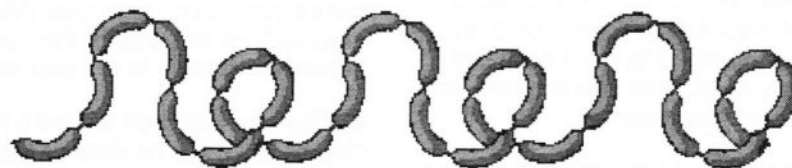
Where: J/24 Picnic area near the north boat ramp (in case of bad weather look for us under or in the clubhouse)

What: The fleet will provide assorted sausages, kraut, rolls, and mustard. Plus, we will have a wide assortment of beverages for your drinking pleasure.

You can bring: Potato or other salad, beans, cheese & crackers, dessert (did someone say German Chocolate Cake?), whatever!

Please call Robbie at 331-7983 if you have any questions...

PROST! AND SEE YOU AT THE LAKE.



Regatta Al Sol XXV By Jimmy Cain

REGATTA AL SOL XXV (May 15 – May 21, 2008)- Part 3

The following is a continuation from last month's Telltale issue:

I realized I had not eaten since breakfast and was famished. I think this was one of the things that technology can make better. Unfortunately, by heating the food in the gas oven, we also heated the cabin. So the boat stayed pretty warm below all night. In talking with the *Tiare* crew later they had prepared individual pouches for each crew member that they micro waved for each meal. I am sure this was a drain on the battery but I know that everyone was running engines or generators to keep the batteries topped off so I am sure this was no big deal. But I know that their cabin did not heat up like ours did and it was probably the way to go.

So going to bed we could still see *White Trash*, *Tiare* and one of the smaller boats – *Atlantic Union* all around us. The first night was still getting everyone acclimated to the watch system and I think when I went below after my 9-midnight watch I fell into the bunk and died peacefully. I chose the Port berth below the cockpit and even turned so that my head was farthest aft rather than on the widest part of the berth. I remembered that there is always someone coming below for a drink or to get something and having my head as far away from that as possible seemed like a strategy I would try. The guys had installed lee cloths on all the bunks and it was not long before I was hanging out of mine with one leg or an arm over the top or my head dangling around the end. In the beginning I was too tired to care but as the trip bore on I was praying that when I went off watch we would be on Starboard tack!

Another feature this boat had that was great was two speakers and a satellite radio antenna mounted on the stern rail. We listened to the raunchy comedy station for about three days. So even in the tedium of beating for hours on end, there was a great bunch of levity to pass the time. In the past, the skippers I have sailed with did not want to play music and seemed unwilling to use any battery power for this purpose.

The second day we sailed in pretty much the same conditions we left the first day with. The skies were still overcast and the seas were still throwing spray occasionally off the bow. We did see *Tiare* off in the distance to the west of us but they were behind us some ways. He had another bald headsail change and they closed the gap a little. We had another squall come through about mid-day but it was only in the high 20 knot wind range so nothing broke and all the sails

stayed up. In the aftermath, the breeze died down and swung right to the west and we entertained ourselves by putting up the spinnaker and trying to trim it in breezes that were smaller than the waves around us. *Tiare* seemed to pull up even with us while all this was going on. I went off watch and just about the time I was getting comfortable I heard the jib going back up. The second day was the only day we did not have the jib in tight. When I came back up on deck they had a Barbour hauler set to take the clue outboard. This did not last long and by nightfall the sail was back in against the shrouds.

The second day the dolphins came for a visit. Dave went forward and when one of the large waves hit and the bow plunged down Dave reached down and grabbed the tail of one of the dolphins! It was pretty surprised and of course swatted his tail once and was gone. They hung around for a while, and as always, just disappeared when we no longer held their interest.

The skies cleared and I looked forward to one of the full moon illuminated ocean nights that makes the Race such a great event for the occasional deep water sailor. Stars from horizon to horizon and the usual rise and fall of the wind strength with the regimented march up and down the sail inventory met each watch. By the third morning we could no longer see anyone. We were completely alone on the deep blue sea that was just beautiful. We even had a visit from an albatross!

The trip settled into a routine and we occasionally tacked when the angle put us closer to our only way point. We reached it sometime the third day and the water temperature shot up to 87.9 degrees to let us know that we had found the top of the loop.

Like the last time I did the race and had to beat for a long period, everything became more difficult. Moving around was always a leap of faith and occasionally you would miss and go crashing into something or someone. I guess that is life aboard ship and as the 5 days went on it didn't not change much. We were getting occasional update text messages from the satellite phone and determined that *White Trash* was roughly even with us but well to the east. *Tiare* had dropped behind and moved to the east as well.

On Sunday afternoon we were becalmed. It was really strange to be out on deck and look in all directions and see no breeze at all. The seas were non-existent and the boat bobbed more from us moving around than from the swell. We decided to go for a swim and I think half the crew elected to remain on board. The knot meter read 0.00 knots and it stayed that way for about 2 hours. The water felt great! It was cool and so completely clear. Two members of the other watch

(Continued on Next Page)

Regatta Al Sol... Continued from Page 20

decided to climb to the first spreader and jump off. Even though we had Dr. Mike aboard, that was not the smartest thing I have seen sailing a boat. While the boat was pretty still, a slip may have been big trouble. But the double-dog-dare ya's were satisfied and we settled in to wait for the breeze. After a while we could see some dark patches forming well out in front of the boat and looking astern the same. It seemed to take forever for either to reach us. As we waited, a sailfish leapt out of the water about 60 yards in front of the boat. It was so fast that we all looked at each other with one of those, "did you see that" kind of looks. Well after he jumped about four more times we began wondering what was chasing him and all got back in the boat! The breeze crept up on us and finally was strong enough to give us way. Within a few minutes we were moving again.

It seemed to be that way most every night. Late in the afternoon the breeze would moderate and we would slow down. By the late watches it would have built significantly and blow all night. We tacked when we were obviously going away from our destination but not on every 10-15 degree shift. I guess we could have but we sure would have been worn out after a few days of that. We actually did very little tacking the first few days. The breeze stayed pretty steady between 140 and 190 with forays into the 90s and the 220s. As we made our way down the inside of the loop we crossed the stream again and wound up to the west and sailing in current-less waters.

The guys decided to keep all the jibs on deck and used them as bunks while sleeping on deck. This helped smooth out the deck and encouraged the off-watch guys to lay up on the widest part of the boat. They all had great naps and were up where the breeze was cooler than down below. Of course with each tack, we had to haul often the two largest headsails across the deck to get them to the new high side. Where this was good, someone felt that piling more up on deck would be better. So, two of the ice chests that were in the middle of the salon were hauled up and secured to the high side life line. Of course they also in turn would have to be hauled to the high side after each tack as well. Unfortunately, one of these chests held the majority of the ice we had left for drinks. Out in the sun it did not last long. With it close by it was also opened much more that it would have been if down below.

Sunday night was absolutely exhilarating! We came on deck to freshening breeze that built to a solid 21 knots and with the blade already up we decided to put a reef in the main to get the boat back up on her feet. The waves were huge and the boat was pounding into them

into what sounded like cannons going off. The boat is pretty flat a short distance back from the bow and as such when she would "land" off a big wave it would jar everything aboard. I took over the wheel sometime during our watch and pressed the bow down to get some speed. The boat immediately responded and speed leapt from 6 to 7.5 and 8 knots. The boat was moving fast enough that my steering was not really affecting the speed so I was free to steer around the huge waves that were rolling down the moon beam toward us. We were weaving in and out of them like a slalom course. We were absolutely flying. The waves were so big that I really had to throw the helm back and forth to get her to "jump" from top to top. Dave was back there with me in the cockpit and he held my harness because I was moving around so much throwing the wheel and with the boat heeled over so much I was quite literally – "falling" off the helm down into the low side of the boat. This continued for at least two hours and will be one of the most memorable sailing experiences of my life. It was beautiful sailing, the moon was so bright you could see everything on the boat.

When the other watch came on deck they decided to shake the reef and I was too exhausted to give any comment. I crawled in the bunk and was thankful they tacked onto Starboard. I was comfortably into the curvature of the hull when the thunderous cannons were once again going off and I truly felt like the cockpit structure just over my head was going to collapse on me and take me down to the bottom when she broke up. The noise was incredible! The guys could not see the waves on the other tack and were hitting them head on. It was an unbelievable shutter in the boat when she hit, everything creaked, rattled and groaned until they hit the next set. I fortunately found my earplugs and was asleep in only a few minutes.

I woke and the sleigh ride was over. We had been tracking *White Trash* closely through our updates from the iBoat tracking system but "mysteriously", *Mad Max's* signal stopped sometime on the second day. So we did not know where she was but assumed she was somewhere to the east like *White Trash*. On the final morning, *White Trash* was about 10 miles closer to the finish but had to cross the stream to get there. We felt pretty good that we in a position to beat her. By now *Tiare* was far to the east and a good ways behind. But when I came on deck I realized we were in big trouble. The sun was shining and all the fabulous breeze from the night before was gone and we were ghosting along at 4 knots.

To add insult to injury, the breeze was west of due south and not helping us get to the finish. We could only hope that *White Trash* had the same breeze but the Gulf Stream to contend with. I found W at the helm

(Continued on Page 22)

Regatta Al Sol... Continued from Page 21

in a Zen mode and was showing me the instrument that displayed the rudder angle and how he was using the traveler and bearing off to try to build up some speed but keep the rudder movement to an absolute minimum. He and Devon had trained and sailed for the College of Charleston and did many drills where the rudder was taken out of the boat or locked off and just practiced steering with crew weight. So he sat me down when his time was over and I worked like hell to keep the boat moving. To stop would have been death. A boat like that just won't get started again without more breeze in the sails. I worked and worked and finally I was rewarded with 2-3 knots more breeze (6 - 8 knots) and I started seeing some 6s and occasional 7 on the knot meter. I stayed at the helm most of the morning and it had to be the flattest the boat had been while sailing most of the trip. But we began to get a sinking feeling when the breeze kept moving slowly west. By mid-afternoon we were only 10-15 miles off Contoy Light and some of the younger eyes actually picked it up on the horizon. Unfortunately we were about 8 miles in and would have to tack out to make it around the head land.

We started tacking to get clear of the peninsula and I think we could all feel the race slipping away. It seemed to take forever to get around the point. By now, the cockpit had become a garbage dump. We

had bucket tied to the traveler to throw cans and trash in. We have bagged it every day and thrown it in one of the lockers in the stern but the last day we were ready to finish and things just stayed in the cockpit. To make matters worse, with the dwindling ice supply a few extra rounds of beer were dispensed and also wound up on the cockpit sole. This was no big deal when we were ghosting along in 6 knots of breeze all day. But as we had seen all trip, as soon as it started to get dark, the breeze built.

We also were in the strong current again. It was running 3.5 knots on the nose and our course over the ground was not getting us home either. After we realized we would clear the point, the next obstacle was the reef the jutted out a long way into the channel. This probably made the current even more erratic. The sun set and we were still beating around trying to get the finish. At around seven pm we hear *Mad Max* calling the Race Committee announcing their miraculous resurfacing in the Race. We still had roughly a Mandeville Race ahead of us (19 miles) when we heard their call. That was pretty deflating and bucking the increasingly heavy current created a big sea and difficult steering conditions. There was a large cruise ship making its way north and it seemed that they had almost stopped. They were near us for what seemed a few hours before disappearing into the darkness.



(Continued in the Next Telltale issue)

ASSIGNMENT OF PROXY

I, a Life, Senior or Young Adult Member of the Austin Yacht Club, do hereby give permission to Commodore Bob Goldsmith and, in his absence, Vice Commodore David Lewis, to cast my proxy vote at the Annual Membership Meeting to be held at 7:00PM on November 6, 2008 as follows:

1. Authority to vote in the election of the AYC Board of Directors, including full power of substitution, is: _____ Granted _____ Withheld

Discretionary voting authority on any and all matters which are presented at the meeting that requires voting of the eligible members is:

_____ Granted _____ Withheld

This proxy will be voted on in accordance with the specifications made above. If a choice is not indicated with respect to item (1), it will be accepted as a vote for the nominated Slate of Officers for 2009. This Proxy may be revoked at any time prior to or at the Annual Meeting and supersedes any prior proxy given by me.

Last Name (Please Print)

First Name

AYC Member #

Signature of Member

Date

If you are not able to attend the annual meeting, please complete this proxy and return it to the AYC Office no later than Wednesday, November 5, 2008.

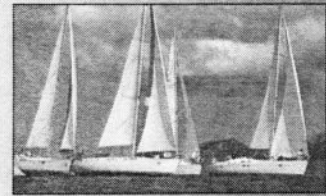
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Not included: liquor, dinners onshore, and airfare. Flights are reasonable now. 50% non refundable deposit to hold spot; balance due February 1, 2009.

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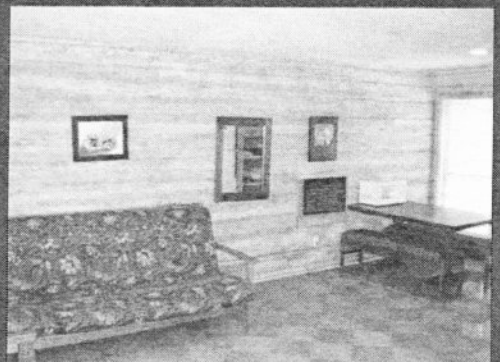
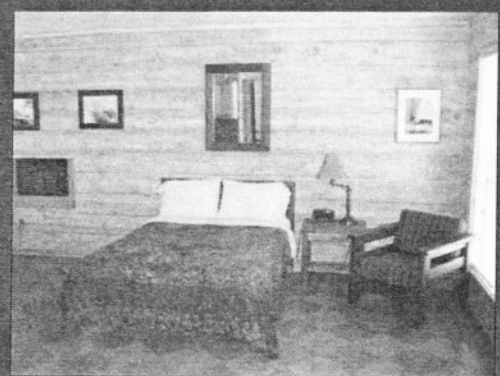
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<http://www.austinyachtclub.net/info/ayc-member-handbook.2008.html#CabinRentalRules>



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(May 15
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Part 1



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