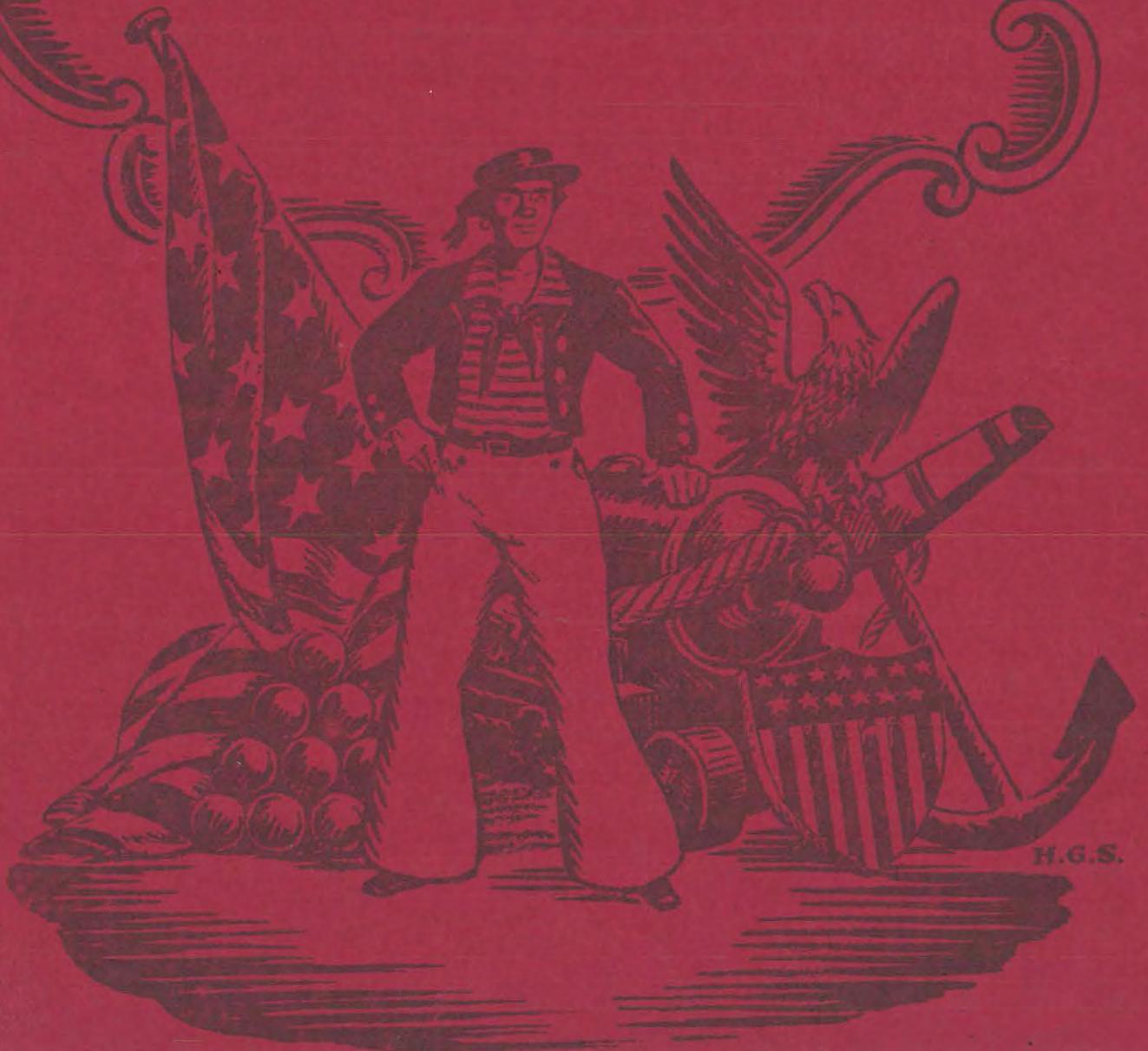


July 1776

TELL-TALE



AUSTIN YACHT CLUB, INC.
1976 BOARD OF DIRECTORS

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TELL-TALE

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NEW OFFICE HOURS

Monday - Friday
9am - 2pm

NOTICE: combination for front gate is *1776

M. O. R. C.

What is M. O. R. C.? Even some of us who race in the MORC Fleet don't know that it is an acronym for MIDGET OCEAN RACING CLUB. For those interested in background information on the National and Local MORC activities follows:

The Midget Ocean Racing club was founded in 1954 by a small group on Long Island Sound that was inspired by the safe ocean crossing of the 17 foot 9 inch yacht "Sopranino". Up to that time, small cruising yachts were excluded from ocean racing because of their size. Under the guidance of Bill Shaw, a handicap rule stressing safety, was created for cruising boats of under 24 feet. Because other small cruising yachts were excluded from many offshore races, the maximum length limit was increased in 1958 to just under 30 feet.

People often mistakenly consider MORC as just a rating rule. It is, however, a club organized by and for owners of small cruising yachts and dedicated to (1) promoting medium and long distance racing and cruising and to encouraging the development of suitable yachts for these purposes; (2) formulating and administering of rules for measuring, rating and equipping them; (3) encouraging good seamanship and safety at sea; and, (4) collecting and disseminating information related to these goals. MORC, with modest annual dues, is open to all owners of small cruising yachts who agree with these objectives.

Where three or more owners join together to promote the MORC goals with a sound racing program and good growth potential, they may be recognized as a Station. A Station is regional in nature, usually includes two or more yacht clubs and is expected to participate fully in National programs. Each Station may elect its own officers, organize, sponsor and conduct its own races, supervise the measuring and rating of its members yachts and perform for its designated area the usual administrative functions of a class racing association.

The club nationally is administered by a Board of Governors comprised of the commodores of each active station together with the National Officers (all of whom are limited to two one year terms, no more than two officers from any one station, and except for the Measurer, all must be active racers). This Board directs club policy, selects the members of the MORC Rule Committee, approves all Measurement Rule modifications as well as other related regulations including the Required Equipment Lists. Thus, the members, through their officers, have direct control over their rules and regulations and racing destiny.

The MORC Measurement Rule is specifically tailored to rate a narrow size range of yachts and thus provide highly equitable racing for yachts so rated. It is simple, economical, easy to measure to and enforce. Being a handicap rule, it attempts to equate speed producing factors without prohibiting development or permitting design obsolescence and at the same time maintaining the concept of encouraging the development of useful cruising yachts. The Rule together with the recently adopted MORC Time Allowance Tables, also specifically tailored for the under 30 foot yacht, is providing exciting and competitive racing for a variety of sizes and styles of yachts.

One of the unique aspects of MORC is, that as a club, it can and does sponsor races for its members as well as its members participating in yacht club sponsored events. In each off numbered year, an International MORC Regatta is held and in designated areas, Regional Regattas are held in the even numbered years. These regattas have been planned by and for MORC members and it is not surprising that these events are becoming among the most important races available to owners of small cruiser-racers.

The Midget Ocean Racing Club, which was organized by and for the owners of small cruising-racing yachts to promote and protect their interest, is the only organization today with a complete, comprehensive program for the small yacht owner. Recognition of this fact is gaining considerable support for the Club which is attested by its rapid growth and growing influence in the yachting world.

On a local level modifications of the MORC designed rating rule have been experimental which in the past, however, there was no affiliation with the National organization and success could only be termed as moderate.

During mid 1974 a local Austin Sailor, David Sands, made an inquiry to MORC National Headquarters and upon receiving detailed information and a visit from Headquarter's personnel he began to discuss MORC locally.

A number of Lake Travis Cruising Class sailors were looking for a means to promote big boat racing since the Austin Yacht Club was the only group with any formal racing program and the AYC activities were mostly designed around smaller one-design type boats. As a result, a group of Lake Travis Sailors decided to form a local MORC Station affiliated with the National organization.

Formed as the Armadillo M.O.R.C. Station 46, in late 1974, the Station has grown to 53 members as of this date, with 33 boats holding valid MORC certificates. Races were first scheduled in February of 1975 and have been held regularly since that time.

Station 46 was chartered to administer and measure boats under the National MORC Rule and to schedule local cruising class races. The local station was not designed or intended to compete with other sailing organizations on the lake such as AYC or L.T.C.A.

Station 46 schedules two series a year, a spring and summer series, of five races each. The series races are comprised of races such as the AYC Regattas and the LTCA overnight race. The remaining races of a series are run by the Station and schedules on Saturdays.

As a result of a stable rule for handicapping racing/cruising class boats, the interest in keel and swing keel boats on Lake Travis has grown considerably during the last two years. The rule appears to accurately measure the speed potential of the majority of sail boats and has proved the old adage that "good races and good competition draws a crowd".

If you have a keel boat and haven't tried racing with us, contact Bill Levens the Fleet Captain for details, and if you just want to have a good time crewing there's always room for one more on most of the boats. Try it, you'll like it!!!!!!

Rod Malone

LASER NATIONALS 1976

As told by 1939

The Laser Nationals were held at Ninnescah Yacht Club, Lake Cheney, Kansas on June 14-18. Four qualifying races were run to determine the Championship, Gold Fleet, and the Silver Fleet.

In the qualifying races the winds were out of the Northwest 15 to 20 mph for the first race and 20 to 25 mph for the second day. The following day for the third and fourth races the winds were from the southeast 20 to 30 mph. At the end of these four races 7 Texas sailors had qualified for the Gold Fleet and 3 for the Silver Fleet.

On Wednesday the 16th, the Championship series began and three races were sailed with 60 boats in the Gold Fleet. Winds were from the southeast with the velocity increasing from the first race 15-20 mph to the second 20-30 mph and finally the third 25-30 mph. At the end of three races, Mark Foster was 2nd and Kelly Gough was 8th.

Thursday the winds blew SE 30 to 45 mph and no races were sailed. Lasers were rigged on trailers and land sailed! Sailors flew kites and tried to escape the 90 degree heat, flies and dirt.

Friday morning winds were NE 30-45..... no sailing. Friday afternoon the winds dropped to 20-25 and two races were sailed.

After five races the final results read as follows :

1	John Bertrand	6	H. Schmidt
2	Steve Jeppsen	7	Mark Foster
3	Bob Smith	8	Chuck Eaton
4	Mark O'Connor	9	R. Haldane
5	Jeff Madrigali	10	Kelly Gough

The results showed the series to be dominated by San Francisco Bay sailors finishing the top five. In the top ten finishers, 6 were from California, 3 from Texas and 1 from Australia.

Twenty states, 106 Lasers and 3 foreign countries were represented in the regatta.

Ninnescah YC consisted of a concrete shelter with no walls, a small storage shed for RC equipment and some wet slips.

District 15 Sailors that sailed in the Gold Fleet and their finishing positions were: Mark Foster 7, Chuck Eaton 8, Kelly Gough 10, Chris Brandon 19, Scott Young 22, David Maguire 32, John Bartlett 33, Mike Sherlock 39, Dave Hasti 41, Keith Comfort 49

In the Silver Fleet, Bob Davis 25, David Heatley 26, and Ron Marroquin 30.

LASER NEWS.

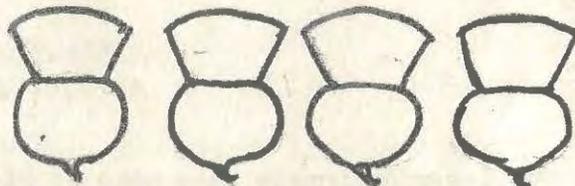
Karen Vickland

HI!! For those who complain about high winds and waves on Lake Travis try Lake Ponchartrain. Laser Districts were in New Orleans on June 5th and 6th. The weather was not very hospitable but Dave Hasti came home with 2nd place. (I lucked out on the Lady Trophy) Dave also came home with the distinction of District Chairman and Aggie Painton was awarded the honors of District Secretary.

The Laser Wednesday Night Series started June 9th with a turnout of 28 boats. There's still time for everyone to come race in the series (for a mere fee of \$3.00) and we still have great dinners after the race (for a mere fee of \$1.00) and plenty of beer.

DELTA DISTRICTS
Houston Yacht Club

Mark Finley



HLISTA PINNED DELTA DISTRACTS DOWN

Richard Hlista, now of San Antonio formerly of Pennsylvania, took the Thistle Delta District Regatta with a 2-1-2 in a beautiful two days of light to moderate air sailing at the Houston Yacht Club on Galveston Bay at Houston. With all this hot air down here, Richard says its just easier to go faster.

Saturday's first race started in light air from the northeast. Many of the "seasoned salts" went to the right anticipating a sea-breeze component that was not to develop until afternoon; the more skilled played the shifts up the middle as Peter John (3244) and Richard Hlista (3074) moved to an early lead ahead of a closely grouped pack that stayed on their heels clear to the finish. The finish went John, Hlista, Doug DeCluitt (2547), Jim Kincaid (3501) and John Church (2408). John Church's finish is particularly notable in that he had been over the starting line early, re-started and recovered to his fifth place finish.

The seabreeze had filled in some by Saturday afternoon for the second race bringing the air to easterly at an average of 10 knots. The shifts were notable 5-10 degrees and were large for Galveston Bay. Hlista moved to an early lead followed by John who could not quite catch up. They finished in that order followed by Church, Garrison (3241) and Kincaid. The final race on Sunday saw 15-18 knot air out of the east. Percoco (1236) took an early lead but Hlista took out after him passing all sorts of boats on the reaching legs with Church, John, and DeCluitt after them to finish the race in that order.

Thus, the final order of winners was: Richard Hlista of San Antonio, Peter John of Houston, John Church of Austin (also Novice trophy winner) Jim Kincaid of Houston, and Doug DeCluitt of Waco.

RIDGEWOOD REGATTA (WACO)

June 19 and 20 was a memorable weekend for three AYC Fleets. Winds were 12-18 from the North (?) on Saturday, a little lighter on Sunday.

The Thistle class again led participation with 9 boats in a 20 boat fleet. Peter John from Houston led the fleet with his own sails. Rapid Rich Hlista, a new AYC Thistler, was a close second while Terry Hight and Ron Harden tied for third, with Hight taking the tie-breaker.

Three AYC M-20's participated in a fleet of 15 boats. While the top boat was from Dallas. Jack and Sandy Kern took second. Dick Larson and Tom Romberg were third, winning a tie with Tom Bauer and Frank Brown.

Daring Dave Hall Dominated the Laser Fleet with three 1st places in a fleet of five boats.

Since establishment of the MORC "Armadillo" Station on Lake Travis, three series have been raced. In 1975 a Spring and Fall Series of five races each was held and the 1976 Spring Series was just concluded on June 19th. The 1976 Fall Series will begin July 3rd & 4th with the first race being the AYC Governor's Cup Regatta.

The First MORC Station Series of 1975 had a total of 19 entries with an average of 11 boats per race. The 1975 Spring Series consisted of 4 station sponsored races and the AYC sponsored Turnback Canyon Regatta. Results of the individual races and the Series winners were as follows:

Spring 1975 - Race 1 1st R. Malone
Feb 15, 1975 2nd R. Vanderwell
 3rd J. Oliveira
 4th B. Levens

 Race 1 1st P. Mason
March 15, 1975 2nd B. Bond
 3rd R. Malone
 4th C. Baltzer

 Race 3 1st P. Mason
April 12, 1975 2nd J. Oliveira
 3rd R. Malone
 4th C. Baltzer

 Race 4 1st R. Painton
Turnback Canyon 1975 2nd C. Baltzer
 3rd B. Levens
 4th R. Malone

Spring 1975 Race 4 1st B. Levens
June 14, 1975 2nd L. Reiser
 3rd C. Baltzer

THE SPRING 1975 SERIES WINNERS WERE:

First Place Rod Malone
Second Place John Oliveira
Third Place Phil Mason

The Fall MORC Station Series of 1975 averaged 12 boats per race over the five race series and again had a total of 19 entries. The Series consisted of two station sponsored races, the AYC sponsored Governor's Cup and Point Venture Regattas and the Lake Travis Cruising Association sponsored Overnight Race. The individual race winners as well as the series winners are listed below

Fall 1975 - Race 1 1st C. Baltzer
1975 Governor's Cup 2nd R. Malone
 3rd R. Painton
 4th B. Levens

 Race 2 1st C. Baltzer
August 9, 1975 2nd R. Painton
 3rd B. Levens
 4th R. Malone

Page 2 Race Results

Sept. 6, 1975	Race 3	1st D. Awbrey
		2nd C. Baltzer
		3rd R. Malone
		4th S. Crowe
1975 Pt. Venture	Race 4	1st B. Levens
		2nd R. VanDerwell
		3rd R. Painton
		4th D. Awbrey
1975 LTCA Overnight	Race 5	1st C. Baltzer
		2nd D. Awbrey
		3rd R. Malone
		4th R. Painton

The Fall 1975 Series was won quite handily by Charles Baltzer with Rod Malone taking second just beating Russell Painton who finished third.

The 1976 SPRING SERIES Just concluded has been well attended and provided some extremely close and exciting racing. A total of 25 boats entered this Spring Series with an average of 18 entries per race. The Series consisted of three Station sponsored races and the AYC sponsored Pt. Venture and Turnback Canyon Regattas. Race Winners and the Series winners are shown below:

SPRING 1976

Race 1 Feb 28, 1976	1st M. Moore	Race 3 AYC 1976 Pt. V.	1st S. Crowe
	2nd P. Reinhart		2nd D. Awbrey
	3rd R. VanDerwell		3rd R. Vanderwell
	4th J. Oliveira		4th J. Oliveira
Race 2 March 27, 1976	1st B. Levens	Race 4 AYC Turnback	1st S. Crowe
	2nd R. Painton		2nd J. Oliveira
	3rd S. Crowe		3rd R. Painton
	4th J. Oliveira		4th D. Awbrey
		Race 5 June 19, 1976	1st R. Painton
			2nd C. Baltzer
			3rd J. Oliveria
			4th D. Awbrey

Skipper Crowe with First Place finishes in the AYC Regattas, finished First in the 1976 Spring Series. Russell Painton sailed to a second place series finish with John Oliveria finishing a close third. (Russell, Close only counts in Dynamite and Horseshoes).

Overall the MORC racing thus far has been exciting and closely contested. The MORC Rating Rule, with few exceptions, tends to rate the participating boats equitably. As with any other type of "GOOD" sailboat racing the well equipped and well sailed boats win.

USYRU CHAMPIONSHIP EVENTS

Four runoffs were held recently for the USYRU Championship events. There were strong winds on both days to help provide tough competition; the club will be well represented by the winners as they go on to TYA.

The Singlehanded events were held May 29 in Lasers. Louise Epstein (that was her name at the time) defeated Mary Fox and Liz Garrison for the Mertz Cup. Dave Hasti topped fine other guys (John Bartlett, Tucker Garrison, David Maguire, Dennis Awbrey and John Oliveira, in that order) in a gruelling endurance contest for O'Day honors. Billy Levens will represent the club in Smythe Cup competition as there were no other Junior entrants.

The team events were held June 12 in South Coast 21's (Adams) and Cal 20's (Mallory). The coalition of Pat Halter, Kathy Hasti, and Helmsperson Linda McDavitt showed four other teams of ladies how to do it in the closely contested Adams Cup. The other four skippers in order of finish were Mary Fox, Liz Garrison, Judy Reinhart, and newcomer Karen Vickland. Jack Kern and his crew of Tom Bauer and Charles Baltzer defeated teams led by Rod Malone and Sandy Bauman for the Mallory Cup. Unfortunately there were no Juniors interested in competing for the Sears Cup.

The Race Committee would like to express thanks to all who participated, loaned boats, and helped with committee work. Anyone interested in the other USYRU competitions should contact Terry Hight, 837-6317

On Sunday, June 13th trophies for the Spring Series were awarded by Commodore Bud Boucher. Congratulations to:

THISTLE

1. Terry Hight
2. John Church
3. Ed Halter
4. Deke DeKeyser

M-20

1. Hap Arnold
2. Jack Kern

MC SCOW

1. Bassett Maguire

FIREBALL

1. Rod Malone
2. Mark Rylander

CENTERBOARD HANDICAP

1. Jerry Pearson
2. Fred Pearson
3. William Connor

ENSIGN

1. Arak Bozyan
2. Bill Holman
3. Gene English

SOUTH COAST 21

1. Mike Bartlett
2. Carl Morris

MORC

1. Russell Painton
2. Rick VanderWeel
3. Dennis Awbrey

LASER

1. David Maguire
2. John Bartlett



AUSTIN YACHT CLUB

ROUTE 7, BOX 587
AUSTIN, TEXAS 78703

17 June 1976

TO: Skippers of Adams Cup Eliminations

As a member of the AYC Board and Race Committee, I would like to personally congratulate you upon your efforts in the recent Adams Cup eliminations.

Several of us who had already finished the Mallory elimination watched you sail the last two races and we were all impressed with your sailing, particularly at the starting line. You were very considerate in your care of the boats, and had no problem with docking and equipment inventory.

Ordinarily I would not feel the need to write this letter since most of you know I have encouraged the AYC women to participate in our racing program and have lent my services when asked to help. However, there has been some comment recently that made me want to again emphasize my feelings.

We have never, to my memory, had more than two participants in the Adams Cup eliminations and the enthusiasm this year I hope will carry on. I know that all others on the Race committee and The Board share my feelings on this.

Again, thank you for your efforts and skill.

Jack A. Kern

THE CARE AND FEEDING OF ANIMALS

by John Oliveira

After observing the antics of my crew on the Turnback Canyon race I decided that they need proper care and feeding to keep them happy. As their services are essential to race successfully, I thought I would share my observations with you.

Equipment is important. Winches should be large enough so your weakest crew members (Todd and Don, age 8) can sheet home the genoa. Your strongest crew should be able to manage a tack without the aid of a person grinding if accompanied by suitable gorilla noises. Terry can produce a blood curdling scream heard on a boat 150 yards away.

Some crew members like Dave Hasti need plenty of strings to pull. A line labeled "gizmo" and lead to a dead end shock cord might keep him busy. This could keep him from hollaring "lets throw up the blooper" while we are hard on the wind.

There should be at least two compasses and they should read at least five degrees apart. This is guaranteed to create heated chatter on the upwind leg as you try and decide which compass you were reading when you were headed. On our boat this will generate at least one of "Terry's Tips" for offshore sailing such as "It's all relative anyway" or "on this tack the small numbers are better".

Food is vital to crew performance. The crew must be well nourished and fed on a timely basis. On one MORC race we had waited to eat until the downwind leg from Arkansas bend to Graveyard point. When I suggested that we needed to jibe in order to cover "Profane" who was moving fast from astern! I was promptly reminded by the spokesman for the crews union, Terry H. that we couldn't possibly jibe because he was still eating his lunch (2nd sandwich). Besides, the owner shouldn't be allowed on the helm anyway. Get to know your crews eating habits. Some like Terry prefer gourmet sandwiches, while others like Dave Hasti perform for peanut butter and spam.

To familiarize new crew with adjustment prodecures you should have scales pasted under the control lines that are calibrated in various standard hair widths.

The mainsail should have a shelf sufficiently deep for the cabin top spinnaker trimmer to rest his beer. The spinnaker halyards should be rigged so the animals can swing into the water after you cross the finish line.

Make sure the stereo is in working order. Music is great to change the pace and sooth the savage beasts. If this is to be an anchor down and return race ask the boat you are about to raft up to if they have Vodka and Bloody Mary mix on board. This will get the animals going the next morning.

These are only a few of the items you may want to consider. I don't guarantee results, but you will have lots of fun and you may even place once and a while.

Oh' by the way, I'm partial to animal crackers myself

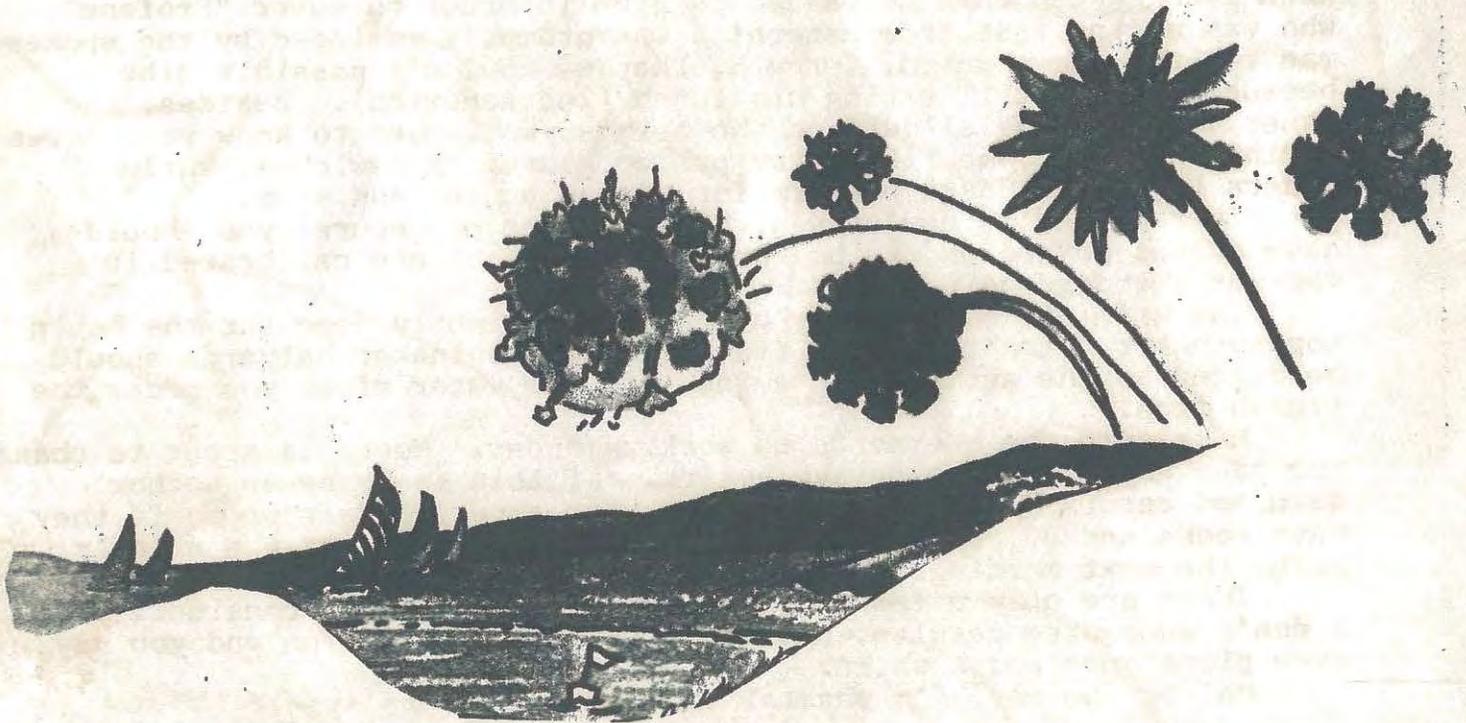
M.A.P.

Hasti

John Oliveira

Spectacular
A.Y.C.

fireworks Display



July 4th. 9 P.M.

Dance Under the stars!
July 3rd.
9: PM
To Hodges
Tommy & Caravan
The Gypsy Caravan

Helium
BALLOONS
25¢

BEER Booth
- MORE -
FLEET

Hot Dogs
& Trimmings
"Hobie"
FLEET

Buttered
Corn on the
cob
M 20
FLEET

Ice Cream
Soup
Popcorn
"Thistle"
FLEET

BEST
Decorated
Booth
AWARD

Firecracker

Then
Bicentennial Festivities

July 4th.

1: P.M. til —

Enjoy the Colorful Booths
and Goodies

FOR SALE
BOLD MARAUDER

CATALINA 27 A COMFORTABLE RACER/CRUISER
CUSTOM RIGGED

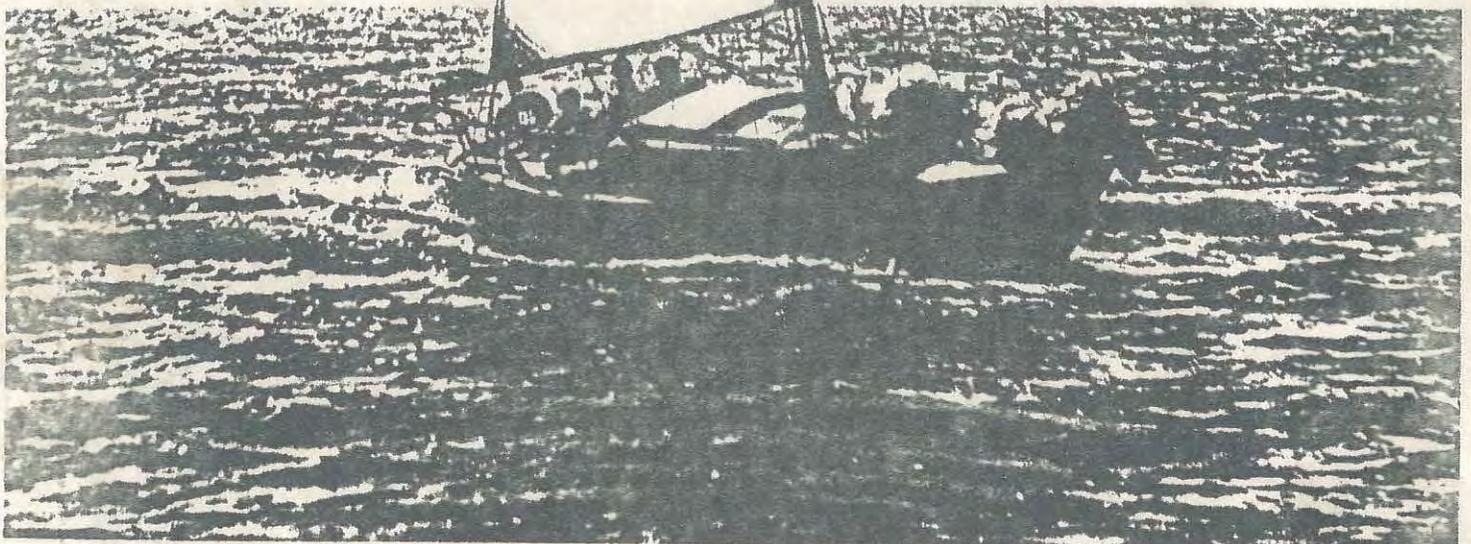
Full Headroom
2 Danforth Orion Compasses
2 Barient 22s, 2 16s, 2 10s
Flush mounted bilge pump
Galley, Sink, Icebox
Signet Knotmeter
Head
Fabric Cushions
Tall Rig

LOA 27'
LWL 22'
Beam 8.9'
MORC 21.1'
IOR 21.4'

This ready to
race boat is
available from
John Oliveira
1-492-2938

Inboard engine and folding Prop
Internal halyards
1 Barlow 15
Marine stove
Dinette arrangement
Depthmeter
Hanging Locker
6 Berths
Bowsprit

11 Sails
Main with 2 Reefs
170% Genoa
150% Genoa
130% Genoa
Radial head Spinaker
Starcut Spinaker
Drifter
Reacher
Tall Staysail
Genoa Staysail
Bloomer



THE ANATOMY
OF
A SOUTH COAST RACE
(BY "NOM DE PLUME")

I will probably market this remote recorder under the commercial title "Polyvox" (many voices), but the experimental term for it is "Bug in a Boat". The device is placed in an inconspicuous place in the bilge of a racing yacht, and is activated by a blast from the Committee Boat horn leaving the AYC dock. It is so sensitive, it can pick up even the slightest muttering. The voices of each skipper and crew are then recorded on tape in a subsurface vault, located within Starnes Island, and accessible only by 2-person submarine. R. Touchet conveniently absented himself from the race of June 13, 1976, (playlike vacation) in order to bring us this candid transcript of the race that day, only for the good of the Southcoast Fleet. I have edited the transcript "*", for "Expletive Deleted" in order to preserve the Telltale's "Family Magazine" reputation.

CAST OF CHARACTERS: #84	Duane Dobson, R. Fulton, Duane Dobson, Jr.
#137	Mike Bartlett, Melba Bartlett, Charles Seitz
#78	Eddie Calogero, Pat Calogero, Greg
#123	Carl Morris, Joan Morris, Tom Farrell

OUR TRANSCRIPT BEGINS ABOARD:

#84: "Got the sails rigged and furled Fulton? O. K., throw water all over the boat-make 'em believe we've been out practicing, then we'll tell 'em there's so much wind out there, a working jib is almost too much. Furl the lapper a little tighter Duane, it looks too big."

#78: "Working jib, my *, let's put on the 150% Genoa, Pat. We'll clean 'em on boat speed."

#123: "Eddie's put up his 150% Genoa, we'll go with our 170% and clean 'em on boat speed." "Carl! In all this wind without a winch handle?"
"* the * winch handle, full speed ahead, AAOOOGA."

#137: "Honey, we can race on the main alone unless you just insist on a foresail. You all just work too hard sometimes. You think the boat looks pretty with a lapper? O. K. That's what we'll use then. I'll paddle the boat out to the starting line, crew shouldn't tire themselves before the race."

PAGE 2

ANATOMY
CONTINUED

ONE MINUTE BEFORE 5TH START:

#78: "Hey Carl, when do we start? Seventh? O. K. crew, we still have eleven minutes. Downhaul tight, vang tight, outhaul medium. ****. What are all these ** Southcoasts doing on starboard, closehauled?"

#123: "Heh, Heh, we'll start at the low end, it's favored."

#84: "Duane (Jr.), I don't care if you are too big for a cabin boy, reach in there and hand me the stop watch. We'll start at the high end of the line, it's favored."

#137: "Crew, I suggest we make an Amy Vanderbilt start-oh, that's where we wait until everyone else goes, then we won't have to watch for other boats. Are you ready to come in on the jib? You're not? O. K. We're reaching along pretty well anyway."

AT THE WEATHER MARK:

#137: "I would like to fly the chute to the next mark. What's that Melba? Please calm down; We can vote on it... The results of the secret ballot are Lapper 3, Spinnaker 0. What's that? Carl's stopped to seine for minnows? And he's using his spinnaker? Wonder if he catches anything? Look! Eddie is going to seine also. If those two are in trouble again we'd better go back and help!"

#78: "****. Don't ask me which side to bring in the chute, bring it in on both sides. It's split in half now!"

#123: "Who got the course? Did you see the course? What's Bartlett and Dobson doing over there by H mark? You say the course marker had H? That's a lotta H!"

DOWNWIND:

#137: "Melba, when I ask if you'd like to put up the chute, you always take it so personal, Dear. Charles, you would like to fly the chute, wouldn't you? You say we should put it up to go by the Committee Boat? Good Show! You're right, motor boats do shake all the nice creases out of it."

#84: "We have to sail off the wind more, those Ensigns sure like to hog the lake. O. K. Sunfish-leeward boat keep clear-big boats crush little boats."

#78: "I've had too much of that cheap wine today, pour me a glass of the really good stuff. That's right, GALLO."

PAGE 3

ANATOMY
CONTINUED

AT THE LEEWARD MARK:

#123: "Get it in, get it in, **. Get it in, get the pole down, trim the genoa, harden the main. Outhaul, downhaul, mainsheet, get to the high side. Dump some mainsheet? ***. Hike crew, HIKE. Just keep telling yourself you are having FUN!"

#137: "Let's just go over there above Carl so we won't be in his way!"

#84: "Change foresail! That's right, the BIG Genoa. The wind has let up, we'll be killed with the lapper now. Watch out for that gust-glub, glub."

#78: "**** fifteen mile Gold Cup. Do we have any running lights on this ** boat?"

LATER:

#137: "Hey, there's the finish line up ahead. I sure am glad they set nice long lines for us keelboats. If we luff up at the line and shoot it we can go between the mark and the Committee Boat and not hit either one. Thanks folks for the nice race. What's that? No, we didn't mind at all, we like sailing the old standard 12 metre course. Thanks crew! You say crew's local #19 has me up for NERD of the year?"

#123: "We didn't lose, we just ran out of lake too soon!"

#84: "Can we lay the finish line? If not, five more tacks ought to do it. Just like the turnstile at the Safeway Store!"

#78: "Well, let's see, just 2 hrs., 40 minutes of racing. Lucky they lost the postponement flag!"

DOCKSIDES:

#137: "Charles, I didn't believe the sun got to you that much. When you say you are hot and tired, you really mean it. Here, let me give you a hand up. By the way, did you notice any vegetables on the keel, while you were cooling off?"

"Now Melba, don't go over there and do anything to that 420 sailor! I am sure he didn't mean anything when he waved his finger at us. No, I don't know if he has a good dentist or not."

"Let's everybody have a double Gin and Tonic!"

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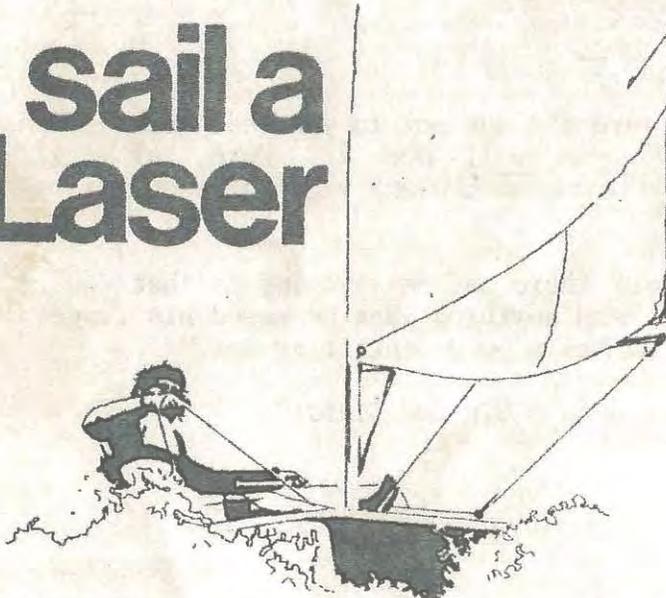
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