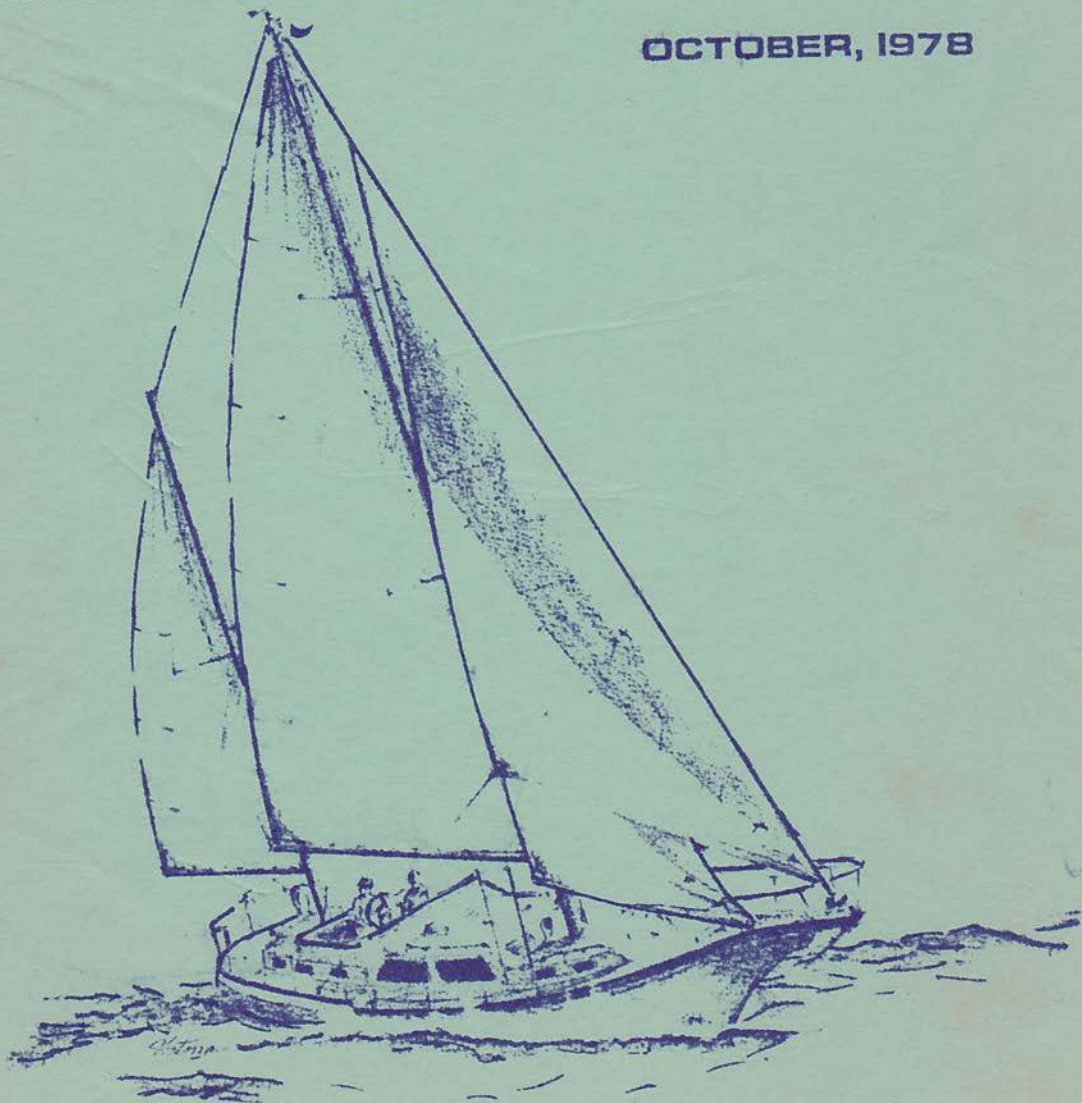


# telltale

AUSTIN YACHT CLUB

OCTOBER, 1978



Austin Yacht Club  
5906 Beacon Drive  
Austin, Texas 78734

Business Office 266-1336  
Clubhouse 266-1897

Commodore-----Sanford (Sandy) Bauman  
Immediate Past Commodore-----John E. (Jack) Breen  
Vice-Commodore-----Edward A. Halter  
Secretary-----Liz Garrison  
Treasurer-----Francis McIntyre  
Race Commander-----Frank Arakel (Arak) Bozyan  
Buildings and Grounds Commander-----Eddie Calogero  
Fleet Commander-----Lewis Arnold Thompson



Editor of Tell Tale-----Pat Halter  
Art-----Elizabeth Fox  
Typist-----Atella Clarkson

Reporters:  
Fireball-----Terl Nelms  
Thistle-----Ed Halter  
Laser-----Karen Vickland  
Flying Scot-----Carol Pearson  
M-20-----Kevin Selfridge  
South Coast 21-----Mike Bartlett  
Ensign-----Cynthia Creamer  
MORC-----Pat Fox  
J-24-----Jane Ashby  
PHRF-----Mary Harrison  
LTCA-----Bob Kler  
University of Texas Sailing Team-----Ridge Kaiser  
Historian-----Eugene English  
Junior Sailing-----Sam Fine  
Bulletin Board-----Lee DeKeyser



MINUTES OF BOARD OF DIRECTORS MEETING  
Condensed

July 27, 1978

Secretary's and Treasurer's reports approved.

Resignation from Glenn Zoch accepted.

Commodore Bauman discussed the Stacey Dam project in respect to Lake Travis position. A contribution to Lake Travis Improvement Association was in order for furthering efforts to oppose the new dam.

Discussion of DB2 and solutions to present status was presented.

Vice-Commodore Halter gave a brief report of TYA Junior Championship. A financial statement will be presented in August.

Commander Calogero reported on present maintenance efforts, however, due to absence of salaried personnel, situation not as bright as it could be for this time of year. Part time help is being used to fill the void until prospects can be interviewed.

Commander Bozyan reported no new activities for Race Committee.

Fleet Commander Thompson reported on Dock 3 and 4 to be moved at designated low water levels.

Membership Committee introduced two new names for membership: James Swift, Ensign, approved.  
Roger Villos, MORC, Santana 525,  
pending cert. approved

Members reviewed and accepted: Mike Harrison, Alston Boyd, Paul Barginear and Gary McLean.

OLD BUSINESS:

Turnback Canyon Regatta report by Kathy Hasti for Frank Creamer. Small deficit on regatta, attributable to slackened attendance.

Governor's Cup Regatta report by Dave Hall. Successful regatta; \$400 profit shown. Suggested that a letter of appreciation for Aqua Festival Committee trophy funding of \$500 be sent. Board gave Dave thanks for an exceptionally fine job.

Harbor Rule #16. Discussion of proposal to amend. Motion to adopt amendment passed.

Motion discussed expense for new pool filter. \$1,000. Passed.

NEW BUSINESS:

Discussion of policy governing borrowing Cub boats. Harbor Rules to be modified, and approval made by Race of Fleet Comm.

Additional dock deadmen approved.

ATTACHMENT TO MINUTES OF 27 JULY 1978

Proposed replacement for Harbor Rule #16:

If a wet or board boat slip, or the boat in it, remain unused for an extended period of time, the Board of Directors may require the slip occupant to justify the non-use. Such a review will be based upon the following guidelines:

1. Is the boat used more than six times a year?
2. Does the occupant often race this or some other boat?
3. Has the occupant ever rendered considerable service to the Club?
4. Are there special circumstances causing temporary non-use?
5. Has the occupant been reviewed under this rule within the past year?

Approved.

MINUTES OF BOARD OF DIRECTORS MEETING  
Condensed

August 24, 1978

Secretary's and Treasurer's reports approved.

Vice-Commodore Halter reported a most successful TYA Junior Championship event. AYC took two top honors with Bill Levens number one in the Smythe division and Roger Harden, Bill Connor, and David McCollum handily taking first place in Sears.

Commander of Building and Grounds Calogero gave no new report.

Jim Baker representing the Race Committee reported "I" mark to be replaced and Whaler to be repaired.

Fleet Commander Thompson gave report of present dock moving status.

Membership Committee reported no new member applications, however 3 members for review: Charlie Clarkson, Sandy Robertson accepted, and Jack Franklin receiving a 6 months extension.

OLD BUSINESS:

Preceding the meeting, many Board members were given an opportunity to participate in the demonstration of a Kubota 7100 tractor. The needs warranted by the Club lead to discussion and approval to its purchase.

Discussion on new kitchen unit for cabin #1 tabled until new personnel arrives.

Sam Fine for Junior Sailing requested new rudders for several Prams. Halter offered his help.

Lee and Kathy presented plans for additional employees to supplement caretaker's position. Approved additional contract labor.

MINUTES OF BOARD OF DIRECTORS MEETING  
Condensed

September 28, 1978

Secretary's and Treasurer's reports approved.

Resignations from Arthur Perry and Dick Larson, accepted.

Request from Louise Littlepage for a Leave of Absence approved.

No report from Commodore or Vice-Commodore.

Commander of Building and Grounds Calogero introduced one of our Security/Dock/Grounds and Maintenance new employees, John Bartlett and wife Loretta.

A progress report on Club conditions was presented.

Race Commander presented resolutions passed by Race Committee:

1. The Race Committee intends to recognize the J-24 as an additional one-design racing class, if it meets the participation requirements by the end of the Fall Series races.
2. It continues to be the policy of the Race Committee to provide an opportunity for all AYC members to race. A keel and centerboard handicap start will be provided for yachts not belonging to a one-design fleet. It is the intention of the Race Committee that those who race under a handicap system form a fleet with officers from the AYC membership with attendant race obligations.



3. The Race Committee reaffirms its intention to provide and administer the best possible racing for AYC members. Cognizant of USYRU Rule 1, this committee and the working committee of the day will exercise control over race activities of the AYC. The Race Committee expects that yachts will start in their designated starting positions and sail the signalled course.

Extensive discussion of status of MORC Fleet and desirability of revising Membership rules with regard to Keelboat admission.

Fleet Commander Thompson reported on working conditions of AYC boats and dock status.

Membership Committee presented recommendations for membership criteria:

Gerald G. Barrett, Laser, accepted.

Bob Gantt, Flying Scot, accepted.

Bill Hall, MORC, accepted.

Michael Sanborn, Laser, accepted.

The Membership Committee recommended an additional extension for Carlos Valdez, Southcoast, to fulfill his requirements.

Membership Committee presented policy changes:

1. Give preference to those existing one-design fleets.

2. Allow membership without a boat but with good experience.

3. Not accept C/B or K/H boats with minimum experience and no racing experience.

Additional recommendation: Moved to suspend MORC certificate for purposes of AYC Membership criteria for remainder of 1978. Passed.

#### OLD BUSINESS:

Junior Sailing report by Sam Fine: 18 Junior Sailors and 10 adults participated in the program. Juniors were divided into 3 classes--Beginners, Intermediates, and Advanced.

All of the Laser Sailors had their own boats. Pram sailors used the AYC Prams. Sunfishes were loaned by Jerrie Hirsch, Valerie De Keyser, C.A. Schutze, Fred Hinton, and Sam Fine. All Lasers and Sunfishes used were berthed on Boardboat Dock #1. Prams were kept on a section of dock adjacent to BB Dock #1.

Discussion of AYC provisions for the signing of financial notes. Commodore Bauman recommended that any 2 of Commodore, Vice-Commodore, or Treasurer provide authorized signature. Motion so made and passed.

Motion made and passed that authorized signature be provided from 1975 loan on AYC land with University Bank.

Motion made to authorize note to pay for tractor. Passed.

Motion made and passed to authorize payment for kitchen cabinets for cabin #1.

Motion made and passed to authorize \$300 expenditure on adding positive flotation to Committee boat pontoons.

Report by Lee on status of new employees.

Jack Breen recommended date of Annual Business Meeting and Banquet be changed because of unfortunate conflict.

#### BULLETIN BOARD

##### REMINDER OF CHANGE OF DATES:

NOVEMBER BOARD MEETING-----November 21, 1978

Office will be closed on November 23rd and 24th

ANNUAL BUSINESS MEETING-----December 5, AYC

Clubhouse, 7:30 p.m.

ANNUAL BANQUET-----December 8, Marriott Hotel

On several occasions reports have reached the office of mis-conduct, involving member's young people. Acorn fights in the Clubhouse and using the pool as an additional target is most disturbing. Henceforth names and actions will be reported to parents whether on-shore or racing.



## FALL REGATTA

The Fall Regatta will be held October 14th and 15th. There will be 2 round-the-buoy races on Saturday and 1 on Sunday. This regatta is open to all sailboats. Skippers meeting will be held at 10 a.m. on Saturday. In addition to live entertainment on Saturday evening, there will also be a "cook your own" 8 oz. serloin strip dinner with baked potato, salas, bread, tea and coffee, or wine. Cost for dinner is \$4 for adults and \$2 for children 12 and under. Registration fee is \$8 before October 11th and \$12 after October 11.

### 50's Party! !

Pizza & Popcorn!	Dance Contest!
Entertainment by Brent Green!	October 28
9:00 p.m.-1:00 a.m.	RSVP by October 26
Prizes for best costumes!	\$3.00 per person

### SLIDES REQUESTED

AYC Commodore Sandy Bauman is working on a project that requires good (interesting..... amusing.....informative....etc.) pictures of things that have happened at the Austin Yacht Club this year. Slides are best, but color negatives could also be used. Please contact Sandy if you have some pictures that you feel are good. All will be returned to you at a later date. Thanks.

### SERIES RACES BEGIN AT 1:30

We go off Daylight Savings Time on Sunday morning, October 29th at 2 a.m. So Saturday evening set your clocks back one hour. The Winter series races will begin at 1:30 p.m. instead of 2:30 p.m. beginning Sunday, October 29th.

### AYC Singlehanded Championship

AYC will have its singlehanded championship on Saturday and Sunday, October 28 and 29. It will be held in Lasers. You will need to bring your own boat. Cutoff date for signing up is October 25th. Call the office or Dave Hastl to register.

### WELCOME!

We feel most fortunate to have John Bartlett and wife Loretta as members of the staff. Yes, if that name sounds familiar, think back a few years ago when one young Bartlett was the hottest sailor in AYC. He since moved to Chandlers Landing YC and for a few years worked at the marina (still sharpening his sailing skills during off hours).

John met Loretta, a Dallas gal, and were married this past August, then returned to home-land and AYC to take over the duties of Security/Docks/Maintenance and Grounds.

Kevin Brown and new bride Cindy came from a little farther away. Kevin came down from Saginaw, Michigan to visit his brother. After his recent wedding (Sept. 15th) he convinced Cindy to join him in the fun and sun of Austin. Since he too had worked around marinas, looked into the possibilities of AYC. We grabbed him and for once feel the demands of Security/D/M/G will be well covered in the future.

John and Loretta reside in Cabin #1 while Kevin and Cindy will call the trailer "home".



The original building housing the restaurant/beer hall/office at Beacon Lodges was destroyed by fire several years before the property was purchased by Austin Yacht Club in mid-1968.

So it was fitting that the new clubhouse was raised from those ashes like phoenix, the mythical bird of great beauty, the only one of its kind, fabled to live 500 years in the Arabian wilderness, to burn itself on a funeral pile, and to rise from its ashes in the freshness of youth and live through another cycle of years.

Architect Tom Leach, practically a charter member of the old Austin Sailing Club, was commissioned by AYC board of directors to design the clubhouse. His initial sketches showed an observation deck on the roof, native stone veneer around the four corners, a copper-hooded fireplace and dressing and locker rooms on the ground floor. But the board economized and eliminated all of these. During May 1969, the plans and specifications were completed to everyone's satisfaction and were put out for bids.

William K. Griffis, general contractor, the then club treasurer and long-time member of AYC and ASC, was the low bidder and was awarded the contract. He stated the building cost to the club of \$49,000. This was at the rate of only \$16.33 per square foot for the 50 X 60 foot building. Construction commenced on August 18, 1969. Bill personally supervised all phases of the job from foundation to roof. He recalled assisting a crane operator and laborers set the concrete U-shaped floor beams in an 18 mph wind. One of the big money saving breaks to benefit AYC was when Commodore Frank McBee, Jr., prevailed on a contractor involved in a Tracor project to build AYC's concrete foundation and framework for the new clubhouse. The crew poured the concrete piers and beams in record time at a price of only \$16,000 (whereas the cheapest bid Bill had received was \$21,000).

Under a separate contract, Bill poured a concrete slab beneath the clubhouse at a price of \$3,500.

The columns supporting the structure were inserted in holes which go down to solid rock and are belled out at the bottom. They are sufficiently strong to support a second story.

Architect Tom Leach stated the main floor is 3 feet above the 713 foot height of the spillway level of Mansfield Dam. He specified the sliding glass panel doors on three sides and the similar type panel windows on the fourth side to enable to personnel to remove these panels and doors in case of the threat of a flood. Also the furniture would be removed to a safer place if time allowed. These actions would allow flood waters reaching the main floor level to flow through the building without damaging the structure.

Contractor Griffis said he built the two side porches and the front balcony with the solid 12 inch thick bollards and heavy wire to preclude debris floating into the clubhouse during floods.

It would appear that office files, heavy office machines, the ice machine and beer dispenser would be the only casualties when flooding occurs inside the clubhouse.

Prior to entering the clubhouse construction project, AYC was busy improving the facility in other directions. The board contracted with Gary Pool Co. for construction of our 40 foot hexagonal swimming pool, and it was filled with water for the weekend of July 19, 1969. Consequently, it was in use about six months before the clubhouse became useable.

Also in passing, it is pointed out that in 1968 AYC constructed two docks and they were used by Interlakes, M-20s, Thistles, Ensigns, South Coast 21s and other keelboats of the members. From the beginning, the docks have been an excellent investment, producing good income with very little expense. Also, we now find that AYC affords the dock users one of the best bargains on the lake for the spaces they rent.

The construction of the clubhouse was completed in January 1970. The utilities were turned on so that we had heat, lights and water on Jan. 24, 1970, as reported in the Tell Tale at that time by Editor Carolyn Marshall. That news organ also reported that the opening of the new clubhouse was celebrated on February 20, 1970, by the innovative Las Vegas Party.



The plaque on the front of the clubhouse testifies to the unselfishness of the trustees who pledged their fortunes for the real estate and improvements of the Austin Yacht Club:

Frank McBee, Jr., Commodore

Tom Romberg, Chairman

Francis E. McIntyre, M.D.

P. Clift Price, M.D.

William K. Griffis

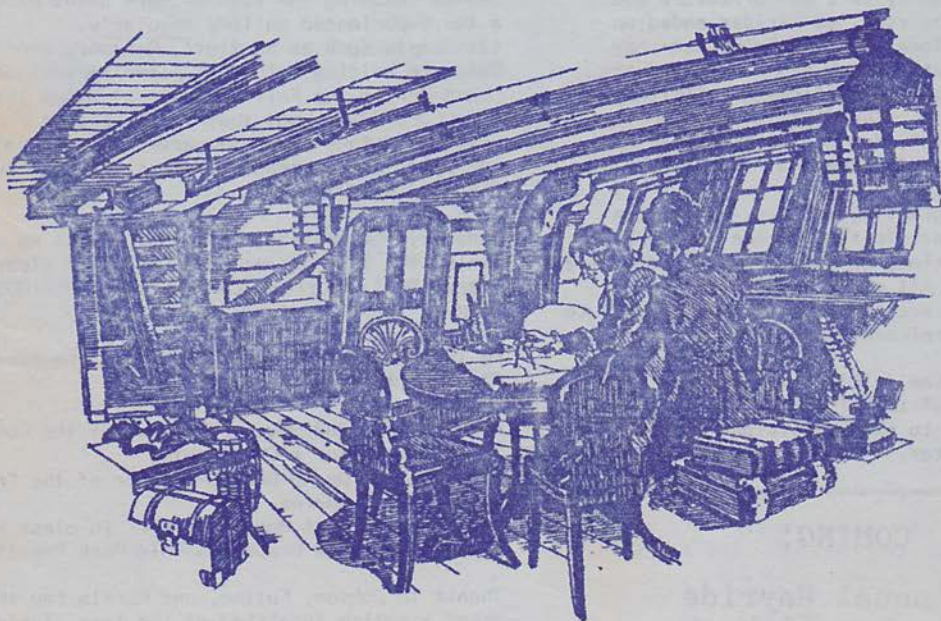
Homer S. Arnold, M. D.

Walter S. Moore (Deceased)

Permanent financing for the combined obligation for the property, clubhouse and cabins was finalized by loans initially from American National Bank and subsequently from the University Bank. The club now owes \$114,202.12 on the debt and the monthly payments are reducing the principal approximately \$1,100 per month. Therefore, it is evident that AYC has been enjoying a very good financial position--all as a result of the wisdom and foresight of those earliest organizers and planners.

#### USE OF PRAMS (OTHER THAN AT AYC SCHEDULED EVENTS)

- 1) Prams can be used by members and their children only when checked out with one of the following employees:
  - a) Lee DeKeyser
  - b) Kathy Hasti
  - c) John Bartlett
  - d) Kevin Brown
- 2) All children 12 years or younger must wear life jackets when sailing Prams. This is required by Texas law. Children over 12 are encouraged to wear life jackets when sailing Prams.
- 3) Children must have at least one parent (or guardian) present at the Club when Prams are sailed.
- 4) Any damage to a Pram must be promptly reported to one of the 4 above listed employees.
- 5) After sailing, the Pram is to be properly stowed (floating dock or dry storage, depending on the time of year). The sail-mast-boom-spar package, dagger board, and rudder-tiller are to be returned to the storage locker.





# with the racing classes

J-24's

by Jane Ashby

Five J-24's made the trip to Corpus Christie for the State Championship. They included Evil, Wicked, Mean & Nasty, Hiway Cafe, Lady Outlaw, Strider and Zoom.

Saturday morning brought a lot of trouble to the 19 boats that were entered. Rain and 50 mph winds made sailing a bit less than pleasurable. One J almost capsized in a squall line, and she lost her rudder. (It fell out from the top!!!) But Strider was close by and they retrieved it for them. Lady Outlaw broke a spinnaker pole on the first run, and another J had its chute literally explode.

Aside from the inclement weather, Jack Kern sailed a beautiful first race only to find out that he had been disqualified for being over early. After the 2nd race Saturday, Hiway Cafe was in 5th place and Strider and Lady Outlaw were tied at 7th.

Sunday morning came early after the party Saturday night. The weather had calmed a bit, but it was destined to pick up again. Hiway Cafe and Strider were battling for the 5th place trophy. Hiway Cafe was protested and thrown out of the race, so Strider ended up being the only local boat to bring home any silver. Lady Outlaw took 6th place, and the others due to varying difficulties finished back in the fleet. The first place trophy was taken by Jim Borden of the CCYC. He had three first place finishes.

Because of the grueling sailing, all of the boats were winners in that no one was hurt and there was no serious damage to the boats. After it was over, we all swore it off, but as the bruises heal we are starting to look forward to next year's championships.

In other news, the J-24's have become a recognized fleet as of the winter series. We are looking forward to good participation and lots of fun this winter.

COMING!

3rd Annual Hayride  
November 11th

NO MORE REDBIRDS AND BLUEBIRDS

by Nom de Plume

Webster's definition of a "staid tradition" is noted to be "a practice or ceremony which is sober or sedate". Far be it from the South-coast fleet to be associated with anything "sober". However, one of the more staid traditions (sedate practices) which we just thought up, is REDBIRDS and BLUEBIRDS. The REDBIRDS were to be "novice sailors" who could compete against each other and not necessarily against the BLUEBIRDS (or more experienced Southcoast sailors). This idea sounded like a good one, even if it did originate with one of our illustrious fleet officers (who shall go unnamed, except to say the notion evolved at the very highest level). So, during the Fall Series, it was agreed that the five new members of the fleet (Vassalo, Valdez, Breeze, Franklin, and Sannes) would race for a trophy to be purchased by the fleet, since they obviously couldn't expect to compete with the More Advanced members.

Needless to say, a few oddities did occur during the Governor's Cup Regatta as well as the just concluded series. Like (1) Don Sannes reaching the weather mark ahead of quite a few experienced sailors regularly. (2) People such as Bartlett, Boucher, and Calogero holding onto last place in various races during the Fall Series. It seems that the BLUEBIRDS forgot that five years of inebricated race course maneuvering does not add up to your average Americas Cup campaign learning experience.

Finally, the realization dawns, and as we finish the last series race, loud and clear is heard, "OK! No more REDBIRDS and BLUEBIRDS!". So much for staid tradition.

Fellas, I think we need to rub out the Armadillo Fleet motto "Hoc Signo Vincas".

Plaudits to: Bud Boucher--winner of the Governor's Cup Regatta  
Duane Dobson--winner of the Fall Series  
Carl Morris--winner in class at the Grapevine Gold Rush Regatta

Thanks to Dobson, Fulton, and Morris for the great kingfish furnished at the last fishry.



The last circuit race for the Thistle Delta District (Texas and Louisiana) was held in Dallas at Chandler's Landing during the Indian Summer Regatta. The weather must have been trying to make up for the lack of winds we experienced at Chandler's in July for Districts, because we certainly had p-l-e-n-t-y over the weekend of September 16-17. The winds were blowing 20, gusting to 25 m.p.h. The two boats that went from Austin took first place and last place out of a fleet of 14 boats. Rich Hilsta had a strong first with 2 firsts and 1 second. Pat Halter had a strong last place. After capsizing the first race they finished 12th. In the second race they got a DSQ, and the third race, after going over two times, a DNF. Hopefully, all the bad things that can happen were concentrated into that one weekend and the unfortunate chain of events can be likened to the "100 year flood" and not happen for at least the next 100 years!

The final standings for the circuit were:

Rich Hilsta	Austin	1
Jim Kincaid	Seabrook	2
Bug DeCluitt	Waco	3
John John	Houston	4
Pat Halter	Austin	5

The Laser Fleet had a busy summer of Wednesday races. We raced three summer series and are currently engaging in a fourth that lasts through the end of October. The top four finishers for the second series were: 1-Bill Levens, 2-Hap Arnold, 3-Dennis Awbrey, and 4-Jack Kern. The third series having up to seventeen participants any one night, and a total of twenty-five different races, the top six finishers were: 1-Kelson Elam, 2-David Maguire, 3-Bill Levens, 4-Dennis Awbrey, 5-Jack Kern, and 6-Karen Vickland. We enjoyed favorable weather conditions for most races (yes, wind in August), and a good turn-out of Laser sailors.

In November we'll switch to Saturday's at 1:30 p.m. for our racing. The winds should be exciting.

The Single-Handed Championships for men and women is going to be October 28th and 29th. For those who want to practice and sharpen their skills, we are still racing Wednesday nights with a 5:30 start. Hope to see ya'll there.

MORC Station 46 will hold a two weekend regatta for the purpose of awarding the perpetual station trophy. This Regatta will be held on Saturday, November 18, and Saturday, December 16. There will be two short races in November and one long race in December. After the December race, there will be a free beer bust and trophies will be awarded.

There will be two classes in this regatta. Class A will consist of all boats holding a valid MORC measurement certificate, and they will receive trophies for the first three places. The first place winner of this fleet will receive the perpetual trophy. Class B will consist of all boats not having a measurement certificate, and they will be given National Average handicaps. If the non-measured boat is not a stock boat, then the chief measurer reserves the right to alter the rating accordingly. Three trophies will also be given to this fleet.





## with the racing classes

PHRF

by Mary Harrison

Since our last Tell Tale, a lot has happened involving the PHRF keel handicap fleet. We had a real good turn-out for the AYC Fall Sunday Series races (12 different keel boats in all). To say the least, very light winds (if any) prevailed during 3 out of 5 races. Unquestionably overall 1st place winner was Obie Smith with 3 firsts. Other results are listed with the AYC Series Results.

On September 14th an AYC-PHRF party was held at Charlie and Atelia Clarkson's home. For once it was interesting seeing everyone out of the water, but as usual still consuming quite a few liquids. Everyone managed to stay dry except Mary Harrison, who ended up getting thrown in the swimming pool, not once but twice. Thanks to her cork shoes, her feet stayed afloat (good thinking, Mary)! Many thanks to Charlie and Atelia for putting up with a lot of wet clothes. We had a great time. Hopefully we'll have another party in the near future--any volunteers?

Fifteen skippers attended the PHRF keel handicap fleet racing clinic on September 30. The day-long event was divided into two sessions with the morning session having the skippers divided equally on three Cal 25's. Special thanks to Hans Dahle, Voldi Maki and Trenton Wann for the loan of their boats.

The skippers were then given detailed individual instruction on preparing a boat for racing and setting up proper sail trim. The skippers, thus armed with all of the great secrets of racing, were prepared for the afternoon session in which each skipper brought his own boat and crew.

A series of starts were run off at 5 minute intervals. The repeating sequence had the skippers starting and restarting every five minutes for a series of six starts. Following this, three short triangular races were run back to back. A question and answer session at the clubhouse concluded the day's events.

During the series of starts and races the instructors moved through the fleet in power boats giving individual instructions and assistance. Because of limited space, this is only a brief description of the clinic which included many detailed topics. Everyone was enthusiastic about the clinic and especially liked the series

of starts. Additional clinics are being planned for the near future.

PHRF of Lake Travis would like to invite all interested AYC keel boat skippers to attend their upcoming races. The new membership fee is \$15.00 and the race entry fee is \$4.00 per race. There will be free beer after each race. For more information contact Mike Harrison (250-3991). The racing schedule is as follows:

October 28--Top Hat Race with skipper's meeting at Commander's Point 12:00.  
Start--2:00.  
November 11--Details later  
December 10--Details later  
January 1--Red Eye Race--details later

We are all expecting one of our largest turn-outs for the AYC-PHRF Winter Sunday Series races. The first race will be October 22--hope to see you there.

### FALL SERIES RESULTS FOR PHRF

1. Smith	SJ24	11 3/4
2. Welles	Cal25	14 3/4
3. Harrison	C&C24	17
4. Awbrey	R28	18 3/4
5. Hutchinson	Crysler 22	27
6. Malone	J-24	35
7. Ashby	J-24	37 3/4
8. Harden	J-24	44
9. O'Dell	SJ24	50
10. Clarkson	Cal27	50
11. Koch	Ranger 23	50
12. Oliveira	J-24	52
13. Kern	J-24	54
14. Montgomery	Columbia 26	56
15. McLean	C&C24	57
16. Cheney	J-24	57
17. Lawson	Columbia 8.3	62
18. Villos	Santana 525	63

Had 10.4 boats average on the line.

Helmreich, Levens, and Painton raced with PHRF. Had they registered for PHRF, they would have placed 3rd, 7th, and 10th, respectively.





## with the racing classes

LTCA

by Bob Kier

LTCA has scheduled their annual overnight race for October 21-22. For the paltry sum of \$10 payable on race day before the skipper's meeting, skippers with ballasted yachts with cruising accommodations can pit themselves against the dark of the night and the shoals of Lake Travis in competition for beautiful trophies. The skipper's meeting will be at 3 p.m. at the AYC Clubhouse. Preparatory signals for non-spinnaker and spinnaker classes will be at approximately 5:20 p.m. and 6:20 p.m. respectively. The PHRF system will be used to score both fleets.

Depending on lake level and wind conditions, the course will be similar to last year's course--from the dam to Lakeway and back, twice. Following the race, beginning at 5 p.m. Sunday, there will be a party at the Dalley's, 3312 Bryker Drive. Trophy presentation will be at the party. Ya all come, ya hea.

The September cruise was the Max White Memorial Regatta. This regatta emphasizes safety and seamanship under adverse conditions. Participating boats were put through exercises in anchoring, recovering a man overboard, and responding to a sudden storm. At the cruising site each yacht was inspected by the U. S. Coast Guard Auxiliary for conforming to their requirements. Then in the evening at the campfire, we discussed each exercise, the main points the judges were looking for, and some of the mistakes that were made.

Everyone participating in the Regatta was a winner because each skipper and crew practiced skills essential to safe boating regardless of how much you sail. Trophies were awarded to the three boats accumulating the most points, however.

Dennis Awbry	1st
Trenton Wann	2nd
Gary Schmidt	3rd

Points scored in the Max White Memorial Regatta are combined with points earned in the overnight race to determine the winner of the Max White Memorial Seamanship Award.

ENSIGNS

by Cynthia Creamer

The Fall Series for our fleet showed an increase in participation and competition over the Summer Series, although Eugene ran away with first place again. Excellent crew work, boat speed, and playing the shifts successfully was the combination he employed to stay well ahead of the fleet most of the time. If we could get close enough to Tackless on a windward leg to see him, maybe we could all learn something! One thing the fleet was glad to learn is that an Ensign now will not sink when swamped. Cili and Tommy were gracious enough to give us an excellent example of this. They were able to bail---and bail---and bail---and bail---and sail #988 back to the dock with no assistance. It was slow but didn't seem to cause any major problems except not being able to finish the race.

The fleet tried to encourage participation by holding a Saturday practice a few weeks ago--only one enthusiastic skipper showed up. We had a short race, some practice and are looking forward to seeing Stanley Werbow on the start line next series. Bill Holman recently acquired a new suit of sails, so we'll all be watching him closely. Good sailing.



"It's your husband, Mrs. Rogers . . . he says 'Don't forget you're going sailing this afternoon!'"



# A preview of the 1980's. The San Juan 7.7 today. A performance yacht ahead of its time.



The new San Juan 7.7 from Clark Boat Co. . . a boat with performance, class and looks that put you ahead, moving or standing still. Sleek lines hold the promise of exciting racing on a windy afternoon. With the 7.7 you'll surely be in contention for some club trophies.

The exterior is as functional as it is good looking. Wide, safe molded non-skid walkways, internal halyards, a spacious cockpit with good visibility over the cabin, lots of black anodizing and high quality racing fittings and a layout drawn from two decades of racing experience.

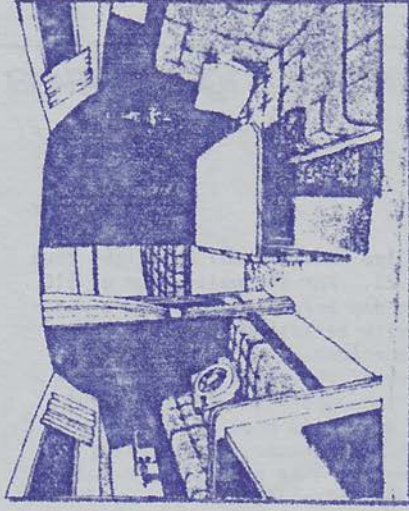
Its performance will put you ahead of the competition. An abundance of sail area, a wide 9'6" beam, and a long waterline ensure a fast, stable ride with extremely good tracking ability. A newly engineered keel design will undoubtedly set a trend for future designs. That's the way at Clark. Always a little bit ahead of its time. And this time is no exception.

Entering the companionway, an L-shaped galley gleams with the accents of hand-rubbed teak. Simmer your morning coffee on a built-in stove with chopping block. Start breakfast on spacious counters ringed by closed storage bins. And serve a hearty meal for a crew of 5 on the easy to care formica-topped, drop-leaf table.

And storage abounds. Below decks, you can tuck away sleeping bags, rain gear and a weeks worth of provisions. Cockpit space includes plenty of storage including a handy shallow shelf for lines, blocks and winch handles under the cockpit seat.

All this . . . and a boat light enough to be easily trailered to the shores of your favorite lake. Set up for optional OMC Sail Drive or outboard, for that needed power when the wind dies.

**The San Juan 7.7 . . . in a race or on a cruise, its performance puts you way ahead. You'll be impressed.**







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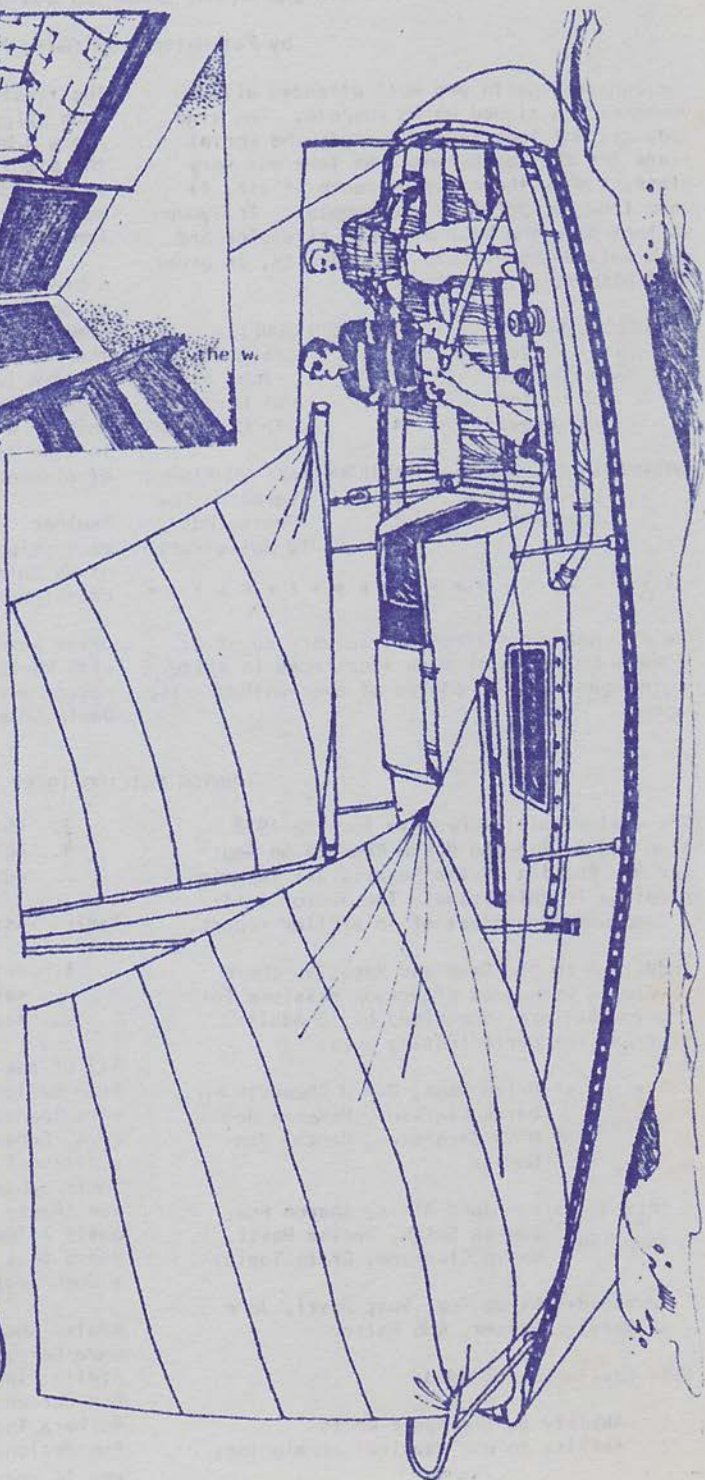
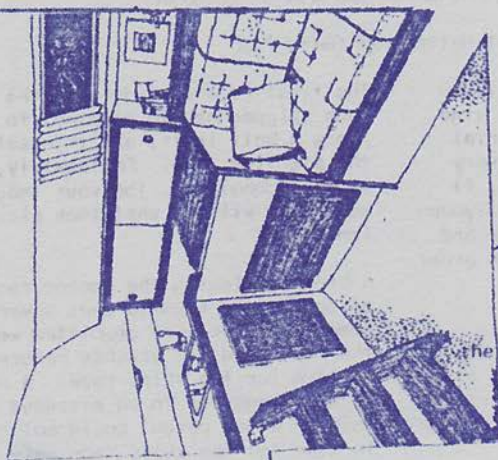
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# AYC 2ND ANNUAL LABOR DAY JUNIOR REGATTA

by Pat Halter and Gerry Fox

The Junior Regatta was well attended with 19 young people signed up to compete. The wind gods did not look favorably upon the mortal plans for the day because the lake was very glassy. When there was a breath of air, it came from any point on the compass. The young sailors made the best of a bad situation and each sailed their best. The results, in order of finishes, were as follows:

## ADVANCED LASER:

1. John Halter
2. Aaron Corman
3. Rob Halter
4. Read Crowe

## ADVANCED SUNFISH:

1. Craig Tapley
2. John Alvis
3. Pat Bartlett
4. Gavin Clarkson

## INTERMEDIATE LASER:

1. Linda Fox
2. Susie Hasti

## INTERMEDIATE SUNFISH:

1. Carol Werbow
2. Denise Hasti
3. David Balestrery

\*\*\*\*\*

The AYC younger sailors proved very adept at maneuvering Prams through four races in spite of the questionable advice of over-enthusiastic parents.

The first race proved to be the most exciting. Each skipper had to race out to an innertube, place a ball in it, and then sail back across the starting line. Fortunately, there was no protest committee, for your imagination could not be as wild as what took place around that innertube!

A break following the second race almost brought an end to the regatta when several parents and members of the race committee went sailing in the Prams and had trouble returning the boats in time for the third race. A one point penalty was suggested to be assessed against each skipper whose parent could not get a boat back in time for the third race only brought threats of disownership from the young skippers.

Another "game" race followed the break in which each skipper had to retrieve three eggs of a given color. Daring was he who would have been caught between a Pram and an egg!

Brian Wann proved to be the best Pram skipper with Martha Van Hooser second. Others participating were: Derek Clarkson, Michael Humenick, David Chaney, and McKenna Nelms.

## JUNIOR SAILING 1978

YC's Junior Sailing Program for the 1978 season ended with the Youth Regatta on September 4. Results of the Regatta are reported separately in this issue. The Junior Sailing Camp was the object of an earlier report.

In addition to the Camp and Regatta, there were eleven Wednesday afternoon sessions for 2 Junior Sailors supervised by 10 adults. Junior Sailors participating were:

Beginners--Brian Wann, David Cheney, and  
(Prams) Derek Clarkson, McKenna Nelms,  
Mike Barginear, Martha Van Hooser

Intermediates--John Alvis, Sharon Fox,  
(Sunfish) Tameka Smith, Denise Hasti,  
Gavin Clarkson, Craig Tapley

Advanced-- Linda Fox, Suzy Hasti, John  
(Lasers) Halter, Rob Halter

Skills developed included:

1. Ability to tie basic knots
2. Ability to use nautical terminology

3. Ability to rig boats
4. Ability to sail boats without an adult

Racing Instruction Included:

1. Introduction to racing for Sunfish sailors
2. Racing techniques for Laser sailors

All of the Laser Sailors had their own boats. Pram Sailors used the AYC Prams. Sunfishes were loaned by Jerrie Hirsch, Lee DeKeyser, C. A. Schutze, Fred Hinton and Sam Fine. Two additional sunfishes were offered for use by their owners but were not needed. Liz Garrison, Henry Quinius and his daughter Ann generously allowed the use of their spaces on Board Boat Dock #1. The Prams were kept on a dock section adjacent to Board Boat Dock #1.

Adults who freely donated time in instruction were Gerry Fox, David Cheney, Charlie Clarkson, Atelia Clarkson, Russell Painton, James Blume, Ron Harden, Pat Halter, Wilson Smith, and Barbara Thompson (Water Safety). Elizabeth Fox designed the T-shirt emblem and Mary Fine was in charge of the party on August 30.



# FALL SERIES RESULTS

# MEN AND LADIES' AYC TEAM CHAMPIONSHIPS by Cynthia Creamer

## THISTLES

1. Church, John	13 1/2
2. Donovan, John	23 3/4
3. Halter, Ed	24 3/4
4. Hight, Terry	25
5. Smith, Wilson	35 3/4
6. Brown, Clyde	62
7. Garrison, Tucker	63
8. Moldenhauer, Joe	64
9. Bozyan, Liz	65
10. Laws, Doug	72

Had 6.0 boats average on the line.

## FIREBALLS

1. Connally, Doug	6 1/4
2. Nelms, Terri	7 1/2
3. McDavitt, Linda	12 1/2
4. Garrison, Liz	18
5. #22	29
6. #9802	31

Had 2.8 boats average on the line.

## SOUTHCOST 21

1. Boucher, Bud	4 1/2
2. Dobson, Duane	5 3/4
3. Calogero, Eddie	8
4. Bartlett, Mike	9 3/4
5. Sannes, Don	10
6. Morris, Carl	13
7. Valdez, Carlos	16
8. Breeze,	24
9. Vassallo, Bob	26
10. Franklin, Jack	29

Had 8.5 boats average on the line.

## ENSIGNS

1. English, Gene	7 3/4
2. Holman, Bill	15 3/4
3. Price, Clift	26
4. Bozyan, Arak	31
5. Baker, Jim	35
6. Bauman, Sandy	41
7. Weller, John	44
8. Epstein, Jerry	44 3/4
9. Bene' Bob	52
10. Swift	74

Had 9.1 boats average on the line.

## M-20's

1. Selfridge, Kevin	12
2. Gunderson, Tom	15 1/4
3. Romberg, Tom	19
4. Kern, Doug	19 3/4
5. McIntyre, Francis	20 3/4
6. Bauer, Tom	46

Had 4.2 boats average on the line.

The Ladies' Championship races proved to be a contest to see how much water Barbara Hlista and crew Pat Halter and Mary Kessler could put between themselves and the second place boat on each race. With four firsts she easily took the series and showed the rest of us some practice is in order.

The Men's races were very close, with the skippers and boats being evenly matched for the most part. Five of the six skippers each got ~~at least~~ one first place. Russell Painton and crew Voldi Maki and Hap McCollum had 2 firsts, 2 seconds, a third and a sixth to end up in first place with a total of 14 points. There were some great starts and tactics, but consistency seemed to be the key to placing first overall in such a competitive group. In spite of the very fluky winds Saturday and an on-shore postponement on Sunday, the race committee did a fine job of setting the courses. There was a lot of good sailing to watch--and all very gentlemanly--no protests.

The Club sends a word of appreciation to the boat owners who lent boats for the races. The J-24's used for the men's races were owned by Jack Kern, Rod Malone, Bob Helmreich, Bill Bond, John Oliveira, and Bill Levens. The Thistles used by the ladies (including the back-up boats) were owned by: Liz Bozyan, Ed Halter, Rich Hlista, Tucker Garrison, Rod Malone, Doug Coleman, Terry Hight, Ron Harden and John Church. Again, a warm thanks!

Name	1	2	3	4	5	6	Total Pt.
Hlista	1	1	1	1			3
Vickland	2	5	2	3			12
McDavitt	5	2	5	2			14
Garrison	3	4	3	5			15
Hastl	6	3	4	4			17
Bozyan	4	dns	dns	dns			26
Painton	1	2	3	6	1	2	14
Kern	4	6	1	2	2	3	17 3/4
Awbrey	5	5	2	1	3	4	19 3/4
Van Hooser	2	1	4	3	5	5	19 3/4
Halter	3	3	5	5	4	1	20 3/4
Crowe	6	4	6	4	dns	dns	36



PHRF--see PHRF fleet news for series results.



## SAFETY NOTES

by Barbara Thompson

CPR courses offered in November are:

November 13 - Retraining CPR  
November 14 - Basic Rescue

These courses will be given at the Hillel Foundation, 2105 San Antonio from 6:30-10:30 p.m. Call Hillel at 476-0125 and ask for Sue Billick to register for the courses.

\*\*\*\*\*

### WHAT IS IT?

This strange apparatus is a SHEPHERD'S CROOK or SHEPHERD'S HOOK. It is used as an aid to fish out a victim at the pool or docks. The handle extends to a 12 foot reach. This new piece of safety equipment is located near the pool.

\*\*\*\*\*

### ARE YOU SAFETY TRAINED?

The AYC Safety Committee is trying to set up classes and goals for the Safety Committee. Please let us know what interests you.

Safety Course (8 hours)	___
CPR Course	___
First Aid	___
Basic Water Safety	___
Other	___

Let Barbara Thompson or Lanelle Montgomery know which interests you.

\*\*\*\*\*

PLEASE return lifejackets to rescue boats and race committee boats after you have "duty". The club has lost 10 lifejackets in the last three months.

---

HELP WANTED: A chairperson or persons to plan AYC New Year's Eve Party. Low (no) pay but fun job with good hours. Interested parties may call 345-1626.

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### BURGEE PROGRAM

We are very proud of the way the Burgee Program is progressing and gaining momentum by the week. As has been reported previously, when an AYC member donates a burgee from anywhere in the world, the burgee will be permanently displayed in the club house with a brass plaque denoting the donor. To date we have the TYA club burgees displayed behind the bar with the National and International burgees displayed over the bar.

There are several interesting circumstances surrounding burgees donated so far, such as Kathy Buley walking nearly a mile alone down primitive roads in Pattaya (Bangkok) Thailand to the Royal Varuna Yacht Club to obtain the burgee now on display. Kathy was not afraid of being attacked or mugged; however, she was apprehensive about cobras lurking along the roadside. This club is one of three in all Thailand and one of the two owned by the King.

Arak Bozyan's donated burgee came from the Ida Lewis Yacht Club of Newport, Rhode Island. This is a summer station of the New York Yacht Club and the base for the Americas Cup competition. You will notice on the burgee there is a lighthouse and 18 stars. This is emblematic of a light house that was manned ultimately by the light house keeper's daughter "Ida Lewis" who kept a watchful eye for sailors in distress. The stars depict the number of sailors she rescued and assumably nursed back to health.

We are looking forward to many more interesting burgees from all over the world and appreciate the response to date of the following AYC sailors: Lee and Deke DeKeyser, Loy and Kathy Buley, Arak Bozyan, the Southcoast Fleet, Don Mohr, and Tom Romberg.







# Peter Storm

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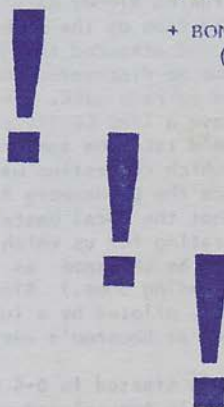
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The sun was just setting as we pulled in to the Houston Yacht Club with Sweet Lips in tow and rushed to the lift in order to get the mast stepped and the boat in the water that night, for the first race was to begin at 10:30 a.m. and with all the Stars and Solings trying to use the lift, we knew we'd stand no chance of getting in before 2:00 p.m. if we didn't do it that night. Opening the door to the truck, Hap and Carol McCollum, M. L. Weber and I were greeted by swarms of happy mosquitoes who, having apparently drained all the blood from the existing inhabitants, were on the prowl for additional food. While Hap went up to register, we proceeded to unwrap 4,000 yards of duct tape from all parts of the Harmony 22.

"What is that?" came the inquiry. "Harmony 22."  
"Oh--well, you're in trouble." "Why's that?"  
"Man, they have some Lindenberg 22's here that beat everything on the water boat-for-boat." We smiled. About that time, Hap showed up with the news that since we had not registered early, we might not be able to race, and with that, we attacked in force. After being advised that: (1) in conversations with the local MORC fleet, we were never advised that we'd have to register early; and 2) besides, we were there and were going to race anyway, the Race Committee relented and allowed us to enter.

The next morning, we arrived at HYC bright and early and ordered Bloody Mary's (to replace the blood removed from us the night before by all the mosquitoes) and attended the Skippers' Meeting, at which time we discovered that most of the MORC boats wanted to race TIRC. That was fine, since we didn't have a TIRC Certificate. We said, what the heck, we'd take the same rating as the Lindenberg 22's, which suggestion was greeted by resounding boos from the Lindenberg 22 owners. So we requested that the local master of the computer run a TIRC rating for us which, incidentally, turned out to be the same as the Lindenberg 22's. (Again, resounding boos.) Also there was a new Wilderness 21, piloted by a local sailmaker who must be known as Houston's version of Tom Landry.

to beat in the TIRC fleet of about 65 boats. We started 5 minutes ahead of the Class A boats (which included everything from a new Tartan Ten to the Percoco Orange Thing ("Karat-Styk") and by the time we reached the weather mark, they had closed somewhat on us. The Lindbergs held in there as long as the wind was under 5, but as the wind began to pick up (it always does), ole Sweet Lips starting working out to weather of the fleet. The Wilderness just didn't have quite enough sail area to get her going in the light air. We rounded the weather mark first by about 2 1/2 minutes, set the chute, pulled the board up and had a nice ride to the jibe mark. By this time, the rest of the fleet was 3-4 minutes behind us, which was absolutely mandatory, since we had to give them about 5 minutes in the race. The rest of the race was uneventful and we corrected out to first place. A Lindenberg was second and a Custom 4-ton was third.

The afternoon race started in approximately the same conditions with the Lindbergs again on both sides of us. However, the wind was a little heavier and we immediately began to work out on them. On the other hand, the Wilderness took the heavier air more to her liking and hung in there pretty well until the weather mark. At this point, we elected not to put the chute up since the wind was blowing on a beam reach at about 15 knots and we tried to reach along under staysail and jib. While we were clipping along at a relatively good 6 knots, we decided we were not making enough speed on the Wilderness and the Lindbergs, which were carrying their chutes, and about 3/4 of the way down the leg, popped our chute at which point we discovered we had been losing a knot by not carrying it earlier. Rats. In any event, we rounded the jibe mark alongside John Kollus in the Tartan Ten and after exchanging various insults, he began to pull away from us. We were, needless to say, pleased, since it had taken him about 10 miles to put 5 minutes on us. (The Tartan was scratch boat in the TIRC Class.)



corrected time for the Houston Chronicle Perpetual Trophy, as well as against each other for the various class trophies. At this point, we felt we had a good chance for the Chronicle Trophy since we had corrected to third place overall in the first race and were only 5 minutes behind the Tartan Ten.

Back to the race. Rounding the jibe mark, it was a close reach and the wind had picked up more. We had dropped the chute at the jibe mark in anticipation of not needing it on the next leg but soon discovered that the Wilderness (and everyone else) was carrying her chute. Then ensued a 15-minute exercise in: (a) running over the chute; (b) getting a double hourglass; (c) not being able to get it down; (d) losing the spinnaker pole; (e) losing our temper; and (f) losing the race, for we were not able to get the chute up until 3/4ths of a mile before the finish line. In the meantime, the rest of the fleet had caught up to within 2 minutes of us and we corrected out to second place, behind the Wilderness. We were somewhat disappointed, for we knew that hurt us in trying to beat the big boats on corrected time.

The third race was run Sunday morning in very light breezes and the sequences occurred much like the first two, with the exception that we were able to get our chute up this time and managed to win the race.

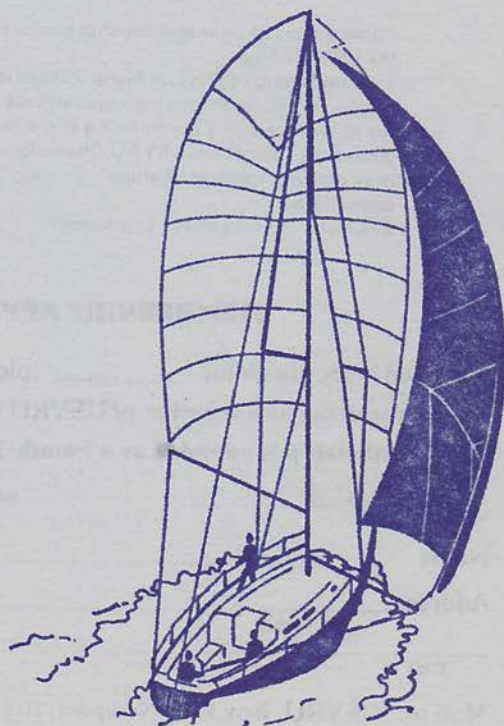
We knew we'd won our Class and were more curious as to how we did in the overall fleet race for the Chronicle Trophy. At the trophy presentation, we were amazed to hear the Wilderness 21 be awarded first place in Class, while at the same time we were awarded fourth overall in fleet, behind three big boats in Class A! How could that happen? After everyone left (looking strangely at us since we had announced we had won our class), we discovered that the Race Committee had omitted to calculate the results from the second page of Class B boats when computing the Class results. After much embarrassment on their part, they readily agreed we had won first in our Class, as well as fourth overall. However, nobody in Houston seems to know this to this day! We were disappointed but satisfied in our performance.

Throughout all of this, we were ably assisted on shore by Voldi Maki (the second fastest Cal 25 sailor in Austin) and Tina Lucksinger (now Maki), who just happened to be in the neighborhood . . . They were most helpful in repairing

my boat beater, bringing the beer we'd left in the motel, and giving us someone to make excuses to.

So, after having belatedly received our trophies, we head out for home and would have made it in reasonable time if we hadn't been hijacked by John Kollus on the way out of the Yacht Club and then prevailed upon to spend a couple of hours drinking some local beverage with him in the parking lot of a nearby truck stop (that's where Johnny the K hangs out). On the way to the truck stop, he "saved" Tina from a speeding ticket (no charge). Oh well, what's a regatta without variety?

The Houston Annual Regatta is always a good one and this year, they had approximately 230 boats registered. One of the nice things about going to Houston is that there are a lot of folks down there whom we all know and indeed, we had the pleasure of visiting with Richard Percoco on KaratStyk Saturday evening and meeting the subhumans he calls crew. As usual, he left his business card stuck to my rear view mirror with a bandaid. (An annual event.)





# USYRU

All members of the Austin Yacht Club who profess to be racers would do well to support the U.S.Y.R.U. The objectives of the United States Yacht Racing Union are to further the best interests of yachtsmen, to encourage and promote yacht racing, and to unify racing and the racing rules.

U.S.Y.R.U. offers publications on topics such as rules, appeals and manuals, handicapping rules, and time allowance tables. Programs such as racing clinics, sailing instructors' symposia, speakers services, and regional youth and women's regattas are available through the One Design Office. They also publish a newsletter which tells you, among other things, when and where the National Championships in the various categories are held. Membership in this worthwhile organization is a MUST for all racers!!

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*Sustaining Membership .....	50
*Contributing Membership .....	25
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Regular Membership .....	15
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*Membership in these categories helps support the Union. Amounts in excess of \$15 for individuals and \$25 for family memberships are tax deductible.	

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1—Membership in this and higher categories fulfills USYRU membership requirements for all members of a family living at the same address to compete in USYRU Championships, provided you indicate "Family" on your application.

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