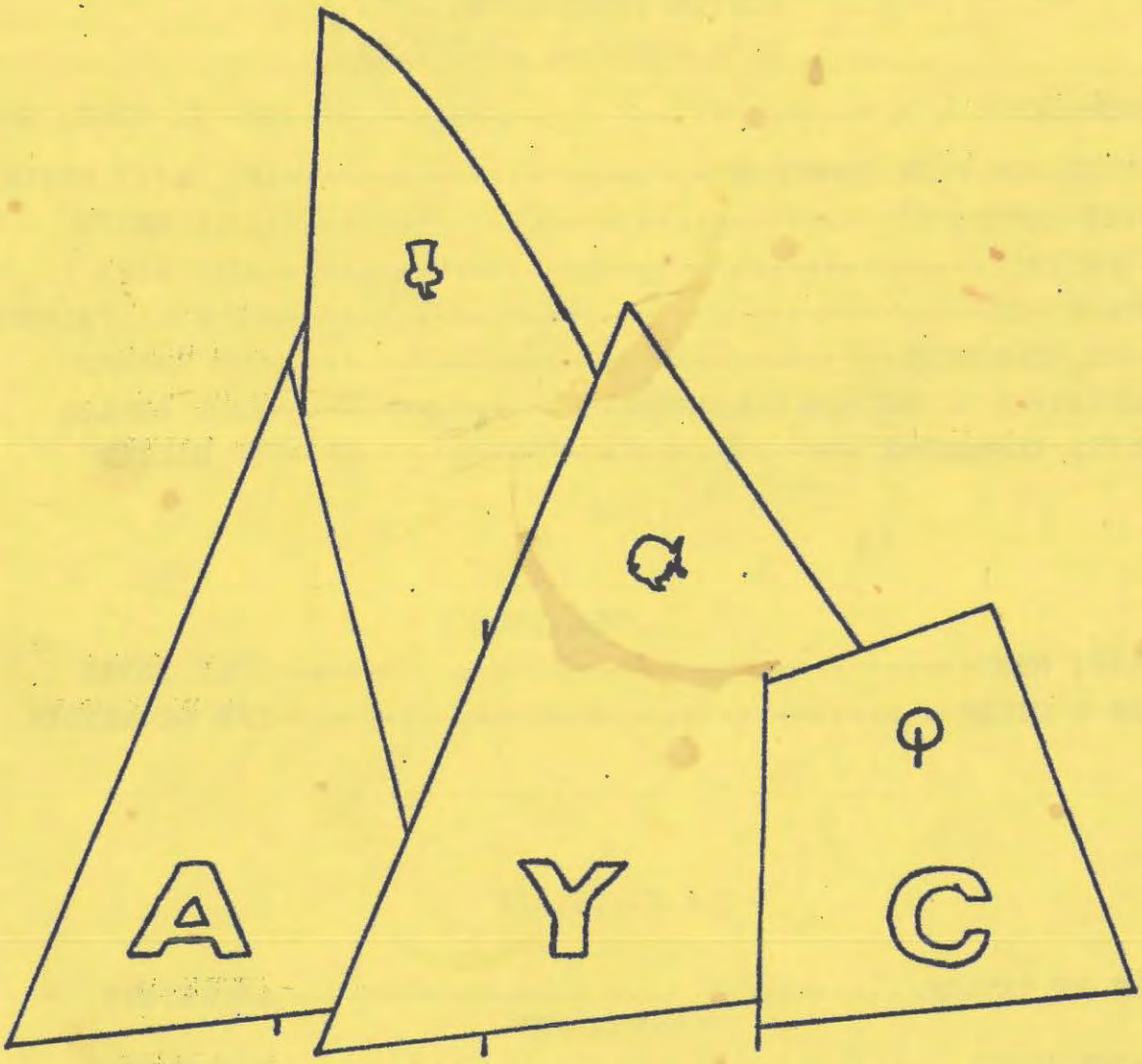
TELL-TALE



JUNIOR SAILOR 1976

AUSTIN YACHT CLUB, INC.
1976 BOARD OF DIRECTORS

COMMODORE ----------R. E. (BUD) BOUCHER
IMMEDIATE PAST COMMODORE----------P. CLIFT PRICE
VICE-COMMODORE----------JACK BREEN
SECRETARY----------JACK KERN
TREASURER----------RUSSELL PAINTON
RACE COMMANDER----------RON HARDEN
BUILDINGS & GROUNDS COMMANDER----------PAUL KELLER
FLEET COMMANDER ----------ED HALTER

TELL-TALE

FLEET NEWS----------JODY JONES
ADS & OTHER----------LEE DE KEYSER

A.Y.C.STAFF

LEE DE KEYSER----------SECRETARY
MON-WED-FRI
KATHY HASTI----------BOOKKEEPER
TUE-THUR
TOM CLARK----------MAINTENANCE
STEVE BILGER----------DOCKS & SECURITY

ATTENTION

Due to the increasing problem relating to the presence of pets on AYC property (for example, an entire picnic ham was eaten off of an outside table a couple of weeks ago), the Board has felt itself compelled to amend House Rule #19, which relates to this subject.

> House Rule #19 shall be amended to read:
>
> No pets are allowed on club property at any time and in addition to being responsible for any damage or inconvenience caused by any pets which may be present in violation of this rule, repeated violators will be subject to, upon motion by the Board of Directors, a fine of up to $20.00 for each violation of rule.

Non-member owners of pets which are found on the premises will be requested to remove them or the Club, if necessary, will have them removed.

While it is regretable that this rule must be made more restrictive, the old Rule was widely ignored and it has become quite obvious that animals and barefoot picnicker's are not compatable.

September 1976

Fellow Members:

The Nominating Committee wish to solicit your recommendations for the 1977 Board of Directors, as directed in our By-Laws, Article VII, Section 2, Paragraph (B).

After having considered each recommendation, a selection and presentation to the voting members will be made 30 days prior to our Annual Business Meeting, December 1, 1976.

Please call or contact a member of the Nominating Committee.

Thank you,

Clift Price, Chairman
Larry Niemann
Hap Arnold

cc: 1976 Board of Directors
Fleet Captains
Tell-Tale

THE BULLETIN BOARD

From the Office Staff:

On occasions we need additional workers for various jobs here at the club i.e.gate guard, clean-up, maintance and bartender-(must be 18 years of age) etc. If you have a son or daughter who might be interested in earning a few extra $, please call Kathy or Lee.....

We still have a few T-shirts to sell. Good buys at $2.00 each. - Many children sizes in one print and XL with AYC burgee. Call office or come by.....

BUFFET DINNER is now being planned for October 10th. Mark this on your calendar for an Italian Feast..... More details to be mailed soon.

The Office wishes to thank John McGinty for the cover. If you see a number of Junior Sailors wearing this logo on their very own shirts, congratulate them for a job well done - and to Jerrie and John and committee we all thank you.....

SPECIAL NOTICE FROM LOST & FOUND: We have a number of articles which have been found on AYC property and have NOT been claimed. If you have lost any articles please contact Tom, Steve, Kathy or Lee. It will be necessary to dispose of these articles if no one claims them by the 1st of December.....

.....

FROM THE OFFICIAL RACE COMMITTEE:

The order of starts for Sept 19th and thereafter will be:

1. Lasers
2. Thistle
3. M-20 & MC
4. Fireball & CB Hdp
5. Ensign & SC 21 (MORC course)
6. 420
7. MORC

.....

AYC DIRECTORY SUPPLEMENT:

ALVIS, James E. (Janet)
1703-A Emilie Lane (31) 451-2329
Investments
K22'6" Ensign

ALVIS, John W. (Kay)
5705 Driftwood Dr. (31) 345-3034
Attorney 476-9121
K 22'6" Ensign #1027

BARTOSH, C. Patrick (Gretchen)
7104 Waterline Rd. (31) 345-4497
Program Manager-
Radian Corp. 454-4797
C/B Thistle #2176

BLACKWELL, Earl B.
3500 Greystone #144 (31) 345-7335
Assistant Engineering Supervisor
North American Yachts 836-2218
K-23' North American 23
C/B Hobie 16 #3572 HYDRA

BYRNE, Brian M. (Elaine)
2610-D Ektom Dr. (45) 451-6639
Artist 475-6181
C/B Fireball #5192

CONNOR, William K. (Mary)
608 Brookhaven Trail 327-0291
Tracor 926-2800 x 427
C/B Flying Scot #1718
Laser
Sunfish

CORMAN, Samuel J. (Natalie)
4305 Cat Hollow Drive (31) 345-7222
Physician 476-6521
MC Scow - Sunfish

CREAMER, Frank D. (Cynthia)
2916 Rio Grande (05) 472-2926
Construction Superintendent 477-8592
K 22'6" Ensign #1486

FOX, Mary Sheafe
P. O. Box 14230 (61)
Student
Laser

FOX, Patricia S.
3524 Greystone #203 (31) 345-3829
D. P. Manager at Boon-Chapman 454-2681
K San Juan 24 #12874

GUNDERSON, Sage Thomas (Susan)
4303 Far West Blvd. (31) 345-7640
Manufacturers Rep. Machine Tools
bilgeboard boat M-20 "White Whale"

HIGGINS, William Lynch
102-B Bulian Ln. (46) 327-3577
Owner/Mrg. Art Gallery/Frame Shop
451-2077
K 21' South Coast #17 "The GOLIAD LADY"

HLISTA, Richard J. (Barbara)
3543 Red Oak Lane, San Antonio 342-3476
Dentist US Army
C/B 17' Thistle "Pointer"

KEY, Edmund IV (Mary-Hobart)
2102 Nueces St. (05) 478-9934
Computer Programmer 475-6441

LAWS, Douglas R. (Shirley)
1907 Redbud, Rockdale, 76567 446-2022
Accounting Manager - Alcoa 446-5811
C/B 17' Thistle "Lady "B"

LOCKLIN, Charles (Beverly)
7507 Long Point (31) 345-4583
TX Dept. of Mental Health & Mental
Retardation 454-3761
K 22'6" Ensign #1085

MARKOWITZ, Sheldon L. (Susan)
4110 Greystone (31) 345-4084
Physician 454-5171

McCULLOUGH, Don R. (Sherrill)
3005 W. Terrace Drive (31) 452-4905
Association Management 454-8626
C/B 17' Thistle #3284 "Clock Work"

MULLINS, Donna
1010 W. 23rd #14 474-8293
Student
Laser

PARISH, Richard C. (Peggy Keeland)
7333 Bluff Springs (44) 447-1134
Carpenter-Contractor
C/B 19' Flying Scot #283

POWELL, David Thomas
4310 Ave. B #209 (51) 452-6221
Student
Laser

RAYE, Tommy D.
2500 Steck #114 (58) 451-4136
Chemical Engineer-Radian Corp 454-4797
C/B 17' Thistle #2176

REDMON, Michael J. (Lynn)
12323 Double Tree Ln. (59) 258-2770
Physicist 471-3114
K Ranger 23
Laser

SACK, Marshall Rich (Sandy)
6108 Janey Dr. 452-6083
Physician 459-1111

VICKLAND, Karen
3524 Greystone #203 345-3829
Computer Programer 475-7226
Laser "Wonder Woman"

RESIGNATIONS:

BOSWELL, Gary
BRANDT, Floyd
BUSTER, Edwin
CODDOU, Wesley
CUNDIFF, Edward W.
CUPIT, Arthur Burton
GUMP, Wm. D.
HANDLER, Philip M.
HAYDEN, Julian
HEATON, Jane
JOHNSTON, A.B.
KELLY, Robert R.,III
UNDERWOOD, Stephan Alan
VONET, Robert

JUNIOR SAILING PROGRAM

The AYC Junior Sailing Program recently completed an 8 week instructional program for 24 children of club members. The students, ranging in age from 8 to 12, were grouped into three ability levels--advanced, intermediate, and beginner--based on sailing skills demonstrated during the series of lessons.

Advanced level sailors, Chuck Connor, John Halter, and Wade Thorstad, had successfully demonstrated the ability to handle the helm of a Thistle while under adult supervision.

The Intermediate level sailors sailed Sunfish (loaned to the program by Bill Connor, Duane Dobson, and Ed Halter). These students, during the course of the program, demonstrated that they could rig and un-rig the boat, sail a triangular course, right a capsized boat, and retrieve objects dropped into the water. The Intermediate students were Steve Bene, Reed Crow, Linda Fox, Cara McCollum, Colleen McGinty, and Kelly Thorstad.

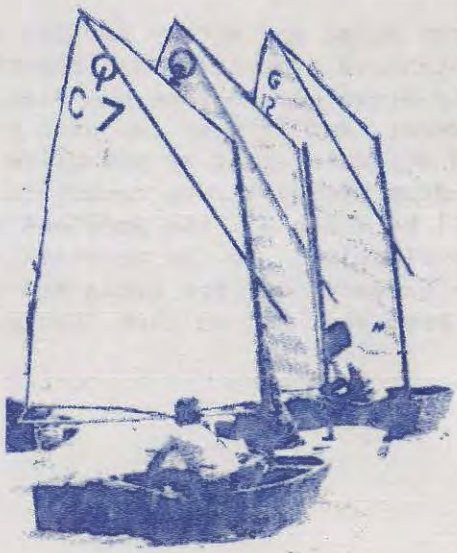
Beginners sailed the Optimist Prams. At the end of the summer program, the following students could singlehand a pram around a preset course, rig and un-rig the boat, and sail to a designated point: Cricket Bene, Scott Burton, Jonathan Connor, Tom Cowden, Valerie DeKeyser, Earl Dobson, Sharon Fox, Suzanne Hasti, Laura Kimbrough, D'lynn Lackey, Glen Allen Lackey, Bonnie McGinty, Kelly McGinty, Todd Painton, and John Lynn Yarbrough.

Club members serving as volunteer instructors were Bob Bene, Bill Connor, Nancy Dobson, Pat Halter, Pat Kimbrough, Jerrie McGinty, Barry Madjerich, Clark Musgrove, and Judy Reinhart. Directing the program was John McGinty.

In addition to a lot of sailing, several boat repairs were made with the assistance of Steve Bilger and Hap McCollum.

At 4pm on Saturday, Sept 11, a party was held at the clubhouse for the 1976 Junior Sailors. Hot dogs & ice cream was served and all students completing the program received an award.

Also, at its August meeting, the Board of Directors authorized a temporary committee to prepare recommendations regarding future directions for the Junior Sailing Program. At present, the Committee consists of Pat Halter, Ron Hardin, and John McGinty. The committee solicits the opinions and suggestions of the Junior Sailors, their parents, and other interested persons regarding club acquisition of boardboats for the intermediate level students, extension of the program into the spring and fall, providing sailing instruction for adults, establishing a junior racing series, or other areas for improvement. Anyone interested is invited to present their ideas to a committee member. The committee plans to present their recommendations to the Board in October.



LASER PARTY!!!!

The most recent Laser party was a really nice one; everyone having fun, or so most of us thought!! Our host departed for bed somewhere in the vacinity of 11:00 pm and then it was noted that about mid-night our hostess had also tucked herself into bed under the pretense that there was a tennis match to be played the next day and "beauty sleep" was a much needed requirement.

However, the refrigerator was well stocked with that good ole "German Soda Pop," there was still food to be eaten, good music for dancing and at least a dozen or so fun lovin' sailors that wished to ignore the above situation. So ... we simply continued to party. At a respectable hour, for a Friday night party, the guests put up the food, turned off the music and lights and locked the doors before departing, but not before leaving an appropriate message to our host, and also a word of thanks for a fine party. Names of the above have been purposefully deleted, but some of us know who they are!!!

FIREBALL FLEET NEWS

The Fireball keeps making its' debut - just when everyone says, "whats happened to all the Fireballs?" it appears again, and this time with some new faces. The fleet welcomes Liz Garrison and her newest purchase (eat your heart out Tucker), all but perhaps Doug Connally, as Liz left Doug in her wake early on in the 2nd race finishing 1st, leaving Doug so paranoid that he finished in last place and was last seen frantically practicing. Ron Hardin was Liz's crew - contrary to what you've always said, Ron, you are not really to old to sail on a Ball! Great show Liz - you might be the next Joan Ellis who won Fireball Worlds last year!! Also, with the same zest, we'd like to welcome Elaine and Brian Byrne not only to the fleet but to the AYC as well. Hopefully we'll see you on the water, and no in the water, Elaine and Brian!!

Terry Nelms has been appointed Fleet Captain, thus we expect many great parties!

Terry Nelms and Mickey Wilkins are trying a new rendition to an old idea - a continuous trapeze. They report it is fantastic - everyone should have one! It only broke once before the race, and twice during the race!! They still have faith, however, and if they can ever perfect it they promise their tacks will be so fast and efficient that if you blink you will miss it. If it cuts down on the amount of drag Mickey's rump causes in the water when he misses the hook, they figure it will be worth all the previous humiliation of trial and error they have been experiencing. In the meantime, Liz and Doug can battle it out for first, but better watch out for Linda McDavitt and Dave Hasti, each sailing a Ball - best to keep your eye on them 'cause they do know how to sail!!!!

ENSIGNS by The Bob Lee

Greetings from the LARGEST KEEL-BOAT FT. on Lake Travis. Nine (9) Ensigns were on the starting line for the 1st race of the Fall Series. Close racing resulted in:
1. Bill Holman (588)
2. Arak Bozyan (465)
3. Bob Bene' (88)

Second race same day; (7) skippers and crews braved the stench from Steiner ranch which resulted in 1. Bill Holman (588)
2. Arak Bozyan (465)
3. Jerry Epstein (296)

It has been said that there is not 10% difference in boat speed in Ensigns. That difference is rapi ly growing shorter in the AYC Fleet. The days of winning by a leg of a race are gone forever....

In last Sunday (2nd) race, Frank and Cynthia Creamer, let the hammer down with their Tomato Red machine and beat everybody. Their boat has been in the water less than 2 months.

Those skippers who haven't seem their Ensign in a long time are cordially invited to come out and join the humam race.

The Ensign is about as obsolete as apple pie - so there's no reason whatever at let it sit in the slip just to have something for the algae to grow on...
SEE YEA SUNDAY - Race starts 2:30

M-20 Jack Kern

We want to welcome Tom Gunderson who has moved to Austin from Delavan, Wisconsin. He sails the "White Whale" #352 and is a former Commodore of the M-20 Association and an officer in the Inland Lakes Yachting Association.

Congratulations to Hap Arnold for being the Olympic sailing team Doctor. I hope that he will give us a write up on this for the Tell-Tale on his experiences if we encourage him.

This summer the Bauers and Kerns went to the M-20 Nationals in Madison but had little to brag about. Major Hall attended from Yachting Magazine and just wrote a nice article about the M-20 in the latest issue. Get yours on the newstand.

There is now a new M-20 fleet in Dallas with 12 boats actively sailing. Their first regatta is scheduled for October 23rd. They also plan to host the Spring Regatta on Lake Ray Hubbard along with the C-Scow Black Tie Regatta next April.

We regret the departure of Gary Runyon to El Paso and Phil Handler to Dallas, but likely will be seeing them soon for they plan to continue their M-20 sailing.

SOUTHCOAST SUMMER OF SEVENTY-SIX

By

Nom De Plume

Corpus Christi

Dauntless Admiral Morris, with his usual slimy crew, pulled off another series of firsts in the Corpus Christi-Rockport Regatta: first to arrive on the correct date for the regatta, first to be late leaving the dock, first to declare "You're over early" to all other boats on the starting line, first to run aground, first to hold an open meeting to decide who would jump in the water (after Dobson was thrown overboard), and first to finish and win 1st in Keel "B". Following this, Admiral Morris was first to walk out a two mile pier to harass the race committee. Eddie Calogero was also not without his firsts. Captain Calogero finished 3rd (missed 2nd place by 8 seconds) because he was first to demonstrate how to break a spinnaker pole and first to try and fly a chute for 4 miles using a stiff (crew member) as a temporary reaching strut.

Dallas

Duane Dobson puts the pressure on a defenseless novice Southcoast owner, telling him the boat will drown his wife and child. Dobson advises this would-be sailor that the boat was a bad risk in the first place; that it is a crew eater and that for a small fee he would be glad to haul it off to the graveyard. Dobson explains that the boat was probably built as an Ensign, but the aft end of the keel has rusted away. He further tells the owner that the only profit that can be realized from this wreck is from the sale of kelp (growing on the keel) to a vitamin factory. In tears, the owner relents and pays Dobson 21¢ to dispose of the hulk. Dobson then coerces Bartlett into hauling it back to Austin. He convinces Bartlett that "Your trailer has terminal bearing disease" and that replacing the wheel bearings and placing a heavy load on the trailer, is a "can't miss" cure for the trailer's sickness.

Upon arriving in Austin, Dobson unloads the boat in the front yard of the AYC Commodore (revenge for past racing performances).

Austin

Bartlett, secretively coating the hull of his boat with laminated chicken fat, drifts to a 1st place in the Summer Series.

Vassalo decides on major repairs for his boat: Jack it up and run a new boat underneath.

Touchet finds out his wife is a better skipper than he is. Abandons own boat for berth on #84. Wife sails away.

Boucher scrapes slime off wreck in front yard. Discovers manufacturers markings indicating "Experimental X-007 Design" followed by "TOP SECRET ¼ TON RATED". Boucher sneaks boat into auto repair shop at 1:15 A. M. July 5, 1976. Orders boat repainted, numbers removed. Slips boat in water following week. Takes first place in first two races of Fall Series.

Duane Dobson, Jr. concludes his Summer Vacation by sailing his sunfish close to the Wednesday Evening Laser Race. Returns home to tell parents "Sailing with the Laser Fleet, I've learned a lot of new words for school this Fall."

ENSIGN/ELECTRA FLEET NEWS

Eugene English

The 15th Ensign Class National Championship Regatta was held in mid-August at the Houston Yacht Club.
Champion of Champions, young Clark Thompson, Jr., (#487) of Houston's Fleet 2, successfully defended his National TITLE by winning 4 out of 6 official races plus the Tune-up race. All were over gold cup courses around marks set in an olympic circle 1½ miles in diameter (early race 8¼ miles)
How did he do it? By superior boat speed (properly Tuned with well-shaped sails), excellent helmanship and crew work, and ability to capatalize on local knowledge of Galveston Bay.

Other Houston skippers took trophies for 3rd, 4th and 5th places.
AYC members in the Regatta were Eugene & Kathryn English with Tad Smalley as crew in "Tackless" and John and Thelma Weiler sailinga chartered boat with Frank and Cynthia Creamer as crew.
Very Good sailing weather was enjoyed by the 21 Ensigns participating in the races. It was one of the very few weeks in the summer when no rainstorms were encountered on Galveston Bay.

LASER NEWS

by Dave Maguire

Attention Laser Sailors??!!!
The dulldrums are over. We're starting a new Laser series starting October 2, on Saturdays. There will be a skippers meeting at 3:30 to decide on team racing and to make up teams. This series will last through November - skipping the Saturday of Laser State Championships and the Nov. MORC race. We'll have food and fun after races so everybody show up. Oh, by the way, there is a $3.00 fee to cover cost of trophies. Ya'll who want to go to States, they are in Corpus Christi on Oct. 7 & 8 (This is a Fri and Sat. and is probably wrong) as it is probably on Sat and Sun) for further info. consult bulletin board. Let's get a big showing and go get the Silver. We're trying to get that big trailer that will handle at least 6 or 7 boats to make it easy to go.
Ted Ritter, class Sect. called and informed us of a big regatta in Mexico with good racing and lots of parties. It's from Nov. 21-27 and there are new boats available for charter. If you are interested contact me and I'll know more about it soon.
SEE YA'LL ON OCT. 2.....

THISTLERS

crew #1323

A large group of new and old Thistlers enjoyed a covered dish dinner in the home of George and Joanne Robison. This inspired 16 boats to be on the starting line the following Sunday.

What some Thistlers are doing:
One, I shall refer to as L.G. has temporarily defected to the Fireball Fleet. At least we hope temporarily!!!

Another I shall refer to as "MR" D., while enjoying his retirement is constructing a Robert's 25' yacht in his garage. While waiting for the "C-Flex" to arrive, custom toidie paper holders are being designed and built. The first one off the assembly line looks to be the size the Queen Mary might contract for!!!
Seriously, anyone who is interested in the construction project going on at the DeKeyer's, give a call 288-2410 or come on by. Beer is cold, coffee is hot and advise is welcomed.....

DROWNPROOFING

An easy-to-learn technique that insures even non-swimmers against drowning

By CARLA STEPHENS If your warm-weather plans include water sports, there's one thing you should do to make this summer safe as well as enjoyable for your family: Drownproof them!

Drowning is the second leading cause of accidental death for people between the ages of 4 and 44, according to the American National Red Cross. Twenty-eight percent of those drowned are children under 15 years old. Seven out of ten of them are boys.

Even more shocking is the fact that many of the seven thousand annual drowning victims *know how to swim.* In fact, swimmers face several hazards that non-swimmers don't. First, they may overexert themselves—especially in May and June when they're likely to expect out-of-condition bodies to perform as well as in summers past. They may also get into a situation beyond their skills. If panic takes over, tragedy may follow.

With drownproofing, on the other hand, a poor swimmer or even a non-swimmer can survive in the water twelve hours or more—even when fully clothed and in rough water.

Developed by the late Fred Lanoue, drownproofing relies on the body's ability to float when air fills the lungs. Picture yourself bobbing restfully just under the surface of the water. With a few easy movements you come up to breathe as often as necessary. That's the basic idea of drownproofing, a technique endorsed by the Red Cross, the National Safety Council and the YMCA. It's easy to learn, even for some three-year-olds. You can teach yourself and your family.

Here's how it's done: First, take a breath through your mouth. Then, holding your breath, put your face into the water and float vertically with your arms and legs dangling. Don't try to keep your head up; it weighs fifteen pounds.

When you're ready for another breath, slowly raise your arms to shoulder height. At the same time bring one leg a little forward and the other back into a position somewhat like the scissors kick. (If injury makes it necessary, drownproofing can be done with either the arm or the leg movements.) Then gently press your arms down to your sides (not backward) and bring your legs together. Keep your eyes open and raise your head until your mouth is out of the water. Exhale through your nose, your mouth or both.

Inhale through your mouth while continuing to press your arms down. But don't press too hard, for you want to keep your chin at, not above, the surface of the water. Finally, return to the resting position with your face in the water. If you sink too far, a small kick or a slight downward push of your arms will return you to the surface.

When teaching your children, it's advisable to stand with them in shoulder-deep water. Have them bend forward to practice the breathing and arm movements. If they swallow water, be patient and encourage them to try again. Once they're comfortable with the procedure, move into deeper water near the side of the pool to coordinate the floating, breathing and body movements. Water just deep enough for them to go under is sufficient. Remember, all movements should be easy and relaxed.

If your child needs to work at the vertical float, let him practice at the side of a pool or some other spot where he'll be able to hold on. At first you might even help hold him up by placing a hand just beneath his shoulder. Have him take a breath, put his face into the water and then remove his hands from the side. As soon as he has some experience in floating remove your hand and watch.

While practicing, youngsters usually spend only about three seconds under water at first. That time should gradually increase—depending, of course, on their age. Older children may reach ten seconds, the period recommended for adults.

With a little practice your family will be drownproofed and truly ready for fun in the water. *The End*

E-SCOW NATIONALS Jack Kern

Sandy and I just got back from Minneapolis after sailing on Lake Minnetonka on D-3, an E-Scow that we shared with Don Gunderson from Delavan, Wisconsin. We thought our experience might be of interest to the AYC sailors.

Lake Minnetonka is one of the original scow lakes, and one of the older yacht clubs in the United States. Scows were first sailed here back in the 1890's and soon were all identified by letters, A, B, C, et cetera, with the E-Scow being one of the earlier Scows developed. The B and D have pretty well dropped out of existance so that now scows that are actually raced include A, C, E, M, M-20, & MC's.

Up until about 4 years ago the E hadn't changed a great deal from its earlier design, and still had a deck stepped rotating mast, that was a bit difficult to handle as the wind picked up, for the tip of the mast would hook to windward, and the middle of the mast would bow to leeward, closing the slot between the jib and the main and creating heavy weather problems. The redesign of the mast has done more than anything to make the E-Scow a good all around performer, for now a metal non rotating mast that is about 30lbs lighter is fitted with spreaders that keep the mast straight and only the tip bends, to leeward rather than to windward.

As a result we found the boat a delight to sail in all conditions except very light air. We had previously crewed two races for Don early this year in Pewaukee when the winds blew a good 30 to 40 and thoroughly enjoyed it. We never really felt out of control in spite of butterflies in the stomach before the races started.

There wasn't any wind this grand in Minnetonka but the first two races were sailed in 15 to 20 and with 70 boats on the line you can imagine the excitement. In our first race we rounded the windward mark within the top 15 with all boats tightly packed but didn't do as well off the wind and dropped down to finish in the high 20's. In our next race a Texas twister had followed us north and we capsized during a jibe and had to be righted and towed dry. Our sailing from then on gave only one ray of hope with a third in the light air race after leading briefly at one time. Our good fortune did not last however and in the last race it seemed that we had sailed into the Bermuda triangle and almost finished last.

This was the first regatta that I had skippered an E-Scow and found the boat tremendously fast with acceleration on the reaches that I couldn't believe. It is 28ft long but beamy enough to be extremely stable so that sailing upwind I most often would cleat the mainsheet and either I or the middle crew would play the traveler in the puffs. There is much less physical work involved for the skipper in sailing this boat, than say compared to an M-20. The mainsheet required a great deal of strength, but this can be rigged to go to the middle crew, and I think in most instances should be. The physical work required of the crew also is less than on an M-20, but timing and coordination are extremely important in the crew work sailing this boat, particularly off the wind.

The old reaching head sail mounted to the spinnaker pole has been changed to a soling chute on the reaches and

will allow the boat to sail a good 15° forward of directly abeam on the apparent wind, and downwind a slightly larger chute is used but still the boat sails at very high angles to the wind in order to keep the speed up, with multiple jibes on the downwind leg.

I thought the caliber of the fleet was exceptionally high and was as good or better than the group sailing at the 470 Nationals in Dallas that I sailed in about 4 or 5 years ago. Gordy Bowers won the regatta with a consistent series, winning only one race. He was almost our Olympic representative in the Flying Dutchman until the last two light air races in the trials did him in. Billy Allen, a nationally competitive Finn sailor, finished 5th, so you can imagine the type of people that were there.

I think that we could do better than our finishes showed this time, but I don't think I could do too much better without a little more practice in the boat. Either way we had a grand time and met and formed many new friends. Almost the entire fleet was put up in the homes of those who live on the lake and the hospitality certainly came close to matching that given to sailors when they come to AYC.....

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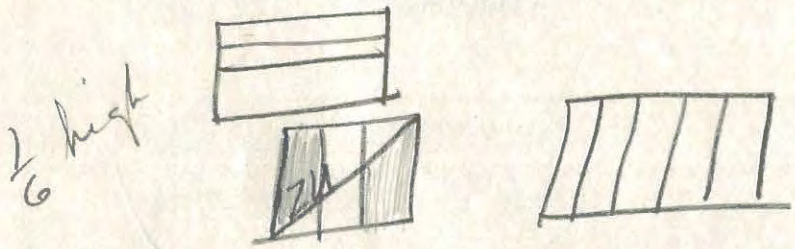
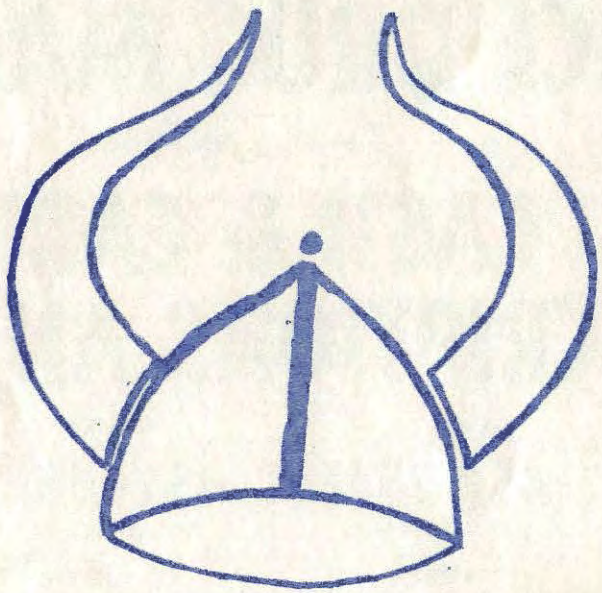
AGENT FOR ZULU SAILS



HERE NOW

23
&
27



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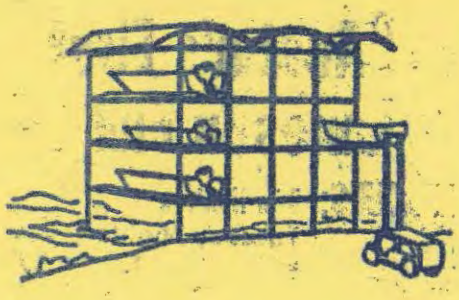

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