

Telltale

September 2008

Monthly Newsletter

Inside this issue...

Don't have a boat? No problem. You can now check-out one.

Lots of PB&J Photos

Leukemia Cup Info

Also...

Jimmy Caln's Regatta Al Sol XXV - Part 2...



September 13, 2008

Beacon In The Night
Race



September 27, 2008

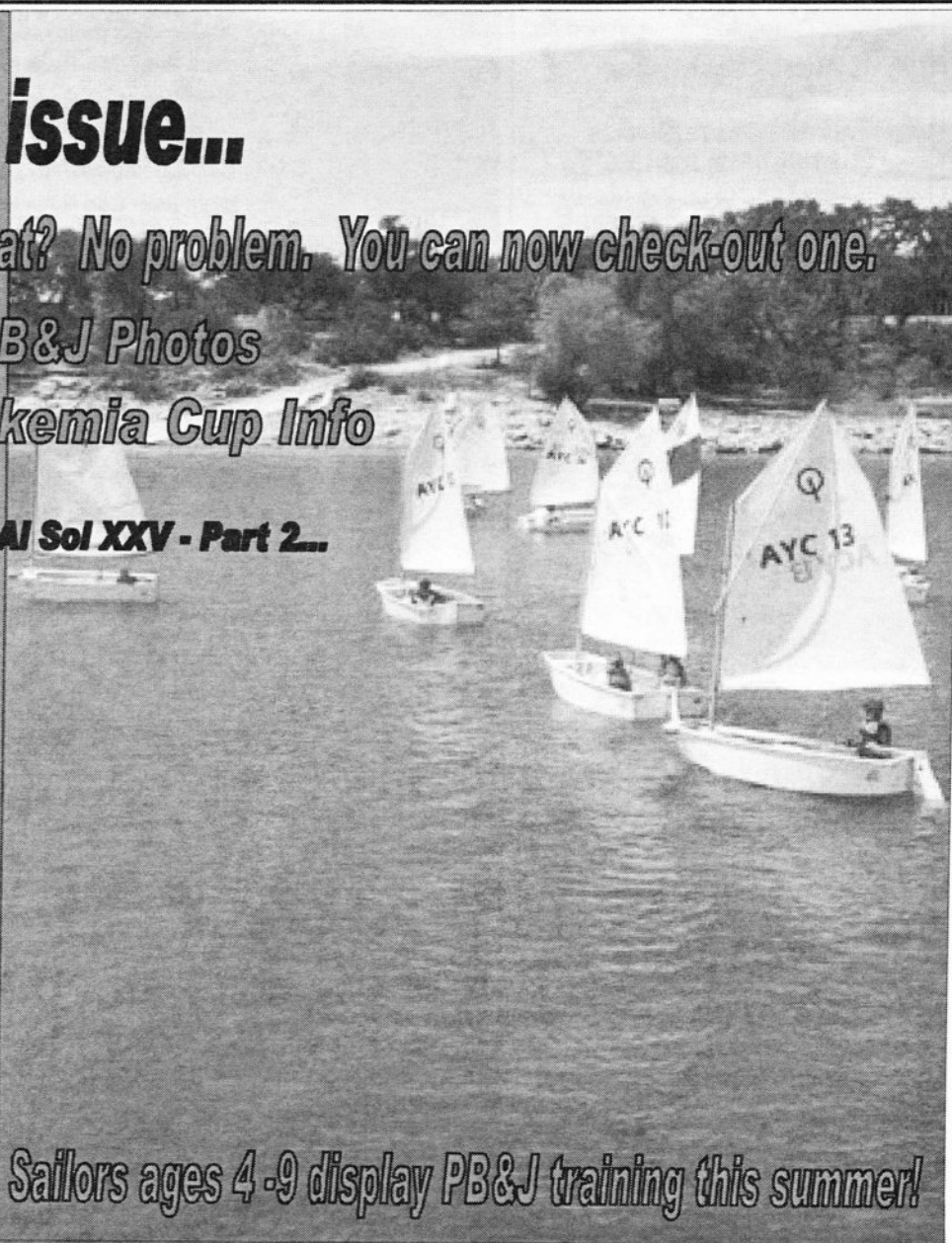
Women's Sailing
Camp



October 4-5, 2008

Leukemia Cup Regatta

Sailors ages 4-9 display PB&J training this summer!



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

5906 Beacon Drive
Austin, Texas 78734-1428
Office: (512) 266-1336
Office FAX: (512) 266-9804
Clubhouse: (512) 266-1897

E-Mail & Web Site

www.austinyachtclub.net
info@austinyachtclub.org

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: Peanut Butter & Jelly (PB&J) sailors
at AYC during June 2008 (photo by Ivanna Kern).

Austin Yacht Club 2008 Race Calendar

| | |
|------------------------|--|
| September 3 | Sunfish/Laser Wednesday Night Series (5:00 p.m.) |
| September 5 | Friday Night Beer Can Race (6:30 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 (6:30 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 (6:30 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 (6:30 p.m.) |
| 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 Regionals (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 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 |

Notice:

Friday Night Beer Cans Begin 30 minutes Earlier (Starting September 5th)

Women's Sailing Camp

Fun for
all skill
levels!

September 27, 2008

An all day women's sailing camp will be held on Sat. Sept. 27th, 9:00 a.m.—8:00 p.m. Fun learning environment with presentations and on the water race training and practice for all skill levels. Members and non-members are welcome. Fee is \$50 for non-members, and \$35 for AYC members. Light lunch and dinner included. Online registration is now available. Check the AYC sail training web page. Class is limited to 18 students, so sign up soon!

AYC 2008 Non-Racing Events

| | |
|-----------------|---|
| September 11 | KHF Handicap Review Committee Meeting (7:00 p.m.) |
| September 18 | New Member Candidate Meeting (6:30 p.m.) |
| September 20 | Junior Sail Practice (4:00 p.m.—6:00 p.m.) |
| September 25 | AYC Board of Directors Meeting (7:30 p.m.) |
| September 27 | Women's Sailing Camp (9:00 a.m.-8:00 p.m.) |
| September 27 | Junior Sail Practice (4:00 p.m.—6:00 p.m.) |
| September 27-28 | Monthly AYC Office closing |
| October 9 | KHF Handicap Review Committee Meeting (7:00 p.m.) |
| 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 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.) |

Notice:

Sept. 13th Race Clinic is CANCELLED

A men's camp and race will be scheduled for later in the year.

Race Commander News By Steve Eller

Hopefully everyone used the August break in the racing calendar to get their boats and crews ready for the start of the Fall racing season. The Leukemia Cup Warm-up series (9/7, 9/14, 9/21) will help you get your crew in top shape for the Leukemia Cup Regatta on 10/4 and 10/5. The format of the Warm-up series will be round-the-buoys for all fleets so everyone should be in their top buoy racing form by the regatta.

The PRC and Scoring Committees have been busy getting ready for Leukemia Cup. Thanks to **Bruce McFarland, Ted Owens, James Wilsford and Bruce McDonald** with their help in getting all of the PRC Supplies ready for the second half of the season. When you registered for Leukemia Cup (you have registered right?) you may have noticed that registration was handled by US Sailing's Regatta Network software written by AYC's **Ken Taylor**. The Scoring Committee will be learning the scoring module for this software and will be using this system to score the Leukemia Cup Regatta. This may help us to better streamline the scoring process at AYC.

I have sent questionnaires to all of the Fleet Captains to solicit input for next year's race calendar. If you have preferences for the kind of racing we do at AYC, please make sure you get your input to your Fleet Captain when asked. I will do my best to incorporate fleet preferences into the proposed 2009 Race Calendar.

From The Commodore

By Bob Goldsmith



Could I have a minute of your time to tell you about something important?

I spent the first fifteen years of my legal career working for the Lynch, Chappell law firm. The firm's guiding light was Ray Lynch. Everyone called Mr. Lynch a lawyer's lawyer, and he was known as a man of great moral character. His daughter Nancy also became a well known oil and gas attorney, and I have had the privilege of working with her on many projects. I would have really enjoyed working with Mr. Lynch as well, but he died of a blood cancer, leukemia, in the 1960s. He was in the prime of life, and Nancy was 16 at the time. His loss devastated his family and the law firm and there were still strong feelings of shock and grief when I joined the firm about 10 years later. In the 1960s, when Mr. Lynch contracted leukemia, the diagnosis was a virtual death sentence because the long term survival prospects were only about 4%.

Let's cut to AYC. One of our sport's all time great athletes is **Gary Jobson** who has founded a national series of events called Leukemia Cup Regattas which are held all over the United States every year to raise money for the Leukemia & Lymphoma Society's research. There is an ironic twist to this, because after Gary set up this large national program to raise money for blood cancer research, he was diagnosed with blood cancer himself. Gary didn't die as Mr. Lynch did and today is back to good health. You may have seen him on TV commentating from the Olympics in Beijing. The Leukemia & Lymphoma Society has raised over one-half billion dollars for research over the years and thanks to its efforts and those of others, the long term survival rate for blood cancers is now over 80%.

The Leukemia Cup is AYC's premier racing event, and last year we had a terrific regatta. Let's all come out and **race for the cure** this year — it is a wonderful cause. Everyone says we can't raise \$100,000 in sponsorships. Of course we can. This is AYC and we can do anything we set our minds to.

See you out there.

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, sell your boat gear, 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!

Sail Training Report By John Grzinich

This month I am announcing and explaining an update to AYC's Sail Training Policy that was approved by the board during the August board meeting. Sail Training has been operating with an ad hoc paper procedure for letting members use the sail training boats. This policy change adds a responsibility statement for the sail training commander to put in place a boat check out procedure for members. The boat check out procedure itself is not part of the policy statement allowing the sail training commander the flexibility to update the boat check-out procedure during the year, as he/she works through the actual operations of members using boats. Only actual policy changes need board approval. Second, the prior policy said the boats are for "non-racing" use only. I have received a few requests from members to use the boats in racing events. This policy change gives the sail training commander the authority to allow some limited use of the sail training boats for racing events, but only junior events. I've taken this position to help support and encourage our young sailors. The real intent here is to open up some opportunities for our juniors to participate in a few race events without the need to buy their own boats. It is not the intention to allow use of the sail training boats in the Wed. evening races or adult centerboard races. However, adults certainly can use the sail training fleet for practice and day sailing.

Updated Sail Training Policy (changes shown as ***bold italic print***):

The purpose of the AYC Sail Training Committee is to foster an enjoyment of sailing and of racing sailboats by providing instruction to AYC members and non-members of all ages to develop skilled and knowledgeable sailors with a love for the sport.

Ongoing programs include:

1. Saturday morning Peanut Butter and Jelly (PB & J) Camp for youngsters between the ages of ***5 to 9 years***.
2. Race oriented preparatory clinics for juniors planning to participate in TSA events.
3. Week long Day Camps for juniors between the ages of 8 and 16.
4. Adult learn-to-sail and racing clinics; both for non-sailors and advanced racing sailors.

"A limited number of single and ***double-handed*** sailboats are available through the Sail Training Program for non-racing use by members and their families. ***These boats include Optimists, Picos, Lasers, Windsurfers and Flying Juniors. Only members***

who have been previously "Authorized" by the Sail Training Commander or a designee will be able to use the sail training boats. The Sail Training Commander will define the procedure to get "Authorized", plus a procedure to reserve and check out boats for use, then communicate the procedure to the AYC membership and AYC general manager. Additionally, in a limited number of situations, with appropriate adult coaches in responsible positions, the Sail Training Commander may authorize the use of sail training boats for use in junior racing events. Members assume all responsibility for care and return of the boats, and will be held responsible for any damage which occurs while the boat is checked out to their care."

Boat Check-Out

The Boat Check-Out Procedure is a 2 step process, pre-Approval – Authorization, followed by a check-out reservation step. The whole idea is to keep the Sail Training Commander and AYC GM in the loop on all use of the sail training boats to avoid use by inexperienced sailors, and ensure boats are available for planned sail training events. This process is being implemented on the AYC website and will be up and running (maybe not the final format) by the time you get this Telltale issue. There will be links from both the Junior Sail Training page, and Adult Sail Training page to the authorization and boat use reservation forms.

Sail Training Boat Use: Pre-Approval and Checkout Procedure.

Pre-Approval

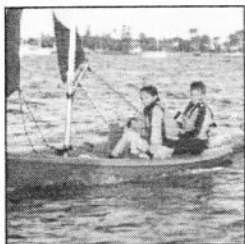
Only people who have been previously "authorized" by the sail training commander or a designee will be able to use the sail training boats. To get "Authorized" people should have demonstrated that they are familiar with the boat, its safe use, proper rigging and proper stowage of equipment. The "Authorization" can be accomplished by the sail training commander asking an instructor or competent adult volunteer who has worked with that individual to either verify that persons knowledge or to do any necessary additional teaching for that person before they OK'ed to check the boat out for use. In addition, use by "Junior Members" will require identification of a "Responsible Adult" who will be in charge of use by the respective junior. A responsible adult will generally be a parent responsible for oversight, safety, check-in and check-out of boats. Authorization is initiated by emailing the sail training commander with references. Once authorization is done, the name will be added to the "Sail Training Boat Authorization Use List" which will be on file in the AYC office.

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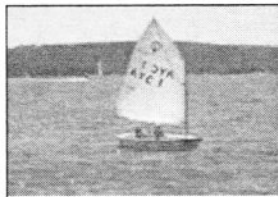
Sail Training...Continued from Page 4

Boat Checkout:

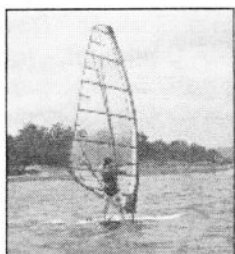
Members who want to use the boats should check with the Sail Training Commander prior to using them (call or email) to ensure there are no conflicts with sail training events or prior member reservations. The Sail Training Commander will alert the AYC office of the intended use. Just prior to use they should check in with the AYC office to let them know that they are going to use a boat. If there were any problems with the boat they should notify the office or Sail Training Commander. Members will be able request blocks of use periods so they don't have to go through the Sail Training Commander for each and every use. On days when the AYC office is closed, members should call the Sail Training Commander prior to any use that was not already planned and approved



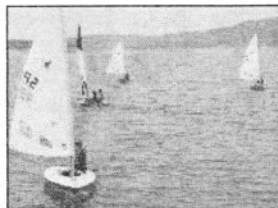
Pico



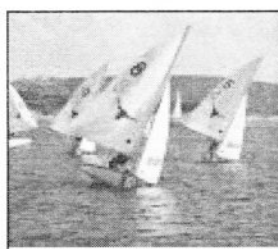
Opti



Windsurfers



Lasers



FJ's Downwind

Here are the boats of our sail training fleet. Note, the Lasers have 3 different rig sizes, 4.7, Radial, and full. The Windsurfers also have different rig sizes all with the goal being able to grow the boats as our junior sailors grow up.

Adult Sail Training

Upcoming sail training clinics for adults includes a

"Keelboat Race Clinic" on Sat. Sept. 13th. The agenda will be fine tuned based on the needs and interests of the students, but should include some on board coaching, and spinnaker handling advice. Following this clinic, on Sat. Sept. 27th a "Women's Sailing Camp" is being run as an all day event; including a dinner in the evening. Both of these clinics are set up for online registration from the AYC web site home page, or calendar, or adult sail training page.

So, there's plenty of training this month to get you ready for the Leukemia Cup. Please register soon.

John Grzinich

Regatta Al Sol XXV By Jimmy Cain

REGATTA AL SOL XXV (May 15 – May 21, 2008)-Part 2

The following is a continuation from last month's Tell-tale issue:

So we started to load and ...between the beer, Red Bull, cokes, diet cokes, ice and provisions I thought the boat was going to sink! It was a lot of stuff. But some of it would be used by the return crew so I guess it was cheaper to get it when you know you could. We retired to the same old tired hotel we stayed at for the many years I sailed the Gulfport – Pensacola Race. We put on our crew shirts and headed back the Pensacola Yacht Club for the Skipper's meeting. If you are not aware, PYC is renowned for their Bushwackers and I wasted no time with beer or mixed drinks focusing on the prize. The meeting started with a quick weather report from a local Navy meteorologist. He gave us the good and the bad and then asked that each skipper sign a waiver not holding him responsible for his predictions??? Like anyone really pays attention to these clowns anyway! Something new this year they did was to affix each boat with a satellite transponder. This very small "notebook" sized device was to be affixed somewhere on the boat with open air above for the satellite to view. We put ours on top of the hatch over the main cabin and it seemed to be out of the way the whole trip.

Here is the really cool part. If you go to: http://charthorizon.com/races/2008_pensacola_islamujeres/htdocs/ you could see our track and the track of the other boats. Everyone could follow the progress of the race through this web site. When you click the "Animate" button you would first see the cruising class leave Pensacola on Wednesday and then the remaining racing class boats leave the day after. If you

(Continued on Page 7)

J-24 Fleet News By David Broadway



2007 Leukemia Cup action!
(Photo by Susie McDonald)

The Summer Evening Series was tight racing with some new faces on the leader board. Michael Haecker (*Audacity*) earned 2nd place hardware for the series with 13 points, narrowly edging Joe Mancuso (*Ammo Box*), who sailed consistently with all 3rd place finishes in the individual races for a 15 point total. Ryan Harden (*Running on Empty*) had a main halyard failure early in the series, otherwise the red boat and crew would have been in the hunt for the series win. Tom Lappin was the guest skipper on *Superman* for the final race date securing the series win.

After the late summer racing hiatus, the J/24 fleet is poised to race the Leukemia Warmup Series in preparation for the Leukemia Cup Regatta on October 4-5. The latter event will be two fold as the Leukemia Cup Regatta will also determine the 2008 Fleet Champion. If you missed previous summer racing due to vacation or the heat, now is the time to get your crew out to Warmup for the Leukemia Cup Regatta. A new fleet addition is expected on the J/24 start line in the upcoming series.

Dr. Dave Gamble (*Ooh Ahh*) won the inaugural 2006 AYC Leukemia Cup Regatta. In the 2007 version, it came down to the last race as Ryan Harden edged out Gamble/Lappin for the regatta win. It will be tight racing again with the added bonus of the Regatta determining the 2008 Fleet Champion. Come on out and join the fun for a good cause!

The 30th Anniversary J/24 North American Championships (www.j24northamericans.com) will be held Sept. 9-12 in Wayzata, MN, home of J/24 Fleet #1. AYC J/24s entered include Eric Nelson/Bob Harden (*mr. happy*) and Charlie Singstad (*Code Blue*). Additional entries from the J/24 TX Circuit include Kelly Holmes-Moon (*Bad Moon*) and Tonja Sanchez (*Siren*). The J/24 TX Circuit resumes Sept. 27-28 on Galveston Bay (<http://j24texas.com>). Eight of the 23 2008 J/24 Circuit entries to date hail from AYC.

AYC will also be represented in the upcoming Mallory Cup event to be sailed on J/24s on San Francisco Bay. The team includes Scott Young, Doug Kern, Mike Haggerty, and John Morran.

Multihull Fleet News By Jim Rehage

Well, summer's almost over, so let the real multihull racing season begin! Labor Day is always a milestone for me, bringing the promise of smoother waters after the power boaters put their toys away for the summer. If anyone has the perception that multihull sailors haven't been active this summer, they are clearly misinformed. Many of us have been quite active sailing at the club and around the state and beyond. Here is a quick summary:

Turnback Canyon – Such a great weekend of sailing, I can almost forget some of the those more wind-challenged Turnback events of years past. With 10 multihulls participating, 6 tris and 4 beachcats, we saw our best fleet turnout this year. **John Kuc (JK)** took home the gold in the tri fleet and newcomers to our fleet, **John Morran** and family took first in the beachcat fleet. Thanks go to **Paul Horton** for serving on race committee.

Summer Series – With only a couple of multis on the line, the rest of you missed some really good winds! **JK** took the honors on this one too. When you make sailing on Lake Travis a full-time job, I guess you learn where the sweet spots are.

Friday Night Beer Cans – **Rick Nelson** and I hot stepped around the course on the kickoff race on May 2nd, and I believe that a multihull has been the scratch boat almost every race this summer. Other winners and close contenders include **David Grogono**, **Natalie Hunter**, **Rob Dennison**, **John Kuc**, **Phillippe Bettler**, **Paul Horton**, **John Howard**, **Johannes** and **Patrick Brinkman**, **Clay Cassard**, **Bo² Kersey**, and **Aaron McCully** (I hope I haven't left anyone out).



Photo Left:
New AYC
members
Clay and
Melissa
Cassard
and Jim
Rehage
prior to the
Day 2 Le
Mans start
of the
Great
Texas 300
Regatta

Great Texas 300 – The 6th running of this race that starts in South Padre Island and finishes in Galveston is an event that many local cat sailors live for. AYC contenders included **Steve Piche**, **Aaron McCully**,
(Continued on Next Page)

Multihull News... Continued From Page 6

Mike Beuerlien, Jim Rehage and Clay Cassard. Only 5 of 12 boats, all skippered by experienced offshore sailors, were able to finish all four legs of this grueling race. Needless to say, we were all reminded how sailing an overpowered 18-foot boat several miles offshore in 20-25 knots and 6 foot seas is not for the faint of heart. There was a ton of carnage to sails, masts, spin poles, and rudders, but fortunately, no serious human injuries to report. It was one hell of a week, but all of the sailors persevered and came together to help each other succeed.

Ruff Rider – Threats of hurricanes and expensive gasoline could not deter the devout who beat the well worn trail to South Padre Island for the 34th annual Ruff Riders Regatta. The current format is a distance race from the flats by South Padre Convention Center, across Laguna Madre, under the causeway, out the Port Isabel channel and north up the gulf shore to a turning mark off Port Mansfield jetty and then south again to the Day 1 finish on a deserted beach. The following day we retraced our steps back to a finish in the Intercoastal waterway. The AYC catamaran crowd was well represented once again by **Phillippe Bettler, Mike Beuerlien, Clay Cassard, Drew Carlyle, John Howard, the Kersey Boys (Old and Young Bo and George), Aaron McCulley, Rick Nelson, and Jim Rehage.** Rehage/Howard took 2nd in the Nacra 20 Fleet and Beuerlien/Carlyle took 3rd in the F18 Fleet.

Other Activities – There's just not space to cover everything, but other events that should be noted are the 100th running of renowned Chicago-Mackinac Race, competed by our own F31 **Abandoned Assets**, with skipper **Jim van Fleet** and able crew **Steve Piche** and **Mike Beuerlien**; and the Sand Dunes Regatta on N. Padre Island attended by **Jim Casto, Carl Deckard,** and **Aaron McCulley.**

As everyone knows, the Leukemia Cup (LC) Regatta runs October 4th and 5th. It would be great to have a big multihull turnout that shows everyone the excitement of fleet racing in fast cats and tris. The remaining Leukemia Cup Warmup series races on September 14 and 21 are two more opportunities to check your boat tuning and get ready for the real deal. If you are a beachcat sailor on the fence about registering for LC, word is that a mysterious benefactor will pay \$30 to the first 10 beachcats that register and sail at least one day. Our own **John Howard** is the event coordinator and he is promising one serious shindy. I'm sure everyone who participates will add something to make to make the event special and come away knowing that they helped our Club support a worthwhile cause.

Regatta Al Sol... Continued From Page 5

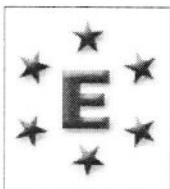
move your cursor over each dot, it will tell you who it is and how fast they are going etc. at that point in the race. The Boat Mapper section would show you all the tracks of all the boats. Very interesting to see where everyone went. They also have a section with pictures of all the boats.

Our crew was made up of 8 mostly New Orleans area guys (with a notable exception of a new Texan!) and a young guy who teaches sailing at the Singing River Yacht Club (Pascagoula, MS). We had a former winner of the Regatta on the boat, Dr. Mike Finn who used to own and sail a J/160 named *Kativa*. His son is trying to become a professional sailor and has done a single handed Trans-Pac at least once. Mike also owned a J/92, called *Surffinn*. that his son Ryan sailed in a bunch of other single and double handed distance races (Bermuda to/from) and others. So we leaned on the son for his thoughts on what we should do.

The core crew was made up of my two friends I use to sail the Schock 35' on for years, Kett and Paul. The skipper, Devon, was another guy that arrived in New Orleans not too long before Katrina. He was another one of those College of Charleston sailors that started driving another local J22 owner's boat. Miraculously, the boat started winning races! Joining him was his college friend, whose first name is actually just the letter "W". W was missing his Tulane Law School graduation ceremony the Saturday night of the Race. These two guys made up the talent in the other watch. Also joining us was the Bartender from the New Orleans Yacht Club. I think Devon met this guy after all the many Wednesday night races that NOYC hosts. He also evidently has a contract to write a story about the Race for one of the sailing magazines. His name was Troy Gilbert. The last guy was a young man, Dave, from Gulfport that is the sailing instructor. He was the designated bow man, being the youngest and I think he accepted that without protest. I was glad for that! Our watch was Kett, Paul, Dave and I. We decided that we would have four hour watches during the day and three hour watches at night. This seemed to work well and by morning you were not too tired and would actually stay up a while until it warmed up. The preliminary forecast was:

A front will be passing into the Gulf just before our start. The wind should be very strong from the SW, so we'll start out on a stbd-tack beat or close reach (the cruising class may get the worst of it). This will favor a track to the east of rhumbline. The loop current also favors a slight easting
(Continued on Page 9)

Ensign Fleet News By Randolph Bertin



Slippery When Wet

With no races scheduled after the first weekend of August, it has been a pretty quiet month for the Ensign fleet. With relatively little sailing going on, rumors have been floating about (bear in mind than all, some or none

of the following may contain an element of truth): **Mitch Barnett** is trying to score a #2 Genoa, **Danny Lien** might or might not be making progress on **Gravy Boat**, **Fred Ford** was heading for cooler climes for a little vacation, **Amie Rodnick** and **Larry Smith** cancelled their vacation plans for November 2nd in order to serve as PRO for the final fleet RC duty of the year, **James Wilsford** pulled **Esmeralda** out of the water to clean off the bottom, **Jonathan Baker** has been thinking about setting a date for 2009 regionals, **Bob Lee** has been keeping the fleet up to date on various political developments, **Frans** might or might not be making any progress on the **Flying Dutchmen** while **Tom Groll** has been keeping the heat on to finish his house, **Jim Casto** is looking to race his Ensign this month and justify his continued presence on Dock #2, **Randolph** and **Bill Hawk** are finally wrapping up their port/starboard incident from last fall, and probably a couple of Ensign sailors have actually spent some time on the water in the past month, maybe even participating in a beer can race.

Well, the "fall" racing will already have begun by the time this brief note hits the press, with the opening of Leukemia cup warm-up series over three consecutive weekends. One thing for sure is that it will be pretty warm. Hopefully there will even be a bit of wind to go with it.

Junior Sailing News By Susan Dwight



The AYC Juniors will now be selling dinner after the Sunday Series races. All proceeds will benefit our Junior program so come out on Sundays, sail a great race, enjoy a great meal and help support our

young sailors!

The high school racing season is gearing up! Our High School Sailing Teams will have the chance to compete in two up coming events:

1. The SEISA district elimination for The Cressy Championship will be held on September 20 - 21 at Houston Yacht Club. This is a singlehanded Laser competition for High School teams. The winner of the Full Rig Class and the Radial Class will represent our district at the National High School Singlehanded Championships at Cornell University in October.

The annual Great Oaks Regatta will be at Southern Yacht Club in New Orleans November 14 -16. This is a great opportunity for young teams to compete with other teams from around the country.

If your school does not already have a team (or if you would like to join an existing team) give us a call and we will help you get started.

Practice Day Change! Our junior sailing program has now shifted to **Saturdays from 4 pm until 6 pm** for the fall season. We are still meeting at the Junior dock. The program is open to all AYC kids ages 9-18. Come out and give us a try!

Susan Dwight
(512) 261-009
sdd@austin.rr.com



WANTED: CORPORATE SPONSORS

Join us in the fight against blood cancers! Corporate Sponsorships are still available for the 3rd Annual Leukemia Cup Regatta hosted by the Austin Yacht Club and The Leukemia & Lymphoma Society.

THE
LEUKEMIA
CUP
REGATTA

The Leukemia &
Lymphoma Society

Your sponsorship dollars can help scientists find cures for leukemia, lymphoma, Hodgkin's disease and myeloma and improve cancer patients lives! For more information on your corporate sponsorship opportunity, contact **Debbie Wilkinson** at 491-6610 x36 or debbie.wilkinson@lls.org

SC-21 Fleet News

By Tom Meyers & Ray Shull



Series Racing at AYC finally started again this past Sunday with a short 3-Race series. The racing starts at 1:30. This should be a good time to check out everything on your boat before the upcoming Leukemia Cup and visit all our old friends after the races. Hopefully we will also be welcoming back the Tita family after their year-long exile to the Columbia River and also welcome to the fleet Bonnie and Keith Lackey (long-time AYC sailors who recently purchased #160).

As we agreed at the Intergalactic's fleet meeting, the use of a Genoa in the SC21 One Design Class in this series is prohibited. This applies to this three races series only, not to the Leukemia Cup. This is experimental, to see if we as a class like racing in this configuration.

We're also looking for Gin & Tonic Hosts, so if you have not done it yet this year, please step up.

Regatta Al Sol... Continued from Page 7

track as the rhumbline skirts the strongest northerly flows in mid-Gulf. The southerly flow on the east side of the loop doesn't look particularly strong and may not be worth chasing, so we may want to stay just east of the northerly flow, essentially in the center of the loop. The current is fairly narrow as it enters the Gulf above the Yucatan Straight. At some point we will want to steer SW to cross the current before turning south again towards the finish. As the front diminishes, the wind should clock around to the N and eventually back to the SE. This will mean we get lifted and eventually gybe to port. Then we'll get knocked to a reach and, hopefully, finish the race in the prevailing SE wind. The key will be the running conditions as the wind passes thru north. How quickly will the weather pass? Will the wind die? How do we deal with the freeing angles as we try to stay east? Gybe early or late? A possible strategy would be to make hay on a max-speed power reach to the SE expecting to get lifted back to the south and eventually gybe. We also might stay in the breeze longer doing that.

Thursday morning saw us meet in the roach coach parking lot and I received my first Scope patch. I have never used the 'patch' but with the forecast, I decided I would give it a try. I also brought a small package of pickled ginger I purchased in the sushi section of the local super market. I carried it all the way to the boat in a Styrofoam cup disguised as an expensive cup of coffee. I begin ingesting a few pieces once we reached the

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SC-21 Technical News By Bruce McDonald



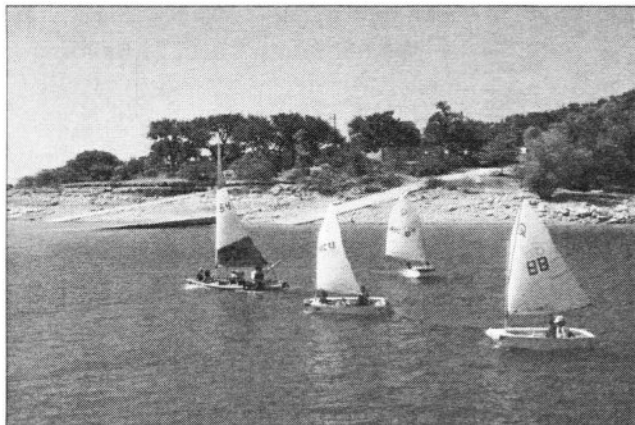
Sole Saving for the Budget Minded South Coast 21 Sailor



Last month we learned how to restore the foredeck using a piece of 1 x 2 pine involving ten

to 15 minutes of labor and a buck and a half worth of materials. I haven't figured out yet what the permanent repair of the foredeck will be yet, although what I have there seems to be working and looks more like a permanent repair every day. It turns out that the foredeck is not the only part of a South Coast that can go soft and the cockpit sole is a prime candidate for that condition. There are probably as many ways to salvage the cockpit as there are South Coasts and as anyone who has tried it can tell you, sole saving can be a messy, expensive and, at times, emotionally draining experience. But not for the budget minded South Coast 21 sailor.

Using several pieces of 2" PVC pipe and some left over fiberglass cloth and resin you can have a structurally sound cockpit sole in an afternoon. First, identify the areas of weakness. In the case of my cockpit the weakest spot was in the crew area, forward. I chose to place two pieces of PVC in that area and then two other pieces in the center of the cockpit aft of the crew area. Measure and cut the PVC to fit in the desired areas for reinforcement and jam them in place. Walk around the cockpit to see if it does the trick. If so, you are ready to make this repair permanent. Using a scraper and/or power sander remove any paint, loose fiberglass, mildew, mud dauber nests, etc. from the under side of the cockpit and the hull. Cut some 1" strips of fiberglass cloth and mix up the resin. A few minutes work with a disposable paint brush will secure the PVC to the hull and cockpit with the resin and cloth. The result is a sound cockpit sole and possibly a stiffer hull. I did this repair four years ago and it is still solid today.



PBJ Sailing Wrap-Up

The pirates and mermaids that typically inhabit the south cove are safe to return, now that the search parties have packed up their Optis, Picos and Windsurfers and have returned to land to get some learnin' at school.



Summer sailing for the 4-9 year-old crowd wrapped up in late August, now that the series of Saturday morning PBJ classes are over.

This summer, we tried something new, and expanded the Saturday classes through August to meet demand.

The number of PBJ sailors tripled this summer, with 114

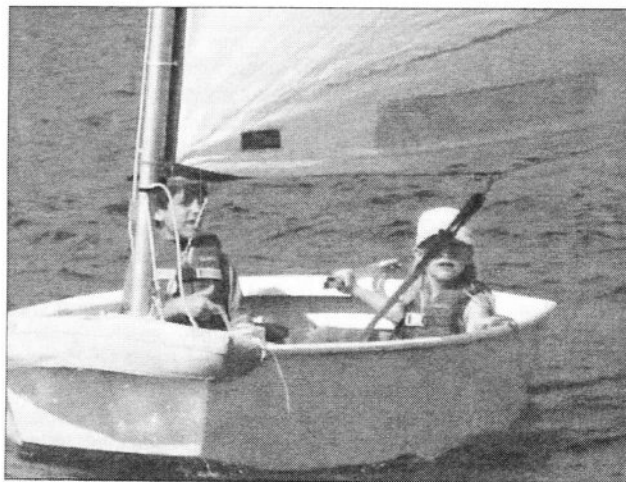
kids participating, up from 38 in 2007. Roughly half were AYC members, and half non-members.

The disappearing south cove made the kids work on their tacks and gybes a bit more than expected as the water level dropped twenty feet over the summer, but it still provided a great venue for sailors and parents.

What did we learn? Three main things.



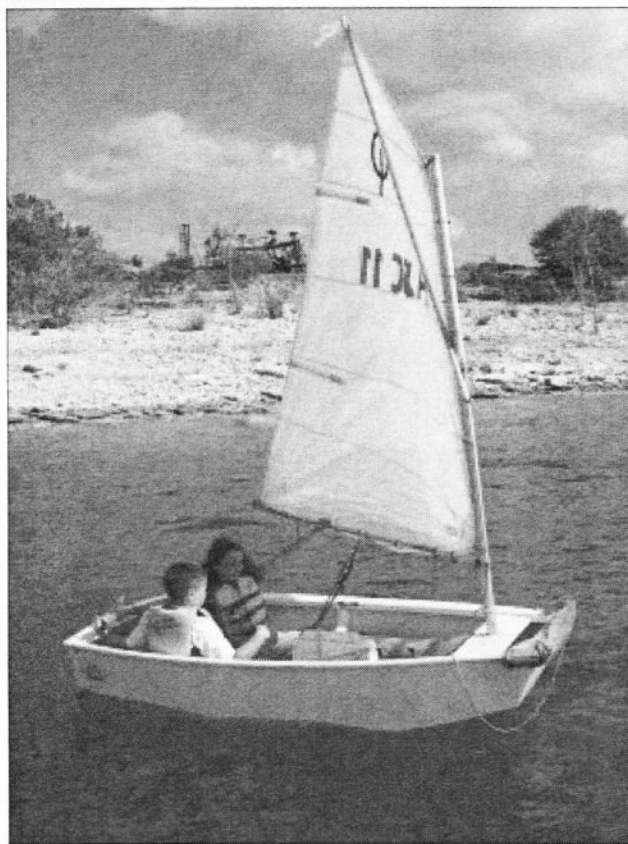
First, kids love to sail, and will show up even on hot August mornings. To keep kids sailing through the year, note that AYC members can take advantage of the **"Sail Training Check-Out Program"** and use a club-owned boat on an ad-hoc basis. These boats include Optis, Picos, Windsurfers, Lasers and FJs. To check out a boat, just contact Sail Training in advance (John Grzinich, captgrz@sbcglobal.net). See the AYC site for more detail.



Second, with the extra classes, we've reached the limit in volunteer coaches and parent helpers. Next summer, we'll likely move to a paid-coach format and supplement with volunteer helpers.

Third, we need some new online registration capabilities, making it easier for staff and parents. In particular, we need simple ways to pay by credit card, transfer classes, cancel registrations, refund payments, create

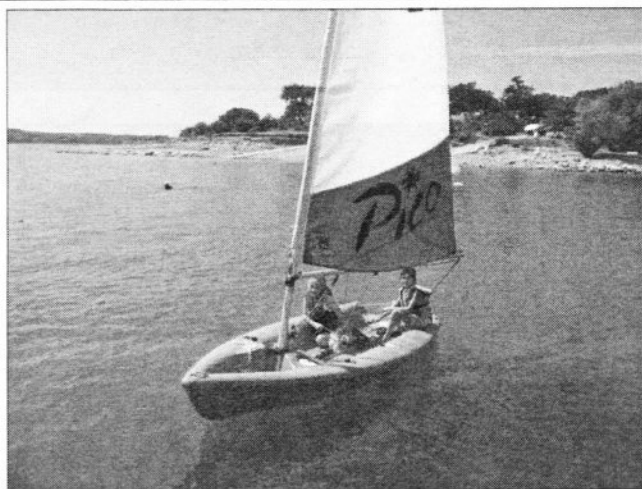
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reports and sync with accounting. Over the fall, we'll work with **Tom Lang** and crew to either improve the AYC site or use a third-party site.



We're always looking for ways to improve PBJ. To send feedback, you can fill out a quick survey (www.tinyurl.com/58nvsv) or send an email (doug_kern@yahoo.com).



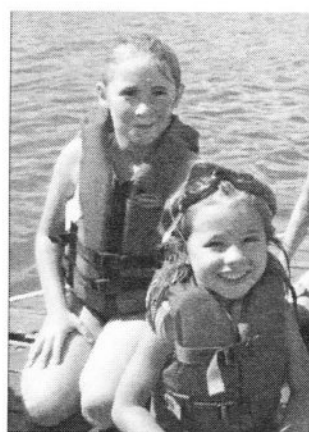
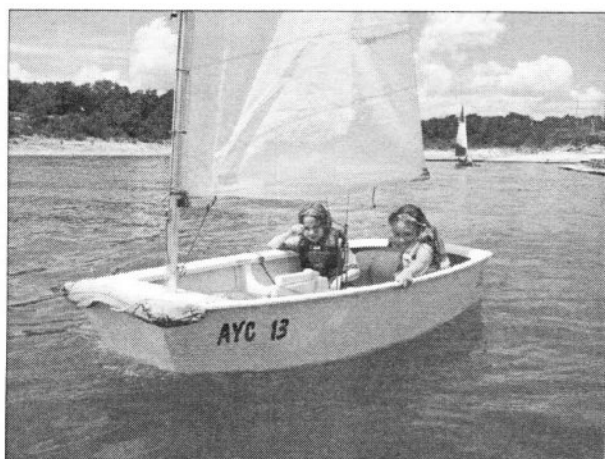
A big round of thanks goes to everyone who lent a hand in PBJ this summer.



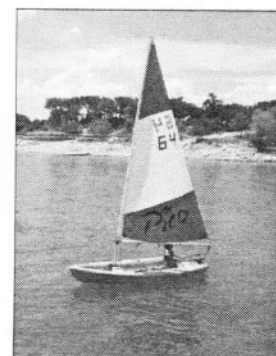
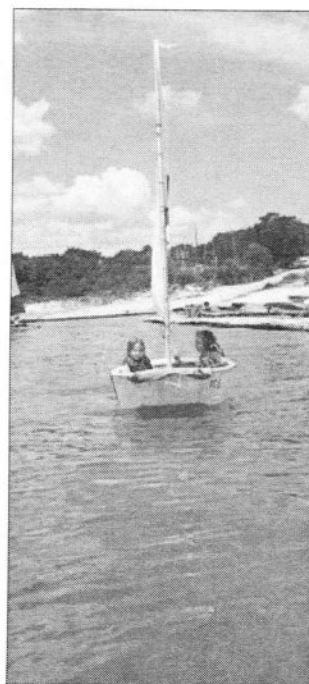
Many thanks go to the parents, AYC staff (**Pam, Bob,**



(Continued on Page 12)



Tom), Tom Lang (website), John Grzinich (sail training), and especially to all the coaches (Renee Ruais, Linda McDavitt, David Grogono, Natalie Hunter, Will Hawk, Patrick Brinkmann, Sarah Baker, Jonathan Baker, Eric Faust, Ravi Subramanian and Scott Young).



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.

Keel Fleet News By Remus Broussard

Leukemia Cup Warmup, Keel Fleet Championship, & Leukemia Cup

With the worst of a brutally hot and unusually breezy summer behind us, fall racing begins with the Leukemia Cup Warmup Series on September 7th. This short three race event is designed to complement the Leukemia Cup format and give everyone a chance to practice round-the-buoys racing in advance of the Regatta.

Then on October 4th and 5th, AYC will once again host the Central Texas Leukemia Cup Regatta with proceeds to benefit the Leukemia & Lymphoma Society. The Club has done a good job in the past to raise funds for this worthy cause and this year several Fleet members are out to set new records for contributions. As you plan for the fund raising portion of the event, don't forget the possibility of matching funds from employers as this could quickly double the amount of money available.

Like last year, the Keel Fleet Championship will be held concurrently with the Leukemia Cup Regatta. The Spinnaker and Non-Spinnaker Champion awards will be presented to the respective skipper of the fastest boat (corrected) for all spinnaker and non-spinnaker sub-fleets racing. This means that all spinnaker boats will have the same number of races and will race the same courses, and likewise for all non-spinnaker boats.

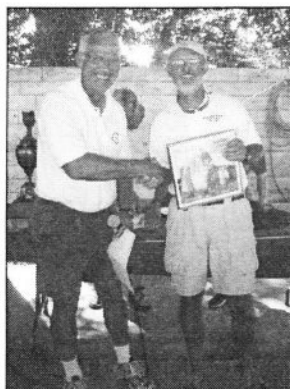


Photo Left: Last year's Spinnaker Champion Claude Welles

Photo Below: Last year's Non-Spinnaker Champion Damon Galloway



To qualify to compete for the Fleet Championship honors, the registered skipper must be a member in good standing of the Keel-Fleet before the Leukemia Cup Regatta begins on Saturday October 4th. The easiest way to join is to email the Fleet Secretary at remus@lobos.net with your authorization to charge the \$15 yearly fee to your AYC account. Anyone joining from now until the end of the year will be paid in full

until the end of FY 2009 at no additional cost.

Upcoming Events

Beer Can Series * New Start Times *****

The Beer Can Series will continue through the end of September with the first start time rolled back to 6:28 PM. If you are unsure of your exact start time, check the bulletin board next to the RC room below the Club-house.

Leukemia Cup Warmup, September 7th – 28th

The Leukemia Cup Warmup Series began on Sunday September 7th with the first signal at 1:30 PM. Don't forget that the Keel-Fleet has RC duty for this series, so contact your respective fleet captains to volunteer:

Jim Tillinghast for A-Fleet on September 7th

John Maddalozzo for B-Fleet on September 14th

Damon Galloway for Non-Spinnaker on September 28th

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.

Leukemia Cup Regatta (and Keel Fleet Championship), October 4th and 5th

Check the AYC website (<http://austinyachtclub.net/leukemia-cup>) and the Leukemia Society site (<http://leukemiacup.org/ctx>) for the most up to date information and registration.

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
(Continued on Next Page)

Regatta Al Sol... Continued from Page 9

boat and encouraged my shipmates to do the same.

We also had some analysis of where the Gulf Stream was and what our plan was to get across it and down to the island. The typical loop formed and I think the majority of boats planned to stay east and ride down the backside of the loop current, sail to Cuba and turn right. This is the typical strategy and the only problem is you have to cross the current where it is strongest. With some guidance from the good Doctor and his son's routing service, our plan was to stay west of the rhumbline, cross the top of the loop, sail down the center where we might get a kick from an eddy, cross the main current where it is narrow on the west side and sail down to the Yucatan Peninsula and sneak into the current within a few miles of the finish. So Kett and Paul created one way point where they estimated the top of the loop was by overlaying the Loop prediction maps over the other maps and came up with the spot we would enter the top of the loop. We felt pretty good about this and hoped the wind Gods would reward us once we found our way point.

The guys rented a Satellite phone to take on the Race. This was nice to have because we could use it for fee text messages. In years past the boat needed a single side band and most boats did not have one. The last time I did the Race on the Hunter 54', *Sunday's Child*, and after two days of hard beating we discovered that sea water had backed up the vent and contaminated the fuel. We called Sintes boat works in New Orleans and they talked us through changing all the filters and after a few hours of salty language, the engine turned over and we were able to once again charge batteries. But it was not long before we were getting text messages from girlfriends who were looking at the www.iboat.com plots and letting us know where the other boats were. It was kind of nice when the phone chirped and we know someone was checking in. So unlike years past, we were not completely alone out there. I almost wish the phone was not along but I guess for safety it was an ideal piece of equipment.

Thursday morning we bent the new main, unfortunately a new Dacron cruising main and not a high roached racing main, but none-the-less a new sail. We finished loading up and storing everyone's gear and said goodbye to the owner and the assembled girlfriends and motored out of the slip. As we entered Pensacola Bay the breeze was fresh and the sky completely overcast. The waves had kicked up and I went below to get on my spray pants. The other five boats milled around and with one or two other spectator boats in the area, the five minute gun went off. We put up the heavy number

Keel Fleet... Continued from Page 14

2nd annual Wild Turkey Poker Tournament will be held Saturday November 22nd.

Skipper Based Handicapping

At last years Keel Fleet annual meeting it was agreed that for AYC Series races in 2008 the Keel Fleet would informally "score" races with skipper based handicap adjustments for evaluation. Skipper based informal scoring results have been added to the Keel Fleet web page including recent updates for the Summer Series races. For the most recent information, browse to <http://austinyachtclub.net/fleets/keel-fleet/> and choose Skipper Based Handicapping on the left side of the page.

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>.

Your friendly neighborhood Keel-Fleet



one and milled around the starting area. I was really not ready and before I knew it we started and were heading off the line on Starboard tack. The course was clearly Port favored and immediately we were overlapped with a slower boat keeping from tacking. By the time we moved past this boat, *White Trash*, *Mad Max* and *Animal* were well down range and heading for the mouth of the Bay. *Tiare* was just ahead of us and we followed her after the others. We sailed past Fort Pickens and the all black Pensacola light house and hardened up to pass out into the Gulf. We were on a hard beat and the waves were stacking up in the channel like books on a shelf.

When we turned south to leave the United States we were about 75 yards behind *Tiare*. With the breeze coming on the nose we started tacking down the channel. After two tacks we passed just behind her and on the next pass we had gone comfortably ahead. *Tiare's* Achilles heel was exposed. We could see *Mad Max* well off in the distance to our left and *White Trash* well off on the right. We lost tack of *Animal* but at least we were out of the channel. We settled in on the rail for what seemed like an hour without changing a thing. The breeze started to build and before long we had a lot of heal in the boat and the skies began to darken noticeably in an ominous change of the race course.

(Continued on Page 16)

Regatta Al Sol... Continued from Page 15

As we headed out on a Starboard Beat, strapped in hard with everyone on the rail, our course was probably 190 and we were just east of the rhumbline. So we were heading in the right direction, 550 odd miles to go! It was not long that the breeze built even more and we changed down the number three (blade jib). The waves continued to build and after hitting a particularly steep wave, the jib halyard parted at the shackle and the sail came down. We hauled it up quickly on one of the wing halyards and were back in action without much loss. As the other boats spread out and as the weather darkened we could not even see *Mad Max* anymore. Suddenly, I looked up and coming from the south west like a freight train was a huge blast of wind that laid us over on our sides. Kett looked down and the wind speed indicator read 47 knots. It was likely much higher as that is an average. The back called for the jib to come down and as we pulled on the sail to get it down the shaking of the head actually opened the shackle on the wing halyard up high leaving just one halyard. The squall was intense. I did not have a jacket on and the rain stung my back and the floppy hat I was wearing offered little protection against the onslaught of the storm. For a few minutes we were completely overpowered and just had to take it.

Somewhere off in the distance we later learned that *Animal* was dismayed. From the pictures we later saw, they must have had a head stay failure because the mast broke at the deck. I am sure that is the most dramatic equipment failure possible. Fortunately, no one was hurt and they were close to shore so the ordeal was over for them pretty quickly. There was some buzz on the web site when the crew of *Animal* took the tracking device with them back to Baton Rouge and a "race dot" showed 59 miles per hour across the panhandle, and a couple of states!

The storm passed and we assessed our halyard situation and Skipper -Devon decided that we needed to go retrieve that loose halyard. So he put on the boson's seat and started up the mast. The seas were still big and as he got to the top, he took an awful beating against the rigging. But he was able to get the wayward halyard and the back on deck in just a few minutes. This began a watch tradition of now taping shut the halyard with each sail change. So, the black electrical tape was passed between Dave and Devon at the change of each watch. By the time we reached the finish, I think we completely went through that new roll of tape.

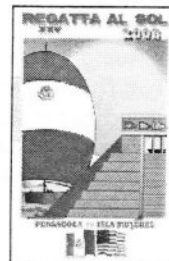
One thing that happened that I had never seen in all my years of Handicap racing occurred as the jib came down in the squall. As the head of the sail shook in the

40-50 knot breeze it pulled the luff tape out of the top of the track and deformed the top of the tape about 3 inches from the head. As we pulled the sail down it would not completely exit the track and remained stuck there for the duration of the storm. Since it was not going anywhere, we left it and got back off the bow. By now a few of the guys were starting to get sick. The boat was rocking pretty well in the waves and I wondered if I would be able to keep it all down as well. The "patch" or the ginger stood by me and I persevered for the whole trip. Once the storm passed we went forward again to see what we could do with the head of the sail. Somehow the bottom of the track itself also had a problem and under normal conditions with a normal luff tape, I am sure they never had any problems. But today, the head would not exit the track nor could we load a second sail in the other track. This would be a problem if we could not repair it. Dave came back forward with a screwdriver and we backed out the one screw that held the bottom of the track to the head stay itself. I am thinking that single screw was probably the most important little screw on the boat and here we were up on the bow, pitching in the washing machine that was left over from the storm. Dave put the screw in his mouth and we managed to take the bottom feeder piece off and pull the jib out. We put the bottom back on and then re-hoisted the jib without incident. But for a time this continued to be a problem and we did the next 5 -7 head sail changes bald.

Later we had the same problem with the bottom of the luff tape feeder again and I did as Dave had done; backing the little screw off and putting it in my mouth. I guess the pressure of having the thing was too much and of course a wave hit and it dropped to the deck and landed in the sail. As my complete horror set in over the loss of that screw, the bow pitched down and the little screw flew up and hovered in the air just in front of me. Reacting more than thinking, I snatched it out of the air and firmly bit on it until I could get the sail reloaded and then reassembled the whole track. Thank God for that wave! I did not want to even tell anyone about that one!

The first day we could see at least three other boats and as night came we had tacked onto Port and were still not to the west of the rhumbline. The storm had pushed us east and now we were making our way on the closest course to 180. We all stayed on the rail all day and by then I was soaking wet and starting to wonder if my foul weather gear was worth the effort. My jacket did not seem to be doing much but keeping me wet. Paul disappeared and after a while the first plate of steaming hot seafood pasta ascended into the cockpit.

(Continued in the next Telltale issue)





RAISE A SAIL FIND A CURE

The 2008 Leukemia Cup Regatta October 3-5, 2008

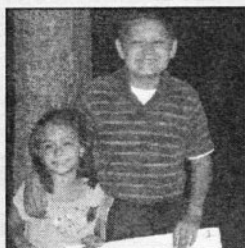
Ahoy, Austin Yacht Club Members!! Only **four more weeks** to the **Leukemia Cup Regatta!** Are you ready?!

A big "Thank You" to all of you who have already **registered (38) to race** and to those who have already **registered to fundraise (24)!!** If you haven't registered yet, it isn't too late. Register now on the AYC web site...just click on the Regatta artwork! And, don't forget the extra dinner tickets for your crew...only \$20 each for dinner, open bar and live music!

Last year you fabulous sailors raised **\$32,500** just through your fundraising efforts (not including the Silent Auction). We know you can surpass that number this year!

The ships on the "Sail for A Cure" board have hit a lull on the water. So, now is the time to catch them with your fundraising efforts! Skippers/Captains, enlist your crew in your fundraising. That is what the **Boat vs Boat** competition is all about--teamwork! Your crew can sign up to fundraise on your boat. Everyone can fundraise individually for the individual prizes, but you can **ALSO POOL your fundraising totals in the Boat vs Boat competition.** See if you and your crew can come in ahead of the others for dinner at the Oasis!

It is **your** fundraising dollars that make it possible for cancer patients to have more effective treatments and a better standard of living when undergoing those treatments. Thank you for helping us in the fight to cure leukemia, lymphoma, Hodgkin's disease and myeloma and improve our patients' lives.



I caught up with our Honored Hero, Thomas Molina, on his CarePages blog. It sounds like he is very happy to be back at school...not the usual kid reaction, but he isn't a "usual" kid!

"It's Thomas! The school year started this week, and I am very excited to see my friends again. Also, it makes me feel more like a normal kid. My classes are science, newspaper, theater, and PE, and then lunch with my friends. I only stay half a day on campus and my other subjects are done at home. My friends come over everyday to see how I'm doing. I like my new teachers and think they are nice."

His dad says: "Thomas has had a great time at school so far. This is, by far, the happiest we have seen him in a long time! Every day when Lisa picks him up from school he has a giant smile on his face. But despite going only half days to school, his days are very busy. He will continue to receive chemo once a week and will also be going to physical therapy to help battle the effects of the chemo once or twice a week. The other three days he will have homebound schooling in history, English and math, and is continuing his guitar lessons. He went to the clinic Wednesday and his blood counts continue to do well. His immunity is high and he has been feeling great. The nausea has seemed to settle down the past week.

Plans for the Regatta weekend are moving along! It should prove to be a great time!

Friday, October 3

6-8 pm : **Cocktail Hour:** featuring **Wente Wine** and snacks

Check-In & Late Registration

Saturday, October 4

8:00 - 9:30 am : **Continental Breakfast:** sponsored by **Costco** and their bakery

Check-In & Late Registration

Boxed Lunch Pick Up: prepared by **Subway in Lakeway:** 6" sandwich, chips & cookie! **\$5**

3:30-6:00 pm: **Pamper Time :** massages, facials, snacks and beverages

7:00 pm: **Awards Dinner & Silent Auction:** sponsored by **Plains Capital Bank** and **Beneteau**, catered by **Hill Country Pasta House;** Beverages provided by **Mount Gay Rum** and **Wente Wines;** **Band** to be announced

Sunday, October 5

Complementary Breakfast: prepared by **Los Pinos**

Sunday's BarBQ: featuring **Sweet Leaf Tea**, burgers and the fixin's

Here are just a few of the awesome Silent Auction Items:

- ☐ Canopy Tour from Cypress Valley Canopy Tours
- ☐ 2 seater sofa from Four Hands Home
- ☐ KATZ Sports packages
- ☐ Golf for four w/lunch at Grey Rock
- ☐ One Night's Stay @ Vintage Villas
- ☐ Leather UT backpack, Larry Dowell Print on Canvas....and many more!

See you on the lake! Cheers!

Debbie Wilkinson
Campaign Manger, Leukemia Cup Regatta

KEEL FLEET CHAMPIONSHIPS

October 4 & 5, 2008



The Austin Yacht Club Keel Fleet will award the 2008 Keel Handicap Fleet championship trophies to the fleet winners of the Leukemia Cup event in both the Spinnaker and Non Spinnaker Fleets. The winners will be the cumulative low point winners (Spinnaker and Non Spinnaker Fleet) based on corrected time finish from all keel handicap classes and races.

To compete for these awards skippers must be current members in good standing in the Keel Handicap Fleet*, be registered for the Leukemia Cup Regatta** and compete in one of the Keel Handicap Classes.



* To join the Keel Handicap Fleet (\$15/yr) if you are not already a member send email to Remus Broussard or Steve Vaughan prior to October 4, 2008 requesting membership. Membership will extend through 2009.

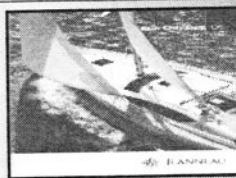
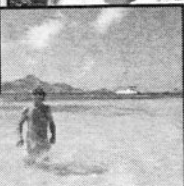
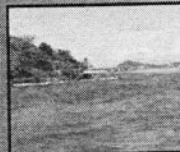
**To register for Leukemia Cup Regatta go to <http://austinyachtclub.net/leukemia-cup>

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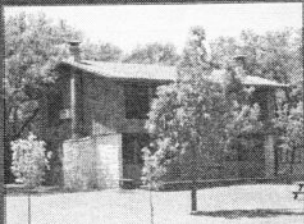


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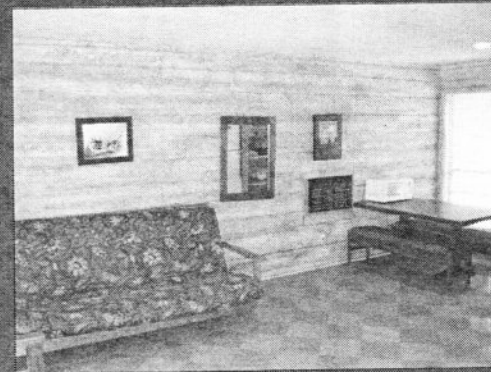
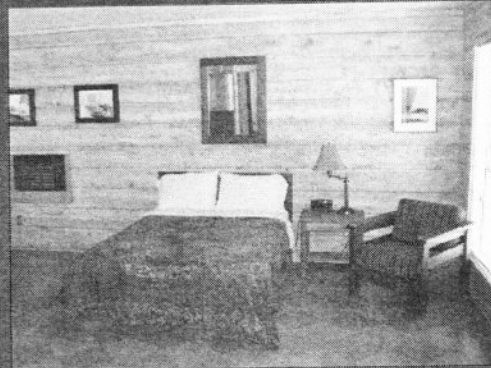
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<http://www.austinyachtclub.net/info/ayc-member-handbook.2008.html#CabinRentalRules>

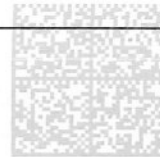


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The Leukemia &
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4-5 October 2008

Volunteer for the Leukemia Cup Regatta

If you or anyone you know is interested in volunteering, please contact Debbie Wilkinson (512) 491-6610 or (512) 491-6610.