

Telltale

July 1987

AUSTIN * YACHT * CLUB



THE CHALLENGE CONTINUES

AUSTIN YACHT CLUB 1987



AUSTIN YACHT CLUB

5906 Beacon Drive
Austin, Texas 78734

AYC Officers

Commodore-----	Trenton Wann
Vice-Commodore-----	Claude Welles
Secretary-----	Lanelle Montgomery
Treasurer-----	Russell Painton
Race Commander-----	Craig Holmes
Buildings and Grounds Commander-----	Walter Allan
Fleet Commander-----	Terry Meyers
Immediate Past Commodore-----	John Mandell

FLEET CAPTAINS

Catalina 22-----	Gary Payne
Centerboard Handicap-----	Teri Nelms
Coronado 15-----	Bruce Foster
Ensign-----	Harold Neel
420's-----	Rob Johnston
J-22-----	Shirley Slaughter
J-24-----	David Broadway
Keel Handicap-----	Bob Tesch
Class A-----	Gail Bernstein
Class B-----	Frank Riha
Class C-----	Bill Records
Class D-----	Bob Pillmore
Laser-----	Fred Schroth
Merit 25-----	Kirk Livingston
South Coast 21-----	Vern Harris
Thistle-----	Ed Halter

Business Office 266-1336
Clubhouse 266-1897



JULY 87



FROM THE COMMODORE

So here I am sitting on the end of dock 6 again with another swell little note from Wayne informing me that somehow I need to come up with a Tell-Tale article. Well I certainly learned my lesson last time. Being the bright sort of a guy I am, you don't have to tell me twice. I know what this space is for now.---It's to tell you folks about all the wonderful stuff we're spending your money for, right?

Well I'm sitting here on the Dock of the Cove (related to Bay but somewhat smaller---with fresh in lieu of salt water) with rain pouring down all around me and water covering the point and tree stumps and stuff floating by and actually, I'm more struck by how we're not spending money. After sitting on this dock for 6 months in the position of Commodore, I have come to realize for the first time perhaps exactly what it is that holds this club together. It's the incredible wealth of manpower (oops, sorry ladies) people power that is not only available but anxious to volunteer to do whatever needs doing. I'm not only overwhelmed by the dedication that people have to see that the club runs smoothly but also by the extraordinary help that tends to show up continually.

Like just the other day, during what was suppose to be the Southcoast Nationals, the wind was blowing out of the East about---oh---maybe 79.7 MPH and the waves were the size that would put those at Sunset Beach on Oahu to shame. Well those of you who have served on the Harbor Committee know these are the conditions that tend to use up any surplus money we might have. This particular time the Southcoast folks, rather than sit in the clubhouse where it's dry and safe---went out and braved the elements, galloping docks, and lurching boats to spent untold hours securing runaway craft, unwieldy docks and in general holding the place together while the storm raged. This extraordinary effort, which saved who knows how much damage to property and boats, was performed unsolicited by not only our own South coast members but also by their equally thoughtful Brethren from Shreveport who came, I'm sure to spend their time drifting around swearing at the Lake Travis Wind Gods---Some how "Thank You" seems like not enough.

Or what about our Junior Program headed by Noel Reed. He had so many folks sign up that he was going to have to turn kids away cause there just wasn't room. So the first phone call he makes to one of the parents of what is about to be one very disappointed kid gets this response---"If you've got too many kids, give me your course syllabus and a Tuesday and Wednesday night and we'll run a second program"---I mean help comes out of the woodwork virtually unsolicited.

Or how about Mike Strange who saw a need for some activity at the Club to get the entire family together and rather than sit and wait for someone to push the activity---came to the Board and said, "I want to do it". (Put Labor Day 1987 on your calendar) The stories go on and on.---And, I'm not even talking about the incredible amount of volunteer work that is scheduled like Regattas, Race Committees, Road Rallies, Buffet Suppers, etc., etc., etc. Or other activities such as Dock Replanking Parties---Cabin Renovation Workers---Tree Pruning and Grounds Improvements---the list goes on and on.

While I served on other positions on the Board, I was aware of the amount of help I received on each of the positions, but never until now was I aware of the tremendous amount of manpower that is freely donated to keep the entire club running smoothly and I just want to take this opportunity to say Thank You---Thank You all very much cause there is no way I could afford to be a member of this club if we had to pay for all the work done. By the way, you might want to look over at the guy (oops, again---person) in the slip next to you and say "Thank You" to him/her cause I'll bet you couldn't afford to be a member either without his help.

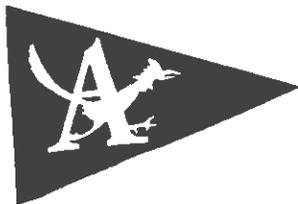
See you on the water.

FROM THE EDITOR



4.3 In heavy conditions you will kick shut the bailing assist immediately prior to ploughing into the wave of the day and filling the cockpit to deck level. When you finally realise that the water is not draining, you will attempt to open the bailer and capsize in the attempt (However, the cockpit will now drain itself)."

With all the thank you's we have been delivering and awarding let us not forget to thank those who have turned in some criticism, and or voiced a complaint. For we need those, too! Thank you. The editor. p.s And a special ditto to the Commodore's article this month.



THE TELLTALE TELLERS

TRENTON WANN.....	COMMODORE
CAROL TESCH.....	SOCIAL
TIM VICKNAIR.....	FEATURE
GAIL C. BERNSTEIN, DAVID.....	SPECIAL
BERNSTEIN, CAROLYN MACK,	CONTRIBUTORS
SHIRLEY SLAUGHTER, BRUCE	
FOSTER, TERI NELMS, VERN	
HARRIS, JANIS LIVINGSTON,	
NELSON MIKESKA, TIM ERWIN,	
HAROLD NEEL	
VICKI BREMER, GWEN MANEVAL...	PRODUCTION
	ASSISTANTS
WAYNE MCEWEN.....	EDITOR

THE INSIDE TALES

FROM THE COMMODORE.....	1
SOCIAL.....	3
FEATURE ARTICLE.....	4
RACE RESULTS.....	6
SERIES	
REGATTAS	
CAMP NEWS.....	11
J-WORLD NEWS.....	13
FROM THE FLEETS.....	14
BULLETIN BOARD.....	LAST

UPCOMING EVENTS AT AYC

GOVERNOR'S CUP REGATTA.....	JULY 4,5
SUMMER EVENING SERIES.....	JULY 18,
	AUGUST 1,
	8, 15, 22ND
MENS SAILING CAMP.....	JULY 16, 17
	18TH
AYC FRONT GATE LOCK CHANGE....	JULY 21
AYC BOARD MEETING.....	JULY 23
TYA AREA F TEAM ELIMS.....	JULY 25, 26
LADIES SAILING CAMP.....	JULY 31,
	AUGUST 1, 2
END OF SERIES BUFFET.....	AUGUST 22
J-WORLD SEMINAR.....	AUGUST 28, 29
LABOR DAY FAMILY DAY.....	SEPTEMBER 5

C O N G R A T U L A T I O N S T O

USYRU COMPETITORS FROM AUSTIN YACHT CLUB

SCOTT YOUNG.....	MALLORY CUP
TERRY SCHERTZ.....	ADAMS CUP
TOM LOTT.....	PRINCE OF WALES
JOHN BARTLETT, FRED SCHROTH,	
MATT ROMBERG, SCOTT YOUNG.....	O'DAY



USYRU is
the organization
for today's
sailors—

TOM ROMBERG WAS ALSO RECOGNIZED RECENTLY FOR HIS CONTRIBUTION OF EXEMPLARY RACE MANAGEMENT AND WAS NAMED A UNITED STATES YACHT RACING UNION SENIOR RACE OFFICER. CONGRATULATIONS TOM AND THANK YOU FOR YOUR SUPPORT OF AYC.

SOCIAL

by Carol Tesch

Is it my imagination, or is this year really half over. Well, summer is my absolute favorite time of the year, and we have certainly been blessed with an abundance of water. OK, all of you who are complaining about all the rain must have forgotten the year when we had no rain and the lake fell 30 or so feet. Hopefully, though, the rains are just about over and we can unmildew ourselves and work on those gorgeous tans sailors are famous for!

Socially speaking, we have been fairly busy, with lots of neat things left to look forward to. Speaking of past events, let's give a standing ovation to Jim Pinno and his crew for a delicious and interesting Mid-Spring Buffet. I just have to have that clam chowder recipe! If Jim will part with it, I'll share it with you!

The SEISA event was torpedoed by a late TellTall, but the college kids had fun. Rob Johnston coordinated the on-the-water events, and Jennifer Draheim was tireless in the kitchen keeping all those little tummies full. Thanks, Jen -- you're the greatest!

I'm really looking forward to the June 20 Dinner Cruise. Of course, you will not have received your TellTale by then, so I'll tell you that Teri Nelms did a great job & we all had a wonderful time! Another thing that is coming up but will have already happened by time you finally read this is the Summer Series Buffet hosted by John & Jan Brewer. These Buffet Chairmen really work hard to feed us at the end of the series, so be sure to say lots of kind words to them so maybe they'll do it again and we won't have to!

There are several events coming up in the near future. The Evening Series Fabulous Shrimp Buffet is going to be on August 22. Sam Humphrey promises that those little shrimp are just about ready for plucking. There is another event coming up that was not scheduled at the beginning of the year. Mike Strange has come up with a great idea-- FAMILY DAY AT THE YACHT CLUB! Get out your Social Calendars right now and put this into your Labor Day plans. Mike has come up with some very fun and funny ideas, so this should be a great event. (You might go ahead and get out the Optimist Dinghies and start sharpening your racing skills!) Stay tuned for more details as they develop.

Here are some bits and pieces of info I have collected over the past few months: Congratulations are in order to Gale Bernstein! She is now an official USYRU judge--no small feat! Turnback was a blast thanks to Bill Records & his crew. Those posters (designed by Walter Allen) were the greatest! Watch for news of the J-World Seminar hosted by the J-22 Fleet. The Wednesday Sunfish races are a blast! I know that this is not REALLY a social event, but I just have to tell you to beg, borrow or whatever a Sunfish and join us. Now, you can't blame me for not telling you about the most fun a person can have on a Wednesday night!

Finally, the Draheim/Andrews fundraiser is over, I'm sure you've heard by now that it was a very successful event. We raised enough money for Bill & Keith to get a new boat and stay competitive in this increasingly tough Olympic class. Thanks AYC for your generosity and support.

SALT WATER SATISFACTION

BY TIMOTHY P. VICKNAIR

If you're an inland lake sailor like me, you always wonder about salt water. After all, in salt water your horizons are limitless, the sea life is ominous and the probability of disaster is greater. So at some point you must test yourself or decide to forget it and remain uncertain.

Having reassured myself that the skills and knowledge to attempt a salt water charter were in my command, I talked my wife, Lauren, and Larry and Karen Logan, some friends who have relocated to San Francisco, into a charter out of San Diego. The destination was Catalina Island, a place I had only heard described.

The boat that I selected, a C & C 38, was a joy. A sleek hull, masthead rig with a large main, and spacious quarters. At the dock she reminded me of an anxious thoroughbred tethered in her stall. The thrill of this boat did not remain at the dock. Under sail she had great windward ability, a balanced helm and speed. The only fly in the ointment was that the LORAN and the log-knot meter didn't work, not terribly reassuring to a skipper in unfamiliar water with companions of very little sailing knowledge.

Our first day out, brought seasickness to everyone but the skipper. He got a case of the guilts, worrying that his wife and his friends might hate him for talking them into a vacation that resulted in only misery. Luckily, experience, better wind, sea conditions and Dramamine saved the day. All was not lost, later that day we discovered that Larry was an extraordinary cook and best of all he enjoyed it. A stay over in Oceanside proved relaxing. I decided that I would not sail or motor at night with a green crew plus there were a lot of nice watering holes on the way up.

On the second day, the skipper found some redemption with sighting of marine life. The circus family, known as the flying fish, put on quite a performance. By the way, it was absolutely impossible to take a picture of one of these critters. Light winds, gave an opportunity for Larry to take a turn at the helm. After a little repetitive coaching and a couple of 360's, he got the idea of how to steer to windward. With the sun setting and the winds dying and the fog building and shipping lanes to cross to get to Catalina, we found a berth and a nice restaurant at Dana Point.

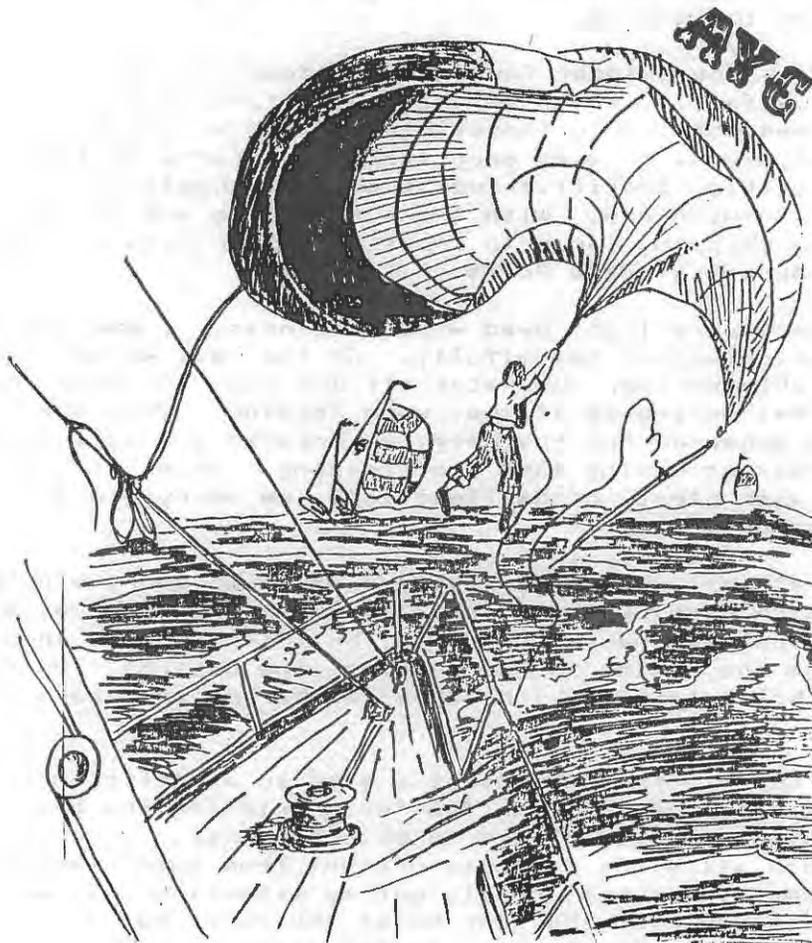
The next day there were light head winds and haze. I decided to motor and use the autopilot which worked beautifully. On the way, we saw seals reposing on a bouy, dolphins skipped over the water off our bow, and some whales showed us their dorsal fins, moving as if they were feeding. When the mountains of Catalina finely appeared out the haze, we hoisted the sails to enhance our feeling of success at having made the crossing. After finding a mooring bouy at Avalon Harbor, with plenty of daylight left, we merry ole souls took our first "dinghy" ride ashore.

Avalon is definety set up for tourist and we loved every minute. The restaurants, which display their menus in the front windows, showed great diversity and were reasonable. Beautiful buildings mostly located on Crecent Drive range from the quaint to the awesome (the Casino). No driving is allowed on this mostly brick street which edges the harbor and beach with Palm trees and flower beds.

On one of the tours we found out that a stay in an efficiency condominium for one week was exactly equal to the fee for chartering the boat. This was a rare occassion in which yachting proved to be economical. Avalon Harbor had all kinds of boats present from motor yachts to 60 ft. schooners. However, one boat really got my attention. It was an old tug rigged out for living aboard. On the rear hoist the owner had suspended a motorized hang-glider equiped with pontoons. To get airborne all he had to do was lower the aircraft over the side and start the engine.

After two days of soaking up Avalon and eating like pigs, we headed north to view the isthmus that joins the two main parts of the island. The isthmus is apparently where the locals like to sail. After arriving, we spotted the harbor and some facilities, but decided not to go in because of time concerns. The wind was light and I decided to put up the cruising spinnaker. It took me about five minutes to figure that it was packed in a chute-scoop and how to work it (I was proud of this feat having only seen these devices in magazines). Not twenty minutes after having put the chute up the wind picked up to approximately 20 knots. Of course, the boat was really moving. The only problem was that our best course was on a dead run. For safety's sake, I decided not to try a wing and wing for fear of accidental gibe. If we had a racing spinnaker, I have no doubt we would have made San Diego by dark. However, we remained content to gibe back and forth making Oceanside by five. Larry took the helm in this breeze after I had pointed out with great emphasis the dangers of uncontrolled gibe. He really got involved. I think another day of this and I would've had converted another soul to sailing for life.

The next day found us back in Mission Bay, with salt on our shoulders, confidence in our walk and enough time to catch our flight.



M I D - S P R I N G S E R I E S R E S U L T S

C- 15 (3 Boats)
1. DAVID ODELL

THISTLE (5 Boats)
1. TOM LEACH
2. TERRY HIGHT
3. MERRILL GOODWYN

J-22 (4 Boats)
1. STEVE BROWN

ENSIGN (7 Boats)
1. TOMMY KOZLOWSKI
2. DAN O'DONNELL
3. HAROLD NEEL

CATALINA 22 (5 Boats)
1. BILL MORACK
2. CALIN POPESCU
3. WALTER ALLAN

SOUTH COAST 21 (8 BOATS)
1. RAY SCHULL 7 BULLETS
2. DUANE DOBSON
3. JIMMY FONTENOT
4. VERN HARRIS

MERIT 25 (4 Boats)
1. KIRK LIVINGSTON

J-24 (8 Boats)
1. JACK KERN
2. DAVID BROADWAY
3. PETE SHOUGH
4. BILL LOVING

KEEL HANDICAP A FLEET (7 BOATS)
1. DENNIS AWBREY HOBIE 33
2. STEVE VAUGHAN OLSON 30
3. RUSSELL PAINTON J-29

KEEL HANDICAP B FLEET (7 BOATS)
1. CLAUDE WELLES CAL 9.2
2. FRANK RIHA CAL 9.2
3. MIKE CHAMBERS OLSON 25

KEEL HANDICAP C FLEET (10 BOATS)
1. JOHN VANCE PEARSON 26
2. ROD MALONE HUNTER 23
3. JIM DEETER CAT 27 TM
4. EDDIE CALOGERO SJ 7.7
5. TROY LAWSON HARMONY 22

KEEL HANDICAP D FLEET (6 BOATS)
1. BOB PILLMORE RANGER 23
2. LOUIE SOEFJE RANGER 23
3. AL ALYN SAN 20



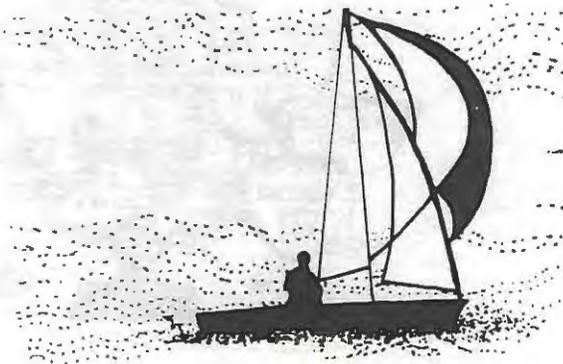
CENTERBOARD REGATTA

by Teri Nelms

I will begin this by mentioning that the AYC Board of Directors was somewhat less than supportive of the proposal made by John Mandell and me that a Centerboard Regatta was in order and would more than pay for itself. Russell Painton said that he didn't know how we could pay for a full-blown regatta if only three boats showed up: me, Mandell and Taco-breath. Well, ha-ha, we fooled you: 67 boats showed up. We were shocked, stunned and amazed, and the Board members will be forwarding me a letter of apology by the next mail boat. The crow that I brought to the last Board meeting for Russell is in my deep-freeze waiting for him to show up with a fork.

With John Mandell acting as my Co-chairchick, (sorry, John, that's the title you are stuck with if I'm the chairchick), we had all the bases covered: Walter Allan produced our first fill-in-the-blanks regatta T-shirt, Keith and Bonnie Lackey turned out the hamburgers and Shirley Slaughter brought in the trophies and some yummy huge cookies for Saturday night's supper. Well, I say we had it all covered: some dummy forgot to bring the wind. That left Arak Bozyan and his race committee with some pretty boring conditions to work with. With a 7-race series projected, we were only able to pull off three on Saturday afternoon and none of them were what you would call real dust-raisers. On Sunday we were on the water at 10 a.m. where we stayed until noon and threw water balloons and generally harassed the race committee. Arak is such a perfectionist with his race management that it becomes a real challenge to make him break face and converse with the competitors, which we all know is a NO-NO. We provided them with as much useless information as we could including on-site criticisms of their anchoring methods, comments on the obvious ineptness of the flagraiser, and even inquired about the dubious parentage of the timekeeper. After Saturday's race I protested the committee for failure to use two horns when they raised the lunch flag. On that one, Arak did concede and promise not to be bad again. He did a great, as usual, job with the races and did not slip up even once and tell me to shut up or sink.

This Regatta will be on the agenda next year and we hope you can all attend and support our little boat fleets. Thank you to all who helped ... see you on the lake at wave-top level!



C E N T E R B O A R D
R E G A T T A
R E S U L T S

There were 62 boats entered this year in the first ever Centerboard Regatta held at the Austin Yacht Club on May 9th and 10th. There were 8 different classes entered for the event. Below are the results of the respective classes:

SNIPES (7 Boats)
1. GREG GUST ROCKWALL, TEXAS
2. JON SKOOG HOUSTON, TEXAS
3. BILL JACKSON DALLAS, TEXAS

CENTERBOARD HANDICAP A FLEET (6 Boats)
1. MATT ROMBERG M 20 AYC
2. CRAIG TAPLEY INTER 505 AYC

HARPOON 5.2 (4 Boats)
1. DON GRAY AYC

CENTERBOARD HANDICAP B FLEET (8 Boats)
1. TERI NELMS FIREBALL AYC
2. ROB ROBINETTE INTER 470 AUSTIN, TEXAS
3. BRIAN SCHULLER FLYING SCOT AUSTIN, TEXA

CAPRI 14.2 (7 Boats)
1. ANNE ELLZEY AYC-PENDING
2. ROBERT GALLANT AUSTIN, TEXAS
3. STEVE SHEPARDSON AUSTIN, TEXAS

C-15 (15 Boats)
1. JOHN MANDELL AYC
2. TERRY SCHERTZ AYC
3. GORDON PREJEAN DALLAS
4. DAVID ODELL AYC
5. BOB MUSSELMAN AYC

SUNFISH (8 Boats)
1. BROWN HORNER SAN ANTONIO, TEXAS
2. ED MENGER SAN ANTONIO, TEXAS
3. CYNTHIA CREAMER AYC

LASER (6 Boats)
1. KIRK LIVINGSTON AYC
2. DAVID GEROW BEDFORD, TEXAS



T U R N B A C K C A N Y O N
R E G A T T A
R E S U L T S

PRINDLE 16 (6 Boats)

1. ED ECHOLS
2. DAVE HILFER

HOBIE 18 (6 Boats)

1. MIKE JOHNSON
2. BILL LAROEQUE

NACRA 5.2 (14 Boats)

1. MIKE NELSON
2. J.D. SMITH
3. CORKY PITTENBERGER
4. DAN COOK
5. JEFF TAYLOR

CATALINA 25 TM (7 BOATS)

1. JAMES NUTTER
2. JAY MCKEE

CATALINA 22 SPINNAKER (8 Boats)

1. BILL MORACK
2. RICH ABELL
4. STEVE FREDERICK

CATALINA 22 NON-SPINNAKER (13 BOATS)

1. NELDA BIGGS-BRASHER
2. GARY PAYNE
3. CALIN POPESCU
4. MARK SCHWATZMEYER

ENSIGN (5 BOATS)

1. GEORGE DAHMEN
2. HAROLD NEEL

NACRA 5.8 (7 BOATS)

1. PAUL ANDREW
2. CHRIS BLASCHKE

HOBIE 16 (11 BOATS)

1. CRAIG MORRIS
2. KEVIN MORRIS
3. DON BECKER
4. TIMOTHY NAPP

MULTI-HULL A FLEET (17 BOATS)

1. KEN AND SUSAN OGDEN TORNADO
2. DENNIS PALAN TORNADO
3. KIRK LECLEAR NACRA 5.7
4. GREGG SCHULER PRINDLE 19
5. JIM HENSON PRINDLE 19
6. BRENT MONTHÉ PRINDLE 19

MULTI-HULL B FLEET (12 BOATS)

1. LANCE WARDEN HOBIE 17
2. JEFF HARDESTY FREESTYLE 474
3. BEN EBERLE HOBIE 14T
4. JOHN RIDLEY FREESTYLE 474

B NON-SPINNAKER (19 BOATS)

1. JOHN ERICKSON SJ 7.7
2. BILL BYRUM SANTANA 525
3. BRUCE WILLMAN PEARSON 26
4. STEVE HENNIGH RANGER 23
5. PAT FEAGIN M-22

A NON-SPINNAKER (21 BOATS)

1. BRUCE MCDONALD CAL 29
2. CHRIS PRATT J-24
3. BILL BRACKEN S2 7.9
4. JOHN MACK J-22
5. BRENT PEPPER BUC 295

KEEL HANDICAP FLEETS

A SPINNAKER (17 BOATS)

1. JAMES DRAHEIM J-35
2. STEVE VAUGHAN OLSON 30
3. BOB TESCH J-29
4. DENNIS AWBREY HOBIE 33
5. STEVE SPADEMAN OLSON 30
6. RUSSELL PAINTON J-29

B SPINNAKER (19 BOATS)

1. RON HARDEN J-24
2. CLAUDE WELLES CAL 9.2
3. WALTER ZAGST SOLING

C SPINNAKER (20 BOATS)

1. HAP ARNOLD HOLDER 20
2. JIM DEETER CAT 27
3. TRENTON WANN SJ 7.7
4. ED CALOGERO SJ 7.7
5. BILL RECORDS PEARSON 26
6. BYRON TAPLEY CAT 30

D SPINNAKER (15 BOATS)

1. PETE EDGAR RANGER 22
2. PAUL HORTON MUSTANG 22
3. DUANE DOBSON SC 21
4. BOB PILLMORE RANGER 22
5. DON SANNES SC 21

C NON-SPINNAKER (23 BOATS)

1. JIM MYNAT HUNTER 25
2. TOM CUMMINGS IRWIN 25
3. STAN LACROIX HUNTER 25
4. DENNIS TYE SJ 23
5. TERRY EUKEL COLUMBIA 8.3

BILL LEVENS TROPHY: JIM DRAHEIM J-35

CAMP NEWS

MEN'S SAILING CAMP - CHILDHOOD REVISITED...

Yes, guys, Camp Mommy and Uncle John once again beckon to you with the offer you cannot refuse: CAMP!!!

The dates this year are July 16-18. Check-in and first night on Thursday, Friday and Saturday to learn, practice, screw-up, review, etc.

The cost will remain the same: \$35 for members, \$45 for non-members. Plan on doing some of the cooking or clean-up and "volunteers" are being actively solicited even as you read.

The camp this year will be sailed in Sunfish and an as-yet undetermined keel boat of Uncle John's choice. He will be assisted by local hot shots including Kelly Gough, Scott Young and whoever else he can find who knows more than he does.

For entertainment, we are changing our format and NOT having a strip dancer for the last night of camp. Last year all the guys were too tired to appreciate her, and since she refused to go home with Uncle John, he has nixed the whole idea. Uncle John wants to rent a bus, hang an "AYC MEN'S CAMP" banner on it, have everybody wear their camp t-shirts and go down and devastate 6th. street. I'm checking to see if insurance will cover this. Your input will be considered and you'd better call, because the alternative plan for Saturday p.m. is to SAIL THE EVENING SERIES AND SHOW OFF EVERYTHING YOU'VE LEARNED!!! That just sounds like too much fun to me.

Call Camp Mommy Teri Nelms at 266-1494, or Uncle John Bartlett at 266-1895 or the club office at 266-1336 for info.

A flyer and sign-up sheet will be in the July mailing.
DON'T MISS IT!



1987 LADIES' SAILING CAMP
Sponsored by the Austin Yacht Club



The camp will begin promptly at 7:30pm on Friday, July 31, 1987, in the AYC club house. Saturday and Sunday will be full days of instruction, speakers, and racing. The schedule will include on-the-water practice of sailing skills with an emphasis on racing. Attendance is open to all non-members, however, AYC members will have first priority since space is limited.

Friday, 31 July 1987	Saturday, 1 August 1987	Sunday, 2 August 1987
INTRODUCTION TO RACING	STARTS AND RACING TACTICS	MARK ROUNDINGS AND RACING TACTICS
	7:00am Breakfast	7:00am Breakfast
	8:00am Instruction	8:00am Instruction
	10:00am On the Water Practice	10:00am On the Water Practice
	1:00pm Lunch	1:00pm Lunch
	2:00pm Instruction	2:00pm Instruction
	3:00pm On the Water Short Races	3:00pm On the Water Short Races
7:30pm Registration	8:00pm Dinner	6:00pm Summary and Close
8:30pm Guest Speaker	9:30pm Guest Speaker	

Camp attendance will be limited since most of the instruction will be on AYC/UT 420s. If you can bring your own boat please volunteer. Lasers and Sunfish will help us with camp instruction. Keel boats will let us put together ladies camp teams for the Saturday Evening Series Race.

You are REQUIRED to have your own PFD with you at all times on the water. We recommend that you wear a hat or visor while sailing. Water and ice will be provided on the chase boats at all times. Bring your own drink container if you want.

"BYOD" (Bring your own dessert) The only food item you need to bring is your favorite cookies, cake, pie, or dessert of your choice to share with your friends.

REGISTRATION FORM MUST BE RETURNED TO THE AYC OFFICE BY 5:00PM ON FRIDAY, JULY 24, 1986.

Name: _____ AYC Member # _____ Non-member _____
 Address: _____
 Work Phone: _____ Home Phone: _____

SAILING EXPERIENCE:

Cruising: _____
 Racing (Crew): _____
 Racing (Skipper): _____
 What type of boat do you currently race? _____
 Regular Racing Job (jib sheet tailer, winch grinder, spinnaker sheet trimer, foredeck, etc): _____

What knots can you tie? _____
 What prior organized sailing instruction have you receive? _____
 Can you swim and stay afloat for 10 minutes? _____

CAMP ORGANIZATION:

Will you organize a camp meal? Sat. Breakfast _____ Sat. Lunch _____ Sat. Dinner _____
 Sun. Breakfast _____ Sun. Lunch _____ Sun. Dinner _____
 Will you assist with a camp meal? Sat. Breakfast _____ Sat. Lunch _____ Sat. Dinner _____
 Sun. Breakfast _____ Sun. Lunch _____
 Can you bring your boat to camp? _____ If yes, what type of boat? _____
 Do you want to stay in an AYC cabin? Yes _____ No _____ or AYC Clubhouse? Yes _____ No _____

REGISTRATION FEE:

\$40.00 for AYC members and \$50.00 for Non-members. Payment must be included with camp registration for all Non-members. Cash: _____ Check: _____ AYC Charge: _____

In entering this camp, I hereby release the Austin Yacht Club, any sponsoring group, it's officers, agents or committee persons from any and all liability for injury to myself, my crew or my yacht arising out of conduct of the camp and races.

Signature _____

Date _____

"ANNUIT COEPTIS"!!!!.....*

On May 9th Austin's sailing community outdid itself. The place was the elegant Capitol Club the event was the wine tasting/auction for the benefit of the Draheim/Andrews Olympic Campaign.....and what an evening it was.

Eleven varieties of fine wines were sipped and enjoyed by over 150 nattily attired guests. Those who fell in love with a particular variety had the opportunity to bid on a case of their very own. Jimmy Fontenot, vinophile deluxe, and his delightful wife, Patsy, served a fine French champagne while Jimmy told of its "yeasty nose" story. While at another table Hap McCollum poured "Thunderbird Blue Label" into designer Dixie cups and became more and more profound as the evening wore on. All the wine hosts and hostesses made the tasting entertaining for the thirsty guests.

Wally Pryor, auctioneer extraordinaire, demonstrated his talents as he coaxed the bidders to part with their money. Auction items ranged from condos in Aspen to official Stars & Stripes crew shirts with "Yank it Back" posters signed by crew members.....from boat bottom jobs to "get out of jail free" assistance....from Lady Longhorn's season tickets to TI letter-quality printers....just to name a few.

There were balloons filled with prizes too. For a few bucks you could buy a pin and pop one. Some lucky people walked away with free movie tickets, record albums, belt buckles, dental check-ups, aerobic lessons, you name it! Everybody went home with a bargain!!

Kelly Gough, crew member on America II, provided slides of the America's Cup competitions. The photos were incredible and extremely enjoyable made even more so by Kelly's colorful narrative. We wish time had not become a factor during Kelly's presentation. (I hear a reprise is in the works).

Throughout the evening Al Allyn provided interesting slides of the 1984 Olympic sailing events along with his ringside comments.

Bill and Keith, sporting tuxedos and looking nothing like sailors, (more like models).....presented the hard-working campaign committee with lovely long-stemmed red roses as thanks for all their efforts.

After the cheese plates were cleaned and the fruit long gone, the wine bottles turned on end in their ice buckets, the tables struck, the debris swept up and Hap rolled to his car, all the numbers were tallied to show that the evening netted just over \$10,500 net for the campaign!!

Speaking on behalf of the Campaign Committee, there were so many people who helped either by working, donating, pouring wine, printing, etc. and we know that we couldn't have pulled it off without them. There were many funny and not-so-funny experiences shared by the group over the almost 6 month period that we went from "virgin" fund raisers to seasoned veterans. There was also a tremendous amount of organization, patience and tact required to keep it all together and for this we thank M. L. Painton (and her "secretary")

Since May 9th Bill and Keith have been to Newport R. I. for a major regatta and are preparing to head for Kiel, Germany in July for the Worlds. Now they'll get to take a new boat, sails and some food with them!!

The Campaign Committee is busy getting reacquainted with their families. You haven't seen the last of them however, since the Olympics are not until September of 1988 Bill and Keith will require additional support to keep them on the road to Seoul.

*He has rewarded our efforts

J

J-WORLD RACING CLINIC
AUGUST 28, 29 & 30, 1987
AUSTIN, TX
J-22 FLEET 11

WORLD

J WORLD BEGINS WHERE OTHER SAILING PROGRAMS END

J WORLD INSTRUCTORS AVERAGE MORE THAN FIFTEEN YEARS SAILING EXPERIENCE. THE J WORLD SCHOOL ROTATES BETWEEN KEY WEST, SAN FRANCISCO AND NEWPORT. THIS IS A RARE OPPORTUNITY FOR SKIPPERS AND CREW TO BE ABLE TO ENROLL IN THIS WEEKEND SEMINAR RIGHT HERE ON LAKE TRAVIS!

OBJECTIVE: The objective is to improve your racing performance, not to teach you how to sail. (Prerequisite; a basic understanding of sailing, boat handling, and a basic knowledge of racing rules, strategy and tactics.)

WHEN: Friday, August 28, 1987 7:00 p.m. - BEER and classroom session
Saturday, August 29, 1987 8:00-6:00 - intensive on the water training with professional J WORLD Instructors
Saturday evening hamburger cookout
Sunday, August 30, 1987 8:00-5:00 - more drills & training

PLACE: Austin Yacht Club, Austin, Texas

REGISTRATION: Enrollment is limited! Reserve NOW! Reservations subject to availability. J BOATS ONLY will be used.

We will help place interested participants on J BOATS with extra openings on a first come first serve basis. Please indicate on your registration form who will be on your boat, the number of open places you have for additional people, or if you need a boat.

ENTRY FEE: \$75.00 per person - includes beer every day, coffee and donuts in the mornings and a J WORLD racing notebook.

REFUNDS: If you cancel 15 days before the course starts, you will receive all monies paid except for a \$10 per person arrangement fee. If you cancel less than 15 days before the course starts, or do not attend, no refund will be allowed.

We reserve the right to cancel if not enough participants sign up, and the right to make crew assignments if necessary.

DEADLINE: JULY 15TH!!!!!!!

HOUSING: Cabins or camping facilities are available at the club. Fleet 11 members will also put participants up in their homes...call Shirley for arrangements.

LUNCHES: Will be available from the Draheim/Andrews Olympic Campaign on both Saturday and Sunday.

DOCKS: There will be dock space available during the seminar.

MISC: There is a special fleet purchase price on J-22's available through Sail & Ski. Check with Rod Malone for details.

J WORLD SEMINAR
REGISTRATION

SAILOR _____ PHONE # _____

ADDRESS _____ CITY _____ ST _____ ZIP _____

___ I wish to register as an individual, please assign me to a boat.

___ I wish to enroll with my boat. Boat type _____ Sail # _____

___ I wish to enroll the following persons as crew members on my boat.

1) Name _____	Address _____	Phone _____
2) Name _____	Address _____	Phone _____
3) Name _____	Address _____	Phone _____

Please assign _____ crew members to by boat.

Tuition:	_____ people @ \$75.00	\$ _____
Out Of Towners; Owners Fee	_____ boats @ \$65.00	\$ _____
Sat. dinner:	_____ people @ \$3.00	\$ _____
Lunches Sat:	_____ people @ \$3.50	\$ _____
Lunches Sun:	_____ people @ \$3.50	\$ _____
	TOTAL	\$ _____

Signature _____

MAKE CHECKS PAYABLE TO:
J-22 FLEET 11

SEND TO: Shirley Slaughter
1608 West 34th
Austin, TX 78703
512-454-2132



FROM THE FLEETS

KEEL HANDICAP FLEET NEWS

It's about halfway through the year and it seems an appropriate time to give you all an update on the Keel Fleet status. (I'll bet you've been waiting with bated breath!)

We now have about 65 dues paying members in the fleet, which must certainly make us the largest at AYC (although probably not the richest, yet...) We are still accepting membership at the paltry price of only \$15. You ought to consider it as we have a REALLY BIG social event coming up in the early part of the fall, plus the Wild Turkey and Red Eye Warmup coming in the late fall or early winter.

A topic which has been discussed a lot around the club lately is our certification program for boats racing in the PHRF classes. The program has been progressing very well and most boats which are currently racing in our series events and regattas now have certificates on file. If you are one of the few who hasn't gotten around to it yet, you still have until July 17 to get it in. After that time you will not be scored until you have a certificate on file. There is no charge. If you have any questions, please call Ray Lott or any member of the handicap committee.

Partly as a result of having the certificates on file, and partly as a result of the hard work being done by the scoring committee things have been going much better (read faster) scoring both series events and regattas. When you know the proper handicap, have an easy to use program such as we now have, have someone on hand who knows the program, and have a dedicated computer for scoring, it helps a lot. At Turnback the scoring for keel handicap was done at 9:30 pm. For those of you who have done this job in the past you know what a big improvement that is. Did you notice the other new scoring change at Turnback?? We now have the capability to score all classes within the fleet together and since this was the first time this year all four classes have sailed the same course, this was the first time we saw this feature in action. I'm still trying to figure out whether 23rd out of 70 is better than 11th out of 17... Anyway, it's another interesting piece of information. You may also be interested to know that several other yacht clubs around the state are now using our scoring program. If you know of anyone who might be interested demonstration copies are available from Steve Vaughan or Jim Eccles.

Before I go I should tell you that the fleet board of directors met on June 3rd and one of the main items of business was a fleet social event. The details are not yet available, but it looks like a late September affair and we will be trying to get as many new people as possible to attend. We all know how many crew it takes to fill up all the keel boats. If you have any ideas or would like to help out, please contact Bob Tesch or David Bernstein.

THE THRILL OF VICTORY....

....THE AGONY OF D-FLEET!!

2nd Quarter 1987

The "agony" of D fleet was never more obvious than during the Mid-Spring series of races. One could write a book of sailing terms to describe Lake Travis' sailing conditions. Two out of the four races provided winds that went from a good, sailable 8-10 knots to 0 then back again, with gusts to 30 kts. They blew out of the south, east, west, north and sometimes, it seemed, all directions at once! To add to the weather conditions, the race was extended over a 6-week period with 2 lay days due to Easter and Mother's day(I know there are a lot of mothers in the club because I'm constantly hearing their names called on the lake. They must all belong to the same family because their last names are the same. I suppose we don't race on Mother's Day so they can all have a family reunion.) With the series broken up it seemed to go on forever.

Lessons we learned during this series:

- A. Al Allyn in his Santana 20 will be a tough competitor, especially when he learns where the finish line is.
- B. Hal Hayden in his Cat. 25 is getting better all the time, and he gets more freckles each week!
- C. Louie Soeftje has learned the benefits of an all female crew--you can have pleasant scenery and win too!
- D. Never give up in handicap racing, no matter how grim it looks, one screw up by some other guy can change the whole picture.

The series ended with a 6-boat average and the winners are!!

3rd Place--Al Allyn (only sailed 2 out of the four races..!!)

2nd Place--Louie Soeftje and his all-girl crew; and

1st Place--Bob Pillmore (he let me pick up the trophies last year!).

Oooooooohh Turnback Canyon!!
.....every year we say "never again" and every year 200+ fools turn out to spend two days in gawd awful weather, earning

by Kathy Pillmore

calouses in places the sun never shines, getting wet, sunburned, divorced, or sued. Do we do it just to get a T-shirt? Is it the Lago Vista Ladies Auxiliary's bake sale? Is it the beer? Is it the party? (we've sailed it 3 years and have missed the party every year due to sheer exhaustion) I wish I knew the answer, but the consolation is that a lot of us must go through the same thing.

Well, at least this year we had some wind. Saturday's first start for the D fleeters would have been wonderful if the wind had been there at the time the gun went off. However, it wasn't and by the time our fleet reached "C" mark we were surrounded by the bigger boats who sucked up all of our air and caused tremendous amounts of grief (at least on our boat!). Frustrated and questioning each others parentage, we stalled along the south shore and watched as the infamous Ranger 22 from Conroe, sailed off into the sunset chasing the Mustang (yes folks, the Mustang was in D fleet...the very same one that sails boat for boat with the C fleet winners each week!!). Things picked up as the day wore on. Our fleet even arrived at Lago Vista in time to partake of some of the free beer!

Sunday was much better...wind wise. The start, especially if you were 1st off the line, was a little hairy in the narrow channel however. Some people refuse to understand their racing instructions where it is printed that boats not in the 5-minute starting sequence are required to stay 100 yards off the starting line. Several boats from later starts refused to relinquish their spots on the starting line, even after being asked, making it extremely difficult for the starters. They must be the same people that cut in front of others at the grocery store and movie theater!

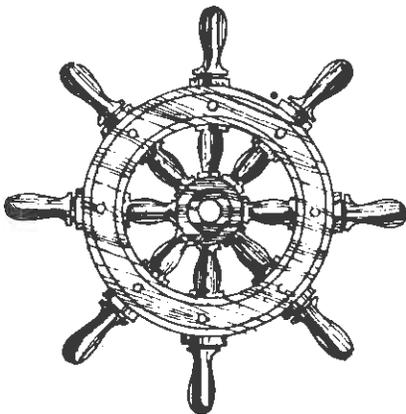
Once off the line, we had a fairly steady wind back to AYC. The skies parted as we neared "C" mark and we were "refreshed" with an afternoon rainstorm which made for interesting conditions at the finish line. D spinnaker class had 14 participants. See the race results for the order of finishes.

May 9, was the gala wine-tasting/auction held for the benefit of the Draheim/Andrews Olympic campaign and what an evening it was....ll varieties of wine to sip and enjoy and bid on. D-Fleet proudly (?) donated a case of vintage Thunderbird Blue Label to the auction. We had recruited none other than the illustrious Fred Schroth to be the honorary wine pourer, but low and behold, Fred didn't show! (mmmmmm??) However, Hap McCollum saved the day and proudly served the brew from designer Dixie cups, downing one for every one he poured! The case was auctioned off (believe it or not) but the lucky winner has yet to claim his prize. I may have to get the AYC police out after him!

Boat name of the quarter:
"Pickpocket" owned by Louie Soeftje.

Louie is not a man of many words, humble, yes even shy (with such cute dimples!) but I promised that I wouldn't write about him!! We can all identify with "Pickpocket". According to Louie the name has a dual meaning. All the while he was making payments he felt as though his pockets were being picked but his solace was the feeling that the Ranger 23 would enable him to pick some "win(d)s" from his competitors pockets! He must feel good about his choice.

Keep your sails full and your bottom dry! See ya' on the lake.



Keel Handicap - Class C

by Vicki Bremer

Working registration for Turnback Canyon? No sweat. Just stuff a few packets and get up early on a Saturday morning to hand them out. Rreeecords, you forgot to mention a few more details!! Despite the monumental task of organizing an event with 240 boats and umpteen more people, Bill Records did one heckuva job. And Keel Fleet C couldn't have done it without the help of a lot of terrific sailors out there -- and Wayne and Gwen too! Thanks Jack, Gary, Pat, Shirley, Ed, Gwen, Gail, Caroline, Frank, Louie, Jan and many others who handled the Registration tables like troopers. Keel Fleet C not only did a good job in organizing Turnback but also in racing results. Word is that Jim Deeter, 200 (Catalina 27), missed the best overall time by just a tidge more than a minute. Hot sailing, Jim!

With Bill Records switching to Sunfish sailing for the Summer Series, the rest of us stand a better shot at winning. But the first race of the Series was more a contest of our storm-handling abilities -- for those foolish enough to venture out under those black skies, that is. The snug and secure clubhouse was the place to be that day. The actual first race was a day of good sailing all the way to Arkansas under one tack from C mark -- a lazy crew's delight. The early evening storm, however, again tested our heavy weather skills. Never a dull moment with Lake Travis weather.

Keep those Keel Fleet C reports and gossip coming in ... and see you out on the lake.

PHRF Keel Fleet - A Division

by Gail C. Bernstein

A Fleet has been busy over the last two months with Mid-Spring Series, Turnback, new bottoms on the Olsons, etc.

Mid-Spring Series was a dual down to the last week. Dennis would not make buffet dinner reservation until he knew he had beaten Russell. Fortunately for the food purchasers Russell left the country and Dennis got to make his reservations early. The last race was a series of comical mistakes - at least Spademan's and mine were comical. Spademan did something at F Mark and had to do a 720, which allowed me to sneak by. However at D Mark, we forgot to assign any one the task of getting the chute into the boat. Needless to say I sailed right into the thing as it rapidly descended in front of the boat. In case you have not tried it, let me tell you retrieving a spinnaker from under your boat is very slow. Vaughan and Dennis also battled it out at the leeward mark. I think Steve won the battle, but Dennis won the war. The final tally put Dennis first, Steve second, and Russell third.

Both Steves cleaned up their Olsons. Spademan's boat was unbelievable when he pulled it out of the water. Now he is unbelievable on the race course. I use to always count on Steve to keep me out of DFL, but now he is so far out ahead that I need my binoculars to even see him.

Pat Katon, who has been sailing with me for the last year, is moving to the Washington D.C. area. The State of Texas had the nerve to shut down Pat's department! I know we will all miss seeing Pat around the club every weekend. But wish her well with the new job and hope she gets back to Austin soon.

Turnback Canyon brought us all kinds of sailing this year ... good, strange, fun, and frustrating. I invited Nelms to sail with me thinking that she would write a funny, humorous telltail article for me. Well no such luck ... Nelms said she had more important things to do

than write an A Fleet article. She'll be sorry next year when a coffee table is her only means of transportation to Lago Vista. Cowden's J-35 with Jim Draheim at the helm sailed a great regatta. He was around the bend and out of sight in no time at all. On the way up the J-29s held their own boat for boat until Thermond Bend then the Olsons and Hobies snuck by. Coming back the J-35, Olsons, and Hobies got ahead on the first leg and stayed there the rest of the way. Steve Vaughan gave Jim Draheim a good contest on the way back. I think it was Arkansas or C Mark before Jim was able to pass Steve boat for boat. But when all was said and done, the paying bets were: Jim Draheim first, Steve Vaughan second, Bob Tesch third, Dennis Awbrey fourth, Steve Spademan fifth, and Russell Painton sixth. Besides great competition, A Fleet also provided a lot of regatta support. Behind the scene ... stuffing regatta packets, setting handicaps and working registration. Out on the front line ML Painton (PRC member) served on the regatta race committee and Steve Vaughan (Scoring Committee Chairman) got the scoring done in record breaking time. Thanks to all.

From my point of view since I have not won any races lately, the most exciting news to report is that I finally, after six months, hear from USYRU. I am now an official USYRU Judge. So no cheating in A Fleet!

June 13 brings us the LTCA Ladies Day Race. A Fleet will have at least two boats participating. I am entering Windward Magic with an all female crew. This year mixed crews are allowed as long as the helmsperson is female. Shirley Slaughter will be helming Joystick with a crew of transvestites! Should be a fun race to watch, so come on out and join the fun.

Reminders. The end of series buffet is June 21. Don't forget to make your reservations early. AYC is hosting TYA O'Day elims on June 27 and 28. Fourth of July and Governor's Cup will be here in no time at all. Hope your calendars are marked! See you at the club and out on the race course.

J 22

By Carolyn Mack

My how time flies when you're having fun! Seems like I just wrote an article for the "Tell Tale", and now it's time to write another one! That's easy though, with such an active fleet. I'm just afraid I'll forget something.

I'd like to start by welcoming Linda and Larry Roberson and Dan and Gail Wight to the J-22 fleet. Yes, folks, the Robersons and Wights are co-owners of a J-22; and they'll be giving us some stiff competition. Unless I've miscounted, that makes fourteen boats and three associate members. Also, Scott Young has been borrowing Bill BeeBee's boat and joining us for some series races. By the way, Bill's boat is for sale, if someone is looking for a used boat.

Congratulations are in order for Scott and Kelly Bandy, who tied the knot at Tarrytown Methodist Church on May 10th. Mr. & Mrs. Young, you know the J-22 fleet wishes you the very best!

While we're on the subject of Scott, he and his crew, Mike Haggerty, John Moran, and Doug Kern, walked away with a first in the Mallory Eliminations held at AYC in May. Terry Schertz and crew, Vicki Holmes, Linda McDavitt, and Jennifer Draheim won the Adams Eliminations that same weekend. Mark Rylander was in charge of the race committee for the eliminations.

Greg and Terry Schertz helped with the race committee for the SEISA Dinghy Eliminations (this was an intercollegiate regatta hosted by the U.T. Sailing Club). The Center Board Regatta race committee was run by John Saunders.

Three Austin boats travelled to Shreveport, Louisiana for a J-22 Circuit Regatta in the middle of May. Mark Rylander and Bud Boucher took their boats and crew; and Greg Schertz' boat, helmed by Kelly Gough, won the regatta. Greg and Craig Holmes crewed. Nice going, guys! There were about 20 boats, and the winds were light and fluky. That same weekend found Terry Schertz at Lake Dillon, Colorado, competing in a "umph!" C-15 regatta. Seems she had a business trip to Denver the week before and made arrangements to borrow a C-15 and crew.

Evidently, Bud Boucher and crew, Carl Morris and Greg Garrett, travelled to Shreveport the weekend before the circuit regatta. This time for the J-22 Invitational Regatta, put on by the same yacht club. Bud's boat took the first place.

Now, let's skip back to April. I'm not sure whether David Gage and Judy VanCleve ever got the pat on the back they deserve for putting together the Spring Regatta. That was really a nice affair, and real exciting for John and me and our daughter and son-in-law. We can all tell you how to lay a J-22 on its side like a beached whale. Doug and Nancy Woodward sailed their J-22 so well they won the second place trophy in the Spinnaker "B" class.

The weekend following the Spring Regatta found the J-22's doing race committee for the series race. Those who came and helped were Bill Mitchell, Steve Brown, John Saunders, Doug and Nancy Woodward, Scott Myers, and John and me.

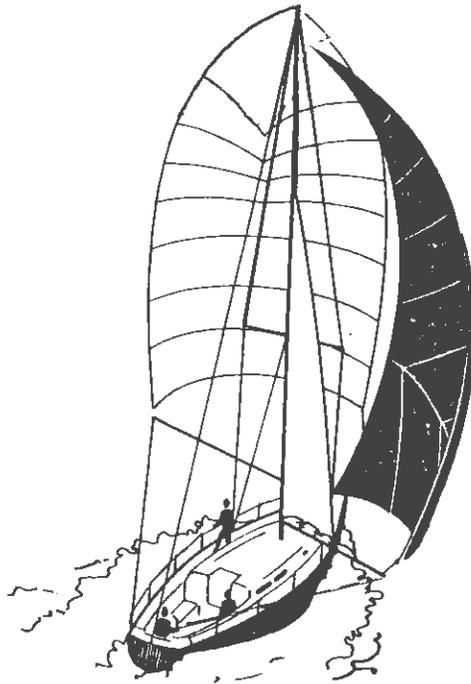
$\frac{J}{22}$ By Carolyn Mack (continued)

The just completed Mid-Spring Series found only a handful of J-22's racing each Sunday. Steve Brown won the trophy, and he claims it was by default. I think you're too modest, Steve!

Quite a number of J-22 sailors did race committee for the Turnback Canyon Regatta. Mark and Carol Rylander, Craig Holmes, John Saunders, and Bonnie and Keith Lackey. Local sailors who raced were Shirley Slaughter, Doug and Nancy Woodward, and John and me. John and I are pretty pleased with the fourth we took in Non-Spinnaker "A".

John Bartlett had a bout with appendicitis this Spring. He seems to be doing fine now, though.

The J-World Racing Seminar has been scheduled for August 28, 29, and 30. It'll be \$75 per person and will constitute two days on the water. It won't be too much longer before registration will be opened up to other AYC members. Just be patient a while longer!



J/24 FLEET
by Dave Broadway

PLANNING A CIRCUIT STOP

There appears to be growing interest of local J/24 owners and crew in the J/24 Texas Circuit Regatta. The AYC fleet had 15 boats entered at the Austin stop. The Rush Creek YC stop had 5 AYC entries, the largest number of local boats on the road in a while. Some believe the logistics to be difficult to organize the road program. Don't believe it. One anonymous AYC fleet member makes it look easy.

You see Fred Schroth plans these things far in advance. In preparation for the recent RCYC event, Fred seeks his crew at 8:45 pm Friday nite of the Regatta weekend. By 9 pm, Fred has committed crew scurrying to find a toothbrush and an extra T-shirt. Departure time is set for midnight sharp to ensure plenty of time for travel, measurement, launching, and adequate rest prior to the 11 am Saturday skippers meeting.

Despite minor delays, Fred and crew head out at 1 am for the 4.5 hour ride to Lake Ray Hubbard. Wiley Fred plans to travel in the wee hours to avoid the holiday weekend traffic. About 3:15 am, Fred & Co. experience a flat tire. Naturally, Fred doesn't carry a spare tire, but he senses one is nearby. Sure enough, only eight miles away is a bald \$2 spare complete with a nail in it. Fred carries extra Marinetex for these types of repairs. Despite the 1.5 hour tire delay, Fred & Co. arrive promptly at 7:15 am at the RCYC hoist area to be the first J/24 measured and launched for the day.

After late registration, boat tuning, and coffee, fully-rested Fred & Co. are ready for the skippers meeting and some serious racing aboard Psycho.

The Circuit stops are great racing and a lot of fun. It is easy to organize and well worth the effort, just ask Fred (or maybe Mike Haggerty).

AYC MEMBERS ON THE J/24 TEXAS CIRCUIT

At the Shreveport YC Circuit stop (April 25-26) Mike Haggerty (Thunderstar) finished 6th, while Doug DeCluitt (Bon Temps) took 7th place, his highest Circuit finish.

Rush Creek Yacht Club hosted the J/24 Texas Circuit Regatta/Southwest Championships May 23-25. The 52 entries included 5 AYC boats. Toby Darden (US) with AYC talents Kelly Gough and Scott Young finished 2nd. In 3rd place was AYC's Mike Haggerty (Thunderstar), overall winner of the 1984-1985 and 1985-1986 Texas Circuit Regatta.

Other AYC participants included Broadway/Grudnitski (Superman), Jack/Doug Kern (Box Lunch), Doug DeCluitt (Bon Temps), and Fred Schroth (Psycho) and their respective crews.

South Coast 21

by Vern Harris

"Under the Cottonwood"

Friday, May 29, and Saturday, May 30, the Austin fleet hosted the Metcalf Trophy Regatta (South Coast 21 Nationals). Considering the weather, I thought everyone enjoyed the racing. On Friday, with the wind and rain coming in straight from the east and gusts reaching 40 mph, we obviously had to postpone. Anyway, I'm glad we were there, 'cause with the high winds and storms, many of the yachts and docks were really taking a beating. Dock lines were breaking as boats were being tossed about like ice in a blender. Wayne expressed his thanks several times to me for all the help the South Coast sailors provided.

After a couple of attempts to start a race, and having to come back in because of lightning, we were finally able to get a race off around 4 p.m. The winds were fluky, however; 14 boats made it out to the line. I thought I had a great start and figured the left side to be favored. Greg Garrett and Ray Shull went left also, and they proceeded to drive away from everyone. After the third mark, still in third, I again thought the left was the favored side. BUT NO! The wind came in from the right, and we sat as Bud Boucher, Tom Kirby, and the old swamp fox Fontenot streamed past. We never recovered.

Anyway, Greg and Ray were battling to finish 1st when Ray slipped up and let Greg finish 1st. Bud did an outstanding job coming from way behind to finish 3rd. Taking advantage of a very favorable shift, old Thunderduck was

able to beat Danny Lien for 6th. I must mention that Danny overcame a couple of 720's early on to come back into the thick of the fray. Interestingly, the majority of the fleet finished within fifteen minutes of each other.

Saturday the sun was out, and it looked like we'd be able to get in some good racing. Greg continued to shine with another bullet, and I was so far behind that I can't fully relate all the details. But Duane Dobson found the wind and finished 2nd ahead of Bud and Ray, respectively. Once again, it looked as if the Metcalf Trophy might slip away from Ray. Holis Metcalf (Shreveport) moved up from 11th in the first race to finish a strong 5th with Leroy Champion right behind. The rest of us? Well, let's say we all had our moments of glory. Arthur Talley had his best race, sailing a smart race to finish ahead of Fred McMichaels and myself. By the way, the fleet was up to 15 boats with the addition of Bob Musselman.

After lunch, and some good-natured kidding with Ray, we started back out. With the wind becoming even more shifty, and with Greg staying toward the back of the fleet, Ray sailed with renewed determination and pulled off a bullet. The old swamp fox Fontenot lived up to his exalted reputation by leading most of the race. But he finished third just behind Holis. Linda McDavitt, with her best race, finished just ahead of Joe Turner who, by the way, really worked through the fleet on the last two legs.



by Nelson Mikeska

South Coast 21 (cont'd)

One race to go to make a regatta ... everyone was getting hot, thirsty and tired, but the winds were picking up and, with the wind, our spirits as well. Once again, the start was very aggressive with everyone on the line at the start and on starboard except me. I got squeezed at the pin and ended up on port with no speed and the whole fleet bearing down on me. How I wasn't protested, I'll never know! Anyway, after the first mark (up around "I" mark) the wind started picking up and after the second mark it really picked up. The sky to the east was jet black and the winds were gusting to at least 30 mph. The lead boats were just dousing their chutes at mark 3 while everyone else was contemplating death. Several boats trucked to harbor while the hardheads, I mean die-hardds, stuck it out. Once again, Ray was in a commanding lead with Bud on his tail. Jimmy and Greg followed with Leroy right behind. Bob Freeman showed his seamanship and finished his best race.

It was a memorable day for Ray as he took 1st place overall with Bud (2nd), Greg (3rd), Jimmy (4th), and Leroy (5th). Many thanks for all the help. And a special thanks to Gail Bernstein and the Ensign fleet for providing the Race Committee.

by Janis Livingston

merit

The April fleet sail and dinner was very nice and the turn out was great. Thanks to Steve and Prissy for planning the event. For all those who missed that social gathering, Jane Murach has planned a pool and tennis party for June 20. The enclosed flyer has all the details. Hope you can make it. It should be a lot of fun.

Due to a lot of conflicts, the fleet will not be racing the AYC summer series and Governor's Cup Regatta. There should be plenty of water due to the recent monsoon season. If only we have wind!

The Catalina 22 fleet has charged into the summer racing season with an impressive showing of 21 boats at the Turnback Canyon Regatta. In speaking with the red-nosed and sunburned voyagers at the end of the first day's race, I got the impression that the relatively good winds and the early position on the start made the race pleasant and challenging for all the participants. The fleet also wants to brag on our own Walter Allan, a talented and effervescent yachtsman who designed this year's TBC Trophy/Poster. Now to get down to the facts and figures. There were eight C22's in the spinnaker fleet with the first, second and third place trophies going to Bill Morack, Rich Abel and Steve Fredericks. There were 13 C22's in the non-spinnaker fleet with the first, second, third and fourth places going to Nelda Biggs-Brasher, Gary Payne, Colin Popescu and Mark Schatzmeyer. Congratulations to all the trophy winners and also to the fleet as a whole for making such a good showing at the race.

Onward to other news. The C22 fleet would like to officially welcome Howard and Marty Shirey to the Austin Yacht Club. Howard is presently serving as the C22 Fleet 69 Commodore, and he has been actively racing with the fleet during the past year.

On this same note, yours truly has recently received his full membership in AYC. I would like to thank those members of the club who supported and endured my racing activities during the past season. It's especially fortunate that Howard S. has decided to join AYC at this time since he and I are about the only two boats left still racing non-spinnaker.

ENSIGN

by Harold Neel

Well, this article has to do double duty since the last Telltale deadline fell during my time in sunny southern California. Let me tell ya, Hollywood's got nothing on Austin. And let's talk sailing. Picture this, it's called Marina del Rey and it's a conglomeration of yacht clubs that the Kennedy's would call swanky. Lots and lots of boats, expensive boats. After fighting our way through the fruits and nuts in Venice Beach, David and I drove into the marina and thought we had found a racer's dream. We hit the docks at the California Yacht Club and each found a ride. David on a 43-foot speedster with girls, booze, food, and a hot shot skipper. And I on a 23-foot live-aboard with an ex-cop, an elderly fellow who spoke only German, a blind skipper and four beers. The race took about 2 hours for David and about 4 hours for myself. Amazingly, though, David and I came to the same conclusions. Being on the "ocean" was sort of neat and being on big boats was sort of neat, and it was nice sailing out from under the smog. But racing PHRF on a 15-mile course that included four tacks and two gybes was basically BO-O-O-RING!! We decided that we had to find some one-design racing. Now this is the kicker, zillions of boats (expensive boats), lots of yacht clubs (swanky yacht clubs), hundreds and hundreds of sailors (seemingly serious sailors), and guess what? No one-design racing. Not one fleet. Not one race. There was talk of trying to create a one-design fleet but nobody had ever raced that way and they couldn't decide on what type of boat to use. Needless to say, we were flabberghasted. We raced a few more times on various boats and realized we were having serious withdrawals from the head-to-head combat good ol' Fleet 30 enjoys.

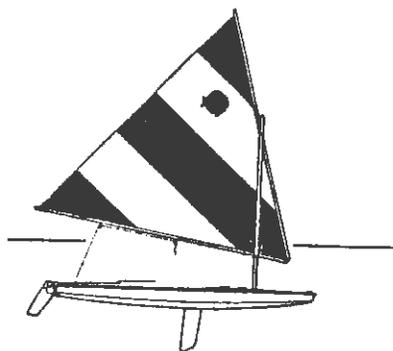
I was starting to break down so I decided that jetting home for races was the only solution. Making it just in time to sail the last race of the Spring series, 578 wound up taking second over-a-1, with Dan O'Donnell & 872 sailing fast and consistent to win the series. It seems that whenever Cynthia Creamer and 1486 can sail all the races, they wind up in the silver and sure enough she took home the third place trophy.

The Mid-Spring Series saw Tommy K and 929 getting serious and seeming invincible. We all followed Tommy race after race with Dan and 872 winding up in second and yours truly and 578 slipping in for third. Mel Kunze sure turned some heads with his outstanding single-handed performances, and it was nice having Ken Carr and 984 joining the fun. Dick Clark once again logged award winning numbers in the daysailing category. (I bet if we let him race naked, he would be invincible.) Larry and Amy were seen teaching their young one to winch while in a safety seat strapped to the combing. Hap Arnold can't bear the thought of PHRF so expect to see him on the race course. Sam Humphrey is trying to break the record for the most number of weeks required to do a bottom, (the record is currently held by Sam Humphrey). Hope to see him back in the water soon.

I would like to thank those who helped me run the races and warn the rest of you that D Fleet might seek revenge when it's their turn. The Ensign Regional Championship is being hosted by Fleet 2 in Houston and runs from July 8-11. I have registration forms for those who are interested.

For those of you who attended the last Ensign party and have now received your yearbook, you may notice the slight discrepancies between how John Weiler explained the origins of Fleet 30 and what is said in the yearbook. I will leave my sources anonymous and hope that those concerned will accept my apologies. After all, what do you expect from a Hippie?

SUNFISH



by Tim Erwin

Sunfish fleet? You bet! Speculation? History! Is it for real? Read on, you doubting Thomas!

That's right folks, we do have a Sunfish fleet once again at AYC. One might ask, gee I'll bet that was hard to organize? No, absolutely not! It was easy.

I'm proud to announce that the first annual AYC Centerboard Regatta had a Sunfish fleet. We had a great showing with 8 boats total, 6 of them our own AYC members and 2 from Woodlawn Sailing Club in San Antonio.

Saturday started off with no air and ended up with light air. That wasn't a big problem for our new Sunfish fleet because Shirley Slaughter brought a jug full of mimosas for the fleet. (Sounding pretty good so far, huh!?) Well, we all drank mimosas until the committee boat raised the code flag "Q" for "let's quit for lunch." Dave Gage pulled us in with his turbo outboard J-22. (Thanks, Dave.)

We were able to get three races off Saturday afternoon, however, and due to no air on Sunday, those were the only races.

Cynthia Creamer took off like a shot in the first race and effectively managed to put a horizon job on us in the first race. The two experienced Sunfish sailors from San Antonio managed, however, to dominate the second two races. They took 1st and 2nd with our own Cynthia Creamer placing 3rd in the Regatta.

Those participating in the Regatta from AYC were Cynthia Creamer, Shirley Slaughter, Steve Brown, Bill Records, Mike Strange and Tim Erwin. Our thanks to Shirley for bringing the mimosas and for providing the participation trophies to all participants. We love ya, Shirley!

Wednesday evenings? Yes! Since the regatta we have had one Wednesday evening race and it was great! We plan on being there every Wednesday. (I told you this is for real!!)

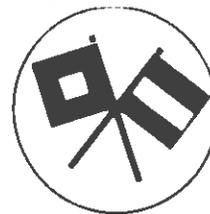
Last Wednesday, May 13th, we had 6 boats out participating in some fun racing. We had several short round the buoy races and it was a blast! Those Sunfish sailors attending were: Mike Strange, Roy Crouse, Dave Boerner, Shirley Slaughter and crew, Jennifer Draheim and Tim Erwin.

Wait! you may say. Jennifer Draheim? She's not in the same league as these folks. Well you're right. She will be racing with a large rock in her boat next time. (Just kidding, Jennifer.)

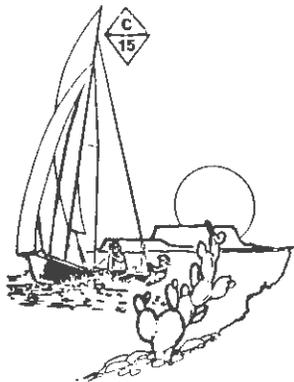
Dust off your Sunfish or go get one. We're having a great time! As a matter of speculation, Senator Gary Hart heard about us and is thinking about Wednesdays. He's looking for crew!

See you on Wednesdays & Governor's Cup. Peace, love and tranquility.

Centerboard Handicap



by Teri Nelms



CORONADO 15 FLEET 34

by: Bruce Foster

Coronado 15 news is getting pretty exciting! Activity since the last article in-

cludes an excellent turnout at the centerboard regatta, 14 boats. Terri Nelms did a great job arranging for this yearly (hopefully) event. Over 40 centerboards participated with strong showings from both C15's and Capri 14.2's. Too bad the winds did not match the enthusiasm of the participants. Saturday was fine once the wind decided to blow in one direction long enough to get a start. Past commodore John Mandell ended day one in first place with the Shertz's close behind. As everyone planned their Sunday surprises over burgers 'n suds, Bruce the wind god had a few of his own. John won it as Sunday winds were non-existent. Everyone did enjoy playing pirates and pinpoint passing of wet footballs.

Our Spring series was captured by Dave Odell and Bonnie Lackey, back together for a series to show us how it used to be done. Stephen Hinshaw gets the sportsmanship award for racing the final race, thus allowing a throwout. He would have won it had he not started.

Our Saturday series is now in gear after a false start. It looks like the weather has smiled on Saturday & dumped all over Sunday. Maybe more keelboaters will borrow something to keep in tune. Claudia is back so OVER EASY is no longer sailing with a handicap (I mean me as skipper, not anyone who crewed). Watch out!

Finally, our fleet has an active schedule with participation in the junior sailing program on June 22nd, race committee on June 21st, and getting ready for Governor's Cup. NOW IF IT'D JUST STOP RAINING!!!

Well, wasn't Turnback fun? I was just sick that I couldn't find a crew to sail it in the Fireball, so I had to just tough it and sail it on a big dry keel boat. Did I say dry? Windward Magic was dry until it rained. Did I mention hot? It was hot even when it rained. Was it fun? We took a vote and the Bernsteins and crew agreed that Turnback falls somewhere between fun and child-abuse. Since anyone who sails has got to be on the simple side, we agreed that we had a good time together and it was a typical Turnback. Gail asked me if I would mind doing her article on Turnback for the Telltale, but I told her that I was too engrossed in my crew job to notice anything else that was going on, so she had better write it herself. The Bernstein's, even Dave, are great to sail with so I would encourage any boatless centerboarder to sign up with them 'cause they don't do nearly as much yelling as some of the other boats do! Thanks, Gail and Dave. I enjoyed it.

The Centerboard fleet is currently in the middle of our first-ever Saturday series. Our intent in the change was to break some of the big boat sailors out to sail Lasers and Sunfish and then race their "Instruments of the Devil" on Sunday. So far, our participation has been good, and we'll take a vote on the 20th to see if we want to switch another series later in the year. So far, the snotty-nosed kid, Matt Romberg in a M-20, Quentin Baker from San Antonio in a Flying Dutchman, a Lago Vista Buccaneer, me in the Fireball with various crews, Sunfish, Lasers, C-15's, Harpoons, and a visiting fleet of Capri 14's have all made the races.

Elsewhere is a report on the First Annual Centerboard Regatta which was comfortably well attended. You big-boaters better listen up and come join us where the real action is: in the little FAST boats.

BULLETIN BOARD

FOR SALE

C-15 - \$1,700 - NOEL - 335-7020
SANTANA 20 - 389-1685
CLIPPER MARINE 21 - \$4,000 - 345-6684
28' WOOD E-SCOW - PETER - 1-756-4372
MC SCOW - \$1,400 - 409-693-5130
VENTURE 222-\$4,000 - 258-0236/834-3263
SAIL COVER - 10'x4' LIZ - 266-9230
SUNFISH - AL ALYN - 1-822-4898
WINDSURFER - \$500 - MIKE - 343-6605
HOBIE 16 - ANN - 479-6415

SOUTH COAST 21 - BUD BOUCHER 929-2021/261-4283
SOUTH COAST 21 - 346-9339 - \$3,450
SOUTH COAST 21 - 452-5923 - \$3,000
MERRIT 25 - \$12,900 - CARL MORRIS - 261-5757
MERRIT 25 - \$11,900 - ANNE OR VOLDI - 331-5703
J-22 - \$10,500 - SCOTT YOUNG - 480-9001/459-5997
J-22 - \$10,900 - ANNE OR VOLDI - 331-5703
LASER - \$700 - MARSHALL ENQUIST - 263-2481
LASER - \$1,200 - MIKE - 343-6605

WANTS TO CREW

NANCY MAY - 458-1000/343-7377
JIM FINNERAN - 261-4317
LINDA CAST - 835-4845
LESLIE RENFRO - 288-3667

WANTS TO BUY

SUNFISH HULL - BOBIE - 453-8386
OR RENT - 22' SAILBOAT TRAILER FOR
O'DAY - JEFF - 258-7412 OR
331-6455

ANNOUNCEMENTS

Dock mooring lines are now available at the AYC office. The staff upon seeing a mooring line that could break and cause damage to the docks, shall be instructed to replace the lines at the owners expense. They cost \$5.00 each.

The work space area is not for boat storage. If you are having or doing work on your boat and it looks like it will take longer than three weeks, please notify the office so arrangements may be worked out. If you do not and your boat is there longer than three weeks, a storage fee shall be charged to the trailer owner. Please be sure, also, that your boat is in the work space area.

The BOAT USE LOG is located in the Clubhouse, on the bar. The LOG BOOK PAGES are in the back of the Beer Book/Boat Use Log Book. Please print your name, boat, date and sign. Thank you very much.

If you have any questions, and/or comments, please do not hesitate to call me. Thank you.

WAYNE MCEWEN
CLUB MANAGER
266-1336

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

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