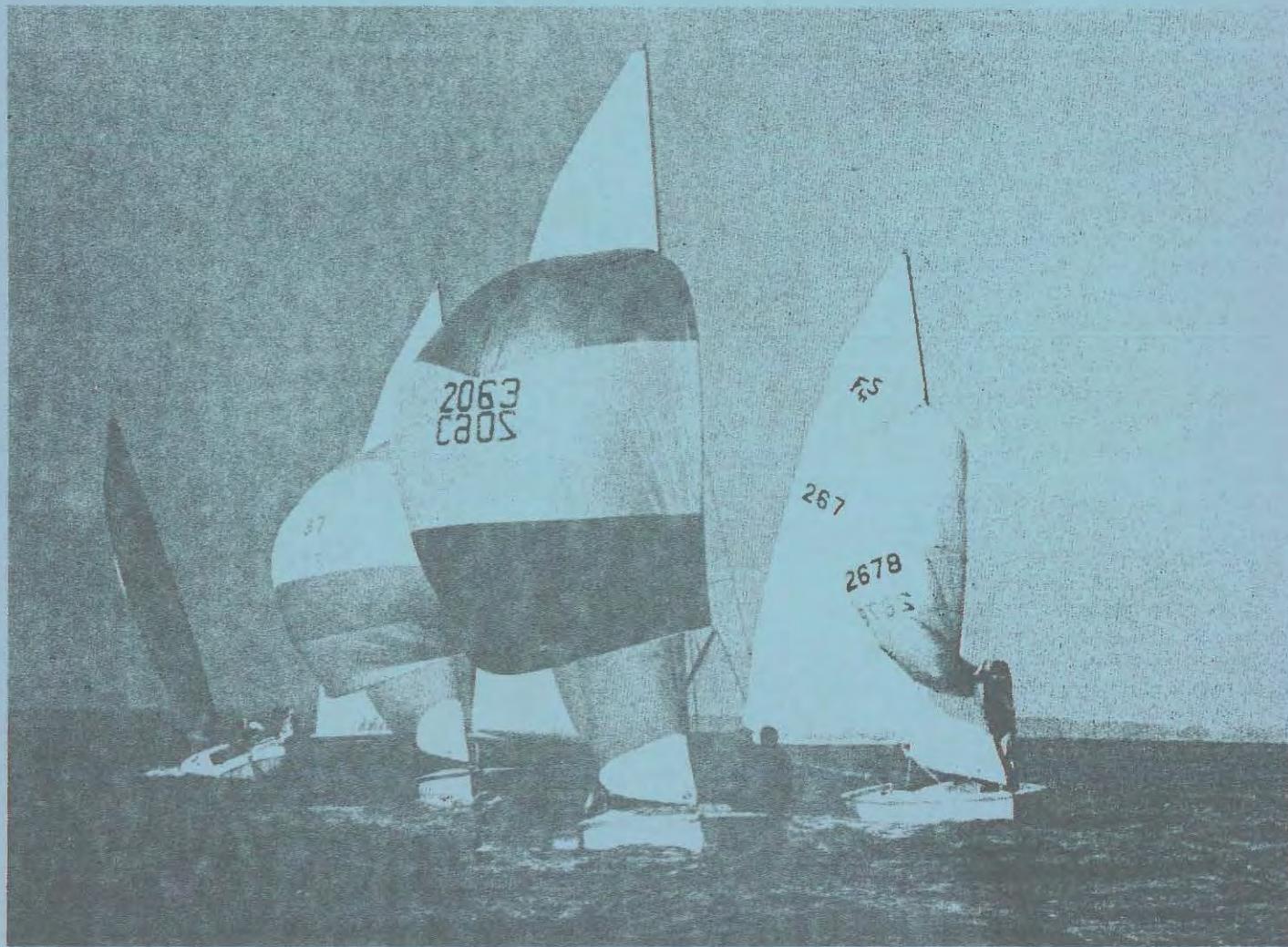




Austin Yacht Club

APRIL 1976

TELL-TALE



AUSTIN YACHT CLUB, INC.

1976 BOARD OF DIRECTORS

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TELL-TALE

FLEET NEWS -----	JODY JONES
ADS & OTHER -----	PHOEBE SEITZ

CALENDAR OF EVENTS

Spring Point Venture Regatta-----	April 24, 25,
Thistle Districts -----	May 8, 9
Lago Vista (Turnback Canyon)-----	May 22, 23
Governor's Cup (Multi-hulls & Boardboats)-	June 26, 27
Governor's Cup (Centerboards & Keel)-----	July 3,4
Fall Point Venture-----	October 17

A. Y. C. STAFF

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RECOMMENDATIONS OF THE
SPECIAL COMMITTEE REGARDING MEMBERSHIP

It is concluded by your Board of Directors that the existing manner in which the Austin Yacht Club limits its membership is not flexible enough to allow the Membership Committee to exercise the proper discretion in order to insure the continuation of the high quality of membership which the Austin Yacht Club now enjoys. Also, the current policy is not successful, in many respects, in insuring that those members who do qualify are, in fact, the type of members which the Yacht Club would like to have.

Accordingly, it is the recommendation of your Board of Directors that the existing system be replaced with the following:

1. In view of the limited availability of memberships in the Club, it is imperative that the Club make every effort to insure that our membership is comprised of the most desirable of all the applicants. Accordingly, it is felt that every new member in the Yacht Club should have his membership subject to revocation at the end of the twelfth calendar month following the month in which he first became a member in the Yacht Club (the "probationary period") for, at the end of the probationary period, each member shall be again reviewed by the Membership Committee (which will be supplied with the criteria set forth below) in order for such Committee to evaluate whether such member is, in fact, the type of member which the Yacht Club initially expected him or her to be. Upon such review, the Membership Committee will forward its recommendations to the Board of Directors for action. Should the Membership Committee recommend revocation of a membership, and should the Board of Directors concur, or should the Board of Directors otherwise feel that a membership should be revoked, then the member is so notified by the Board of Directors and is given the opportunity to either resign or have his membership terminated.

It is felt that this probationary period will allow the Club and the member to have a close look at each other and, in the event that one or the other feels that they don't belong, to have a predetermined manner in which they may part company as good friends. Further, it is felt that this method will eliminate certain abuses perpetrated by individuals from time to time in order for them to gain entry into the Club. It is generally agreed that some members who easily meet the pro-forma minimum entry requirements may, after a certain period of actual exposure to the Club, seem to be less than desirable in other respects. Since the existence of this probationary period is known by the member before he is accepted into the Yacht Club, there are no artificial restraints on the Membership Committee and the Board of Directors with respect to them making the necessary decisions.

2. It is recognized that the Membership Committee needs guidelines from the Board of Directors. Accordingly, it is recommended that, with respect to the consideration of applicants for initial membership, the guidelines set forth below be used by the Membership Committee until amended or replaced by further action of the Board. It should be pointed out that the following guidelines are meant to be used by the Membership Committee as a minimum criteria only and the "escape clause", as such was set forth in the prior membership policy remains. The "escape clause" is meant to apply in the event that an applicant does not (literally) otherwise fulfill the minimum requirements, and, when the Membership Committee, or the Board of Directors, feels that the applicant would, nevertheless, be a valuable attribute to the Club.

In order to be recommended to the Board of Directors for consideration for membership in the Austin Yacht Club, the applicant should satisfy the following minimum criteria:

(a) He should be of satisfactory compatible character with the existing Club members; and

(b) He should be the owner of a boat which is of the type then currently recognized by the Race Committee of the Yacht Club, in accordance with its then-applicable standard as a "Recognized Class". A Recognized Class (excluding the centerboard and keel Portsmouth Handicap classes, or any

successor handicap system thereto) is any class which has been granted a "start" during the series races (spring, summer and fall) by the Race Committee (and approved by the Board of Directors) for the purpose of awarding trophies at the end of each such series.

In order to reduce the possibilities of applicants satisfying the above criteria due to ownership of boats racing in very short-lived Recognized Classes, it is recommended that during the first year (beginning January 1) in which a Recognized Class is established as such, in addition to ownership of a boat of the type raced in such class, the applicant must have at least one year's racing experience; or

(c) In exceptional circumstances, an applicant may be considered and recommended by the Membership Committee for membership even though such applicant does not comply with the criteria set forth in (b) above.

At the end of the probationary period, each new member is to be reviewed by the Membership Committee in order to determine whether his membership should be terminated. In considering this question, the Membership Committee should consider the following criteria:

- (i) Whether the member is of compatible character;
- (ii) Whether the member has evidenced adequate racing participation during the preceding twelve-month period. The term "adequate" will generally be considered to mean participation in approximately 40% of the series races during the preceding twelve-month period; and
- (iii) Whether the member has otherwise been willing to devote satisfactory efforts in service to the Club.

It is recommended that the Board of Directors establish an upper limit for dues-paying members.

In implementing the probationary period concept, it is recommended that the initiation fee be paid in two steps, with

the new member paying the non-refundable (except as otherwise provided in the By-laws) sum of \$150 upon his admission into the Yacht Club, and an additional \$100 being payable upon satisfactory expiration of the probationary period.

With respect to student membership, the entire initiation fee is payable upon acceptance to the Club, and is non-refundable (except as otherwise provided in the By-laws).

The foregoing policy was unanimously recommended to the Board of Directors by a special committee appointed by the Board, composed of diverse viewpoints within the Club, and was unanimously adopted by the Board at its meeting on Thursday, March 25, 1976, on an interim basis, subject to this publication in the TELL-TALE, and final adoption at the April Board meeting. Your questions and comments are, of course, solicited.

R. E. Painton

ARNOLD AND HEATLEY FINISHES 3rd IN M-20 SPRING REGATTA

The first nationally sanctioned M-20 event of the year was held on Lake Travis April 1-4 under beautiful sunny skies with a four race regatta, the final race having to be cancelled for lack of wind. The first two races on Friday were in the 15 to 20 range out of the southeast with Jim Bradley and Ed Eloranta from Madison winning both. The next two races on Saturday were sailed in lighter wind with the Fosters, also from Madison winning race three, and Bill Freytag and his son winning race four.

Out of a 25 boat fleet, Austin finishes were as follows: Arnold and Heatley third, the Kerns seventh, Romberg and Newton eighth, Hoeschler and Youngblood twelfth, the Bauers fourteenth, McIntyre and Mueller fifteenth, Primeaux seventeenth, Morrison nineteenth and Larson twenty first.

Arnold and Heatley were easily the outstanding pair from Lake Travis, sailing a consistent regatta, with good upwind speed and few tactical errors.

The cabrito cookout on McIntyres Mountain was a great success. Leslie Porter turned green when told what she was eating but finally said it didn't taste nearly as bad as the water of Lake Geneva. Clift Price was master of ceremonies at the Sat. night party to fantastic applause. Smiley even awoke from his sleep on the couch and participated. Hoeschler gave his type-writer act, and all agreed he performed better on the stage than on the lake. Unfortunately the jitterbug contest was fixed, since Kern gave a fantastic performance, slinging his professional dance partner over his legs in a performance reminiscent of the 1950's. (He also does better on the dance floor than the lake). John Porter went home with the dance trophy which just goes to show it's hard to beat a pretty face.

Equipment and sails at the regatta. - It looked as though the 300 series of boats are remaining very competitive. I saw very little speed difference that I could account for by the newness of the hull or mast. New sails obviously made a difference. I thought Arnold probably had the best speed upwind, and he was sailing with a new North jib and a year and a half old Melges main. Fosters had North sails but I don't know their vintage. Prokup has Melges, probably a year old, and Bradley and Eloranta had a new set of Norths. I thought we had good speed upwind with our new Norths. It looked like all of the chutes made within the last year or two appear to be a little faster than the old model, with the possible exception of the Murphy-Nye chute made about four years ago that doesn't reach very high but it certainly remains extremely fast on broadreaching and downwind.

Charley Baltzer and his mountain men did a super job on the race committee, but the credit can't be completely theirs since Aggie was there to give a few tips. Our Wisconsin visitors were impressed by the lake, the hospitality, and particularly by the race committee work. Next year maybe they'll be kinder and let us win more races.

HOBIE CAT FLEET, 64

by Jane Van Praag

Quite a few folk were surprised when Coleman recently acquired Coast Catamaran (manufacturers of you-know-what). After all, they dismissed too superficially, what did these two companies have in common except the great outdoors? Frankly I have been expecting just such a merger ever since Coleman came out with the floating flashlight, and after I met Gus and Linda Voelzel on Travis I knew it was just a matter of time. They're the ones who sail around with a mini-refrigerator securely attached with shock cords to the dolphin-striker. Now they don't usually go as fast as other Hobies, but on the other hand they never run out of beer, and it's hard to find anything wrong with that. Well, I just think a Coleman rep happened to be around one day, mistook sail number 2331 for the identification code of a floating fridge prototype, and one thing led to another. I now predict we will shortly have the first Portsmouth-rated ice box! (Just remember folks, you first read of it right here.)

Speaking of firsts, the 1976 Division VI Championship Regatta will take place July 17/18 in our own waters, with AYC providing facilities and protest committee, Sanatana 21 Fleet 5 comprising the race committee, and safety virtually insured by the Coast Guard Auxiliary and Sheriff's Department. Claude and Jacque Hargrave donated the initial funding. Mike Schofield is in charge and, good administrator that he is, has already delegated responsibility to Jack & Barbara Alford, Earl Blackwell, Hal Brown, Bill Crum, Mike Holeman, Denny & Gloria Jeck, Karen Manning, Al & Shirley Miliefsky, Paul Reinartz, John Shackleford, Ted Sousares, Lewis & Barbara Thompson.

During our March meeting at Scholtz's Beer Garden Barbara Alford was elected as our new Corresponding Secretary, and Mike Holeman holds the new office of Social Chairman. The Hobie Hotline heretofore has referred to our national slick publication; we now have a local HOTLINE: 447-7252. This number belongs to John and Jerrie McGinty who will relay to other members "what's doin'" on days when there is no planned activity. (I refer to this as Dial-A-Dun, because John has a pat phrase about paying up your dues which he includes at no extra cost (?) as a public service.) Hal and Cindy Brown host our next meeting on April 29 at 7:45 p.m. Their address is 1403 The High Road and their phone is 327-3661.

March 27 was the first day of fleet series races. Those 2 will be computed with the 3 held April 4 at Paleface Park (skippers' meeting 1245) for overall standing. Fleet Series II (2 races) begins May 1 off AYC and winds up Sunday May 9 at Paleface Park. Since Fun Day is there on May 8, you'll be camping out that weekend. We are gonna have more hot Hobies on the race courses soon because we are planning to start an official sailing lesson program for prospective Hobie owners in April. This is held in conjunction with Headquarters and the Sailboat Shop, so look for our advertisements.

You have probably seen Interlewd, Al & Shirley's beautiful new Catalina 27. Al swears the loyalty oath to our fleet; it is just that he needed a place to store his encyclopedias and keep them dry!

SOUTHCOAST NEWS - Melba Bartlett

The Houston Yacht Club has once again suffered an onslaught by the AYC Southcoast Fleet. Carl Morris (otherwise known as The Admiral of the Ocean Seas) came away with the first place trophy in the Portsmouth Class at the Midwinter Regatta. Eddie Calogero made his first trip to this regatta and finished a close third out of seven boats. In the last race both Southcoasts finished more than three minutes ahead of a Bristol 29, and Erickson 27 and various others.

But enough small talk. The really remarkable item of interest was the promises Admiral Morris extended to his crew following his 2nd place finish in 1975: (1) No more cold meals for the crew (2) Strict obedience to the able guidance extended by his navigator (Prince Henry Dobson). (3) No more impromptu Balogna sandwiches prepared on deck under Spinnaker Run this year! etc. etc. Well, guess how it came out this year! Thats right, in true skipper form, Admiral Morris arrived late for the last race (after crew had done all necessary rigging etc), with a soggy sack of unprepared very cold cuts; forgetting to replace a sprung brummel hook so the halyard came off the Spinnaker 3 times before launch; Blaspheming the crew about the course to set for the finish mark; poor chute work and so on. He even allowed John Lohr (a 470 Sailor, Heaven Forbid) to pick up the trophy for him (who would want an old trophy contaminated by center-board hands anyway?) Eddie Calogero was interrogated closely on each of these points, and he swore on a stack of Manisschewitz Bottles that he has never imposed such ignominy on Southcoast crew (especially after a 1st place finish).

But dear Southcoast fans, I've saved the punch line 'til now. Morris has again struck a resounding blow for eternal obscurity: He has recruited the very same grinnly, loathsome, slothful, foulsmelling crew to assist him in his underhanded methods to steal a trophy from the Shreveport Yacht Club (The Mecca of Southcoast Sailors all over the Western World - all 12 of them).

Fireball Fleet News.....by the "Old Lady"

March was the month for electing new officers. Those not present usually get elected, and this time was no different. One might suspect something fishy tho, as the new Fleet Captain is Mark Rylander, and his "Old Mother" Jody Jones, Secretary!

Which brings up another point! The "Old Lady" and her "very graceful crew" have acquired a fireball, which in itself is a laugh. However, they don't provide all the laughs on the lake. There are others that might be worth mentioning. Take Rod Malone for instance - (he is kinda new to the fleet) - sailing a great race and covering the competition like an old pro, always aware of his very capable crew, Glenda Wilkins, full out on the wire, except for that one last crucial tack. And, take he did, with no warning to Glenda! Well, as the boat is very appropriately named "...Expletive Deleted ..."!! Good show, Rod, and you better hope Glenda doesn't mutiny.

And, there is always Terry Nelms and her crew, Mickey Wilkins. It's my guess Terry has been reading about aircraft landings aboard carriers whereby arresting lines are used to stop the craft on landing. Having a very imaginative mind, she figured the same principal could apply for sailboats. It works. You simply run over a buoy catching the flag under the rudder. Presto - instant brakes - but from my viewpoint, this seems somewhat undesirable when trying to go fast and win a race.

New faces to our fleet are Dave and Kathy Hasti who have purchased a Fireball. It doesn't take much time to realize they will get it all put together and be tough competition.

Linda McDavitt having lost her boat to fire, somehow manages to piece together a boat, so we still see her on the line.

Would like to see more of Kevin Hazard. For those who do not know, Kevin sailed hard and was good competition. Then he got involved in sports (thought sailing was a sport), school and girls! Come on back, Kevin, we need you.

Santana Fleet News by LaNelle Mgebroff

On March 20th, the Santana Club met on Lake Travis for the 2nd annual Leprechaun Chase. There was a lot of close maneuvering and near collisions, but everyone finished in one piece. It became a little too exciting when the wind piped up in mid-afternoon, putting an end to the chase. Bob Kier accrued the most points and was presented the "Pot of Gold."

The next Santana sanctioned event will be the LTCA Ladies Day Race. We hope to have a good turnout from Santana members.

Racing.....

In any one given racing day, anything that can go wrong, will go wrong;

Left to themselves, things always go from bad to worse;

If there is a possibility of several things going wrong, the one that will go wrong, is the one that will do the most damage;

Nature always sides with the hidden flaw;

Mother Nature is a real "dog";

If everything seems to be going well, you have obviously overlooked somethin!

MC FLEET

Mc Fleet #9 would like to welcome Marshall Sack as its newest member. Marshall is a physician in Austin and is now the owner of MC #142.

The Spring series standings show that the newer fleet members are starting to move up in the finish order. Clarke and Jane Witt celebrated their first victory in the March 28th race and they are currently battling it out with Dick Bauman for 3rd place. Fleet Captain Gary Runyon is leading the series and Bassett Maguire is in second place.

con't.....

MORC Fleet News....by Russell Painton

After a year of active racing, the Yacht Club under the Midget Ocean Racing Club Rating Rule (MORC), the approximately 16 boats in the Club which now hold valid certificates, plus the additional ten boats which have either been measured and are awaiting their certificates or are racing under temporary ratings, have begun this year as a bona fide class within the Yacht Club, and have had about 12 boats on the line each weekend. The racing has been tough (don't I know it) and at this point, Rick ("Ranger Rick") Van Derwell, in his Ranger 23 (my, how tall your mast is!) and Russell Painton in his Cal 25 (my, how old your boat is!) are in a tight run for first place, with assorted San Juans, Columbias and Rangers (and even a Santana 22) very (oh, my!) close behind.

Rumor has it that Pete Reinhart (our local professional) has completed sail number 20 for his Columbia 26 and will fly it from his left ankle. Bill Bond (you remember him from the Santana 25) has ordered a "tall stick" Ranger 23, and about 23 sails! Says Bill, "I'm a cruiser - a fast cruiser, but a cruiser".??

Mike Moore, Linda's husband, is looking for his certificate to lower him two feet in rating, since his "J" is short. Mike, I've got news for you - when Charlie gets through, you will think you are sailing a 12-meter.

Other activities include the LTCA Ladies Day Race, for which most Club girl-types have begged various boats in order to race to Arkansas Bend, on Saturday, with the guys there Saturday night and sail back on Sunday. That is, if there is anything left of the boats.

Someone saw a scuba diver in the water the other day, with a brush in his hand. Immediately, everyone started throwing money at him in order to lure him over to their boats (dirty bottoms?). No luck - Pete had already promised him a beer.

On a more serious side, the MORC Board of Governors passed the proposed changes in the Rating Rule at the February meeting held in Florida. In general, the changes tend to handicap the very beamy boats a little more, recognize the speed advantages of boats with extreme overhang, provide more accurate ratings for centerboard boats, place more penalty on large fore triangle areas, and reduce draft penalties for smaller boats. In total, the changes in rating are minimal, with an exception of some of the extreme (e.g. Kiwi) types of boats - most of which are designed to the 10R Rule.

'Nuff for now. Keep your bottom clear.

AYC Ladies Sailing Classes

by Judy Reinhart

The AYC women's sailing program was begun on Saturday, 3-27-76, with 12 eager women expressing their goals and concerns: Then the two club Thistles and a third one were sailed with 4 women in each. There was a MORC race on this day, so several interested gals were kept away.

The following Saturday, 4-3-76, 9 women sailed the club boats.

Women sailing together is alive and well, and we urge all interested women to come join us on most Saturday afternoons around 1:00 pm. The enthusiasm is high and sailing abilities range from the novice to the experienced racer.

We will be sailing and hope to learn several things: The racing rules, committee work, how to hold protest meetings and racing strategy, in addition to just sailing and having fun.

Laser Fleet News.....by Kathy Hasti

Daylight savings time is around the corner (If you know the dates, HOLLER!) And those wild people with Lasers - or is it people with wild Lasers will soon be at it again on Wednesday nights. Come out after work, school, etc., and join us for lots of short fun races and good times afterwards. Depending on the winds, we have a "heavy or a light air screamer" new to our group. Russell or Aggie Painton (depending on which one you address) now have a Laser. Mike Moore and David Putnam, two other "Winnebago with keel" owners have joined the ranks too. We even overheard Ron Hardin contemplating "anyone want to buy a Sunfish?"

John Bartlett and David Powell went to Miami for the Laser Mid-Winters-East. They came home with 9th and 11th places out of 100+ boat fleet. That sounds like some starting line! Congratulations, John and David.

Mark your calendar now for June 5th & 6th. Laser Districts will be held at Southern Yacht Club in New Orleans.. This fleet may never make it inside the yacht club. Isn't there a coat and tie rule?

AYC is loosing old friends.....

Michelle and John Lohr are moving to San Diego California, where John has accepted a great job. If they must leave beautiful Lake Travis, where else better than San Diego for good sailing.

Both Michelle and John have been great friends to all of us. (Linda McDavitt will especially miss Michelle as she was a very good and reliable crew as well as a good friend.) Also, I understand that "Dudley" will be staying here, and somehow it will just not seem the same seeing someone else on the helm. However, if John takes his Laser with him, the folks there will most certainly decide that we play demolition derby here!

All kidding aside, Michelle and John have devoted much of their time to AYC, both organizing and serving on race committees, etc. (Also enjoying to the fullest the social events.) Excellently run races and regattas are to their credit.

To them, we bid goodbye and good luck, and to their future sailing club association, John and Michelle will be most valuable members.

THISTLE NEWS - Dave Richardson

The Spring Series is well underway and we are in the mist of a "dogfight". Halter, Goodwin, Donovan and Church have all had wins. We have averages 15 boats per race and just about everyone has placed in at least one race. What competition!!!!

The Thistle "Spring Training" took place April 4,11 and 18. The program included studies on boat trim, sail trim, starts, tactics and practice races. All participants found the program of great benefit and bid special thanks to Hight, Harden and Leach for lending their expertise.

The fleet welcomes Daulita Church back to the racing scene. Daulita christened her return by teaming up with Liz Garrison and Lee DeKeyser for a second place last Sunday. Spinnaker trouble prohibited a win in the 1st race. Congratulations!

REGATTAS IN THE 1976 DELTA CIRCUIT ARE:

May 1-2	Shreveport Yacht Club, Shreveport
June 19-20	Ridgewood Yacht Club, Waco
July 3-4	Austin Yacht Club, Austin
July 31	Houston Yacht Club, Houston

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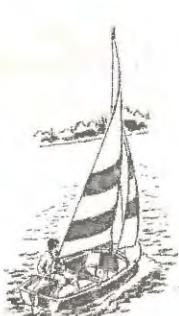


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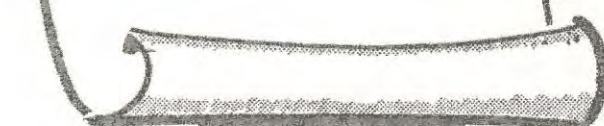
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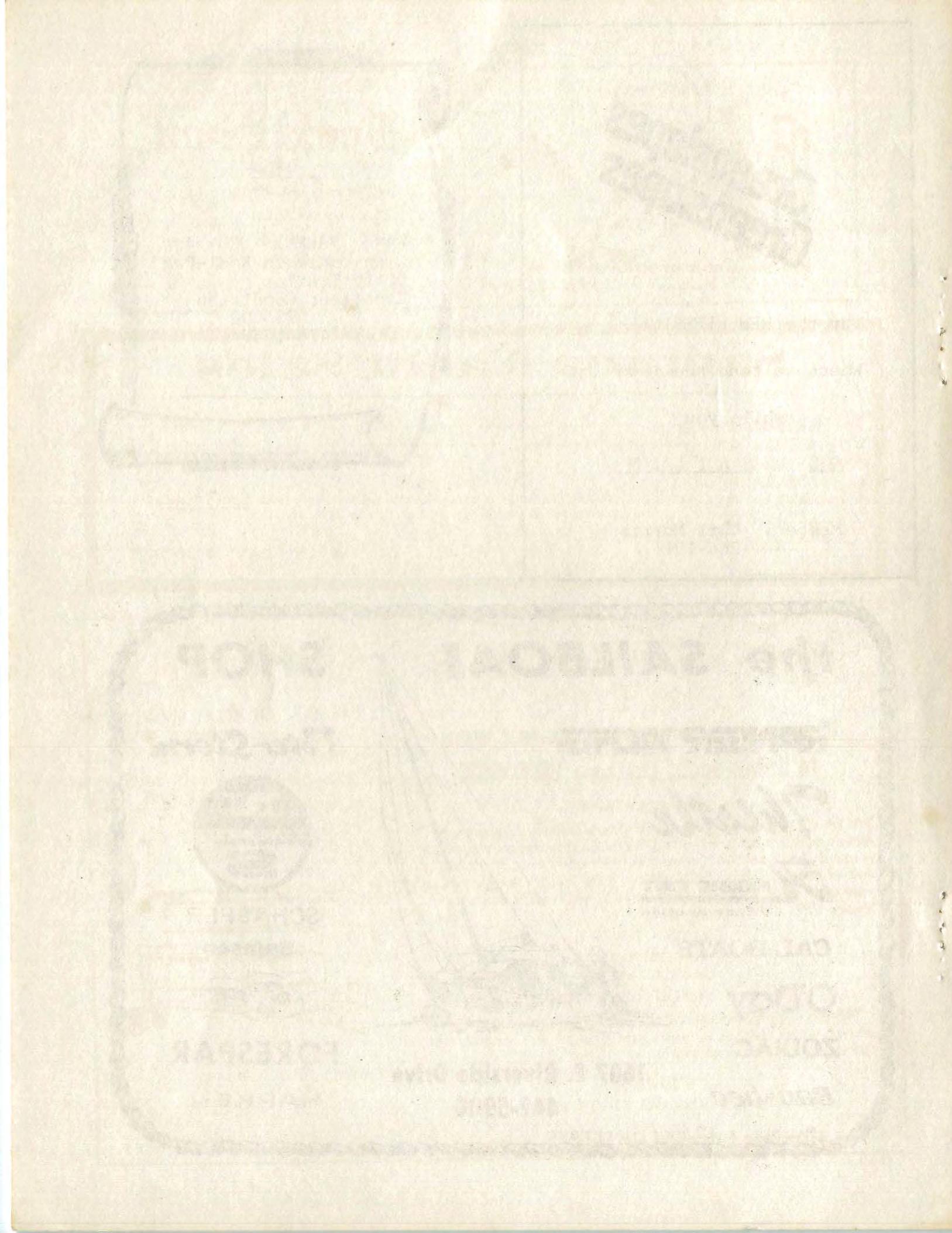
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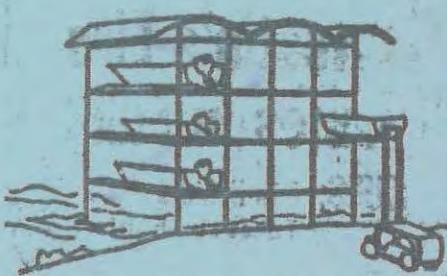
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