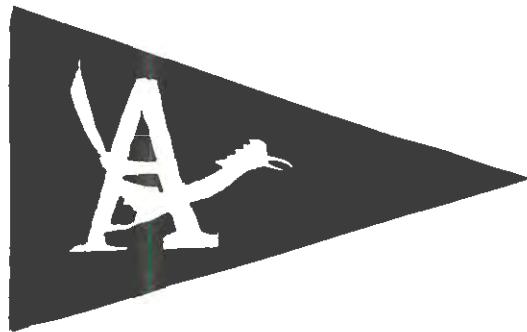


April 1986

Telltale





AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

AYC Officers

Commodore-----	John Mandell
Vice-Commodore-----	Trenton Wann
Secretary-----	Walter Allan
Treasurer-----	Gail Bernstein
Race Commander-----	Greg Schertz
Buildings and Grounds Commander-----	Jim Turpin
Fleet Commander-----	Russell Painton
Immediate Past Commodore-----	Steve Vaughan

FLEET CAPTAINS

Catalina 22-----	Eric Nelson
Centerboard Handicap-----	Teri Nelms
Coronado 15-----	David Odell
Ensign-----	Dan O'Donnell
420's-----	Keith Andrews
J-22-----	Steve Brown
J-24-----	David Broadway
Keel Handicap-----	Barry Bowden
Class A-----	Bob Tesch
Class B-----	Dan Wight
Class C-----	Bill Records
Class D-----	Ralph Jones
Laser-----	Fred Schroth
Merit 25-----	Kirk Livingston
South Coast 21-----	Gregg Garrett
Thistle-----	Greg Porter

Business Office 266-1336
Clubhouse 266-1897

Editor-----Wayne McEwen





FROM THE COMMODORE

Spring Series is over and activities at AYC are in full swing for 1986. We have once again been blessed with great Spring winds and a good lake level. (I still can't figure out how we have so much water without rainfall, but I'm not complaining!) Also in full swing are numerous activities and projects to improve our Club. As many of you know, the Board has approved a budget of substantial improvement projects to make our playground a better place. We have decided to finance the improvements about 50-50 from Club income and increased debt, but without a dues increase.

So far in 1986, we have completed a major parking lot expansion, begun in 1985. We have purchased a larger tractor and the Club staff has been doing a lot of dirt work to improve drainage and to slow erosion. I'm sure everyone has seen Hap's new sprinkler system that will allow us to get a more reliable grass cover and we have blocked off the area adjacent to the 420 dock where we will add dirt and begin to get grass growing well. The orange Whaler is on it's last leg and a replacement "gunboat" is being prepared for service. (A special thanks to Jim Merit and Fred Schroth who put us onto a State auction where we were able to purchase a used hull for a substantial savings.)

One of the more obvious expansion projects has been the completion and occupation of dock #7 in the South Cove. This has allowed the Harbor Committee to shorten the waiting list somewhat, however the Club still has a serious problem with a large number of very active keelboat sailors who cannot occupy a slip at their Club. As a result of this problem, the Harbor Committee is aggressively addressing itself to the issue of who should be in our wet slips. Current Harbor Rule 16 has essentially been ineffective at ridding our docks of boats which appear to suffer from neglect.

I was very pleased that such a large number of people turned out for the March Board meeting to discuss their concerns over this issue and how it should be resolved. I was even more pleased that there was apparent concensus that the privilege of having a wet slip at AYC should be a function of activity, not just racing activity. The difficult task now remains to determine how to assess "activity". In the final analysis, the Board will likely be the body to make the hard decisions, however, I feel that the Harbor Committee should be given sufficient latitude in making recommendations to the Board to meet the objectives of HR 16. I strongly recommend that if you have an interest in the issue, that you review the first paragraph of HR 16, and make your inputs to the Harbor Committee. It is my expectation that the HC work session scheduled for April 17 will produce a revised HR 16 that can be debated and approved by the Board at the April meeting.

John Mandell, Commodore

FROM THE EDITOR



Hopefully by now everyone has received their 1986 AYC directory. Here is some information that should be noted that was left out of the directory:

1. CAMPS

<u>Teri Nelms</u>	Men's Sailing	June 5 - June 7
<u>Kristi Blankenship</u>	Junior Sailing	June 9 - June 14
<u>Gail Bernstein</u>	Women's Sailing	(see article on page 7)
		August 14, 15, 16, 17

2. YOUTH REGATTA

Labor Day Weekend by Bill Draheim

3. SAILING CLINIC

MAY 16, 17, 18 by Claude Welles

4. AREA F TEAM RACE

Change to August 2, 3rd

FROM THE SOCIAL DESK

5. "SCOOT YOUR BOOTS" November 15 Chairchick Nelms
No markers on this one!

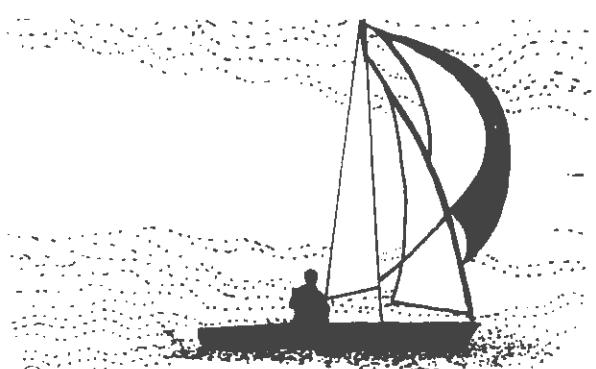
6. The Ensign fleet and the J-22 fleet are swapping fleet duty days

One last item that I send my sincere apologies. For the second year the directory did not mention the names of Wil Smith's children. Wil has two children named Loren and Tamika. Loren will be 12 in September and Tamika will be 18 this May.

In this issue of the "Telltale", please note the article from Gene Frith of the Coast Guard Auxiliary. They would like to play a more visible civilian component of the U.S. Coast Guard on Lake Travis. We do share a common interest towards safety and we should show courtesy to them while on the lake and lets also show courtesy to boats while on shore. (See Laser article by Fred Schroth)

Thanks

Happy Sailing





SOCIALLY SPEAKING...

by Teri Nelms
Social Chairchik

Well, I hardly know where to begin. So much has been happening that it's really tough to decide whether to lump it all into one really long and boring report or break it up into several short and boring articles. Maybe one article with long paragraphs.....

First mention should go to M.L. Painton who is smart but foolish. She was smart enough to execute a brilliantly planned Opening Day Ceremony for us but foolish enough to ask me to report on it. Needless to say, I was impressed with all the planning and work that she and her pit crew put into helping us open up our season in a fashion suitable for an upper class yacht club with a membership of slobs. At least we now know how it's suppose to be done and hopefully, we'll continue this as a tradition for future years....if we can talk her into doing it again. (Sorry, M.L., that's the price you pay when you're good.)

The affair drew a crowd of approximately 350 people, most of whom dressed out in their real clothes for the occasion as requested. All of our Commodores looked great in COATS AND TIES. All the sailboat-motif sweaters, skirts and ties joined in the cast of thousands of flags to celebrate the day. Some of our more fashion-conscious members obviously did not wish to appear too formal and wore only half of their good clothes - they were well aware that the AYC dress code would approve a sport coat, tie and cutoffs ensemble. For me, it was the first time in my life that I have ever worn panty hose over my bikini under a dress. Our Commodore, John Mandell, wore a brand new coat. He was really impressed when M.L. spotted it immediately and commented on his good taste. She also tactfully pointed out that the white cardboard price tag on the sleeve was color-coordinated with his tie. John thanked her for the compliment and promptly exited in search of the office desk with the scissors, and a bathroom door that would muffle his screams.

The Capital City Highland Pipe Band performed the appropriate marches and flag-raising accompaniment for the University of Texas Naval ROTC Color Guard. We even had an impromptu fly-over by a small plane, and the geese graciously remained on the docks. While the band did over-pipe a bit, our leadership refrained from any long-winded speeches and briefly reminded us of our historical origins and ended the ceremony with a rush for the starting line for the first race.

We greatly appreciate the help of Walter and Charlene Allan, Shirley Slaughter, John Saunders, Lee Dekeyser, Caroline Howard, Gail Bernstein, McKenna and Teri Nelms, Carol McCollum, Terry Schertz, Jamie Robinson, Roy Crouse, Hap McCollum, Russell Painton, Obie and Kay Smith, Eddie and Pat Calagero, Voldi Macki, Ann Smith, Kathy and Arnold Tucker, Terry Cox, Cathy Mandell, Mike and Valorie Eitelman, and as always, Wayne, Gwen and Curtis.

The food and drinks were a great success and everyone really enjoyed this taste of something new. THANK YOU M.L. PAINTON AND CREW!!!

Our first end-of-series buffet supper was hosted by Mark and Carol Rylander who provided us with a filling bar-b-que supper to end a less than windy last race. I recall that when I first phoned Carol to confirm their volunteering, she responded with "What?" Yes, folks, let's be sure and give the credit where it's due here: Mark volunteered "them" to do the supper and Carol DID ALL THE WORK WHILE MARK STOOD AROUND AND SMILED. Did anyone ever see him behind the bar doing anything but pouring another beer? Yes, smiling. Everybody (about 200+ everybody's) had plenty to eat and drink and spent a pleasant evening supporting the trophy-mongers (nice job Pam and Perry Weller), and re-telling the usual sailing lies. Thanks to all the helpers and especially to dumb old Carol who did a good enough job to work herself right on to the same list with M.L. - GOOD WORK DESERVES A REPEAT! Thanks, Carol and company.

I would like to take the next few spaces to recognize the recent marriage of one of our members, a social occasion which was attended by about 55 AYC friends who gathered to celebrate getting another single guy off the streets. The wedding was a real one, in a church with flowers, long dresses, ties and tuxes, limousines and mother's-in-law. The reception, however was at the North Forty where the silly clothes came off and the boots and jeans reappeared. It was then that our Hobie 33 sailor and local dance instructor became recognizable as Dennis "Twinkey Toes" Awbrey with his new permanent foredeck crew, Dreama. How did it all go? I think that I only need to repeat one line from the entire day and you will know all you need to know: "Repeat after me, I, Dennis, take thee, Dreama..." "I, Dreama, take thee..uh-h-h-h, Dreama...uh-h-h-h..." New insight into a sailor who is never at a loss for words on the race course. The happy couple is spending a honey moon in Hawaii, but ever-thoughtful Dennis made arrangements with the Keel fleet before he left. He was given the exact distance of the race to be sailed on Sunday and he intends to begin sailing a catamaran off the islands for that distance to coincide with our starting time. He will then take his own time and mail it in to us for final scoring in our series. Our first participant in the new Trans-Travis series.

Well, I guess that's about the final wrap on the social scene so far this year, with one notable exception: The Road Rallye. But that deserves separate space with cartoons, etc. My thanks to all the great people who have been scared into helping on all the events in the beginning of the year. I sincerely hope that by the end of the season, all you silly jerks will have done a good enough job to make me look like the coordinator of the year and I can be famous with a minimum of effort. KEEP UP THE GOOD WORK!

THE TREASURER SAYS...

One of the Yacht Club's strengths is its vast pool of volunteers. This allows us to complete many projects that would otherwise be out of reach. It also means that several of you are representing the Yacht Club and making commitments on its behalf. Here are a few reminders that will make life easier for everyone.

1. Plan ahead and keep the Club Manager, Wayne, appraised of your plans and commitments.
2. AYC has current accounts with several local businesses. Talk with Wayne about your needs and try to use a firm that will bill AYC directly. When you do charge items to AYC, let Wayne know immediately and sign the invoice with your name and AYC position, such as regatta chairperson, permanent race committee, etc.
3. When you do make purchases on behalf of the Yacht Club, a receipt is required for reimbursement. Submit your receipt to Wayne with a written explanation of the expense and requested payment format. We can either credit your AYC account or issue you a check, although time should be allowed for two board members to sign the check.
4. When you make financial commitments on behalf of the Yacht Club, an invoice is required in order for Wayne to issue a check to any vendor, again, checks must be signed by two board members so plan ahead.

It is very important for accounting, tax and audit reasons that we have invoices and receipts for all expenditures. Your help and cooperation is greatly appreciated.

Thanks,

Gail Bernstein
AYC Treasurer



COMMANDERS REPORT

JIM TURPIN

The Building and Grounds Crew would like to give you an update on the various activities that have been going on at the AYC for the first three months of 1986.

Hap McCollum's Southern Systems people came in with a surprise attack and installed the sprinkler system around the club and the cabins. The sprinklers will help us establish a healthy lawn, which will certainly make the grounds more beautiful, and will also be a great help in controlling the ground water run-off after seasonal rains. With the new grass and some dirt work that Hap is planning, our grounds will be green and beautiful.

Shirley Slaughter presented a plan to the board to remodel the kitchen in the club-house, add a new microwave oven, and in general clean up the area where the food is prepared for the regattas. Carl Morris is going to do the actual construction, and will need some volunteers to help unload and move the beer box when the time comes to put in the microwave. Any interested volunteers please call Carl for a date. The club should certainly spring for a complimentary beer. By the way, Shirley has ordered several new large pots and a heating unit for preparing spaghetti and stuff for large crowds.

Ralph Jones has been very busy looking at the remodeling of the cabins for 1986, and will present his plans to the board in April. The remodeling will include air conditioning, floor covering, some necessary electrical work, plus painting and general cleanup. Terry Schertz has already begun to get the necessary estimates on furniture, blinds and accessories that will decorate the cabins when the remodeling is done. Terry and Ralph are the same team that did such a wonderful job on cabin #7 last year.

Rick Booth has been working on some plans to restore to the general grounds some area that has sort of fallen to parking and get the grass and cover started again. We are hearing repeatedly that we have enough parking and that our efforts should be directed to upgrading the grounds in terms of trees, grass, ground cover, and shrubs. Rick has also given his expertise in engineering on the kitchen project, and other efforts.

Speaking of trees, David Gage has volunteered to join the B & G Committee and work on landscaping. His first choice was to start work on the trees, which need to be pruned and fed. Dave certainly is a good choice for this project because he is tall enough to do some of this without the aid of ladders, etc. There are some other volunteers working with Dave, but there is always room for more. I am sorry that Dave joined the B & G Committee too late for his name to be listed in the AYC directory as a committee member.

Our AYC manager, Wayne McEwen, has been very excited about the B & G projects and has given all assistance possible, and of course our caretakers, Lee Thomason and Curtis Tarpley have been cleaning up an area for the trailer storage, moving dirt with the new Ford tractor, and all manner of chores.

We will give you another update of B & G work in June. Thanks for your enthusiasm and your help.



YOUTH CAMP NEWS

AUSTIN YACHT CLUB YOUTH SAILING CAMP IS SCHEDULED FOR SUNDAY EVENING JUNE 8 THROUGH FRIDAY AFTERNOON JUNE 13. CAMP IS OPEN TO AYC YOUTH AGED 12-16. EMPHASIS WILL BE ON SEASMANSHIP AND KEEL BOATS WILL BE USED. THE INTENT OF THIS CAMP IS TO SHARE THE FUN, CHALLENGE AND CAMARADERIE OF SAILING WITH THE YOUTH; SO PREVIOUS SAILING EXPERIENCE IS NOT NECESSARY. CAMPERS WILL STAY IN AYC CABINS.

THE SIGN-UP DEADLINE IS MAY 27. AFTER THIS DATE, SPACE PERMITTING, NONMEMBERS WILL BE ACCEPTED IF RECOMMENDED BY A MEMBER. CANCELLATIONS AFTER 5 P.M. JUNE 6, WILL BE BILLED IN FULL. EARLY REGISTRATION IS ENCOURAGED AND APPRECIATED.

CAMP FEE IS \$125.00 FOR MEMBERS AND \$150.00 FOR NONMEMBERS. UPON RECEIVING THE REGISTRATION FORM, ADDITIONAL INFORMATION WILL BE MAILED TO THE CAMPER. THE CAMP DIRECTOR IS KRISTI BLANKENSHIP. PLEASE RETURN THE REGISTRATION FORM TO THE AYC OFFICE.

JUNIOR COUNSELORS AGED 16-19 ARE NEEDED FOR SAILING CAMP. THEY WILL STAY IN THE CABINS WITH THE CAMPERS, ASSIST THE DIRECTOR AND BE PAID \$75.00. PLEASE RETURN REGISTRATION FORM IF INTERESTED.

CAMPERS: NAME _____ AGE _____

PLEASE INDICATE YOUR SAILING AND SWIMMING ABILITY:

ARE YOU INTERESTED IN BEING A COUNSELOR? _____

PARENTS: NAME _____ DATE _____

ADDRESS _____ ZIP _____

HOME & WORK PHONES _____



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD AUXILIARY
(AUTHORIZED BY CONGRESS 1939)
THE CIVILIAN COMPONENT OF THE U.S. COAST GUARD

THE "COAST GUARD AUXILIARY", WHO WE ARE, AND WHAT WE DO.

Title 14 of the United States Code, defines the purpose of the U.S.C.G. Auxiliary as follows:

1. To promote safety, and to effect rescues on the navigable waters of the United States.
2. To promote efficiency in the operation of motorboats and yachts.
3. To foster a wider knowledge of, and better compliance with the laws, rules, and regulations governing the operation of motorboats and yachts.
4. To facilitate other operations of the Coast Guard.

The primary purpose of the Auxiliary is to help educate owners and operators of small craft in safety requirements, and in the operation of their boats. We carry out our duties as a non-military, non-law enforcement, totally voluntary civilian organization. We donate our boats, aircraft, radios, time, talent and money, because we love boating and believe in what we do. Our program is a four cornerstone one. The four cornerstones are:

PUBLIC EDUCATION - both sail and power boat class as well as Texas State test, navigation, and youth courses.

VESSEL EXAMINATION - free courtesy marine examinations made with the consent and in the presence of the owner or operator are done to help the boater in compliance and understanding of the law.

OPERATIONS - we use our vessels to help boaters in need or to help prevent accidents.

FELLOWSHIP - is our fourth and most fun cornerstone. Just talking boats and having fun both on the water and around the dinner table.

We hope that you as more skilled and knowledgeable boaters than the average, will partake of our programs and get to know us better. Have a courtesy marine examination, take a class, wave us down on the lake, or just come to one of our meetings or raft-ups.

Gene Frith
Flotilla Commander FL-75
Austin, Texas
(512) 472-9587

MORE CHEAP THRILLS!

A WEEKEND OF SAILING ON LAKE TRAVIS

--- May 10-11, 1986 ---

SUCH A DEAL!!! Where else can you get up to a year's racing experience in one fun-filled weekend -- CHEAP!!! Sharpen your racing skills for 1986 at the Sixth Annual CHEAP THRILLS Regatta sponsored by Fleet 34 of Austin. This two-day event will consist of a weekend of short intercollegiate style races, emphasizing starts, tactics and boat handling. Each race should last about 30 minutes.

Rules governing all races will be the rules of the International Yacht Racing Union (IYRU), and the prescriptions of the United States Yacht Racing Union (USYRU), and the rules of the Coronado 15 class.

SCHEDULE:

Saturday	8:30 - 9:15 a.m.	Registration
	9:30 a.m.	Skipper's Meeting
	10:30 a.m.	Warning Signal, First Race Lunch break at race committee's discretion. Sandwiches will be available for purchase.

Hamburger Cook-out on AYC Grounds after the Races - \$3.50/person

Sunday	9:00 a.m.	Warning Signal
--------	-----------	----------------

No race sequence shall begin after 11:00 a.m. due to afternoon AYC series races. Trophy presentation will follow final race as soon as practical.

LODGING:

A limited number of cabins at AYC are available for reservations, and camping is permitted on AYC grounds. For cabin reservations call the yacht club, at least one week in advance, at (512) 266-1336 and let Wayne McEwen know that you are with the C-15 fleet. Various members of the fleet have also agreed to lodge out-of-town sailors in their homes. For further information, call Bob or Claudia Musselman at (512) 892-2797.

REGISTRATION FEE AND TROPHIES:

In an effort to keep your cost to a minimum, the registration fee will be \$7.00. Trophies will be donated by the Sailboat Shop and will be practical sailing hardware.

Make checks payable to: Coronado Fleet 34

Mail to: Bob Musselman
4815 Trail Crest Circle
Austin, TX 78735



Keel Boaters & Non C-15 Sailors:

Your participation is welcome and encouraged. If you are interested, contact any C-15 sailor, and we will arrange for you to borrow a boat.

SKIPPER _____ BOAT NUMBER _____

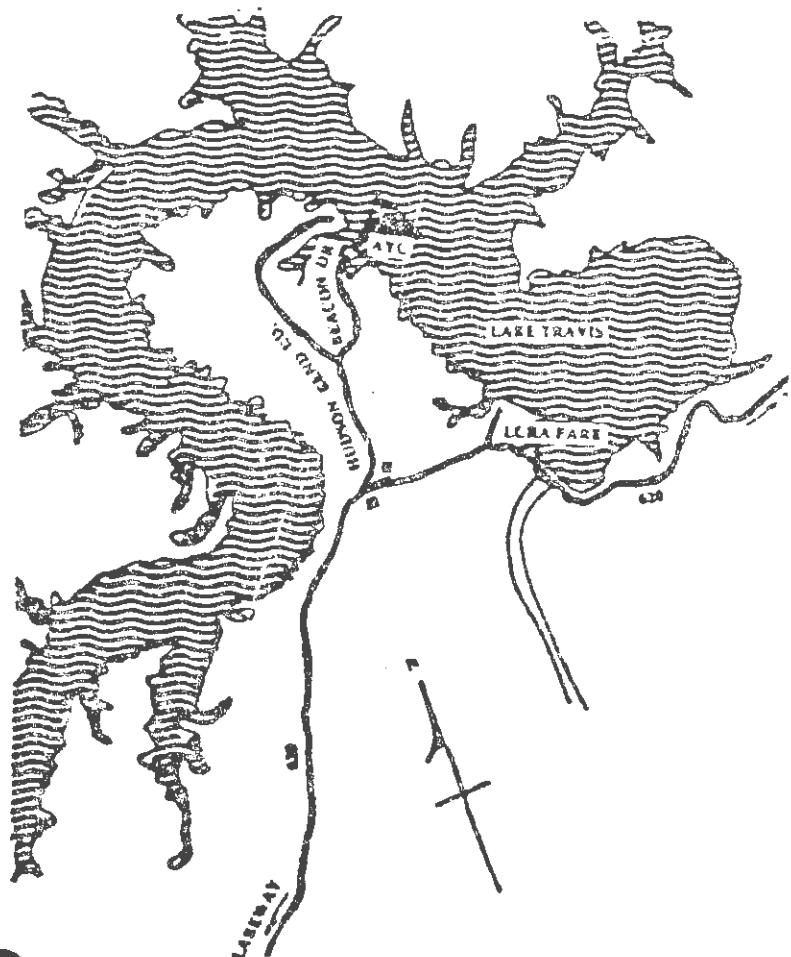
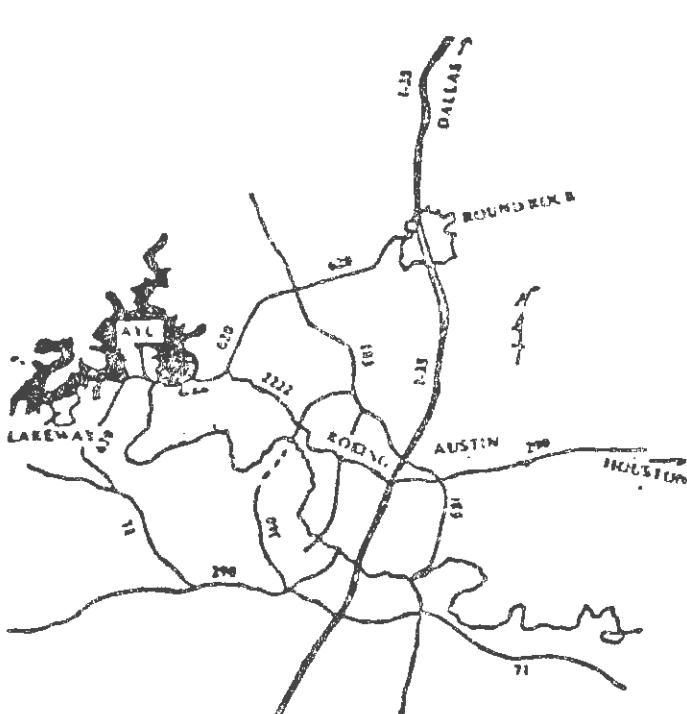
CREW _____ YACHT CLUB _____

BOAT NAME _____ Enclosed is \$7.00 _____

In entering the regatta, I hereby release Austin Yacht Club, Fleet 34, and any sponsoring group, its officers, agents, or committeemen from any and all liability for injury to myself, my crew, or my yacht arising out of the conduct of the races.

Date _____ Signed _____

NOTE: Fleet 34 would like to thank THE SAILBOAT SHOP for providing the trophies.



Tell Tales



ROAD RALLYE REPORT

By Teri Nelms
Social Chairchick

I really don't want to talk about this, and there probably several other people around who would rather I didn't. Who? Us? Lost? Naw-w-w, just trying to give the slower cars a chance. . . .

The Road Rallye, put together and conducted by Bonnie, Wes and Marge O'Dell and a large pit crew has been the high point of the year. For some, at least. Our route took us from the parking lot of Highland Mall into the vast and uncharted wastelands of Manor, Pflugerville, Taylor and East Houston in search of the elusive Copeland, Texas. Even if we had known where we were going we could never have gotten there from there. I mean, when Wes wants to get rid of people, he can do it. We covered roads I have never seen before, didn't want to see and will never be able to find to see again. There were churches that we passed 7 times from four different directions, roads that took us back to the same roads and street signs that hid when they saw us coming. Those of us who were more alert and cheated better found the first check point and eventually ripped into a dirt parking lot in Copeland for a final scoring. This rallye was so tough that the bail-out envelope didn't even tell you anything. "Ha! You're lost! Ha! Well, you're going to Copeland and since there aren't any signs anywhere, you'd better get lucky and find some farmer who'll tell you where you are and how to get out of here, cause that's the only way you'll find it. Ha!" How do I know what the bail-out said? Was it because I saw somebody else's? No, it's because I read mine while I was lighting a match to it on the side of the road by the 47th wrong turn I took that day. I will mention here that my navigator was Pam Kern, no relation to Jack, and that it was not her fault. We are firmly convinced that we were given a different course from everyone else and that we were supposed to end up in that used car lot in San Antonio. AT LEAST WE WEREN'T THE ONLY ONES. I mean, if Russell Painton and Dave Bernstein can get lost, we couldn't be too stupid. And Painton blew it on the FIRST TURN. At least we waited for the second, or fifth, or wherever it was.

At any rate, when we all finally checked in, regained our composure, gave our list of excuses and drank a beer, supper was great and nobody got thrown out of the restaurant. Trophies were Rallye hats for the "real" finishers, and fuzzy dice, lucky rabbit foot key chains and plastic wind-up keys went to the last place drivers. In A Fleet (defined by participants from last year or any car with an on-board computer) the winners were:

1. Perry Weller (1620)
2. Dennis Awbrey (1777)
3. John Mack (1972)

In B Fleet (defined by "everybody else") the trophies went to:

1. Craig Holmes (1224)
2. Roy Krause (1390)
3. Cathy Pillmore (1606)

With atrocious scores, but at least they finished:

- B. Barnes (8727) & Bill Records (9484)

It probably bears mentioning here that since I'm so thoughtful, I pulled Bob & Carol Tesch off the race course this year on the pretense that I was desperate for their help. Obviously, the real intention was to save their marriage. If you will recall, last year they scored dead last and tried to file for divorce at 3 different gas stations along the route. Thank you so much, Bob & Carol for your absolutely essential assistance this year. You're welcome, Carol, for saving your marriage and keeping you from a long afternoon's drive to South Dakota.

We all really appreciate the massive amount of time and effort put forth by the O'Dell's for our benefit. I'm sure that everyone who participated realized that this was no easy deal to pull off after they saw how complicated the map, pictures, instructions, etc. were. It was definately a challenge and alot of fun for all of us. We really appreciate your time, you guys, and the next time, us seim-sore losers are gonna run this thing and all you O'Dells had better bring extra food and pay your insurance policies 'cause you're taking a trip! On that gracious note of gratitude, I will end this report and return to my garage to finish tightening my gas cap.

Participants list:

A Fleet: H. Buell (3623)
O'Dell (5073)
M.Richard (2134)
T.Schertz (3185)
P.Shough (2882)
R. Smith (2132)
J.Sullivan(5181)

B Fleet: D. Dismuke (3861)
S.Frederick (4769)
J. Johnson (2829)
K. Kuban (3409)
B.Netterville(3521)
J. Phelps (3057)
F. Riha (3439)
A. Tucker (3457)

Bailout Fleet

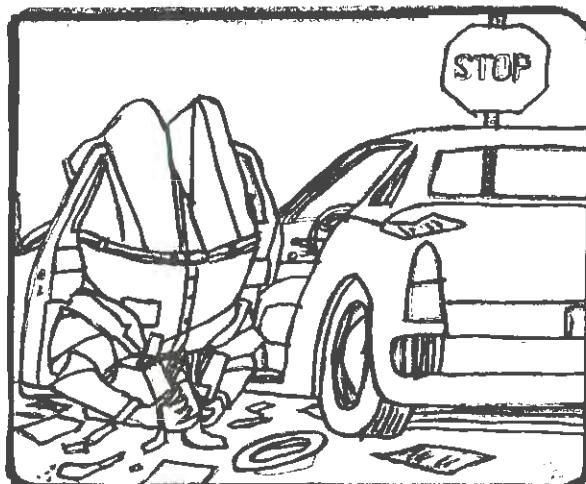
C. Allan
D. Bernstein
B. Geirloff
S. Hansen
R. Painton
W. Smith

R. Tobin
J. Draheim
B. Howell
J. Moeser
S. Meyers

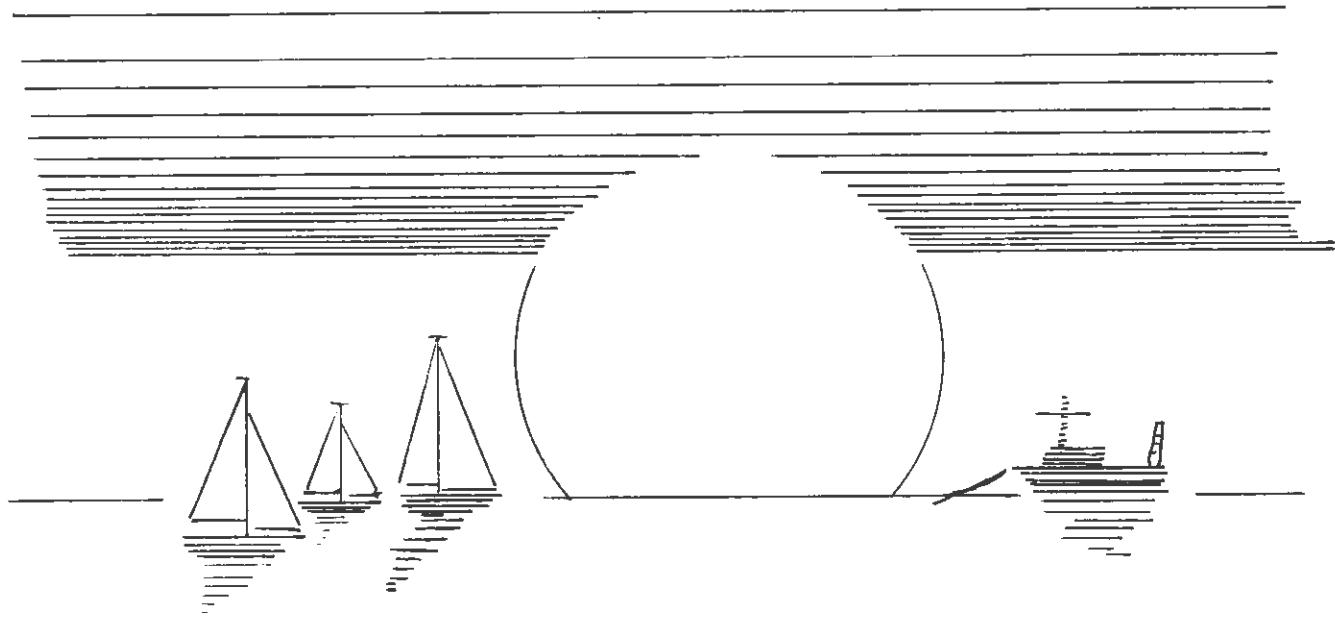
J. Quinn
A. Richard
O. Smith
S. Vaughan

Editor's Understanding:

Lost & still looking for the 1st mark: T. Nelms
(I only did that because she wouldn't let me edit the centerboard handicap article)

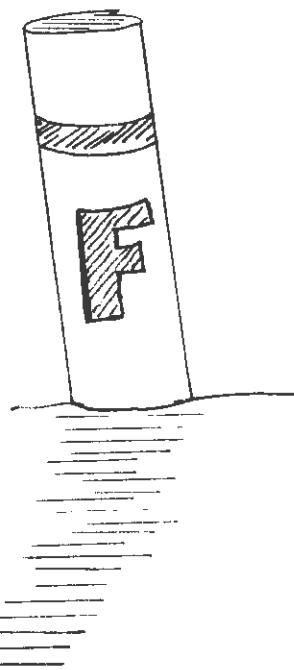


Dave is confused by simple directions.



MAY 24 & 25

It's there, at the back of your head, lurking just out of reach. Nagging little glimpses of sailing up a full Lake Travis on a long distance race that terminates in a gigantic party; notions of reveling fade though as the reality of your working world closes back in. But it's true and it's coming soon. It's AYC's biggest long distance overnight race of the year. It'll charge your batteries for a full year and give you an advantage in any sea stories swap. If your in for the racing, it's not a bouy's drag race, there is strategy and boat handling required, no sprint to the first mark here. If your a cruiser, this is the greatest thing going, a 30 mile long party, come enjoy the camaraderie of all these sailors.



TURNBACK CANYON REGATTA

SERIES RESULTS

SPRING

PHRF A:

1. Russell Painton/ J-29
2. Jim Draheim/ Hobie 33
3. Steve Vaughan/ Olson 30
4. Rod Malone/ J-35

PHRF B:

1. Claude Welles/ Cal 9.2
2. Hap Arnold/ Holder 20
3. Terry Cox/ Holder 20
4. Rolly Lawson/ Olson 25
5. Frank Riha/ Cal 9.2

PHRF C:

1. Bill Records/ Pearson 26
2. Andy Romach/ Cal 27
3. Tim Vicknair/ Spirit 28
4. John Vance/ Pearson 26
5. Walter Dwyer/ Pearson 26

PHRF D:

1. Perry Weller/ S2 7.3
2. Bob Pillmore/ Ranger 22
3. Louie Soefje/ Ranger 23

MERIT 25

1. Kirk Livingston
2. Steve Bangs

J-24

1. Jody Smith
2. Doug DeCluitt
3. Jack Kern
4. Pete Shough
5. John Bartlett
6. Ed Halter

J-22

1. Craig Holmes
2. Mark Rylander
3. Doug Woodward

Catalina 22

1. Steve Pervier
2. Bill Morack
3. Bill Word
4. Ron Tobin
5. Eric Nelson

South Coast 21

1. Ray Schull
2. Jimmy Fontenot
3. Greg Garrett

Ensign

1. Dan O'Donnell
2. Dick Clark
3. Julian Zimmerman

C-15

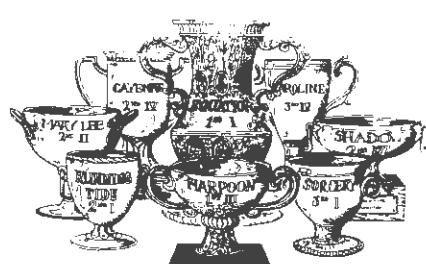
1. Terry Schertz
2. Greg Schertz
3. David O'Dell

c/b Handicap

(not recognized but deserves mentioning)

Merrill Goodwyn

Trophies by: Pam & Perry Weller



FROM THE FLEETS

Only a **Laser**
is "just like
a Laser".

by Fred Schroth

The 1986 Easter Laser Regatta is over and we can all start looking forward to the Grand Opening of the real sailing season at AYC when Wednesday night Laser races start. That big night is May 7, at 6:00 pm. Ken Sherman is the May Race Commander and overall he is in charge of Laser Races all summer long.

On the subject of activity, we all know that Austin Yacht Club is a growing group and common sense tells us that dock space will become a premium privilege in the near future. We have a long way to go before racing regularly will be a requirement for dock space, but this is the summer that I intend to start the process to get the mosquito catchers off of Dock #1. I will soon be asking those of you who sit on dock #1, but rarely use your boats to switch with more active people on the less desirable dock. I am certain that each of you will be eager to move to the less trafficed area so that your boats will be less abused by sailors clamoring to adjacent boats. Also, I am sure that each of you will wish to allow people who use their boats 50 times a year to take space with easy access while you who sail rarely have a slightly more difficult, but still simple entry.

On the subject of clamoring over boats on the boardboat dock. Never step on or sit on a small sailboat while it is on a dock or trailer. The hull is designed for water, not solid surfaces. The hulls are usually flexed at their supports and great damage is done. Often stepping on a Laser will turn a portion of the bottom inside out. The damage

is just as great as turning a Catalina 22 or J-29 inside out. The fact that it is difficult to establish who crunched the boat, how, and was he the first is all that keeps the boat stomper from buying a new boat for the stompee. When you tie your boat at the Laser docks and you can't get off without stepping on a Laser or Sunfish; YOU CAN'T GET OFF. The support of all of you is necessary to totally eliminate boat stomping. Please take the time to stop and educate those who step on boats. Nobody at AYC willfully destroys boats. Lets wipe out the ignorance and protect our toys.

About the Easter Laser Regatta. Thanks Teri. You ran a great show. Thanks Sally, you organized the whole mess. Thanks to everyone else whether you came to watch or to play, you made my favorite weekend of the year great once again. In three years we've had 15 races with an average of 36 boats with zero protests. What a great bunch of sports you all are.



RESULTS

1986 EASTER LASER REGATTA

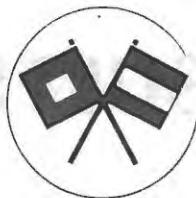
Austin Yacht Club
Lake Travis, Texas
March 29-30

39 Boats - 5 Races

<u>Final Position</u>	<u>Name</u>	<u>City</u>	<u>Total Points</u>
1	Doug Kern	Austin	11.25
2	Scott Young	Austin	18
3	Brodie Cobb	Austin	20.75
4	Dave Palmgrew	Dallas	29
5	Brig North	Dallas	30
6	Herb Axilrod	Dallas	39.75
7	Fred Schroth	Austin	40
8	Hank Kleespies	Port Arthur	46
9	Keith Andrews	Austin	54
10	Paul Foerster	Corpus Christi	57
11	Jody Smith	Austin	63
12	Jeff Lane	New Orleans	72
13	Mike Hansen	Mesquite	78
14	Ty Geiger	Seabrook	79
15	Steven Andre	Rockwall	81
16	Bill Draheim	Austin	89
17	Vernon Wong	Austin	91
18	David Jamail	Houston	94
19	Deke Dekeyser	Austin	103
20	Steve Brown	Alvin	106
21	Rennie Ihle	Port Arthur	108
22	Mike Tita	Austin	114
23	Matt Romberg	Austin	123
24	Greg Schertz	Austin	123
25	Hap Arnold	Austin	125
26	Robert Graues	Richardson	128
27	Jack Vern	Austin	132
28	Bob Lomnický	Carrollton	141
29	John Chappell	Houston	144
30	James Lanter	Arlaington	148
31	John Schmidt	Austin	148
32	Brinkley Morse	Houston	154
33	Doug Woodward	Austin	155
34	Don Cooper	Houston	167
35	Ken Sherman	Austin	168
36	Peter Woodrow	Austin	185
37	Roger Harden	Austin	187
38	John Gres	Austin	195
39	Lynn Lodge	Richardson	200

Centerboard Handicap

by Teri Nelms



I am trying at this time to return from a brain-fade caused by hanging out on too many keel boats, being on fume-inducing committee boats and serving on race committee under Arak Bozyan.

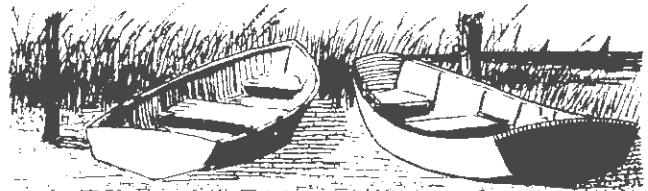
The centerboard fleet has only partially appeared this year, mostly in the form of Dr. McIntyre on his M20, due to the usual list of excuses, mostly related to cold water. However, you will see an end to that soon. My fellow centerboarders, we have been insulted to the core, and an in-mass response is required. At a recent board meeting, I was rudely awakened by the sound of David Walberg's statement that AYC had obviously become a keel boat club and that the centerboard activity had ceased. It's a good thing M.L. was sitting next to me and could effectively restrain me. I have certainly not ceased, I've been working on the boat and trying to find some lite-brain to crew for me. We must rise to this challenge and begin an intensive effort to steal crew from the convention boats. They certainly won't miss anybody, since they all apparently carry plenty of spares. That same board meeting made apparent the plot to get rid of me, however. For the last several years, good friends like Hap and Russell and Rod have supportively encouraged me to "Act your age. Stop making a fool of yourself in that little boat. Get a big, slow, safe boat LIKE WE HAVE". Well, now I understand why these helpful people continue to make this suggestion: the minute I get a big boat, I will automatically go onto a two-year slip space waiting list and by then House Rule 16 will have thrown any big boat I might have out of the dry-sail space for non-use

Nice try, guys, The Coffee Table sails again.

I will be on the starting line for the Spring Regatta with a reluctant crew chained to the mast (so what if he's never been on a trapeeze before, we can practice on the way to the starting line and everybody assures me that ALL the Draheims can sail). I will also warn you that Child of Chairchick has expressed a desire to begin crewing for me so she can get away from all those baby-sitting duties on Sundays, and get out there with all those "fine guys" that she spotted when she helped me run the Laser Easter Regatta. Boy, is she in for a surprise.

I thank all of you who helped me with the Laser Regatta: Pam and Jennifer Kern (no relation to Jack), Sandy Pardue (who was trapped on the committee boat with ALL WOMMEN for an entire weekend), McKenna (fine guy counter), Steve Bangs (mark setter), Dave Gage (picture taker), Al Allan (local out-of-towner), Jeff Johnson (retired chase boat driver), Jennifer Draheim (wife of hot-shot) and others who hung around. Too bad if you guys didn't like the long courses, it gave the committee time to eat and drink between races.

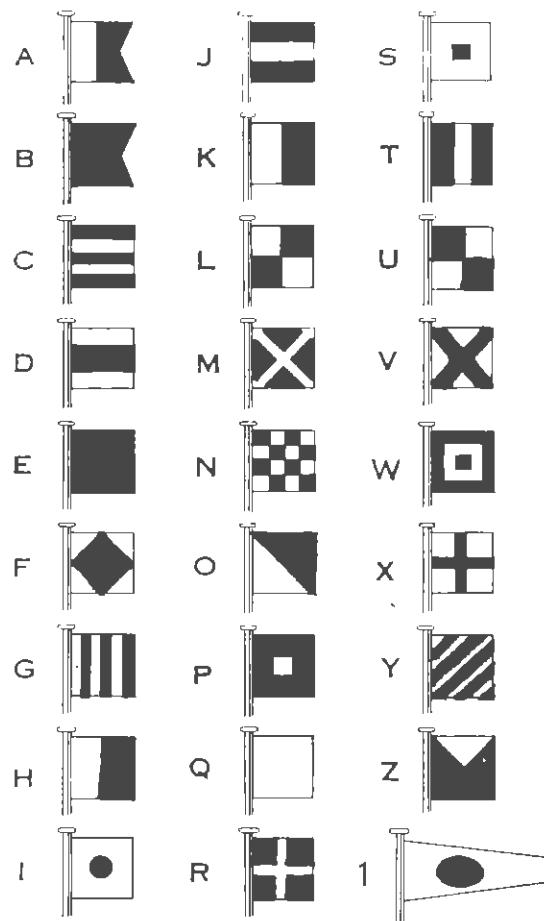
I would also like to extend a special thank-you to our club manager who was unfortunate enough to be standing around the day I was short a male body on the chase boat during the J-24 Circuit Regatta. I "allowed" Wayne to take the wind readings, place and pull extra marks, and in general, experience the joys of race committee with Bozyan. I knew it had made an



impression on him when he asked to use the head on the committee boat and then locked himself inside until after the race. That, of course, was when Bozyan chose to move a mark for the last leg of the race. I had McKenna and Holly Malone on the boat, one orange torpedo buoy, and the hand-bearing compass around Wayne's neck in the head on the other boat. Boy, did we ever get some strange wind readings on that leg. Thanks to Holly and McKenna, (who are by no means the wimps they would like us to think they are) we set a new mark, flew a new flag, changed the compass heading, held the boat on station, blew horns for each boat that rounded and recorded the order of roundings for the 40-boat fleet. Future race committees take note that these kids are not stupid and are actually considering running the Laser races on Wednesday evenings to "help out all the fine guys".

After we rescued Wayne from the committee boat and headed into the harbor we realized he had suffered some disorientation caused by direct contact with Arak. He gazed wonderingly toward the clubhouse and asked "I wonder where the crane is?..." It should be noted here that he had to look over the top of the crane to see the club house from that location. It takes a little time, Wayne, but you'll get used to it after awhile (Thank you kids and Wayne for your help).

Enough space-abuse from me. See you all on the lake sooner than you probably want. The faint aroma of lemon-scented Pledge will preceed my arrival....





by David Odell

With warm weather and warm water almost here to stay, the C-15'ers are looking forward to a full sailing season. The first main event on the schedule is the 6th Annual Cheap Thrills Regatta, May 10-11. Held in Austin, this regatta consists of a minimum of nine inter-collegiate style races designed to enhance the racers' skills of starting, finishing, capsizing, etc. Cheap Thrills is open to anyone who can get his hands on a C-15, so if you'd like to borrow one, or if you have one and are willing to lend it to a misguided keelboater, let us know and we'll see what we can arrange. In the past, we've had some very exciting (and interesting) competition from these part-time Cheap Thrill-Seekers, and I hope this year is no different.

Another event that seems to be sneaking up on us is C-15 Districts. This year the regatta will be sponsored by the Dallas fleet on Lake White Rock, and will be held on June 13-14. Fleets from around the globe are usually represented and a strong turnout is expected. More information will be coming your way in the next few weeks, but you may want to go ahead and make lodging arrangements soon. (I'm sure there will be Dallas folks who will offer their floor space for the weekend.)

Finally, I just want to remind everyone that we have an on-the-water all weekend party coming up. It will be in conjunction with the Catalina's race on April 26 and 27. The C-15 fleet will be relaxing in the sunshine and enjoying the food, beer, wine, etc., and maybe the races if we feel like it. RSVP for the party to Chuck Andrews before April 22.

Ensign

by David Stark

The eleven Ensign boat owners who participated in the first Fleet 30 B.Y.O.B. (Bring Your Own Bottom) boat cleaning party all agree that the function was worthwhile, and should be repeated. Neither Tommy Kozlowski nor Ken Carr were present, however. They were both busy putting the finishing touches on brand new bottom jobs, so watch out.

The racing series just completed saw Dan X. O'Donnell finish first with Dick Clark in second and Harold Neel behind him. The Lakeway Regatta will have been completed by the time you read this, but unfortunately, I am unable to report on the results as the Telltale deadline precedes the race itself by 3 days. Congratulations to the winners.

The Fleet 2 San Jacinto Day Regatta will be held at the Houston Yacht Club, March 18-20, and there will be at least 2 AYC boats among the 30 Ensigns expected to be at the starting line. Other Austin Ensign personnel will be aboard Houston boats. This will be the largest Ensign gathering for these parts in some time.

Fleet 30 would like to thank John & Thelma Weiler for the 20 years they have been active members of our fleet and wish them the best in whatever they do on future Sunday afternoons. The Weiler's have retired from active sailboat racing. These fine competitors have always been in the top 1/3 of the fleet, and their skill and determination has been a source of inspiration to us all. Their presence will be missed. The Weilers' boat Fiddler's Green, was purchased by Mark and Joann Finley. We welcome them to the fleet, and wish them good luck and good sailing.

merit

by Janis Livingston

Well, its hard to believe that a month has passed and its once again time to report on our accomplishments. March was a full month, both socially and racing. I think everyone has been out in their boat for the wonderful spring weather we are having. I have even seen some of the younger fleet members out with dad lately.

For those that missed it, we had a great time sailing to Hurst Harbor for dinner and the return trip under full moon was equally nice. Six boats showed up for the event although only five made the trip, our leader, Kirk, left his jib at home. Don't worry, Kirk was not left standing on the dock, we combined boats with the Johnstons. Actually, it was amazing to see each and everyone of those guys "casually" sailing down the lake, although the Rymals did get the itch and tried to protest a Catalina for being on starboard.

On Friday, May 2, we will be welcoming the return of Daylight Savings Time by having a booze and cruise party. The plan thus far is to sail around for a while, drinking your favorite brew and then anchor in some remote cove for a cookout. Prissy Bangs will lead us to a location for the cookout. We will be leaving the vicinity of the Yacht Club at 6:00 pm. Please RSVP. This is a good opportunity for you non-racing members to come and participate with the fleet, hope to see you there. We will be notifying you of more details later.

Happy Sailing

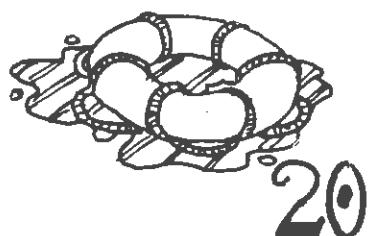
Rumor has it, that if enough people pay their dues, the fleet might provide the burgers for the Friday night cruise SO..... if you have not payed your 1986 \$20.00 fleet dues, this will give you the perfect excuse to pay up. If you are not sure if you have paid, feel free to call myself or Kirk and we will be happy to tell you your status. You can mail your dues to Kirk Livingston, 6002 Cannon Mountain Dr., Austin, TX 78749.

Now for you die-hard racers, the results of the Spring Series are in and the winners are: Kirk Livingston squeaked by and took first by a 1/4 point, followed by Steve Bangs in second and Carl Morris in third. We had a good turnout for the series, and hope to see each of you next series.

The after race get-together seems to be working out well, and from the comments I have heard, everyone is enjoying visiting after the races to compare notes. Contact me if you would like to sign up on one of the open dates next series and provide refreshments.

April 20 - Smith
April 27 - Booths
May 4 - Bangs
May 11 -
May 17 -

The current status of Merit marine is that they are busy selling 22s, 23s, 25s, & 28s. Their business apparently is doing great in the Dallas area as well as California. Kirk has talked to the people in Dallas, they have an active dealer trying to sell more boats. Also the Dallas fleet is interested in coming to some of our open regattas, so maybe we will have some new and different competition at the regattas this year.





by Jane Frederick

The 1986 racing season has gotten off to a great start. With 9 boats average being on the line and plenty of wind to sail them, our fleet is off to a strong beginning for the year! Plenty of wind indeed; everyone in the fleet has been challenged by tough spinnaker jibing and dilemmas over head sail selection. If nothing else, it's been really exciting and fun is being had by all (I need to keep reminding myself about the latter point!)

The Catalina 22 Texas State Championship will be held April 19 and 20. Thanks to AYC for the use of the Club facilities to host the event. We appreciate it and we will be out of the way in time for the series races on Sunday afternoon. Thanks also goes out to the C-15 Fleet for running the race committee during the regatta (I guess we will see you at Cheap Thrill, huh?). We have already received commitments from Grapevine Sailing Club, Fort Worth Boat Club, and Canyon Lake; adding our local fleet and it looks like we will have a very good turn-out.

Three couples represented our fleet at the land cruise, billed as the Second Annual AYC Road Rallye. Even if we didn't all get to finish without opening the bail-out envelopes, everyone had fun. And so what if we didn't see all the churches, at least it was a pretty day for a drive. The O'Dells did a terrific job of putting together a tough course. Thanks.

Lately the fleet has been having an unofficial meeting under the Clubhouse after each series race. This is a great way for us to get together informally and compare racing notes. Bring your coolers and snacks and join us after the races. Now that more of our members are keeping their boats at the Club, start thinking of some post-race activities

you would like to participate in. Let the fleet captain know if you have any ideas.

Here are the final results for the Spring Series. It was so close for 1st and 2nd place boats, that it took a 3rd tie-breaker to determine the winners:

1st Place - Steve & Cheryl Pervier
2nd Place - Bill & Heather Morack
3rd Place - Bill & Ann Word
4th Place - Ron Tobin
5th Place - Eric & Robbie Nelson

Also competing were: Calin Popescu, Steve & Jane Frederick, Tom Lang, Walter Allen, Bob Mathison, Charlie Lancaster, John Brewer and Tom Wood.

Thanks to everyone for coming out and racing, and keep up the good work.

South Coast 21

by Danny Lien

UNDER COTTONWOOD

If you have seen two men in white suits wandering around the work area, don't worry. It was just David and myself dressed in some "toxic waste sampling" suits so we could do a little interior grinding on 1-2-3 GO! After glassing we smelled of fresh polyester and if not toxic, we were certainly wasted. Now I'm beginning to understand Fred a little better. Not to plug him, in lieu of others, but his price for new SC-21 chainplate blocks would have been well worth it.

We didn't make our deadline of the first series, but we both got on board SC-21's. For those of you who haven't been out this spring yet, we're having a good turn-out and some fine racing.

It seems I attend two or three board meetings a year. The last two were frightening to say the least. It seems that a prominent and outspoken exboard member is pushing for outright removal of The Cottonwood Tree and secret Sunday watering of a certain picnic area. The board and the club manager wisely encouraged only skilled and supervised pruning of the trees on the grounds. Actually the Cottonwood is now declared pruned by staff, the office now has lake view, and except for a couple left over stubs, no one should be seen up there any more. And as for the watering, once in my early college days in Lubbock Texas, (Texas Tech) we tried to copy U.T. and have a folk singing picnic on campus every Thursday afternoon. It seems wherever we assembled, the sprinkler system automatically turned on. So I give warning to H.M. and B.R. and anyone else. Automatic Sunday sprinkling would only consolidate the opposition. (Jimmy taught me that word)

Looks like the Merit-25 Fleet is serving their equivalent of gin-n-tonic after the races. Perhaps a Sycamore, Pecan or even one of the existing Live Oaks would suffice for their shade. It could even be said that every tree has two sides.

It is official, South Coast 21 Nationals, Shreveport Yacht Club, May 30-31, 1986. Be there or be square. If you didn't receive a mailout registration form, and want info, give me a call. And Bud, I have and "adequate" anchor you can borrow.

Rumor has it that the PHRF Handicap fleets are considering a further handicap for dry sailed boats. Considering the dock crunch, I hope it is negative. Seriously all dry sailed SC 21s are to be hosed down inside and out at least one day, prior to any race leaving at least one gallon of free standing water. Honor system. It gets harder and harder to race level.

Greg says we haven't been collecting our dues. Ten dollars every one.

To The Club

Some of the boats for sale are available for a trial race or series. Some with owner on board, some without. Give me a call.

Tell Tales



by Shirley Slaughter

Welcome new members - John, Carolyn and Doug Mack!

Houston Yacht Club Mid Winters Feb. 86

Our Austin sailors have done it again! Mark Rylander with a tight rig took first and John Bartlett on Deuces Coupe with Doug and Nancy Woodward in a sloppy rig took second - How about that - we're really proud of them. John Bartlett gave us a brief talk at our recent Fleet meeting on tuning rigs - sloppy vs. tight - you'd be surprised at his preference, I bet. After he puts it all in writing for me to read and digest a dozen times, then I'll give you an intelligent report on it!

Boy, when we have a fleet meeting, we really have one - like all day long, April 5. We started out at the rigging dock cleaning our boats (after watching J. Fontenot apply for a Blue-Duck Award at the launching pad). I noticed everyone keeps their J-22's in tip-top shape and sparkling clean. I'm sure this makes for a happy boat and also much more speed! We checked each rigging carefully as the Nationals are held in Dallas, June 4-8, which brings me to the point of telling you J-22 race committee duty day has been swapped with the Ensign Fleet and will be June 15 instead of June 8, as our directory indicates.

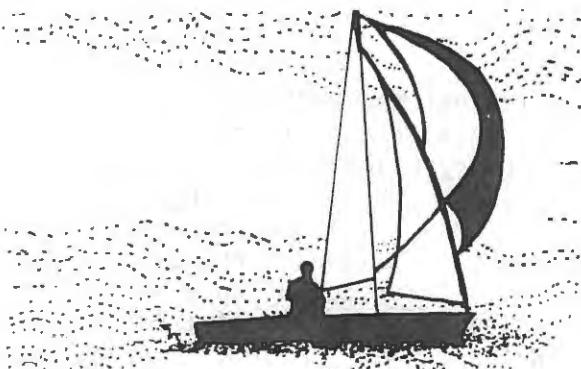
We decided on sails and courses for the Mid-Spring series and discussed using our 150's and Mark using his 100 and a reefed main. - (he missed the meeting).

Our treasury is in good shape so we'll start having our occasional cook-outs again soon. After much thought and diligent research, we've selected the patio Oak as our meeting place after the race and we're holding Open House for any and everyone to come join us and talk about our wonderful experiences sailing a J-22 - so feel free!

We did a little racing in the afternoon, gave Sugar J a head start - she forgot it was suppose to be match racing so she didn't let them catch her - or were you guys just teasing!

Something really special on our calendar of events - we're hosting a J Boat Raft Up in Arkansas Bend on Saturday, June 28 - that's right - all J's, including the 35, are invited to join us for this family get-together. We start at Starnes Island at 1:00 pm. Winner drops anchor - hope it's the 35! BYOE (everything). Mark your calendar - it'll be lots of fun.

Thats it 'til next time.



J FLEETS

d

b

ayc

PWR
LINES

c

J-BOAT RAFT-UP

The J-22 Fleet #11 is having it's annual raft-up on Sat. the 28 th of June and inviting all J-boats to join us.

The format is to have an informal race from Starnes Is. to the Arkansas Bend mark, start at 1P.M. Then to raft-up in the cove and enjoy some good 'ol relaxing on floats and such. A keg of beer will be available with a nominal fee for use of the tap to help defray the huge transportation costs.

We would also like to get one of the most outrageous pictures in the history of the club for the annual banquet, and possibly for all the J-Boat publications. Please come and share the day with us, to help us plan ahead call Dave Gage at 251-5712 or Shirley Slaughter at 454-2132 if your going to make it.

See you on the lake.

J-24

by Dave Broadway

J/24 Fleet 21 was host to the 1985-86 Texas Circuit Regatta held March 22-23, in ideal conditions. The turnout of 44 entrants was the largest of the 3 Circuit stops this year. Fifteen AYC boats were entered.

The returning 1984-85 Texas Circuit Regatta Champions, Glen Darden/Mike Haggerty ("Thunderstar") had consistant finishes of 5/2/4/1/1 to win the event. Bruce Golison/John Alexander ("Cat Sushi") of Long Beach, CA, won second overall. Scott Young added his expertise to this highly talented entry. Jay Lutz, the winner of the 1984, Austin stop, skippered "Ghostbuster" to third place.

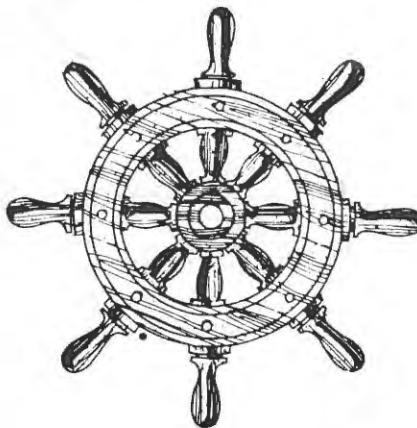
AYC boats finishing in the top 20 included: "Jetstream" (10th), "Rokslide" (11th), "Box Lunch" (12th), "Grand Slam" (13th), "Running on Empty" (16th) and "Bon Temps" (18th).

Despite not finishing in the top 20, the rest of us in the back of the pack enjoyed the high level of competition and camaraderie typical of the Circuit. AYC members entering their first Texas Circuit Regatta included Jim Swanzy, John Mandell/Roy Smith, Bob Kieras, Glenn Byus, and Bill Loving.

Ed Halter crafted 5 beautiful half-hulls for the top four places and one which was raffled off to the non-top ten finishers. Fleet member volunteers were assisted by many others in staging this event. Special thanks extend to Arak Bozyan and his fine race committee staff for running the 5 race event. AYC manager, Wayne McEwen and his staff provided invaluable assistance during the course of the hectic weekend.

The fleet opted for 2 around-the-buoys races during the Spring Series in order to tune up for the Circuit Regatta. Twenty boats participated in this series. A different order of finish each week is indicative of the fine level of competition. The top 5 boats were: "Jetstream", "Running on Empty", "Bon Temps", "Box Lunch", and "Grin and Bare It".

With the keen racing and a large participation this early in the season, the fleet appears headed for a fine racing season coupled with plenty of social activities.



REGATTA RESULTS

J-24

MARCH 22-23, 1986

POS	SAIL#	Boat	Owner	Yacht Club	1	2	3	4	5	PTS
1	3481	Thunderstar	Darden/Haggerty	FWBC	5	2	4	1	1	13
2	4022	Cat Sushi	Gollison/Alexander	RCYC	1	3	10	2	3	19
3	3787	Ghostbuster	J. Lutz	Lakewood YC	2	1	5	12	5	25
4	4009	Endless Summer	Nancy Flynn	HYC	3	10	2	5	10	30
5	2848	Disirregardless	R. Mosbacher	TCYC	9	6	11	9	4	39
6	634	Monster Fish	Peck/Pitcairn	LCYC	4	8	1	15	12	40
7	3694	Surfer Girl	K. Elam	CCYC	7	4	8	19	2	40
8	1158	Pearl Necklas	G. Gust	LCYC	11	9	7	8	7	42
9	2567	Hot Blooded	Stupp/Beckman		8	14	9	17	13	61
10	3281	Jetstream	J. Smith	AYC	21	18	15	6	6	66
11	3219	Rokslide	J. Barlett	AYC	10	20	16	3	19	68
12	69	Box Lunch	J. Kern	AYC	18	11	14	14	11	69
13	968	Grand Slam	M. Hallman	AYC	13	13	21	11	9	70
14	1040	Graybeard	J. Anderson	RCYC	6	19	20	13	18	76
15	272	Flour Power	F. Am Rhein	LCYC	17	7	22	18	14	78
16	791	Running On Empty	R. Harden	AYC	16	13	6	16	29	80
17	3323	Bullseye	Everett/Killpatrick	FWBC	15	5	13	4	050	82
18	3355	Bon Temps	D. DeCluit	AYC	12	25	23	7	15	82
19	4144	US	Danden/Hillard	FWBC	19	17	3	10	DNF	94
20	3263	Beer Goggles	Jacobs/Huber	RCYC	20	15	17	22	20	94
21	1679	Preparation J	Andre/White	RCYC	23	12	19	30	17	101
22	187	Psycho	F. Schmoth	AYC	14	23	18	26	25	106
23	3788	Dead Duck	Cooke/Foster/Fontenot	HYC	26	21	050	20	8	120
24	3149	Class Act	T. Gayle	Lke. Charles YC	22	33	29	21	16	121
25	916	Patty Wagon	B. Hawn	AYC	27	24	28	23	22	124
26	1449	Whatboat	H. Hirschberg	RCYC	24	22	12	27	DNF	130
27	1038		J. Wilson	Chandler's Landing	25	34	30	24	27	140
28	2380	Superman	D. Broadway	AYC	28	29	24	29	32	142
29	2842	Flying Colors	R. Kunicki	Shreveport YC	30	32	26	25	33	145
30	3541	Coca Cola Cowboy	D. Rogers	RCYC	32	30	34	36	28	157
31	3477	Make-It	T. Bilek	RCYC	31	DNF	33	34	21	164
32	2285	Always Something	J. Swanzy	AYC	37	28	32	43	24	164
33	2118	Sly	Troxel/Finks	RCYC	38	27	35	31	35	166
34	143	Repo Man	D. Sanders	CCYC	34	40	31	35	26	166
35	2774	Bristol Bell	G. Davis	LCYC	33	050	40	28	23	169
36	13355	Tsunami	J. Mandell	AYC	36	36	37	32	34	175
37	2829	Instant Karma	C. Elliott	LCYC	050	26	39	36	30	176
38	3496	Snake Eyes	C. Price	RCYC	DNF	35	25	41	31	177
39	2418	Chimera	J. Thompson	Bay Yacht Club	39	38	27	38	36	178
40	2376	Jackpot	M. Eitelman	AYC	40	31	38	39	39	187
41	1589	Ariel	S. Horner	CCYC	35	37	36	37	DNF	190
42	255	Captain Amer-ica	R. Kieras	AYC	42	41	41	42	38	204
43	2105	Da'lliance	G. Byue	AYC	41	42	42	DNF	37	207
44	3025	J-Marie	B. Loving	AYC	29	39	DNF	40	WB	235

Keel Handicap

A FLEET

by Carol Tesch

The 1986 season at AYC is off to a pretty dazzling start. The opening day ceremonies were so impressive! Who says sailors don't have class? We cleaned up and dressed up, and we got together for a very splendid event. Mary Lynn Painton outdid herself as chairman of this event, the weatherman co-operated with a perfect spring day, the bagpipers chimed in with some pretty snappy seafaring songs, and it all went together to make a very memorable occasion. After the bagpipers left, we hit the lake for the first race of the season.

A fleet had eleven boats on the starting line for the first race. Russell, obviously inspired by M.L.'s successful morning, decided to make opening day a grand slam and sailed to a convincing first place. Jim Draheim and Bob Tesch followed in second and third places respectively. The second race was sailed in 20 mph wind, and this time Jim got the lead and kept it and sailed to a very impressive first place. Russell was second, and Steve Vaughn came in third.

In the third race, Russell was first again, but Steve and Jim changed places, and Steve took second and Jim third. For the fourth race, Russell was so confident that he went skiing, making things very interesting. John Wilson, sailing the J-35, got the bullet, Steve took second and Dave Wahlberg in a Hobie 33 sailed to third place. The final results of the Spring Series were:

- | | |
|--------------------|------|
| 1. Russell Painton | J-29 |
| 2. Jim Draheim | H-33 |
| 3. Steve Vaughn | O-30 |
| 4. John Wilson | J-35 |

Enough about sailboats. Now for the fun part. There has been a wedding in our midst. Dennis and Dreama Awbry were married April 5, and we wish them much happiness and smooth sailing in their future years together. After you rest up, Dennis, we look forward to seeing you back on the starting line!

Here's the part you've been waiting for... the road rallye. I had a great, clever story going about how none of A-fleet found their way to the finish. It was going to be so funny, but...wouldn't you know it, a few wise guys messed me up. Rick Smith (we miss Rick and Karen so much!), Steve Vaughan, Dennis Awbry as well as two guys who crew on our boat, Mike Richards and Ira Johnson, all found their way to the finish.

You should know that Russell Painton was the absolute last car to get to the first check point--about three hours after the start. His face was sooooooo red, (and he was NOT embarrassed). Dave and Gail Bernstein found the first check point just fine, but something went wrong and...well, they got to the finish just as dinner was served. We still haven't heard the whole story there. Of course, some people (a well-known center-board sailor in particular) never even found the first check point, did they Nelms...even after starting over twice!! I could make a big deal out of this, but I'll let everybody draw their own conclusions. By the way there is absolutely no truth to the vicious rumor that marriage counselors will be working all check points next year. But if I were a divorce lawyer.....

We're off to a great start for 1986. The competition keeps getting fiercer and fiercer in A-Fleet, and hopefully this makes us all better and better sailors! The Spring Series was fun with a super turnout, lovely weather, and great winds. Who knows, maybe the wind gods love bagpipes!!!

See you on the starting line!

Keel Handicap

B FLEET

by Barry Bowden

The 1986 AYC race season got off to a good start with the addition of several new boats to the fleet due to the change in the Handicap division. These boats included the Holder 20's and the Cal 29. Participation for the series averaged 10 boats with a high of 11 and a low of 9.

Claude Wells Cal 9.2 "Caliente" continued to be the boat to beat in B fleet. The opening race of the season on March 2, was held in 12 mph winds. The fleet was sent on a course to Arkansas Bend. The good winds made for an interesting race. The Holder 20's stayed close to the head of the pack until the turn was made at Arkansas Bend. The race finished with Claude Welles in 1st place, Rolle Lawson's Olson 25 "Tough Act" 2nd, Terry Cox's Holder in 3rd, and Frank Riha's Cal 9.2 "Mariah" in 4th place.

The next race of the series provided the strongest winds of the series. The race again went to Arkansas Bend, and this time the Holder 20's of Hap Arnold and Terry Cox were tough boats to beat. At the finish Hap Arnold was in first, Claude Welles second, Terry Cox Third, and Rolle Lawson had a fourth.

The third race was a gold cup in the main basin. Wind for this race was good again. This time Claude was able to break the usual good gold cup race of Rolles' "Tough Act". Claude finished first, Hap Arnold second, Rolle Lawson third, Terry Cox fourth, and Frank Riha fifth.

After a two week vacation for the J-24 Circuit Regatta and Easter, the fleet returned for another gold cup in the basin. This time the sunshine and beautiful weather gave way to a gray day with occasional drizzle. The winds were not as cooperative this time as they had been in the other three races. After a start in fairly good winds, the fleet got stuck at F Mark. At this point, the fleet separated. Claude Welles, Terry Cox, and Frank Riha made the best of a new wind coming out of Cypress Cove and moved away from the rest of the fleet. Rolle Lawson somehow managed to survive this bad situation and salvage a second place boat for boat finish. The Holder 20 of Terry Cox stayed right on the transom of Claude Welles "Caliente" and finished a strong second to Claudes' first place finish.

The trophy winners for B fleet were: First Place, Claude Welles; second place, Hap Arnold; third place, Terry Cox; fourth place, Rolle Lawson; and fifth place, Frank Riha.



Keel Handicap

C FLEET

by Bill Records

Well, there you go again!

Class C has the most number of boats on the line for the spring series. Seventeen boats showed up throughout the series for an average of ten per race. We had good wind in every race, that's right, no drifters. You folks that sat this series out ought to race in the mid-spring as it should be more of the same.

Many of you are probably aware of the Olympic campaign of Bill Draheim and Keith Andrews in the 470 Class. An undertaking of this sort does cost money, so C Class is having a Fajita Party at Dick White's lake house, the proceeds of which will go to Bill & Keith's campaign. In addition to fajitas and "Fresh Lime" Margaritas, Bill Draheim will give an informative chalk talk on racing tactics. The party will be Saturday, May 3, so put that on your calendar. This will also be a good time to get our class together other than on the race course, and meet the new members. You will be receiving a flyer with all of the information.



PHRF

by Barry Bowden

Participation for the spring series was excellent for the keel handicap fleet. Good winds for all four races made for interesting racing.

In an effort to make scoring of series races as accurate as possible, keel fleet members should be aware of several things that will make this scoring easier and more accurate. The most important thing is to be sure that the fleet captain and the persons doing the scoring are aware of differences in your particular boat that affect the rating. This includes credits for fixed propellers and different rig dimensions. Because of the computer scoring of races, it is important that this information be updated to the persons doing the scoring. Another problem occurs when different people are being scored as skipper of the same boat. Most boats are skippered by the owners of the boat on a regular basis, however boats are occasionally loaned for a series of races and different skippers are at the helm of the boat. If your boat is being used by a different skipper for a race or series of races, please be sure to inform the persons doing the scoring for that series of races. This will help us to do as accurate a job of scoring the races as possible. This is also a problem if different sail numbers are being used on the same boats.



Keel Handicap

D FLEET

by Louie Soefje

The 1986 racing season started with a new leader - Ralph Jones - good winds and warm sunshine. The lake is full of water, what else could one ask for? How about a party? Well Ralph Jones, our "D" Fleet Captain came through there as well. Ralph and Jeanette hosted a fantastic party attended by most of "D" Fleet. Lots of good food, good people and a wonderful way to start the new year.

The first race of the season we sailed I3 in sunshine and good winds. We also saw Perry Weller out front. What? Perry Weller? Yes, and he meant it too! Perry lead the fleet around every mark. Bob Pillmore finally crossed the finish line first but Perry corrected over Bob for a first place finish. Louie crossed the finish line third but was corrected over by Jim Smith. The final positions were Perry Weller (1st), Bob Pillmore (2nd), Jim Smith (3rd), Louie Soefje (4th), S. Walford (5th), Tom Cummings (6th).

The second race saw still stronger winds. Twenty miles per hour with even stronger gusts. Perry pulled out in front again but Jim Smith is able to stay up with the faster boats easily. The first spinnaker run down the lake saw no spinnakers flying. After the second weather leg we found all of the "D" fleet boats converging in "I" mark within several hundred yards of each other. After we rounded "I" mark, Bob decided that he should do a 720. Why Bob? Louie, with not a lot to loose, flew his spinnaker on this run. Bob, behind now, because of his 720, also flew his spinnaker. Neither effort helped enough to make a difference. Final results for this were Jim Smith

in a super fast San Juan 21 (1st), Perry (2nd), Louie (3rd), Bob (4th), and Ralph bringing up the rear.

The third race and a beautiful day, brought out more boats. Gary Schmidt and Steve Hennigh decided to try "D" fleet, racing for the first time this year. This time the course was I2. Bob was first to "I" mark with Louie second. Then Louie took the lead going to "D" mark. At "D" mark it was Louie, Bob and Perry in that order. The finish saw a new winner again, Louie followed by Perry, Bob, Jim, Ralph, Tom and Steve.

The fourth race saw more gentle winds and a course of I3. Somehow Louie managed to overcome a late start to be first at "I" mark. Then Louie decided to hide from the wind near "F" mark and let Bob take the lead for a while. Well, Bob with a new bottom job, never looked back. Louie also decided somewhere along the way that maybe he should do a 720. Why Louie? At the finish line it was Bob (way out front) Louie, Perry, Tom and Jim. Ralph decided that he would take a short cut home and skipped the last mark and finish line.

The end of the series brought new faces to the winners circle. Perry, with consistant sailing took the first place trophy. Bob took a second place trophy by winning a tie breaker with Louie. Louie ended up with a third place trophy. Congratulations winners! Racing with "D" fleet is great fun and extremely competative. A different winner for every race. The final places weren't decided until the last race. Next is the Spring Regatta and Mid-Spring Series. Lets have a good turn out and see if we can dethrone Perry. Congratulations again Perry.

USYRU

ELIMS

O'DAY:

April 26, 27

Bring your own boat to be sailed in Laser

ADAMS/MALLORY:

May 3, 4

Thistles (borrowed)

JR's:

May 26, 27

PRINCE OF WALES:

Contact Trenton Wann

or

Greg Schertz

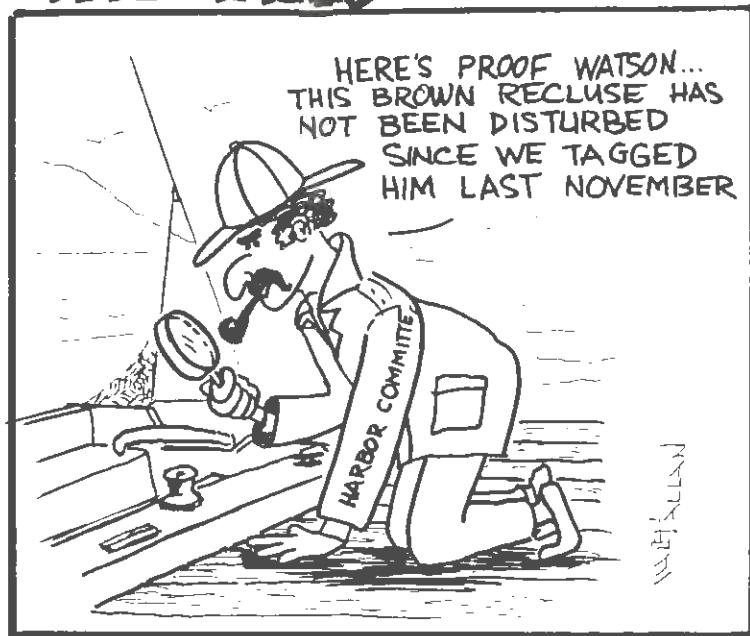


AMERICA'S CUP

CHALLENGE



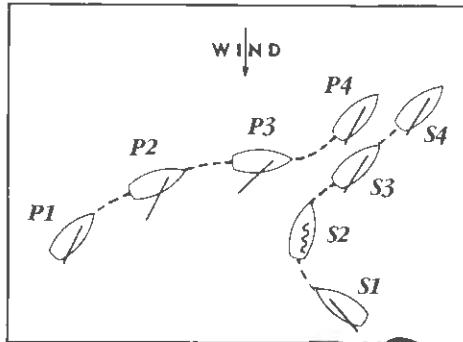
TALL TALES



QUIZ TIME?

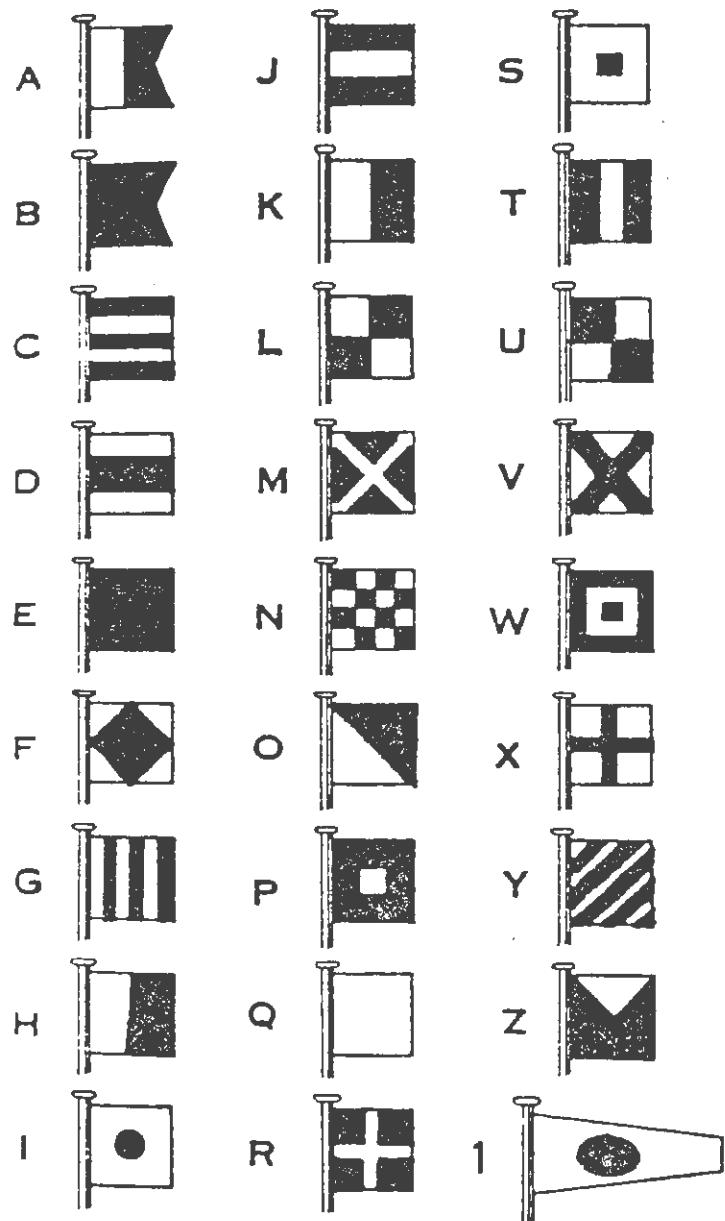
P and S, sailing close-hauled, were converging on a collision course. When they were four lengths apart, P bore off in order to go astern of S. When they were three lengths apart, S tacked, during which time P held her course. After S completed her tack, P luffed to her close-hauled course to avoid hitting S, and protested S under rule 35.

How would you decide this?



Case 10.) Rules Quiz answer - As S luffed in preparation to tacking, P was able to hold her course with no risk of collision. Similarly, as S was in the action of tacking, P did not have to alter course to avoid a collision with S. After S completed her tack, P was able to keep clear of S, which she demonstrated by her astern performance. The action of P, in bearing away, did not infringe rule 35 or rule 41. (See IRLI)

FLAGS AND PENNANTS TO BE USED IN THE
INTERNATIONAL CODE



CODE AND
ANSWERING PENNANT



1st Substitute

L = COME WITHIN HAIL
(ashore: Notice Posted)

M = MISSING MARK,

N = ABANDONMENT

N = ABANDON & RESAIL

N
1st Substitute = CANCEL

N = CENTERBOARD CLASSES ARE
C CANCELLED

S = SHORTEN COURSE

X = INDIVIDUAL RECALL

Y = WEAR PFD

AP= POSTPONEMENT

1st substitute = GENERAL
RECALL

US PERFORMANCE HANDICAP RACING FLEET
OF LAKE TRAVIS
TIME ALLOWANCES - SECONDS PER NAUTICAL MILES

CLASS	RATING	CLASS	RATING	CLASS	RATING
HOBIE 33	90	THUNDERBIRD	198	CORODADO 27	228
OLSON 30	96	CREEKMORE 22	198	COLUMBIA 26-2	228
CAPRI 30	102	KIWI 22	201	CATALINA 25	228
J-29 FR	108	SPIRIT 28	201	CORONADO 25	228
LANCER 36 TM	114	BENETEAU 27	204	SPIRIT 23 KT	228
TARTAN 37-2	126	COLUMBIA 8.7	204	O'DAY 23	231
PEARSON FLYER 30	129	ISLANDER 28	204	AVALON 25	234
EXPRESS 27	132	CAL 2-27	204	IRWIN 25	234
J-30	138	CATALINA 27	204	O'DAY 25	234
IRWIN 38	144	S2 6.7	204	SPIRIT 23 K	234
CAL 31	156	S2 6.9	204	HARPOON 6.2	234
S2 7.9	159	O'DAY 27 IB	204	PEARSON 22 (MH)	240
MERIT 25	162	ERICKSON 25+ (OB)	210	COLUMBIA 8.3	240
CAL 9.2	162	C&C 26	210	TRITON (7/8)	243
LINDENBURG 26	168	COLUMBIA 7.6	210	ENSIGN	246
BUCCANEER 295	168	KIWI 24	210	PEARSON 22	246
EVELYN 26	168	MERIT 22	210	SANTANA 22	246
J-24	168	PEARSON 26 OD	210	SPIRIT 23	246
SANTANA 23	168	PEARSON 26	210	CAPE DORY 22	252
HUNTER 31	168	ERICKSON 25+ (IB)	216	CAPE DORY 25	252
HUNTER 33	171	WESTSAIL 32	216	SOUTH COAST 2	252
FUN 23	174	BALBOA 26	216	IRWIN 23	252
J-22	174	CAL 25-2	216	SAN JUAN 21	252
BAHAMA 30	174	SIDLEMAN 25	216	NA 23-1	252
S-2 8.5	174	SAN JUAN 24	216	LANCER 28	258
SAN JUAN 28	174	BUCCANEER 250	216	LANCER 25-1	264
RANGER 28-2	177	CAL 25	219	CATALINA 22	270
SPIRIT 28-C	180	LANCER 29	222	COMPAC 23	270
ISLANDER 30 MKII	180	BALBOA 24 TM	222	SOUTH COAST 23	276
RANGER 28-1	180	FREEDOM 21	222	CAL 21	276
LANCER 30 TM	186	RANGER 22	222	HELSON 22	276
HOLDER 20	186	ERICKSON 27 (TM) OB	222	CAL 20	282
BRISTOL 29.9	192	O'DAY 25 (TM) FK	222	GULF COAST 21	285
HARMONY 22	192	SANTANA 20	222	STARWIND 19	288
LANCER 30	192	RANGER 23 (TM)	222	VICTORY 21	291
SANTANA 525	192	CATALINA 25 (TM)	222	AURORA 21	291
CAL 27	192	HUNTER 25	225	AMERICAN 2+2	321
COLUMBIA 9.6	198	ERICKSON 23-2	225	BALBOA 16	321
SAN JUAN 7.7	198	C&C 24	228	COMPAC 16	357
RANGER 26	198	CAPE DORY 27	228		

* The numbers listed above are for boats with inboard engines and assume a folding propeller. For those same boats carrying a fixed propeller, the Committee allows a 6 second per mile credit. It is, however, the responsibility of the skipper to notify the race committee.

FOR SALE

1984 Starwind 22 with slip - \$10,850 - 258-0957
1984 Catalina 25 \$18,000 - 834-3584 or 258-9373
Southcoast 21 "Airborne" - Joe Rymal - 892-3810 or 499-4308
Catalina 30 - \$29,500 - 448-4542 or 266-9441
Fireball with trailer - Craig Tapley - \$1,800
Steel boat cradle - cheap - 258-4555
Merit 25 - "Dragon Red" - \$15,000 - 266-1911 or 263-5641
Catalina 25 - 467-6565 - 345-6677
Cal 25 - \$7,500 - Mike and Peggy Frary - 453-0544
Coronado 25 - John or Kay Stark - 452-8984
Genoa Sail - \$400 - N.F. Poole - (817) 778-4903
Cal 20 - Tom Wood - \$4,500 - 266-9204 or 469-3402
San Juan 7.7 - \$20,000 - William R. Volk - 499-3812, 499-8828, 328-1272
Santana 22 - \$4900 - Jerry Barrett - 251-2134 or 838-9038
J-22 - \$13,000 - Steve Sjoberg - 453-8226 or 459-6543 ext. 230
1981 Capri 25 - \$10,500 - 327-2916
1981 Coronado 15 - \$2,350 - 327-2916
505 No. 7321 - \$2800 - Robert Thompson - 771-1225 or 773-8083
Fireball - \$1000 - Steve Bangs - 288-0852
14 ft. Laser - \$1300 - 476-6789
1982 Honda 9.9 hp outboard - \$995 - G. Cooper - 441-1078
Thistle #2549 Joe Moldenhauer - 327-0013
Flying Scot 19' Al Alyn - 822-4898
San Juan 7.7 \$12,000 - Rob - 443-6139
Santana 20 - Al Alyn - 822-4898
Southcoast 21 - \$6500 - 258-6134 or 331-6373
J-24 - Cliff Gunter - (713) 223-2900
Triple deck trailer - W.B. Houston - 476-3009
Gulfstar 50' - \$149,000 - 444-9334
14' Chrysler with 120 hp Evenrude - \$1500 - 478-4902

ANNOUNCEMENTS

Crew available. Heavy racing experience. (J-24, Carter One-Ton; More)
Available for any race. Dave Register at 327-8053 or 328-2732
Wanted Laser in good shape - John - 345-3034
Wanted Spinnaker to fit Ranger 23' - John Allison - 250-6258 or 250-9633
Want to buy or rent trailer for 22' sailboat - Jeff Erdman - 266-2638

AUSTIN YACHT CLUB
5906 BEACON DR.
AUSTIN, TX. 78734

BULK RATE
U.S. POSTAGE PAID
AUSTIN, TEXAS
PERMIT #3179

