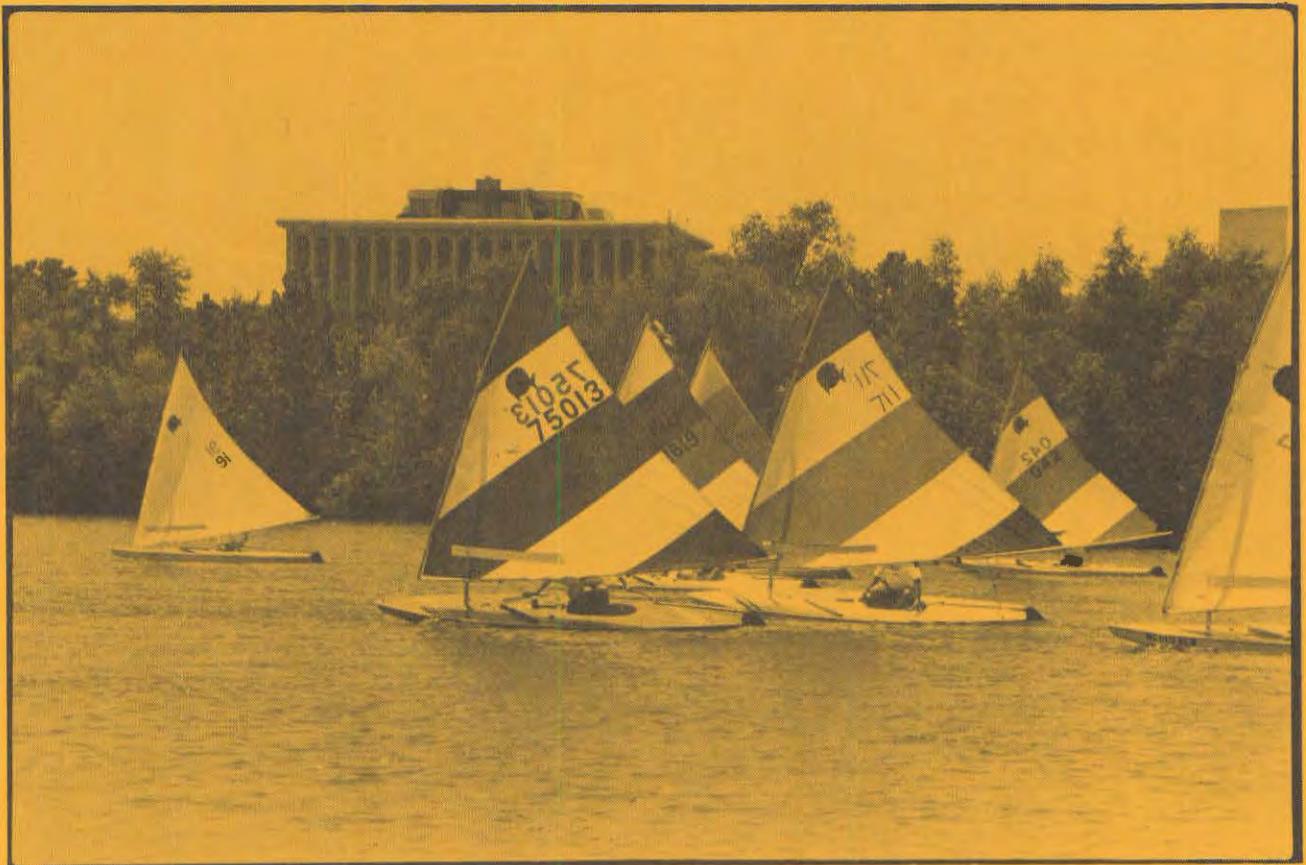


Telltale

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



MARCH 1989



AUSTIN YACHT CLUB
5906 BEACON DRIVE
LAKE TRAVIS

A Y C O F F I C E R S

COMMODORE -----	TERRY MEYERS
VICE-COMMODORE -----	GAIL BERNSTEIN
SECRETARY -----	STEVE PERVIER
TREASURER -----	BOB TESCH
RACE COMMANDER -----	JIM BAKER
BUILDINGS AND GROUNDS COMMANDER -----	TOMMY KOZLOWSKI
FLEET COMMANDER -----	ERIC NELSON
IMMEDIATE PAST COMMODORE -----	CLAUDE WELLES

A Y C F L E E T C A P T A I N S

CATALINA 22 -----	NELSON MIKESKA
CENTERBOARD HANDICAP -----	TERI NELMS
CORONADO 15 -----	KEITH LACKEY
ENSIGN -----	DAN O'DONNELL
420'S -----	ERIC FAUST
J-22 -----	GREG SCHERTZ
J-24 -----	ERIC NELSON
KEEL HANDICAP -----	JIM DEETER
A-FLEET -----	RUSSELL PAINTON
B-FLEET -----	BOB GOLDSMITH
C-FLEET -----	GARY COOPER
D-FLEET -----	PERRY WELLER
LASER -----	FRED SCHROTH
SOUTH COAST 21 -----	BOB JOHNSON
SUNFISH -----	VIC MANNING

BUSINESS OFFICE ... 266-1336
CLUBHOUSE ... 266-1897

MARCH 1989



FROM THE COMMODORE

The Frost Bite series is over and spring is on the way. It's an exciting time of the year at AYC. We've got a new schedule, a new budget, and a new list of projects to complete. I'd like to tell you about some of those projects and the people working on them.

Steve Pervier is wrapping up the 1989 Membership Directory and Handbook. He and his volunteers have been working for weeks, documenting the changes in the schedules and the rules, and updating the roster. Somehow printing it finalizes things, so everyone's plans, schedules and commitments must be verified. You'll be receiving your copy about the time you read this. I know you'll agree that Steve's done a fine job.

Another major project is the completion of Dock #2. Eric Nelson and the Harbor Committee have been working hard on this one. Hans Dahle, last year's fleet commander, has continued working with the welders. Eric has scheduled a major two-day work party for the installation and planking of this dock. If the weather holds, it too should be completed by the time you read this.

Gail Bernstein and her regatta chairpeople have been planning the regattas for the year and reviewing the procedures necessary for events of this size. Gail is also planning the club championships and two USYRU events we'll be hosting this year.

Our race committee under the guidance of Jim Baker has completed the race calendar. They have been repairing the boats and getting the race equipment ready. They are also preparing people to run the races. Plan on attending the Race Management Seminar and the practice race day on March 4th. In addition, Jim, Steve Vaughan, and Arak Bozyan are working on enhancements to our race scoring software.

Treasurer Bob Tesch and past-treasurer Craig Holmes have gotten board approval for the budget and have been renegotiating our loans and setting up the financing for the Harbor Fund. Bob is continuing to refine our accounting procedures and reports.

Charlene Allan, our Social Chair has assembled her event chairpersons and they are planning an exciting year. She is in charge of all parties, ceremonies, series buffets and the banquet. You know how busy she will be in '89. For starters, she and Vicki Bremer are planning the Opening Day Ceremony on March 12th, preceding the Skipper's Meeting.

The Building and Grounds Committee has been hard at work cleaning up, landscaping around the clubhouse, and planting trees. Tommy Koslowski, our Commander of Building and Grounds is planning a major weed-whacking party, as well as improvements to Cabin #3.

Lastly, one of the largest projects of all is our Junior Sailing Program. John Mandell and his committee have scheduled a six-week program for this summer and are working on budgets, curriculum, and staffing. They are procuring Sunfish and Vic Manning would like to talk to you about yours. The challenge for John, Claude and the rest of the committee is to build on the successes of last year with a bigger, longer, more comprehensive program and bring it in on a break-even budget. Now that's a challenge.

As you can see, we're off to a busy year. My thanks to these chairpeople, and the others I couldn't mention this time because of space limitations. My special thanks go to the many volunteers whose efforts will make these programs successful. If you haven't had a chance to join in yet, call me or one of the folks mentioned above. We'd love to work with you to make this another great year for AYC.

Terry Meyers



FROM THE EDITOR ...

TELLTALE STAFF

COMMODORE	TERRY MEYERS
MANAGING EDITOR	STEVE PERVIER
EDITOR	WAYNE McEWEN
ASSISTANT EDITOR	VICKI BREMER

SPECIAL CONTRIBUTORS

CHARLENE ALLAN, ED HAMILTON, ERIC NELSON, GAIL BERNSTEIN, FRED SCHROTH, JIM DEETER, JOHN MANDELL, TRIPP ALYN, VICKI BREMER

FLEET CONTRIBUTORS

RUSSELL PAINTON, BOB GOLDSMITH, LAUREN VICKNAIR, PERRY WELLER, FRED SCHROTH, GREG SCHERTZ, PHIL SPLETTER, NELSON MIKESKA, TERI NELMS, MEL KUNZE, PAT FEAGIN

(Cover Photo Courtesy of Bill Records)



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SOCIAL



by Charlene Allan

First of all, I need to mention the last two parties of '88. I'm sorry to say I missed them since they happened the same week we were on vacation, but sounds like they were a huge success.

Vicki Bremer was in charge of the AYC Social Reception where 80 members attended the previous year, so they counted on 100 this year and 130 or more showed up. WOW!! It's great to see how proud our Club is of our sailors who excel to higher levels of competition. Our out of town guests included Bill Draheim (and Jennifer) from Newport Beach, CA, Jim Draheim from Oregon who came to cheer on brother Bill, Paul Foerster, his brother, and his mother and grandmother from Corpus Christi, and Matt Romberg who was home for the holidays from Tufts University in Boston. Most of our local honored guests attended which made for a very special celebration indeed. CONGRATULATIONS, champions!!

Thank you Vicki for a spectacular job! She asked me to mention that she couldn't have done it without James Pinno, Shirley Slaughter, Kathy & Bob Pillmore, and Jack (alias husband). She also said the most pleasant surprise of the party was when she came back the next morning to clean up and found that Curtis had already done it -- and had the clubhouse spiffy perfect with all the dirty dishes rinsed and packed away for the rental truck to pick them up. My kind of guy!!

Teri Nelms had a great New Year's Eve party with about 60 members attending. She reported on it in the last Telltale, so I won't give you another detailed account, but sounded like it was loads of fun -- chairlift and all. Thanks Teri!! We're glad you weren't the cause of anyone throwing up the following day (or weeks).

Well, guess who's starting us out with the Opening Day Ceremonies? That's right ... Vicki Bremer!! Poor woman, she said she wasn't through when she turned over her Cheer Chair cap, and she meant it. It was not, however, my idea to ask her to throw another bash after all she did last year. We can call our distinguished Commodore to task on that one! Don't miss this first party of the year on Sunday, March 12. Everyone should be ready to party after missing a whole two months.

Another upcoming event to watch for is the Warm-Up Series Buffet on April 23 prepared by our great chef James Pinno. Don't miss out on Jim's famous culinary talents (translated to mean yummm!).

See you on the lake.



AYC PRESENTS

**OPENING
DAY
CEREMONIES**

**SUNDAY
MARCH 12**

11:00 Brunch

*
*
*

**** Festivities ****

1:30 First Race

{12:00 Skippers' Mtg.}

MUSIC BY

**THE Highlander
Pipe Band**



ABOVE + Beyond....



by Kathy Pillmore

It's the new year and it seems as though everyone is in hibernation. Hopefully more news of clubmembers activities will surface as the year grows older.

As noted in the "other" newspaper, R. E. "Bud" Boucher, of South Coast 21 and J22 fame, was recently promoted to division vice president and product line manager for analytical instruments of *Tracor Instruments Austin, Inc.*, a subsidiary of Tracor, Inc. Boucher has been with Tracor since 1965.

Roy Crouse and friend were seen recently at a roast for State Treasurer, Anne Richards sponsored by the Texas Women's Political Caucus. Emcee, Liz Carpenter noted that Vice President Dan Quayle was so ignorant of women's issues that he thought Roe vs. Wade was an alternate way of crossing the Potomac. Roy was having his consciousness raised so he wouldn't be the subject of similar jokes.

Bill Records informs me that plans are well underway for the second annual Town Lake Sunfish Regatta. It will again be held during AquaFest. Rumor has it that Vic Manning has purchased every remaining Sunfish in the Austin metropolitan area. Soon he'll be opening a black-market in Sunfish parts!

Ron Dailey and Bob Pillmore will judge a science fair February 28, at Hornsby-Dunlap Elementary School. Ron's firm, *Dailey Wann and Michael*, is an anchor adopter in the Del Valle Adopt-A-School program, and Hornsby-Dunlap (Grades 4, 5, & 6) is their adopted school.

Above + Beyond is a feature of your Public Relations Committee. It is dedicated to highlighting clubmembers activities beyond their sailing accomplishments. Persons interested in writing for or contribution to Above + Beyond may call Kathy Pillmore, 476-4586 or 450-1512.

MEMBERSHIP FORUM

The Building and Grounds Committee has been asked to review a proposal that was brought before the last meeting of the Board by several club members.

The issues involve moving the children's playground to the area adjacent to the parking lot at the swimming pool level. A chain link or wooden fenced area is proposed as a play area near the pool which would enable parents to socialize while keeping an eye on their children. Additionally, all play areas would be covered with a pea gravel surface.

These issues will be brought back to the Board for a vote at its next meeting, Thursday, March 23. Since they are issues that will affect all club members, we are providing an opportunity for you to voice your opinion on the subject.

If you have an opinion, for or against the playground issues, please contact Tommy Kozlowski, Building and Grounds Chairman, or any of his committee members (Frans Dahmen, Ann Baylor, Hal Hayden, Dave Gage, Shirley Slaughter, Steve Wolford) before March 23.

Richard Fadal and Claudia Foster will be available at the clubhouse patio on Sat., March 11, from 2-4 p.m., for those of you who wish to review the conceptual design of the playground area. And Richard and Claudia would welcome any ideas from the general membership.



1989 USYRU Championship Schedule

Time to start planning for the 1989 USYRU Championship Events. AYC has had outstanding representation for the past several years and 1989 should not be an exception. *Get your crews lined up and start to practice!* All applications for the 1989 USYRU events must be filed in the AYC office no later than April 16, 1989.

Adams Cup is for senior women, 18+ years, and will be sailed in lightnings with a team of 3 (skipper + 2).

	<u>AYC</u>	<u>TYA</u>	<u>Area F</u>	<u>Finals</u>
Dates:	May 13, 14	June 17, 18	July 15, 16	August 27 - Sept.1
Places:	AYC	Rush Creek YC	Rush Creek YC	Milwaukee YC
Boats:	TBD	Lightning	Lightning	Lightning
Fees:	None	Paid by AYC	Paid by TYA	Paid by Area F

Mallory Cup is for senior men, 18+ years, and will be sailed in J-22s with a team of 3 (skipper + 2).

	<u>AYC</u>	<u>TYA</u>	<u>Area F</u>	<u>Finals</u>
Dates:	May 13, 14	July 7, 8	August 5, 6	September 19 - 23
Places:	AYC	AYC	Houston YC	Houston YC
Boats:	J-22	J-22	J-22	J-22
Fees:	None	Paid by AYC	Paid by TYA	Paid by Area F

O'Day is the senior single handed competition , 16+ years, and will be sailed in lasers.

	<u>AYC</u>	<u>TYA</u>	<u>Area F</u>	<u>Finals</u>
Dates:	May 13, 14	June 17, 18	July 15, 16	August 7 - 11
Places:	AYC	Corpus Christi YC	Corpus Christi YC	Corpus Christi YC
Boats:	Laser	Laser	Laser	Laser
Fees:	None	Paid by AYC	Paid by TYA	Paid by Area F

POW is the match racing competition and will be sailed in J-24s and Etchell-22s with a team of 3 (skipper + 2).

	<u>AYC</u>	<u>TYA</u>	<u>Area F</u>	<u>Finals</u>
Dates:	May 13, 14	July 1, 2	July 15, 16	September 9 - 15
Places:	AYC	Rush Creek	Ok. City Boat Club	Newport Harbor YC
Boats:	J-24	J-24	J-24	E-22
Fees:	None	Paid by AYC	Paid by TYA	Paid by Area F

Hinman Trophy is the team racing competition and will be sailed in 420s with a team of 6 (2/boat).

	<u>AYC</u>	<u>TYA</u>	<u>Area F</u>	<u>Finals</u>
Dates:	No Event	No Event	July 29, 30	September 6 -10
Places:			AYC	Chicago YC
Boats:			420	420
Fees:			Paid by AYC	Paid by crew

Sears, Bemis, & Smythe are for juniors, 13 - 17 years, and will be in Impulse 21s, One-design 14s, & Lasers.

	<u>AYC</u>	<u>TYA</u>	<u>Area F</u>	<u>Finals</u>
Dates:	May 13, 14	June 10, 11	July 8, 9	August 18 - 25
Places:	AYC	Lakewood YC	Lakewood YC	Indian Harbor YC, CT
Sears:	TBD	J-24	J-24	Impulse 21
Bemis:	C-15	Laser II	Laser II	One-design 14
Smythe:	Laser	Laser	Laser	Laser
Fees:	None	Paid by AYC	Paid by TYA	Paid by Area F

US Youth Champ will be held June 23 -30 at Hyannis YC, MA in C/C 420s, Lasers, and Mistrals. Applications must bear an April postmark. There are no TYA or Area F events.

ASK THE JUDGE

by Tripp Alyn

ON A SCALE OF 1 TO 10 ... SHE'S A TWELVE!!

Have you ever had a dream? A dream started when I picked up a N.Y. paper in the Fall of 1970. There was a photo of the 12-meter INTREPID successfully defending the Auld Mug to a challenge from the Australian GRETEL II. Wow! I only had to wait 4 years to go aboard INTREPID. What a thrill to see the interior of a wooden Twelve. Well, the second part of the dream came true last Fall in Newport when I was asked if I wanted to go sailing on a Twelve (who, me?). It was one of those clear autumn days on the East coast that one savors. As I drove up to the Museum of Yachting, her tall rig glistened in the midday sun. The water reflected the gentle curves in her hull as it floated gracefully -- waiting. Memory retrieval produced the all too familiar sounds of ESPN's Jim Kelly saying, "... the gun-metal blue hull -- the man motivated by revenge ..." (ad nauseum). I had to fight a sudden gagging reflex. The 6 1/2-foot tide was out, and it was a long drop down from the Ft. Adams jetty wall to the deck of STARS & STRIPES '83. As we were towed out by the tender we made the mainsail ready. Four guys on the grinders took it up the 100 ft. on the luff. I've raced on a couple of 55-footers but I have to tell you that nothing compares to the feeling you get as you gaze up that sloping field of Kevlar to the windex 33 meters above you. With the tow dropped, genny hoisted and sheeted, a whole new feeling of speed and power takes over. I've been on cats going 20 knots but this is something DIFFERENT! Beating out to the Brenton Tower, we take a final tack and prepare the chute. I've switched over to one of the grinder spots and my arms are aching (you need long legs to run with the big dogs!), but we're still nailing the tacks: we all welcome the chute. The acres of white spinnaker cloth inflate as the puffs fill in from astern. We slide gracefully up lower Narragansett Bay with salutes and waves from passing boats. Returning to the harbor we cruise past docks steeped in America's Cup history ... Australia II's modesty skirts, waltzing Matildas, Captain Outrageous, the white-gloved French Baron Bich, straw hats and blue blazers, lobsters, clam chowder and Mount Gay rum ... ahh! We douse the chute and head up as we pass the Trump Princess and her white-suited staff.

It ends all too quickly but the memory remains to savor. If you ever have the chance to sail on a twelve -- do it (don't say "but I just made a date to go bowling") because you'll never regret it. The next thrill will be the last week in August when J-boats ENDEAVOR and SHAMROCK meet at Newport (135 ft. each). Plan it!

ASK THE JUDGE (cont'd)

SLOW IS FAST ... Sometimes

Coming into a downwind mark, especially with the wind freshening from astern, there is often a jam up at the mark. If you're fast you have to anticipate. Assuming you can't establish a timely overlap you either have to go around (outside) the pack with speed or slow the boat to await your turn in line. Trying to carry your speed down to the mark is usually slow as you then run the risk of getting to do a 720 (which is slow) getting tossed in a hearing (which is even slower) for establishing a late overlap and/or hitting the mark.

A REMINDER ... Rule 34 (Hailing)

34.2 is a good one. Hailing the establishment or termination of an overlap helps your case. So ... be vocal.

NEW RULES

Here we go again ... more to come.

SCOTT YOUNG CUP -- NEW AYC PERPETUAL TROPHY

A new AYC perpetual trophy (donated by Albert A. Alyn, Jr.) was awarded at the club's Annual Banquet last December. Peter J. Merrifield was the first recipient of the Scott Young Cup. Pete was cited for his recent sailing victories and for service as UT team captain. A description of the award follows:

PURPOSE OF THE SCOTT YOUNG CUP FOR UT SAILOR OF THE YEAR

The Scott Young Cup is to be awarded annually to the UT sailing team member who excels in the areas of sailing performance, sportsmanship, and leadership.

It is named in honor of Scott Young (UT '82) who was the first three-time All American Sailor from the UT team. Scott's qualities typify excellence in college sailing, and he has continued to excel with victories in the Mallory Cup and J-24 North American championships plus many other titles. AYC is his home club. This award is being presented by the Austin Yacht Club at its Annual Banquet to symbolize the bond between AYC and the UT Sailing Team.

THE JUNIOR PROGRAM AT THE AUSTIN YACHT CLUB

by: John Mandell
Junior Committee Chairman

A number of volunteers have joined to form a committee dedicated to the proposition that the Austin Yacht Club should have a first rate Junior Program, and that such a program will benefit, the Club, Austin youth, and our sport. The AYC Junior Committee, newly formed this year, consists of Al Alyn, Vic Manning, Terry Meyers, Fred Schroth, Claude Welles, and Scott Young. I am also pleased to announce that Linda McDavitt has agreed to serve as the director of the summer junior camp programs this year.

We are planning to launch an ambitious set of activities which we believe will grow over the next few years to include a variety of sailing and youth related functions that will be run throughout the year. The focus of the overall program will be the summer camps, and building a quality summer camp program will be the primary objective of the junior committee this first year. We all hope to gain the involvement and enthusiasm of many AYC juniors, parents, and other members who want to help make the program a success. I believe we are off to a great start.

We have developed a prototype of an objective statement for the AYC Junior program which was presented to the board in February. We would appreciate any comments or suggestions you may have about the objectives and direction of the program:

AYC JUNIOR PROGRAM OBJECTIVE STATEMENT (PROPOSED):

The AYC Junior Program intends to initiate a long term, ongoing collection of programs whose objective is to introduce recreational sailing, racing, and water safety to Austin youth. These youth will benefit from programs, instruction, and facilities offered by the Austin Yacht Club, and from interaction with experienced sailors to gain an appreciation of the sport of sailing and the care of boats.

The Austin Yacht Club will benefit by favorable community reaction to the program, increased participation in open events, and ultimately by establishing a base of new membership with an established interest in sailboat racing. A related benefit may be an interest in sailing by parents of participants in the program. The AYC Junior Program is intended to be self funding, and hopes to enjoy a small capital funding support from the AYC budget.

1989 SUMMER CAMP PROGRAM OUTLINE

We are planning a much more active summer camp program this year than has ever been undertaken at AYC. A calendar has been assembled and approved by the Board of Directors. It will be under the direction of Linda McDavitt, who is a professional teacher, and is experienced as a sailor, competitor, camp director, and all round neat person (we can't say enough great things about Linda!) She will be hiring people to serve as additional instructors at the camps

The camps will be for all skill levels, and campers will be divided into groups according to skill. Instruction will focus on water safety, basic sailing skills, and boat care. Racing will be an important aspect of the camp, but will not be the primary focus. Camps will be open to youth ages 7-17 (we may divide the camps into different age groups to make the campers more compatible). Swimming proficiency will be required. Attendance will be limited to 20 campers/session. Additional, non-sailing activities will provide diversity. The camps will provide instruction in Optimist dinghy, Sunfish, and 420s.

A brochure and promotional activities are being planned to publicize the camps as soon as all the details are finalized. The current schedule and formats of the camps is listed below; it will be communicated to all members in a separate mailing this month. The rate structure has not been finalized, but we anticipate discounts for multiple registrations; AYC members will receive preferential rates.

CALENDAR: (To be finalized)

June 18-23	Overnight camp
June 25-30	Overnight camp
July 9-14	Overnight camp
July 16-21	Overnight camp
July 31-August 4	Day camp
August 7-11	Day camp
August 14-18	Day camp (if necessary)

Overnight camps will use club cabins from Sunday evening till Friday morning.

Day camps will not provide meals or lodging. We will encourage groups to attend to minimize transportation problems.

JUNIOR SUNFISH FLEET

Sunfish will become a major focus of the instructional activities. The program currently owns 2 Sunfish, the result of generous contributions by AYC members. We believe the camp will require at least 10 Sunfish to be successful. The Board has approved an expenditure of \$2,500 for the purchase of additional Sunfish, and we expect to be able to assemble 5 boats, thanks to the efforts and 'wheeling and dealing' of Vic Manning.

Due to the heavy camp activities, we would like to avoid borrowing member's boats for the junior camps, but we believe there may be members or other people who would be willing to donate a Sunfish they no longer use. **If you have a Sunfish (or other boat) you would like to donate to the AYC Junior program, please contact either Vic Manning or me.**

I believe you can see we are off to a good start for an active program to begin in 1989. We will be needing volunteers throughout the year to help with a variety of activities, including: transportation, taking a group on an evening keelboat cruise, maintenance of boats, and helping out with the camps in other ways. I hope you will support the program and will find time to help some kids learn to enjoy our sport.

1989 AUSTIN YACHT CLUB
WOMEN'S SAILING CAMP: BEGINNING AND TEAM CREWING

June 23-24-25, 1989

The 1989 AYC Women's Sailing Camp is divided into two distinct camps conducted on the same weekend. A strong, energetic group of instructors with varying levels of sailing knowledge will conduct classroom and on-the-water instructions under the leadership of Barbara Hawn. Cynthia Darwin and Mary Lynn Painton are coordinating a very special curriculum, cabin facilities, heart-healthy meals, fitness awareness and general good-time fun. Guests are welcome for the keynote event on Saturday evening. Some sessions involve all campers, and others are directed toward one interest level. The two interest levels are:

BEGINNER:

- EMPHASIS:** * understanding the basics of small boat handling (tacking, jibing, luffing, docking, capsizing and steering);
* understanding nautical terminology (parts of hull and sail, parts of boat, knots);
* gaining confidence in maneuvering a small boat.
- EXPERIENCE:** designed for women with very limited or no experience in maneuvering a boat; it will meet the needs of a woman who has never been on a boat and/or one who may have crew experience, but now wants to learn to helm.
- BOATS:** Sunfish, two women per boat.
- SCHEDULE:** Two days and one evening:
Friday (23) at 5:30 p.m. through Sunday (25) at 6:00 p.m.
- COST:** AYC members: \$45 Non-AYC members: \$60
- LIMITED:** to 36 participants

TEAM CREWING:

- EMPHASIS:** * understanding body mechanics and techniques for each of crew positions (foredeck, spinnaker flyer and jib trimmer)
* understanding cooperative effort required to crew a keel boat
- EXPERIENCE:** designed for women who have crewed for more than a few months and have a strong working knowledge of boat handling; or for women who have sailing experience, but now want to hone their competitive team skills. If possible, sign up in groups of three.
- BOATS:** J-24's with an owner and instructor on each
- SCHEDULE:** One and a half days:
Saturday (24) at 12:00 noon through Sunday (25) at 6:00 p.m.
- COST:** AYC members: \$25 Non-AYC members: \$40
- LIMITED:** to 26 participants



PROGRAM SCHEDULE

	BEGINNERS	TEAM CREW
<u>Friday, June 23</u>		
5:30 p.m.	Registration	
6:30 p.m.	Welcome & Camp Logistics	
7:00 p.m.	Dinner and General Session	
<u>Saturday, June 24</u>		
7:30 a.m.	Morning Stretch	
8:00 a.m.	Breakfast	
9:00 a.m.	General Session	
11:00 a.m.	" "	Registration
12:00 noon	Lunch	Lunch
1:30 p.m.	General Session	General Session
5:30 p.m.	Off Water/Ship Shape	Off Water/Ship Shape
7:30 p.m.	Dinner and Keynote Event	Dinner and Keynote Event
<u>Sunday, June 25</u>		
7:30 a.m.	Morning Stretch	Morning Stretch
8:00 a.m.	Breakfast	Breakfast
9:00 a.m.	Sailing Trip	General Session
12:00 noon	" "	Lunch
2:00 p.m.	" "	Team Races
4:00 p.m.	Off Water/Ship Shape	Off Water/Ship Shape
5:00 p.m.	Trophy Presentation	Trophy Presentation

GENERAL SESSIONS: What Makes Boats Move, Boat Fitness, Sailing Economics
 Women's Sailing Association, Know Thyself and Thy Crewmates, Spinnaker
 Sets and Douses, Team Tacking, On-the-Water Videos, Team Races and
 more!

REGISTRATION FOR AYC WOMEN'S SAILING CAMP

NAME: _____

ADDRESS: _____

CITY/STATE/ZIPCODE: _____

PHONE: HOME/OFFICE (indicate preferred): H _____ O _____

REGISTRATION FOR (circle one):

Beginner's Camp: AYC Member (\$45) Non-AYC Member (\$60)

Team Crew Camp*: AYC Member (\$25) Non-AYC Member (\$40)

*Other team members: 1. _____ 2. _____
 (If not indicated, these will be assigned.)

Saturday Guest Dinner (\$6/each): _____ x \$6 = \$ _____

Check or AYC charge number must accompany registration form.

DEADLINE: JUNE 2, 1989. No telephone reservations will be accepted.

Return to: Austin Yacht Club, 5906 Beacon Drive, Austin, Texas 78734.
 Confirmation will follow.

Registrations accepted on a first-come, first-served basis and after
 June 2, allowed on a space-available basis.

FROSTBITE SERIES RESULTS

KEEL FLEET A

1. Terry Meyers, J-29
2. Russell Painton, J-29
3. Bob Tesch, J-29
4. Steve Vaughan, Olson 30

KEEL FLEET B

1. Roy Smith, J-24
2. Claude Welles, Cal 9.2
3. Dave Broadway, J-24
4. Pete Shough, J-24

KEEL FLEET C

1. Pat Feagin, Merit 22
2. Bill Records, Pearson 26
3. Dave Wahlberg, Kiwi 24
4. Bay Peterson, Cat. 27

KEEL FLEET D

1. Linda McDavitt, SC-21
2. Joe Roddy, Cat. 22
3. Bob Pillmore, Ranger 22

NON-SPINNAKER

1. Steve Brown, J-22
2. Jim Deeter, Cat. 27
3. Shirley Slaughter, J-22

CALENDAR OF EVENTS



No need to push, fella. Here are some scheduled events coming up at AYC. And besides, the AYC Directory is on its way.

- MARCH 12 -- OPENING DAY CEREMONIES
- MARCH 18-19 -- J-24 CIRCUIT REGATTA
- MARCH 25-26 -- EASTER LASER REGATTA
- APRIL 1-2 -- SPRING REGATTA
- APRIL 23 -- END-OF-SERIES BUFFET
- APRIL 29-30 -- CENTERBOARD REGATTA
- MAY 6-7 -- J-22 DISTRICTS
- MAY 13-14 -- USYRU CLUB ELIMS

Special Thanks



from Eric Nelson, Harbor Committee Chairman

We moved closer to our goal of christening the new Dock 2 during the Opening Day Ceremonies on March 12 when the Harbor Committee hosted a planking party January 28. The Committee wants to thank and recognize the following people who turned a cold, rainy day into a very productive morning. With planning, determination, and some luck, this group was able to build 32 "finger caps" in about 3 1/2 hours. Their handy work could be seen on the patio below the clubhouse. Afterwards, everyone enjoyed the hamburgers, sausages, and "special sauce" served up by Mike Strange, Rod Ethridge, and Dave Wahlberg, and the soft drinks and beer didn't hurt either. I would like to add my personal thanks to each of you below ... my hat's off to you!!!

John Saunders
Ted Sousares
Mike Adams
Tom Wood
Jack Bremer
Carl Bryn
John Welch
Bill Hawk
Harold Neel
Vern Harris*
Jonathan Davis
Greta Rymal
Pat Feagin
Francis McIntyre
Chris Quirk
Patrick Brockett
Jane Frederick
Bob Pillmore

Steve Brown*
Shirley Slaughter
Mike Chambers*
Nelson Mikeska
Steve Wolford
Mark Bradford
Jim Turpin
Dick Van Hooser
Joe Thiel
Karen Van Hooser
Tom Cumming
Hans Dahle
Perry Weller
Randy Baylor
Tim Vicknair
Frank Riha*
Bill Word*
Bob Musselman

Bill Records
Terry Meyers
Gary Cooper*
Dan O'Donnell
Rod Ethridge
Jim Deeter
Roy Smith
Mike Strange
David Wahlberg

* Harbor Committee Members

Those were the days ...

THE LAUNCHING OF TAVI

by Ed Hamilton (one of AYC's founding members)

If "Tavi" was one of the last non-plastics -- wood, cotton and hemp -- she at least set high standards for her synthetic progeny. Perhaps her labor-intensive maintenance over a few years inspired her owner, chemist Dave Malkemus, to make a major contribution toward bringing the wooden yacht era to a close. When Jefferson Chemical (Texaco), his then employer, showed no interest in his catalyst for the polyester resins that were already on the market but badly needing help to cure properly, Dr. Dave turned to Reichold to back his methyl ethyl ketone peroxide.

I had been into yacht building for years and 20 plus footers were no strangers. A 40-footer would be only twice as long and would have only one bow and stern, the most difficult parts. The amount of work therefore should be twice.

Not so! Although the length of a 20-footer and her spars doubled, the area of the hull and sails increased by four. Worse, the volume of the hull and the weight of the keel jumped to eight. The capsizing moments of the wind also increased by eight but the righting moment of the keel answered with 16, partially explaining the efficiency of the bigger keel-types. A fall and winter went into making frames, rudder, spars, foundry keel pattern, fin, fittings and sails. The stack of frames was unimpressive. It was only when the entire front yard was absorbed as she took shape that the immensity of the crime struck home. There is no substitute for building such a monster almost single-handed to get the message. By summer, Dr. Dave took pity (or maybe it was impatience) and organized a painting bee to wrap it up.

Available equipment was scarce and expensive. The game plan was to transport "Tavi's" 40-foot hull and four foot deep fin keel with its attached lead shoe, in two pieces to Lake Travis, mate them leisurely on a nice dry marine railway and launch with no fuss. That idea had to be scrubbed and the script ad-libbed -- and that's the yarn.

To set the stage, the early 1950's saw Lake Travis at its lowest elevation (638 if memory is correct) -- little more than a wide river course. The lower basin was a hairpin separated by a peninsula (nary an island): the deck of Mansfield Dam's enormous rip-rap transporting barge was totally exposed in her watery grave at Hudson Bend, and the deep-water piers for the high bridge on 71 across the Pedernales were built completely in the

THE LAUNCHING OF TAVI (cont'd)

dry! The only marine railway was at Dickert's "cum" Greathouse "cum" Marsh come whoever. But its rails quit maybe 25 yards short of the water. This would have been a lovely time to build ramps.

We searched the topographic maps and discovered abandoned Lohman's Crossing, near what is now Lakeway, which offered access to the little water that was still around.

Jim Maufris of the concrete family lifted the hull with his small crane from its perch in my front yard and lowered it 16 vertical feet onto a borrowed four-wheel trailer parked in the street, a traffic stopper! He charged \$16 which seemed high but there was no alternative. Maybe Jim felt the same way for he threw in loading the keel. The towing caravan, with frequent stops for inspection, inched its way uneventfully via Convict Hill and by dusk "Tavi" floated like a cork off the submerged trailer. The simile is apt because she had 12 real corks (nothing synthetic here) sealing the bolt holes in her bottom.

Transporting the keel was something else. The pickup was not only overloaded but its shoe was far aft in anticipation of subsequent man-handling. The front axle would bump clear off the pavement! She steered like she needed a skeg.

Launching the keel was postponed until the following day when an enthusiastic if totally disorganized group effort stood it upright, rocked it fore and aft while simultaneously walking it zig-zag sideways onto the retrieved trailer. The trailer was then coasted out into water deep enough for "Tavi" to float above after it was unloaded and attachment. Her anchor was carried in a rowboat, dropped as far out as the line would fetch and heaved until it held -- probably by fouling a stump. The rope was then attached to a strap between two keel bolts and the pickup on shore towed the trailer unceremoniously out from under it.

To avoid weakening the ribs, the keel bolts were placed near (but not through) and a steel sole plate -- which had already served as drill jig and bolt-locating foundry fixture -- bridged the floors. Two cables with Safe-lock (swaged) screw ends salvaged from an unsuccessful underwater gravity meter bridle courtesy of LaCoste & Romberg, were rigged as pennants by hooking onto the cables of two surplus WWII worm gear bomb winches. The forward and aft corks were pulled with a genuine champagne cork screw (which was as close as "Tavi" came to a champagne christening) and the two pennants rove to dangled below the hull.

The warm lake water, heated by the sweltering summer sun, make skin diving inviting. The forward and aft bolts had been drilled and tapped axially and volunteers -- without a snorkel in the lot -- would run out of wind just before succeeding. Eventually the

THE LAUNCHING OF TAVI (cont'd)

cable ends were screwed into the bolts -- forward end forward! The captured keel was then winched up and its keel bolts found and finished decorking! You will never believe the amount of water that can squirt up through a dozen bolt holes in the bottom of a hull when encouraged by the downward pull of a long ton of lead!

The launching party had grown from the invited few to a crowd of grapevine-informed strays. The extra hands proved welcome because a Herculean task lay ahead. A bucket brigade gave the landlubbers hands-on training in this ancient if unenviable art -- with a vengeance! The bilge bailers passed to men standing on the bunks at the companionway. The self-bailing cockpit saved the day! Each exhausted bailer would pass his tool of torture to a blissfully ignorant volunteer and then jump overboard to cool off. You just can't hire that kind of enthusiasm! Brawn not brains!

The bolts thought up a sneaky way and did their very best to defeat the operation by fouling the unmovable sole plate -- the winches, supporting the keel, were sitting on it! This was like trying to pull on a pair of long trousers while standing on the cuffs. A construction man, echoing a quarter century's house-building experience, pointed out that this would never happen on land because there would be a foundation. We eventually took the hint and broke the tideless drinking-water sailor's first rule by kedging "Tavi" hard aground. The winches were slacked without dropping or losing anything in spite of the hull trying to float clear of the bolts. After alignment and rehoisting, all the nuts were started and torqued. With the keel properly mated and the bolt holes caulked, bailing slowed to a walk and the bilge was sponged. Dewatered, "Tavi" floated off road and was anchored in deeper water. The rudder was fished and the tiller fitted. "Tavi" was saluted with three cheers as she proudly set sail around the bend to conclude the festivities.

We soon forgot the aches, pains, airless cabin, shadowless launching area and sunburn, and congratulated all and sundry on meeting the challenge. Special thanks went to the Launching Party Ladies' Auxiliary who had laid on the refreshments and barbecue. This was a once-in-a-lifetime never-to-be-repeated accomplishment.

And quite a bedtime story to write up for the grandkids.

EASTER LASER REGATTA

DATES : March 25-26, 1989

HOSTS : Laser Fleet #22, AYC

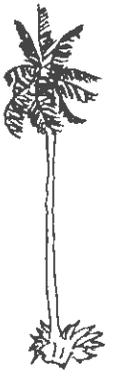
RULES : The regatta will be governed by the International Yacht Racing Rules, the prescriptions of USYRU, the rules of the International Laser Class Association and the Sailing Instructions.

EQUIPMENT : Life Jackets required for all competitors.

ENTRIES : First 20 entries and all who enter before Friday, March 10, 1989 -- \$20.00.
(Includes dinner, protest flag, and T-Shirt.)

After March 10 and BEFORE 9:00 a.m.
Saturday, March 25, 1989 -- \$20.00.
(Includes dinner and flag ONLY.)

REGISTRATION : Pick up Sailing Instructions and regatta package and sign release form in AYC Clubhouse between 8-9:00 a.m. on Saturday, March 25.



RACE SCHEDULE: Saturday, March 25, 1989

9:00 a.m. -- Skippers' Meeting, AYC Clubhouse.
(Warning signal for first race will follow as soon as weather, wind, and practicality allow. Second, third, and fourth races will be scheduled by the Race Committee.)

6:00 p.m. (approx.) -- Dinner, AYC Clubhouse.

Sunday March 26, 1989

10:30 a.m. -- Warning signal for fifth race.
(Sixth and seventh races to be scheduled by the Race Committee.)

FOR MORE INFORMATION contact Fred Schroth -- (512) 447-6585.

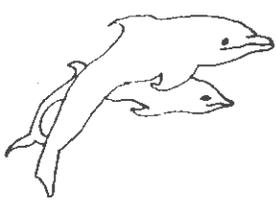
NAME _____ **SAIL #** _____
(REQUIRED!!)

ADDRESS _____ **STATE** _____ **ZIP** _____

T-SHIRT(s): _____ Small _____ Medium _____ Large _____ X-Large
(100% cotton, extras cost \$8.00)

Extra Dinners (\$6.00 ea.) _____ : (available thru 9 a.m. 3/25)

PRIZES: Open, junior, apprentices, masters, grand masters, and the usual chocolate bunnies and gag prizes.



Keel Fleet News



from the Keel Handicap Fleet Captain, Jim Deeter

As the new year blew in, I rode with it to become this year's Keel Fleet Captain. And THEN I found out that I would finally be required to do my own writing which, thanks to Lauren Vicknair and Vicki Bremer, I didn't have to do while I was C-fleet captain.

The Keel Fleet is off to a good start thanks to our past fleet captains, Bill Records and Bob Tesch, and to our 1988 Secretary/Treasurer, Carol Tesch, who will all be a hard act to follow.

One of the most exciting programs we have implemented this year is the Keel Fleet Championship, a program conceived by Bob Tesch which was unanimously approved at our Annual Meeting on January 14 providing the Scoring Committee come up with a more equitable scoring system -- which they did. Here is a brief summary of the new program including the new scoring system:

The Keel Fleet Championship will recognize the top ten performers in 25 of the 42 "scored events" which include all the regularly scheduled club level AYC and Keel Fleet sponsored events scored under the handicap system approved by the AYC Keel Fleet.

For a given race, each yacht's raw score will be one point for finishing and one point for each starting yacht in its class that it beats. Each yacht's raw score for a given race is divided by the number of starters in its class for that race to determine its percentage score.

The percentage score from the best 25 races for each yacht will be added to determine a total score. (A yacht which sails fewer than 25 races will be scored 0 for a number of races necessary to bring its total to 25.)

All Keel Fleet skippers who are members in good standing (dues paying) in the AYC Keel Handicap Fleet shall be eligible to be scored. No competitor shall be scored in any "scored event" when such competitor's dues remain unpaid at the end of such "scored event."

MESSAGE FROM THE KEEL HANDICAP FLEET CAPTAIN (cont'd)

For a more detailed description of the program, contact Vicki Bremer at 345-4509 who will send you a copy of the Keel Fleet Championship Rules. And, remember, you must be a "dues paying" Keel Fleet member in order to qualify as a competitor for the Keel Fleet Championship and the yacht must have a rating certificate on file. In order for any race to count, dues must be paid prior to that race effective March 12. (Our leniency ended with the Frostbite Series!) To become a dues paying member just call Vicki Bremer who will be glad to charge your AYC account (\$15 for those who did NOT race in the Red-Eye Regatta and \$10 for those who did. She'll also accept cash or a check!

I'd like to extend a very special thanks to Bob Tesch for his hard work in putting together a top-rate championship program and to the Scoring Committee for their efforts in coming up with a fair scoring system. Everyone involved spent countless hours to come up with such an excellent program.

And speaking of excellence ... the "classy" and different trophies awarded to winners in the Frostbite Series were created by none other than Roy Crouse, our 1989 Trophy Chairman. The keel fleet is comprised of a membership with many varied talents!

Race management for the Frostbite Series was excellent. One of the races was managed so well that I didn't hear of one member criticizing any decisions of the race committee. If you're wondering who could accomplish this unbelievable feat, it was C-Fleet Captain Gary Cooper (who cancelled the race because of ice!).

Thanks again to Bill Records, Bob Tesch, and Carol Tesch for all their help and guidance in getting 1989 off to such a good start. The new keel fleet board (listed below) will try to do as well!



Fleet Captain	-- Jim Deeter
Secretary/Treasurer	-- Vicki Bremer
A-Fleet Captain	-- Russell Painton
B-Fleet Captain	-- Bob Goldsmith
C-Fleet Captain	-- Gary Cooper
D-Fleet Captain	-- Perry Weller

Committees:

Scoring Committee	-- David Bernstein
Handicap Committee	-- Ray Shull
Trophy Committee	-- Roy Crouse

* FLEET TALK *

KEEL A

by Russell Painton

Why is it that the fleet captain has to write a report for the Telltale? Everyone knows that we're the last to know about anything. However, there are a few things that might be good "stuff" to know.

Bernstein has not hit anyone yet (and vice versa).

Keel A has Race Committee duty as follows:

Spring Series #1, Sun., May 7
Evening Series #5, Sat., Aug. 19
Winter Series #4, Sun., Nov. 12

We have it 3 times this year 'cause we only had it 2 times last year. Put these on your calendar NOW!

All Keel A members should consider joining the Lake Travis Cruising Association and show those guys how to party hearty and that racers really CAN be cruisers. Call Commodore John Saunders at 346-1929 (he knows everything!).

We populate AYC committees pretty well, e.g., we have 2 people on the Permanent Race Committee (M.L. Painton & Steve Spademan) and 3 on the AYC Board (Terry Meyers, Gail Bernstein & Bob Tesch). Therefore, if things get screwed up, it is A-fleet's fault.

It seems that we should have a party. So let's do. How about Friday, March 17, at the Painton's? Bring something to put on the grill and \$5, and we will have beer and wine (none of these guys have enough class to drink anything else). This will be far enough into the year so we will all have some lies to tell. And, besides, it's St. Patrick's Day so we'll

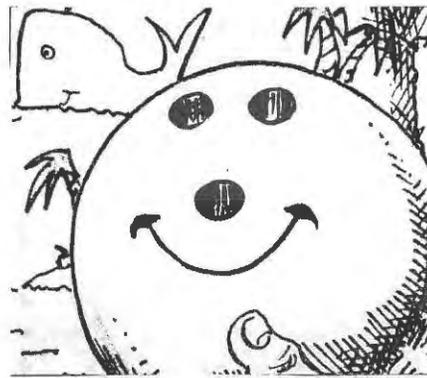
have plenty of reasons to party and maybe do a little business.

All keel boat owners should be aware of a serious problem. We have known for years that the shrill cries of a certain "center-board" owner about how inferior our boats are. We've always known that this was, actually, sour grapes, and now we have the proof. That same person has bought a boat that is so big that, except for being too slow to handicap with us, it would be qualified to sail with the Keel A boats. Maybe we won't have to listen to irrationalities anymore.

The Keel Fleet has instituted a "fleet championship" which will run all year, with some throwouts. At the end of the year we will compare the scores of all fleets to determine just who has done the best for the year. The system will allow for differences in fleet size, i.e., you won't get as good of a score for a 2nd in a 2-boat fleet as you will in a 10-boat fleet because you didn't beat as many boats. This should work out well and the keel Board will modify the system at the end of the year to the extent it seems appropriate so we can decide who wins!!

Racing results for the Frostbite were (for you clods who haven't shown up yet): 1st race was our race committee duty coordinated by Spademan (thanks, Steve); 2nd race was won by Meyers; 3rd race was frozen out; 4th race was won by Painton, since there was some wind, followed very closely by Tesch whose wife is helping Painton play Leisure Suit Larry Two. At the end of the series, Meyers, having

KEEL B



by Bob Goldsmith

The phrase "like a plague of locusts" was obviously coined by someone who had witnessed the annual descent of the J-24's on our unsuspecting fleet for the Frostbite Series. In the first race Claude Welles, in the mighty sloop CALIENTE, defended the fleet's honor by holding off Fred Schroth (who was obviously using his motor) in one of the miserable J-boats. Third went to Roy Smith in a J-24, and fourth went to Phil Spletter also in a J-24. In the second race (second for B-Fleet - actually the fourth of the series), all the J-24's ran their motors, and the first four places, in very windy conditions, went to Fred Schroth, Dave Broadway, Pete Shough and Roy Smith. In the last race, between having to use a boat with no spinnaker and running aground (we only did this to illustrate the hazard of sailing on the wrong side of the shallow water buyos), your correspondent was too far behind to see who won, but things were looking grim as the snarling pack of J-24's disappeared over the horizon.

The two important items from the recent Permanent Race Committee Meeting will be of interest to all B-Fleet sailors. The longtime AYC tradition of marking the shallow water off Windy Point with a grounded boat will be discontinued in favor of a buoy restricting the area. Also, as a result of a suggestion by yours truly which got a little out of hand, the small, illegible numbers on the back of the committee boat showing the

number of the start in progress will be replaced by large, easy-to-read international code flags flown from the top of the boat. This is fine for those of you who can read international code flags ... for those of you who can't, don't worry: we'll tell you later if you started in the wrong fleet. Cards interpreting the flags will be available for a small but significant consideration from the newly established B-Fleet Commissary.

The Warm-Up Series begins March 12. Let's have 12 boats in B-Fleet. Remember, the more boats, the more trophies. Elsewhere in this issue you will find details of the new Keel Fleet Championship talked about (and voted on) at our January 14 Annual Meeting. And don't miss the upcoming Race Management Seminar March 4-5. Both are worthy of your attention. In particular, it is interesting to note that the formula which has been selected to determine the Keel Fleet Champion and nine runners-up will emphasize participation as well as finishing position so that a boat which made a substantial majority of the year's races (at least 25) and did reasonably well should have a good chance of placing.

KEEL C



THE COMPLETE C-FLEET

by Lauren Vicknair

It is amazing that in January while recovering from holiday hangovers and "Regatta Rebound" that AYC'ers have the mental and physical stamina to conduct and/or participate in the annual board meeting, PHRF meeting and all sub-meetings connected therewith or otherwise held. (If you think that's a long sentence, ask about my 5-page New Year's resolutions.) Everyone involved deserves a pat on the back for serving AYC in 1988, being nominated and/or elected for 1989 and participating in these important yet tedious necessities with much greater ease and efficiency than the Bush administration is currently doing. C-fleet congratulations to all new officers and captains, but especially to GARY COOPER, C-Fleet Captain, VICKI BREMER, Sec'y/Treas'r of the Keel Handicap Fleet, JIM DEETER, Keel Handicap Fleet Captain and VIC MANNING, Sunfish Fleet Captain.

The Frostbite Series started out with century high temperatures. Wind in the first race was light to moderate. The second rain saw cool and rainy weather. The third race was cancelled due to snow and ice which closed most of the roads leading to the lake and gave almost everyone an extra long weekend. The fourth race's wind was erratically gusty which contributed to numerous broachings. The fifth race had moderate wind with relatively warm temperatures. With no

throwouts, congratulations to PAT FEAGIN, 1st place, BILL RECORDS, 2nd place, DAVE WAHLBERG, 3rd place and BAY PETERSON, 4th place. C-fleeters who helped coordinate the Frostbite Series were JIM DEETER, VICKI BREMER and ROY CROUSE (a Sunfish owner who crews on CAFE AU LAIT).

Several after-the-race meals to benefit the Junior Sailing Club were provided. BOBBI PRELS, SYLVIA MILLER, NICOLE MANNING and ERIC CREAMER helped fix and serve these meals along with the parents.

While the rest of you were at home on Feb. 6 snaking around, several fleet members were celebrating the Chinese New Year at the club. An auspicious and unprecedented event took place which you can substantiate for yourselves. Walter Allan actually dipped into his money pouch TWICE during the ancient Oriental dice games which were re-enacted during this day of festivities. For those of you who follow Chinese Astrology, this year is supposed to be a good one for reflection, planning and searching answers. However, it is considered the most negative of the 12 year signs and is never tranquil. It is a time of shrewd dealings and is auspicious for industry and commerce. It is a lively time for romance and scandals of all sorts. Although things may appear quiet at first glance, unexpected events are inevitable. Gambling and speculation are taboo during the Year of the Snake because the consequences can be overwhelming according to my oracles. Perhaps Walter can blame that day's lack of chips on the Chinese zodiac.

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

by Perry Weller

I want to thank my fellow fleet members who, by their unanimous silence, elected me Fleet Captain this year. My campaign promise is to submit at least as many Telltale articles as my predecessor. Thanks also to Kathy Pillmore for allowing me to revive her "... Agony of D-Fleet" byline.

In racing news, the Frostbite Series got off to a bang with Bill Records giving us a one-way ticket to Arkansas. Hal Hayden, in his Catalina 25, appeared to be leading the fleet until he stopped for lunch on Windy Point! Like Frank Zappa says, "Hal, watch out for that yellow ... water." Matt Romberg sailed an Ensign to first place, finishing over seven minutes (uncorrected) ahead of D-fleet's finest, Bob and Kathy Pillmore. Linda McDavitt in her South Coast 21 was third, correcting over yours truly by a mere 25 seconds. Three Catalina 22's and a new AYC member, Ty Johnson in his Pearson Renegade, rounded out the eight boat fleet. Welcome to the fleet, Ty.

The morning of Frostbite race #2 dawned cold and rainy, leaving many of us at home by the fire. Linda McDavitt in her South Coast 21 took first and Joe Roddy in a Catalina 22 was second. Carl Bryn upheld the honor of D-fleet by showing up in his Spirit 6.5. Thanks Carl.

The ice storm froze out Frostbite race #3, and we had committee duty for race #4. Our first challenge was to unlock the race committee gear storage room. Everyone we

asked knew "A" combination, but no one knew "THE" combination. Once on the water, everything went amazingly well -- thanks to lots of good help.

Frostbite #5 was another cold and dreary day, but Linda McDavitt was happy when she corrected over Hal Hayden for first in race #5 and first in the series. Bob Pillmore's excuse for only getting third was that Kathy and crew all "wimped out." Bob, being a resourceful fellow, recruited a crew off of the committee boat! Walter Allan, Joe Roddy and Carl Bryn made six finishers. Joe Roddy took the second place trophy and Bob Pillmore third.

Finally, our past Fleet Captain Larry Ratliff has set a date for the big D-Fleet party he's been talking about. Since he often crews on other than D-fleet boats, he has decided to invite the whole yacht club! Mark your calendars for September 2, 1989. Larry will get back to us with more details.



CENTERBOARDS

by Teri Nelms



The biggest handicap this fleet has is the weather. How can you sail a Fireball while wearing 14 layers of clothes? The answer is: you don't. You put the thing in the garage under the guise of "yearly maintenance program" and go hang around in keel boats. Unless, of course, you are under the age of 21 in which case your brain is not fully developed, and you will be seen sailing Lasers and bangin' around on the 420's with UT sailors. Just being a UT sailor should be an excuse for anything in the way of "dumb and unusual behavior." After all, my Fireball crew is a UT sailor, and he still thinks the only true path to fame and glory in the world of sailing is through multiple dunkings received on a Fireball. Pretty good psych job, if I do say so myself.

In answer to recurring questions, I WILL BE SAILING THE FIREBALL IN THE (choke!) SPRING REGATTA! The big boat which has recently been added to the family will just have to do without me for that one. I encourage my fellow CB'ers in all classes to join me for this first ice bath of the year where fame and glory comes in shades of blue and your immunity to colds and flu can be stress tested all at the same time. This means you, Dr. McIntyre. After all, you're a doctor and can probably easily shoot up on all the latest flu-free drugs and come out and join the "fun." All snotty-nosed kids who have Lasers, however, should stay at home with their mommies so as not to get in my way on the starting line. (Eric

Frels, pay attention.) Funfish sailors should attend to prove their hardiness, and Shirley Slaughter, please bring something hot to drink on your boat. I'll bring my own mug. The CB fleet has duty for the first series of the year which is also the Opening Day Ceremonies. I missed it last year, but will be there this year and expect to see all of you there too.

To further confirm my commitment to small boat sailing, I would like to mention that I'm just not too sure about the people on dock 6 where our new boat is in residence. Claude Welles, my neighbor immediately to Starboard, has informed me that since I have moved in he intends to build a privacy fence on the walkway between our two boats. This is really going to make it difficult for me to run my shore power cord over to his batteries. Our Commodore, Terry Meyers, has mentioned that he intends to move to another dock as soon as possible so he cannot be involved in this squabble. I think this is all pretty rude. I have exchanged tacky comments in the dry sail space with my neighbor John Mandell for years and nobody said anything about fences. I just tell him to shut up, and he drives over my foot when he's leaving. I guess big boat sailors just haven't learned the subtleties of good clean fun like us small boat sailors. It's probably they have so many crew to keep up with that they don't have time to be nice like us. Bring your wetsuits and I'll see you all on, or in, the lake ...

J-22



J-24

by Greg Schertz

I'm sure sorry that all of you couldn't make it to the fleet's Super Bowl party. You would not believe the excuses some people dreamed up to avoid socializing. Like "I have to sell boats at the boat show to put food on the table" ... Geez.

Those that came (and it was just about the max that our house could hold) contributed to a fun time. We ate a lot, drank a lot, watched the Super Bowl and had a meeting. Heidi and a few others were so into the Super Bowl that they didn't notice that we had the meeting. Hilfer was thinking so hard about where to spend the money he won in the football pool that he didn't notice the meeting either. Bartlett was thinking so hard about what he could sell Hilfer to get the football pool money that ... well, you know, what meeting? Others who missed the meeting included Sparky Holmes who was playing with matches in the backyard, Saunders who was guarding the beer, and Rylander who was guarding the pool money. And then there was Shirley ... she was so busy partying that she forgot to heat up the beans she brought. Anyway, two or three of us did have a meeting and elected these officers:

Bill Mitchell, Treasurer
Terry Schertz, Secretary (the real boss)
Greg Schertz, Captain (figure head)
Craig Holmes, Anything Else that Comes Up

The 1988 Fleet Champions were Doug & Nancy Woodward. CONGRATULATIONS!

by Phil Spletter

The AYC fleet made a strong showing in the Frostbite Series. WINDSHIFT, PSYCHO, SUPERMAN, GRIN AND BARE IT, DOUBLE TROUBLE, and The Orange Boat all participated, and the fleet took 4 of the top five. Congratulations to the WINDSHIFT team for winning top honors and to SUPERMAN, GRIN AND BARE IT and PSYCHO for taking 3rd through 5th, respectively. One race was cancelled due to cold weather -- that's enough! Onward to Opening Day Ceremonies on March 12, then to Spring and Summer (and warmer weather!).

Also, several members of the local fleet fought off highway hypnosis and went to New Orleans for the J-24 Gulf Coast Championships, a stop on the '88-'89 Texas Circuit at the Southern Yacht Club. A very tough fleet with many past and present champions participated including the current Mallory Cup winner. Also sailing were 4 of the top 5 skippers from the recent class Midwinter Championships including the winner. As is their habit at this regatta, Scott Young and Mike Haggerty on THUNDERSTAR won first place while MR. HAPPY took 8th place. Team PSYCHO took 13th and the Garrison team on The Orange Boat overcame a hole in the side of their boat with a late night work party featuring Fred's "trying to be the world's best" Boat Shop to put together some impressive boat speed.

Speaking of J-24 Texas Circuit stops, the next one is March 17-19 right here at AYC! A good turnout is expected, over 300 announcements were sent out and the early

CATALINA 22

response is strong. Much of the planning has already been done but we will need help before and during the event to make it a total success. So, since you will be out at the club racing anyway, please help when asked or better still, offer to help. The Texas Circuit is the world's longest J-24 regatta and attracts some of the best sailors in the world. We want to give them a top calibre event -- both on and off the water.

by Nelson Mikeska

Fleet 69 jumped right into the action this year by having a Superbowl Cruise on January 21-22. Both racing and non-racing members met at Long's Canyon to dine on shish-kabob, quaff a few brews, and admire a beautiful full moon. In addition to this cruising activity three fleet members braved the blustery winter weather to participate in the Frostbite Series. The hearty sailors were Walter Allan, Calin Popescu and Joe Roddy. We'll have to watch these guys closely since they now have a jump start on the racing season.



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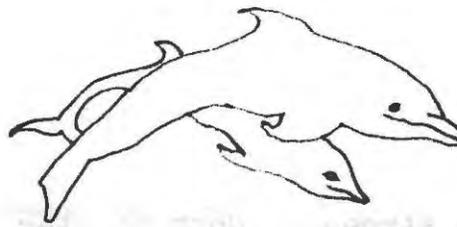
AND MORE . . .

Beyond the fun of racing and cruising, we need to give a pat on the back to all the Fleet 69 members who were out doing genuine blue collar labor in constructing the sections of the new and improved Dock #2. I was particularly impressed with Jane Frederick's work. Jane can wield power tools and lumber with the finesse of a journeyman carpenter. She has a very interesting story about her struggle in gaining admission into her high school woodworking class. Ask her about it sometime!

Our February cruise originally scheduled for Feb. 18 was postponed until Feb. 25 because of heavy weather. This cruise will be our annual chili cook-off cruise. There couldn't be a more appropriate apertif considering the brutally cold weather we have had this winter.

See you at the Opening Day Ceremonies -- and be sure to wear your best yachting outfit for our group photo.

ENSIGN



by Mel Kunze

The big news is the 1989 Regional 4 Regatta. It's important because we're hosting the event here on Lake Travis. A planning meeting was held January 27 at Tom George's home. The regatta will be sailed during June 14-18. All hands are needed. Volunteer early and get choice jobs. Harold Neel is in charge. Here's the schedule:

June 14 (Wednesday):

1-5 pm, Registrat'n/Measurement
7 pm, Pizza Dinner

June 15 (Thursday):

10 am, Practice Race
1 pm, Race #1
7 pm, Dinner (Hawk & Kunze)

June 16 (Friday):

Noon, Race #2
ASAP, Race #3
After Race, Keg Beer at Club
8 pm, Dinner (Davidson)

June 17 (Saturday):

Noon, Race #4
ASAP, Race #5
7 pm, Dinner (Humphrey)

June 18 (Sunday):

10 am, Make-Up Race
ASAP, Trophy Presentation

Other volunteers who have stepped forward are Creamer who will arrange lunches, Graf to arrange coffee and donuts for mornings, and O'Donnell who will supervise launching and retrieval for visitors.

The Fleet 30 entries in the races must necessarily be selected

objectively, as we should field our best and most active competitors. Most of Fleet 30 will be needed to put on the regatta and to form a pool of loaner boats. Fleet 30 competitors therefore will be the top 3 scorers in the AYC Fall '88 and AYC '89 Warm-Up Series. A reminder -- competitors must be paid-up members of the Ensign Association.

The last day of the regatta coincides with the last race of AYC's '89 Summer Series. To avoid conflict, Fleet 30 will be excused from the AYC race of June 18.

Contact Harold Neel and offer your services. We need a strong fleet showing to make this a great regatta.

For those who haven't done so, send your \$30.00 Ensign Class Association checks to Mel Kunze. He will bundle and forward.



SOUTH COAST 21

LASER

UNDER THE COTTONWOOD ...

by Pat Feagin

Our fleet elected new officers at our annual chili dinner held at AYC. Bob Johnson is the new fleet commander and Ray Shull remains fleet treasurer. Besides electing officers and chowing down Dwayne's great chili, plans were made for the upcoming South Coast Nationals to be held at AYC on June 9-10. Skippers need to get their crews together now and participate in the Warm-Up Series and Spring Regatta so that their crews and boats will be ready for the Shrevesport invaders.

Some of our fleet members have been braving the cold and damp weather in the Frostbite Series. Bob Freeman is sailing with Mary Marcia Mott, our newest fleet member, and they did great!

For those of you who haven't heard, Bud has sold his J-22 so a lot of us may be looking at the stern of that yellow South Coast again. However, Bud, if you haven't heard, many of us have bought new sails and are looking forward to testing them against a good skipper.

Let's all look forward to a good racing season with a great turnout in our fleet. Good luck to everyone.

P.S. There are rumors that a new 2 W/L course for low water races is proposed for when the wind is blowing down the lake.

by Fred Schroth

The water is just too cold for this old Laser sailor. The boat came back from the Bruce Cup with a bad leak, and I took it straight to the shop. It has been covered at least 5 times and uncovered to get to work as many times. It still sits. The worst part about being the boat shop owner is that my own toys get neglected. Maybe a few sunny week-ends like Feb. 25-26 will get me going.

Wednesday nights return to the enjoyable sailing type on April 5. We will need a skippers' meeting to explain the new start/finish lines. Briefly, we plan to have the comedy boat in the middle of the line. The starboard line will be for starts and the port line will be for finishes. This should allow a lot more racing. It will also keep those old geezers with the aluminum assault perimeters away from our handsome athletic youth and our gorgeous boats. What kind of fleet has a Grand Wheezer anyway?? Is the new year of harmonious existence beginning in March?

We have received flyers for a regatta near Little Rock, AK, on the weekend of April 15-16. Bill Mitchell and I have details. What we need is somebody to talk us into going.

The Easter Laser Regatta wants you! As usual the pitch is, "the more, the merrier." If your family only has one Laser, make sure that the rest of you come out to help or watch. If you can't sail, harrass 'em!

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