



## AYC ROADRUNNERS

### Champions of the Future

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*RB*

Save the Date

Summer Series

May 19, June 2

AYC Board of Directors Meeting

May 23

Turnback Canyon Regatta

May 25-26

Learn to Sail Clinic

June 1

Dog Days Series

June 22, 29; July 13, 20, 27



Alexandra Mares





## CONGRATULATIONS AYC ROADRUNNERS – BEST PARTICIPATION EVER!



Race Calendar and Non-Racing Events have moved to page 26

## From The Commodore

by Christopher Dwight



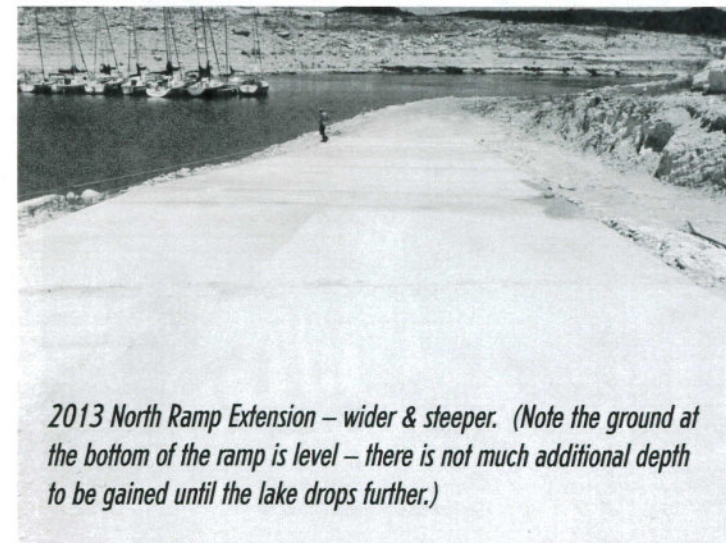
### Into Full Swing

With the coming of April, your Yacht Club is into full swing with series races, multiple training events, active youth sailing every week, regattas, Friday night Beer Can racing, and now with May, the return of Wednesday Night Sunfish / Laser races. There are more reasons than ever to come out and enjoy your club.

April 6 and 7 saw the return of the annual youth Roadrunner Regatta and once again, AYC provided a spectacular venue for an excellent turnout. We broke the 100 competitor threshold with 102 sailors competing. This regatta also continues to be a revenue generator for AYC, helping to fund other regattas such as Turnback Canyon. Many thanks to our Vice Commodore **John Morran** for another year of excellent execution in managing this great event.

The 2013 Spring Series wrapped up on April 24 and by my count, there were a total of 45 boats participating. PHRF A, Ensign and J/22s were the most consistent, with at least five boats participating in each race (at least six boats for the Ensign fleet).

If you haven't been out to the club lately, you may not have seen our ramp extension. With the help of **Jonathan Nash** (Harbor), **John Saunders** (Buildings and Grounds) and **Ray Shull**, we have widened, steepened, and extended our North Ramp to within a few feet of the current lake level. After input from many members and fleets, we worked to achieve a 10% grade for the length of the ramp.



*2013 North Ramp Extension – wider & steeper. (Note the ground at the bottom of the ramp is level – there is not much additional depth to be gained until the lake drops further.)*

Although some fleets preferred a slightly steeper grade, each degree of increase would lead to a significant amount of additional digging and material removal, which was a major part of the project cost in the first place. The board felt that the 10% grade was a good compromise between usability and costs. Note that the lower section of the old ramp extension was only a 5% grade.

Looking forward, there is a tremendous amount of activity coming up. In

addition to sailing on Wednesday and Friday evenings, the Summer Series has just kicked off on Sunday afternoons, we had a Spring Women's Sailing Clinic on Saturday May 11, and we end the month with our annual Turnback Canyon regatta on May 25 and 26. With the continued drought, we plan to repeat the Turnback Canyon program that **Wade Bingaman** masterfully created last year, with two long distance races, one on Saturday and another on Sunday, with an amazing beach party Saturday evening. The food is being catered, so if you plan to race or just attend the beach party, please be sure to register in advance so that the regatta team can order adequate food for all!

I look forward to seeing you at your club enjoying all that AYC has to offer.

## Vice Commodore Report

by John Morran

### 2013 Roadrunner Regatta Volunteer Thank You



The 2013 Roadrunner Regatta was hosted by Austin Yacht Club on April 6-7. The turnout and conditions were fantastic – over 100 competitors sailing in Opti Green Fleet, Opti RWB Fleet, FJ, Laser Radial and Laser 4.7 classes. Other than Texas Youth Race Week in July, AYC's Roadrunner Regatta is the largest youth sailing event in the State of Texas.

Obviously, an event like this could not happen without the help of our Club Staff and many hardworking volunteers. Please let the following people know how much you appreciate their hard work for AYC:

AYC Staff – **Steve Hawks, Jackie Wheelless and Tom Cunningham**

Roadrunner Team – Coach **Kate Noble**

Regatta Co-Chair – **Stefan Froelich**

Registration – **Bill Hawk** (chair), **Kelly Hawk, JoAnn Welles and Norma Lien**

Meals – **Cheryl Butler** (co-chair) and **Polly Peel** (co-chair), **Tom Peel, Amy Morran, Gael Slowick, Laura Hollenbeck and Isabel Bettler**

Race Committee – **Kelly and Bill Hawk** (PRO – Opti Green Fleet)

**Ray Shull** (PRO – Opti RWB), **Sandra Helin, Michael Tita, Tony Slowick, Yolanda and Adolph Mares, Renee Ruais, Phillippe Bettler and Alexandre Larrouilh**

**Barry Bowden** (PRO – Laser, FJ), **Jen Schwan, JoAnn Welles, Bob Mathison, Brigitte and Eric Rochard, Jenny Loehlin, Mike Mashl, Wendy and Terry Short, Steve Gay and Scott Walsh**

FJ Fleet Organizer – **Steve Gay**

Harbor & Grounds – **Vic Manning**

Scoring – **Renee Ruais**

T-Shirts – **Cathy Ellenbrook** at Travis Graphics

Photographs – **Bill Records**

Support Boats – **John Bartlett** at Bartlett Sails, **John Saunders and Jan Thompson**



## Membership Committee News

by Past Commodore Johannes Brinkmann



Please welcome the following new members who joined AYC in April:

**Mukhbir (Mike) Singh** and his wife **Meeta** want to get back to sailing and they want to introduce their son **Jus** (11) and their daughter



Mahima, Meeta and Jus Singh

**Mahima** (7) to the sport. Mike learned to sail on a lake in Chandigarh, India, so he's already accustomed to the shifty winds on Lake Travis.

**Gregg Freeman** and his wife **Joan** have been racing as crew on J/24s for a number of years and also co-own a Catalina 30 with several AYC members. Gregg and Joan raced with **Jorge Martín-de-Nicolás** at the J-24 nationals on Lake Dillon last year.



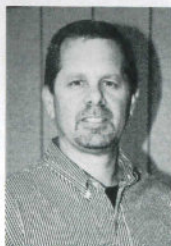
Gregg and Joan Freeman

**Drew Scheifele** is a former member of the Fairwinds Yacht Club in Channel Islands Harbor, CA. Drew has been lake sailing small boats for 20+ years, and his wife, **Wendy**, is avidly learning to sail on the family's Hunter 26.5 on Lake Travis. The Scheifele's children **Lilly** (11) and **Miles** (8) are active participants in the junior program.



Drew and Wendy Scheifele

**Tim Schmitz** and his wife **Sharon** have enjoyed sailing Hobies and Sunfish while on vacation in the Caribbean. They recently had the opportunity to purchase Feng Shui, a Beneteau First 23. Tim and Sharon have three sons ages 22, 20 and 14.



Tim Schmitz



Christopher Crump

**Rachel West** is a member of the Sea Scouts and would like to join AYC as a student member to become more proficient in sailing.

**Christopher Crump** joined AYC in March.



## Sail Training Report

by Jenny Loeblin



Thanks to **John Morran** and **Stefan Froelich** and everyone who helped out with last month's Roadrunner Regatta! The event was a success as usual, with plenty of wind.

One of the Sail Training skiffs has a new bright shiny outboard. Thanks to **Tom Cunningham** and **John Saunders** for their help in making this happen. It's a good way to go into our very active summer season.



Spencer LeGrande and Scott Young

**Scott Young's** Start Clinic was well attended. It was fun to watch junior sailors, adults, and members of the UT Sailing Team all out there in dinghies right off the T-heads practicing start after start. The wind was obligingly puffy and shifty, so Scott had plenty to talk about. Thanks to **Vic Manning**, **Barry Bowden**, **Mike Mashl**, and **Philippe Bettler** for helping with the behind-the-scenes stuff.



Explore Austin group

On the same day, **Ray Shull**, **Vic Manning**, and **Jim Tillinghast** took a group of young men from the Explore Austin program out for a sail. It was a beautiful day for sailing, and it was good to have so many people out on the water.

Looking forward – in June, there will be another beginning keelboat class on June 1 and a centerboard class on June 23. And of course there will also be PB&J and camp. We're offering five weeks of camp this year, well into July. Thanks to Kate Noble for all her hard work in getting ready for another great summer!

## Sailing Director Report

by Kate Noble



April was a busy month for Sail Training! We had our first advanced clinic of 2013 on April 20 – the **Scott Young** Dinghy start clinic. We had a great turnout at the clinic and the juniors were invited to participate in place of their Saturday practices. A big thank you to **Scott** for sharing his knowledge and expertise!

Our US Sailing Level One Instructor course took place the last weekend of April and first weekend of May. AYC member **Steve Gay** taught the course to a group that included our **Commodore Christopher Dwight**, 2013 Junior Sailing Camp counselor **Ryan Dwight**, **Fred Ford**, and two members of the UT Sailing Club. I am thrilled to see so many people taking the time to become certified. Having more certified instructors here at AYC will really enhance our training programs.

AYC American Sailing Association instructor, **Gary Payne**, has also been busy certifying sailors this month! He taught ASA 101 to several candidates this past month, including new member **Tim Schmitz**.

### Junior Training

We had a record number of youth sailors representing AYC at this year's Roadrunner Regatta! In all we had 17 AYC competitors – six in FJs, seven in Opti RWB fleets, and four in Opti Green Fleet. The windy conditions and crowded start lines proved to be challenging but the Roadrunners held their own! For many of our competitors, this was their first "big



Nicole Prado at her first ever regatta

fleet" experience. Congratulations to our trophy winners – **Meredith** and **Michael Morran** who took 3rd in the FJ fleet and **Alexandra Mares** who placed 3rd in Opti Red. Congratulations to all of our AYC competitors: **Meredith** and **Michael Morran**, **Nikki Goodwin**, **Will Abrams**, **Ricky Trent**, **Rachel West**, **Alexandra Mares**, **Spencer LeGrande**, **Charles Larrouilh**,

**Jules Bettler**, **Sam Peel**, **Marcus Tita**, **Tony Slowick**, **Ethan** and **Ben Froelich**, **Sam Hollenbeck** and **Nicole Prado**. I am so proud of all of our AYC participants! Thank you to regatta co-chairs **John Morran** and **Stefan Froelich** for organizing such an amazing weekend and to all of the parents, volunteers, and AYC members who made it possible!

Enrollment in our Junior Sailing Program is at an all-time high. We currently have 41 youth sailors enrolled for weekly practice sessions. Our beginners have been making lots of progress on their terminology, knots, and basic skills such as tacking, jibing, and sailing in a straight line. We've had such a big turnout that we rarely have enough AYC Optis to go around! A special thank you to Green Fleeters **Ethan** and **Ben Froelich** who have been helping out at practice as "junior coaches" aboard the Picos. The Green Fleet has been participating in a wide variety of activity this month – from games with set boundaries that encourage close-quarters sailing to learning how to recover a capsized Opti quickly. FJ and Laser sailors have enjoyed switching off between double-handed and single-handed sailing. Our skippers are quickly bringing our new sailors up to speed!

We have a month to go before the end of the Spring Season and AYC's annual Turnback Canyon Regatta! This year, we will have a dinghy course at Turnback that will be open to youth Opti, Laser, and FJ sailors. We will take a break from our weekly practice schedule in June and July to accommodate our busy Junior Sailing Camp and PB&J schedules. The Summer Season will begin on July 20.



Tony Slowick heading out to the starting line at the Rock the Rock Regatta

### Texas Sailing Association Youth Circuit News

The next stop after the Roadrunner Regatta on the Youth Sailing Association's Youth Circuit was the Rock the Rock Regatta at Corinthian Sailing Club April 27-28. New member **Tony Slowick** placed 3rd in Opti White Fleet. Way to go, Tony!

### Summer Programs

Our Junior Sailing Camp is now fully staffed and we will begin pre-camp training this month. There is still space in both our Junior Sailing Camp and PB&J so sign your kids up if you haven't already! Check out the flyers posted around the club or visit our website for more information.

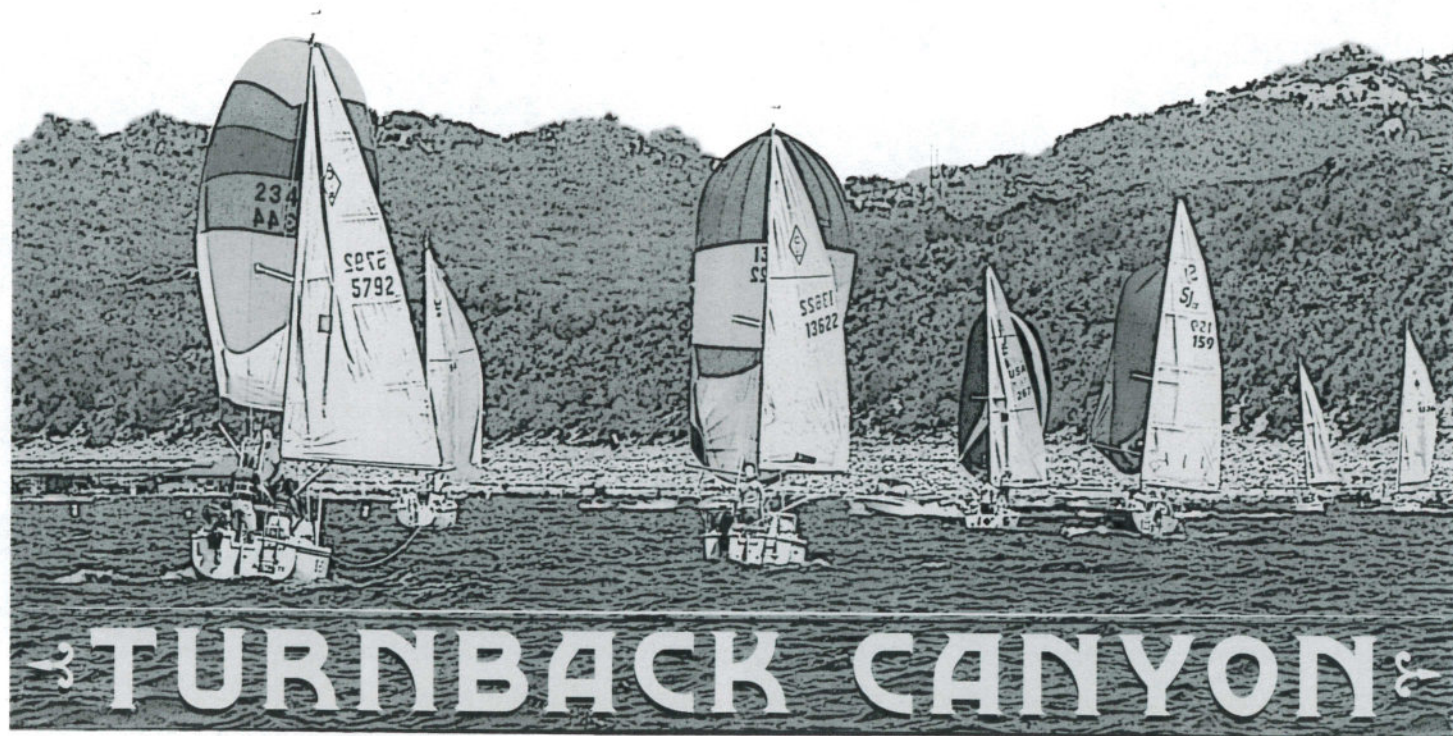


# Junior Sailing Photos — Friday Practices

Photos by Mary Grace Sorensen







# TURNBACK CANYON

## REGATTA

2013

**Beach Party Music Fest Shrimp Boil.**

**May 25 & 26**

**AUSTIN YACHT CLUB**

### BANDS

**J Rod • Lime Drop Steele • Sons of Harry • Shoal Brothers**

### SPONSORS

**Bartlett Sails • Winkley's Hardware • Sailboat Shop • Sail & Ski • Texas Sailing  
Texas Realty Capital • Aztec Events and Tents • South Congress Distillery [White Hat Rum]  
Steiner Ranch Steakhouse**

## Get Ready for the Turnback Canyon Regatta

by Wade Bingaman

### RACES

What should you do to get ready? First, plan on having some great sailboat races. There will not be long distance races up the lake. Instead, like last year, we will be racing in the main basin. Our race planners will set great courses, and you will be off the water early enough to avoid exhaustion. Two days of exciting races are expected.

### FOOD

Next, to get ready, plan on coming to the regatta hungry. The club's social committee will be providing breakfast both Saturday and Sunday morning so you can start the day with a full stomach. Once you've worked off that meal racing, there will be a Cajun shrimp boil on Saturday evening. It will be provided by the same vendor that did our meal last year. You can ask anyone who was there, the dinner will be excellent. On Sunday afternoon, the UT Sailing Club will be cooking lunch. So stick around, have a beer, enjoy the lunch, and attend the trophy presentation.

### MUSIC

Another thing to anticipate is great music. The music festival will be awesome. There will be music for all tastes – from easy listening acoustic acts, to an island steel drum band, to Crosby, Stills harmonies, to classic rock 'n roll dance music. So be prepared to kick back and listen to music while you enjoy the shrimp, beer, and rum drinks. You may even get in the mood to enter the limbo contest or dance in the sand. The beach party will be like none other.

### REGISTER NOW

Finally, you need to REGISTER NOW. Early registration will help us in preparation. Last year some people were disappointed because they waited too late and were unable to get meal tickets or one of the T-shirts. Don't be one of those people. Go online and sign up now.

So, what's not to like? Great racing, great food, great music, great beach party. You can see why last year's Turnback was so popular. We're doing it again, and it's going to be fantastic. Get ready!



**NO CREW LEFT BEHIND**

If you want to crew,  
don't be shy about asking for a spot on a boat.

If you have a boat with an open spot,  
never leave willing crew behind!

The meeting point for those who want to crew  
and those looking for crew is the  
Crew Chair / Sign as you walk onto the main dock.



## J/24 Fleet Update

by John and Meiling Parker



### J/24 Launching

Since the April Telltale, no additional J/24s have been launched or retrieved. At the time of this writing the elevation of Lake Travis is 628.60 feet (msl) so we need more water before we can successfully launch via the metal ramp.

### Local Racing

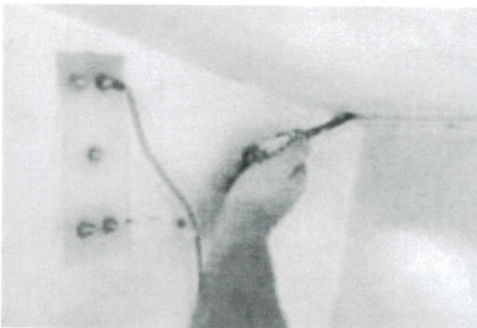
For the Spring Series races six J/24s participated. The participating boats include **Pat Hitchens/Mark Hulings** on Mothership Connection, UTSC's Betty with **Paul Linden, Roman Shor, and Gregg Freeman**, as well as **Vicente Saborio, Dave Broadway, Stephen Burke** on Out of Control, and **John Parker**.

Again, our thanks go out to **Stephen Burke, Joe Mancuso, Tom Shelton, Pat Hitchens, and Tommy Pullen** for allowing eager fleet members and crew to utilize their platforms while dry-sailed fleet boats remain out of the water.

For the last Spring Series race, the J/24s performed Race Committee duty. Responsibility for PRO duties was split between **David Broadway and John Parker** providing an opportunity for John to "learn the ropes". It was a learning experience!

### Maintenance

Several members of the J/24 fleet continue to perform maintenance on the boats and trailers. Fleet members are donating time, funds, and materials to both maintaining and improving the current wet-slipped boats as well as preparation for the J/24 Circuit. One of the more interesting maintenance items is the process of separation of ayeBoat's deck from its hull in preparation for deck repair. Here are a few pictures of the process.



Creating a passageway for cutting wire at the deck/hull seam

Photo by Jorge Martín-de-Nicolás



Passing the cutting wire through the deck/hull seam

Photo by Jorge Martín-de-Nicolás



Wrapping the cutting wire in preparation for cutting

Photo by Jorge Martín-de-Nicolás



Using a sawing motion to break the seal between deck and hull

Photo by Jorge Martín-de-Nicolás

### Maintenance Day

On Saturday, May 18 there will be a maintenance day at Austin Yacht Club. The focus of the maintenance day will be assisting **Stuart Juengst** in removing the existing bottom from his new J/24, Comeback. Come out to AYC on this day if you are interested in assisting or simply learning how to perform this process.

### Fleet Social Events

For May, the J/24 Fleet combined its social event with the Social Committee on Sunday, May 5. J/24 team Superman hosted the appropriately themed Fajitas and "Ritas on the "Cinco-de-Mayo". It was quite a party including great food as well as a margarita contest. **Margo Bower** of the social committee won "Best Presentation" for **Margo's Marvelous Margaritas**. Margo's creation was an "on-the-rocks" margarita with a tequila-filled strawberry shooter. And, the first place margarita was the **Preston's Watermelon Margarita** concocted by **Preston Bezaní**. Honorable mention went to the J/24 fleet for the "2-stroke" mango margaritas. Thanks to previous J/24 fleet captain, **Kurt Carson**, for loaning the fleet the apparatus to make the "2-stroke" margaritas.

### Out of Town Events

April has come and gone and the first two of the 2013 J/24 Circuit Stops have been completed.

### Houston Yacht Club – Elissa Regatta

Of the 14 J/24s at Elissa, four AYC-based boats were in the competition. **Dr. Dave Gamble** with Ooh Ahh, **Dave Broadway** with Superman, **John Parker** with Free Spirit, and thanks to **Mr. Eric Nelson and Mr. Bob Harden, Jorge Martín-de-Nicolás** helmed Mr. Happy (as daveBoat) at the event.

During the 2012 Awards Ceremony, various AYC participants on the J/24 Circuit received awards. As part of Team Rumline, **Tom Lappin** received the First Place pennant for 2012.

*continued next page*

## Ensign Fleet Update

by Lewis Price

I am so proud to be the captain of currently the most active one design fleet in the club. We did get a great job of getting boats on the starting line during the Spring Series with an average of six boats and twice we had as many as eight. Getting that many of our sailing hall of fame member watercraft out of their stalls and onto the race course was truly a sight to behold. Way to go Ensigneers!! Now if we could just get the race committee to set a course that fits our type of racing, not too short and not too long (more on that later).

Before I get into the race results I would like to welcome **Ignacio Vivanco** to our fleet as he has recently purchased and somehow splashed a new Ensign Classic, sail #2025 (I think). Hopefully, Ignacio can soon join us out on the race course and be a part of our social events. Speaking of social events, kudos to **Norma Lien** for trying to organize one; unfortunately we had a bunch of Ensign sailors out of town, so maybe we can all get together sometime later during the summer series.

Over the last few weeks we wrapped up the Spring Series with **Elliot Bray** on Primetime taking top honors, basically dominating the last few races sailed in mostly light to moderate wind conditions. Sailing with Elliot was a crew of **George Dahman and Doug Laws** among others. They normally got good starts and then picked the favored side of the course and were able to keep the boat moving even in the lighter air. **Jonathan Baker** finished second overall, winning the last race of the series. **Bill Hawk and Tom Groll** tied for third. I finished behind them partially because right at the beginning of the last race of the series the metal (brass) bracket which attaches the tiller to the rudder broke and suddenly I had no steering (kinda scary). Fortunately my crew reacted quickly to the situation and we were able to be safely towed back to the club.

The Spring Series was the first one with the new race course configuration with the leeward mark being up wind of the start/finish line. This made for some interesting and crowded mark roundings especially if the race committee placed the mark too close to the finish line. Personally I kind of enjoyed finishing on an off-wind leg for a change, but the choice of course length during the last race of the Spring Series and the first race of the Summer Series left something to be desired. I totally understand that with lake being so low it is tough to lay out a suitable course, especially depending on the wind directions. However, one week we had a course that didn't give us much distance between the windward and leeward marks so by the time you got the chute up and flying (even if you had a timely and perfect set) it was time to take it down. The following week the race course was so spread out that you had to use binoculars to figure out where the windward mark was placed. Needless to say when the wind died completely two of the four Ensigns were not even able to finish and had to be towed in. We have race committee on June 9 and I will make it a priority to lay a course of suitable length.

Please make an effort to keep coming out and racing with us so we can keep that average up and make plans to attend any social events we put together. See you out at the club.

Also, members of the Free Spirit team, and daveBoat teams took home the hard-earned Road Warrior awards for participating in all of the 2012 J/24 Texas Circuit Regattas.



Team Rumline receiving First Place pennant for 2012 – Photo by John Parker



Rachel Loziuk freeing a spinnaker halyard – Photo by John Parker

### Fort Worth Boat Club – Southwest Championship

Of the 14 J/24s at FWBC, three AYC-based boats participated. **Dr. Dave Gamble** with Ooh Ahh, **Dave Broadway** with Superman, and **John Parker** with Free Spirit. Unlike in 2012, the winds were light and variable on both days.

### Upcoming Out-of-Town J/24 Circuit Events

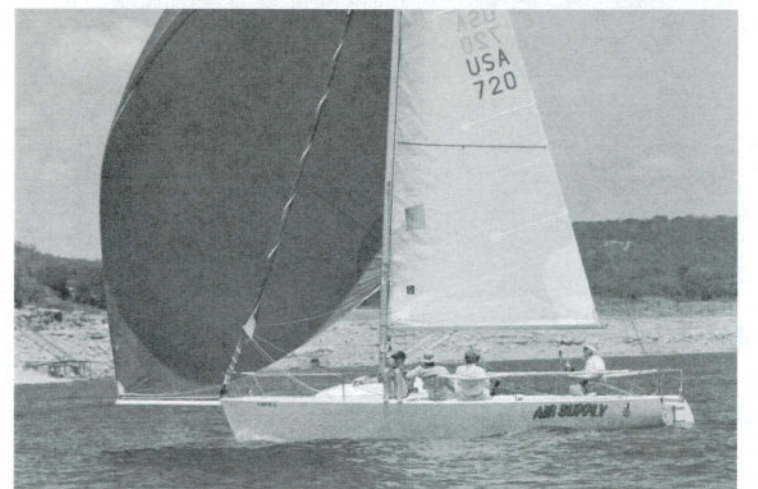
Dallas Corinthian Yacht Club	Heritage Cup	May 11-12, 2013
Corpus Christi Yacht Club	Surfin' Safari	June 8-9, 2013

If you are interested in participating in one of these out-of-town regattas with the AYC J/24 Fleet, please contact **John Parker** or **Jorge Martín-de-Nicolás**. For general information on the J/24 Texas Circuit, you may visit <http://www.j24texas.com> for additional details.



# Summer Series Photos

Photos by Bill Records

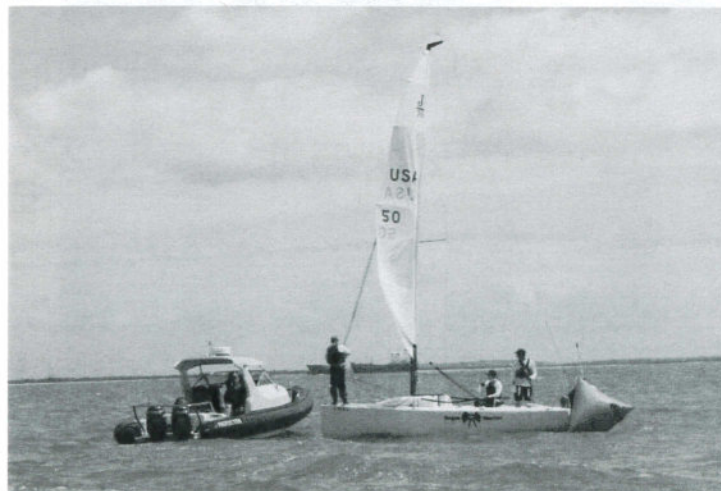




## Ransom Note Found at AYC

by Anonymous Informant

Austin (TX) For immediate release. Officials at the Austin Yacht Club have confirmed that a mysterious ransom note has surfaced at AYC. The ongoing investigation revolves around an incident that occurred during the Elissa Regatta at the Houston Yacht Club on Sunday, April 7, 2013.



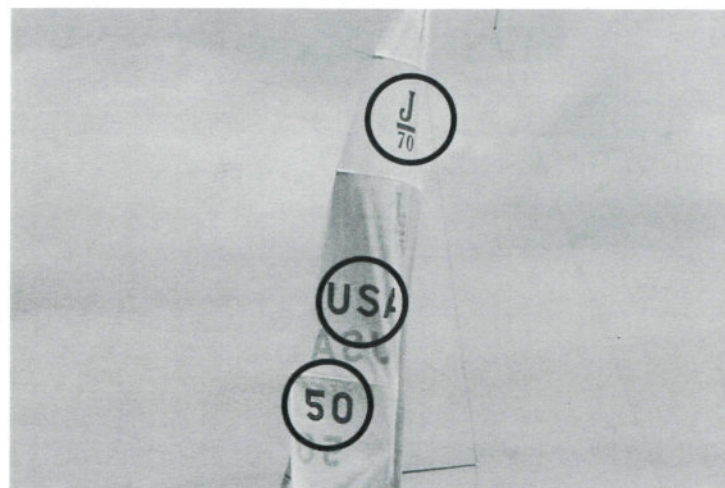
The "Protector" intercepts get-away vehicle

"— We have never seen anything like it," the crew of the "Protector" exclaimed. "— This bad boy has twin outboards and 300 ponies and we still couldn't keep up with them." Eye witnesses described the ensuing high speed chase and were astounded as the get-away vehicle quickly outpaced the RIB after the perpetrators dropped the loot and kicked it into high gear: "— They were off on a plane and it was all over but the singing" ... there was nothing the RIB could do to catch them.



Identifying marks on get-away vehicle

"— They can run, but they can't hide," local authorities said, "— We have interviewed witnesses at the crime scene and the get-away vehicle is easily identifiable. The long arm of the law will catch up to them."



Identifying marks on get-away vehicle

The perpetrators are still at large, and sources close to the investigation cited anonymous tips indicating that the get-away vehicle may have recently been painted or otherwise camouflaged in an effort to avoid detection. Local authorities have set up an anonymous email hotline to assist in the investigation (roguewarriornote@gmail.com). They are asking members of the public to come forward with any information regarding this incident and they are asking for help identifying the "persons of interest" in the attached FBI mug shots.



HYC hiest attempt — Person of interest #1



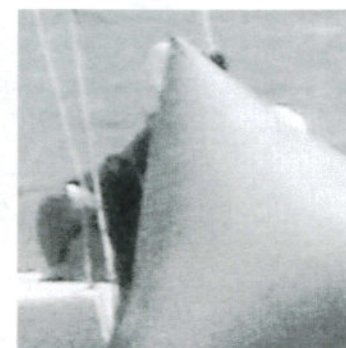
HYC hiest attempt — Person of interest #2



HYC hiest attempt — Person of interest #3



HYC hiest attempt — Person of interest #4



## From the Desk of the GM

by Steve Hawks

May is typically the time of year when a noticeable increase in activity starts at the club. Racing activity picks up, regatta season begins and area schools are about over for summer break.

When school lets out for the summer get ready, the Junior programs at AYC are about to begin. But before they can begin, new staff must be hired and trained, equipment must be inspected and made ready for use and finally the entire facility must pass a rigorous state health and safety inspection.

With all of the activity about to begin, I should mention that the clubhouse is an important part of all junior programs/activities. The following instances have been noticed and have been occurring all too often: the closet and pantry doors have been left unlocked and/or open; personal alcohol has been left in the kitchen fridge and the closet fridge; and recently the closet fridge doors were left open resulting in the spoilage of a considerable amount of food.

Speaking of food, on several occasions food has been spilled on the floor and not cleaned up (mainly chips). This not only wastes food but contributes to the rodent problem. Because of these reasons I would like to revisit a few rules of the road for the clubhouse:

1. No personal alcoholic beverages are to be stored in the clubhouse. You may bring personal alcoholic beverages to enjoy during a meal or get-together at the club, but please take them with you when the activity is over.
2. The closet and pantry are for AYC storage only, primarily A/V equipment and Social Committee supplies. Personal items and non-AYC business access are not appropriate.
3. Only those members who have been assigned keys or have checked in with the AYC office should have access to the clubhouse closet or pantry.

These rules are meant to ensure that we all can safely and legally enjoy the clubhouse. If you need to store personal alcoholic beverages for an upcoming event or activity please contact the office and we will help you work out a solution.

Please remember, during Junior Camp we are subject to surprise inspections. Violation of the clubhouse rules could spell disaster for our Junior Camp if we get a surprise inspection.



Perpetrators attempt to steal a mark off the course of HYC



## Catalina 22 Fleet Update

by John Grzinich

The Spring Series gave us some fabulous sailing weather, nice cool temperatures for Texas, and fabulous breezes. It was not enough to get big participation, but we did have four boats out racing. We've been using the temporary ramp to launch, it can be challenging on windy day, but it's workable.

I am happy to report we have a new C22 owner in the C22 Fleet, **Preston Bezant**, who bought a boat that **Joe Roddy** owned that has been in storage.



Photo by Cheryl Pervier

Fleet members will be working with Preston to get the boat outfitted.

Preston sailed an FJ during the **Scott Young** Dinghy Starting clinic, **Ted Owens** sailed his Sunfish, and some of us sat in for the chalk talk. As usual you pick up so much great expertise from Scott, it pays to go anytime you have a chance to hear his lectures or get out on water with him. In the next race we focused on reading the wind patterns coming down the lake after listening to Scott and eventually got a few right for a change.

Thanks to Cheryl Pervier for some nice photos of C22s. Below is **Ted Owens** on Mojo and myself on Beboalula competing in the Spring Series.

## Ten Tips to Become the Perfect Crew

by Jim Johnstone

Keel boats require crew to race. I have tried it single-handedly and scared myself and the race committee and the skippers and crew on other boats I encountered. Skippers are always looking for good crew but there is not much written about how to crew. So here are my top ten tips to be the perfect crew.

1. **Commit.** Skippers hate wondering if they will have enough crew so sometimes ask for more than they need, but having too many crew can be as bad as not enough. By committing to sail with your skipper you eliminate both problems. Let them know what dates you can and can't sail and then keep your word.
2. **Show up early.** Good crew shows up early to get the boat ready to race. This is a good time to learn about the rigging and where the spare parts and tools are kept. It puts the skipper in a good frame of mind when everyone is there and the boat is ready a few minutes early. The whole team has more confidence in itself, having done the first thing right.
3. **Bring your own stuff.** Bring your own gloves, life jacket, non-marking deck shoes, foul weather gear, sun tan lotion, sunglasses, food and beverage. Many skippers provide some of this and if yours does, you are fortunate. If your skipper does not provide this then you will still have everything you need and be ready to sail when you show up.
4. **Ask about safety before you leave the dock.** Find out where the throwable life preserver is, where the fire extinguisher is, and where there is extra line should you need a tow. Ask what your job will be in case of crew overboard, assuming it is not you, and who is responsible for watching out for other boats on a collision course during the race.
5. **Go over your role and responsibilities with the skipper and the other crew before the race.** Do this even if you have been sailing together for years; sometimes things change. What is your job at the start of the race? Going upwind? Reaching? Downwind? At mark

roundings? Find all the lines and controls you will have to operate and make sure they work properly.

6. **Keep your part of the boat clean and organized.** The boat is easier to sail if all the lines are free to run and no one slips on your baloney sandwich that fell onto the cockpit floor.
7. **Get along with the other crew.** Give them encouragement during the race. The skipper has enough to do without mediating crew disputes. The only problem that needs immediate attention is when there is confusion about responsibilities or sequence of events – read item five again. The skipper, you, and the other crew need to learn the rhythm of making the boat go. The ancient Greeks won many naval battles because they were able to synchronize as many as 170 rowers on a single boat. Coordination on a modern keelboat should be child's play in comparison.
8. **Adjust to the skipper.** Some skippers want a lot of information and input on decisions, some want very little, and some do not know what they want. As crew I found that giving my skipper information on other boats, wind shifts, and tactical situations was appreciated. Telling him we were slower than another boat, I was thirsty, or that he just made a dumb mistake, was not.
9. **Ask questions after the race.** Get clarification on how the skipper made decisions and discuss parts of the race you thought went well and not so well. Ask your skipper what they think you could do better as a crew. This is a good time to tell the skipper and the rest of the crew what a great job they did – assuming you want to ever speak to them again.
10. **Stick around after the race.** Help put the boat away and learn where things go. Stay until the skipper says he doesn't need any more help. There are always a few little things that skippers like to do themselves when putting the boat away. They have a mental checklist and they need to go through that routine to make sure the boat is safe and sound for the next sail.

Try these ten tips the next time you crew and you will have no problem finding crewing jobs.



### REMINDER:

An updated AYC directory is in progress. Please verify your personal information is up-to-date with the AYC office so that your data may be captured correctly.



## Non-Spin Keel Fleet Report

by Bill Casnovsky

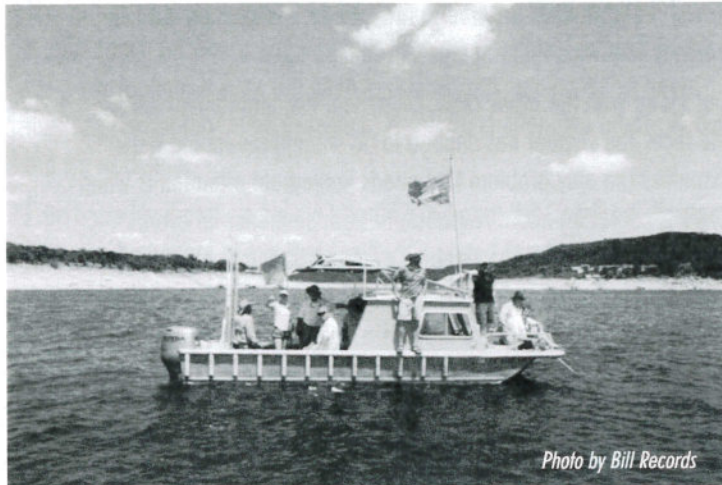


Photo by Bill Records

Non-Spin crew, ready for RC duty

Well, the month of April went screaming by. One of the highlights for me was to be (PRO) for the first race of the Summer Series. I have to report that I received great response from our fleet when my call went out. We had three chase boats working with our committee boat. We made a few mistakes and got lots of practice using the horn and the AP flag. We got off as many races as possible before the wind died late in the afternoon. Only one boat was reported to have run aground. My advice is to keep your radios on and watch your depth meter.

I received only one complaint at the end of the day – Non-Spin was supposed to bring food for the first race in the series! I must plead ignorant because I truly was not aware of that requirement. We did have two kegs of beer available. So, race participants had plenty of opportunity to get happy.

I wish to thank the following volunteers: **Vic Manning** (always there for me), **Bill Records** (the man with the camera), **John Vance** (chase 3), **Chris Thompson** (driver), **Allen Lunford** (potential new member), **Dylan Pfeifer** (just bought Overkeel), **Brian Mulligan** (flagman), **Brad Davis** (my race rules guru), **Hector Lujan** (timer), **Jeff Avant** (recorder), **Annie Frey** (new gal with Pearson 26), **Oliver** (all hands), **Christine** (recorder), **Charlie and Florence Mayne** (chase 2), **Preston Bezant** (all hands) and **Linda Casnovsky** (my first mate)! Can you believe 17 Non-Spinners stepped up?

May has a full schedule of racing events coming up, including Beer Can, more Summer Series and the traditional Turnback weekend. Come on out and play with us on the water.



## NO CREW LEFT BEHIND

## AYC SCUTTLEBUTT

by Bill Records

### Roadrunner Regatta

I love regattas and I love to race in them. Ironically, my favorite regatta has always been the Roadrunner Regatta, one of 13 TSA junior regattas held every year. Rarely do you see so many world class sailors racing on Lake Travis. The sight of some 50 Optis on the starting line is awe inspiring. In the Laser classes, all of the boats are on the line with very little sag. Sportsmanship and the Corinthian spirit are evident throughout,



Photo by Bill Records

Roadrunner 2013 Lasers – Meredith and Michael Morran hold leeward position in fleet

with competitors helping other competitors rig and very few protests filed. It never ceases to amaze me how tiny some of the sailors are. And the large number of girls competing makes this a very successful co-rec sport. AYC had 17 members competing this year, the most ever! Thanks goes to Sailing Director [and coach] **Kate Noble** and the many committed parents and volunteers for making our junior program so successful. Other clubs have made inquiries about our program and want to model theirs after ours. Representatives from Lake Canyon Yacht Club are coming up to check us out. Getting our camp counselors certified has been a big step. Three more of our members have been certified by US Sailing for level one. Congrats go to Commodore **Chris Dwight**, son **Ryan Dwight**, and **Fred Ford**.

### Launching / Hauling

There are a lot of boats in the work area that are waiting to launch, but can't due to the fact that our ramps are only functional for shallow draft boats. Emerald Point Marina can launch or haul deep draft boats. **Harry Polly** launched his C&C24 with no problems and brought it to the club. There is a fee for this depending on whether you launch or you have the marina do it. Weekdays are preferred, and call **Doug** for appointment, 266-1535.

### Sophie Tapley

On April 27 we lost a long time member of AYC, **Sophie Tapley**. All of us have had a few people who have truly brightened and enriched our lives. Sophie Tapley was one such person. She lived her life with quiet dignity,

*continued next page*

genuinely caring about everyone and every creature. Some of you will remember the large duck population cruising the north cove. Sophie fed them regularly off of dock six where her Catalina 30 was docked. The occasional carp would not be left out either. In 2004, illness restricted Sophie's activity and the duck colony dwindled. The week before Sophie's passing, a mother Mallard with six ducklings in tow was seen in the cove. Years ago, on a race Sunday, I saw Sophie and told her I could not find crew to race. She suggested I take her two young sons, **Mark and Craig** and that they were good sailors. I took them aboard and we won! Three days later, Sophie sent me a note, thanking me for taking them sailing. I should have thanked her! Those of us that knew her are fortunate. She will be dearly missed.

## Starting Tips

by Scott Young

**After preparing for the recent starting clinic held at AYC, I was able to dust off a few articles I have written in the past about starting. Here is the first installment of a two-article segment I wrote a few years ago.**

In the sport of sailboat racing, the start is clearly the most important aspect of the race. The start generally separates the men from the boys (or women from the girls) and hopefully YOU from the rest of the fleet. Those who position themselves with clear air, good speed and put their boat at the favored end of the starting line greatly improve their chances for a successful race.

Let's begin with the process of determining which end of the line is favored for your start. Your strategy will be much different on a Wednesday night Laser or Sunfish start as compared to the start of the Melges 24 Worlds. Many times, on long starting lines accommodating 50 boats or more, a decision on where to start must be made very early into the starting sequence simply because there is not enough time to sail to the other end of the line if you change your mind. I have seen starting lines that take over five minutes to sail from one end to the other and this time can be even delayed even further by light wind and chopped up air and water from the fleet.

With a long starting line, a decision can be made using the following inputs: the compass angle of the line relative to the wind direction; weather forecast (i.e. knowledge that a persistent shift will occur); a visual inspection of the wind velocity up the course; current and tide changes; or based on experience from prior regattas or races at the venue. To add further to the confusion, it is even possible to have different wind directions and velocity at opposite ends of long starting lines!

To determine the favored end of the line, I first start by taking a compass bearing sailing down the line on starboard tack. I try to line up the committee boat starting flag with my rudder and the leeward pin with the bow of my boat. When I feel like I am on the line, I take a compass heading. Once I know the heading, I add 90 degrees to the number. For example, if the starting line bearing is 90 degrees, by adding 90 more, I know the line is square to a wind direction of 180 degrees. Once I know

my target head-to-wind, I head the boat into the wind to determine the actual wind direction. In this example, if I get a compass heading when head-to-wind of 165 degrees, I will know immediately that the leeward end of the starting line has a 15 degree advantage. Conversely, if my heading is 195, I will know that the windward end of the line is favored by 15 degrees.

Usually, in most major regattas, the race committee does a pretty good job of squaring the starting line to the wind. Assuming they have done their job properly, neither end should be particularly favored but it is always a good idea to test using this method. The other variable affecting this process is the shifting of the wind. On one head-to-wind shot, you might get a reading of 180. Five minutes later, you might get a heading of 165. What do you do?

Most sailing venues, especially Lake Travis, the wind will oscillate through a range of wind readings, many times as much as 30-40 degrees. With this being the challenge, the key is to try and guess what phase the wind will be in when you start. Depending on how quickly the winds shifts are filtering through, the favored end of the line can radically change in the last minute before the start.

What are clues to look for when trying to figure out what phase you will be in at the start? One way is to do a little pre-race homework. This includes taking several head-to-wind readings and trying to gauge how frequently the shifts are coming through. I like to look up the race course for streaks or puffs of wind and to try to establish a visual pattern in my mind as to how the wind is coming down the race course. I also like to watch other boats upwind to try and figure out whether they are headed or lifted relative to my upwind angle closer to the starting line. It is usually better to use racing boats for this but you can tell a lot by even watching cruising boats up the course.

As a rule of thumb, the shorter the starting line, the less advantage there is to being at the absolute favored end of the line. Try putting yourself in a position to be able to tack on the first headed wind shift or conversely, the ability to hold your starboard tack off of the line if you are lifted. On Lake Travis, my goal is to try and visualize where I want to be five minutes after the start and then figure out the optimum way to get to that place. Many times, that strategy involves being able to tack to port tack quickly after the start. With this philosophy, to start at the absolute leeward end involves risk. Unless your start is so good that you can force your competition on your hip to tack off (or better yet, immediately tack and cross the fleet), the risk is that you can get pinned by the boats on your weather quarter and have to sail through the first shift that comes through.

Assuming I have reached a decision on which end I want to fight for with a couple of minutes to go, I often don't make the final decision on where exactly on the line I want to be until the last 30-45 seconds before the start. I will often reserve my decision on the exact location on the line until I can figure out what my closest competitors plan to do. If I feel the boats around me don't have the same starting skills, I will be a little more aggressive in fighting for the absolute pin or committee boat end.

*continued next page*



My favorite approach is to come in on port tack near the pin with about 30-45 seconds to go. If I think the approaching starboard pack of boats is a little late, I will sail right up to them and do a slow tack on to starboard, and once I have completed my tack, I will hold the boats up to weather for as long as I can. If successful, I will have carved out enough room to leeward to allow myself to bear off and gain speed for a good start without compressing myself so far down the line that I have to radically shoot the boat up at the pin end.

In doing this maneuver, you have to be careful not to allow any boats to bear off and go to leeward of you. You have to be constantly looking back at boats that are sailing fast down the line behind you. If I see someone coming, I quickly try to analyze what this person's capabilities and motivations are. If they have the skills to challenge me for the pin, I will bear off hard before they have overlapped me to leeward and try and force their course back above mine. If they continue to leeward of me, I will try to force them as low as I can within the rules, and then sharply luff my boat up to weather to try and create a gap between the boats. If I do my job right, even if they get the pin, I will have enough room to leeward of me to be able to survive. Hopefully, they will be forced to point so high to make it to the pin that they won't have the speed to pinch me off and I might be able to roll over them at the starting gun.

Once the gun has gone off, my first thought is "what do I have to do get myself in a position to tack?" The first weapon in your arsenal is to do your best to "pinch off" the boats on your immediate hip. By forcing boats to tack away to port early, you free up your options and you also create "blockers" on port tack should you decide to tack just to weather of them.

I also try to assess during those first few minutes, which tack is the best tack to be on. I have seen people many times make the mistake of immediately tacking to port as soon as they think they can cross the fleet. This is the proper strategy if you are headed on starboard tack because you will be then lifted on port and in phase with the oscillations. However, if you are lifted on starboard, keep going and wait for the shift. Don't be so enamored with your good start that you hit the panic button and try to cross everyone immediately, only then to sail out of phase with the wind shifts.

If I am clearly headed on starboard tack at the start, I will try and tack immediately, even if it means ducking a few boats. On Lake Travis, staying in phase with the wind shifts is paramount. If I am tacking on the favored tack, I will immediately be making ground on the boats that I have ducked and at the next crossing when I am on starboard tack, I should have gained.

Starting at the weather end of the line requires a slightly different strategy. I like to approach the committee boat on port tack (similar to the leeward end approach). In this case though, if the windward end of the line is favored, there will be a lot of traffic to weave through. If I plan things right, I like to tack to starboard with about 30 seconds to go, just shy of the lay-line to the port rear corner of the committee boat when sheeted in to close hauled. Sailing towards the starting line trimmed to close-hauled is much preferred as opposed to reaching into the line because you have much better control of your speed. If you are sailing

too fast, the tendency will be to sail down into the boats below you and risk being pushed over the line or losing the hole you created. With this approach, the risk of being caught "barging" is also minimized. The key to this starting technique (as is always the goal) is to have a hole below you to be able to bear off into and accelerate off of the starting line.

Many sailors are their own worst enemies in that they work to carve out a good hole on the line and in the final seconds before the start, the anxiety of being over-early becomes so great they bear off and sail down into the hole that they so carefully worked to create. The top starters develop a feel for how far off the line they are and keep their gap on the line free until the last possible moment. When they do bear off for speed, they are able to keep their air clear to leeward and are able to work hard to force the boats on their hip to tack off.

When you start near the committee boat, your assumption for this decision is often based on the feeling that the wind is in the right phase. With this being the case, a bad start will result in having to tack immediately to keep your air clear. Two bad things happen in this scenario. One is that you are immediately out of phase with the wind shifts from the beginning. The second is that you get forced to have to play the right side of the course that significantly reduces your options and flexibility.

There are some venues like Corpus Christi where the right will usually pay once the sea breeze has come in. In this case, starting at the committee boat end and tacking immediately can be a good strategy in your effort to get to the right side of the course. Even on Lake Travis, there are benefits to being one of the first boats to tack right, especially in a southerly breeze. The geographic bend in the wind can lift a port tack boat along the west shoreline heading towards the dam. If the wind is from the proper (generally from the Southeast) direction, the bend in the wind created by the shoreline can lift the lowest boat along the shore while the boats in the center of the lake tend to get headed down towards the leeward boats near the shoreline.

To summarize, the best start on Lake Travis is the one that allows you to get on or stay on the tack that takes you closest to the weather mark as soon after the start as possible. All other decisions should be predicated on that basic strategy. Getting in phase with the wind immediately after the start will usually take you in the direction on the race course that you want to go.

## Austin Yacht Club



### 2013 Summer Youth Programs

The Austin Yacht Club offers summer programming for sailors of all ages and experience!

#### PB&J Summer Sailing Ages: 4-10

*PB&J Summer Sailing is the perfect introduction to sailing for beginners. PB&J meets weekly for 1.5 hours of sailing basics and fun! Register for Saturdays in June, Sundays in June, Saturdays in July or Saturdays in August!*

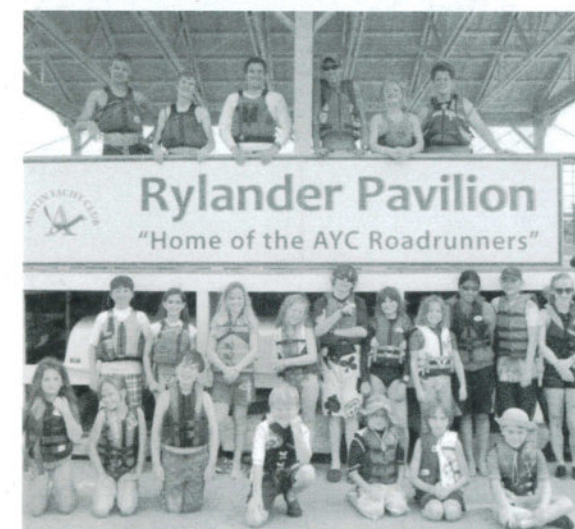
**2013 Fees:**  
AYC Member: \$65/session  
Non-Member: \$100/session



#### Junior Sailing Day Camp Ages: 8-16

*Our Junior Sailing Campers learn and practice skills aboard our fleet of Optimists, Picos, Lasers, Sunfish, and Flying Juniors. Campers participate in a wide variety of activities including destination sails, introductory racing, windsurfing, and on-the-water sailing games.*

<b>2013 Dates:</b>	<b>2013 Fees:</b>
Week One: June 10-14	AYC Members: \$395/week
Week Two: June 17-21	Non-members: \$480/week
Week Three: June 24-28	
Week Four: July 8-12	
Week Five: July 15-19	



For more information and registration visit:

<http://www.austinyachtclub.net/training/summer>

Or call AYC Sailing Director, Kate Noble at (512) 266-1336



**NO CREW LEFT BEHIND**



# Roadrunner Regatta

Photos by Bill Records



Photo boat – with John Saunders, Jan Thompson and Coco



RC – Barry Bowden, Ray Shull and Steve Gay



Opti start



Jules Bettler



Future Roadrunner



Marcus Tita



Charles Larrouilh – 12; Jules Bettler – 17



FJ start



Registration



Coach Kate and Stefan Froelich





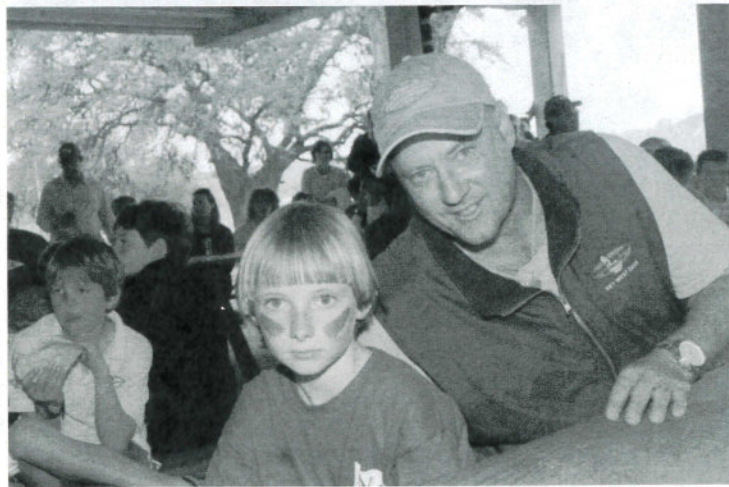
Bettler family



Alexandra powers through



Optis



Tony Slowik and Tony Jr.



Mark rounding



Sam Peel - 15; Charles Larrouilh - 12



Spencer LeGrande mark rounding



Alexandra Mares



Michael and John Morran before the race



Ben Froelich



Laser start



## BOARD OF DIRECTORS

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Past Commodore	Johannes Brinkmann
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Race Commander	Barry Bowden
Buildings & Grounds Cdr.	John Saunders
Harbor Commander	Jon Nash
Sail Training Commander	Jenny Loehlin

## AYC STAFF

General Manager	Steve Hawks
Head Caretaker	Tom Cunningham
Sailing Director	Kate Noble
Bookkeeper	Jackie Wheelless

## 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 AND WEBSITE

www.austinyachtclub.net  
office@austinyachtclub.net

## NEWSLETTER

Susie McDonald, Editor  
Email submissions by 1st of month to:  
ghowiell@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

buildings\_grounds@austinyachtclub.net  
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secretary@austinyachtclub.net  
treasurer@austinyachtclub.net  
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## AYC 2013 RACE CALENDAR

May 19	Summer Series Race #3 RC: J-22 1:30p start
June 2	Summer Series Race #4 RC: SC21 1:30p start
June 9	Summer Series Race #5 RC: Ensign 1:30p start End of Series
June 15	SC21 Intergalactics
June 22	Dog Days Series Race #1 RC: C-22 3:00p Skippers' Meeting, 4:00p start
June 29	Dog Days Series Race #2 RC: PHRF A) 4:00p start

Beer Can Races	May 17, 24, 31; June 7, 14, 21, 28
Sunfish / Laser	May 15, 22, 29; June 5, 12, 19, 26

## AYC 2013 NON-RACING EVENTS

May 23	AYC Board of Directors Meeting 7:30p
June 1	Learn to Sail Clinic 1:00p - 5:00p
June 8 - 9	PB&J 9:30a - 11:00a / 11:00a - 12:30p
June 10 - 14	Junior Sailing Camp, Session 1
June 15 - 16	PB&J 9:30a - 11:00a / 11:00a - 12:30p
June 17 - 21	Junior Sailing Camp, Session 2
June 22 - 23	PB&J 9:30a - 11:00a / 11:00a - 12:30p
June 23	Centerboard Clinic 1:00p - 5:30p
June 24 - 28	Junior Sailing Camp, Session 3
June 27	AYC Board of Directors Meeting 7:30p
June 29 - 30	PB&J 9:30a - 11:00a / 11:00a - 12:30p



## NO CREW LEFT BEHIND

If you want to crew,  
don't be shy about asking for a spot on a boat.

If you have a boat with an open spot,  
never leave willing crew behind!

The meeting point for those who want to crew  
and those looking for crew is the Crew Chair / Sign as you  
walk onto the main dock.

## In Memoriam

Sophia Tapley  
April 5, 1938 - April 27, 2013



Edna Sophia Philen Tapley was born April 5, 1938 in Lufkin, Texas. She graduated from Lufkin High School in 1956, and received a degree in English Literature from the University of Texas in Austin in 1960. On a sunny October morning in 1957, she struck up a conversation with Byron Tapley. The chance encounter led to a marriage that filled 55 years.

Sophie completed a rich and varied 75-year lifespan on Saturday, April 27, 2013. Her compassion and concern for anyone she met evolved from strong ethical and religious foundations. She had a unique gift for building lasting friendships. She filled her life with adventures, from sailing the Atlantic to hiking the Rockies, and canoed all over Texas in craft she built herself. She led the family into technical climbing, skiing, and backpacking, and was a licensed private pilot, a certified scuba diver, and a Technical Class member of AARL.

Sophie ardently defended the causes she believed just. She served the Sierra Club, the Natural Science Center, Save Barton Springs, the 99ers womens flying club, and the Austin Yacht Club. She taught sailing, sat in trees to prevent their felling, and nursed baby owls back to health for release.

Nurturing her two sons, providing constant support and motivation to her husband Byron, and spending days teaching her grandchildren to skip rocks, feed ducks, name the flowers and trees, and sail on Lake Travis, she inspired all of her family with her uncompromising honor, gentle tolerance, and boundless love of nature. Never a creature of the earth, she loved to fly, whether attempting to parachute from her garage roof at age six, earning her pilot's license while 8 1/2 months pregnant, or riding the trapeze on a racing scow with her grown son. Her family, though saddened by her loss, now thinks of her spirit soaring free, watching over them and speaking to them in the fragrance of flowers, a bright Autumn day, or the warm touch of the summer wind.

Sophia is survived by her husband, Byron Dean Tapley; their son Mark Byron Tapley of San Antonio, wife Elizabeth Lowe Tapley and children Margaret Rose, Laura Elizabeth, and William Arthur; and son Craig Philen Tapley of San Antonio, wife Katherine Goralski Tapley and daughter Olivia Grace; and sister Sydney Philen Yeager. She was preceded in death by her parents, Martha Edna Collins Philen and Richard Sydney Philen of Lufkin, Texas.



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