



LUAU! and a good time was had by all

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- PLUS -

Commodore's Report
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Committee Reports



Save the Date
Governor's Cup Regatta
10/01/11



Cover Photos by Deborah Mathison



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info@austinyachtclub.org

NEWSLETTER

Susie McDonald, Editor
Email submissions by 1st of month to:
ghowiellc@aol.com

AYC BUSINESS HOURS

Tuesday - Saturday 9:00A - 5:00P
Sunday 1:00P - 5:00P

Closed Mondays

Closed Club Holidays:

New Year's Day January 1
Easter Sunday April 24
Independence Day July 4
Thanksgiving Day November 24
Shopping Day November 25
Christmas Day December 25

BOARD OF DIRECTORS

E-MAIL ADDRESSES

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secretary@austinyachtclub.net
treasurer@austinyachtclub.net

AYC 2011 RACE CALENDAR

September 10	Late Summer Series Race Day #1 (FWS 4:00P, RC Multi-Hull)
September 17	Late Summer Series Race Day #2 (RC PHRF A)
September 24	Late Summer Series Race Day #3 (PHRF B)
October 1	AYC Governor's Cup Regatta
October 16	Fall Series Race Day #1 (FWC 1:30P, RC Non-Spinnaker)
October 23	Fall Series Race Day #2 (RC J-22)
October 30	Fall Series Race Day #3 (RC Ensign)
November 6	Fall Series Race Day #4 (SC21)
November 13	Fall Series Race Day #5 (J/24)
November 19	Wild Turkey Regatta

AYC NON-RACING EVENTS

September 24	Keelboat Sailing Clinic #2
October 22	Women's Sailing Camp
October 27	AYC Board Meeting
November 17	Annual Membership Meeting
December 2	Annual Banquet

You may now sign up online for series races through "Regatta Network."

2012 Board of Directors Nominations

The Nomination Committee is soliciting nominations for the 2012 Board of Directors. Please email your nominations to committee chair **Steve Eller** at steve.eller.tx@gmail.com.

2012 Perpetual Awards Nominations

Nominations should be submitted to the office or directly to **Jim Tillinghast** by September 16. Please refer to the listing on page 3 for a description of each Perpetual Award.

CLUB ANNOUNCEMENTS

2012 Perpetual Awards Nominations

- **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 the Club in the past year. This trophy should be 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 to recognize 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 Trophy.** To a woman sailor exhibiting traditional Corinthian traits. This trophy is to be given annually to a woman who is an individual or family member who 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.** 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 annually 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.
- **Old 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.

And don't forget to keep your eyes open for candidates for the Blue Duck Trophy (awarded to the sailor responsible for most outstanding Blooper of the year)! We already have a great list of candidates for the Blue Duck this year, but it's never too late to add more to the list!

From The Commodore by Jim Tillinghast



Central Texas Fires Get Close to Home

The tragic Bastrop, Spicewood and Steiner Ranch fires have underscored how vulnerable we are in this period of exceptional drought in central Texas. I drove through the Spicewood and Highway 71 fire area today and witnessed the extent of destruction these fires are generating.

I know many of us have friends who are being directly impacted by these events. Please reach out and assist in whatever way you can to the victims, the volunteers, and the firefighters, law enforcement and emergency services engaged in containing these fires.

And you, too, should take precautions to prepare for a disaster like the wild fires we are experiencing. Make sure you're prepared at home, have a central call number for family to connect to each other when separated, and know the escape routes in your neighborhood!

For more practical disaster preparation information, check out the following website: <http://blogs.creditcards.com/2011/09/disaster-preparation-austin-texas-wildfire.php>

Who Pulled the Plug?

At this writing, Lake Travis is below 633' MSL and falling. Reality indicates that the current drought and forecast conditions are going to press lake levels to the 620s, not seen since the 1950s! While daunting for certain, your AYC management team, supporting committees and fleet teams are meeting the challenge head on!

The Late Summer Series is on schedule for a September 10 kickoff, with the skippers meeting at 2:30 pm. The first race and all subsequent races of the Series will begin with a 4:00 pm preparatory signal. These Series races are on, low or high water, so plan on being there! Check the AYC Race Calendar for more details.

Enjoy AYC and the Lake Now!

Beer Can Friday races are more active than ever, even with many boats out of the water because of the lake levels! With no launch ramps capable of launching anything more than a Laser, boats in the water are in, those out are out until the rain gods give us relief!

If you are a skipper "out of the water", what a great opportunity for you and your crew to join fellow competitors and friends with boats still in the water for the upcoming Late Summer Series! Or pick a ride on a boat you haven't sailed on in the Beer Can Series! Or just come on out, grab a burger and enjoy the fun!

There is still a lake! Enjoy now!

New Dock Configuration and Move

Our new Docks #1 and #3 are here and in place! Huge thanks to **Tom Groll**, the Harbor Committee and to **Vic Manning** for their many hours in support of the dock moves to date.

continued on page 5

Building & Grounds Report

by Fred Ford



Fred Schroth finished the re-rigging of the mast hoists. The NW mast hoist had frayed line and a shackle that was almost worn through. When the SE hoist was rigged last month the same type of wear was discovered. While perched in his little lift basket (a spooky sight to behold), Fred took the time to throttle to the top of the masts and discovered that the SE mast timber is beginning to split at the very top. It is not critical yet, but we will need to start planning to replace the mast in the not-too-distant future. I will be recommending a routine inspection of the hoist timbers every two years. We will take a hard look at the SE mast timber next year.

Remember last month we spoke of a drought in the clubhouse ... the cool water bubbler had bubbled its last bubble. **Fred Schroth** had a salvaged bubbler that he reworked, cleaned and installed in the clubhouse at no cost to AYC. The bubbler was originally in the AYC clubhouse, but was damaged in the great Christmas Flood of the 90's. The bubbler was tossed on the scrap heap and salvaged by Fred, who cleaned it up and put it in storage ... it may come in handy some day ... and it did. Cleaned, polished and flushed, it is our new source of cool water. As with the mast hoists, Fred donated his time and effort as a service to the club. We have a refurbished drinking fountain (at zero cost) and safe, functional mast hoists for the mere cost of some shackles and line. When you see **Fred Schroth** around the club, take a moment to thank him.

John Bartlett has fabricated a vanity brace for the clubhouse women's restroom. I was with John when he welded the brace ... it's fun to watch a sail-maker weld ... imagine our own Jimmy Buffet doing brain surgery. John has repeatedly donated his time and material as a service to the club. Thank you, John, for reaching out.

You may have noticed the colorful patio chairs outside the rental cabins. **Linda Donovan** was the thoughtful person who donated those chairs to AYC. Our updated cabins are enjoying a heavy occupancy rate this year and those chairs bring added value and comfort to our guests. Thank you, Linda.

The Social Committee's **Joan Houck** came up with the idea of donating the Luau decoration's potted palms to the club. **Pam Radebaugh** and **Amy "Green Thumb" Olmstead** are repotting them for use around the clubhouse. Thank you, Joan, Pam and Amy.

I have had an overwhelming response from members who want to support a recycling program. Many of our members go the trouble to take their trash home to recycle because the club

does not offer recycling. If recycling is feasible under our current contract, I hope to have the program up and running by the end of the year.

The pool light difficulty is resolved. **Tom Cunningham** has installed a new four-hour timer switch (it should meet every lighting need) with an all weather cover ... all you late night swimmers ... enjoy. We had another umbrella blow over and **Steve Hawks** was able to put it back in service. I intend to have a sign made delineating the responsibilities of people using the pool. One of the rules will be to lower umbrellas during high winds and to lower umbrellas if you are the last person leaving the pool.

We are investigating the possibility of providing more shade for the pool area. **John Bartlett** has a plan that should be quite functional and at minimal cost.

In coordination with our Harbor Commander, **Tom Groll**, **Steve Hawks** and I marked off an area for boat storage in the field below the barn. This is an effort to provide additional on-site storage for boats due to the low water conditions. All members using any on-site storage facility must complete a temporary storage request (see page 5) with the AYC office and affix the appropriate tag to their boat or trailer to identify them as a member qualified to use AYC facilities. Should the current storage field fill up with boats, we will mark off additional areas for boat storage.

An adjustment to the A/C heat pump installation on cabin six was required. The installer was notified and the problem corrected.

We keep getting plumbing problems with cabin six and are installing a cleanout outside the cabin to make repairs easier and cheaper.

I have noted a significant improvement in members being concerned about our club environment and cleaning up after themselves. It makes for a much nicer club experience if everyone takes a moment to look around and, like the Boy Scouts, leaves the place better than they found it. I am appreciative of your support in this effort.

I will be in Maine most of September ... getting a little homesick. Sailed the Maine Retired Skippers race on August 20 with old friends and neighbors ... life is good. **John Saunders**, a senior member of the B&G committee, will assume the duties of chairing the B&G committee during my absence.

This issue's quote is one I particularly enjoy ... it is just so real.

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails. William A. Ward

TEMPORARY STORAGE TAG LEGEND

Due to the current drought conditions, special arrangements are being implemented in an effort to make things as organized as possible and to keep track of member boats. Your cooperation is vital for this to succeed. Please read the following legend and contact the office if you need to store your boat someplace other than your assigned slip.

Blue and Checkerboard tags must fill out a Temporary Storage Form and have it approved by Office Staff.

All tags should be attached to the bow area of boat or the front portion of the trailer. The tags are not adhesive and will not damage the boat or trailer.

Blue Temporary storage 30 days max (this includes dry out area), sign & date tag (use sharpie)

Checkerboard Temp storage for wet slip holders who want to keep their slip but want to store on land due to low water, valid until conditions improve, no need to sign or date tag

Yellow Work area three weeks max, sign & date tag (use sharpie)

Yellow Tags must enter time reserved into work area log book, three weeks maximum time allowed.

If storage is needed past the allowed time, contact the Harbor Commander or the General Manager to discuss arrangements. If no contact is made, you will be billed according to the House Rules section regarding illegally stored boats and trailers.

Boats not in their assigned location and stored on AYC grounds that are untagged should contact the office to make proper arrangements.

from the commodore, continued from page 3

As the lake lowers, your Harbour Commander, **Tom Groll**, and his subcommittees are hard at work placing new dock anchors, re-configuring our current anchoring system and recommending new infrastructure for our overall long range harbor plan. Tom has posted concept maps in the AYC club house and is seeking comments from all members about our long term plans. Check out Tom's maps and give us your feedback!

With the lake level below 633MSL, we will be moving Dock 2 out of the harbor September 10 and positioning it parallel to the shore near where Docks 4, 5 and 6 are currently located. Docks 3 (new), 4, 5 and 6 will be positioned at the end of AYC point, in conjunction with the new Dock 1, to form two rows of docks, each row having two docks extending from the point to the lake center, plus one single dock, also extending from the point. This will provide every boat currently in the water on Docks 1, 3, 4, 5 and 6 access to the lake. No more pinned in boats, like 2009!

The Great Luau!

Saturday, August 27, the day before the hottest day on record in Austin, AYC hosted our traditional Luau for over 150 participants! In spite of record heat, everyone enjoyed the wonderful slow roasted pork, plus all the fixin's, and, yes, a bit of dancing to the music of our DJ! Huge thanks to **Jorge Martin de Nicolas** and **Susie McDonald** and their respective teams for a performance beyond all expectations!

Reminder: BOAT REGISTRATION

AYC House Rule #6 requires that "All members shall obey County, State, and Federal laws that apply to the operation of the Club." The Texas Administrative Code, Title 31, Part 2, Chapter 53, Subchapter E, Rule 53.90 reads as follows:

(a) Documented vessels are required to display the registration validation sticker on both sides of the bow and maintain current documentation through the United States Coast Guard or display the state-assigned TX numbering series with the decal. Commercial vessels used in coastal shipping and vessels exceeding 115 feet in length are exempt from registration requirements.

(b) Vessels registered as antique boats are permitted to display the registration validation sticker on the left portion of the windshield. In the absence of a windshield, the registration validation sticker must be attached to the certificate of number and made available for inspection when the boat is operated on public water.

The following vessels (when on Texas public water) are required by law to have current registration. This includes vessels that are docked or moored:

- All motorized boats, regardless of length (motorized boats include boats propelled by a trolling motor);
- All sailboats 14 feet in length or longer or any sailboat with an auxiliary engine(s); and
- USCG Documented vessels.

Exempted vessels — All (non-motorized) canoes, kayaks, punts, rowboats, or rubber rafts (regardless of length) when paddled, poled, or oared; sailboats under 14 feet in length when windblown; USCG documented commercial vessels used in coastal shipping; and USCG documented vessels exceeding 115 feet in length.

Information on renewing or obtaining registration for your boat can be found on the Texas Parks and Wildlife Department's website at www.tpwd.state.tx.us.

Vice Commodore Report

by Johannes Brinkmann



FJ Replacement & AYC Fleet Challenge!

Further progress has been made on the replacement of the UT Sailing Team / AYC fleet of 18 Flying Juniors. (See last month's article for background on this.)

Since then, UTST president, **Luke Craig** has secured a signed Letter of Intent from the Long Beach Yacht Club to purchase our entire fleet at a fair price. The AYC board voted to support the sale and replacement of the fleet at its August meeting with a \$6,000 commitment, and the AYC Fund approved a donation of \$10,000 in support of the replacement of AYC's six boats. As currently envisioned, Long Beach Yacht Club will pick up nine of our old boats during September. LBYC will pick up the remaining nine old boats next February, and 18 new FJ's will be delivered to AYC next March, in time for the 2012 College Nationals.

This year's AYC Governor's Cup Regatta will again benefit the AYC Fund. Regatta chair **David Lewis** and AYC Fund Chair **Scott Young** are collaborating to bring us a one day event, Saturday, October 1, that will offer opportunities for everyone to participate, whether or not you can get your own boat in the water!

There will be PHRF Spin & Non Spin, Centerboard, Catamaran and Opti races. FJ's will be available for charter during the regatta.

New for this year will be the AYC Fleet Challenge. This event will be held after the regular races and before dinner. Each AYC Fleet is challenged to raise a donation to the AYC Fund and put forward their best two-person team to race against the other fleets in a short set of FJ races. **Scott Young** will be getting detailed rules out to the fleets shortly. In addition to taking home bragging rights, the winning fleet will be presented with the 2011 Governor's Cup Trophy.

The playing field is level. Let's find out which fleet rules the rest!



duckwatch88@yahoo.com

PLANNED GIVING UPDATE

If you have thought of including AYC in your estate planning but were overwhelmed by the logistics of amending your will, the Club now offers a convenient way to support the future of AYC.

AYC's Planned Giving program makes it easy for our members to leave gifts to AYC through their wills. Simply drop by the AYC club office when our notary, **Pam Radenbaugh**, is in. You'll need two witnesses over the age of 18, you'll sign the forms and you'll be on your way. We will provide you a copy for the executor of your will.

The Club would like to reward members who donate \$5,000 or more with a permanent memorial in the form of a brass plaque which will be placed on a wall near the Levins' bell. Families of members who have passed previously could also be included in the memorial for a similar donation. The Planned Giving subcommittee has been working in conjunction with our Buildings and Grounds Commander to come up with a plan for the wall which would complement the current club landscaping.

The sub-committee heading up this effort includes **Barry Bowden** and **Bruce McDonald**, who are open to suggestions on how best to implement this program and the best form of permanent memorial. If you have questions about Planned Giving or wish to make suggestions for implementing the program, please email Barry at bbowden1@austin.rr.com or Bruce at brucemcdonald@att.net.

Save the Date Governor's Cup Regatta is October 1, 2011

ONE DAY ONLY

Brought to you by The AYC Fund –
Providing opportunities for Sailing
Education, Competitive Sailing and Instructor
Development in the Austin Area

Support the AYC Fund!

Race Commander Report

by Bruce McDonald



In spite of blistering hot temperatures and low lake levels, the Beer Can races continue to be surprisingly well attended. The wind, which usually at this time of the year is marginal at best, seems to be holding and most evenings are sailable.

The Centerboard Regatta had great winds and the dirt ramp at the end of the point remains useable for both centerboard and beach cats. With the upcoming dock moves, we should have lake access until we finally get some rain, although setting race courses on the shrinking lake will be a challenge.

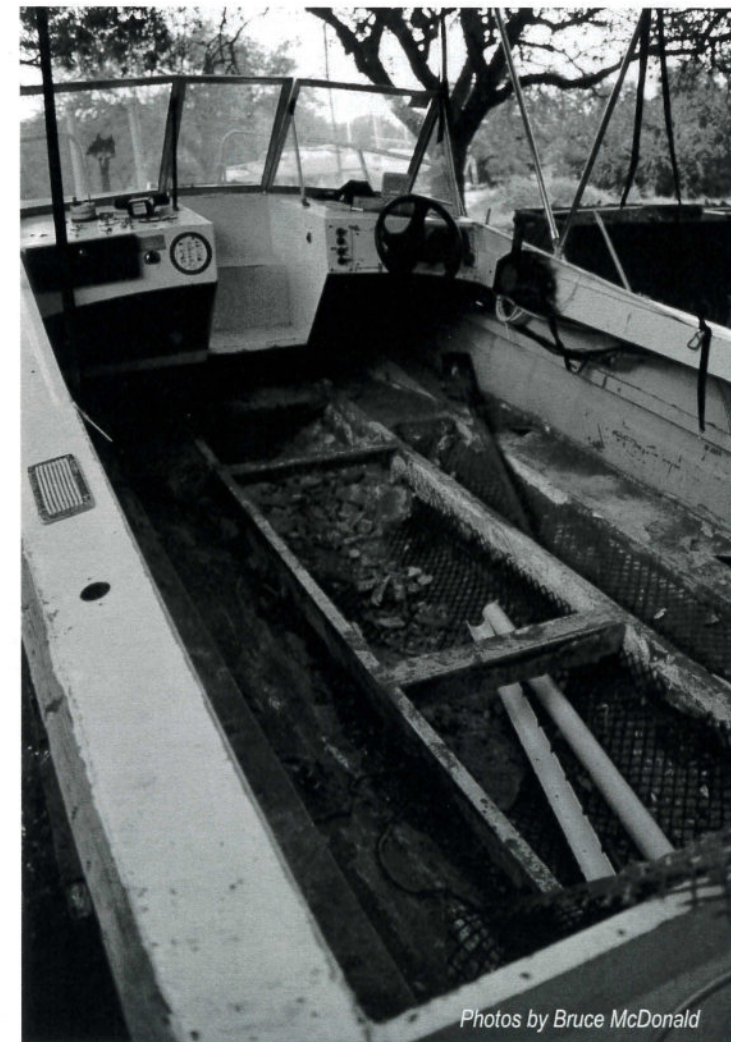
The rehabilitation of Chase 3 is almost complete. The replacement of the floatation was done thanks to help from **Vic Manning** and **John Saunders** who donated their expertise as well as manual labor to help get the project done on time and under budget. The floatation which was reported to have been removed at least a decade earlier, in fact, was still there although it was almost completely water-logged. This was apparently not closed cell foam and held hundreds of pounds of water, even after being dry docked in the nose-up position for more than three months. Enough new closed cell foam was added to keep the boat afloat easily.

One problem that was encountered during the replacement of foam were two 1/4 inch holes beneath the water line which were due to galvanic action on the aluminum hull. There were other areas of pitting which were identified. **Fred Schroth** has some epoxy which has previously been purchased by the club. He donated his time to prep the hull and spray the epoxy. The final color scheme is one that will make Chase 3 readily identifiable out on the water.

Many thanks also to **Fred Schroth** for his cameo appearance during the foam installation portion of the Chase 3 rehabilitation when he very eloquently lectured **John Saunders** and I on the errors in our foam installation technique, demonstrating the correct technique.

Now that these portions of the rehab have been completed, we have turned the boat over to **Tom Cunningham** to replace the electronics and expect to have the boat back in service by the start of the Late Summer Series.

The sinking of Chase 3 as well as some difficulties this year and years past have emphasized the need for adequately trained individuals to run the races and drive our boats. We are continuing to look for avenues to train our members which are time and cost effective and which are acceptable to all or at least most of those involved.

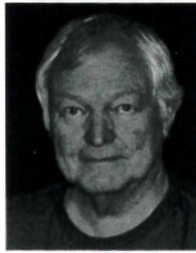


Photos by Bruce McDonald



Sail Training Report

by Bill Records



We made it through August PB&J with all of the boats in good condition, thanks to the excellent supervision of the counselors. The adult counselors were **Kate Noble, Ann Kitzmiller, Matt Fuller, and Philippe Bettler**. **Max Fuller and Jules Bettler** were the Junior Counselors.

As I have mentioned before, the junior camps have been serving as membership conduits for young sailors. The new junior members this summer are **Will Abrams, Ben Froelich, Ethan Froelich, Sam Hollenbeck, Conner Burns, Alex Wilby, and Tori Salazar**.

On August 27 the new junior members joined the rest of the Roadrunners for a picnic cruise to one of the many sandbars festooning Lake Travis. 27 kids and 10 adults boarded Optis, Picos, FJs, Sunfishes, and the coach skiffs and headed up the lake. And as expected, the cruise became a race with new member **Connor Burns** finishing first in an Opti! On Lake Travis one boat is a cruise while two or more become a regatta. After rafting up the sail boats to the skiffs, everyone went ashore for sandwiches, cold drinks, and some interesting beachcombing.



Junior cruisers exploring mud

On August 3, we scared up enough Optis to have a start in the Centerboard Regatta. In spite of the high, shifty winds out of the north, our intrepid Opti sailors finished two races on Saturday but stayed ashore on Sunday (30+ winds). **Sam Peel** took first place, **Ben Peel** second, and **Gus Gamble** third. Bravo to you three!!! We will be having junior courses at the Governor's Cup Regatta, so plan ahead.

The September 24 Keel Clinic is filling up fast and registration is open for the October 22 Women's camp. **Linda McDavitt** is planning a great sailing event capped off with a gourmet meal.

Roadrunner Update

by Kate Noble

Our summer programs have finally all wrapped up with the conclusion of August PB&J. I want to thank everyone who helped out and made it such a success: **Bill Records, Ann Kitzmiller, Max Fuller, Philippe Bettler** and our junior counselors, **Max**

Fuller and Jules Bettler. We had a full house for August despite the scorching temperatures and lack of water! The kids did an exceptional job learning their basic boat handling and concepts. I hope to see many of these new sailors back next summer or as new junior members!



Tori Salazar cools off in Lake Travis

As Bill mentioned, to celebrate the end of summer, we had a Roadrunner Cruise on August 27. We had a great turnout (even though it turned out to be the hottest day of the summer!) and the kids had a blast racing to our sandbar destination in Optis, Picos, Sunfish and FJs. A big thank you to all the parents who came to help rig, launch, coordinate lunches, and crowd control. Everyone had a great time and I hope to do it again sometime this fall. Looking ahead to our Roadrunner program this fall, I want to



Roadrunner cruise participants

remind everyone of our practice schedule. Beginners practice on Thursday evenings from 4:30 to 7:00. Green Fleet racers practice Saturday from 1:30 to 4:00, followed by Lasers from 4:00 to 6:30. Please remember to contact me at jrcoach@austinyachtclub.net if you plan to participate.

Our Green Fleet has really been improving over the past few weeks and we have decided to hold a Green Fleet Championship Series this fall. Our first race will be held on Saturday, September 10 at our regularly scheduled time. We will have a chalk talk to clarify and reiterate rules, tactics, etc., followed by our first scored race of the series! At the end of the series, we will hold an awards ceremony and crown our 2011 AYC Green Fleet Champ.

Don't hesitate to contact me with any comments, questions or suggestions about our Roadrunner program, or to schedule a private or semi-private lesson. Looking forward to the cooler weather and a fun fall season at AYC!

Centerboard Regatta



Photos by Bill Records



Gus Gamble rounding the mark ahead of a laser! Way to go, Gus!!

Congratulations to Centerboard Sailors, Young and Old!



2011 AYC Luau by Susie McDonald

In spite of the 112 degree heat, more than 150 partiers attended the 2011 AYC Luau.

The fun started at 6:00 p.m. with beer, wine and various rum drinks. This year's Luau featured a DJ who provided an audio backdrop of beach music from 6:00 to close.

The incredible Hawaiian dinner at 7:00 p.m. was preceeded by the traditional pig procession. The pig bearers were adorned in somewhat minimalist Luau attire, with personal pride, of course, cast to the wind. The crowd was mesmerized by the tremendous level of respect rendered to this year's pig.

The entertainment kicked off at 8:15 p.m. An AYC favorite, Tropical Productions, put on a great show as usual and managed to entice a substantial number of partiers to the dance floor for hula lessons. It's hard to say which AYC member gave the best effort. No it's not. **Rob Stivers** showed, once again, that he is willing to try anything anytime.

Following the hula lessons were Hawaiian fire dancers who added much excitement (and some trepidation) to the event by throwing flaming torches toward the overhanging trees. Their performance was spectacular and without incident.

There are so many people to thank – **Jim Tillinghast and Lanelle Montgomery** for welcoming guests and leading the pig procession; **Jorge Martin-de-Nicolas** for roasting the best pig ever and coordinating all the shopping and other details that went into pig prep; the **Pig Procession Dudes** for being great sports; **Vic Manning** for his outstanding Mai Tais; **Tommy Gairloff and Linda Firestone** for bartending; **Walter Allan** (aka Salty Walty) for his colorful island tattoos; **Bruce McDonald** for carving and providing a great slide show; our wonderful office staff – **Steve, Pam and Tom** – without whose help, we couldn't have pulled it off; and the fabulous members of the social committee and other AYC volunteers who worked their butts off to make the event a success. Thank you all! (and I apologize profusely if I have forgotten anyone.)

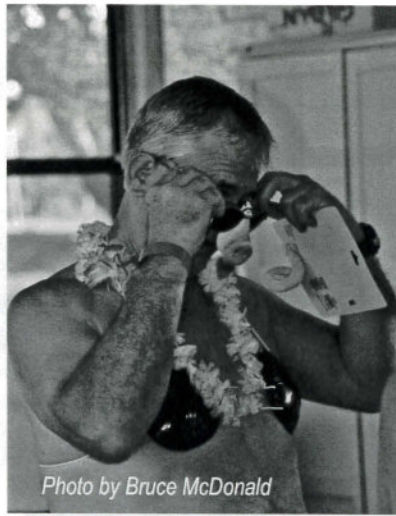


Photo by Bruce McDonald



Photo by Bruce McDonald



Photo by Deborah Mathison



Photo by Deborah Mathison



Photo by Bruce McDonald

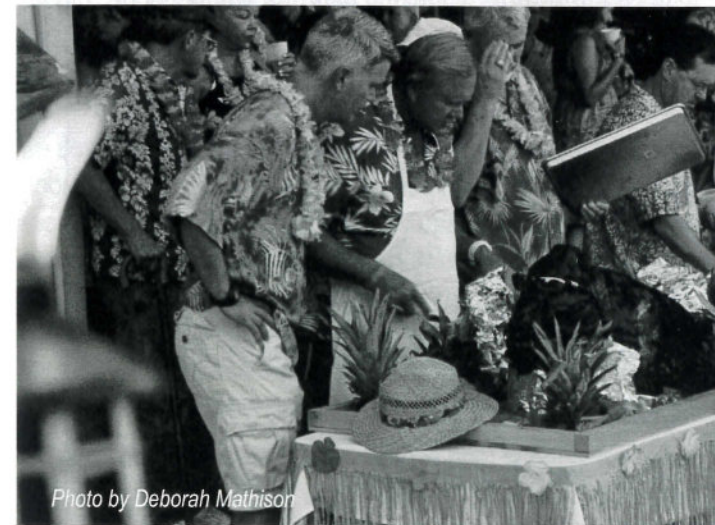


Photo by Deborah Mathison



Photo by Deborah Mathison



Photos by Bruce McDonald

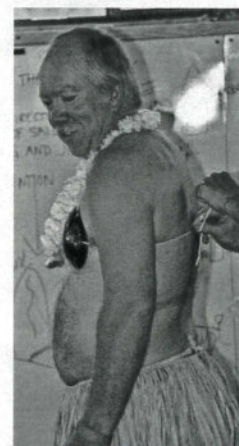


Photo by Bruce McDonald



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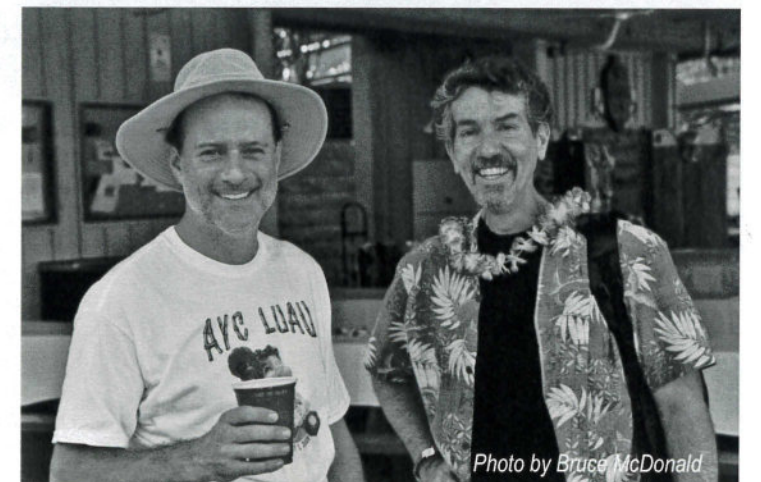
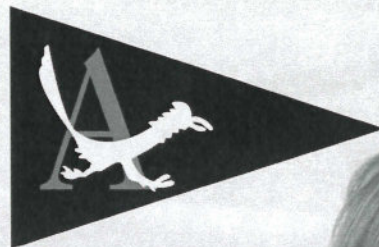


Photo by Bruce McDonald

2011 AYC'S Women's Sailing Camp



FOR WOMEN ONLY

Come on out ladies to a day of sailing, making new friends and having a great adventure.

On Saturday, October 22, 2011 from 9am to 8pm at Austin Yacht Club, you have the opportunity to learn about the fun world of sailing. There will be something for everyone whether you want to cruise, race, or just have a fun day. We invite all levels of sailors as there is always a new trick to pick up as Women teach Women the tricks of the trade.

The day will include lunch, a gourmet dinner with the incredible AYC Fine Cuisine staff and a delightful wrap up of the day's happenings.

Cost: Members \$65

Non Members \$75

For more information, please watch for information on the AYC website or contact:

Linda McDavitt 512.731.6614
or Bill Records at 512.474.4157.

Please bring sunscreen, a reusable water bottle, hat and sunglasses.

Closed toed watershoes/sandles or boat shoes and sun protection shirt (rash guard or similar) are strongly recommended



C-22 Fleet Update

by Art Bussey

Most sailors would agree the basic ingredients for racing are good winds, a proper course, and enough alcoholic drinks to satisfy the crew. Oh and one other component, water. After all, it is a sailboat. Now racing can take place with whatever winds the wind gods bestow upon the racers. And proper course or not, a race can take place. It is difficult to imagine a race taking place with a shortage of grog, but theoretically I guess it could happen. But without water, even the most determined sailor must surrender to the facts of life and give up the quest to sail. And then of course move immediately to the grog.

And that is what is happening at the Austin Yacht Club this month. Soon, only those boats which are already in the water or small dinghies that can be launched from shore, will be able to reach the precious water needed to float a boat. Ramps, which usually are dependable even in low water conditions, will soon be useless on Lake Travis. All this while we watch the news on flooding on the East coast. It seems only a Gulf tropical storm or more will break this horrendous dry spell. The world has turned upside down when we pray for a hurricane. One consequence, the Texas C-22 Spinnaker Championship scheduled for AYC, has been moved the Houston and will be held in conjunction with BBVA Compass Performance Cup at the Watergate in Seabrook TX October 1 and 2.

So what does a die-hard sailor whose boat is not in the water do? Why, they drive their boat to where there is water. In this case to the salt water of the Texas coast, as did **The Griz** a few weeks ago along with willing shipmate and wife, **Ann Marie Grzinich**.

Meeting them at Port Aransas Marina for an evening sail were **Art and Andrea Bussey**. The Griz's sailed everyday during their four-day visit enjoying the wildlife and pleasant winds. See photos of the happy sailors (Griz in the Yellow) enjoying the wet stuff. You remember, water.



Photos submitted by Art Bussey

The Griz's enjoying the wet stuff. You remember – water.



Art and Andrea Bussey

And there are boats in the water at AYC. Catalina sailor **Wade Bingaman** used his secret knowledge of the Lake Travis in a recent reverse handicap Beer Can race to win the event. As he was on the last finishing leg, a J-29 was bearing down on him and the finish. But not to worry. Just as the pair approached the line, the 29 suddenly ground to a halt. Yes, they had found the bottom before they made the finish. Well done for the crafty **Wade and his crew of wife Kathy and son Kirk** by not only navigating the fluky winds, opposing boats, but also the submerged contours of Lake Travis.

J/24 Fleet Update

by David Broadway

With the majority of the J/24 fleet drysailed, the fleet is effectively landlocked until the lake rises sufficiently to use the ramp again. With only two J/24s in the water, the upcoming Late Summer Series will not make a one design start. However, there are rides available in the other fleets, so come out to catch a ride and join the fun!

Currently, the Friday Beer Can races have provided an opportunity for J/24 sailors to play. Show up about 6:15 PM to prowls the docks for Beer Can crew spots.

The J/24 TX Circuit Regatta season will resume with three stops in the Fall. The events/dates are: Houston YC One Design Regatta on September 17-18; Lakewood YC JFest on October 29-30; and Lake Canyon YC Circus on November 19-20.

Additionally, the Wursthfest Keel weekend of November 12-13 will be a nearby opportunity to race and tune up for the Circus stop.

Baker Wins Ensign Nationals

by Sarah Faust

The Ensign Nationals were held on Lake Canandaigua, in upstate New York August 12-16, 2011 and AYC's **Jonathan Baker** and team won 1st place.



All photos submitted by Sarah Faust except where noted.

Jonathan, skipper (and my brother), **Tom Groll**, trimmer, **Eric Faust**, tactician (and my husband), myself at foredeck, and **Kelly Groll** (ground crew) made the trip to upstate New York to race the Ensign that Jonathan and I inherited from our dad, **Jim Baker**. Jonathan skippers the Ensign in club races and regional regattas but

this was his first Nationals. Tom is a longtime Ensign sailor, and has done very well in past Nationals. I have raced on the Ensign with my family, and Eric is new to the Ensign but has a lot of experience in one-design, round-the-bouys racing. We thought we had the potential to do well and at the very least would get out of work and into the cool air for a week.

Our boat was made in 1964 and is in decent condition after a major overhaul three years ago, but it needed a few things upgraded for a big regatta. Preparations on the boat included scrubbing the bottom, sanding the teak and mahogany interior, new jib winches, new spinnaker trim blocks, repair of the boom gooseneck and internal outhaul, spinnaker pole repairs, and many new lines. Last but not least, a decal with J. Seagull and AYC was applied to the stern.

Before leaving town we contacted a sailmaker from the racing area for some local knowledge. Canandaigua is a long, skinny "finger" lake with hills to the south that work like a funnel. The sailmaker responded with a long email with detailed descriptions of the wind from every point on the compass with subheadings like "Thermal North Wind" and "System East Wind." Although the information seemed complicated, Eric summed it up nicely: "Don't worry, its shifty lake sailing, and it'll be tricky, but we've been training for this our whole lives."

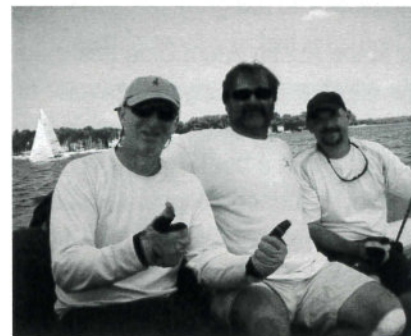
Tom and Kelly Groll hauled the boat up with a pit stop to visit family in Pittsburgh. Kelly was with us the whole week at the regatta and was the best regatta ground crew you could ask for, taking care of anything we needed (mostly sandwiches and cold beer.) We had arranged with some local sailors for housing, and it turned out to be a beautiful house with the use of a minivan.

John Baker (no relation) and **Joy Martin** were the most gracious hosts, especially given the crowd of friends and family that turned up during the week.

The regatta started with a banquet to celebrate the 50th Anniversary of the Ensign Nationals. This was the first of many

nice dinners and parties hosted by CYC. The banquet included a presentation by **Gary Jobson** who gave us our new favorite term for trophies, "pickle dish." There were a lot of old timers in blue blazers telling war stories, and with 44 teams registered and 10 past Nationals winners there, we definitely felt like the new kids on the block.

The first day of the regatta we got out on the water by 8 am to practice before the skipper's meeting as it was too light to practice the day before. It was a 6-10 mph breeze which was good because we had a heavy weight team and were hoping for a breezy week, but the forecast was for light winds. We had a great start in the practice race and sailed the whole race



very solid, coming in 2nd place. This was a good sign, but only practice. We knew the starts would be key, and Jonathan is traditionally a very good starter but this was his first Ensign regatta with more than 15 or 20 boats.

The first real race we had

another good start, and came in 6th. Communication was very good on the boat and everyone worked together really well. Every now and then I would hear people on other boats griping at each other and realized how nice it was to be on a boat where everyone was into racing but also having fun.

When we got in off the water we were greeted by our uncle, **Tom Baker**, who had ridden his motorcycle over from Maine to visit with us and watch the sailing. Uncle Tom was ecstatic about our finish, and I think a little surprised that we were in the top of the fleet.



Photo by Steve Roth www.photosbyroth.com

The second day was a long one with five races, all double windward-leeward with a downwind finish. We saw the front



Photo by Steve Roth

of the fleet, the middle, and unfortunately the very back of the fleet throughout the day. The wind was moderate 5-10 mph but with some really light patches. In one race we were called over early and with an I Flag flying, and had to round the end of the line to restart. This was unpredictable lake sailing though, and we knew that if you stay positive and keep your head in the game, anything can happen.

On the last windward leg, we saw a nice wind line on the right when nearly the whole fleet had gone left to the windward mark, and we ended up taking second place in the race! Jonathan was delivering his usual great boat speed, Tom never let the spinnaker collapse once, Eric was keeping everyone thinking and our wind clear, and I hung out on the pointy end and tried to look for breeze. We weren't sure where we were at the end of the day, but with another second place finish, and our worst finish being mid-fleet, we figured we were at least still in the hunt.

Coming into the dock the second day we were greeted by an old friend and former AYC Ensign sailor, **Harold Neel**. Harold lives in the South Pacific and had arranged as part of his decennial visit to Texas to come and see Tom and Kelly at the regatta. Late that night, during the Harold welcome party, I checked the scores and



Photo by Steve Roth

after the day's protests were decided (that we weren't involved in) we were actually in 2nd place overall. Woo-hoo!

Day three was very light wind and from the opposite direction as the day before, so we had to re-orient all of our compass numbers and ideas about the lake. We had a great start but made a bad call on the first weather leg and rounded in the back of the fleet. We managed to catch a bunch of boats on the runs and work our way to 13th place. We were eager to redeem ourselves but because the Race Committee had a rule not to start a race in under five knots of wind, there was no more racing that day.

Consequently, we went into the last day of the regatta in 5th place overall. The top finishers were all very close in scores, and the lead had changed every day so things were still pretty much wide open as for a winner. With good wind in the morning everyone was very cheerful and excited for the day's racing. But throughout the first race the wind gradually died and was full of 90 degree shifts and autotacks, causing the committee to shorten the course to three legs. With our shifty lake sailing skills, we were able to see a few wind lines that other boats

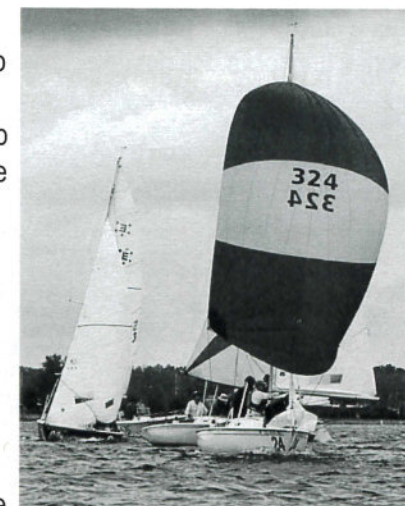


Photo by Steve Roth

didn't and by being patient and staying very focused we ended up in 4th place in the race. We tallied up the scores and going into the last race we appeared tied for 2nd place, just two points out of 1st!

The wind had filled and switched directions yet again for the final race, but was still light and shifty. Jonathan had a great start and we quickly got on the favored tack to round the weather mark in third place. It got very light and we missed a big shift and it started to look really bad, but we just kept focused on sail trim and keeping the boat moving and managed to hang in the top of the fleet, only dropping to 7th by the finish. Although we lost a few places in the race, we could also see that our competition was at the back of the fleet, and with some quick math realized we came out with the overall win! High fives all around after the finish but we held off the big celebrating until all the protests were over and the scores were final.

Arriving at the dock after the final race we had yet another visitor. Jonathan's mom, **Jane Norwood**, who is currently



living in California, had decided to surprise us and had flown out to see us in New York! We had no idea she was there until she came down the dock and asked, "Did my kids just win the National Championship?" Eventually the scores went final, we had won by eight points, and we immediately grabbed Jonathan and pushed him in the lake. The whole crew, friends and family jumped in too and gave a cheer. That night at the awards banquet we were all ecstatic, having won the first Ensign Nationals for an Austin team, on the J. Seagull, and with a great group of friends and family together to celebrate.



Lake Sailors Take on Coastal Cruising

by Bob Jones

My wife Karen and I set sail from Corpus Christi on March 6 and headed along the coast. We arrived in the Chesapeake in mid-June and are spending the summer exploring the Chesapeake. Most of the cruise was on the ICW with some trips outside. In the fall, we plan to follow the weather south in an attempt to avoid approaching winter but not bump into a late season hurricane. Winter in the Florida Keys, before heading back to Texas in the spring or possibly extending the cruise to explore Long Island Sound and New England.

We purchased our Catalina 30, Watercolors, about four years ago having in mind coastal cruising in retirement. Boat improvements included navigational electronics, electrical power systems, safety gear, a dinghy and outboard, docking and anchoring gear, and additional storage. Early this year Watercolors was transported from AYC to a yard in the Coastal Bend for further work. After this we moved aboard and did the final outfitting.

Karen and I grew up in Nebraska and Kansas, not too much coastal sailing there. In fact we did not start sailing until we moved to Austin twenty-three years ago. We worked our way up from centerboard Capri 14.2 to Catalina 22 to the C30. Saltwater sailing had been a couple of trips to BVI plus ASA classes through Basic Coastal Cruising and Bareboat Chartering at Blue Water Sailing out of Ft Lauderdale. I also completed Coastal Navigation at AYC. But still there was a great deal to learn on the water.

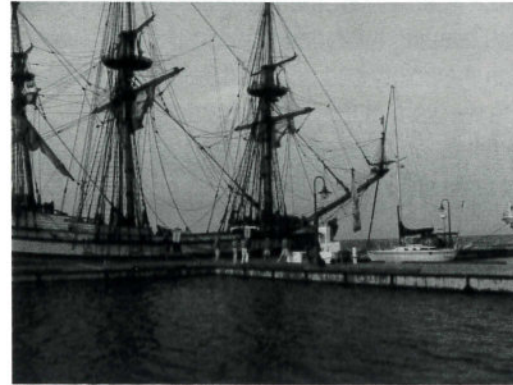
Docking

On the ICW we discovered many different docking challenges. Some marinas have floating docks like we are used to at AYC except for a single finger per slip. Trickier are fixed docks with pilings to tie up to. A few have a long finger on one side, but more common are slips with pilings on both sides with a short finger as little as 1/3 or 1/4 of boat length. You can barely step off the boat once it is secured let alone step off and control the boat. A lot of boats back in, but with a dinghy hanging off the stern this isn't practical. We have yet to become adept at lassoing a stern piling on the way in and have resorted to using a boat hook to place lines. A lot of transient dockage is along bulkheads or face dock. This can be easy or not depending on the space available and wind and current directions. If the dock face is smooth it also helps, but many have exposed piling which are great at grabbing fenders (or our poor dinghy). For leaving face docks we use a large round fender and a bow spring to warp off. On a positive note, the marinas are quite good about sending a hand to help dock.

Big Boat Traffic

Ship channels really reinforce the Big Boat Rule. Never mind J120's and cigarette boats, now we're talking ocean going

tankers and freighters. Meeting a ship is exciting enough, but being passed brings a higher stress level since you are trying to figure out where they will catch up with you and how much sea



Watercolors and Kalmar Nyckel, the official tall ship of Maryland, sharing a dock at Yorktown

room will you have to flee from the channel. Our worst experience was coming in the very long channel at Brunswick GA. We could see this freighter on AIS coming at about 12 kts. He picked up a pilot without

slowing much. We could get out of the channel quite a ways but were limited by shoaling. The waves were from behind meeting an outgoing tide. When the bow wave hit us we spun from broad reach to close-hauled, pretty exciting but no harm done. A more interesting encounter was meeting a nuclear submarine in St Mary's Channel. We got out of the channel, and machine gun armed USCG boats carefully stayed between the sub and us. In the Gulf ICW there is a lot of barge traffic, and this is especially heavy between Galveston and Pensacola. Gulf tows are commonly a "six pack" or 2X3 array of 180 ft long barges pushed by tow boat. In the Gulf there is a lot of VHF communication between barges, and one soon understands their special lingo. Most captains are friendly and can provide useful local information. We learned how to stay in touch with them and in which situations it is critical for us to give way to them. Cross currents or winds, corners and bridges are typical critical situations for them. On the Atlantic ICW there is limited tow traffic often with a single barge.

Bridges and Locks

After a little practice we adapted to getting through opening bridges and locks. Guidebooks are key to learning of special



In Harvey Locks, New Orleans, with loaded and light tows

features of each and especially if they have any restrictions on opening times. It can be a long wait if they are down for two hours at rush hour. The worst concentration of locks and restricted bridges is in New Orleans. Additionally, the construction on new levees had access to Lake Pontchartrain blocked for months and east and south ICW routes experienced stoppages from time to time. One of these closed for 12 hours a little after we went through. The ICW in New Orleans uses locks to enter and leave the Mississippi River. The Mississippi had a 5 kt current when we went through. We really had to make certain we made the exit turn as we were flying downstream at 9.8 kt SOG with no possibility returning upstream.

Night and Fog

Leaving Galveston, we were counting on an anchorage reported at High Bridge. Unfortunately the entrance was silted up and we gave up after grounding twice. The next known anchorage was near Lake Sabine, another 30 miles away and well into the night. Arrgggh, running the ditch at night with barge traffic! Time to turn on the radar and, before darkness, practice seeing the spoil at the channel edge. Fortunately there was a full moon, which was partially countered by a light fog. Between the chart-plotter, the radar, and VHF communication with tows we managed to escape any harm and pulled off the ICW a mile or so to our anchorage at 11:00 pm. Threw out the anchor, which held immediately in the wonderfully thick mud bottom. We had a second but shorter night run to reach an anchorage. By the time we hit dense fog in the Mississippi Sound and Mobile Bay we had added AIS capability that helps identify traffic and its direction and speed. Still there are small craft out there with limited radar reflections and no AIS.

Wildlife

One of the big attractions of an ICW cruise is the opportunity to see wildlife up close in their native habitat. The Gulf ICW goes along extensive National Wildlife Preserves and state parks and National



Osprey nest on green day mark

Seashores. There are also remote sections and preserves on the east coast, especially in Georgia, the Carolinas and southern Virginia. These areas are home to many species and especially wintering birds. Texas has the highest concentration of birds with abundant brown and white pelicans and of course the rare whooping cranes. Osprey love to build their nests on top of day marks so we saw lots of these. We especially enjoyed the Gulf Islands in the Mississippi Sound as sailing is possible there and we anchored off a couple of the islands. The barrier islands along the Gulf are also the nesting grounds of endangered sea turtles.

Limited Facilities Areas

These remote areas also mean that dockage, diesel, food, pump outs are far apart. Availability of anchorages is dependent on draft and for deep draft sailboats can be limited. So careful planning is needed. Also try to find out ahead if certain facilities are closed on given days. The most limited area was east Texas and Louisiana that in addition to being remote has also suffered from Rita, Katrina and Ike. We did not find a single functional pump out in this area.

Regatta

We watched parts of a three-day Regatta at Oxford MD. Friday was a long distance PHRF race from Annapolis to Oxford. Saturday and Sunday were round-the-buoy races. The PHRF racers went out to a course away from town. Multiple courses were set for one-design races. The most interesting to us were the log canoe races. The log canoes are handed down in families for generations and many are over 100 years old.



Log canoe racing at Oxford, MD

Constructed as an advanced dugout canoe formed from three logs fastened together, log canoes were originally crabbing boats with limited sail and a couple of crew. For racing, more and more sail was piled on to these narrow craft and hiking boards and large crew added. The resulting boats are top heavy and once over they are not self-righting. Indeed, the masts have to be removed to their support boat to get them upright. These popular races started and finished in front of the Tred Avon Yacht Club to provide spectacular viewing. In the second race the wind piped up and the racing became very exciting and photogenic. Only four of the 12 starters were able to finish.

All This and More

There is a great deal of history along the ICW and especially on the East Coast. We really enjoyed looking at the historical architecture in cities such as Charleston and Savannah and smaller places such as Beaufort SC, Fernandina FL, and Yorktown VA. We also enjoyed meeting other cruising boaters. For more on our cruise see our website and blog at <http://web.me.com/jonesschou/cruise>

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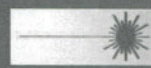
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