

# Telltale

Sept. 1988

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A U S T I N \* Y A C H T \* C L U B

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# AUSTIN YACHT CLUB

## 5906 BEACON DRIVE

## LAKE TRAVIS

### A Y C O F F I C E R S

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RACE COMMANDER-----	GAIL BERNSTEIN
BUILDINGS AND GROUNDS COMMANDER-----	WALTER ALLAN
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### A Y C F L E E T C A P T A I N S

CATALINA 22	HOWARD SHIREY
CENTERBOARD HANDICAP	TERI NELMS
CORONADO 15	KEITH LACKEY
ENSIGN	HAROLD NEEL
420'S	ROB JOHNSTON
J-22	BUD BOUCHER
J-24	GLEN BYUS
KEEL HANDICAP	BILL RECORDS
A-FLEET	STEVE SPADEMAN
B-FLEET	MIKE CHAMBERS
C-FLEET	JIM DEETER
D-FLEET	LARRY RATLIFF
LASER	FRED SCHROTH
SOUTH COAST 21	BOB FREEMAN
SUNFISH	TIM ERWIN

Business Office 266-1336  
Clubhouse 266-1897



# SEPTEMBER 1988



## FROM THE COMMODORE \_\_\_\_\_

As most of you know by now, we have had to increase slightly our membership dues and fees to allow us to afford the replacement and maintenance of our floating harbor structures which must be done over the next several years. Our cost estimates have assumed a lot of volunteer labor from the membership in those areas in which we can reasonably expect to save money by so doing, i.e., in the wood work and in the odd job upgrades like adding foam and support to the existing structures. Our AYC tradition has included this type of activity whenever it has been feasible. We want to keep our club as inexpensive and as desirable as we can, not only for ourselves now but also for our membership in ten years. So ... when you receive a request to help out with the boardboat docks and rigging docks, let's all pitch in and get those jobs done. If you can't drill a hole or drive a nail, you can carry wood. If you can't carry wood, you can serve refreshments. If you can't stay all day, come for a couple of hours. There will be a job for all who can help.

I feel that our traditional pitch-in and help attitude has contributed immensely toward our club pride and spirit. That in turn has helped attract top notch sailors and has fostered an environment in which we have all grown in our sailing skills. It has helped make us not just another yacht club but a great yacht club. How many clubs of any size can boast of having sent representatives to four USYRU national final events this year -- plus having an Olympic team competitor in their membership, not to mention having members who won a major class North American championship? I'll venture to say none. At this time I would like to congratulate Al Alyn and the team racing team who finished fourth, Linda McDavitt and the Adams team, John Bartlett and the Mallory team, and Matt Romberg who won the O'Day championship. And if anybody doesn't already know, Paul Foerster will be racing in Seoul under the AYC burgee, and Scott Young and Mike Haggerty won the J-24 North Americans over the traditionally strong field in that class. Yes, AYC is a pretty special place.

Good luck, good sailing, and I'll see you at the work parties.

Claude Welles, Commodore  
Austin Yacht Club



During the last couple of months we have had some great help from some of AYC's non-racing members who sometimes, unintentionally, get overlooked. Those members who have helped are:

- Paul Keller for donating a barrell of deisel
- Carolyn Marshall for suppling a list of addressess needed by LCRA
- Peggy Frary cleaned some cabins when we got real busy
- Elizabeth Fox defrosted some refrigerators in the cabins one weekend
- Ginny Deginder for always being willing to help with the billing
- Pat Kimbrough shared some history with the staff on Lake Travis and AYC
- Frank McBee helped with the Junior Program in many ways
- Victor Szebehely reset the dock lights one night
- Joe Turner helped out with the ice machine on several occassions
- Stanley Werbow was a Junior Program supporter
- Robert Young assisted with the Accounting office.

Multitudes of thanks to these members and others whose name I may have left off for the help that you gave AYC in its continued fun goal of being a better playground at a cost that cannot be compared to any other!

Thank You.

The Editor and Manager  
Wayne McEwen

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HOWARD SHIREY, BRAD SCHWAB, AND  
CURTIS TARPLEY

## Coming Up !!

- AYC SINGLEHANDED CHAMPIONSHIP.....SEPTEMBER 10
- FALL SERIES STARTS.....SEPTEMBER 11
- BOARD BOAT DOCK WORK PARTY.....SEPTEMBER 17
- UT BOAT CLINIC.....SEPTEMBER 17
- SEPTEMBER BOARD MEETING.....SEPTEMBER 22
- MCCARTHY CUP.....SEPTEMBER 24
- LTCA OVERNIGHT CRUISE.....SEPTEMBER 24
- FALL SERIES BUFFET.....OCTOBER 2
- AYC TEAM CHAMPIONSHIP.....OCTOBER 8, 9
- AYC FALL REGATTA.....OCTOBER 15, 16
- USYRU ANNUAL MEETING.....OCTOBER 19-22
- WINTER SERIES.....OCTOBER 23
- OCTOBER BOARD MEETING.....OCTOBER 27

# ABOVE + Beyond....

**Above + Beyond** is prepared by the members of the AYC Public Relations Committee. Its purpose is to highlight the achievements of clubmembers in their business & personal lives as well as sailing. We all have lives outside of sailing and its interesting to know what our fellow members have aspired to elsewhere. For example: your kids scholastic or athletic achievements, yours or your spouse's promotion or winning of the Publisher's Clearing House Sweepstakes, etc. We're looking for "other" news. If you have a tale to tell...tell it to your fleet captain or one of the following P.R. Committee members:

Charlene Allan  
Vickie Bremer  
Lee Vaughn  
Jane Frederick  
Cynthia Darwin  
Bill Records  
Roy Crouse

On with the news!!

**Brian Wann**, 19, (son of other clubmembers named Wann) had the unique distinction recently of being part of only four soccer teams in the country to go to Philadelphia (weekend of July 30th) to compete for the national soccer title. Brian's team squared off against teams from Indianapolis, New Jersey, and Santa Clara, California for this prestigious soccer championship. Just to win the honor to compete for the title, Brian's team had to defeat a number of contenders. Not the least of which was a team from Florida made up of college players...3 of whom played on the NCAA Championship

Soccer team from Clemson! Brian's team finished 3rd...an excellent showing!! Brian is no newcomer to soccer...he is currently attending Huntingdon University in Alabama on a soccer scholarship.

###

He got his first Sunfish for his 12th birthday. Since then he's sailed in numerous singlehanded events and in 1985 & 86 he won AYC's Men's Singlehanded Championship. On Thursday, August 11 **Matt Romberg** won the ultimate singlehanded event when he captured the U.S. Men's Championship more commonly known as the **O'Day Cup**. Matt competed in Boston with the best singlehanders from each of the USYRU areas plus the U.S. Youth Singlehanded Champ, the U. S. Women's Singlehanded Champ, and the U. S. Navy Singlehanded Champ. This year's O'Days were sailed in Sunfish....one birthday present that didn't end up in the trash heap after the batteries went dead!! Our congratulations to Matt...show them yankee sailors at Tufts University that us Texans know what sailing is all about!

###

From A Fleet reports that Steve Spademan's crewmembers know more than how to sail and fly a pink flamingo. **Ted Smith**, a hand on Blown Assets, took 2nd Place and \$800 cash money in Aqua Festival's Sports Car Race. Ted was driving a Sports Renault for you racing buffs. Sounds like someone can afford the beer for the next series!

###

By now everyone knows that the Olympic sailing trials are over and the AYC teams made a spectacular showing. **Paul Foerester** and **Andrew Goldman** won the Flying Dutchmen berth. **Bill Draheim** and **Keith Andrews** finished in a respectable 4th place overall in the 470's. **Brodie Cobb** and **Doug Kern** finished 5th in Soling and Doug was later named to the Olympic Soling tuning team. That means he'll serve as crew on a Soling being helmed by

guest skippers who will tune against John Kostecki, the U. S. representative in the games. Let's not forget the AYC team of **Rick Sharp** and **Gary Mosier** who, although they did not finish in the top 5, made a strong showing in Newport in the Tornado class.

###

Since the trials **Bill** and **Jennifer Draheim** have packed up their two cats and toothbrushes and moved to Newport Beach, California where Bill has accepted a position with Ullman Sails. Bill will specialize in the smaller, one-design boats...like the 470's and Lightnings ...and will tune sails for customers. They both will be sorely missed and we wish them the best. Jennifer was ecstatic about the pages and pages of jobs listed in the LA Times.....but she hadn't driven on the LA freeways at that time. They promised to be back for the Annual Banquet. Brother **Jim Draheim** has also relocated to (of all places) Portland, Oregon. I suppose that means the end of the Draheim era at AYC. Who will the next young lions be??

###

Both of our Club teams are headed for the finals in the Adams Cup and Mallory Cup. Skipper **Linda McDavitt** will take her crew of **Cynthia Darwin(+1)**, **Vicki Holmes** and **Nancy Woodward** to Everett, Washington for the Adams finals. (In case you missed the full-page, color front in the Wednesday, August 17 "Lifestyle" section of the Austin American-Statesman!!!) **John Bartlett** will skipper a J-22 in Charlotte, N.C. with **Dave Henderson** and **Steven Hanson** beginning August 23 for the Mallory finals. We'll know the outcome before Telltale delivery date, but we still want to offer our encouragement and support for making the effort and representing AYC. Plus our congratulations for bringing home the Cups!!

###

**Scott Young**, a name often used in the same sentence with sailing and winner has captured another one. This time its in his role as real estate entrepreneur. Scott will manage the renovation of the 15,900 sq.ft. complex at the corner of Sixth and Lamar Streets. The new center will be called 600 Lamar and will have a mix of retail and restaurants. Renovation is expected to be completed by October 1st at a cost of \$500,000.

###

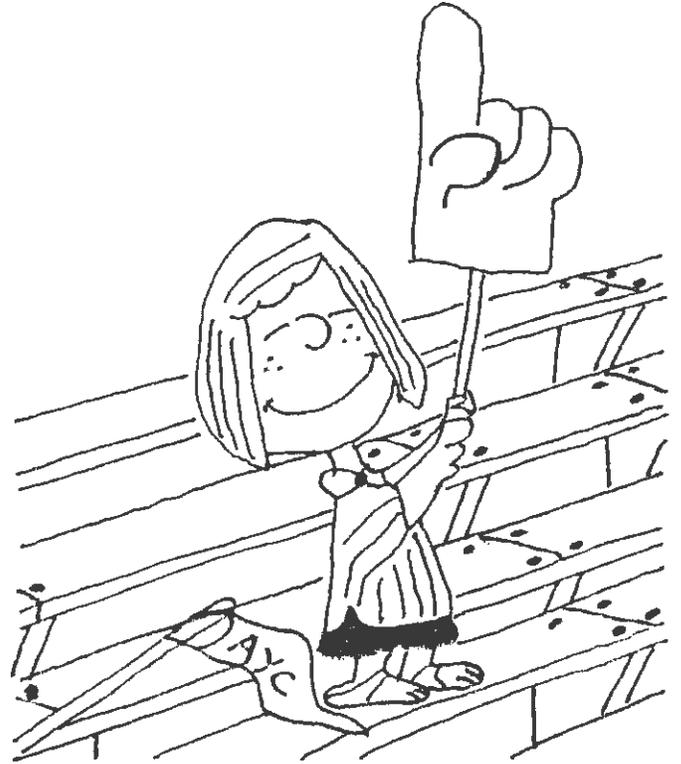
Team racing team captain, **AL ALYN**, and his five-member team --**BILL LEVIN**, **ROB JOHNSTON**, **ERIC FAUST**, **HANK KLEESPIES**, and **DAVID SHOCKLEY** -- captured fifth place in the USYRU Hinman Trophy Nationals. Races were held in Flying Scotts using team-racing strategies which differ greatly from one-design racing. Three boats made up a team. Nice team-work, guys!!

# # #

NEWS FLASH! -- Congratulations to our Adams Cup team who finished with a respectable 8th place overall in Everett, Washington!!

# # #

Luau Committee, you're #1 in my book!! Thank you, thank you for the outstanding job you did to make this Luau the best ever. Special thanks to Co-Chairpeople Carol and Bob Tesch and Jane and Steve Frederick for putting on a dynamite event and organizing some dynamite people to help -- like Charlene and Walter Allan, Jim Deeter, James Pinno and many, many more. The food was THE BEST; the drinks went down so easily, and the special entertainment was EXTRAORDINARY!!! It's an event I'll remember for a long, long time -- along with many others.



(Buuurrn!) Excusez moi, but Sam Humphrey serves the best doggone End-of-the-Summer Series Buffet of specially prepared Shrimp and "secret" Salad along with homemade tartar and cocktail sauces. And I hippo'ed out on the stuff!! But Sam and his friends can prepare that kind of buffet for me anytime! A ton of thanks for this very special treat, Sam!!

1988 AUSTIN YACHT CLUBS GOVERNOR'S CUP REGATTA RACE RESULTS

GOVERNOR'S CUP WINNER \_\_\_\_\_ GRAPEVINE SAILING CLUB

CENTERBOARD HANDICAP

Fleet A 8 boats

1. Craig Tapley 505
2. Dennis Stoll FD
3. Quentin Baker FD

Fleet B 8 boats

1. Paul Whitworth MC Scow
2. Grant Wolfe Harpoon
3. Jim Relage Buccaneer

ONE DESIGN

South Coast 21 5 boats

1. Ray Shull
2. Duane Hobson

Ensign 7 boats

1. Dan O'donnell
2. Jim Baker

Catalina 22 Spinnaker 6 boats

1. Steve Frederick
2. Marilyn Boemer

Catalina 22 Non-Spinnaker 12 boats

1. David Hayslip
2. Mike Wright
3. Wes Vela
4. Calin Popescu

J-24 6 boats

1. Jack Kern
2. Doug DeCluitt

J-29 5 boats

1. Bob Tesch
2. Terry Meyers

J-22 7 boats

1. Mark Rylander
2. John Bartlett

PHRF HANDICAP

Fleet A Spinnaker 9 boats

1. Steve Vaughan O 30
2. David Rpssi J 36
3. Steve Spademan O 30

Keel B Spinnaker 10 boats

1. Rick Hall S2 7.9
2. Tom Lott L 26
3. Frank Riha Cal 9.2
4. Mike Chambers O 25

Keel C Spinnaker 9 boats

1. Eddie Calogero SJ 7.7
2. James Henrickson H20
3. James Pinno Capri 22

Keel D Spinnaker 10 boats

1. Duane Rurlege Ran 22
2. Dave Hilfer SJ 24
3. Bill Edgar Ran 22
4. Dave Henderson Ran 22

Non-Spinnaker

Keel A 10 boats

1. Bill Byrum Sant 525
2. Tom Reick Capri 25
3. Vern Harris H26.5
4. Herb Duncan Cal 9.2

Keel B 8 boats

1. Pat Feagin M22
2. Boyd Morse Buc 250
3. Steve Hennigh Ran 23

Keel C 5 boats

1. Dennis Tye SJ 23
2. Bill Jasperson Col 22

Other fleets not listed the results are missing and should be returned. Thanks

1988 AYC'S SUMMER EVENING SERIES RACE RESULTS

EXCELLENCE IN SERIES RACE MANAGEMENT-----KEEL C FLEET  
(Jim Deeter)

CATALINA22

Keel D

1. Walter Allan
2. Steve Frederick
3. Bill Word

1. Bob Pillmore Ran 22
2. Perry Weller S2 7.3
3. Louie Soefje Ran 22

Ensign

Keel C

1. Dan O'Donnell

1. Paul Frels SJ 24
2. John Vance Pearson 26

South Coast 21

1. Danny Lien
2. Bob Freeman

Keel B

1. Jay Hargrave
2. Frank Riha Cal 9.2
3. Mike Chambers O 25

J 24

1. Dave Broadway
2. Phil Spletter
3. Glenn Byus

Keel A

1. Bob Tesch J 29
2. Mike Mayfield O30
3. Steve Spademan O30

C-15

1. David O'dell
2. John Mandell
3. Louis Rogers

Centerboard Handicap

- |                     |            |
|---------------------|------------|
| 1. Anne Ellzey      | Capri 14.2 |
| 2. Steve Cauffman   | " "        |
| 3. Steve Shepardson | " "        |
| 4. John Welch       | " "        |

(Capri 14.2 averaged 5 boats for series)

# When it's too hot to sail ....

On August 5th two female Club members, who shall remain anonymous at the request of their husbands, and a third female non-member attended the Austin performance of the California "Chip and Dales". For those who are either too sheltered or too old to know, the Chip and Dales are a group of male dancers (aka strippers) well known for their well-developed minds. Mr. McEwen has requested an exclusive on this adventure which follows, to wit:

It all began several weeks before the 5th with a phone call from the third female party to one of the Club members. "The Chip & Dales are coming to town on August 5th. Do you want to go?" she asked. "Is the Pope polish?" replied the Club member after which she immediately phoned the second Club member and asked if she would like to join the first two. "You bet!" she responded after a milisecond of deliberation. The three set about purchasing tickets and deciding whether or not it was worth an extra \$10 to sit on the front row. In these difficult economic times the decision was made to select a second row seat and avoid sweat in their drinks.

As the evening drew near the three women made plans for the meeting place and pre-show preparations which included a bite to eat, film for the camera, and a brief visit to the Sunfish Fleet party which was to take place the same evening at the Four Seasons Hotel adjacent to the Crest where the "boys" would be doing their thing. The night arrived and the three were all a titter. Though it was never spoken between them, they each had a fantasy that they would be looking for as the show unfolded.

They made their appearance at the Sunfish party but were anxious to get on to the arena where young women's hearts would soon be slain in the name of lust. After a brief meal during which the elderly waitress served one of the women a hamburger without the meat (she must have been hurrying to get to the show too!), they dashed to the ballroom (appropriate venue) to check out the seats, about which they were not disappointed (...the location of their chairs wasn't bad either!!)

The doors were opened 45 minutes prior to the announced start of the show. During this time several of the (hereinafter referred to as) "hunks" were autographing the 1989 Chip and Dales calendars that were going like hot-cakes. Women of all ages filled the room to capacity. The couture for the occasion ranged from mini skirts to see-through lace. The only other men allowed into the room were a select few waiters and security police hired for the occasion (you'd think they were expecting a riot). These guys had an absolute field day scanning all the costumes and women in and out of them. They no doubt were humbled once the show began however.

Our three heroines found their reserved seats and ordered a toddy to get in the mood. Judging from the preliminary showings they were in for a real treat! The room darkened and the music began. The volume increased to an ear-piercing decibel as the kleig lights gave the fog rising from the stage and eerie glow. Out of the mist appeared 12 distinctively male figures in the tightest pants one could imagine. They bumped and ground lustily to the athletically choreographed number then, as the music came to an end, departed the stage leaving the 300+ females chanting at a fevered pitch for "more"!!!

The next song sprang from the giant stage-side speakers and out came a young man strongly resembling Tom Cruise. He proceeded to delight the audience as he dressed himself for his role as emcee for the evening. He "laid" out the rules of the evening...anything goes and when you hear "come on down" grab your dollar bills and head for the stage where you can get up close and personal with your favorite dancer. The Tom Cruise look-a-like tickled the imagination of each women throughout the evening with his double-entendres and boyish smile. When the time came, he deftly drew them to the stage where they gratefully gave away their money.

Each show segment began with several "hunks" dressed in various costumes from policemen and naval officers to Hells Angels-style bikers. Three of the men were professional dancers and they carried the bulk of the footwork throughout the show. The rest were strictly there for their looks which were indeed noteworthy. As they danced through each routine more and more of their clothing disappeared until a "G" string was all that remained. The booming music was only outdone by the sound of women squealing with joy.

A couple of luckier women in the audience, one who was celebrating a birthday and another who was only hours from giving up her freedom to marriage, were invited to join the dancers on stage. They quickly became the envy of the entire room which by now was shorn of any inhibitions. As the cry "come on down" echoed, the lines around the stage grew with each performer. Was it because they were getting better and better or was the audience loosening up....one can only speculate. Our three women retained their composure at all times and only once or twice could they be seen jumping up and down and screaming..."pick me!"

The show grew to a close after an hour and a half of gyrations, pelvic thrusts, and beads of perspiration. The hunks were tired too. Then to the delight of our three ladies, the hunks came back out on stage to permit each adoring fan an opportunity to have a picture taken with their favorite. Our heroines were not, as may be assumed, the first in line, but they were darn close to it! These photos, they agreed, would lend credibility to the talent of this remarkable group of men and put to rest all the naysayers and headshakers the ladies would run into later.

After purchasing Chip and Dales shirts, calendars, and other momentos of the evening each headed home with dreams of a crisp, white navy uniform casually draped over the foot of a bed, or a black leather jacket flung into a corner in a moment of passion, or a blond, blue-eyed guy with dimples, a gorgeous smile, and perfect muscle tone. And each breathed a sigh for youth once enjoyed and reflected silently..."the extra \$10 would have been worth it!"

-Anonymous

(EDITOR'S NOTE: The Telltale tells on and on and on ...)

WE'RE HAVING A DOCK PARTY!!  
MARK YOUR CALENDARS FOR  
SAT., SEPT. 17, AND COME  
EARLY (8 A.M.) TO BEAT  
THE HEAT.



CLUB WILL PROVIDE:  
SOFT DRINKS  
BEER  
LUNCH

PURPOSE: TO REBUILD BOARDBOAT  
DOCK #1.

BRING: WORK GLOVES,  $\frac{3}{8}$ - $\frac{1}{2}$ " VARIABLE  
SPEED HEAVY DUTY DRILL, HAMMER,  
EXTENSION CORDS (HEAVY DUTY) +  
WRECKING BARS.



That's right -- Fall. I know it's hot and the cool breezes of Fall are about the last thing on your minds during August and September, but October is just around the corner. This year's Fall Regatta is beginning to take shape. We have gotten our wind order in early this year, so make plans to join us for a race to Lakeway (or thereabouts).

The regatta committee is making a special effort to make this regatta appeal to you centerboard folks. No, we will not make your lunch, but we will provide transportation for it along with your cooler. We are also planning to anchor two larger boats at the finish for you to stretch your legs and enjoy your lunch in a little more stable environment. Of course, all the necessary facilities will be available as well.

Food will be provided by La Tapatia. There will be plenty of food, but you need to register early. We will notify them around Thursday about how many meals to plan for so don't miss your chance.

We are planning to have live entertainment Saturday night this year and a few surprises are being planned for Sunday afternoon. It's too soon to give you all the details now so watch your mail box for the regatta flyer in mid-September.

Anyone who wants to help please contact Martie Shirey at 282-4933 after 6 p.m. or 476-6551 at work.



OCTOBER 15 - 16 , 1988

- \* Racing to Lakeway area \*
- \* Free Beer while it lasts \*
- \* Mexican Buffet, Sunday Lunch \*
- \* Polos with Embroidered Regatta Logo \*
- \* Music - Dancing - Great Racing - Fun \*

More info: Call AYC office - 266-1336 or  
Regatta Chairman - Howard Shirey - 282-4933

# Those were the days ...

by Vicki Bremer

Letters from interested club members plus an interview with Dr. Bill Carter, our first Commodore, make this segment of Austin Yacht Club's history very special indeed. Let's see what they have to say.

Part of a letter from Ginny DeGinder reads:

About the original Austin Yacht Club: It was a motorboat club which maintained docks for its members on the west bank of Lake Austin, a little upstream from the Lake Austin Inn and approximately across the lake from the public launching ramp at the foot of Bridle Path & Bonnie Road.

I'm sure the "T" of the T-24 design by Bill Carter stood for "Travis."

Three Cheers! And keep up the good work!

Fred Romberg shares some of his memories in his letter:

When Alison was launched, in 1945 right after WW II ended, she was the only cabin sailboat on the lake, and so served as mother-ship to other boats on weekend cruises. The Bluebonnet, forerunner of Turnback Canyon, was so named because what is now Paleface Park was, in spring, a sea of those flowers. That, and the stock then grazing there, led Dick Hamilton (Ed's elder brother) to observe that while he knew Texans did strange things, this was the first time he had seen them riding the range in a sailboat. Alison, built in Ed's back yard from a design modified from that of Sea Bird (see Rudder's designs), was chine-built and planked with redwood because that was what was available. The planks didn't rot, but they came and went fearfully between wet and dry.

After the war, when marine plywood became available again, Interim was built (in Victor Brook's basement) to a design modified from the Chesapeake Bay sharpie. (See Howard Chapelle, Boat Building.) She was the prototype of a whole genre of easy-to-build flat-bottomed sailboats; the size ranged from a twelve-foot sailing surf board to Dave Malkemus' magnificent forty-footer, with a towering mast in proportion, accommodation for Dave's whole family, and a higher hull speed than anything on the lake. Then there was Bill Carter's 32-footer, also too fast for most of us. Then there were the T-24's, a design which attracted national attention. These boats were built according to a geometric formula. You decided on length, beam, sheer, hull depth, and frame interval. Then, with the help of a Monroe calculator, you filled out a blue-printed form that gave you the dimensions of all the parts. Thus the frames and planking could be pre-fabricated (no lofting necessary) and the hulls assembled quickly and cheaply by amateurs. At first the sails were home-made, mostly by Ed Hamilton who also made the patterns for casting the ballast in the keels.

These boats didn't have to be double-enders, but most of them were -- the pointed stern giving them a long water-line for their displacement and the sharpie lines letting them leave the water behind them little disturbed. Built without wood preservatives and before the age of fiberglass, they did not have long lives. Dry rot works fast in fresh water, and it was a while

Those were the days ... (cont'd)

before the modern glass-molded boats became available. But we had a lot of fun building and sailing them. Our races were strictly informal: we had neither classes nor handicapping, but if the skipper of a large boat missed a wind shift or got caught too close under a cliff, a small boat could sail right past him.

We are old now, but were were young then, full of impudence and over-confidence. The new-filled lake was a long blue Shangri-La, with an undiscovered world waiting around every bend, and even when we had made all the discoveries we could make them all over again as the lake rose or fell -- it fluctuated more wildly then -- or even when the day's wind was enough different from last week's to change the eddies at the bends or the tacking pattern down the next reach. All sorts of things happened. Alison was twice dismasted before we learned to build and stay our sticks properly, and once she ran aground in eight feet of water; this bewildered us for a good while until we found out her keel was stuck in the fork of a cedar stump. As the lake fell somebody was always getting stuck crossing the Therman Bend shoal. One could pilot all night by the silhouette of the hills against the stars; there were no LCRA dazzlers to extinguish those stars, and the s---k p-----s had not taken to planing at thirty knots at midnight. One Sunday morning after we had broken camp and got under way, Dick Hamilton had to signal frantically for a first beer -- but that's a long story.

To put the early 50's into some perspective, here are some ads that appeared in a November 1954 issue of The Rudder magazine:

CRUISE -- \$100 week per person all-expense, maximum four. Sail, swim in turquoise waters among picturesque coral islands. From November 15. Randolph Johnston, Ketch Langosta, Man-o-War Cay, Abaco, Bahamas.

FOR SALE -- 40 ft. Friendship sloop. Sound, watertight, new sails, newly rebuilt Graymarine engine. Sleeps 5 1/2. A beautiful ship. Asking \$6,500. Bridgman, Charlotte, Vt.

FOR SALE -- At last a real bargain. 75 ft. twin screw diesel yacht, well-equipped, ready to sail, replacement value \$160,000. Sacrifice \$20,000. Freeport, N.Y.

Another two-page spread offered "Boat Plans for Amateur Builders" for such boats as the Marlin, a modern 30-foot vee bottom cruiser that will sleep four; a Chick, a serviceable 11-foot pram that will really sail; a Petrel, a 19-foot round bottom sloop, good looking and able, used by some for limited cruising; a Marco Polo, a 55-foot oceangoing packet that can take anything the sea has to offer if in good hands, and an Intrepid, a 30-foot steel cruising sloop which looks pleasing, sleeps four, has galley and choice of auxiliary power. Anything sound familiar?

The early members of the Austin Sailing Club were caught up in that boat-building fever where designing and building a boat was as challenging and exciting as winning lots of silver is today. Dr. Bill Carter, our first Commodore, was no exception.

Those were the days ... (cont'd)

"The Austin Sailing Club wasn't really a club," said Dr. Carter, "it was a vision of a club." And back in the early 50's no one could have foreseen the success and size of the club we have today. "There would've been no facilities without Frank McBee," said Dr. Carter who was too modest to share part of the credit for having kept the "vision" of a club going until people like Frank McBee appeared on the scene.

Dr. Carter's interest in sailing began with "some desire to get wet, coming from west Texas." With his \$50 sailboat, Dr. Carter began sailing on Lake Austin. Then in 1947 Dr. Carter met Ed Hamilton, whose father was a professor of law at Yale and Ed had a Masters in Economics from UT, and was intrigued with the double-ender plywood concept. Hamilton even made all his own hardware for his first double-ender, the Interim. In partnership with Warren Meyer, Dr. Carter built the Mustang, a 32-foot double-ender, purchased some of the hardware and cast their own keel. In 1949 Dr. Joe Bailey bought the Mustang, Dr. Carter's first racing boat, for \$1,000.

Along with the Interims, completed in 1946-47, the Alison (see Fred Romberg's letter) joined the first group of boats on Lake Travis. Greathouse Cove was the center of sailing activity. And the Alison held a place of honor with her beer-carrying capability. Dr. Carter remembers when she was made into a better sailing boat by taking off the after-mast and putting some rocks in it -- and also how she was stocked with as many as 6 cases of beer for the Bluebonnet Cruises (now called Turnback).

As you may have guessed, one of Dr. Carter's greatest interest in sailing was designing and building boats. Sailing them was only a bonus! In 1952 Dr. Carter designed and built the Heuristic (a math term meaning "appealing to the senses"), a 28-footer, which was featured in the February 1952 issue of Yachting magazine. Here it is:

FEBRUARY, 1952

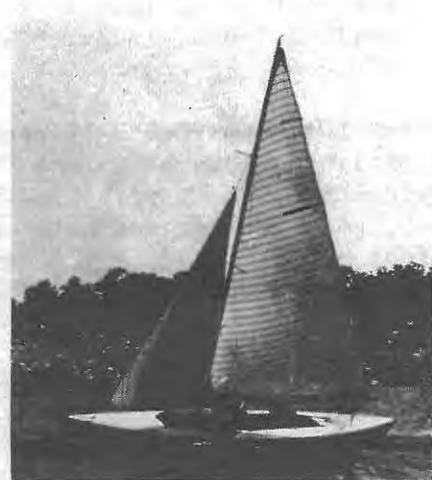
## FROM DEEP IN THE HEART OF TEXAS

**T**HIS unusual 28' sloop is the product of Professor William J. Carter, of the University of Texas, Austin, Tex., for he not only designed her but built her, made her sails and owns and sails her on Lake Travis, on the lower Colorado River. She is plywood-planked and decked and has fir structural members. Fastenings are Anchorfast nails and Weldwood glue. Her hollow extruded aluminum mast was fabricated by the Zephyr Products Co.; her standing rigging is by Mac Whyte and her hardware was made in part by Merriman Bros. and in part by Prof. Carter and Edward Hamilton, of Austin, Texas.

Her designer points out that her keel may seem unusual because of the for-

ward projection of the bulb, but says that since the waters of Lake Travis are deep and clean, there is no trouble with weeds or debris fouling it. Incidentally, in order to facilitate "back yard" casting, the 600-lb. lead keel bulb was cast in layers or "washers" as indicated on the plans. The fin is of composite wood and steel construction.

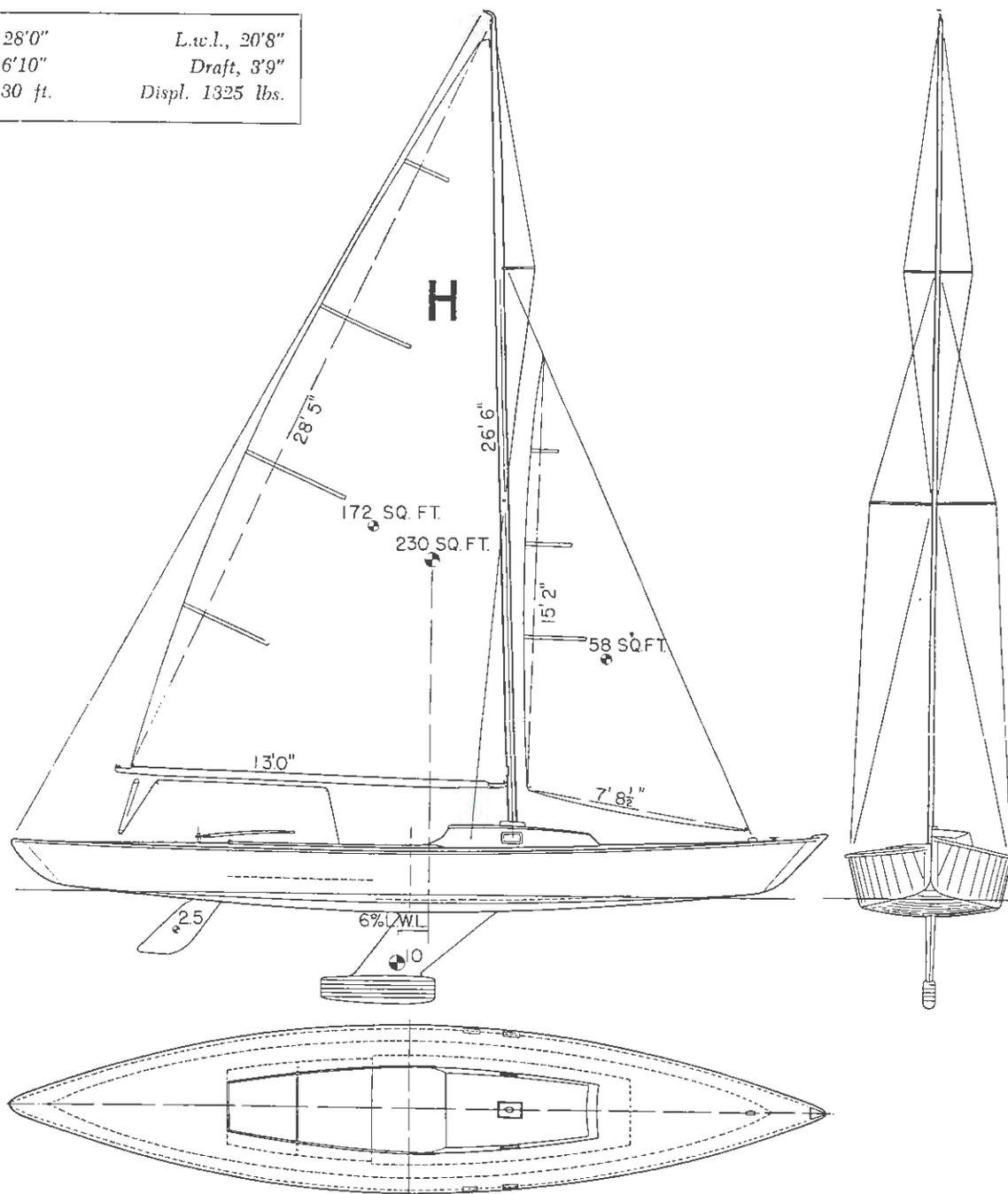
The cuddy cabin was added to provide stowage space for gear and also to make possible simple accommodations for a couple to throw down sleeping bags and cruise for a few days. Prof. Carter says that advantage has been taken of the fact that plywood will bend readily in only one direction to design a hull which can be completely described by analytical geometry.



Those were the days ... (cont'd)

Dr. Carter's Heuristic

<i>L.o.a., 28'0"</i>	<i>L.w.l., 20'8"</i>
<i>Beam, 6'10"</i>	<i>Draft, 3'9"</i>
<i>S.A., 230 sq. ft.</i>	<i>Displ. 1325 lbs.</i>



Watch in the next issue of Telltales for more historical news from Dr. Carter and other early sailing club tales. And please call me with stories of your own to add.

# \* FLEET TALK \*

## KEEL A

by Steve Spademan

Rumor has it that summer racing is full of light air events. Right! The summer evening racing series races were all light air events. Even so, Bob, Carol and the crew of AVALANCHE got their big ol' J-29 around the lake consistently faster than everybody else (including the ultra-lights!) and got first place honors. The Mayfields and the rest of the LOWRIDER bunch managed to nose themselves into 2nd place. These guys have hung in there through a trying first year of 0-30 racing, and now they're ready to best anyone. Three cheers!

Ed Radzik's Capri 30 was finally pulled to check the bottom, and he discovered that half of the fiberglass keel laminate was torn off! He was wondering why his boat was always pulling to one side!

I'll bet that a whole bunch of real sailboats (J boats esp.) will want to race the Fall series. There will be plenty of wind and a lot less heat. Well lookout because those guys that raced the summer series are ready!

Thanks to Gail Bernstein for the after-race-A-fleet burger cookout. Lots of sailing stories (and I mean stories) were swapped and a pretty good time was had by all. Look for an A-Fleet evening cruise later this fall. Even cruising, our fleet can look pretty impressive on the water.



## KEEL B

by Mike Chambers

This year's Governor's Cup returned to form. Instead of the high wind we had last year, we had drifters. After four hours on the course for the first race, we were informed the lead boat did not make the time limit. The second race on Saturday was shortened considerably with the winds filling. Tom Lott took first in his Lindenburg. Tom was supposed to miss Governor's Cup because his wife, Bethany, was expecting. She had a baby girl, Caitlin, before the regatta and let Tom go race. An out-of-town S-2 7.9 called DIXIE was second with us taking third. Sunday morning was another drifter. DIXIE took first, Tom Lott second, Frank Riha third and us fourth. This gave DIXIE the overall win with Tom second, Frank third and us fourth.

In the Summer Evening Series it was a continuation of Governor's Cup. We managed to get all five of B-fleet's races counted. With Tom Lott and Claude Welles not racing, it looked like an easier series. Wrong! Out of the woodwork came the Wylie Wabbit with Jay Hargrove as skipper and James Pinno, crew. This boat proved to be very fast in light air and still tough when the wind picked up. After having three different PHRF numbers, the Wylie Wabbit team won the series with two firsts, one second and one third. Frank in his Cal 9.2 was second with one first and three seconds. We were third in our Olson 25 with two firsts and two fourths.

REMINDER: If you are racing a new boat or if you have never gotten a rating certificate, you need to get one as soon as possible in order to avoid scoring problems. If we can keep the people that raced the last series and get the people who raced earlier, we will have a good turnout for the next series. See you on the lake .....

# KEEL C

by Lauren Vicknair

## THE COMPLETE C-FLEET

As Vicki pursues writing sailing magazine articles, I have advanced to the status of column writer thereby encouraging myself to interact more with members of AYC than merely yelling STARBOARD on six Sunday afternoons each year. I am a poet first, a sailor, um, well, I'm improving.

I was actually at the Club for about 30 minutes of the Sunday race of Governor's Cup. The boats were beautifully poised on the north side of Travis which made me wish I had a camera with telescopic lens or binoculars with which to see if crew members were passed out, skinny dipping or strangling their skipper for persuading them to bake their brains two days in a row. Congratulations to C-fleeter JAMES PINNO for placing third in the Governor's Cup Regatta in his Capri 22. Now that James has tasted victory (including his first-place trophy on Wylie Wabbit for the Summer Series), look out old-timers!

All reports indicate that BILL RECORDS did an excellent job as Sunfish Regatta Chairman for Aquafest. JIM DEETER, current C-fleet Captain, placed 5th in that 3-racer. With more C-fleeters mulling over purchases of Sunfish (for their kids or spouses), perhaps next year's Aquafest won't have the San Antonio racers doing so well.

On the national level JOHN BARTLETT, STEVE HANSEN and DAVE HENDERSON competed in the TYA Championship in Shreveport on July 30-31 and advanced to Area F competition as one of two winning teams. The other team was from Houston. On the weekend of August 6, these guys traveled to the Dillon Yacht Club in Colorado to face clear morning skies and afternoon hail and/or rain during competition. On Sunday, John forced the Houston

team over the line early in two races to place first. In the third race, John aggressively covered the Houston team at the line and finished third after some fancy Austin two-stepping which allowed a Colorado boat to finish first and Houston second. That bumped the Houston team off the list, so John and team go to the finals on August 29 thru September 3 in Charleston, South Carolina. Crew member Steve will be replaced by GREG SCHERTZ. There will be 10 races in a round-robin series using all new boats and sails. Bartlett said that this Olympic year is a good time for AYC to again reclaim the Mallory Cup, so visualize these guys winning and prepare to celebrate their victorious return.

Pop Quiz: What do AYC racers do when, on a downwind leg while in first place, an unraised spinnaker sheet with shackle wedges between the rudder post and hull? JOHN VANCE faced this dilemma during the August 13 race. As spinnakered boats began speeding past PATIENCE, crew member VICTOR held TIM VICKNAIR's feet while Tim leaned over the stern, submerging his head, to push the shackle forward which freed the line. PATIENCE recovered to place second in that race. Yes, quick thinking and teamwork does make a difference.

If you haven't noticed or have wondered why LOUISE VANCE has been hauling water from the lake, she and John planted 18 multi-colored rose bushes along the yacht club fence last February! The 15 climbers and three bushes are doing quite well under the Vance's care and are a wonderful addition to the Club's appearance.

Congratulations to Jim Deeter and his super Race Committee workers who captured the coveted "Excellence in Series Race Management" trophy for the Summer Series!!

## SOUTH COAST 21

## CATALINA 22

UNDER THE COTTONWOOD ...

by Bob Johnson

Since I missed the deadline for the last (July) Telltale, this article will include a few items from that time.

One major event was that I finally got my boat back in the water about June 1, after more work than I thought possible. Danny put his in about the same time, but there was a difference in our attitudes about the projects. While I was beginning to consider selling or burning AIPBORNE to avoid anymore work, Danny was happily polishing his barrier coat with finer and finer abrasives. One day I heard him chanting, "Emery rouge, emery rouge in my hand; make my bottom the fairest in the land."

Recently I ran aground about 50 yards offshore about 4/10 of a mile toward "K" mark from the AYC point. Be careful up there when the lake level is down.

Looking at series records this year, I note the top spots have been: Warm-Up -- 1) Ray, 2) Pat, 3) Bob F.; Spring -- 1) Pay, 2) Bob F., 3) Duane, 4) Danny; Summer -- 1) Danny, 2) Bob F. Bob seems to be getting used to being up there. Good going, Bob! I also understand Bob sailed the SC Nationals in Shreveport singlehanded (due to a no-show crew) and didn't come in last. I won't mention who won. Al & Mary were the only SC team to do Turnback Canyon Regatta. My thrill for the year came in the second, which was also the last, race of the Governor's Cup when with great skill and other high-born attributes I slipped ahead of Ray and Duane with only a few hundred yards to go to the shortened course finish. And considering the standings from the first race, I had a chance to win the regatta. However, just at a crucial moment, a humpback whale brushed my keel and, in the light wind, killed my momentum, letting Ray get 1st and Duane 2nd.

Those who are interested probably know that the SC handicap rating was reviewed and kept at 252.

I heard there was an aggie sailor who decided that when he died he wanted to be buried at sea, but decided against it because he didn't want his pall bearers to get their suits wet.

by Howard Shirey

Governor's Cup -- I missed this one, but I heard it was a big success. It seems that the wind (or lack of it) was a problem. No one made the time limit on the 1st race Saturday and that the second race was a ghoster. Steve & Jane Frederick found a breath of air and rode it to a first place finish. Sunday was another day and sure enough the wind was light again. Steve & Jane found it again and finished 1st in the regatta with two bullets. The non-spinnaker fleet was won by none other than David Hayslip, a former C-22 national champion. Wes Vela, a cruising fleet member, was a surprise for 3rd and Calin Popescu was 4th.

Maui-Maui Luau -- Rob and Carol Tesch teamed up with fleet members Steve and Jane Frederick to host this year's Luau. This time the weather cooperated. Well, there was this small thunderstorm Saturday afternoon which caused Charlene Allan and her decorating crew to hustle at the last minute to finish the final touches. The pig was great. The Catalina 22 fleet took the prime pig cooking shift -- 2 a.m. to 5 a.m. What can you do to get people out at that time? You make it a party, a poker party! That alone was enough to get Walter Allan out. The others we bribed with breakfast about 5 a.m. Seriously, Martie and I do appreciate Dick Finnegan, Bob Mathison, Steve and Jane Frederick for turning out to help watch the pig. Did I forget to mention Walter Allan? Well, thanks Walter, or maybe you should thank us since you left the big winner. Everyone I have talked to really had a good time at this year's Luau. To all of you who worked so hard to put it together, well done!

Summer Evening Series -- Walter and Charlene Allan with crew Lindsay ran away with this series with four 1st place finishes. Steve & Jane Frederick were 2nd, Bill and Ann Word 3rd, and Bob Mathison took 4th. A new member to the club, Joe Roddy, came in 5th. We averaged 8 boats in the Spring Series and Summer Series. For those of you that have not been out there racing, COME ON DOWN!!! The competition is great, and we're having fun too!!

# CENTERBOARDS & SUNFISH

by Teri Nelms

The bad news for you folks is that when a tornado ripped the roof off my house a couple of weeks ago, the water did not totally ruin the typewriter. I know you have all missed seeing/hearing me around the race course lately, but getting McKenna off to college, raising these stupid birds and now reconstructing the house have limited my times at the Club. HOWEVER: I did attend a recent "event" on a local body of water and will now share with you an article I wrote that recently appeared in the Lake Travis View newspaper. On other CB's, the Capri 14.2's and the C-15's have been active and our two local 505's and San Antonio Flying Dutchman and Windmill have been the only Handicappers around. (Just wait until the regatta, guys. "Tiny" and I will be looking back at you ...)

## Town Lake makes Travis that much sweeter

Before I say anything about the recent (Sat., Aug. 7) Town Lake Aqua Festival Sunfish Regatta, I should probably have a better concept of the definition of the word "fun."

If fun is the company of good friends and a lot of laughs, then it was fun.

If fun is sailing in a little bitty boat all by yourself with nobody to blame for your mistakes, in 102-degree temperature, with only wind wisps from varying directions and floating slime that you wade through that coats your clothes, skin, boats and sails while you're walking through mud and broken glass, then "fun" is something that I can pretty well do without.

This regatta could not have happened without the assistance of the Four Seasons Hotel, where we had our Friday evening reception and practice party. The smarter folks had rooms for the night, so all they had to do was crawl out 15 minutes before the skipper's meeting. I had to get up at 5 a.m. to make it in time.

The Austin Rowing Center very generously shared its excellent facilities with us, including bathrooms, showers, a launching ramp and docks. And a hose to wash off the scum.

The greatest horror of the entire affair was a fear of falling in or capsizing.

In addition to the variety of floating hazards (I got snagged by a dead backpack and a piece of plastic that may have come from a broken toilet), we were told that the swans could be "aggressive" if irritated. I'm sure that we had luffing rights (sailing talk) over them, but they probably didn't knot it. Or care.

The obvious trick would be to take a handful of popcorn and pitch it into your competitor's boat if the competition was too close.

We were also told that the rowers had right of way. I can certainly understand that.

Our race course was around three buoys, the first of which was below the Magic Time Machine Restaurant, the second under the IH-35 bridge and the third by the Congress Avenue bridge. The first race was devastatingly slow and we all nearly died from the heat. No splashing water in your face to cool off on this deal! I was in hot contention for 23rd place when a tail wind picked me up and carried me around the last mark ahead of 13 boats. That instantly moved me into 15th place.

After a wonderful lunch of cooked-on-site hamburgers from the Waterloo Ice House, we started the second race at 1:30. I was the first boat across the line, kept everybody at a distance for about the first 10 minutes and then finished in 17th place after another boat and I got tangled in a floating swamp full of logs and other nasty things.

CENTERBOARDS & SUNFISH (cont'd)

I gracefully declined to sail the third race. I finished 19th overall, which I didn't think was too bad since I haven't sailed a Sunfish since last year and all the really good SF sailors had showed up for this deal.

Our local hot shots did get blown away by the out-of-town guys. Out of 28 boats, the winners were (1) Ed Minger, San Antonio, (2) Bubba Horner, San Antonio, (3) Lee Woodbury, San Antonio, (4) Bill Smith, AYC, (5) Jim Deeter, AYC, (6) Bill Gerloff, Houston, (7) Earl Gerloff (76-year old father of Bill), Houston, (8) John Saunders, AYC, (9) Pat Manning, AYC.

Thanks to Bill Records, regatta chairman, and Tim Erwin, fleet captain, for all their effort and good planning, which even included a band after the trophies!

In conclusion, I will say it was a memorable experience. Next year? Don't call me, I'll be busy ironing my socks.

Lake Travis, I love you and I'll never complain about you for any reason.

Town Lake, for all the beauty of its spotless paths and manicured shores, should be, no, IS an embarrassment to Austin. Surely it couldn't cost too much for an on-the-water clean-up crew. After all, those beautiful black swans used to be white, it that's any hint about water quality.

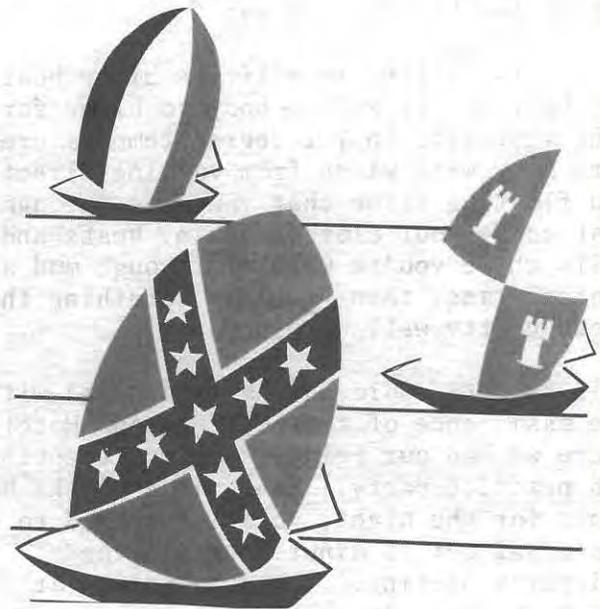
See you on LAKE TRAVIS.

(end of article)

P.S. I'm not stupid, guys. The only reason you "invited" me to sail in this regatta was so I would have to write the article ...



*Coming in December!*



# SUNFISH

by Michael Strange

This season has been like "goin' tuh Skool." Light air school that is. I am concerned that the Deity has put a stop order on brisk or better breezes. How else to explain what we have witnessed on Wednesdays. Sailors of no discernible skill (names available upon request) moving rapidly through the fleet in mere whippets of wind, while those of us who do comply with THE 70 RULE sit slightly heeled to windward in eager anticipation of a freshening breeze.

THE TOWN LAKE REGATTA -- What can I say! The event began with a welcoming reception for all contestants in the presidential suite of the Four Seasons Hotel, an open bar, launch service to Aquafest, a view. This was a mildly terrific party. Thanks to all involved.

The race committee was well organized and began launching boats at 7:30 a.m. All manner of vehicles was used with no clear preference being expressed for any. Watching people launch a Sunfish while trying not to touch the water is a matter of some amusement. A skipper's meeting was held to explain the course and off we went. Sailing Town Lake is an experience. A parade to send us off, the skyline effects the breezes, the floating duckweed jungles can swallow a sunfish, the rowing shells have right of way and it was hot. Nonetheless, we had a great time. Free beer all day long followed by a happy hour. The San Antonio contingent took home most of the silver, but we kept some of it here. Congratulations to John Saunders, Pat Manning, Jim Deeter and Bill Smith.

A thanks to our sponsor THE WATERLOO ICE HOUSE and most especially to Bill Records and Rod Ethridge.

THE GOVERNOR'S CUP -- No wind, lousy race, great party!

THE FUTURE:

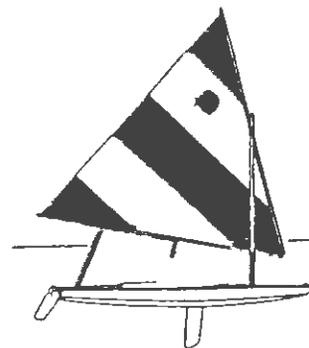
1) Fleet Champion -- We are scoring all races this month to determine the fleet champion. In

fact, we are running this just like it was an official event. Protests, throwouts, 720's, over earlyies, all that kind of stuff. The fleet champion earns a chevron to be sewn on the sail so that wherever you are you will be recognized as a hot shot by the cognosceti.

2) Woodlawn Regatta -- Last year we sent a contingent of boats to sail on Lake Woodlawn in San Antonio. We made such a good impression that they have invited us back this year. The truth of the matter is that we have sailed against these folks four times now and they have hammered our transoms. They think we're easy meat, and WE HAVE BEEN! This must stop. We're not goin' down there to sail; we're goin' to wage war. Bill Records seems to be organizing this.

3) Wurstfest Regatta -- We sent another contingent of boats to this event. We're going back this year. This is a 2-dayer and requires some logistics. The G WIZ has asked that we all mark this on our calendar. Last year a great time was had by all.

I'm gaining on you.



# CORONADO 15

by Keith Lackey

The Summer Evening Series is history. David and Susan Odell escaped from the downtown slave camps of public accounting long enough to take a 1st place. John Mandell and Roy Smith captured second, with Louis Rogers and Bonnie Lackey grabbing third. The series was a strong one for the C-15'ers. We averaged seven boats and now have nine active C-15'ers racing. Don't forget, the Fall Series will be the C-15 fleet championship. We will continue grilling after the races.

Congratulations to Bill Smith for finishing 4th at the Aquafest Sunfish Regatta. Bill was the highest AYC finisher! Way to go Bill!

A big welcome goes out to our newest C-15 members: Jonathan Davis, Steve and Cheryl Pervier and Vic, Pat and Nicole Manning. Welcome aboard guys!

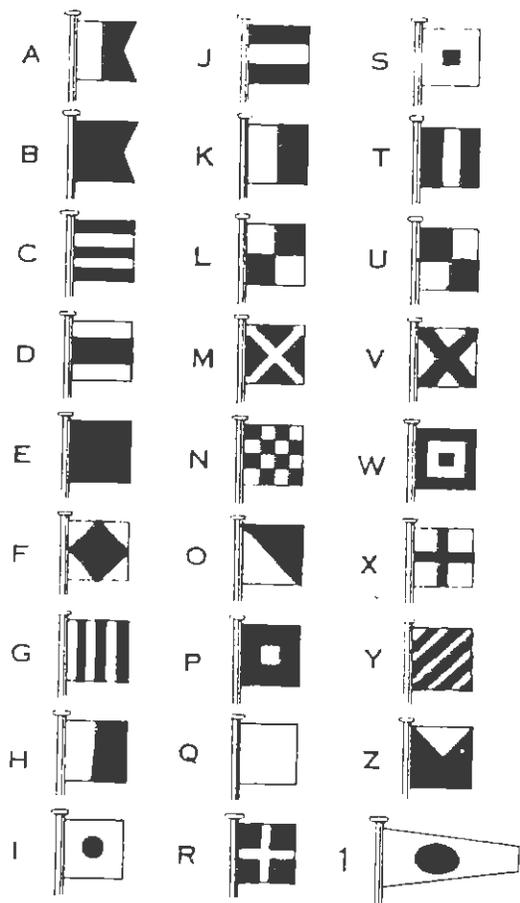
Have you noticed lately how far the north rigging dock is from the ramp? Lauren Foster has been catching buckets of fish off of dock number one causing the water level in the cove to drop 2 or 3 feet below the level of the rest of the lake. Rumor has it that the Foster's freezer is overflowing with fish and that a C-15 fish fry is not far off.

Ever wonder how to test new fleet members to see if they're serious about racing? Schedule a tuning/rigging session at 12:00 noon on a Saturday in August. Four boats turned out, braving the hot August temperatures to take advantage of expert rigging/tuning tips from David Odell and Greg Schertz. A million thanks to David and Greg for an informative and fun, although hot, Saturday afternoon.

The next BIG C-15 regatta is the dinghyfest October 1-2 in Dallas at Rush Creek Yacht Club. Rumor has it that 4-5 C-15's from Fleet 38 in Tulsa, Oklahoma, will make their Texas racing debut at this regatta. Overnight accommodations are available at low-low rates (as in free), so mark your calendars and get those trailers legal! Six Austin boats are expected to participate!! The following weekend is the Great Pumpkin Regatta in Houston on October 8-9.

In case you haven't noticed the fleet T-shirts and the fleet charts at trophy time, the Capri 14.2 fleet 6 is taking AYC by storm and is well on its way to establishing fleet status. Fleet captain Anne Ellzey is the main contact these days.

Hey Kill-boaters! Tired of being pork on the rail? Tired of having to wait until after the race to take a plunge? If you're looking for a fun, wild ride, give us a call and come see what you're missing! Call 1-800-WET-RIDE (when that number doesn't work, call Keith or Bonnie at 453-8356).



# CAPRI 14.2

by Dianne Glass

CA PRI CA PRI CA PRI

The Summer Evening Series was very exciting for our fleet. Centerboard handicap results: 1) Anne Ellzey, 2) Steve Cauffman, 3) Steve Shepardson, 4) John Welch.

We are half-way to establishing our fleet at AYC. Hope to see everyone on the line for Fall Series. Welcome to new Capri 14.2 members at AYC -- Steve & Toya Cauffman, Salvador & Nina Aguirre, and Bob & Missy Gallant. Has everyone noticed our new mellow-yellow fleet T-shirts? Steve Cauffman did a great job designing them. Of course it's just a coincidence that the color and sail number match his boat ...

Outside of racing, the fleet had a midnight sail on Lake Travis in July. None of us really believed the stories about giant catfish aka lake sharks. We're always scared of the water.

The campout to Lake Buchanan was eventful. After 5 hours of rain, pizza and tea in a "dry" county were appetizing. That evening they went on a moonlight sail with a full moon and lighthouse Bill Craig set up lightning on his boat that blinded him, and he had on his radio so loud that he couldn't hear. He danced to the music and did so well that the rest of the fleet is sure that he has foot decals in the bottom of his boat. After the sail there were reports of animals howling but it was decided that it was just the people in the next tent. Sunday morning the fleet ate all the food they couldn't cook the night before. Breakfast included pork chops, bacon, hamburgers, potatoes, hot dogs, granola, eggs, sweet rolls, juice, coffee, decaf and beer. After all the Tums were gone, they sailed and swam.

Reported sailing conditions on Lake Buchanan: water quality -- good, no syringes or used medical products sighted; no chop (very few power boats); 15-minute tacks; out-of-the-ordinary attraction -- 20-foot radius of strippers.

On August 14 the fleet held a christening at AYC for Common Ground, Little Wing, Sea Biscuit, Quicksilver and Matthew James Gallant which are, respectively, Steve & Toya Cauffman's Capri 14.2, Mark and Suzanne Bradfor's Capri 14.2 and S-2, my Capri 14.2 and Bob & Missy Gallant's son. Matthew James attended his first fleet meeting before he was two weeks old and at his last fleet meeting was seen steering a Laser with his foot (just like Dad steers his Capri?).

Steve Shepardson and Meri Wicks are racing in the Capri 14.2 Nationals in Mission Bay, California September 17-18. We wish them the best of luck and good wind conditions.

Upcoming activities:

- 9/9 -- Evening sail at AYC, after work.
- 9/16 -- Country-western dancing at New West.
- 9/11, 9/18, 9/25, 10/2 -- Fall Series with a 2:30 starting time at AYC.
- 10/15 & 10/16 -- Fall Regatta.

See you there!!



1988  
AYC NEW MEMBERS

Please cut and paste into your 1988 Directory "Addendum Page."

RICHARD, Michael  
600 Barwood Park #1618  
Austin, TX 78753 ----- 832-5820  
Engineer ----- 929-4310

WOLFORD, Stephen M./IBSEN, Johanne  
5100 A. Smokey Valley  
Austin, TX 78731 ----- 263-5867  
Sales ----- 459-4192  
Catalina 25, Sail No. 239

AGUIRRE, Salvador A./CHAMNESS, Nina  
14612 Goldfish Pond Ave.  
Austin, TX 78728 ----- 251-2938  
Financial Planning Analyst ----- 250-6014  
Nina: CPA, State Auditor ----- 834-6269  
Capri 14.2, Sail No. 1117

GALLANT, Robert M. & Melissa  
12718 Acadian Trail  
Austin, TX 78727 ----- 250-8524  
Drafting/Design Engineer ----- 834-6612  
Melissa: Product Support Clerk ----- 250-7407  
Capri 14.2, Sail No. 558

ONSTOTT, Greg  
1001-B Shelley Ave.  
Austin, TX 78703 ----- 478-6229  
Research Scientist -----

CAUFFMAN, Steve & Toya  
12803 Covington Trail  
Austin, TX 78727 ----- 335-8894  
Draftsman ----- 452-1850  
Toya: Hydrogeologist ----- 346-2000  
Capri 14.2, Sail No. 2042

CROUSE, Roy G.  
3308 b Doolin  
Austin, TX 78704 ----- 442-1437  
Graphic Artist ----- 472-7760  
Sunfish, Sail No. 552766

GLASS, Dianne  
1403 Lance Way  
Austin, TX 78758 ----- 837-4429  
CPA, Manager, Revenue Agent Group ----- 338-2360  
Capri 14.2, Sail No. 1995

1988 NEW MEMBERS (cont'd)

RODDY III, Joe A.  
 3108 Clawson Road  
 Austin, TX 78704 ----- 443-6659  
 Orthopedic Physician's Ass't ----- 477-6341  
 Catalina 22, Sail No. 7889

DOWNES, Philip T.  
 3201 Kari Ln. #213  
 Greenville, TX 75401 ----- (214) 455-8865  
 Engineer ----- (214) 457-7528  
 SC-21, Sail No. 42

WELCH, John  
 1602 Eva  
 Austin, TX 78704 ----- 443-4224  
 Real Estate Management ----- 443-4224  
 Capri 14.2, Sail No. 236

EASTERLING, Al & Mary  
 8328 Summerwood Dr.  
 Austin, TX 78759 ----- 345-3705  
 General Contractor ----- 469-3070  
 Mary: Supervisor, Hearing Officers ----- 467-2048  
 South Coast 21, Sail No. 14

ROGERS, Louis & Alice  
 4406 Marathon Blvd.  
 Austin, TX 78756 ----- 453-6332  
 Engineer ----- 463-8171  
 Alice: Engineer ----- 463-8181  
 C-15, Sail No. 811

KUC, John  
 5710 Lands End  
 Austin, TX 78734 ----- 266-9902  
 Construction Manager ----- 343-2030  
 Catalina 22, Sail No. 13466

BRYN, Carl & Kathryn  
 609 E. 48th  
 Austin, TX 78751 ----- 458-8919  
 Facility Technician ----- 331-6200  
 Kathryn: Real Estate Loan Coordinator --- 476-6611  
 Spirit 6.5, Sail No. 21

AYC BULLETIN BOARD

FOR SALE:

CATALINA 22	3,000.00	Denys Cadman	451-2782 or 454-4711
Thistle and Trailer	1,500.00		280-0909
Pearson 26	9,250.00		250-5434 or 258-1849
San Juan 7.7	11,500.00	Larry Muske	693-2867
18' Sol Cat	450.00		263-2926 or 263-5727
Starwind 19'	6500.00	Vic Manning	288-1081
South Coast 21		Bud Boucher	929-2021 or 261-4283
South Coast 21	4000.00		266-2725 or 266-2709
Super Sunfish	550.00	Linda or Chris	478-7635
16' Hobie Cat	1650.00		892-5302
Laser			343-4273 or 823-4900
Laser and Trailer	700.00		454-4346
Prindle 19'	4000.00		266-9758 or 836-0920
14' Hobie Cat	1500.00		282-6611 or 327-6111
Laser	1500.00	Paul Hynes	915-699-1070
Laser and Trailer	690.00	John Mack	482-5516 or 442-0173
J 22	11,000.00	Terry Meyers	459-4929 or 258-6368
Laser	1,100.00	Paul Raymond	454-4020 or 471-6675
C & C	58,000.00	Ron Reue	327-5437
Catalina 25	13,000.00	Bill Temple	327-6445 or 346-4385
Catalina 25			267-2447
505	950.00	Kevin	479-8544
Catalina 27'	25,000.00	Mark Johnson	338-9222 or 452-9311
Catalina 22	5,000.00	John and Jan	345-8075
Catalina 22		Troy	327-4423 or 327-7730





AUSTIN YACHT CLUB

5906 Beacon Dr.  
Austin, Texas 78734  
(512) 266-1336

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