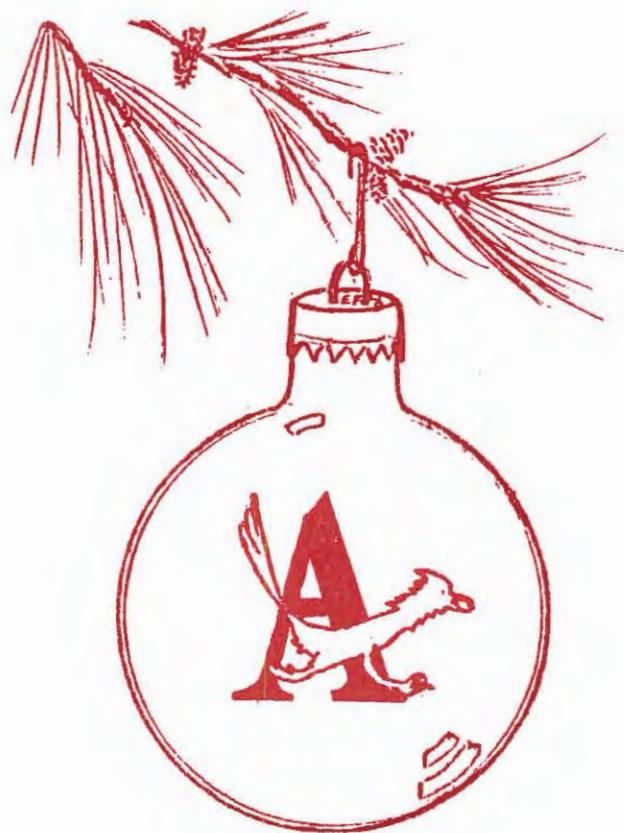


DECEMBER 1983

telltale

AUSTIN YACHT CLUB





FROM THE COMMANDER

AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

Business Office 266-1336
Clubhouse 266-1897

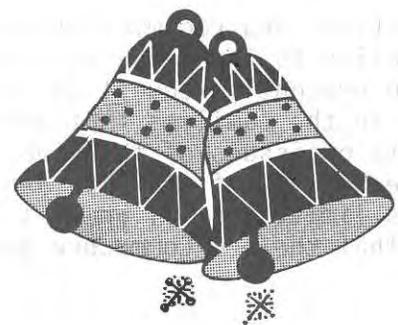
Commodore	- - - - -	Hap McCollum
Vice Commodore	- - - - -	Steve Vaughan
Secretary	- - - - -	Clyde Brown
Treasurer	- - - - -	Mike McLemore
Race Commander	- - - - -	John Mandell
Buildings and Grounds Commander	- - - - -	Claude Welles
Fleet Commander	- - - - -	Rick Smith
Immediate Past Commodore	- - - - -	Rod Malone

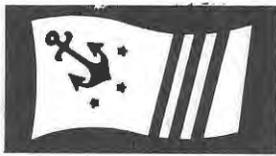
Fleet Captains

Catalina 22	- - - - -	Tom Lang
Coronado 15	- - - - -	Greg Schertz
Ensign	- - - - -	Sam Humphrey
Fireball	- - - - -	Teri Nelms
420's	- - - - -	Mark Hallman
J-24	- - - - -	Ron Harden
Keel Handicap	- - - - -	Tom Lott
Laser	- - - - -	Ken Sherman
Pearson 26	- - - - -	Bruce Willman
Southcoast 21	- - - - -	Ray Shull
Thistle	- - - - -	Bob Woodrow

Telltale Editor - - - - - Kristi Blankenship

On The Cover: Art work by AYC member Elizabeth Fox appears on the front and back cover.





FROM THE COMMODORE

The 1983 Austin Yacht Club Year closed December 3rd at the Annual Awards Banquet with approximately 235 members attending which was significantly more than last year's attendance. The increased attendance at the Banquet, I believe, was illustrative of the character of the Austin Yacht Club in 1983 - growth, activity and increased participation.

The growth of the Club is evidenced by the fact that the Membership Committee interviewed a total of forty-seven (47) applicants for membership with a net growth in members for the year of thirty-three (33).

The activity at the Club is evidenced by both the racing, social and special activities on the AYC calendar in 1983.

The increased participation was evidenced early in the year with over eighty of our membership volunteering in the project to complete the new office and shower facility that was started in 1982. A highlight of the 1983 Business Meeting was the dedication of that building, most deservedly, to Hap McCollum. The increased participation throughout the year was most certainly evidenced by the fact that our regattas resulted in record breaking attendance and our Sunday Series racing participation increased twenty percent (20%) over 1982.

As I have mentioned on a few occasions throughout the 1983 year, the Austin Yacht Club is at a crossroads in its history. The growth, activity and participation is beginning to approach limits in both the manner in which we have operated in the past and the facility and lake upon which we operate. It will take leadership, intelligence and unselfish cooperation from the membership to move the Austin Yacht Club into the future. I think the 1983 Nominating Committee did an outstanding job in selecting the 1984 Board of Directors which will provide the leadership required. The rest is up to the membership.

The Long Range Planning Committee reporting at the Annual Meeting defined some key areas for consideration in the future. The Committee recommended that our present membership limit of 450 members be left intact, that we take a hard look at the utilization of our facility and Lake Travis, and consider physical improvements such as ramps, parking and cabin renovation as well as the most delicate task of reformulating our racing schedule. I agree and heartily endorse the suggestions of the Long Range Planning Committee.

I don't, however, totally agree with the recommendation by the Social Committee that the social calendar be reduced to two parties plus series buffets. It is my opinion that we should endeavor to achieve greater attendance at the social events rather than reduce the number of events.

In addition to the suggestions and recommendations of the 1983 committees, I have one additional recommendation to the membership and that is to franchise the spouses of our membership. We presently request and receive much support and volunteer effort from both spouses in the families that are AYC members. However, we only allow one family member to vote on issues of the Club. Realizing that such a recommendation affects not only the By-laws of the Club and requires a redefinition of the present 450 voting members limit, I still deem it a worthy and equitable recommendation. My suggestion is that the new Commodore appoint a By-laws Committee to

consider this recommendation as well as other items of a housekeeping nature that need attention in our By-laws.

As 1983 at AYC closes, I wish to express my sincere appreciation to the 1983 Board of Directors, the Staff and the Membership for their service to the Club. We, without a doubt, have one of the best, if not the best, yacht club in the world. Let's keep it that way.

See you at the clubhouse and on the race course.

Thanks,

Rod Malone, Commodore 1983

New Years Eve

MELODRAMA

Starring AYC Protesting Players

Music & Dancing TO THE "FRED ARGIR'S BAND"

SOCIAL 7:30 PM

INCLUDES one FREE DRINK AND Champagne PLUS Steak & Eggs Breakfast

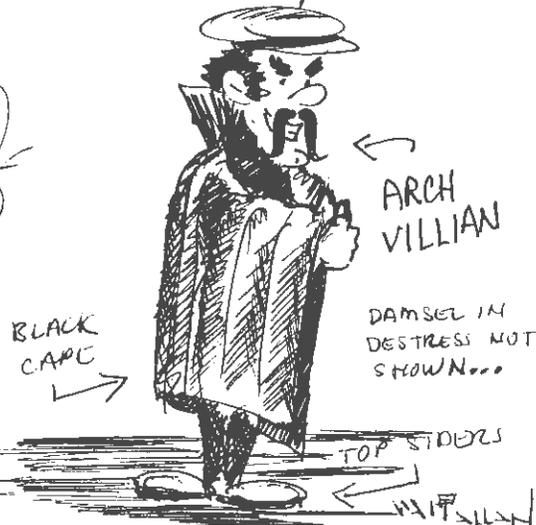
Only \$27.50 Per Couple

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THE LADY DOTH PROTEST TOO MUCH... OR... THAR SHE BLOWS!



AUSTIN YACHT CLUB MINUTES
1983 Annual Meeting, December 1, 1983

At the beginning of the meeting, Commodore Malone established that there was a quorum present: 55 voting members were present, 71 had sent in proxies. The number required for a quorum was established to be 110.

The minutes from the previous annual meeting were distributed at the sign-in door. Secretary Pat Halter moved that the minutes be accepted. The motion was seconded and the motion passed.

Treasurer Caroline Howard gave the Treasurer's Report. Her report can be found in attachment II-A (8 pages). Her report shows that our total income to date is \$217,527.27. Our budgeted income is \$152,071.60. Income is over budget by 43%. Our total expense to date is \$205,255.16. Budgeted expense to date is \$151,564.00. Expense is over budget by 35%. Surplus to date is \$12,272.11. This surplus was applied toward capital improvements, the most prominent of which was the new office and shower facility. The redecking of docks 1 and 5 was also a substantial renovation item.

Fleet Commander Allen Breeze's report can be found in attachment II-B (4 pages). Some of the major items accomplished under Breeze's direction include: widening 18 slips on dock 5 by 2 feet each, redecking docks 1 and 5, and strengthening dock 6. The Harbor Committee has worked hard to set up priorities and workable procedures for enforcing Harbor Rule 16. At the beginning of this year, 20 people were on the waiting list for wet slips; fifteen people were assigned slips; there is a current waiting list now of 25. When board boat dock 2 was placed in the water at the beginning of this year there was no waiting list; now there is a waiting list of 2. In January there was one person waiting for dry sail space. Eighteen people were assigned dry sail space in 1983 and now there is a waiting list of 6. Before dock 5 slips were widened there were 10 people on the waiting list for wider slips. Presently there are no people on the waiting list for larger slips. Following are Breeze's recommendations:

1. Dock 6 should be moved to a more protected position, preferably where dock 1 is now.
2. The pulleys on each dock should be inspected and if necessary design and install a more rugged pulley mount.
3. A high priority should be placed on replanking the docks.
4. Extend or improve the south cove ramp to make it usable during low lake levels.
5. Build a new and extended rigging dock for the south cove, and another hoist for the work area.
6. Replace the 1/2 inch anchor cables on docks with 5/8 inch cable where necessary.

Buildings and Grounds Commander Ron Dailey's report is presented in attachment II-D (2 pages). One of the most time consuming of Dailey's efforts were directed towards the completion of the new office and shower facilities begun the year before by Hap McCollum. The old showers were demolished in style with no great damage to the surrounding property. Some of the work was performed by sub-contractors, but the bulk of the work was performed by the membership. By April of this year, the AYC staff had moved into the new offices and the membership was using the new showers. The total cost came to \$48,244.00. Other accomplishments include the purchase of a new stove and refrigerator for the clubhouse, a new swimming pool filter, a new public address system, and the installation of an electronically operated gate.

Race Commander Steve Vaughan reported in attachment II-E (3 pages) that the 1983 racing season had the highest participation level in AYC's history. Sunday series race activity showed over a 20% increase and three of our four open regattas enjoyed record-breaking attendance. In addition to our open regattas and series races, AYC hosted over fifteen other racing events. The high level of racing activity was not without a few drawbacks, which included congested automobile parking, launch ramp confusion and occasional equipment failure. Recommendations: To reduce crowding both at the club and on the race course, the 1984 race committee should consider alterations to the race format such as multiple starting lines or staggered starts. In order to allow for preventative and breakdown maintenance on the race committee boats, a third rescue boat should be purchased and the Monarc rescue boat should be rigged for substitute operation as a committee boat. The Monarc rescue motor should be upgraded to at least 90 hp. Additionally, the purchase of inflatable, temporary marks should be planned.

Vice Commodore Hap McCollum's report can be found in attachment II-F (1 page). McCollum thanked the regatta chairpersons for the successful regattas hosted at AYC. McCollum noted that the AYC Team Championships and the TYA eliminations were held jointly this year. Nine men's teams and five women's teams entered. The team of Foerster, Johnson, and Bakken (Kern as alternate) won the AYC's men's championship and went on to take an eighth in the TYA Mallory eliminations. The women's AYC championship team was composed of Katon, McDavitt, Creamer, and Darwin (Wann as alternate). They took a third in the TYA Area F eliminations. Additionally, AYC hosted the TYA Juniors and Prince of Wales competitions. McCollum stated that an audit was conducted for the years 1982 and 1983. A copy is available in the office for those who wish to see it.

Immediate Past Commodore/Membership Committee Chairman Ray Lott reported in attachment II-G (1 page) that the club membership now stands at 463 with a total voting membership of 434. The membership ceiling has been set at 450.

Social Chairpersons Rex and Brenda White organized 5 end-of-series buffets, 1 picnic on Labor Day, and 6 special parties--a wine and cheese party, a teen party, a cajun party, Oktoberfest, the Annual Banquet, and a New Year's Eve party. They recommended that due to poor participation the special parties be limited in the future to two, with one of them being the Annual Banquet, and that the regatta parties serve as the social activities for the club members. The series buffets were well attended by the members and it was highly recommended that they be continued.

Sam Fine reported on the junior sailing activities in 1983. Twenty-six young people, instructed and assisted by 20 adults and 1 former junior sailor participated in AYC's junior sailing program. A shed to store the Optimist Dinghys was completed this year and it is planned to construct lockers on the OD trailer to store the gear.

Arak Bozyan reported for the long rang planning committee. His complete report can be found in attachment III-C (2 pages). Following are his recommendations:

1. Maintain the current membership limit, and initiate a study of membership criteria and procedures when there is a waiting list.
2. Increase launching capacity and study possible significant utilization of the south cove for both ramps and wet slips, and consider excavation of the cove for this purpose.
3. Initiate a study of possible restructuring of both the race calendar and race management to improve quality and capacity.
4. Adopt a specific plan to refurbish cabins, as the alternative of replacing these structures does not appear feasible under our nonprofit charter.

5. Adopt a long range plan to provide significantly more parking spaces, so that when increments are provided, these fit into the plan.

Nominating Committee Chairman Ray Lott presented the committee's proposed slate of officers for 1984: Commodore--Hap McCollum, Vice Commodore--Steve Vaughan, Race Commander--John Mandell, Buildings and Grounds Commander--Claude Welles, Secretary--Clyde Brown, Treasurer--Mike McLemore, Fleet Commander--Rick Smith. Lott moved that the slate be approved by acclamation. Howard seconded. The slate was approved unanimously.

With regard to the by-laws amendments, McCollum moved that Article V, Section 1 should read "The officers of the Club shall be a Commodore, a Vice Commodore, a Commander for Buildings and Grounds Committee, a Secretary, a Treasurer, and a Commander for Fleet Committee all of whom shall be elected at the Annual Meeting of the membership..." and Article VII, Section 2 should have a part E added that reads, "Fleet Committee--The Commander of the Fleet Committee shall be the Chairman of and appoint members to the Fleet Committee." Halter seconded. On the vote 50 voting members present voted for the changes, and 69 proxies were cast for the changes, and there were none opposed. The motion carried. Steve Vaughan moved that Article VIII, Section 1 should be amended to read, "At any meeting where a quorum exists, these By-laws may be amended, after appropriate notice, by three-fourths vote of the membership present or represented by proxy.", and that Article VIII, Section 2 should be amended to read, "Before the By-laws amendment may be considered, thirty (30) days or more written notice shall be given to all members indicating that a By-laws amendment will be considered at the stated meeting..." Ray Lott seconded. Ray Shull moved that the motion concerning Article VIII, Section 1 be amended to read "...by three-fourths vote of the membership present including those represented by proxy." Ted Sousares seconded. On the vote, 48 voted for the amendment to the motion, 70 proxies were cast for the amendment, and none voted against. The amendment to the motion passed. During the discussion on the original motion, Russell Painton spoke against the change. He felt that the benefits of the change were negligible and that by-laws of a club should be made very difficult to change. Arak Bozyan spoke in favor of the change and stated that the wording of the present by-laws concerning how by-laws are changed are subject to interpretation and he felt that these changes would end that leeway. Some discussion was brought up concerning percentages of the membership who would be able to make changes in the by-laws under the present wording and under the proposed wording. To this end, Fred Schroth made a motion that would also require the by-laws amendments be sent to the general membership by mail so they could vote and that a vote from at least 2/3 of the total membership be required to effect the change. Clyde Brown pointed out that Schroth's motion could not be considered at this time because it was a substantial deviation from the original text mailed out to the membership and to which proxies had been sent. Additionally, there was already another motion on the floor. The chair ruled that the motion was out of order. Bill Howard wanted assurance from incoming Commodore Hap McCollum that further improvements would be considered on this matter of how our by-laws may be changed. McCollum said that he would be willing to appoint a committee who would come up with something more concrete. On the vote, 33 present voted for the motion, 70 proxies were cast for the motion, and 11 voted against the motion. The motion carried.

As part of old business, out-going Commodore Malone presented to Hap McCollum a cast metal plaque in appreciation for all the time and effort McCollum spent in building the new office and showers. It will be hung on the new office/shower building.

The meeting adjourned.

Respectfully submitted,

Pat Halter, Secretary

6



FROM THE FLEETS

South Coast 21

by Ray Shull

The 1983 racing season ended with one of the lightest air series we've ever had. It seemed that every race became a one-triangle drifting contest. We were able to get a year's worth of light-air practice in one series. While the positions were continually changing in each race with the shifty conditions, Bud consistently drifted the fastest and won the series. Let's hope the Spring Series has a little more wind.

Joe and Greta must have foreseen the sailing conditions since they and Norma and Pat Feagin spent the last half of the series in the Caribbean on a Pearson 42. I haven't seen them since they were scheduled to return so they may have decided to start an AYC annex in St. Thomas. Next year I'm voting for holding the entire Winter Series in the Virgin Islands.

We're getting ready to hold our annual chili supper/officer election meeting. Any fleet members who don't show up will miss the chance to eat the famous South Coast chili and will automatically become a candidate for Fleet Captain. Roll call will be taken, all proxies will be rejected, and if elected, you will serve. Ask Tom Farrell if you think this is an idle threat. I will definitely be there to nominate someone and coordinate their campaign toward victory. So be there or be elected.

We still know of a couple of SC-21's for sale. If anyone is interested in joining our fleet (crusty never-say-quit racers preferred) now is the time to buy a boat so you can spend all Winter thinking about getting it ready for Spring. We all know no one really works on their boat until the Saturday before the first race. Contact Duane Dobson or myself and we'll put you in touch with the owners.

Ensign

by Sam Humphrey

The 1983 Winter Series appeared to be an exciting conclusion to the 20th birthday of the Ensign and a dreamboat series for all Ensign sailors of Fleet 30. Due to typically great Ensign luck, the fleet was scheduled for 6 Sundays, 12 races of thrilling, go-go racing with NO Race Committee duty.

Lake Travis provided wonderful, sunny Acapulco weather with extremely elusive breezes. In races 1 & 2, the Dukes in E-977 blistered the course and the fleet to post 2 Firsts. In race 3, Amy and Larry in E-1152 pulled a horizon job on the fleet only to have the race abandoned due to the time limit. In races 5 & 6, Kozlowski in 929 and Baker in E-324 each earned a First respectively (but with no fleet respect).

Races 7 & 8 were great for Budweiser, Michelob, Corona, drifting, swilling, pumping, ooching and rocking (Rule 60.2). Races cancelled.

Weekend 5, races 10 & 11 produced one light and shifty race with Baker in E-324 getting the bullet. Weekend 6. All Right! OK! You Bet! Let's Go! We have a great breeze. Kozlowski got the First in race 11, which established E-929 (Kozmo) in a dead heat tie with E-324 (Baker). The grand finale, race 12, had Baker and Kozlowski going head to head with the remainder of the fleet playing spoiler. All Ensign sailors on the lake know what a great thriller it was.



FINAL WINTER SERIES RESULTS

- | | |
|--------------|-------|
| 1. Baker | E-324 |
| 2. Kozlowski | E-929 |
| 3. Duke | E-977 |
| 4. Humphrey | E-529 |

The Series victory by Baker and crew ended an incredible string of 8 consecutive series championships by Kozlowski. Congratulations to both skippers.

The Ensign Fleet thanks all who served on Race Committee. A special Ensign thanks to the Permanent Race Committee, the AYC staff and Board for a wonderful year. We appreciate your efforts.

The end of the 1983 racing season does not signal the end of fleet activities. Fleet 30 welcomes new Ensign owner Dick Clark (E-716). This is a bitter-sweet moment for the Fleet as E-716 was previously owned by Eugene English - the original Slick Sly Silver Fox. Eugene is truly a gentleman and a legend in his own time and he will always be welcome at any Fleet activity.

As to the future, the Fleet is looking forward to boat works, cruising, a couple of Fleet parties, cruising, selection of new Fleet officers, more cruising, and planning our glorious comeback and revenge.

Coronado 15

by Peggie Klema

Another Cheap Thrills has come and gone. The sailors were there with the usual C-15 enthusiasm but we must have forgotten to send the word to Mr. Wind, because he wasn't there. Being Halloween weekend added spark and color to the normal craziness of this group. Even without any wind Wes and Marge Odell again did a terrific job of running the races. Saturday morning the winds whipped around ole' Lake Travis at about 0-1 and finally around noonish the Odells called the races for lunch. The afternoon brought some on-again-off-again winds and we were able to get off 5 races.

If we thought Saturday morning was slow you should have seen us out there Sunday. By the time Jon and I got out to the committee boat an on-the-water football game was already in progress. Footballs led to water

balloons and water balloons led to capsizing drills and so on. Even though we didn't get much sailing done, everyone seemed to have a really good time. At the last Fleet meeting a vote was taken and a once a year Spring Cheap Thrills seemed to be the most popular. So watch for information next Spring when everyone is ready to get back on the water. The Welcome Mat is out to all you Keel Boat people to join us for Cheap Thrills IV. As was often heard amongst 3-15ers on land and water, "There's no thrill like a Cheap Thrill."

Results are as follows:

1. D. Maguire
2. D. Odell
3. B. Musselman
4. S. Craven
5. C. Musselman
6. Dave Bass
7. John Mandell
8. Bob Stephens
9. Jim Smith
10. Vern Harris
11. Kristi Blankenship
12. Jon Klema
13. David Bush
14. R. Carrington
15. T. Lanagan
16. Rudy de la Garza
17. John Mack



Six Austin C-15 boats drove down to New Braunfels for the first weekend of the Wursthfest Regatta. Again we spent a weekend floating gently along trying to figure out how to make the boats move without wind, pumping, ooching, rocking. The evenings entertainment was great and even the camping in the rain was fun.

The ones drifting the fastest were:

1. Gordon Prejean
2. Barbara Hlista
3. Greg Schertz
4. Bob Musselman
5. Dale Edwards
6. Dave Odell
7. Scott Craven
8. Jon Klema

Our sailing season may be over for awhile but it's surely not the end of the C-15ers. We're planning some get togethers over the winter months to compare rigging styles and help each other make wanted changes.

Many Happy Holiday Wishes to all from the Coronado Fleet.

Fireball

by Teri Nelms



Well, this entire series has been a Cash and Nelms show. None of the Fireballs saw fit to show up and give us any competition so we had to join forces and sail against the big guns, the Flying Dutchman and the 505. Handicap sailing is pretty boring because it's hard to know who to cover. I spent one entire race covering a Sunfish only to find out the kid wasn't racing anyway.

My new Fireball, which I was Plum Lucky to get, is fast enough with or without my help that I have been able to use a variety of crews this series and still get my needle point Christmas stocking finished while drifting around the windward mark. Cash very smugly asked to borrow my \$400 set of blades for "a few months" so he could take them home for the winter and copy them. "Then you won't have a chance, Nelms." I have this horrible feeling that he might just put a twist in mine and not bother with building new ones for himself! Trust you, Lee? Forget it.

Speaking of crews: Yes, folks, you did actually see Russell Painton crewing for me on the Fireball one Sunday. We could not believe the amount of abuse this generated from the entire club. Comments ranged from ridicule to amazement including "Painton, what tha hell are you doing in that thing?" and "Nelms, what tha hell are you doing with HIM?" Good grief, fellow sailors, Russell used

to sail Dutchmen and Fireballs (once) and our only real problem was finding a harness big enough to fit him. Russell said he enjoyed doing it, although we both wished for a little more wind, but he did have a couple of serious complaints: i.e. no beer box and no head. As the keel boats were not racing that day, M.L. followed us around and pitched beer to Russell on command and took pictures for posterity. It was kind of interesting to have a J-29 for a tender. Feel free to follow me anytime, guys, just don't forget the Dr. Pepper. Russell did make me sign some kind of legal form guaranteeing that I would not capsize the boat with him on board and we got into one argument over which one of us was the "slummer" and which was the "slumee" - no winner. We ended the day on the "don't call me, I'll call you" basis as Russell ran for the restrooms. Thanks, Russell, I had a good time.

This is probably an appropriate place to comment on my receipt of the Corinthian Woman's Trophy at the Annual Banquet. I was both flattered by this award and concerned. Flattered because of the number of very skilled and talented sailors who complimented me and reassured me that I was deserving of it; concerned over the possible implications. I anxiously called Kristi on Monday morning to express my fears that receipt of this award would require that I "act right" in the future. Kristi was most anxious to reassure me that such was not the case. "Oh, no, Teri. In spite of your lousy personality, crummy behaviour and obnoxious attitude we still know you to be a Corinthian Sailor." What a relief! I finally have official sanction for upside down sailing! Thank you all for your support.



FLYING DUTCHMAN OLYMPIC CONTENDERS

The Olympic sailing trials are less than six months away. As you know, two local sailors, Kelly Gough and Kelson Elam, are preparing for these trials in the Flying Dutchman Class.

Kelson, a former AYC member, now living in Dallas, has repeatedly helped with our programs at AYC. Most recently, he headed up our Men's Sailing Camp with both on and off the water instruction. Kelly, a former AYC member while a student at U.T., and still living in Austin, has also contributed to our club programs. He has served on race committees for major regattas and has helped the C-15 Fleet with both on and off water workshops.

Kelly and Kelson used their own money to purchase the first U.S. built Lindsey Flying Dutchman. After spending many hours of work on the boat getting it to measure in, and many more hours sailing, they have put together an impressive list of achievements:

- 1983 U.S. Midwinters - Miami - 1st
- 1983 Pre-Olympic Regatta - California - 5th
(top U.S. boat)
- 1983 Oyster Bowl Regatta - 3rd
- Australia F.D. Worlds - 7th, top U.S. boat
- 1983 F.D. Worlds - Italy - 6th, 2nd U.S. boat
- 1983 F.D. Nationals - Dallas - 2nd

Kelson and Kelly are now practicing in California, trying out new sails and masts. Current plans are to ship the boat overseas in March for major regattas in France and Germany. If normal transportation by ship is used, the boat will be back in the U.S. in May, only one month before the trials, and after missing months of practice time. This is not a problem to other F.D. teams who have 2 or 3 competitive boats. Since this is Kelson and Kelly's only boat, they are considering having it shipped by plane to reduce lost practice time. This does present a major financial problem. Furthermore, the shipping is only a fraction of their campaign expenses.

AYC members have a chance to become a part of this local Olympic effort. Since financing is a major question mark with Kelson and Kelly's campaign, some of us can help. Donations are tax deductible (handy at this time of year) and are guaranteed to be put to good use.

If you would like to make a contribution, please make a check out to "U.S.I.S.A." (U. S. International Sailing Association) with "Elam/Gough Olympic Fund" on the memo portion of the check. To insure 100% of the contribution is used by Kelson and Kelly instead of being put in a general fund, please mail to:

Terry & Greg Schertz
4507 Grider Pass
Austin, Texas 78749

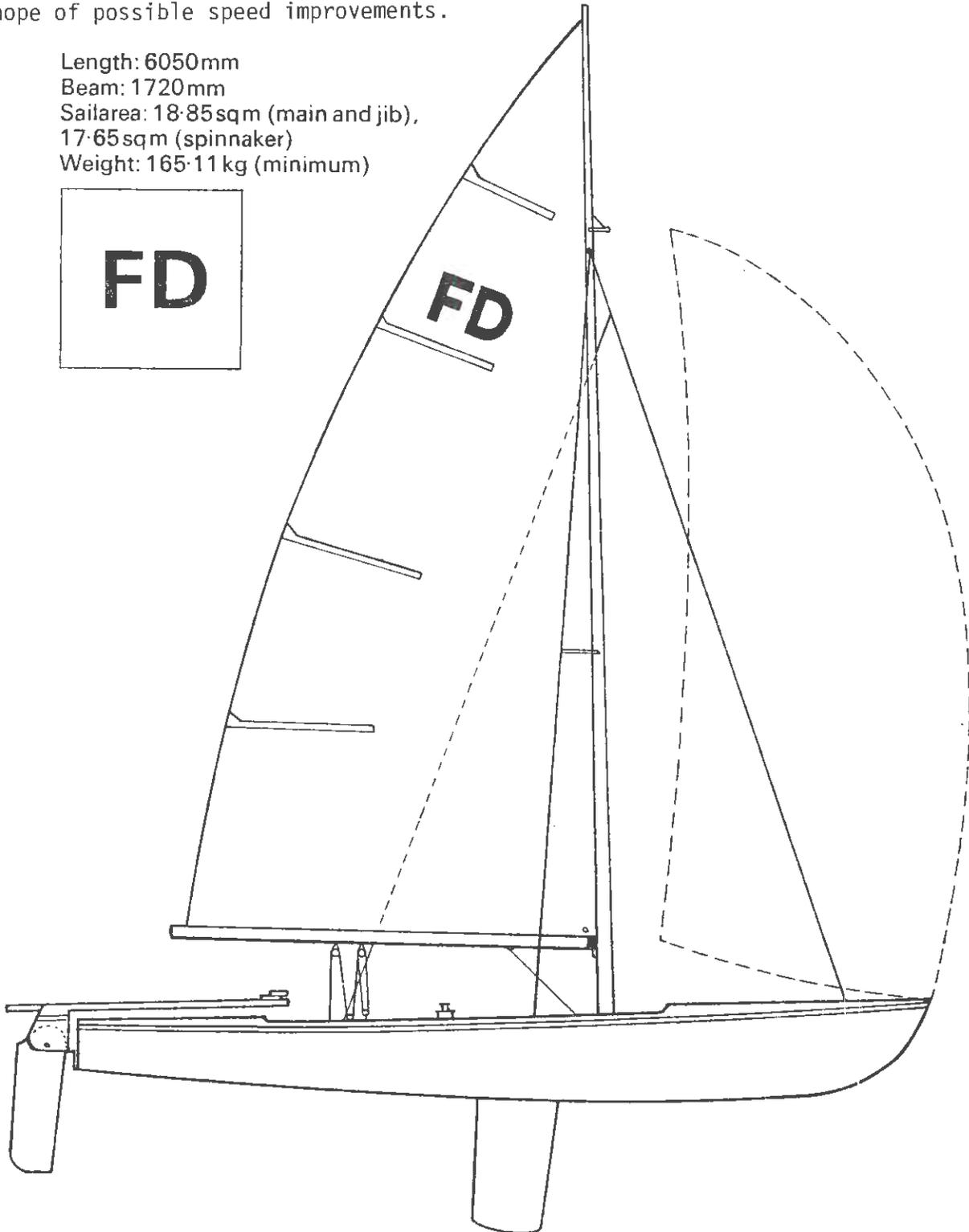
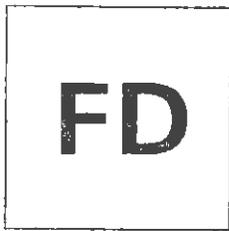
Kelson and Kelly will appreciate any help from AYC members and will definitely be able to use your contributions directly in their pursuit of an Olympic medal.

Elam/Gough Campaign Update

-A new Z-spar mast will be ordered. A decision will be made soon between the Z-spar and the radical Swiss-built Favre spar now being used.

-Kelson has made 5 radical design jibs, now being tested in California, in hope of possible speed improvements.

Length: 6050mm
Beam: 1720mm
Sailarea: 18.85sqm (main and jib),
17.65sqm (spinnaker)
Weight: 165.11 kg (minimum)



SERIES RESULTS

PHRF FLEET A

1. Dennis Awbrey	Hobie 33
2. Rick Smith	J 29
3. Carl Vernon	Olson 30
4. Rolly Lawson	Olson 30
5. Russell Painton	J 29
6. Rick Vanderweel	Capri 30
7. Gail Bernstein	J 29
8. Howard Buell	J 30
9. Richard McLarnon	Exp. 27
10. Barry Bowden	J 30

PHRF FLEET B

1. Claude Welles	Cal 9.2
2. Carl Morris	Merit 25
3. Bob Howell	Merit 25
4. Tom Lott	Lind. 26
5. Rod Malone	J 22
6. Dave Balfour	Merit 25
7. Steve Bangs	Merit 25
8. Dan Wight	Hold. 20
9. Steve Bilger	Merit 25
10. Rex White	Rang. 28
11. Wes Odell	J 22
12. Warren Crews	Capri 25
13. Bill Hill	Sant. 23
14. Steve Sjoberg	J 22
15. Brent Pepper	Merit 25

PHRF FLEET C

1. Frank Riha	Cat. 27
2. Ken Fossler	SJ 24
3. Joel Wilcox	SJ 7.7
4. Ann Baylor	Pear. 26
5. Steve Hidell	Cree. 22
6. Paul Frels	SJ 24
7. Linda Golden	SJ 7.7
8. Erhard Suderman	Beneteau
9. Caroline Howard	Col. 9.6
10. Walt Dwyer	Pear. 26
11. Dick White	Pear. 26
12. Pam Douglas	SJ 24
13. Perry Weller	S2 7.3

PHRF FLEET D

1. Clyde Brown	Erick. 27
2. Wayne Carelock	Must. 22
3. Steve Brown	Sant. 20
4. Jerry Sullivan	Pear. 22
5. Ray Lott	Coro. 27
6. Ralph Jones	Rang. 22
7. Louie Soefje	Rang. 23
8. Jim Smith	SJ 21
9. Perry Weller	S2 7.3

PORTSMOUTH HANDICAP

1. Bob Thompson	505
2. Alston Boyd	F.D.
3. Teri Nelms	Fireball
4. Dave Boerner	F.D.
5. Bill Baker	Windmill
6. Lee Cash	Fireball
7. Hap Arnold	Laser

CORONADO 15

Barbara Hlista
Dave Maguire
John Mandell
Vern Harris
Bob Musselman
John Mack
Bob Stephens

THISTLE

Tom Leach
Rick Shough
Deke DeKeyser
Merrill Goodwyn
Stan Jacques

CATALINA 22

Gordon Hamilton
Steve Pervier
Walter Allan

ENSIGN

Jim Baker
Tom Kozlowski
Randy Duke
Sam Humphrey

J 24

Mark Rylander
Pete Shough
Ralph Kehle
Gary Grudnitski

SOUTH COAST 21

Bud Boucher
Ray Shull
Joe Turner
Duane Dobson
Buddy Gough



NEW YEAR'S EVE

GUILT/BLAME/FAULT DISCLAIMER
FOR TERI NELMS

I am taking this opportunity to make a public statement in writing to absolve myself of responsibility for an officially approved Yacht Club function to be presented at the club on New Year's Eve. I was asked to write and help coordinate and direct a melodrama and assorted skits for the New Year's Eve party. WITH ONLY GOOD INTENTIONS IN MIND, I proceeded to develop and present a humorous, clever, witty sailing spoof for the enjoyment of sailors of all ages. Everything was looking good through the first two acts AND THEN DISASTER BEFELL ME! I was foolish enough to allow a portion of the cast to help me finish the last act, as I expressed that I would be willing to accept their input. YOU WON'T BELIEVE WHAT THEY DID TO MY PRODUCTION! To be blunt about it, it can now only be attended by adult audiences and is LEWD, DISGUSTING, WITH NO REDEEMING SOCIAL VALUE AND I REFUSE TO BE RESPONSIBLE FOR IT! Although, now that I think of it, the membership at large would probably love it, as I know from past experience that YOU ARE ALL EASILY ENTERTAINED BY CHEAP SHOTS, LOW CLASS HUMOR AND OFF-COLOR REMARKS. I urge you to attend this event, and you be the judge when you compare the quality of the first two acts with the sordid contents of the group-act. The cast alone should be your first hint of impending doom:

THE "AYC PROBATIONARY PLAYERS" ARE:

The Villain, John McBilge - Rick Smith
The Hero, Jack Sailgood - Pete Shough
The Heroine, Miss Jenny Wench -

Cynthia Darwin

with supporting actors Annette Taylor, Dave Gage, John Mandell, Rod Malone, Hap McCollum (those last two are hardly Shakespearian quality actors) Pat Katon, Michal Wann, and our band leader, Fred Argir. (Poor Fred will probably lose his musician's license after he and Cynthia finish singing

our Rowdy Sailing Song. Things are tuff all over, Fred.)

Well, the evening will not be a total loss because we have a great dance band, and Fred claims confidently that he actually can play something besides Country Western. We will also have the traditional booze and BREAKFAST!

I hope you will show up and give me some supportive sympathy. I try so hard, and does anybody REALLY know the indignities I must suffer? Misery is all around me... woe is me! Whatever shall I do? Is there no one who can save me from this foul script? Tune in New Year's Eve and see...

ANNUAL BANQUET

by Lanelle Montgomery



A clear, crisp, star-studded evening provided the perfect backdrop for the Austin Yacht Club's Annual Awards Banquet with a record 230 persons attending! Members gathered around the pool area during the cocktail hour to enjoy the good company and to watch an excellent slide show put together by David Gage depicting the many events occurring this past year at the club. Many thanks to everyone who contributed slides for the show!

At the completion of dinner, Commodore Rod Malone addressed those in attendance and commented on the great year that is now coming to an end. He then proceeded to acknowledge all those who had served the club in some special way during the past year. Gifts were given to the AYC staff, the current Board members, the chairmen of various committees, those who were in charge of planning regattas this past year, those who assisted in the Men's, Women's and Junior Sailing Camps, and members who loaned their boats for the various club sponsored events.

Commodore Rod Malone then presented the perpetual trophies as follows:

- Jimmie B. Card Memorial Trophy
Jon Klema
- Jessie McIlroy Smith Bowl
Tom Romberg
&
Bill Draheim
- Max White Memorial Trophy
Hap McCollum
- Liz Bauman Memorial Trophy
Cari Grudnitski
- Corinthian Woman Sailor Trophy
Teri Nelms
- Al Burke Memorial Trophy
John Halter
&
Rick Shough
- Texian Navy Cup
Paul Foerster
- Ladies Singlehanded Championship
Barbara Hlista
- Ladies Team Championship
Pat Katon (skipper)
with
Linda McDavitt,
Cynthia Creamer,
Cynthia Darwin, and
Michal Wann(alternate)
- Men's Singlehanded Championship
Fred Schroth
- The Blue Duck Award
Carl Morris

Each of the Past Commodores as well as all of the members of the newly elected Board were presented with specially designed patches which signify their past or present affiliation with the Board.

The newly elected Commodore Hap McCollum came to the podium to say a few words. Following this, the Past Commodore's hat was presented to Rod

by the outgoing Past Commodore, Ray Lott (one size fits all?).

This act was a hard one to follow but the band, Blue Mist, did a good job. Their lively sound had everyone either dancing or at least moving to the beat of the music.

The Annual Banquet has again added more fond memories of the fun we all share with one another at the Austin Yacht Club.

SPECIAL REPORT

THE DANCING DOG HYPOTHESIS

by Teri Nelms

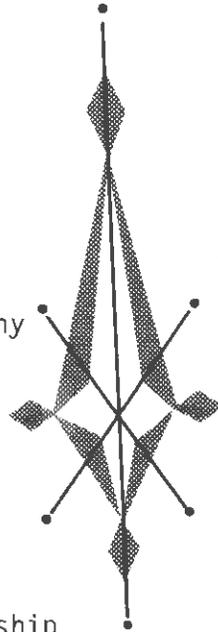
It has been suggested that it would be appropriate for me to share with the membership the source of an inside joke that tends to crop up at different times and results in snickering, rib poking, suggestive winks and all the other usual behavior associated with the disclosure of yacht club war stories.

The subject of discussion is the "dancing dog hypothesis" which was revealed to Katon and myself after we were observed sailing together in the LTCA Ladies Day Race in the Spring.

You probably don't remember what it was like back in the Spring. We had WIND. I mean, we're talking white-capped mountains and not being able to hear your fellow crew yelling at you from the bow-pulpit.

I DID NOT WANT TO GO! Katon made me do it. She was rude enough to wait until 10:00 Friday night before the race on Saturday to call and "ask" me to go along since she'd had a last minute crew cancellation.

I wasted no time reminding her that throughout the duration of our



friendship she and I had sailed together only once and that was on my Fireball and I have yet to hear the end of it. The only reason we have continued to speak after that little episode is because I reminded her at the time that all errors on a Fireball are assumed to have been committed by the crew until proven otherwise and if she didn't believe it, she could look it up in the Fireball National Class Rules. That statement had left her sputtering and mumbling long enough for me to walk off and leave her standing in a puddle in the parking lot. It was really no big deal. During the race that day I had attempted to pinch around the windward mark and, with the assistance of an unexpected puff, we had managed to perform a rather spectacular windward capsize. The fact that it was blowing only 5mph is an irrelevant factor. It was the location of the 5mph at the time that was critical and it simply wasn't my fault. The crew keeps a Fireball upright so the helmsman can concentrate on all the important stuff like vang adjustments and how-in-tha-hell-can-we-get-there-from-here.



So here it was: Pat's chance to get even with me. Adding injury to insult, we were doing it on a J-24, "Superman," and Pat knows I see value in J's only as floating billboards for dumb names. She reminded me that at least they don't tump over.

In order to keep Kristi from throwing this whole thing out for lack of space, I will abbreviate the list of events that occurred during this casual cruise in 40 mile an hour winds (although I am sure she would like me to mention that the boat she sailed on that day, "Dealer's Choice," with Mary Lou Lawson at the helm, took first place). I forget how many times I fell down and screamed before we got

to the windward mark. I've ridden horses at a dead run that acted better than that stupid boat. Our first spinnaker set was a mess: the chute tried to run up the jib slot and then refused to back out. Then the chute twisted; rock-and-roll to the leeward pin. However, it was our second spinnaker run that was the most fun. I was on the back side of the boom, holding on to the shroud for dear life and trying desperately to get under the vang and back into the cockpit. Katon was sitting on the windward side at the helm and Mary Pilney was trying to make an adjustment of some sort to the vang. As a gust hit us, Katon, in rising volume, began to repeat "blow the chute! BLOW THE CHUTE!" The next thing I knew, I was standing flat-footed on the side of the boat glancing over my shoulder at the fully-exposed keel. The boom jibed, and Mary, in anticipation of losing her teeth, took the honorable way out and went overboard. The boom and main came down on top of her as the pole and chute went under. It was at this time that I observed that the helmsman had also disappeared under water. NOT TO WORRY, SHE DID NOT LET GO OF THE STICK!! Her cigarettes, in their traditional place in the left side of her swim suit top, drowned but the Bic lighter survived. Mary's sister, our fourth crew member, on her first sailing outing with Mary, went into advanced stages of hysteria when it became obvious that we had sailed, or rather rolled, OVER Mary and that she had as yet to surface. Well, silly old Mary was just playing around under the boat with the spinnaker sheets and finally decided to come up for a little air.

Frantically, we yanked the chute down and came around to get her, as we could see her pathetic gestures above the wave tops. Well, big surprise, she was trying to wave us AWAY because this big macho guy on a sailboard was circl-

ing her. Tough luck, Mary, this is a race with NO TIME for fooling around.. Katon picked her up with one hand and threw her back on the boat. Doesn't tump over, huh? I SAW THE ENTIRE KEEL, KATON, AND WHEN I SEE SOMETHING LIKE THAT I KNOW YOU'RE SUPPOSED TO STAND ON IT! WHAT AM I DOING HERE? TAKE ME HOME! etc...

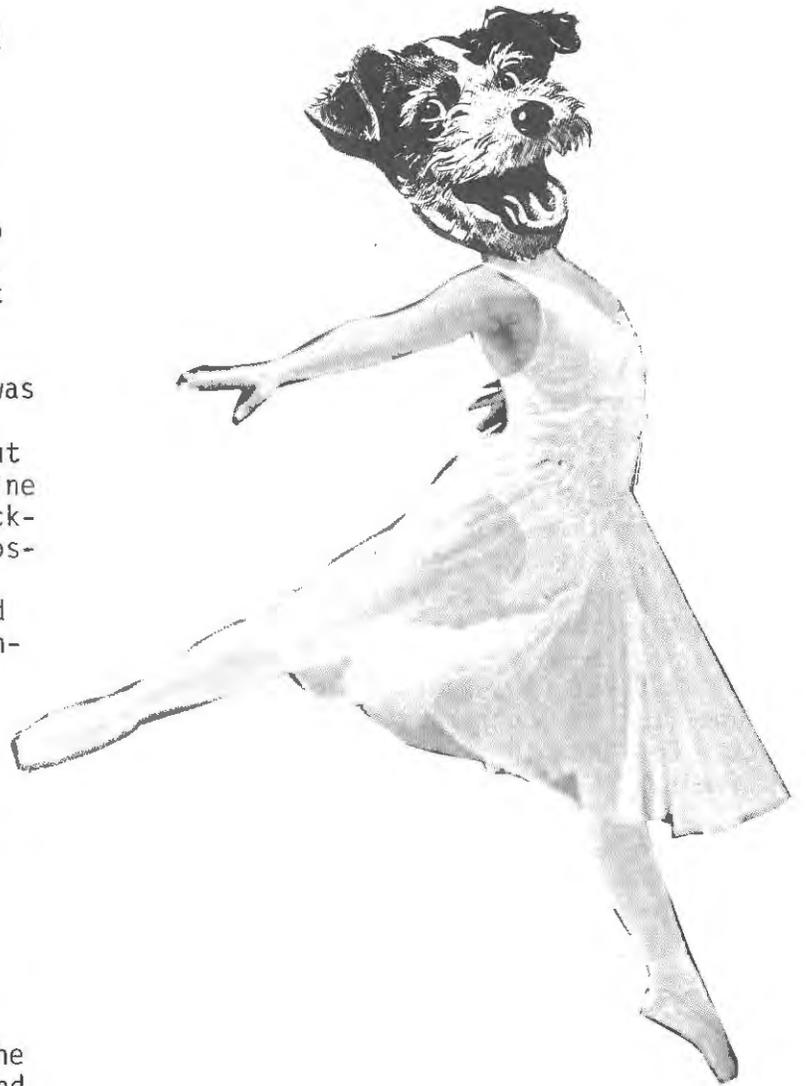
As our racing spirit had been somewhat dampened by Mary's swim and the fact that we were by then in dead last, we took our time getting on down to Arkansas bend and the rest of the fleet. However, we did not feel that we were so far behind that it justified Records pulling up the finish line before we got there. The verbal abuse level was such that he did score us.

The only real injury on board was sustained not by Mary, who survived with only a rope burn on her leg, but by Darwin. Her foot slipped on a line and she stumbled slightly in the cockpit. Katon, refusing to risk any possibility of losing another crew, grabbed her by her bikini bottom and yanked her to her feet. Injuries included fingernail scratches on Darwin's left cheek and, well, you all know what a wedgie is... The swim suit was a total loss.

FINALLY, we get to the Dancing Dog Hypothesis, described to us on shore BY A MALE OBSERVER:

"You know, Women's Sailing reminds me of something I read once. It's about the little dancing dog that you always see in a circus. The dog comes out with a ballet skirt and a ribbon in its hair and does this dance around on its hind legs. Now of course, with this kind of talent, it would be impolite to mention that the little animal didn't exactly do the two-step right, or that it missed the beat on the polka. Rather, it is more appropriate to marvel that the little beast can do it at all..."

For a small fee, I will be happy to give out the gentleman's name to any interested lady sailors... Need I say more?...



Laser

Thanks to Jody Smith, Sally, some Chardonnay and the AYC Board, I made it to the Worlds. After sailing for two straight weeks, I'm dreaming about it every time I close my eyes, so I may as well write about it, too. There will be a race by race description of the front end of the fleet in Yacht Racing Cruising, so in the interest of broadening the AYC member/reader's horizons, I offer my description from the other end.

RACE #1: One and one half minutes before the start I dumped in five feet of water. My mast stuck in the mud and I watched the fleet sail off. Lesson One: You can't catch up in a World Class fleet. (56th place)

RACE #2: The wind was light and the waves were still there, so I went out two hours early to practice. The wind came up to 20 and I got so cold and wet that I filled the cockpit and sat in it to warm up. Lesson Two: Cold, wet, shivering people can't hike out for six miles of upwind sailing. (50th place)

RACE #3: When the wind stopped, I was dead last. However, I was the first to get to shore. When they re-sailed the race, I beat 20 boats. Brodie Cobb of Fort Worth won. Lesson Three: Follow Brodie. (57th place)

RACE #4: We still had the light wind with waves, but I actually completed two triangles in the top 20. Brodie Cobb took buoy room at the last mark, so I followed him upwind in the center of the course. 46 boats, sailing the laylines, passed us. Lesson Four: When the whole fleet goes to the laylines the center becomes a flyer. (56th place)

RACE #5: This time, when the race was called because of darkness the wind was filling from my side of the course and...well, I sure told everybody about it in the bar!! Anyway, when they re-sailed the race I had to pass 20 boats on the last beat to beat 20. Lesson Five: Fred took a flyer to the right layline and passed 20 boats. (50th place)

RACE #6: I went right in two tacks to the weather mark. I was fourth to round it. 15 Boats passed on every reach and I passed 10 on each beat. Lesson Six: Convince the committee to sail windward leewards or learn to reach. (43rd place)

RACE #7: Simon Cole and Matts Neiberg told me how simple it was to reach. I could actually read the Frenchman's numbers when he crossed the finish line. While I had my eyes off the luff, 10 boats passed. Lesson Seven: If you wish to stay in front of this sort of fleet, you must sail in a panic 100% of the time. (13th place)

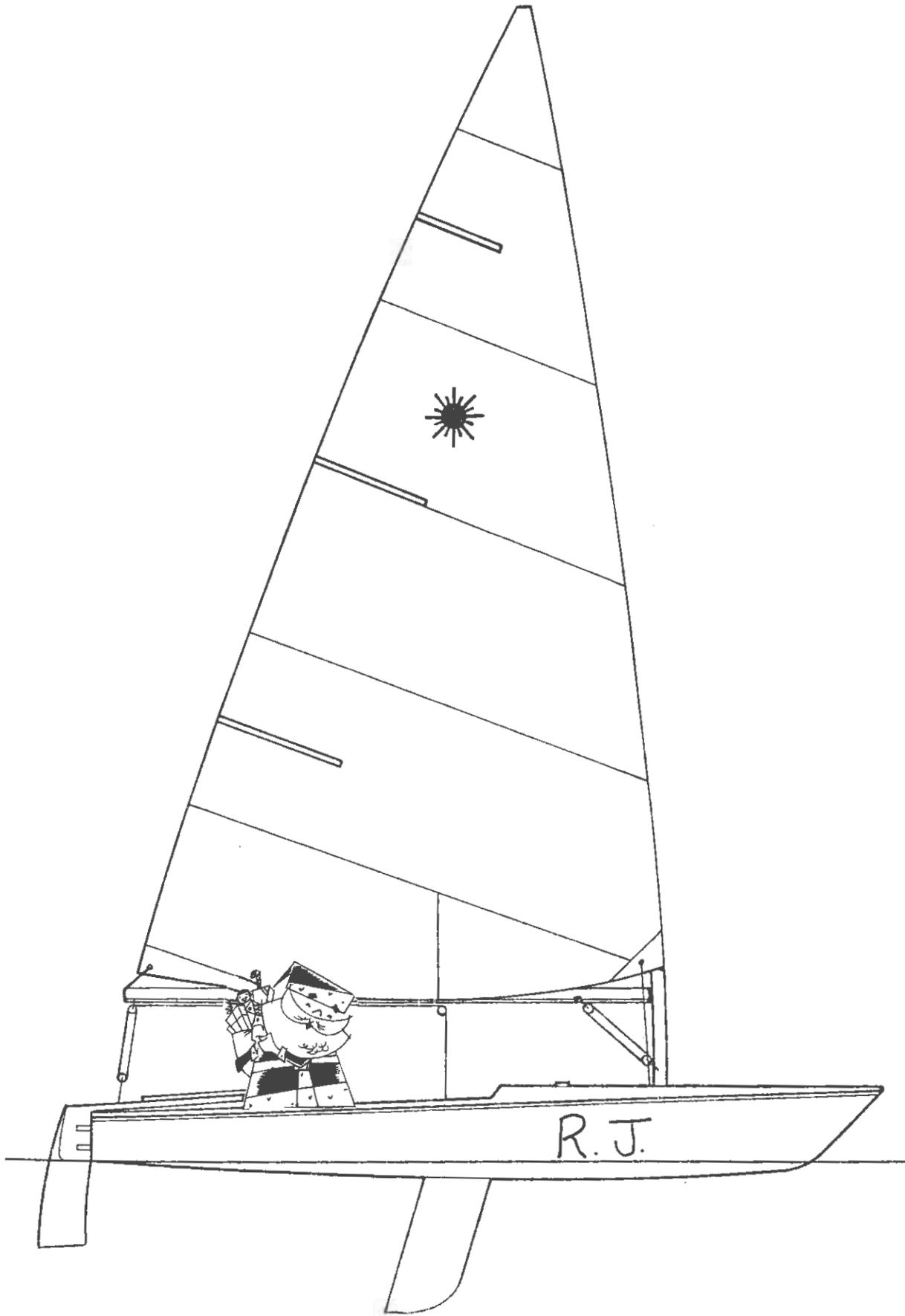
RACE #8: I was first with a short distance to go to the first mark and panicked. (26th place)

GENERAL: After sailing with the hotshots, I can pass on rigging tips, handling ideas and a few thoughts on boatspeed. None of that is what made winners. We at AYC treat Lasers as a once-a-week playtoy. The winners were products of large fleets. They polish every move they make until it sparkles and they enjoy racing purely for the sake of learning. Should we wish to place an Austinite in the top 10 of the next Worlds, all we need to do is rig the 75 Lasers we have and go out and play together. I suspect the Thistle, C-15, M-20, J-24 and Fireball championships are equally attainable.

Respectfully,

Fred Schroth





PARTING SHOTS

And the winners are:

Wes Odell, et al.....1st place Wurstfest Regatta
Jon Klema.....Jimmie B. Card Memorial Trophy
Tom Romberg & Bill Draheim.....Jessie McIlroy Smith Bowl
Hap McCollum.....Max White Memorial Trophy (2nd time)
Carl Morris.....Blue Duck (2nd time)
Cara Grudnitski.....Liz Bauman Memorial Trophy
Teri Nelms.....Corinthian Woman Sailor Trophy

Thanks to:

Prissy Bangs.....Winter Series Buffet
Lanelle Montgomery.....Annual Banquet Chairperson
Dennis Awbrey.....Winter Series Race Commander
Russell Painton & Trenton Wann.....Planning and designing of new building plaque
Tom & Bethany Lott.....Food & drink arrangement @ Business Meeting
Mary Lynn Painton.....Ordering Officer blazer patches
All 1983 Board members and Committee people



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