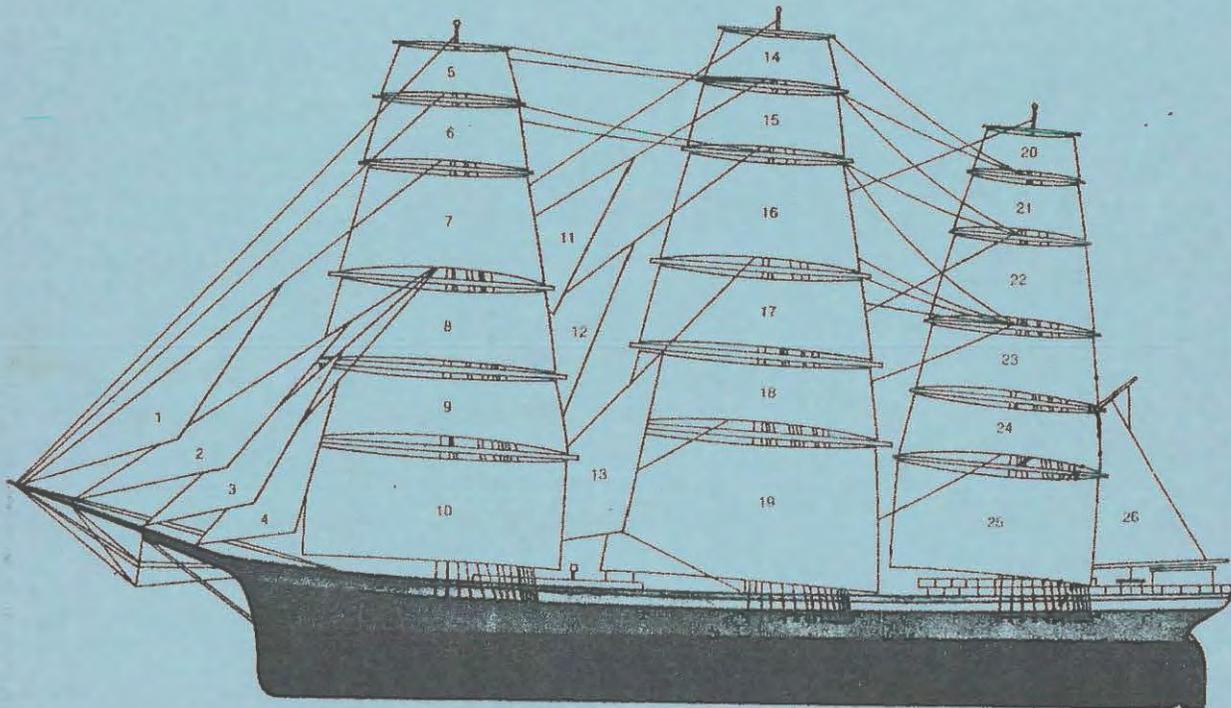


# TELL-TALE



**THE SAILS OF A FULL-RIGGED SHIP**

- |                         |                         |                             |                         |                            |
|-------------------------|-------------------------|-----------------------------|-------------------------|----------------------------|
| 1 Flying jib            | 3 Inner Jib             | 9 Lower Fore-top sail       | 15 Main Royal           | 21 Mizzen Royal            |
| 2 Standing or Outer Jib | 4 Fore-topmast Staysail | 10 Foresail                 | 16 Main-topgallant Sail | 22 Mizzen Staysail         |
|                         | 5 Fore-Skysail          | 11 Main-royal stay          | 17 Upper Main Top sail  | 23 Upper Mizzen Top sail   |
|                         | 6 Fore-royal            | 12 Main-topgallant Staysail | 18 Lower Main Top sail  | 24 Lower Mizzen Top sail   |
|                         | 7 Fore-topgallant Sail  | 13 Main-topmast Staysail    | 19 Mainsail             | 25 Mizzen Sail (Grossjack) |
|                         | 8 Upper Fore-top sail   | 14 Main Skysail             | 20 Mizzen Skysail       | 26 Spanker                 |

AUSTIN YACHT CLUB, INC.

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=====  
There will be a meeting of the Board of Directors on Thursday,  
August 26, 1976 at 7:30 P.M. in the AYC Clubhouse.  
=====

N O T I C E from Board of Directors:

All members and their guests shall be responsible for their pets while on Club grounds. No pets shall be allowed inside the Clubhouse, restrooms, or in and around pool facilities. All pets shall be kept under control by the owner. No pets will be allowed on Club property on holidays and weekends.

## A PROPOSAL FOR JUNIOR SAILING

Many of us at AYC wonder why more of our young people are not taking part in our sailing program.

Three years ago when we initiated our "New Junior Sailing Program" we had 35 beginners and 15 intermediates sailing prams, and 8 in the Senior program sailing Thistles. Since then the numbers and enthusiasm have seemed to drop off and we are now asking ourselves and the Juniors, why.

We think we do have some general statements we can make:

1. This is one of the more active sailing clubs in the country with 320 families.
2. Young people enjoy water and sailing, but primarily enjoy sailing when friends and peers are with them.
3. Prams are excellent trainers for 8-10 year olds.
4. Thistles are excellent racers for adult sizes.
5. Many of our younger sailors think they are too old or too big to sail prams.

So, is there a need in our club for the 10-18 age group boat - one that can be righted by a 90 pound skipper:

Thus, we are considering establishing a sailing school that would purchase 10 Lasers, complete with mini rigs to supplement the prams. This would be a non-profit corporation that would hopefully be free from the support of AYC. Financing is available from City National Bank. In order to make this program self-supporting these boats would have to generate income, hopefully through a part-time lease by those interested, for instance, in racing on Sunday afternoons and Wednesday evenings with our very active Laser Class. By doing this the M-rig Laser could be available for Junior Sailing at a minimal fee at other times.

So, call or write the club secretary with your suggestions. Are you interested in:

1. Leasing, perhaps on a lease-purchase option?
2. Junior sailing in an M-rig Laser?
3. Adult instruction in M-Rig Laser?
4. Donating your used boat, or used cash to a non-profit sailing school (Tax deductible).

HOUSTON TO HLISTA By Mark Finley

Displaying versatility in air from 0 to 18, Rich Hlista took the HYC Summer Regatta with a 1-2-3 series on the July 31-August 1 weekend.

After two general recalls, the fleet finally got off with Tucker Garrison (3241) and Rich Hlista (3074) moving to early leads on the single triangle race. Hlista slid by Garrison on the reach into first, Garrison held a good second, and Jim Kincaid (3501) popped out of the pack to take third.

Saturday afternoon's race started in the beginning of the seabreeze that freshened to about 18 during the first triangle of the modified gold cup course. Though closely packed at the weather mark, Kincaid, Hlista, and Doug DeCluitt (2547) moved out of the pack on the reaching legs. DeCluitt slipped by Hlista on the Subsequent beat; and the finish went Kincaid, DeCluitt, Hlista.

Sunday morning's race started in a light westerly that mellowed to a hole pocked no-air drifter as the seabreeze attempted to counter the westerly. Assiduously avoiding the holes, DeCluitt, Hlista, and Mac Middlebrook (3162) slipped by the early leader, Garrison, on the second beat and were never headed before the finish.

Trophy winners in order were Rich Hlista of San Antonio, Jim Kincaid of Houston Doug DeCluitt of Waco, and Tucker Garrison of Austin.

\*\*\*\*\*Welcome Liz and Phil Kocen, Thistle #2174

AND - -

A N N O U N C E M E N T S: All Thistlers

August 29, 2:30 P.M. - a day of serious practice racing - CONCLUDED by nachos and beer

September 5th - RACE COMMITTEE DUTY

September 11, 7:P.M. - Covered Dish Dinner at the home of George and Joann Robison.  
You will receive a map and into sheet soon.

AUSTIN THISTLE FLEET TAKES  
SECOND  
THIRD  
FOURTH  
FIFTH

The 1976 Thistle Class Association Delta Circuit wrapped up the year on July 31 - August 1 weekend with the Houston Yacht Club Summer Regatta. Going into the last regatta of the Circuit, Ron Harden trailed Peter John of Houston by one point in the standings. Sailing with fantastic agility, Harden and his ace crew, John Church and David Hall, eased the boats between themselves and Peter John in the first two races of the HYC event. By Saturday night, John thought his goose was cooked; but then came the holes of Sunday morning in which it is very difficult to play whither thou goest. By the final whistle Sunday afternoon, Harden had beaten John in the HYC event by only one place to tie the Circuit scoring at 112 apiece. Unfortunately, the tie breaking procedure gave the first to Peter John for his regatta win at Waco which beat Harden's best regatta of a second at Shreveport. Winners and their scores were:

Skipper	Home	Total Score
1. Peter John	HYC	112
2. Harden	AYC	112
3. Garrison	AYC	109
4. Hight	AYC	102
5. Halter	AYC	101



## HOBIE CAT FLEET 64

by: Charles Sicking

Hobie Cat Fleet 64 was formed in the fall of 1972 with Ted Sousares as the first Commodore. The fleet had only 8 boats the first year but increased to 15 boats quickly. With some turn over in membership, the number of boats remained at about 15 until the fall of 1975. At that time several new members arrived from out of town after having been members of other fleets. This surge in membership seemed to give new drive to the fleet and we have since grown to 40 boats with new members joining almost weekly.

In 1973 and 1974, with backing from the Austin Aqua Festival, Fleet 64 sponsored a multi-hull regatta with approximately 50 boats participating each year. With light airs prevailing both years, and with the Governor's Cup regatta split into 2 weekends, it was decided to drop the multi-hull regatta and money from the Austin Aqua Festival was put in with the regular Governor's Cup Regatta.

In 1976, Fleet 64 has held a Hobie sailing school which brought in some extra money for the fleet and some new fleet members. In the spring of 1976 less than half of the fleet were members of AYC so it was decided to hold series races separate from the AYC series. We built our own marks, made flags and bought the necessary racing equipment. Some of these races have been held at AYC on Saturdays and some on Sundays at Paleface Park. Fleet 64 sponsored the Hobie Division VI Championship regatta on 17 - 18 July. This turned out very well and had given us a lot of publicity which has drawn more members to our Fleet.

At the moment the future of Fleet 64 looks very bright. If current trends continue, we should have 50 boats by the end of 1976. We are planning some campouts at Lake Buchanan in the fall but for the immediate future our fleet will be meeting at Paleface on a few of the weekends in August.

Other than sailing characteristics, the one thing that distinguishes the Hobie Cat from the centerboard boats is the portability of the boat. The most popular mode of operation is to tow the Hobie with a van. This makes camping very convenient and comfortable and with all of the regattas held around the state, camping is almost required if one is to make even a small percentage of them. The Hobie Class Association is responsible for the very strong racing program among Hobie's. There is a points system for qualifying to race in the National Championship regatta and would you believe the yearly International Championship regatta. For the International competition, the best sailors from each country meet for several days of races at places like Hawaii or Tahiti.

While the majority of Hobie owners do race at one time or another, many Hobie owners choose not to race and merely sail their Hobies for the excitement of a fantastic 25 knot reach across the lake. It is not hard to see why there are over 40,000 Hobie Cats in the world today even though the first Hobie 14 was built in the late 1960's.

## DIVISION VI CHAMPIONSHIP RACES

Who would think of traveling several hundred miles to sail on a lake that has been soaked by 17 straight days of rain? More than 200 Hobie sailors would, and did! Braving rain and flash flood warnings, they arrived for the Division VI Championships on Lake Travis, near Austin, Texas, July 17 and 18. They were rewarded by two days of bright sunshine and fair winds.

This was the first major Hobie event organized by Fleet 64 of Austin, and it went off extremely well, to the delight of all those who raced. Fleet 64 was first organized in the fall of 1972 with less than ten boats. In those days, the fleet raced with other classes at Austin Yacht Club. This relationship with AYC continues today, with the club offering its facilities for this year's divisionals. The fleet grew slowly for several years, but in 1975, Hobies were beginning to be quite popular in Austin and the fleet doubled in size to 18 boats. This rapid growth has continued the year, under the leadership of Commodore Charles Sicking with guidance from several other experienced sailors, some from the old Fleet 64 and some from other hot fleets who have moved into the area. Following a successful Hobie Sailing School given in cooperation with the local dealer, Fleet 64 found itself richer and again doubled in size, now to 37 boats. Beginning in January, 1976, the fleet has organized four series races, which have been well-attended, and more are planned for the fall. A monthly two-page newsletter is also new this year, along with a telephone pyramid, in which each member phones two others, allowing announcements to reach the entire fleet within an hour.

The first race in this year's divisionals got underway Saturday morning with 109 entrants, 77 16's, 29 14's, and 2 12's. Sailors from all over Texas and as far away as

Norman, Oklahoma and Lake Charles, Louisiana, battled light, shifting winds, and each other around a 1-lap triangular course. Race 2, a 2-lap triangle, began in moderate airs with an exciting port-tack start by the entire 16 A fleet, but as luck would have it, the wind quit as the entire fleet (or so it seemed) reached B mark, resulting in a spectacular pile-up involving at least 50 boats. The logjam was cleared up, but the remainder of the race dragged on until 4 p.m.

After a short break, it was decided to run the scheduled third race, but over a shortened course. By this time, however, a 5-10 m.p.h. wind had returned, so some tricky maneuvering at moderate speeds was called for.

Sunday again dawned sunny, and the fourth race began at 10 a.m. in 8-12 m.p.h. steady winds. The fifth race began in even heavier airs with a controversial individual recall for the 16 A's. Some skippers, unsure about the racing flags, lost valuable time finding out that only a few over-early's, not the entire fleet, were being recalled.

Plenty of between-race activities were also planned. A cash gift from Claude Hargrove of the Sailboat Shop, and four kegs of Pabst beer from distributor Mark Monfrey helped provide lots of colorful T-shirts and plenty of free beer for participants. Saturday night was highlighted by a delicious spaghetti dinner served up at the yacht club for both AYC members and Hobie sailors, followed by a fireworks display over the lake (left over from the 4th of July, when the rains began).

A total of 26 trophies were presented in 6 classes. Six of these, including first place in 16 B, 16 C, 14 B and 12 were won by Austin sailors, who seem to be learning fast, and should give the Dallas and Houston fleets some tough competition.

All in all, it was a tremendously successful regatta. A lot of hard work by many Fleet 64 members really paid off, and was appreciated by all the Hobie sailors present. With such hard-working members, Fleet 64 is sure to continue growing, and its future events should be even more successful.

## M-C FLEET

Chuck Martin

Fleet #9 had added 3 new members in the last few months. Marshall Sack and Sheldon Markowitz recently bought MC-142 and have sailed in several summer series races. Sam Corman and wife Natalie have just purchased MC- #162 and are looking forward to the fall series. The fleet welcomes these new members and anticipates having them join us in sailing, racing and general running around together.

Upcoming fleet events include a picnic and sail on Sunday Aug. 15. Contact Bassett Maguire for more details. Also don't forget MC Nationals which will be held in Dallas the first weekend in Oct.

On June 29, Tom Clark, employee of our club passed the state certification for Emergency Medical Technicians-Ambulance.

The certification process involved 80 hours of classroom instruction and 40 hours of practical training at Brackenridge Hospital.

Tom works as a volunteer with the Hudson Bend Fire Dept. & Rescue Squad around the Lake Travis area.

Tom, with the Rescue Squad, responds to boating and car accidents, heart attacks, broken bones and just about anything else, requiring emergency treatment.

The EMT course has trained him in all areas of emergency medical care. He is equipped with a trauma kit and is on call 24 hours a day.

## ENSIGN FLEET

John Weiler

Ensign Fleet #61 located at Dillon, Colorado, hosted the IV Regional Championship races on July 16-18. Region IV includes Ensign Fleets from New Orleans, Houston, Austin, and Dillon.

Lake Dillon is located 70 mi. west of Denver, 9200 feet elevation and surrounded by snow capped mountains with water temperature at 38° F. The lake is noted for its strange and unpredictable winds though the winds were satisfactory during the races.

Members of the Dillon Fleet were cordial hosts and the Regatta was enjoyed immensely by all skippers and crews. There was entertainment each night after hotly contested races during the day. Honors went to boats from Houston and Dillon with Austin skippers trailing closely.

Participants from Austin included Eugene English, Commodore of IV District; Arak Bozyan, Capt. of local Fleet 30 and John Weiler.

A visit to Lake Dillon is highly recommended for Austin sailors traveling in Colorado....

## ENSIGNS

by The Bob Lee

Point of interest in last summer series race (Most of our Ensigns were out of town) but those racing were Bene', Lee and Locklin. Ensigns had been sailing two races but decided on a long race this day so those racing stopped by committee boat manned by South Coast fleet and requested same. South Coast fleet obliged with a 12 mile gold cup which went from I to H to B. Those finishing were most relieved at end of day, namely Lee, Bene' and Locklin. The South Coast fleet can look forward to similar courtesies!!!!

Bene' noticed shrouds rather slack and looked below to see mast step had broken through floor boards LOOK closely at your mast step support all Ensigns owners and don't put so much twang in those shrouds.

Fleet welcomes Frank and Cynthia Creamer with new red boat.

The Ensign Nationals will be held at the Houston Yacht Club, August 16-22. Arak Bozyan, Eugene English and John Weiler will be there - - Bill Holman where are you?????

## Kincaid Governs GOVERNOR'S CUP

### LASER

Hi! The last race of the Wednesday night Laser Series was sailed on July 28. We had 8 nights of fierce competition with a total of 27 boats racing. Our thanks goes to all those of the race committee who volunteered their efforts and to Ed Halter for making trophies for the top five boats placing and the top two women skippers. And the winners are . . . 1st David Maguire, 2nd Terry Hight, 3rd Dave Hasti, 4th Skipper Crowe, and 5th Billy Levens. Mary Fox and Karen Vickland won 1st and 2nd respectively for the ladies trophies. We also enjoyed fabulous feasts of hot dogs, spaghetti, hot dogs, ham, and more hot dogs, etc., prepared by our own special chefs--Laser sailors and associates. Wednesday night Laser sailing and all the frivolities will continue so keep coming out to the lake. We've lost and gained some Laser people. John Bartlett went off to Dallas to make his fortune, but Lee De Keyser bought his boat. Bob Lee and Ed Key and Bill Connor all now own Lasers. Oh, and Ron Hardin joined our esteemed Laser fleet. Mary Fox no longer owns "the oldest Laser on the lake"; she bought a brand new one -- watch out for that first scratch. Dave Hasti took 2nd in the O'Day semi-finals in Kansas. He must do better on Lasers than Sunfish. Congratulations Dave. Laser sailing is apparently fun on the coast, too. I saw two Laser enthusiasts sailing in the Intra-coastal canal where big boats have the right of way. I also noticed the clorox bottles on the top of their masts. Party! Let's have a party! Right now, August 27th (that's a Friday night) sounds like a good night for a Laser party. Jack Kern (if Sandy agrees) has volunteered his home. I hope everyone plans to attend. Happy Sailing!

Karen Vickland

Jim Kincaid pulled off the big bang of July 4th by taking the Governor's Cup Regatta with a 1-1-1 sailed on Lake Travis in air from nil to 16 knots.

The first race on Saturday morn was the heavy air race sailed in a dieing front. . Tom Leach (3139) caught a last minute shift and swept the fleet at the pin with a port tack start. Tom lead much of the way pursued on a tack for tack basis by Kincaid (3501), and Peter John (3244). Kincaid broke to the left side of the course on the last run of the modified gold cup course while Leach covered the others. Leach's error in who to cover let Kincaid ease in ahead at the leeward mark which he held to the finish which went Kincaid, Leach, DeCluitt, John, and Rich Hlista (3074).

By Saturday afternoon, the air had calmed to 8-10 knots. Kincaid went early to the left side of the course, tacked onto port and was beautifully lifted along with Mark Finley (3323) and Ed Halter (3240) as they went around the first weather mark. Then Hlista, John, and Tom Richards (2615) started charging on the leaders on the reach as it turned into a run. With much changing of position at the jibing mark, Kincaid still held the lead around the balance of the course as the finish went Kincaid, Hlista, John, Ron Harden (2408) and Leach.

Sunday morning found the course sitting in a no-air drizzle. Finally, by late morning a light 5-10 knot air set in that would last the race as it went in the rain. Most of the leaders started near the favored pin end. Hlista was first around the weather mark followed immediately by Kincaid and the pack. In the final shuffling of the last weather leg, Kincaid slipped by Hlista and the finish went Kincaid, Hlista, Terry Hight (3438), John and Leach.

Adding up his 1-1-1 gave Jim Kincaid of Houston a clear first in the Regatta, followed by Hlista Peter John of LaPorte, Tom Leach of Austin, and Ron Harden of Austin.

## OPERATION SAIL 1976 PARADE

Nearly 20 years ago the last of the world's working windjammers, the German grainship Passat made a final passage between Buenos Aires and Lisbon with a cargo of barley in bulk. The end of her voyage was the end of the great age of sail whose countless voyages every man's horizon from the small compass of his own experiences to every land-fall on earth and whose ships carried every cargo and every culture around the world. The age of the sailing ship had filled every sea with sail by the middle of the last century and then declined slowly until well into our own age of moon voyages and nuclear submarines.

But the great age of sail, and the relationships among nations it had created, lived on in spirit. In 1956--the year before Passat went to sea for the final time--Europe's square-rigged schoolships and a dozen yachts manned by sea cadets gathered at Dartmouth, England, for festivities in that historic old harbor, then raced from Torbay to Lisbon under the sponsorship of the Sail Training Association of England. It was a spectacular beginning for the gathering every 2 years of schoolships from many nations to promote international goodwill to encourage the concept of training under sail, to share the excitement of an ocean race, to bring back the grandeur of tall ships to ports where they had once been a common sight.

While all this was happening in Europe, a New York graphic artist (and sailing enthusiast) had an idea. Nils Hansell knew the world's schoolships were the last great square-rigged vessels still in commission, and he envisioned a great fleet of them gathered in New York to sail up the Hudson in a magnificent tribute to the great age of sail, to that brotherhood of the sea which it represented, and to the concepts of sail training. With the cooperation of the U.S. State Department and New York's

Governor Rockefeller, and the help of John Bayless, U.S.C.G. (a former Captain of the Port of New York), and Frank Braynard (American Merchant Marine Institute) for what was to become America's first Operation Sail event, ministries of foreign nations which maintained schoolships were contacted, funds were secured from the New York World's Fair, and agreement was reached with England's STA that a Trans-Atlantic race in the summer of 1964 would bring a fleet of tall ships to New York. An endorsement came from Prince Philip; President John Kennedy promised to be Opsail's patron; the list of ships grew larger during several years of preparation.

July 14, 1964 was a perfect mid-summer day in New York and it saw the harbor filled with sails exactly as Nils Hansell hoped. There were 24 vessels, including 11 big schoolships in an Opsail '64 Parade that lasted for hours and filled the shores of New York Harbor and the Hudson with thousands who agreed it was splendid and breathtaking.

Other gatherings followed during the sixties and if their ships were not as numerous, they were increasingly broader in international representation. In 1972 Germany was host to the gathering during the Olympic Games at Kiel and the fleet of tall ships included the first vessel from Eastern Europe to accept an STA invitation, Poland's lovely Dar Pomorza. There were 16 nations participating and a crew exchange scheme during the parade of sail into Kiel saw a fourth of the cadets--including girls from Finland, France, the Netherlands, England, and Poland--aboard vessels of a nation other than their own. It was, as one of the welcoming program speakers commented, "a little sister of Olympia, without the politics."

The 1974 gathering was the first to be held in eastern Europe. The host city was the Polish port of Gdynia and the tall ships included Russia's Kruzenshtern and

Tovaristsch and East Germany's Wilhelm Piecic. The United States was represented by the replica of the 1851 schooner yacht America.

Operation Sail 1976 continued this grand tradition of tall ship gatherings. Its organization was nonprofit and unaffiliated with government; its membership comprised well-known yachtsmen, retired Navy and Coast Guard officers, maritime industry officials, a crew of enthusiastic volunteers; it was an international effort, coordinated on these shores by the Operation Sail organization in New York the American STA in Newport, and overseas by its counterpart in England. Like its predecessors, Opsail '76 was a tribute to the schoolships of the world and the training under sail they afford to future officers of the world's navies and merchant services. It was a pageant recalling the great age of sail and saluting the brotherhood among seamen which sailing ships fostered over the centuries. In this 200th year after the American Revolution, it was the State of New York official Bicentennial event.

Sailing ships are the noblest of man's machines. As rich a synthesis of function and form as anything in nature, they were in their great days the commonest carriers of the worlds' goods and yet they were lovely as eagles. In the great age of sail so recently past there were thousands of ships running down the trades and around the Horn to Australia and the ports of the East, trading among the Pacific Islands and on all the world's settled coasts, bringing immigrants across the North Atlantic, harvesting the fishingbanks, doing the world's work. And from the plainest lumber schooner to the grandest tea clipper they were remarkable machines, as much to be admired for

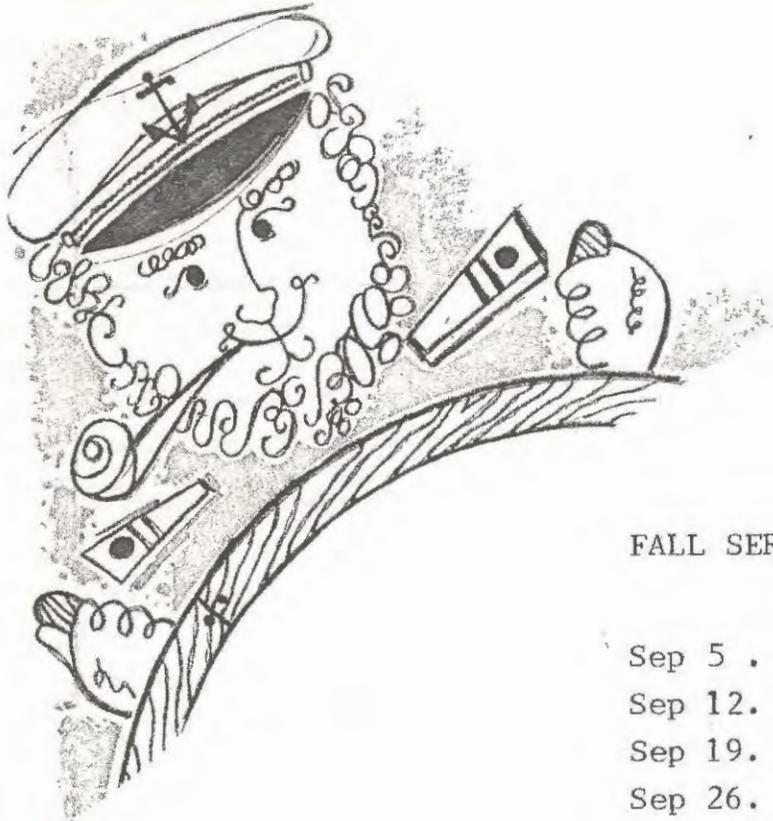
the burdens they carried around the world as for the sight of their canvas filled with the wind.

For Opsail '76 they came from around the world just as they once did, and the smaller vessels in the fleet--the barkentines and schooners--came from up and down the coast just as they once did. It was all as it once was--a harbor full of sails and spars, a wonder and a remembrance of our maritime heritage. A real remembrance because these are real ships, driven by the wind and brought across wave by the skill and muscle of young people who work these vessels just as their forebearers did. Although the ships of Opsail carry a cargo of good will and good prospects for the world's maritime future--lighter and subtler stuff than grain or hides or the silks of China--the ships are the same as Alan Villiers' "honest old deliverer of heavy cargoes" and the work is the same hard work. When the wind blows fair all sail is set and trimmed for maximum power. When the glass drops and the fury of a storm bursts upon the ship, sail is shortened by degrees and trimmed to match the course, the run of the mounting seas, the great force of a storm wind on a rig whose strength is an illusion. Phrased Joseph Conrad: "For what is the array of the strongest ropes, the tallest spars, and the stoutest canvas against the mighty breath of the infinite but thistle stalks, cobwebs aossamer?"

July 4, 1976 was a perfect mid-summerday in New York and it saw the harbor filled with sails exactly as Jane Van Praag hoped. There were 129 vessels, including 16 big schoolships in an Opsail '76 Parade that lasted most of the day and filled the shores of New York Harbor with millions who agreed it was magnificent and overwhelming.

They are gone now, and they are missed.

Jane Van Praag



A T T E N T I O N

FALL SERIES RACES - - - - -  
 STARTING TIME 2:30 P.M.

Sep 5 . . . . . Thistle  
 Sep 12. . . . . M-20  
 Sep 19. . . . . M-C  
 Sep 26. . . . . Fireball

Oct 3. . . . . Centerboard Handicap  
 Oct 10. . . . . MORC

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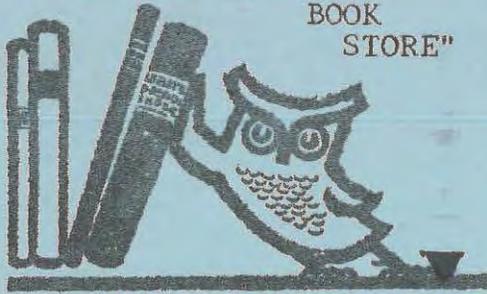
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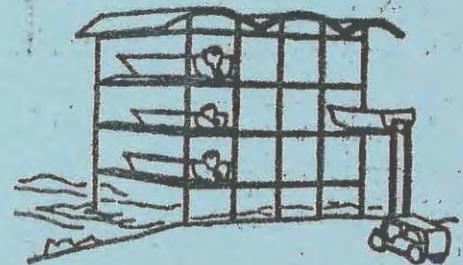
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