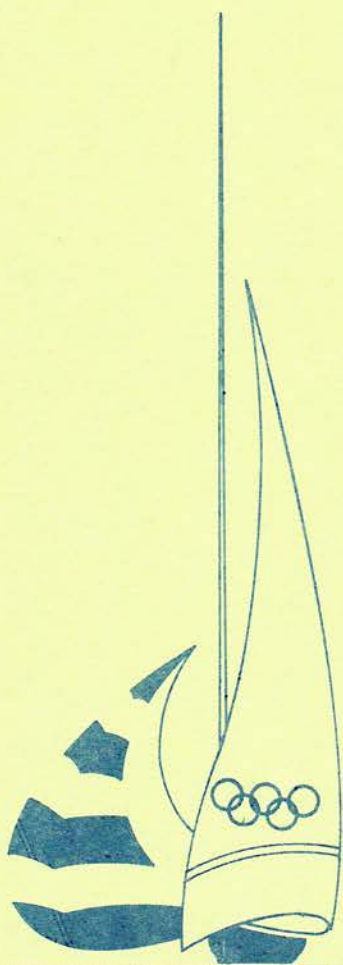


# *Telltale*

**JUNE 1984**



1984 AUSTIN YACHT CLUB  
GOVERNOR'S CUP REGATTA

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  
Building and Grounds Commander-----Claude Welles  
Fleet Commander-----Rick Smith  
Immediate Past Commodore-----Rod Malone

Fleet Captains:

Catalina 22-----Ron Tobin  
Coronado 15-----Greg Schertz  
Ensign-----Sam Humphrey  
Fireball-----Teri Nelms  
420's-----Mark Hallman  
J-22-----Wes Odell  
J-24-----Mary Pilney  
Keel Handicap-----Trenton Wann  
Laser-----Greg Porter  
Merit 25-----Carl Morris  
South Coast 21-----Buddy Gough  
Thistle-----Mike Schwarz

Telltale Editor-----Kristi Blankenship

On The Cover: Drawing by Ron Dailey. Dailey and  
John Bartlett are Regatta Co-Chairpersons  
for Governors' Cup slated for July 7-8.



# FROM THE COMMODORE

Hap McCollum

As Russell Painton has so often reminded us, we are now experiencing the "Greenhouse Effect". That is, water begets water and we ain't had none. In addition to Docks Four and Five, Dock Three will be moved up to the point when the lake reaches approximately 650 feet. It seems that Rick Smith is getting lots of experience moving docks this year.

Despite the low water, Turnback Canyon was a tremendous success. Robin and Rick Vanderweel and Nancy and Bob Kier did a super job of organizing and running the regatta. As in the past, Bill Williams and his Michelob crew contributed both money and time to help make the event a success. Many thanks to the Lago Vista Volunteer Fire Department for serving excellent and abundant barbeque. It looks like the "Almost Brothers" will be invited back for a return engagement next year. Except for a couple of dismastings, the only real tragedies were the midnight sinkings of the prams.

The Rittenhouse Cove law suit originally scheduled for June 18th has been postponed to August 6th with a back-up date of October 1st. The postponement was granted to the opposition because one of the principals has just had major surgery. Our efforts to settle out of court failed because they would not agree to "no trespass" below 670 feet.

Both the north and south ramps will be lengthened as soon as the equipment can be obtained to do the major surgery on the rock and caliche. The Long Range Planning Committee has proposed several other possible applications to facilitate the launching of boats if the lake reaches lower levels. Obviously this is going to be very costly and financing arrangements are being made with our "friendly banker".

Women's Sailing Camp has been set for the last weekend of June and the last weekend of July under the direction of Gail Bernstein. Junior Sailing Camp will be August 5-10. Matt Wetsel will serve as camp coach. Sophia Tapley is working with the Junior Sailors on Monday evenings, and Hans Dahle with the Intermediate Sailors on Sunday morning. Sincere thanks to these people and to Men's Camp Directors Teri Nelms, Pat Katon and John Bartlett for providing fine sailing programs to our membership.

Long-time Club member and competitive sailor, Linda McDavitt, has accepted a position at TCU as Assistant Band Director. She will be moving to Fort Worth on July 1st. We wish you well, Linda. Please come back to see us!

# FROM THE RACE COMMANDER

John Mandell

The toughest job the race committee has all year (other than deciding when to cancel a race) is scoring our races correctly. We encounter all sorts of problems such as no sail numbers, numbers on the main, jib and spinnaker that don't match, unknown boats, unknown entrants, skipper swaps, unreported DNF's, wrong handicap numbers, and, occasionally, a foul-up in recording finishers and times. Unfortunately, the race committee is only able to read minds about half the time. The other half, we require some help! I strongly recommend the following actions be taken by all competitors:

1. If anything relating to the scoring status of your boat changes, let the Permanent Race Committee know immediately. This might include new or borrowed sails (different numbers), different skipper, new boat, handicap change (must be reported by PHRF committee), etc. We have provided boat identification forms outside the race committee room for just this purpose. Make whatever notes are necessary and turn them in.
2. If you withdraw or fail to finish a race, inform the race committee on the water (preferably) or on shore as soon as possible after the race, or expect to be scored a DNC (Did Not Complete). It is impossible to accurately record all starters in series races and impractical to try to cross-reference them after the race.
3. If you notice an error in the posted scores, report it to the race committee person in charge of the series as soon as you become aware of it. Every reasonable attempt will be made to correct the error equitably. Don't wait until the end of the series unless you like to be disappointed. Results are usually posted Sunday evening before the race committee goes home.

Sunday afternoons are typically very hectic and busy for the race committee. Please give any notes or corrections in writing to the race committee person in charge of the series or event (see back cover of AYC directory) so that the proper actions can be taken. With all of your help, all these problems in scoring races can be eliminated.

Thanks!



# SERIES RESULTS

## MID-SPRING

### PHRF A

1	Vaughan	Ol's 30
2	Painton	J 29
3	Malone	J 29
4	Cheney	J 29
5	Reinhart	Hob 33
6	Vernon	Ol's 30
7	Bernstein	J 29
8	Barnett	Hob 33
9	Barnett	Hob 33
10	Vanderweel	Hob 33
11	Smith, Rick	J 29
12	Awbrey	Hob 33

### PHRF B

1	Welles	Cal 9.2
2	McCollum	SJ 28
3	Holmes	J 22
4	Sjoberg	J 22
5	Lott, Ray	Cal 31
6	Tapley	Cat 30
7	Knape	J 22
8	White, Rex	Ran 28FX
9	Mitchell	J 22
10	Romack	Cal 27
11	Bartlett	J 22
12	Woodward	J 22
13	Crews	Cap 25
14	Carson	Hol 20
15	Bebee	J 22

### PHRF C

1	Vance, John	Pea 260D
2	Key	Cal 25
3	Dahle	C 27TM
4	Baylor	Pea 260D
5	Frels	SJ 24
6	Golden	SJ 7.7
7	Griffith	SJ 7.7
8	?	SJ 24
9	Sudermann	Ben 27
10	Calogero	SJ 7.7
11	Fossler	SJ 24
12	Romack	Cal 27
13	Wilcox	SJ 7.7

### PHRF D

1	Soefje	Ran 23TM
2	Jones, Ralph	Ran 22
3	Cummings	Irw 25
4	Weller	S2 7.3
5	Sullivan	Pea 22
6	Hennigh	Ran 23TM
7	Lane	Pea Tri
8	Laws	Spirit 23
9	Smith, Jim	SJ 21

### CENTERBOARD HANDICAP

1	Boyd	FD
2	Thompson	505
3	Nelms	Fireball
4	?	?
5	Eason	Har 5.2

### M-25

1	Lawson
2	Morris
3	Bilger
4	Bangs
5	Balfour
6	Howell
7	Smith, Anne
8	Kraatz

### C-22

1	Allan
2	Lancaster
3	Popescu
4	Word
5	Nelson

### J-24

1	Grudnitski
2	Shough
3	Eitelman
4	Harden, Ron
5	Tull
6	Cherico

### C-15

1	Maguire
2	Edwards/Mussleman
3	Schertz

### ENSIGN

1	Kozlowski
2	Humphrey
3	Weiler
4	Kunze
5	Clark
6	Sail #1152
7	Niemann

### THISTLE

1	Woodrow
2	Leach
3	Sail #3240
4	Goodwyn
5	Halter
6	Sail #1323
7	Schwarz
8	Sail #3291

### SC-21

1	Shull
2	Dobson
3	Fontenot
4	Lien
5	Harris
6	Vassallo

4	Klema
5	Smith/Mandell
6	Bass

### AYC MALLORY ELIMINATIONS

1. Greg Schertz, Skipper  
Bob Musselman & John Mandell
2. Jody Smith, Skipper  
Jeff Smith & Gary Zars
3. John Bartlett, Skipper  
Bill Draheim & David Odell

### AYC ADAMS ELIMINATIONS

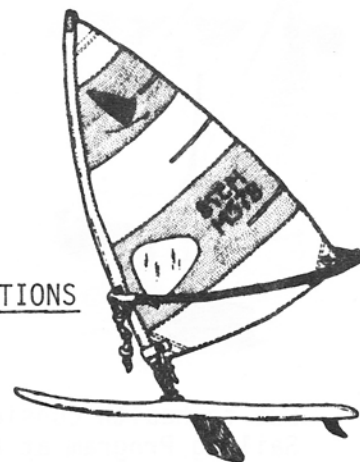
1. Terry Schertz, Skipper  
Bonnie Odell, Gail Bernstein  
and Jo Ann Welles
2. Linda McDavitt, Skipper  
M. L. Painton, Lanelle Montgomery,  
and Cynthia Darwin

### AYC O'DAY & SINGLEHANDED ELIMINATIONS

1. John Bartlett
2. David Maguire
3. Fred Schroth
4. Nick Monske
5. John Mack
6. John Halter
7. Steve Bangs

### AYC SMYTHE ELIMINATIONS

1. Matt Romberg
2. Doug Mack



!!

HELP HELP HELP HELP HELP HELP HELP

The AYC Membership Committee is diligently working to prepare a revised Membership Policy for recommendation to the AYC Board and members. It is anticipated that the membership will reach the 450 limit within the next year, and our current policy must be streamlined somewhat to handle this. The present membership stands at 433 senior members (not including life or student members).

The Membership Committee is very interested in hearing from all of you, as members, about guidelines you feel should be recommended. Do you know about membership policies from other yacht clubs that might be helpful to us? What should be considered in recommending applicants to the AYC Board for membership?

Please let us have your ideas. They will be thoroughly considered and presented to the Board. Give a call to one of the Committee members first chance you get.

THANKS THANKS THANKS THANKS THANKS

!!

Rod Malone  
W - 258-0733  
H - 453-5626

Sue Riha  
W - 454-1842  
H - 926-3646

Mary Lynn Painton  
W - 475-1944  
H - 345-3557

Dick White  
W - 454-1713





# JUNIOR SAILING

Due to health considerations, Sam Fine will be unable to conduct the Junior Sailing Program at AYC this summer. Realizing full well that virtually no one can fill Sam's big ol' friendly topsiders, I will give it my best shot. Together, we will continue to commit this program to Sam's traditions of excellence in seamanship, sportmanship and happy sailing for youngsters.

My commercial sailing course has often been referred to as the T.L.C. (Tender Loving Care) course, and this attitude will prevail during this summer's activities. We will expect no tight jaw muscles, no white knuckles...mistake making is part and parcel of learning to sail (who knows!...perhaps Ted Turner himself has made one).

Competitive sailing will be done largely in teams, because that way we see no ultimate winners and more importantly, no ultimate losers. This also encourages the better sailors to help the others to their maximum proficiency.

Knot tying and flag interpretation will be covered. Operation of the boat will be stressed over naming of the parts, but children will be exposed to proper terminology. Life jackets will, of course, be required, and a swimming proficiency test will be administered and must be passed before admission to the course. Several trophies will be given including one for seamanship and for sportmanship.

The first lesson is not an on-the-water lesson, but it is a vitally important part of the course. If your child should miss the first lesson, there will be one alternate time set for a makeup session. Be sure your child gets this information.

Lastly, if you have a student interested in this course, take time to give me a call to become thoroughly acquainted with course schedules, goals or anything else that may be important to you and your Junior sailor.

Sincerely,

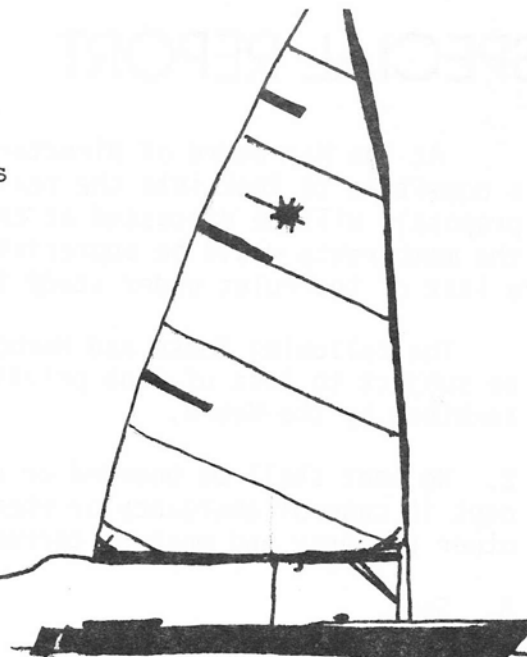
Sophia Tapley  
(Phone 453-6070/  
after 5 p.m. is better)



ages: 8-12 year olds  
boat: Optimist Dinghy/Sunfish  
fee : \$20.00/ or \$15.00 if parent  
serves as program volunteer  
date: Mondays/ June 18, 25  
July 2, 9, 16, 23  
Aug. 6, 13, 20(?)  
Sept. 3 YOUTH REGATTA

# AYC JUNIOR SAILING CAMP

The Austin Yacht Club will have a JUNIOR SAILING CAMP this summer for young people aged 12-16 with INTERMEDIATE to ADVANCED sailing abilities. It will be limited to young people interested in perfecting their sailing skills in an intensive sailing environment. This will be an overnight camp with campers staying in the AYC CABINS. Each cabin will have an OVERNIGHT ADULT COUNSELOR. To make this all work, PARENTS OF CAMPERS will be asked to volunteer HELP with cabin duty and meals.



WHEN: August 5, 1984, Sunday evening through August 10, 1984, Friday

DEADLINE: Sign-up dedaline for members is July 27, 1984. After this date non-members will be accepted.

BOAT: Lasers, 420s and Optimist Dinghys

FEE: \$90.00 members  
\$110.00 non-members

ADDITIONAL INFO: Matt and Ann Wetsel  
836-7107 day or evening

BYOB: Bring Your Own or Borrowed Boat!!!!!!

## PARENTS:

NAME \_\_\_\_\_ DATE \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE # \_\_\_\_\_ WORK PHONE # \_\_\_\_\_

CAN YOU SPEND ONE NICHT WITH THE CAMPERS? \_\_\_\_\_

CAN YOU HELP WITH THE FOOD (DINNER)? \_\_\_\_\_

IS THERE ANOTHER AREA OF SERVICE THAT YOU CAN HELP WITH? \_\_\_\_\_

## CAMPERS:

NAME \_\_\_\_\_ AGE \_\_\_\_\_ HAVE YOU RESERVED YOUR LASER? \_\_\_\_\_

PLEASE INDICATE YOUR SAILING & SWIMMING ABILITIES \_\_\_\_\_

TEENAGE COUNSELORS WITH SAILING EXPERIENCE NEEDED: For A Week of Sailing Fun, Food, Cash

NAME: \_\_\_\_\_ AGE \_\_\_\_\_ PHONE # \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_

# SPECIAL REPORT

At the May Board of Directors meeting, the Commodore appointed Ray Lott to head a committee to look into the revision of the House and Harbor Rules. The committee proposals will be discussed at the Board meeting scheduled for June 28. Input from the membership would be appreciated; contact any Board member or Lott. Following is a list of the rules under study in their rewritten form:

The following House and Harbor Rules will be strictly enforced. Violators will be subject to loss of Club privileges and or revocation of their membership as determined by the Board.

2. No boat shall be boarded or otherwise molested without the owner's consent, except in case of emergency or where conditions render a boat unsafe or a menace to other property and must be corrected.

3. Same

4. Same

5. Swimming will be permitted in the area of the docks but swimmers shall be responsible to keep clear of all boat traffic.

6. Trash, bottles, cans, or garbage shall be placed in receptacles and shall not be left on docks or thrown into the water. No heads may be discharged into the harbor area. Dumping of portapotties in the Club facilities, to include restrooms, septic tank, grounds, and harbor, is strictly prohibited.

7. Same

8. Due to the limited maneuverability of larger boats, sailboards shall be obligated to keep clear of larger craft in the Pool Canyon area.

9. Previous 8.

10. Boats may not be raced in Club series races without an AYC member aboard, without prior authorization by the Race Commander.

11. No sailboats will be tied to leeward dock fingers except centerboards for a short period of time in light air, and only if sails are lowered and center or dagger boards are raised. Boats so tied shall not be allowed to block access to slips. Owners of boats so tied will be held responsible for any damage done by their boats to other boats properly moored in their assigned slips. Boats will not be left tied up at T-heads or rigging docks overnight without the permission of the Fleet Commander or Club Manager. Boats will not be tied to the rigging dock so as to impede the rigging, launching and pulling of dry-stored boats. Violators shall be subject to loss of all docking privileges including removal from dock waiting list.

12, 13, 14, 15, and 16. Same, except delete the last three lines in 16, B.

17. Dock space or drysail slips may not be loaned to anyone, nor swapped without the prior approval of the Fleet Commander or Club Manager.

18. Any member or members entering into joint boat ownership with an existing slipholder shall be required to vacate the slip on sale of the original slipholder's interest in said jointly owned boat or any subsequent replacements thereto, unless

the surviving owner-member(s) qualify for a permanent slip by normal progression through the dock priority list.

These rules shall apply to all wet slip, drysail and board boat assignments.

19 and 20. Same.

21. Boat storage spaces, wet slips or drysail areas, shall be occupied or vacated only with knowledge and approval of the Fleet Commander or Club Manager.

22. Any boats found in any space to which it has not been assigned may be moved only at the direction of the Fleet Commander or Club Manager at the owner's risk. Boats found on AYC property which have not been assigned a dock space or drysail space shall be impounded.

23, 24, and 25. Same.

26. Delete.

27. Same, except numbered 26.

28. Numbered 27. Reservations for use of the A Frame must be made through the office. Staying on the hoist over three days is not encouraged.

29, 30, 31, 32, and 33. Same.

House Rules 1 and 2. Same.

3. The Lost and Found is in Locker #1. The Club shall not be responsible for personal property left on the Club premises; nor for missing equipment from boats in the dock storage or drysail.

4. No firearms or fireworks of any kind shall be allowed on AYC grounds.

5. Delete.

6, 7, and 8. Same

9. An AYC member may not have more than twelve guests at the club at one time. Parties of more than twelve guests, whether hosted by a single member or co-hosted by other members, must receive prior approval and cannot be held on Friday, Saturday or Sunday. The party must be at a time and under circumstances not to inconvenience the club membership. The member should fill out the proper form (available at the AYC office) which will clear the date requested with the club manager. The member should then submit the form to 3 board members for their signatures.

10, 11, 12, and 13. Same

14. No items of Club property shall be removed, rented, or loaned without specific authorization from the Club office. The Club tractor is not available for the memberships' use.



15, 16, and 17. Same.

18. Picnic fires shall be built only in authorized and designated areas. Camping and fires are specifically prohibited on the point.

19, 10, and 21. Same.

Harbor Rule #1 (out of sequence) remains the same.

\*\*\*\*\*

## IT'S A LINDA McDAVITT ROAST AND TOAST!

Linda McDavitt is moving UP (literally) in the world. She has taken a job at TCU and is moving to Fort Worth in June.



SO. . . . .

THERE WILL BE A "GOOD BYE PARTY" FOR LINDA AT AYC ON JUNE 24TH

Time: 6:30 p.m. or right after the race

Bring: Your favorite story, rhyme or limrick about or appropriate for Linda (pictures and spectators welcome)

IN PRACTICE FOR THE LUAU, LINDA WILL BE "TURNED" EVERY FIVE MINUTES AND ROASTED UNTIL "TENDER"!

You bring the skewer and we will supply the coals!

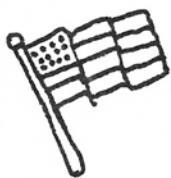
BYOB (That's either "bring your own bottle" or "buy your own beer"--the AYC "cooler" will be open for your purchases.)

Also, please feel free to bring your own "picnic dinner," if you wish.

COME JOIN THE BAND AS WE SEND LINDA OFF TO MARCH TO THE BEAT OF  
A DIFFERENT DRUMMER! : : : : :

For further information contact Linda Golden, Cynthia Darwin, Pat Katon or Michael Wann.

END-OF-SUMMER SERIES BUFFET



**come to our**

BEER

**ALL AMERICAN**

**July 1st Picnic**

MENU

FREE KEG OF BEER

1/2 BAR-B-QUE CHICKEN-PER PERSON

POTATO SALAD

3-BEAN SALAD

DEVILED EGGS

CHEESE STUFFED JALAPENOS

ICE TEA

TROPHIES



ADULTS - \$5.50 - CHILDREN - UNDER 10 \$4.00  
SMALLER PORTIONS

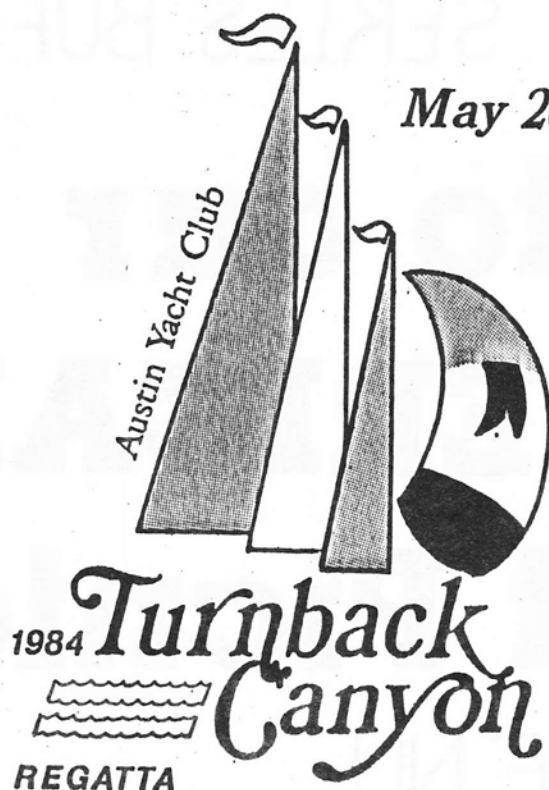
**Sunday July 1st**

RESERVATIONS ARE REQUIRED AND CAN BE MADE UNTIL  
5:00 P.M., THURSDAY JUNE 28, 1984

CALL - 8:00 AM - 5:00 P.M. - AYC 266-1336

AFTER 5:00 P.M. - ALINE BROWN - 255-5381

BETHANY LOTT - 346-4461



May 26 -27 1984

Whew--now that was a regatta. Didn't we tell you that the great sailing gods would not deny us both wind and water in the same year? And didn't we tell you that you really could sail all the way to Lago Vista without running aground? Nobody did run aground either--well, almost nobody. Anyway, the winds blew both days--so they were squirrely, at least we had wind. Yes, we know the anchorage at Lago Vista was pitiful, but, hey, no thunderstorms and the windshift held off until the next day. And, yes, we know (and felt) that maneuvering room was a little tight at the Lago Vista starting line. So what do you want, perfection? Focus on the important stuff. You had wind, the barbeque was the best ever, the band (Almost Brothers) was good--stuff you could dance or listen to--the T-shirts were neat (Walter Allan), trophies were good looking and functional (Reinhart specials), and you had wind!

All totaled, about 253 boats registered and sailed this year's Turnback Canyon Regatta. Of these, approximately 166 were monohulls and 87 were multihulls, including 5 trimarans. When all was said and done, there were 25 different one-design and handicap classes, including a first ever, a one-design trimaran class. Catalina 22 non-spinnakers had the largest one-design class with 16 boats. PHRF non-spinnaker C and spinnaker C tied for largest single class with 19 boats each. The smallest class was centerboard handicap--what's the matter fella's, race too long? Longest travel distance goes to Don Martin and crew (Martin 242) from Vancouver, British Columbia. The results are on the following page.

Ya'all come race again next year, ya' hear?

Nancy & Bob Kier  
Robin & Rick Vanderweel

# TURNBACK CANYON REGATTA

## NON-SPINNAKER A

17 BOATS

5th Bill Howard Col 9.6  
4th Gary Schmidt SJ 28  
3rd Carl Rieck Capri 25  
2nd Hans Dahle C 27 TM  
1st Pam McDonald Cal 29

## NON-SPINNAKER B

16 BOATS

5th Wayne Allen Balboa 24  
4th Allan Searight Hun 27  
3rd Bill DeGinder PT 1/4  
2nd Brian Keoughan SJ 24  
1st George Yonge Pea 26

## NON-SPINNAKER C

20 BOATS

5th Wade Bingaman W-Rose 24  
4th Dale Stuemke Hun 22  
3rd Tom Cummings Irw 25  
2nd Jim Linn San 21  
1st Bill Lane Pea Tri

## CENTERBOARD HANDICAP

4 BOATS

1st Bob Thompson 505

## HOBIE 16

10 BOATS

3rd William Wickman  
2nd Paul Anderson  
1st John Beran

## PRINDLE 16

7 BOATS

2nd Sandy McGehee  
1st Don Roller

## G CAT 5.0

4 BOATS

1st Gregg Schuler

## CATAMARAN HANDICAP

23 BOATS

5th James Baker H 14 T  
4th Charles McAden P 15  
3rd John Ridley 474  
2nd Sloan Diamond H 14 T  
1st John Kuc H 14 T

## SOUTH COAST 21

6 BOATS

2nd Bob Vassallo  
1st Duane Dobson

## CATALINA 25

6 BOATS

2nd Kenneth Miller  
1st Tom Schmidt

## NACRA 5.2

12 BOATS

4th Tom McMillian  
3rd Jack Rees  
2nd J. D. Smith  
1st Mike Nelson

## NACRA 5.8

10 BOATS

3rd W. Roes Lawlen  
2nd John Barrett  
1st Ken Ogden

## EAGLE TRIMARAN

5 BOATS

2nd Glen Allen  
1st Charlie Morse

## TORNADO CAT

8 BOATS

3rd Robert Nixon  
2nd Martin Hamilton  
1st Douglas Graf

## PHRF SPINNAKER A

13 BOATS

4th Dennis Awbrey Hob 33  
3rd Russell Painton J 29  
2nd Rick Vanderweel Hob 33  
1st Rod Malone J 29

## PHRF SPINNAKER B

16 BOATS

4th Hap McCollum SJ 28  
3rd Tom Lott Lin 26  
2nd Claude Welles Cal 9.2  
1st Don Martin Mar 242



PHRF SPINNAKER C20 BOATS

5th Joel Wilcox  
 4th Wayne Carelock  
 3rd Bruce Willman  
 2nd Gary Griffith  
 1st Craig White

SJ 7.7  
 Mustang 22  
 Pearson 26  
 SJ 7.7  
 Col Sabre

MERIT 257 BOATS

3rd Steve Bangs  
 2nd Carl Morris  
 1st Steve Bilger - Tiebreaker

CATALINA 22 SPINNAKER6 BOATS

2nd Steve Pervier  
 1st Bill Word

PHRF SPINNAKER D9 BOATS

3rd Sam Humphrey  
 2nd Tom Kozlowski  
 1st Larry Niemann

Ensign  
 Ensign  
 Ensign

CATALINA 22 NON-SPINNAKER16 BOATS

5th Walter Allen  
 4th Charles Brasher  
 3rd Calin Popescu  
 2nd Gary Payne  
 1st Jim Parker

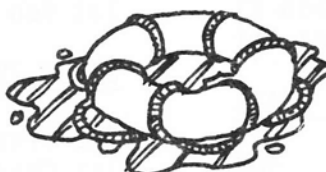
J-248 BOATS

3rd Pete Shough  
 2nd David Putnam  
 1st Ron Harden

HOLDER 205 BOATSJ-225 BOATS

2nd Dough Woodward  
 1st David Odell

2nd Dan Wight  
 1st Hap Arnold



## TYA O'DAY CHAMPIONSHIPS

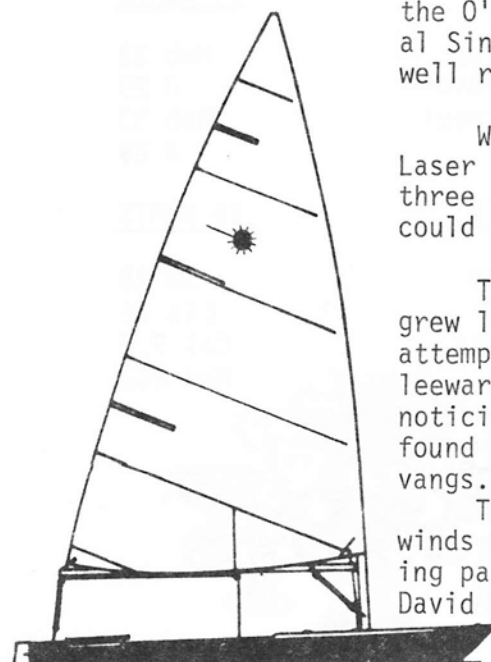
by Fred Schroth

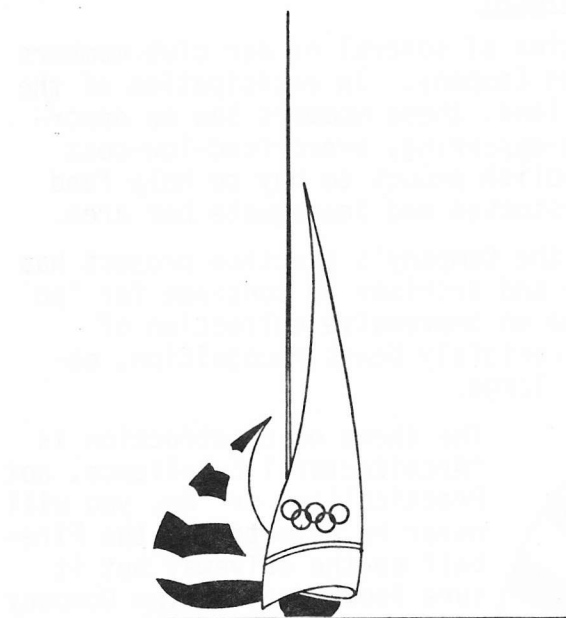
AYC advanced John Bartlett (6th), Dave Maguire (4th) and Fred Schroth (2nd) to the Area F Eliminations for the O'Day Trophy. Last year Bill Draheim won the National Singlehanded Championship and it seems that AYC is well represented again.

We wish to thank Shirley Slaughter for loaning her Laser to John (sail) and Fred (hull) so that our top three entries from the AYC Singlehanded Championships could all sail.

The winds in Corpus Christi were 18 to 22 early and grew later. Fat Fred was in his element except for his attempts to use his mast as a drilling pipe near every leeward mark. Wednesday night sailors will probably be noticing the new grey tip on Fred's sail. John and Dave found new ways to tighten cunninghams, outhauls and vang.

The Area F Eliminations are also to be held in the winds of Corpus Christi. Any club member who is serving pasta or just has left overs is requested to call David or John.





GOVERNOR'S CUP REGATTA

July 7 & 8, 1984

Austin Yacht Club

Lake Travis, Texas

A two day 3 race invitational regatta  
Monohulls Only

ANTICIPATED CLASSES: Sunfish, Laser, Coronado 15, Windmill, Fireball  
Thistle, Flying Scot, Flying Dutchman, 420,  
Centerboard Handicap, Div. I Sailboards.

South Coast 21, Ensign, J-24, J-22, Merit 25,  
Catalina 22, Pearson 26, San Juan 7.7, Keel  
Handicap Spinnaker, Keel Handicap Non-spinnaker.

Five or more boats of the same type required to make a  
class. Scoring of Centerboard Handicap will be by the  
Portsmouth system. Scoring of the Keel Handicap fleets  
will be by the PHRF (Lake Travis) system.

SCHEDULE: Registration through Thursday, July 5, 1984.

Late registration will be Friday, July 6, 1984 ONLY.

There will be no registration Saturday, July 7, 1984.

Registration check-in will end promptly at 8:30 a.m. Saturday.

Skippers' Meeting - 9:00 a.m.

Warning Signal First Race - 10:30 a.m.

Second Race will begin as soon as is practical.

6:30 p.m. dinner - Barbeque chicken.

8:00 - 12:00 - Dance.

Sunday, July 8, 1984

8:00 a.m. - Complimentary doughnuts & coffee.

10:00 a.m. - Warning Signal Third Race.

NOTE: There will be a crane on the grounds Friday and Sunday afternoons for  
launching and hauling keel boats.

REGATTA CHAIRPERSONS: Ron & Mila Dailey and John & Loretta Bartlett

RACE MANAGEMENT: Permanent Race Committee

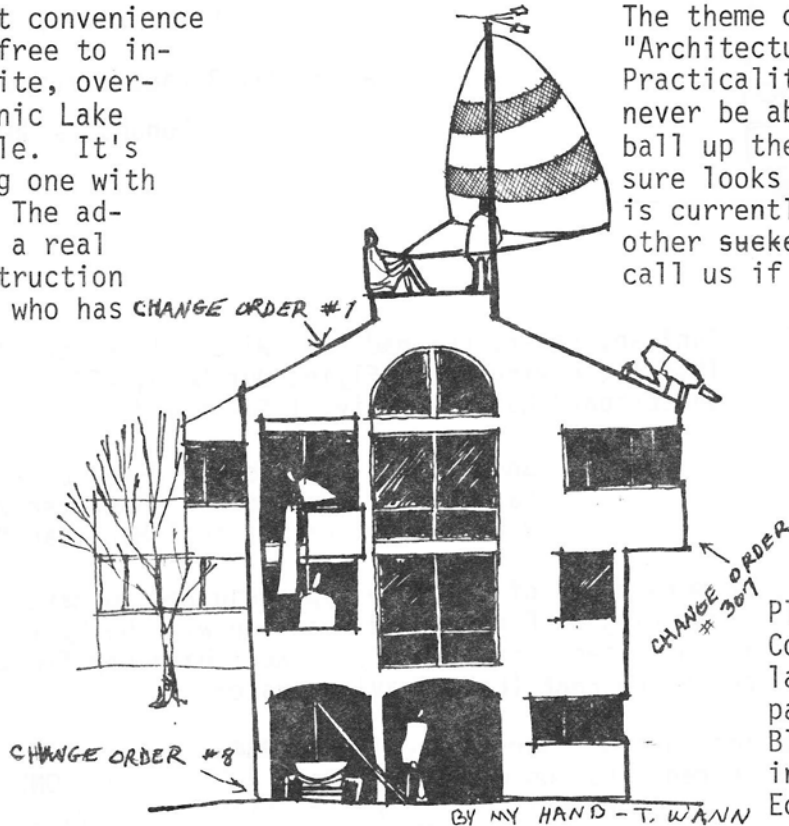


## SPECIAL PROJECTS DEPARTMENT

We are proud to announce the recent association of several of our club members who have formed the "loosly-knit" AYC Construction Company. In anticipation of the possible purchase of a large parcel of adjoining land, these members saw an opportunity to "make lotsa bucks" by building imposing-appearing, overpriced-low-cost housing units and then selling them to members foolish enough to buy to help fund the renovation and expansion of our grossly understocked and inadequate bar area.

Although the land acquisition fell through, the Company's practice project has been under construction just short of forever now and promises to continue for "an undetermined amount of time." It has proven to be an impressive collection of skills and talents of several of our members and certainly bears recognition, observation and appreciation from the membership at large.

At your earliest convenience or never, feel free to inspect the job site, overlooking the scenic Lake Travis Water Hole. It's the dumb-looking one with the blue roof. The adjoining lot has a real home under construction by Walter Allan who has *CHANGE ORDER #1* threatened to sue or have no windows on that side of the house. Change orders are issued weekly by AYC keel fleets in route to the windward mark and submitted on Mondays to the builder who cries alot.



The theme of construction is "Architectural Excellence, not Practicality" or "No, you will never be able to get the Fireball up the driveway but it sure looks good." The Company is currently looking for another sucker lot. Please call us if you know one.

(Carl: Call Caroline Howard. Promise her 60 days and green stamps and I think we gotta nother one.)

Plumbing assistance by Conde's son, Tony; late night property patrol by Kristi Blankenship; drawings in concrete by Dale Edwards.

" W U T H E R E D   H E I G H T S "  
5031 McIntyre Circle

BUILDER: Carl "Quick Draw" Morris

ARCHITECT: Trenton "I love a cartoon" Wann, of the prestigious firm of Daily, Wann, and Michael (Daily wouldn't touch it). Original floorplan from a beginners' project by Barbara Hawn's Basic Architecture 101 class at the University of Texas. (Project grade, an "A" for quality of drawing, a "D" for content.)

POTTY POND: Hap "We build 'em, you fill 'em" McCollum

INTERIOR DESIGN: Joan "This is not much to work with" Morris

LOT ACQUISITION: Walter "Wadda Deal" Allan

STAINED GLASS: Melba "A pane in your glass" Bartlett

DOORS: Pete "I even sell commode doors" Shough

CHIEF SKEPTIC: Marshall "This is silly" Enquist

MEMBER FOOLISH ENOUGH TO GO FOR THE DEAL: Teri "It's not my fault" Nelms

TELLTALE TOPOGRAPHY: Conde Jerome

# WOMEN'S SAILING CAMP

## TWO GREAT WEEKENDS OF KEEL BOAT RACING

On Friday, June 29, 8 p.m. through Sunday, July 1, 11 a.m. we will learn STARTS and MARK ROUNDINGS.

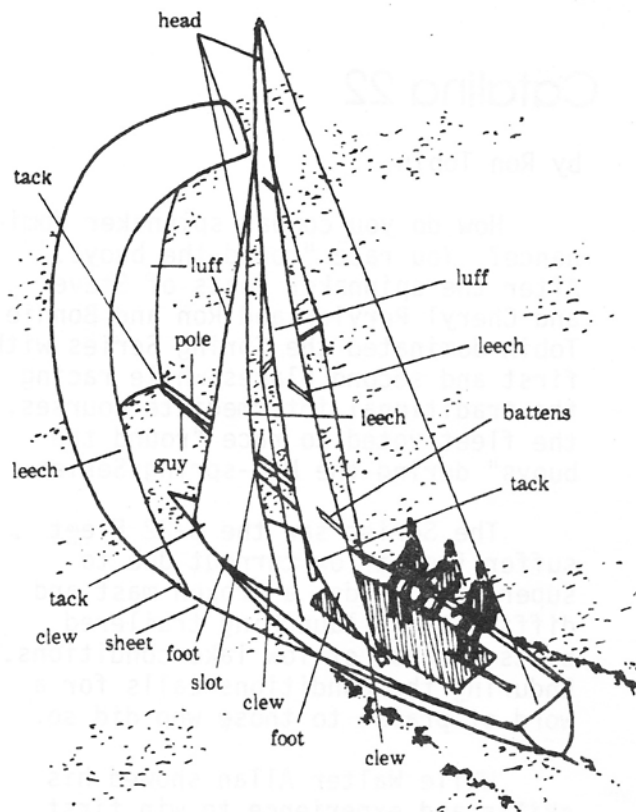
On Friday, July 27, 8 p.m. through Sunday, July 29, 11 a.m. we will learn TACTICS.

Slumber at the club with the gals on Friday and Saturday nights.

Pot luck supper on Saturday night. Bring you own breakfast and lunch. Coffee will be provided.

Bring your bedrolls (and foam if you have it), sailing gear (gloves, life jackets, hats, maybe foul weather gear).

We need your keel boats. Please indicate if your boat will be available.



ALTHOUGH THE DEADLINE TO SIGN UP HAS EXPIRED, INTERESTED PARTIES MAY CONTACT CAMP DIRECTOR GAIL BERNSTEIN WHO WILL CONSIDER LATE REQUESTS ON AN INDIVIDUAL BASIS.

Name \_\_\_\_\_ Phone \_\_\_\_\_

May we use your boat? \_\_\_\_\_ What kind? \_\_\_\_\_

T-shirt size (ladies sizes) S M L XL

Fee: AYC Members \$25 Payment enclosed \_\_\_\_\_ Bill my account \_\_\_\_\_

Non-members \$50 Payment enclosed \_\_\_\_\_

Return to: Austin Yacht Club, 5906 Beacon Drive, Austin Texas 78734

# FROM THE FLEETS

## Catalina 22

by Ron Tobin

How do you combat spinnaker dominance? You race "round the buoys." After the spinnaker boats of Steve and Cheryl Pervier and Ron and Bonnie Tobin dominated the Spring Series with first and second places while racing the traditional intermediate courses, the fleet voted to race "round the buoys" during the Mid-spring Series.

The Series saw the C-22 Fleet suffer from a low turnout due to super high winds, a broken mast and difficulty in launching trailered boats because of low lake conditions. Enduring the conditions calls for a word of praise to those who did so.

While Walter Allan showed his skills and experience to win first place honors, those "new comers," Charlie and Annie Lancaster, continue to improve and placed second. (Let's hope they stop improving!!!)

Turnback Canyon enjoyed the company of a record 22 Catalinas in the competition (16 non-spinnaker and 6 spinnaker). When the beer was all gone, a broken mast retrieved (yours truly) and the sunburn set in, the battle of the locals and the out of towners saw the local boys dominate overall.

In non-spinnaker an out of towners, Jim Parker, took away first place as he did last year, but that's where the locals took over. Gary Payne, after a long absence and a lost rudder, was close behind in second. Calin Popescu and his all Romanian crew were third, Charlie and Annie Lancaster fourth (there are those "new comers" again) with Walter Allan fifth.

In spinnaker, Bill and Ann Word blew everyone else off the lake in their brand new fixed keel C-22. Looks like Bill has found a super crew in wife, Ann. Steve and Cheryl Pervier, new sails and all, placed second.

If you're like me, you swear you'll never race turnback again - but I'm sure I'll see you there next year.

Good sailing.....

## Centerboard Handicap

by Teri Nelms

This is going to be brief, as usual, since it's hard to have time to write clever garbage when you're trying to pack a 13-year accumulation of trash to move while you're building an "Isthiza view, or what?" house.

It's difficult to remember all the fine points of the Spring Regatta as I completed it with a severe case of water on the brain, in my boat and in my eyes. I am told that Billy and I finished 4th against 3 hot-dog Flying Dutchmen and the 505. Dennis and Bruce Stoll finished first, Quentin Baker in second and Alston Boyd brought the default-third. Alston went into the last race with two firsts and then sailed the wrong course to land a DSQ. He refused to even stay for the trophy presentation because he was too embarrassed. I, on the other hand, stuck around and got his trophy and Quentin's and did not even hear my name mentioned. About three weeks later, Ron Harden stuck a small white box in my hand and said, "Here, Teri, we had a couple of 4th place trophies left over so we thought we'd give you one...ha-ha-ha-bye." Somehow glory is missing something these days.

There are certain memorable parts of this regatta, like watching Quentin and Alston capsize, right and recapsize in unison 20 feet apart. I saw this from a standing position on the bottom of my boat slightly to windward of them. The same puff got me first. I also remember yelling at Billy to "Trim! Trim, dammit!" as we put the chute up. "There's something wrong here, I think," he replied. "Oh, no, it's upside down..." "Well, whaddya wanna do about it?" "Well, heck, I just dunno, but why don't you try TAKING THE S.O.B. DOWN!!!" Of course, by then, a keel boat with John Mack's smart-aleck kid Doug had gone by pointing and laughing. Too bad it was the striped chute, no one would ever have figured it out if it had just been the white one... Shut-up, Doug, it's not that funny. At least this boat has a side-entry retrieval instead of a launching chute or we'd never have gotten it fixed. I also recall the look of "well, hell, I just give up" on Bob Thompson's face as he gazed up at his spinnaker permanently wrapped around his spreaders.



Then there was the capsize-in-front-of-the-keel-fleet as we were leaving the dock for the first race. Of course it had to be in front of Hap and Russell, who have nothing to do on a big boat but look around and yawn. As we righted the boat, the main sheet was wrapped under the boat and around my leg, pinning me to the side to where I could not get back in the boat. Billy, in the water on the other side, had to reach across and give me enough support so I could get untangled before doing a roll-entry head-first back into the boat. The drama of this dangerous situation entirely escaped the spectator fleet, however, who only observed that I was too weak to get back into the boat without the aid of my crew. On shore that evening, Hap and Russell loudly informed me that it was VERY OBVIOUS to them that I was TOO OLD AND WEAK to be able to sail such a boat anymore

and that I should "move up" to a safe, large, slower boat like they have. Gosh, guys, I must have really made y'all look bad, huh? I guess I'm just not OVERWEIGHT enough to sail one of those big boats yet...

So much for another exciting Lakeway.

Alston and Quentin attended the Flying Dutchman Region 4 & 5 Championship in South Padre after Lakeway. Only 5 boats actually raced since all the "real" Dutchman sailors were off at the Olympics. One boat came all the way from Guadalajara, Mexico. The Mexican boat had acquired the motto "it's nothing that can't be fixed" by the end of the regatta. They tore the rear-view mirror off their brand new car on the way to Texas. Before the first race, they backed the boat through a power line and tore the side-stays up. Then, on a capsize on Saturday, they managed to plant the mast in the mud of the shallow bay and bent the mast and then tore the entire side of the deck out from the mast-step to the shrouds. The final accident of the weekend was when they locked their keys in the car. We helped them bend their mast back into shape on the porch railing, retrieved the keys with a piece of unidentified metal off of somebody's boat, and Quentin shipped them wood from Connecticut to re-deck their boat. They had a great time and can hardly wait to come back again "after the boat is fixed, gracias."

The Stoll brothers won this one too with Quentin in second and Alston in third. Only 3 out of 7 races were actually sailed as the wind built to 30-35 on Saturday. EVERYBODY did spectacular capsize and Quentin even managed to run aground and then walk the boat into the harbor. This was wind and conditions that would not have gotten a flinch out of our Olympic guys, but our locals found themselves underweight with weight jackets of little help. Better luck next time.

My thanks to the Probationary Players for an excellent performance of "The Lady Doth Protest too Much" after Lakeway. Everyone seemed to enjoy it immensely and we are sorting through all our Hollywood offers even now. Who knows what lies ahead? Fame may only be a mere two days hence, if you get my gist...

Enough typing, I have to go pack. I just have to remember not to box up the boat. See you on Sunday.

## Laser

by Fred Schroth

This month we welcomed the Sunfish to join us on Wednesday nights. Every week we have had two or three Sunfish out and of course we would like to see more. Matt, Pete, Bill, Loretta and Jennifer, thanks for joining us.

For those of you who have not been warned, Kristi is joining our fleet in June. If the docks break loose, the clubhouse is burning down, or you just want to audit AYC, tell somebody else. Wednesday night is Sacred Play Time. Anyone caught talking business on the race course will be scored DSQDCB.\*

Monthly sales pitch follows:

Well, folks, what did you miss in May?

Troy Bangs won a race.

The powerboats. (So did we. They don't come out Wednesday.)

The Canfield explanation of 30 power telescopes and the rings of Saturn.

The mini 12 meters sailing one evening.

Dave Maguire asking the committee "Which mark is windward?"

A Gold Cup with an extra WL because nobody was counting. (Pay attention, Kristi.)

20 chances to practice starting.

\*Disqualified Don't Come Back

Every Wednesday night until we turn the clocks back we will be out enjoying ourselves. Come out one time and spend a Wednesday with us. If you don't want to sail, ride the committee boat or just sail your big boat around and watch. It is addicting.

## MAY LASER RESULTS

NAME	#RACES	AVER.	BEST 10
Maguire	13	1.39	1.0
Schroth	12	2.54	2.15
Kozlowski	12	4.67	4.2
Sherman	11	5.64	5.4
Canfield	10	8.7	8.7
Zagst	9	7.1	
Woody	9	7.6	
Halter	8	3.03	
Edwards	8	6.375	
Porter	8	7.125	
Bangs	7	3.68	
Mack	7	8.0	
Sanders	6	4.79	
Monske	6	8.5	
Vensy	4	3.0	
Arnold	4	4.5	
P.Woodrow	4	5.5	
Shough	3	4.0	
41521	3	11.67	
Foerster	2	1.88	

## Keel Handicap

PHRF A

BY Gene Preston

Remember the Spring Regatta? I forgot to mention it in the last Tell-Tale. The Spring Regatta was threatened by stormy weather Saturday, April 7 as strong southerly winds with cloudy skies clashed with a cold front west of Austin. The Race Committee wisely chose to have two round the buoy races near the clubhouse instead of the usual Lakeway course. This was a disappointment to those of us that wanted the original course. However, the 12 course was a good selection as an alternate by the Race Committee (love those reaches). The Sunday race was almost all reaching between I and B buoys with a stiff breeze from the west. In spite of



ideal conditions for Hobies, Bubba and JOYSTICK finished first and second respectively. So-Long had to settle for a third place for the regatta.

The Mid-Spring Series started off with a bang with winds averaging near 30 knots from the north. The course was B4 which goes to Arkansas and J buoys. I wasn't there but Rod Malone said he saw many broaches from his shore vantage point. I called Pete Reinhart to get his account of what happened on the course. His memory was unusually sharp (probably because he took first place). Pete said a J29 dropped out of the race and Dennis in So-Long rounded the J buoy the wrong way. Pete seems to do well in really hard winds (he has spinnaker fortitude). The second race is a mystery since no one I called could remember what had happened. I wasn't there. The next to the last race was to Arkansas. According to Steve Vaughan, the winds were moderate enough to put up a 150 for the first time in the Mid-Spring Series. Rod Malone won by a large margin and Mr. Jumpa was second. The last race of the Mid-Spring Series was a race to Arkansas with shifty winds. Steve in OBSESSION found his own personal wind on the C to ARK leg, got way ahead of the other boats, and took first place in the race and a first for the series.

Steve is a tough competitor in light air with shifty winds, especially if he can keep his spinnaker up. Steve was really beaming after the last race. I recall a previous factory rep commenting (after a few beers) on how unlikely Olsons were to win against J29's and H33's (please no nasty letters guys). Steve's win balances the A Fleet first place winners and illustrates that luck is all it takes. Since we all have skill, that feature cancels out of the winning equation, now doesn't it.

Reviewing the Mid-Spring series results, I noticed that John Barnett would have done better if he hadn't switched sail numbers. Before the last race, Pete Reinhart felt that he was knocked out of a potential winning place by an incorrect time in one of the previous races.

The Turnback Canyon race was very nice this year with great sailing weather and the best barbecue we have had in a long while. The A Fleet entered 13 boats: 5 Hobie 33's, 4 Olsons, and 4 J29's. Bubba sailed with his usual consistency, kept his spinnaker up when the going was rough, didn't make any serious goofs, and took first place. Rick Vanderweel in Attitude Adjustment took second place. He may have done better except for a minute he lost at the start of the second race doing a 720 because he and I in FLO had a minor meeting of the stanchions. A kind of bump and grind as we zipped past each other near the start. JOYSTICK finished third and So-Long fourth. By the way, Dennis doesn't want you guys to know he is happy with his Hobie finally. He assessed his winnings and discovered he is doing pretty good.

The Summer Series will be difficult for me to keep up with since the lake is too low to launch FLO. I'll be calling occasionally to get the happenings on the course. Maybe the lake will go really low and the concrete ramp can be extended (Hap, did you get the hint). Also I've decided that my family needs some summer vacation time elsewhere than in FLO. Keep abreast of what's going on so I can get it in the Tell Tale.





# merit

by Rolly Lawson

The Mid-Spring Series and Turnback Canyon Regatta are now behind us. They both produced some very good sailing conditions and close competition for all.

If any one word could sum up the Mid-Spring Series, it would have to be "wind". Five of the seven races were sailed in 25 to 35 mph winds with gusts over 40 recorded.

Boat speeds in the 12 knot range were recorded. Many skippers tested the Merit's self-righting ability, with Carl Morris winning the Never Say Die award. He was thrown overboard in a freak wind shift when the jib backed. His crew said he never let go of the main sheet and tiller extension.

Anyone who doubts the heavy weather capability of the Merit 25, should have witnessed this series. Everyone had control problems including many boats that have reputations for excelling in heavy conditions. The class winning Merit finished the series with nary a broach, flying the spinnaker on all reaches and runs.

Two races a day were sailed and our start was shared by the J24's. The Olympic courses were fun and the fleets were very compatible. Our fleet averaged over seven boats per start with ten skippers participating in nine boats. (I sold my boat to Rick Booth and he let Joe Rymal race the last two races.)

Final results were:

Rolly Lawson	1st
Steve Bilger	2nd
Carl Morris	3rd

Turnback Canyon produced some wind for a change. Seven Merits participated in one design and one raced PHRF non-spinnaker.

Carl Morris had a solid lead in Saturday's race with Steve Bangs in second. When Carl arrived at Lago Vista, he headed for the usual finish line with spinnaker flying only to find they put it in a different place this year. He dropped the chute, turned around, and just beat Steve across the line!

Brent Pepper came in third with Steve Bilger fourth.

Sunday's race had the hairiest start you will ever see. The line was laid out in the narrowest part of the lake with 300 boats jockeying for position. Carl got caught in an unfriendly shift and had to play catch up all day.

Steve Bilger won this race with Brent Pepper in second, Steve Bangs in third and Carl Morris fourth. Final scores were Bilger - 4 3/4, Morris - 4 3/4, Brent Pepper - 5, and Steve Bangs - 5. Four boats within 1/4 point! The fleet finished in one tight group after racing 20 miles!!

I would like to welcome two new boats to our AYC Fleet. Rick Booth, #617 and Kirk and Janis Livingston, #669.

The Summer Series should be well on its way when you read this. Let's get those boats out! Congratulations to all for some fine fair sailing!

## J22

by Wes Odell



Well, the winds we wanted kept us off the lake in the first Mid-Spring race when they blew the rigging dock into the launch area. Then, when the winds held, the water went down and we couldn't launch. Welcome to Lake Travis. Congrats go to Craig Holmes and Steve Sjoberg who were the top J 22

finishes in PHRF B - Mid-Spring Series. They were 3rd and 4th behind a Cal 9.2 and a San Juan 28.

In the Turnback Canyon Regatta, we had five boats and made a fleet. The order of finishers was:

David Odell	1	1
Doug Woodward	2	2
Craig Holmes	3	3
Steve Sjoberg	4	4
Larry Sowle	5	5

Great weather for a change made this year's Turnback one of the best in recent memory.

Welcome to the newest J 22 owner - Bill Loving. If we get some water soon, he'll be joining us.

## Thistle

by Ann Wetsel



The Delta District Thistle Seminar was hosted on May 12-13, 1984, by AYC's Highland Lakes Thistle Fleet #91. It was deemed by all to be a critical and financial (I hope) success! Thistlers from all over Texas and Louisiana trailed their boats to AYC for frolic, food and tips on boat handling. Participants included:

Austin - Goodwin (2410), Puckett (3143), Schwarz (3284);  
Dallas - Kaufholf (3227), Dres (3761), Hill (2359), Farmer (2812);  
Shreveport - Moffet (2550),  
Brodnax (3586);  
Waco - Klingensmithe (3595);  
Houston - Hanson (2485), Wilson (3105);  
Other - Watson (1196), Allsworth (2547), and Best (2155).

David Smedley, District Governor (Dallas), coordinated the educational portion of the seminar. Jim Kincaid, Seabrook Sailing Club Thistle Fleet Captain (Houston), was the "head instructor". Kincaid shared his years of Thistle experience with us in ex-

cellent on and off the water activities.

AYC Thistlers, coordinated by Ann Wetsel, provided the food for the two day event. We served continental breakfasts, overstuffed sandwiches, and had a hamburger cookout with ice cream sundaes for dessert. Mike Schwarz made coffee strong enough to wake the dead, and David Smedley grilled so many burgers that he singed the hair off his right arm! Gay Puckett was wrung out two days in a row middle crewing for Bill Klingensmithe on #3595. Come to think of it, we haven't seen her out on the water since! Many of us traded boats and had a great time!

The latest district news finds David Dres (Dallas) to be the proud owner of a brand new Thistle #3761 - "Spot". Thistle #2547, formerly "Disneyland" is now owned by Brian Allsworth and has been rechristened "Marion". Smedley demasted his new boat #2600 at the Holiday in Dixie Regatta where many other Thistles cap-sized in rough weather.

Until next time, keep Thistling!

## Ensign

by Sam Humphrey

### TURNBACK

Ensigns Rare Venture into Variable Rating Racing Return High Profits in Speculative Metal Market

Compiled by staff reporters relying on eyewitness reports.

Despite high volume winds, Ensigns 529, 716, 820 and 929 ventured into the highly speculative and risky PHRF spinaker D Fleet during the Memorial Day Weekend Turnback Canyon Regatta. Not having a class of five or more, the Ensigns were acquired by PHRF D. Analysts quoted the Ensign at 246, competing against a variety of other boats, some with higher and some with lower ratings.

At the opening bell, D Fleet proceeded to marks D, C, Arkansas Bend, Anderson Bend, Thurman Bend; on to Baldwin Bend and the finish line near Turnback Canyon. High volume wind complete with unlisted holes and shifts, bull market sunshine, and new real estate developments created by lake level 655 M.S.L. were among the risks encountered.

At Turnback the well provisioned Ensigns anchored to liquidate their positions and take paper profits. At the post-race barbeque fete (the best in this reporter's memory) leveraged and beveraged accounts of the days activities were traded.

Sunday's position trading opened with partly cloudy skies. A brisk southerly created a crowded and hectic starting area in a snaking pattern. The course was Saturday's in reverse and all involved were determined not to repeat Saturday's mistakes while waiting for the breakout. Activity was heavy with occasional high volume bidding. Details are sketchy but insiders report that E-820 and E-929 traded positions three times between D and the finish line with E-820 receiving the horn seconds ahead of E-929.

After the race while the computer tabulated the final positions in the metals market, remaining on board stocks were liquidated and bodies cooled in the lake. At the post-race dividend meeting, the bottom line was announced. Larry Neiman and crew in E-820 led the Ensign sweep. Tom Kozlowski in E-929 rated second and Sam Humphrey in E-529 was awarded third.

#### SPRING LAKEWAY

##### Ingredients:

Assorted Ensigns: E-324, E-529, E-716, E-773, E-929 and E-1609  
I2, I1 & B2

Large measure of prudent race management a la Halter

Courage, nerve and daring as needed

Blustery weather with rain, thunder and dash of lightening

Mix as follows:

##### First Course

Take wind in 20-25 mph range  
Add assorted Ensigns  
Delete Lakeway  
Add I-2 consisting of I-D-C-B-f  
rated at 8.3 miles  
Rock & roll, shake & bake

##### Second Course

Take wind as above - add rain  
Add Ensigns  
Add I-1 consisting of I-J-D-f  
Add dash of lightening  
Shorten at D resulting in gain of E-324, E-773 and E-929

##### Third Course

Shift wind to Southwest and increase 5 mph  
Delete clouds and rain, add sunshine  
Add Ensigns  
Add B-2 consisting of B-K-I-K-f  
rated at 8.5 miles  
Add puffs and shifts  
Mix as in course 1 and 2  
Add special tidbit from E-929 - Kozmo's Panache

Establish large lead, round K with spinnaker

While on starboard, dip pole, take one large drink, rock to port, take second large drink, horrify crew, smile and wave at passing Ensigns saying, "It's O.K., mon."

Mix remaining Ensign positions well until finish

Then mix first, second and third course; making results as close as possible -  $\frac{1}{2}$  point between first and third and you have:

First Place	E-929	6 1/2
Second Place	E-529	6 3/4
Third Place	E-324	7

Congratulations and well done to all. Special Ensign thanks to race committee and all who arranged the festivities.

## Coronado 15

The C-15 District Regatta was held at AYC June 9-10, with winds of 20 mph on the first day. This provided a more challenging regatta than even District Secretary John Mandell had promised. In fact, last year's District drifter on White Rock Lake was viewed much more kindly in retrospect.

Nineteen boats competed, seven from out-of-town. There were five races Saturday and three on Sunday allowing one throw out. Gail Bernstein provided the race management and Arak Bozyan served as head judge...many thanks to them and the people who assisted them.

Scott Craven, Fleet 14, <sup>Houston</sup> was elected District Secretary at the annual two-minute District meeting. (Long meetings are a drag!) Mandell was presented a Donald Duck hat in recognition of his outstanding performance as District Secretary.

The results are:

### Fleet A

- 1 Schertz/Schertz
- 2 Mandell/Smith
- 3 Dozier/Dozier
- 4 Edwards/Church
- 5 Musselman/Mack
- 6 Bass/Bass
- 7 Carrington/Carrington
- 8 Craven/ Craven
- 9 Odell/Rawls

### Fleet B

- 1 Snead/Snead
- 2 Eccles/Vaughan
- 3 Waller/Waller
- 4 Guinan/Jacques
- 5 Gentry/Gentry
- 6 de la Garza/Freeman
- 7 Thompson/Rhodes
- 8 Mack/Mack
- 9 Buckner/Fussel
- 10 Moeser/ ?

## District Trivia

- Only five boats raced in every race (Snead, Schertz, Musselman, Dozier and Carrington).
- Schertz/Schertz throw-out race was a first place (8 bullets).
- It was Bob Musselman's and Donald Duck's birthday.

## Mishaps

- Eccles/Vaughan rebuilding boat before the Skippers' Meeting. (Why don't you wait until the last minute next time!)
- Mandell, cracked hull
- Odell, broken halyard and boom
- Carrington, broken rudder and tiller
- Buckner, torn jibe
- Bass, Donna boom-smacked
- Craven, broken rudder
- Edwards, jib breakdown
- Waller, severe sunburn Jeanne

## Best Quotes

- Bozyan, "next year I'm going to recommend three starts; A Fleet, B Fleet and Schertz."
- Eccles, "I've been more scared than this."
- Crews, "The faces change but the C-15 attitude remains the same."

Saturday nite, an outstanding Texas-style fajita dinner was served with plenty of liquid refreshment accompanied by appropriate war stories and tales of death and destruction on the race course. Kristi Blankenship is now the widely acclaimed Fleet 34 fajita chief.



# SPECIAL REPORT

Hello Friends,

We just traded an AYC burgee to AYC...Antigua Yacht Club that is. We made the windward trip to Antigua in time for Race Week '84. Leaving the Bahamas March 6th just before a Norther so we could get the North winds, we headed East into the Atlantic 450 miles, then turned south with the Norther dying out and the normal Easterly winds pushing us on a beam reach the 400 miles to San Juan. We didn't expect much from Puerto Rico, but were surprised to find friendly people, beautiful countryside (including rain forests), and cheap prices compared to the Bahamas.

After 10 days in San Juan, we headed to the V.I. by way of Culebra. The Virgins were just the way we remembered them except St. Thomas was even more commercialized..still a nice place though. Didn't spend much time in the Virgins because we were trying to make Antigua by race week, but now we are heading back that way.

Our next stop after the V.I. was St. Martin. This is a very unusual island because half of the island is Dutch and half is French. The French side is very picturesque, with small farms and towns, while the Dutch side is more tourist oriented. The whole island is beautiful.

The French island of St. Barts was our next stop. This volcanic island rises sharply from the ocean and is beautiful. Unlike the Virgin Islands, the Lesser Antilles are mountainous, with peaks rising to the clouds. Many have rain forests near the peaks. These French Islands, with their fantastic pastries, cheap French wines, and women who know how to dress (or not dress) are my favorites. Next time you charter, try this area and you'll see what I mean. It's truly great.

Our next stop was Nevis where 4 of us went to dinner for a total of \$11.00 U.S. money. Now that's cheap, and the meal was great. Nevis has an inactive volcano at the center of the island, surrounded by old plantations that are now hotels. The island abounds with history dating back to Admiral Nelson and Alexander Hamilton.

The 50 mile beat to Antigua was a tough one and after 3800 miles to windward we are looking forward to some off the wind sailing. After 7 months of going to weather we have just about forgotten how to go off the wind. Race Week is unbelievable! Our 40' boat is so small here I can't believe it. The average boat here must be 50+ feet, most of them with a full time crew. Boats you read about in the boating magazines, such as Kialoa, Whitefin, Pioneer, The Shadow (the winner), and so many more were all here. The trade winds blew their normal 20 plus and the hundred plus race boats and about the same number of spectator boats had a great time. I could not believe my eyes when the Maxi boats started barging at the starting line, and a few of them started heading right at our dingy (I'm glad we have a BIG motor). In the last race, Whitefin (SAIL, April '84) with all 12,000 sq. ft. of sail up broached not once but twice, losing a few crew over the side. When you put a 90 footer's spreaders in the water, you know you've accomplished something...GO FOR IT BUBBA! Antigua was great fun.

We are slowly making our way back to the V.I. to spend the Hurricane season (I'd sure hate to see another one). There are some good hurricane holes in that area. If you charter in the area, keep your eyes and ears open for Malia. We would love to see or hear from you.

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