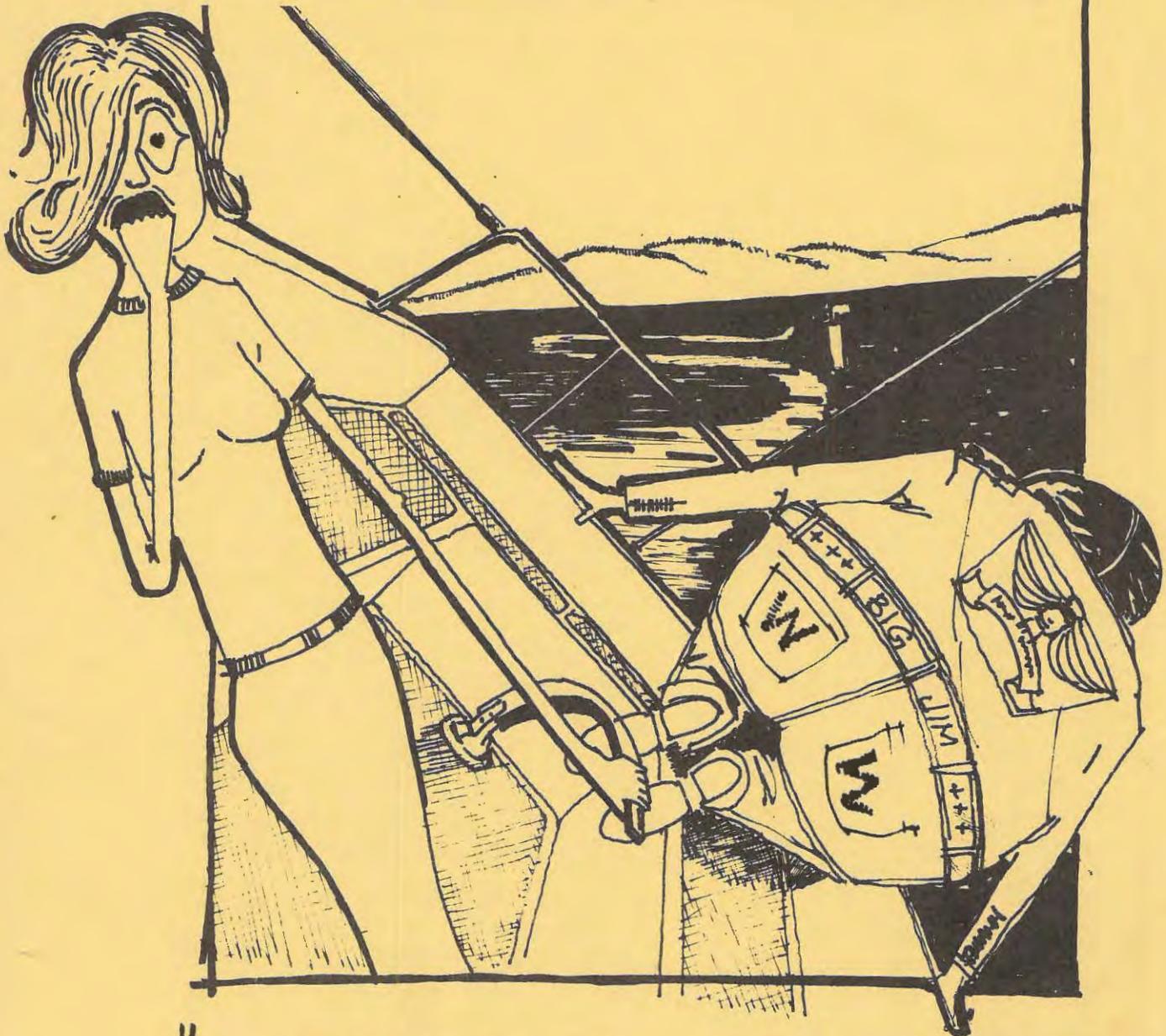


FEBRUARY 1983

telltale

AUSTIN YACHT CLUB



" ---HOW FLAT ARE WE SUPPOSED TO BE SAILING THIS THING?"

AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

Business Office 266-1336
Clubhouse 266-1897

Commodore - - - - - Rod Malone
Vice Commodore - - - - - Hap McCollum
Secretary - - - - - Pat Halter
Treasurer - - - - - Caroline Howard
Race Commander - - - - - Steve Vaughan
Buildings and Ground Commander - - - - Ron Dailey
Fleet Commander - - - - - Allen Breeze
Immediate Past Commodore - - - - - Ray Lott

Fleet Captains

Catalina 22 - - - - - Tom Lang
Coronado 15 - - - - - John Mandell
Ensign - - - - - Sam Humphrey
Fireball - - - - - Teri Nelms
420's - - - - - Jeff Johnson
J-24 - - - - - Rick Smith
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: Trenton Wann depicts the Red Eye
Regatta aboard the Blue Duck.
Accompanying text on the Red Eye
Regatta appears elsewhere in the
Telltale, compliments of Teri Nelms.



FROM THE COMMODORE _____

Winter is still with us but spring is just around the corner and from the participation that I have seen in the Frostbite races and the boats being refurbished in the work area it appears the membership is geared for an active sailing/racing season.

Under the able services of Kristi Blankenship, the Club has become a professionally managed organization which allows members to fully enjoy the facilities and programs of AYC. Additionally, no club is ever successful without the volunteer efforts of its membership, and AYC is certainly fortunate to have members whose service to the Club is truly above and beyond what is expected. The Annual Banquet chaired by M. L. and Russell Painton is a perfect example of the excellent efforts of AYC Club members. The new shower and office building rising out of the ruins of the old restroom building is another vivid example of the outstanding service provided by Hap McCollum and others. The new board boat docks, security gate, drysail area, paging system and computer system are all testimony to an enthusiastic and able membership.

In order to maintain and operate AYC at a level that we all enjoy requires a significant financial obligation. AYC is fortunate to be, and to have always been, a financially solvent club, and the budget approved by this year's Board of Directors indicates an effort to provide an excellently staffed and maintained Club at a truly reasonable cost to the members. The budget presented herein emphasizes completion of projects at hand and a commitment to improving our existing facilities.

In order to accomplish the improvements and programs in motion at AYC, within our budgetary and staff capability, the membership must participate and be involved. Many members have expressed to me that they are willing but that nobody ever asks them to help. In many cases you have to be present to be asked, so come out to the Club and get involved and offer to help. To assist in getting people involved, this year we have established a Volunteer Coordinator to act as a focal point for volunteer effort. Lanelle Montgomery will act as the Coordinator, and all members who are interested in helping, contact her and offer your services. She will see that your hand is raised when the various committee chairmen, Board members or Kristi need help.

The 1983 Race Schedule is set and will kick off February 26/27 with the annual California Cup Regatta. The spring series starts March 13th, so don't wait till the last minute to get that boat in shape. For 1983, the USYRU and the Club championship events have been combined and are scheduled earlier in the year than in the past, so make your team plans early for these events. Also, this year a centerboard/boardboat only series has been scheduled in July. You "keel boaters" who have centerboarders gathering dust in the drysail area get ready and see if you can sail with those "flat bellys" this summer.

In addition to an active racing schedule, Rex and Brenda White (mostly Brenda) have planned a super social calendar for 1983. The social events are an opportunity to meet all the Club members, plus you can see what your fellow sailors look like in something besides foul weather gear and cutoffs.

The TELLTALE will be published this year by Kristi and the AYC staff on an every other month basis, and will contain many of the announcements of activities of the Club. Hopefully, this new format will provide for more timely publication and a better informed membership.

The membership of AYC is a dynamic one resulting in a lot of new faces at the Club. We are pleased to have these new members and welcome them to AYC. All of you older members make an effort to introduce yourself to a new face and make them welcome.

1983 is going to be a good year. See you at the Clubhouse and on the race course.

Thanks.

Rod Malone, Commodore



X
FROM THE EDITOR
A

Yes, it's true. I should have known it would come to this. I'm now just another "ex" on the membership list. I mean, it's bad enough being an ex-wife, but EX-EDITOR? How embarrassing.

I should never have let anyone know the massive number of rewards and benefits reaped from this exalted position. I have finally learned a lesson well-known by politicians: Always exaggerate your responsibilities and never mention the pay. Rampant envy will be your downfall.

As a result of lies, bribery and the exchange of personal favors and a large amount of cash I have been replaced as editor of the Tell-tale by a _____. (Editor's note: please fill in the blanks as I felt censorship was necessary here.) What a disgusting waste of talent. (Mine, not hers...) Kristi Barfingship, our own AYC manager, is the new editor. I am sorry to say that she has always lusted after my coveted position of power, wealth and fame.

Also, she wants all the men (young ones) who are constantly pursuing me as a result of my editor status. Talk about overwhelming greed: she has even taken over as assistant editor! There goes your social life, Kristi.

My loyal fans should not panic: I will continue to submit tacky articles under a pen-name so I won't be censored into oblivion. Henceforth, I will appear as "Grosella Swinemouth." Kristi will never catch on.

At least there are some benefits to this change in administration: Pat Halter is now demoted even further to Ex-ex-editor, and I will have more time to devote to furthering my skills as a so-above-average sailor. Have fun with your new awesome responsibility, Kristi. It's a dark and lonely job...

ANNUAL BUDGET

Audit	\$ 4,000
Bad Debts	1,000
Banquet	2,800
Depreciation	31,600
Dues & Donations	350
Contract Labor	1,000
Decals, Etc.	275
Insurance	5,800
Interest	10,053
Legal	3,000
License	180
Machine Rental	252
Maintenance	30,115
Pool	1,200
Clubhouse	3,000
Shower Rooms	530
Cabins	11,700
Mobile Home	750
Docks	6,660
Boats	2,535
Race Comm.	840
Drysail Area	100
Grounds	2,300
Safety Comm.	500
Office	4,480
Payroll	48,175
Salaries	45,150
Payroll Tax	3,025
Property Taxes	8,000
R/C Boat Oper.	1,800
Telephone	1,650
Directory Exp.	1,000
Trophies Series	3,000
Truck/Car Exp.	860
Utilities	15,567
Miscellaneous	600
Small Tools	280
T.Y.A.	250
U.T. Team	3,840
Telltale Exp.	1,950
Total	\$181,877

Income

Dues	84,582
Docks	68,004
Cabin Rental	9,600
Initiation Fees	18,400
Lockers	900
Misc. Income	1,000
Total	\$182,486

Net Income 609

Capital Operating Budget 1983

Balance Forward '82	15,500
Net Income '83	609
Depreciation '83	31,600
	<u>47,709</u>

Debt Retirement	22,464
Office Bldg.	1,722
Dinghys	2,242
Land	18,500
'82 Obligations	4,050
Gate Compl.	3,000
Pram Bldg.	300
Drysail Imp.	600
Computer	150
R/C Capital Exp.	7,250
Dock Capital	<u>8,500</u>

42,264

Projected '83 carry forward 5,445



1983 AYC RACE SCHEDULE

<u>SERIES</u>		<u>SPECIAL EVENTS</u>	
<u>SPRING</u>	<u>FLEET</u>	Feb. 26/27	California Cup
Mar. 13	C-15	Apr. 9/10	C-15 CT Regatta
20	FB/CB	Apr. 16/17	Spring Regatta
27	J-24	Apr. 23/24	Seisa District Elm.
Apr. 10	Ensign	Apr. 30/ May 1	Team Championship
24	KHCP 1		
<u>SUMMER</u>		May 6, 7, 8	SC Challenge Cup
May 22	J-24	May 14/15	AYC Singlehand Chp.
Jun. 5	SC-21	May 20-22	Thistle Seminar
12	CAT 22	May 28/29	Turnback Canyon
19	FB/CB		
26	KHCB 2	June 4/5	Sailboard Regatta
 		June 18/19	TYA Smythe Bemis Sears
<u>SUMMER CB SERIES</u>		July 2/3	Governor's Cup
Jul. 24	KHCP 1	July 8-10	J-24 Circuit
31	Ensign	July 16/17	Area F Sailboards
Aug. 7	J-24		
14	KHCP 2		
<u>FALL</u>		Oct. 1/2	Fall Regatta
Aug. 21	Ensign		
28	CAT 22		
Sep. 4	Thistle		
11	C-15		
18	KHCP 1		
25	KHCP 2		
<u>WINTER</u>			
Oct. 16	J-24		
23	KHCP 2		
30	KHCP 1		
Nov. 6	SC-21		
13	Thistle		
20	C-15		

There will be a skippers' meeting at noon Sunday, March 13 to kick off the spring series.



REAL GENUINE LETTERS TO THE EDITOR:

COMING UP

Dear Editor:

Congratulations on your successful take-over. I hope my check is in the mail...

Sincerely, The Management

Dear Ed:

How could you do this to my wimpy mommy?! Now she has nothing to scribble on paper towels and she wants to help me with my homework. I'm moving in with you next week.

McKenna

Dear Editor:

How can I possibly learn new expletives to delete without the help of the former editor? How will I learn rumors and gossip? How will I ever learn to be a good sailor without her help and advice? Please send me her phone number...

Sincerely,
Arak B.

Dear Editor:

Thank goodness! No more off-color references to my anatomy appearing in print! I'm so glad you're here!

Gratefully,
P. Katon

Dear Editor:

No, you cannot have my typewriter or my little black book. Good luck.

Love,
Teri

California Cup

The 1983 California Cup is set for Feb. 26-27. Registration is at 8:30 a.m. Saturday with the Skippers' Meeting slated for 9:30 a.m.

The entry fee is \$15 per boat. There will not be a scheduled lunch break on Saturday since races will be back-to-back. There will be a 2-alarm chili supper on Saturday for \$4 per person.

For additional information call Regatta Chairman Tom Lott. Information on ratings can be obtained by calling Ron Dailey.



Fleet Commander

The Fleet Commander wishes to thank the people who volunteered their time to improve the dock facilities. Because of your efforts we now have tie ups on the rigging docks; and the Boardboat docks are in place with the boats on them. It is through contributions such as yours that we can all enjoy Club facilities.

There is still much work to be done in the areas of dock maintenance, dry sail expansion, dock replanking, etc. Suggestions and offers of volunteer skills and labor are always welcome. Please contact our Volunteer Coordinator Lanelle Montgomery or me if you would like to help.

Thanks, Allen Breeze



SPECIAL REPORT

ANNUAL BANQUET

by M. L. Painton

Two hundred AYC members topped off the 1982 year at a festive Annual Banquet held Saturday, Dec. 4, at the Tracor Ballroom. Colorful ribbons, holiday garlands, sparkling lights and candles set an exciting mood, and matched the attire of AYC members -- certainly not the usual sweatshirts and T-shirts. (Oh, is that you all dressed up!?) A complimentary cocktail hour began at 6:00 p.m., during which John Mandell presented a descriptive (and somewhat censored) slide show of the year's events. A complete steak dinner was served at 7:00 p.m. and at 8:00 p.m. Commodore Ray Lott presented the 1982 Awards to:

Jimmie B. Card Memorial Trophy, Joel Wilcox; Jessie McIlroy Smith Bowl, Nelson Estes; Max White Memorial Trophy, Hap McCollum; Liz Bauman Memorial Trophy, Sherry Niemann; Corinthian Woman Sailor Trophy, Mary Lynn Painton; Al Burke Memorial Trophy, John Halter; Texian Navy Cup, Greg Schertz; Ladies Singlehanded Championship, Barbara Hlista; Ladies Team Championship, Pat Katon (skipper); Men's Singlehanded Championship, Fred Schroth; and the Blue Duck Award, Steve Hidell.

On behalf of the Board of Directors, Commodore Lott presented Club Manager Kristi Blankenship with a bicycle that had been test-run by Blue Duck McCollum. Thank you gifts were also presented to members giving outstanding service to AYC in various ways: serving on the Board, coordinating a regatta, chairing a social event or series buffet, assisting with sailing camps or sailing programs, serving on permanent race committee, Telltale editor and assistant editor, members who loaned boats for club-sponsored events, Membership Committee, Trophy Chairman, Harbor Committee; computer selection, teams representing AYC at TYA events and staff.

Past Commodore Russell Painton presented Commodore Lott with the "outgoing commodore's hat" and thanked him for his great service to AYC. Special recognition went to Painton who was going off the Board after serving eight years.

The newly-elected officers for 1983 were introduced. They are: Commodore, Rod Malone; Vice Commodore, Hap McCollum; Secretary, Pat Halter; Treasurer, Caroline Howard; Race Commander, Steve Vaughan; Buildings and Grounds Commander, Ron Dailey; Fleet Commander, Allen Breeze.

The Kerry Pryor Band provided dancing music at 9:00 p.m. for the Short-Hitters and for the Hard Core, who were sorry to see the excellent music end at 1:00 a.m.

The Annual Banquet again proved to be the bright star of AYC's year. See you next year!!

FROM THE FLEETS

Catalina 22

by Tom Lang

The past year has seen ever increasing involvement by C-22 fleet members in AYC activities, both racing and social, culminating in our designation this past month as a recognized AYC fleet. We're honored by this recognition, and we hope to be able to continue to expand our participation and contribute positively to the club.

Turning to news of individual members, Bill Word, who lately has been leading the C-22's across the finish line, scored yet another first by breaking his mast in the Red Eye Regatta. Not a sailor to be held back by such a minor adversity, Bill's boat is now fitted with a mast of the newer, stronger design and he'll be ready to challenge with his new spinnaker in the spring series.

Spinnakers are becoming the latest "go fast" in the fleet as several members have either purchased or are considering them. The extra sail area, however, is not an automatic ticket to victory, as Gary Payne and his able crew discovered in the Frostbite race when Walter Allan's boat edged past at the finish line with the downwind assistance of only a 150% genoa. Gary and Walter have been doing well in the series, scoring two seconds, and a first and a third, respectively.

The coming of the spring series, which will include the debut of new fleet members Brad Jones and Calin Popescu, is eagerly awaited. The series may also see the return to the helm of Boris Johnson, who has talked of beating back the young upstarts and returning to his former position of glory. Also, this will be the first series with a separate C-22 class, hopefully the start of a new AYC tradition.

Ensign

by Tim Erwin

Fellow Ensign sailors, crew and friends started the year out right, with a party! Our host was Robert Young, co-sailor of Julian Zimmerman's boat. Thanks to you Robert, along with Sam Humphrey and Tommy Kozlowski, the co-hosts. We had a great turn-out of Ensign people.

Our new officers are: Fleet Captain - Sam Humphrey; Secretary - Tim Erwin; Fleet Measurer - Dan O'Donnell. Our plans this year include encouragement in getting involved in series races, regattas, and at least one Ensign family outing/cruise. We will be in communication by mail more frequently to keep everyone up to date on the fleet.

If you've not sent your \$20.00 National Association dues, please do so to: Noreen Collins, Executive Secretary, 27801 Euclid Ave. 450, Euclid, Ohio 44132. If you intend on using the trailer in the Spring, that should be arranged through Tim Erwin.

By the time you read this, Jim Baker and crew will have competed in the Ensign Mid-winters at the Houston Yacht Club. If Jim did well, you will have already heard that by now also. Just kidding, of course, Jim.

1982 was a good year for the fleet. We had good participation in all of the series and regattas. Our top 4 for 1982 were Tommy Kozlowski, Eugene English, Sam Humphrey and Larry Niemann. It was a very competitive year, and we also had some newcomers out there on a regular basis, such as O'Donnell, Smith/Rodnick and Erwin/Duke.

We intend on 1983 being even better than '82. We also intend on having some activities which will hopefully interest and attract those of you with Ensigns and not active in racing.

J-24

by Rick Smith

The J-24 Fleet has completed another successful year of class racing. We would like to thank the past year's officers for their contributions and efforts: Fleet Captain Pete Shough; Treasurer Wes Odell; and Social Directors Rick and Karen Smith. New officers for '83 are Rick Smith, Fleet Captain; Wilson Smith, Treasurer; and Ralph and Sylvia Kehle, Social Directors. So much for business.

Let's talk racing. Our traveling member, Martin Van Wolfswinkel, attended the Mid-winters in Florida and nailed down a sixth place finish in the silver fleet, after two disappointing DSQ's for being over early with the one minute in effect during the qualifying races. Sounded like great racing and great fun.

On the local scene, the PHRF Red Eye Regatta was held with the J-24 Fleet members finishing, Pete and Carol Shough 2nd, Jeff Smith and clan 3rd, and Ed and Pat Halter 4th. Our dearly departed J-24 sailors, Russell and M.L. Painton, with their new J-29, finished first. With the current PHRF Frostbite Series in progress, the final outcome is yet to be determined, but we have seen strong showings from Ed and Pat Halter, Pete and Carol Shough and Wes Odell.

Plans have not been completed, but the J-24 Fleet is working on setting up Saturday seminars using chalk talks on tuning, starting tactics, crew responsibilities (such as who gets the beer during a jibe set), sail trim and tactics. We hope to finalize the plans and put it out by a flyer in the next Club billings envelope. We want to encourage participation from all members of the Club, which would like to crew and pick up some extra knowledge.

South Coast 21

by Ray Shull

The South Coast Fleet is busy during this cold weather gearing up for another season of racing. The main activity in the off season seems to revolve around working on the boats. Several boats are sporting new bottoms that their owners hope are as fast as they look.

However, not everyone has been waiting around and cleaning their bottoms. #123 has been active in Frostbite racing and a few other SC-21 people have been spotted on other boats. A few boats have been seen doing some on-the-water tuning on the nicer days.

No doubt everyone is looking forward to the South Coast 21 Challenge Cup Regatta to be held May 6, 7, and 8, at AYC. We've already heard from the Shreveport Fleet, and they've promised to send at least five boats down for the Challenge. The last time this event was in Austin a blue norther came in, dismasting one boat, and causing several break-downs. Although the racing was certainly exciting, hopefully the wind will be a bit more manageable this time.

We were all pleased to hear of another SC-21 owner moving to the Austin area. This one is from Dallas and should be here by the spring series. Because there aren't too many of us left, we welcome hearing of one moving to the area, and especially one that will be raced. We still have a few leads on some South Coast 21's for sale in the area. If anyone is interested in joining the fleet, contact any of us and we'll help you out.

Thistle

by Terry Hight

Dust off the cobwebs and start getting in shape. Little more than one month remains before the start of spring series on March 13. Also mark your calendar for the annual Thistle District Seminar scheduled for the weekend of May 21-22.

One of the additional wood boats mentioned in our last article will not be with us after all. Turns out Ed Johnson returned to a better offer in Michigan taking #1135 back to her home waters.

Woody had a Thistle Christmas with Santa bringing him a new North mainsail. First reports are that the shape is perfect but it is so noisy when luffing that he won't be able to hear the starting signal. Jim Kincaid of Seabrook used similar North sails to win the first race in Pensacola. He finished up 16th in an 80-boat fleet.

Fireball

by Teri Nelms

Since Fireballers are cowards at heart when it comes to really cold water, we have remained indoors this winter working on our boats and preparing for a full onslaught in the spring. There will be a new boat in the fleet: Lee Cash from Ft. Worth has bought one of the new Moore boats and is currently re-rigging it with all the go-fasts he can find. Thank goodness he has never sailed a 'Ball before so we can hope that he'll stay at the back of the fleet until he learns how everything works.

There are still two other Moore boats available at a very reasonable cost. We have found out that a new 'Ball from Ballinger Boats will run around \$6,000. That makes us practically in the keel-fleet price range...so much for an economical racing boat. Well, by the time I finish re-decking my boat and installing a new Honda inboard, I should be at the head of the fleet for the entire year. Watch out Taco breath.

Baker has been re-decking Alston Boyd's Flying Dutchman and he then intends to finish adding parts to his Fireball so he can beat even faster this year. We are looking forward to the spring and the eventual arrival of warm water. Crew positions are available to anyone dim-witted enough to apply...

Keel Handicap

by Dick White

Bill Records reports that 37 boats participated in the Red Eye Regatta.

1983 officers are: Fleet Captain, Tom Lott; Secretary/Treasurer, Dick White.

Eddie Calogero recently gave a review of the annual California Cup race. This race was a legacy of Bill Corbett who was especially interested in level racing. Corbett, in spite of serious physical handicaps, was an enthusiastic sailor and racer. As the Keel Handicap Fleet has grown both in number and diversity, separation of the fleet into levels has become increasingly difficult. In recent years, some of the racers in our fleet have elected not to race in the California Cup because the level to which they were assigned put them at a disadvantage. It was the consensus, however, that the concept of level racing was still a good one and should be the primary focus of this race.

Coronado 15

by Cynthia Darwin

With a nip in the air and a chill to the water, AYC C-15er's have been concentrating more on parties than actual sailing these days. But before any conclusions are immediately drawn, be assured that our fleet name continues to be associated with good hard work. For instance, January was the time we scheduled two work parties. The work area of AYC became the dry dock fleet gathering area two consecutive Saturdays as zealous fleet members hoisted masts and sails and pulled out tape measures to begin fine tuning boats for March competition. Understandably, many of the local C-15 boats have taken on new contraptions that look suspiciously like some of the rigging on Greg and Terry Schertz's boat. Guess we'll find out whether it's the skipper and crew or the boat that's so fast when all the C-15's get back in the water.

The fleet also used one of those work parties to benefit the club itself. Next time you're on the rigging docks, take special notice of the new dock ties, installed by loving C-15 hands during January. Hopefully the ties will make our lives a lot simpler when we all hit the dock at the same time after races, and spare a little wear and tear on the boats. Of course, they're for all club members, but since our fleet is so conspicuous.....

But before readers of this article get too overwhelmed with the generosity of Fleet 34, let me also mention that the holiday season found us doing a little of that other kind of partying. Captain John Mandell and his wife, Cathy, hosted the Fleet at a Christmas gathering in December. Since the fleet secretary took ill that night and couldn't attend, let me say that the rumors which abounded after that night indicate that John indeed now has the best reputation as a "social chairman."

But, of course, those are just rumors that got back to me.

Since the last Tell Tale came out, we do have some racing results to talk about. Fleet 34 hosted the first ever Cheap Thrills district regatta in early November, drawing competition from all over the district. Special thanks to Wes Odell and his race Committee that kept the action going in the high winds, sending weary (but now very experienced) sailors across the starting line time after time in very short races to test endurance, athletic prowess and quick reflexes. You've got to admit, when the winners (the Schertzes, who else?) cross the finish line approximately seven minutes after the start.....that's a short race.

Finishing 2nd out of 19 boats were Dave and Bonnie Odell; 3rd, Alston Boyd and Mark Martin; 4th, Bob Stephens and Bruce Willman; 5th, Dale Edwards and Cathy Mulhall; 6th, Vern Harris and Kristi Blankenship.

The popularity of the races mean the second annual Cheap Thrills regatta will become a reality, possibly some time in the spring of this year. At the regatta, however, some high powered decisions were made regarding the criteria for awarding the C-15 District Trophy this upcoming season. Because of the time and money involved in making numerous out of town regattas, and the strain that traveling put on local competition, it was decided that this year the traveling trophy will be awarded to the top competitors of three specific District regattas: specifically, AYC Governor's Cup, Chandler's Landing Indian Summer Regatta, and a regatta in Houston to be announced.

So, partying behind us, we're all ready for the new 1983 season. PHRFers who have had the lake all to themselves this winter had just better get ready to do some dodging again.

COLLEGE RACING

The University of Texas Sailing Team (Women's Division) is campaigning this spring to qualify for the National Women's Dinghy Regatta in Corpus Christi. We feel it is necessary for the women sailors to compete in as many local and national regattas as possible. The Women's Team will be unable to pursue our goal unless we are able to raise the necessary funds. We are appealing to the local sailing community for support. The itemized projected expenditure list below explains our needs. Your support of this effort would be greatly appreciated.

All donations to the Sailing Team are tax deductible. Any residual funds will be appropriated for the women's program for the school year '83-'84.

<u>Expenses</u>	<u>Destination</u>	<u>Dates</u>
\$ 15.00 gas	Baylor, Texas	February 19th
100.00 gas	Laser II Midwinters Bay St. Louis, Miss.	March 4-6th
15.00 gas	Baylor, Texas	March 19th
840.00 airfare	Tufts Invitational Boston, Mass.	March 26-27th
15.00 gas	Women's Elimination Baylor, Texas	April 9-10th
20.00 gas	Texas A & M, Texas	April 16th
45.00 gas	Women's Nationals Corpus Christi, Texas	June 3-6th
<u>750.00</u> food and lodging for four women.		

\$1,800.00 total projected expenditures for women's intercollegiate racing season during Spring, 1983.

Please contact Rec Sports 471-3116 or Alexandra Garmany for additional donation information, or mail contribution with the form provided.

DONOR INSTRUCTIONS FOR CASH GIFTS

I wish to donate this gift to the University of Texas Sailing Team (Women's). The money is to be used by them for regular club expenses including travel, equipment and uniforms.

Signature

Date

Address

Please return this card with your donation to: Recreational Sports;
c/o Barbara Moffet; GRE 33; University of Texas; Austin, Texas 78712

regatta news



1983 RED EYE REGATTA by Bill Records

The 1983 Red Eye Regatta was greeted warmly by 37 skippers and their crews who had had enough of Sundays without racing. The day began with a Bloody Mary brunch prepared by Austin Yacht Club chef-in-residence, Hap McCollum, with the help of Trenton Wann, Gary Grudnitski, Mary Pilney and Walter Allan. Copious amounts of omelettes, sausage and pancakes were washed down with Bloody Marys and/or strong coffee. While out on the lake, north winds of 15 to 18 mph were a sight for sore (red) eyes.

The fleet was divided into three classes: Division I Spinnaker, Division I Non-Spinnaker, and Division II Spinnaker/Non-Spinnaker (PHRF 230 and over).

Division I Spinnaker contained a rare assortment of hot rods: A J29, two Hobie 33's, an Olson 30 and Express 27. The rest of the class consisted of J-24's, Merit 25's, Cals and other "normal" boats. With the pin end favored, the start looked like a parade with Shough and Painton leading the way. Painton took a header early to the right side and stayed ahead. Shough stayed close enough to correct over Painton until the last weather leg, where the J-29 pulled away to take first by 19 seconds corrected time (about a thousand dollars per second!).

Overall, it was a J-24 day with Pete Shough taking second, Jeff Smith third, and Eddie Halter fourth. Richard McLarnon in the Express 27 would have taken fifth place but was disqualified after a protest hearing. It seemed that one of the crew was hiking out with trapeze gear! Maybe he thought he was still on a C-15.

Division I Non-Spinnaker and Division II (230 and over) started together. This produced a lot of pressure on the Division I Non-Spinnaker boats to stay ahead of the supposedly slower Division II boats. Jim Swanzy on a Holder 20, took the lead early but couldn't widen the gap enough and corrected to fourth place. Dick White, in a Pearson 26, took first, while Bruce Willman, in a Pearson 26, took second, and Stan LaCroix, in a Hunter 25, took third.

Division II had a classic battle between an Ensign (Tommy Kozlowski) and two South Coast 21's (Bud Boucher and Duane Dobson). There were three Catalina 22's (Gary Payne, Walter Allan, and Bill Word) all of which chose to take the 9 second/mile bonus in lieu of flying chutes. Bud Boucher sailed a flawless race finishing first. Tommy and Duane had a real battle going. Tommy crossed the line 17 seconds ahead but correcting to fourth. Gary Payne stayed close enough to correct second and Duane took third. Bill Word was in the thick of it until he lost his mast on the last leg. No one was hurt and as of this writing, Bill has his new mast installed and ready for the spring series.

THE RED-EYE REGATTA
A Study in Self-abuse

By Teri Nelms

A New Year's Day Regatta...Hot Damn!! Beats hell outta watchin' football...let's do it! Words, carelessly spoken, committing us to more fun than any group of people deserves to have in one day.

Lake Travis has been known to be sunny and pleasant on New Year's Day and the Austin Yacht Club has sponsored this allegedly exciting event for several years now and numerous fools always show up for it, so it must be fun.

My friends and I were offered the "Blue Duck", loaded for racing with an impressive record of wins. We were told by Rolly that the boat was set up for four people to sail it, so no problem for us...it was later that he told me that it was assumed that such a crew would be "four competent males."

Our foursome consisted of two couples, with two seasoned racing sailors, Baker and Nelms, who both own International Fireballs. The other two people were Chris, who owns a cruising S2 which she has sailed for several years somewhere up in God-forsaken yankee-land, and her husband, Jim, with limited sailing experience, who owns a candy-apple-red Harley Davidson Electra-Glide with megaphone pipes, police windshield, chrome saddlebags and Chevy tires. He usually wears a black leather jacket and purple-tinted sunglasses, but for the regatta he wore his yellow one-piece motorcycle rainsuit.

Our crew weight ranged from 95 pounds up to Jim's 210. Assuming that the air would be light to nothing, we felt confident that our combined weight and experience (?) would be an adequate substitute for "four competent males."

We spent a moderate New Year's Eve, so as to be in better shape than our competition who were all out boozing it up at the club party. Upon awakening New Year's Day, a casual glance outside revealed that the leaves were being stripped off the oak trees by "light to nothing air" and the cat was desperately trying to scratch the ice off his water dish. Breakfast, with Bloody Marys, was being served at the club at 9 a.m.

"Wanna eat at the club?"
"Who's cooking?"
"Hap the Horrible."
"Hand me the frying pan..."

After eating, we put on every piece of clothing we owned, grabbed peanerbutteranjelly sammitches and a bottle of Apricot Liqueur and rushed out to the lake. We were as enthusiastic as though it were mid-August. No one looked at the lake to check the conditions as we drove over the dam - we didn't really want to know.

"Good grief! Look at all the people who showed up for this thing! Boy, is this gonna be fun!!!"

"Nelms! Sign here...Spinnaker, non-spinnaker, Division I or Division II?"

"Huh? We can't sail class?"

"Haw-haw, Nelms made a joke! That'll be ten bucks...NEXT!"

I mean, how much trouble can a spinnaker be? WE'RE GOING WITH THE BIG BOYS! Truly, the simple-minded know no fear.

Our auspicious competition included a bunch of real lightweights. Two new Hobie 33's, a new J29, a new Express 27, to mention just a few.

Everyone seemed to be in good spirits, including the hung-over cases who looked a bit strained, but were laughing and threatening victory over all of us. Typical skippers meeting: courses to be posted on committee boat, one chase boat, order of starts, "thanks" to Hap-the-Horrible nobody died from breakfast, bla, bla, etc.

GREAT WIND! Fifteen and gusting to lots more! Swell, just what we needed for lounging in luxury on a tub...I thought this was gonna be easy and relaxing.

Loaded down with food and clothes, we approached the boat, trying to ignore the whitecaps crashing against the dock and the whistling and banging of shrouds around us.

"Jim, leave the damn' helmet in the car, you don't need it!"

You gotta step UP to get on this thing? We open a hatch and fall down a stairway into a dark hole..."WOW! Lookit this! A SINK! On the Fireball all we have is bailers!..."

Jim, stepping over the lifelines into the cockpit, scornfully snarled, "Well, where's the motor on this thing anyway?"

"O.K., folks, it's decision time: we gotta decide which sail to carry."

"We gotta choice?"

"Hey, cool it, we don't want the other guys to know we don't know the difference...just look around and see if you can figure out what everybody else is using."

"Can't we just ASK?"

"Shut-up, Jim."

The decision was finally made by asking the owner of the "Duck" who, of course, would not want us to make a bad showing in his boat.

"Well, do you think the 170 would be best?"

"Sure, but just to be on the safe side, use the 110..."

I think he was trying to tell me something.

"Jim, quit revvin' the diesel, we're almost ready to pull out and I can't think with all that noise."

Apprehensive about the wind conditions, we nervously left the dock and cleared the club harbor. How, you ask, can you broach a 28-footer when you're under power with the sails still lying on the deck? It's easy, when Jim suddenly leans over the side to look for exhaust pipes. (Editor's note: See Telltale Cover.)

Our casual approach to the committee boat was marred only by the excessive amount of cold spray hitting us in the face and the pointing and laughing from some of our competitors who found it outrageously funny that a bunch of centerboarders had been bold enough to participate in "their" regatta. (Thank goodness I knew to stow the bumpers before we left the slip.)

"Two minutes to white shape; dontcha' think we oughta' decide who's gonna do what?"

"I don't do windows."

"Baker - helm and spinnaker; Jim - winches and heavy foredeck; Chris - main and all those lines hanging down into the companionway; Nelms - tail for Jim, pack spinnaker, rig foredeck, down-wind helm, serve drinks, bow-watch for start, bitch and moan."

"Should we put the sails up now?"

"What-tha? There's no window in these sails! How'm I supposta see? Nelms! Go to the bow pulpit and call boats for me!"

"There's one!"

"One what?"

"A BOAT! Right THERE! Coming toward us!"

"For Krissake, WHERE? HOW FAR AWAY?"

"Hey, what's with the hysterics? They just passed behind us, right there..."

" (expletive deleted) "

A perfect start, right off the pin end, but with the J29 rapidly pulling ahead from under us. Big deal. He's got the sailmaker, the boat dealer and fifty other people with him. We'll catch him on corrected time...whatever that means.

"Technically speaking, we're ahead right now, you know."

Our course was a double triangle around three permanent AYC marks, a total of 11.7 miles. The race was intended to be finished within a three-hour time limit, but I'd swear it felt like it took a week.

Our first real navigational problem was with our helmsman. Baker at the helm could not figure out where to sit. The rail was too narrow, there was a big horn cleat in the way and no place to brace his feet. Sitting on the low side was "unnatural", and from the seat it was hard to see the tell tails on the jib. It's not worth the time to try and describe his compromise position, but on every tack the call was "clear

the decks" as he fell off the side, slid across the seat and climbed up the life-line stanchions on the far side. A "knockdown" was if you were in the way as he came across.

"Uh, listen, Baker, how flat are we supposed to be sailing this thing?"

"Don't worry about it, we're going fast enough. This is no Fireball."

"Well, I just wanna point out that I am standing flat-footed on the front of the cabinet drawers under the sink and I'm not even spilling my drink."

"Well, come outta there and up on the rail where you're supposta be, stupid!"

"Also, is it all right for all that water to be coming in over the lee rail?"

"DON'T WORRY ABOUT IT! It's draining out those little holes in the back. We're doing fine, so just..."

"STARBOARD!"

"TACK! HURRY!"

"PROTEST!"

Run down by a Pig 35. How Embarrassing. It was the only boat we didn't see, but it was a big one and the 720 cost us a lot of boats.

As we wandered around the windward mark, it became obvious that it was time to put the spinnaker up. After rigging the foredeck, Nelms and Baker scrambled around to switch positions while Jim took the halyard and Chris fumbled with the topping lift. Baker did a great job of flying the chute while Nelms struggled with the helm and tried to surf the boat over the waves. A near-broach in a puff left us pale and open-mouthed. In the middle of the broach, the depth finder had the audacity to register THREE FEET when we were in the middle of the lake! Our unusual angle of heel undoubtedly saved us from planting the keel in the sand.

When it came time to jibe, Nelms had to coach Jim through the procedure, as the pole was impossible for her to maneuver in heavy air.

"O.K., Jim, take it off the mast, put the jib sheet over the top, pick up the new guy, release the other sheet, take the other jib sheet off, hook it up to the mast. Got it?"

"AAAArrrrrrrgggg!"

"What's he screamin' for? That was all perfectly clear to me."

"No, Jim, the other one; drop THAT one...never mind, just put it on the mast!"

"Boy, whatta mess! I'll have to go up and clean it up before we round the mark."

It was instantly obvious that we should have started taking the chute down about three miles back. Of course, there were hang-ups: the jib wouldn't go back up, the chute wouldn't come down and Baker sat on my peanerbutteranjelly sammitch. We overshot the mark by a half a mile. At this point, we were still ahead of a few boats, but the non-spinnaker class that started behind us was beginning to catch up.

"Are we having a good time yet?"

"Shut-up and pack the chute."

Pack the chute. Basic reason dictates that nothing the size of a football field will compress into a 2' x 3' bag. And certainly not the first time. After getting only the bottom panel stuffed into the bag, a cry, more like a scream, came from the cockpit: "Nelms, come up? We gotta tack!"

"I can't, I'm not through!"

"COME UP!"

The spinnaker obviously had it's own perverted sense of humor as it flung itself out of the bag and resumed it's state of tangled confusion while Nelms was gone to tail the jenny for Jim. After three tacks and three repackings, it was finally ready.

"OH, NO! TACK! WE'RE GONNA HIT THE ROCKS!"

Nelms, on the foredeck, was knocked down by the jenny and Chris fell into the sink as Baker flipped the helm over, less than four feet from the rock ledge of the shore line.

"Jim, why didn't you tell me that was there?"

"Jeez, buddy, I thought you saw it...my whole life just flashed before my eyes..."

"Oh my God! I'm BLEEDING!"

"Naw...grape jelly. Skirt the jib, Chris."

At the windward mark, the spinnaker was launched out of the bag and hourglassed about half way up.

"Nelms!"

"Hey, it's not my fault."

"Quick! Hold this! Hand me that! Move that thing outta my way!"

"Is that nautical talk?!"

"Shut-up and drive."

Our third and fourth legs with the chute were a vast improvement over the first two and our takedown was even half respectable. We only overshot the mark by a quarter of a mile.

With the finish line finally in sight, we concluded that we hadn't really done all that bad for the first time sailing a big boat together. However, while heading into the dock, as we were putting things away, we began to notice that there weren't just a whole lot of other boats still out on the lake anymore. Surely we beat SOMEBODY.

"No, Jim, we don't need the motor yet, and please quit trying to kick-start it."

We pulled into the slip as casually and skillfully as if we did it every day and leisurely put sails, blocks and gear away.

As we walked into the clubhouse, our first hint of impending doom was the smirk on the face of the Commodore.

"Well, how did you guys do?"

"We don't wanna talk about it until we've seen the results."

"Well, I can at least tell you that you weren't DFL. You did actually beat ONE boat...that makes you NT-DFL."

"NT?"

"Yea. NEXT TO DEAD LAST! Haw-haw-haw!!!"

"Oh, yea? Well, lookit this! We also beat one Hobie 33 AND the Express 27 AND two other boats! So there!"

The Hobie had a DNF and the Express had a DSQ for rigging a trapeze, and the other two boats got lost on the course somewhere and got DNF's. It doesn't matter who finished hours ahead of us, in this class what counts is how it comes through the computer! Who won? Who cares?...I certainly don't.

"Are we interested in sailing the PHRF Frostbite series? You damn' right!...in the Fireball. Well, we'll just have to lie and invent a rating."

"A chrome mast? No, Jim."

"...if we'd only used the 170 like I said, we coulda'..."

"Boy, it took you guys forEVER to jibe. What were you doing, anyway?"

"No, Jim, you can't do wheelies with a sailboat."

"Ya know, we actually COULD take the Fireball and..."

"Tellya what: let's play like we did and don't."

"Are we having a good time now that it's over?"

"Shut up and drink."

Parting Shots

Accolades to AYC Board Secretary Pat Halter for an excellent 1983 Directory. Assisting her was Marcie Barrett, Annette Taylor, Carol Shough and Gary Hornbuckle who wrote the computer program for the directory's new format.

The fee for lockers at AYC has been increased to \$1.00 per month to be billed on an annual basis. Effective March 1, 1983, the price for boardboat docks will increase to \$12.00 per month. Boardboat II is ready for occupancy and all the boats have been returned to it. There are both lockers and boardboat slips available.

Former AYC members Kelson Elam and Kelly Gough finished seventh at the Flying Dutchman World Championships in Geelang, Australia. There were over 75 boats entered. Next stop for the team is the Olympics.

Volunteer Coordinator Lanelle Montgomery is asking for all persons interested in baby sitting to give her a call.

Social Chairpersons Brenda and Rex White have slated the following events:

March 12...Life is a Cabaret- Wine and Cheese Membership Mixer/ Walt and Charlene Allan
April 24...Spring Series Buffet/ Kay Sousares
June 26...Summer Series Buffet/ Carol McCollum
July 30...Mardi Gras- Cajun Cooking/ TBA
Aug. 14...Mini Series Buffet/ Ann Wetzel
Sept. 5...Labor Day Picnic/ Anne and Brad Jones
Sept. 25...Fall Series Buffet/ John Brewer
Oct. 8...Octoberfest/ Hans and Anneliese Dahle
Nov. 30...Winter Series Buffet/ Steve Bangs
Dec. 3...Annual Banquet/ Lanelle Montgomery
Dec. 31...New Year's Eve Party/ Pat Katon

A reminder that the Board of Directors meets at 7:30 p.m. on the fourth Thursday of each month. To be on the agenda it is essential to call the AYC Office ten days prior to the meeting.

The next Telltale is scheduled for April 15. All articles need to be in the AYC Office no later than April 7.

According to Vice Commodore Hap McCollum, the new restrooms and office are nearing completion thanks to all the help from the many volunteer Club members.

Don't forget California Cup this weekend.

