

# *Telltale*

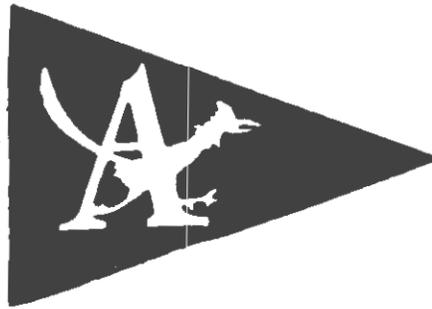
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J U L Y / A U G U S T   1 9 9 0





AUSTIN YACHT CLUB  
5906 BEACON DRIVE  
LAKE TRAVIS

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CENTERBOARD HANDICAP .... Fred Stearns/Joe Thiel  
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J-22 ..... Doug Woodward  
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JULY/AUGUST 1990

FROM THE COMMODORE . . .



I usually write about the state of the club, what the Board is up to, and so on. Since you'll read about all the major items in other articles and the minor ones are not really interesting, this month I want to talk about something different. Sportsmanship. It is very important to me personally and I hope it already is or becomes just as important to all sailors.

Dave Perry is an excellent sailor, USYRU Senior Judge, and member of the USYRU Appeals Committee. Much of what follows is from his book Understanding the Yacht Racing Rules through 1992. I encourage you to obtain and read the entire book. Dave has the exceptional talent of explaining the rules in a straight forward and understandable way. Now back to sportsmanship.

Our sport when compared to most other sports is very unique. In baseball, football, tennis, and basketball you see referees on every base, line, and net. Our rules are written to make competitor enforcement easy. It is very clear that the rule writers want sailing to remain competitor-enforced. Additionally, it is also clear that they want sailboat racing to be synonymous with good sportsmanship and integrity with regard to fair play. In the 1989-92 Rules, Fundamental Rule C incorporates the terms "fair play" and "sportsmanship." The principle of self-penalty, which is not new, but in the 1989-92 Rules has been brought forward as Fundamental Rule D, incorporates the word "shall," making it mandatory to comply with the rules. Additionally, the rules no longer allow disqualifications under Fundamental Rules C and D to be dropped in a series which permits you to throw-out your worst score.

As racing sailors and members of USYRU, you should all have at least one copy of the current rule book. But since possession is not synonymous with understanding, let's take a closer look at Fundamental Rules C and D.

Fundamental Rule C, Fair Sailing:

*A yacht, her owner, and crew shall compete only by sailing, using their speed and skill, and, except in team racing, by individual effort, in compliance with the rules and in accordance with recognized principles of fair play and sportsmanship.*

What does that really mean? One clear message is that we must compete only by sailing and that the use of kinetics is not fair sailing. However, there is more to Fair Sailing than just eliminating the abuse of Rule 54, Propulsion. It also means compliance with measurement rules. You don't fill your water tanks,

FROM THE COMMODORE ... (cont'd)

roll extra sails inside other sails, modify your keel, and otherwise connive to receive a more favorable rating than actually deserved. Again that is not all, Fair Sailing means compliance with all the rules. You probably all remember the 1984 U.S. Olympic Trials for Finns. Sailing well in previous races does not give you the privilege of starting prematurely in the last race to ensure a win. You never earn the privilege of infringing a rule.

Fundamental Rule D, Accepting Penalties:

*A yacht that realizes she has infringed a rule shall either retire promptly or accept an alternate penalty when so prescribed in the sailing instructions.*

This means you penalize yourself when you know you are in the wrong. Accepting penalties is fundamental in our competitor-enforced, no-referee rule system. When you know you are in the wrong you are required to drop out or accept the alternate penalty if it applies. When you touch a mark and no one is around, you are still required to exonerate yourself by making two complete 360 degree turns in the same direction. Cheating is cheating even when no one else sees you. If you infringe a rule in front of other yachts exonerate yourself immediately don't say well no one protested me. That is just asking for referees!

Winning is great fun, but the rewards from winning do not justify cheating. This is a personal decision for all of you, young or old, beginner or expert, skipper or crew. Once people start bending or ignoring the rules, or developing their own "common law," the whole exercise of playing the game becomes useless for everyone involved. Four time Olympic Gold Medalist Paul Elvstrom said, "You haven't won the race if in winning the race you have lost the respect of your competitors." These are the ideals we are teaching in all of our sailing camps and clinics. I hope they are the ideals you are stressing with your crews.

See you on the race course.

Gail Bernstein





FROM THE EDITOR . . . .

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NOTES FROM THE RACE COMMANDER . .

Probably by the time you read this Telltale issue, Governor's Cup Regatta will have come and gone -- and we'll be remembering great winds, races, trophies, dancing under the stars and lots of fun! (This one is always my most favorite!) But for now, well, we just have our fingers crossed and are scurrying to complete projects that have been in the planning stages for months.

Turnback Canyon Regatta was an enormous success in many ways, as you'll read in various columns in this issue. Hats off to NELSON and MARY MIKESKA for a best-ever job. And many thanks to folks who gave up racing for a weekend to work Race Committee: Permanent Race Committee Members DAVE HENDERSON, STEVE SPADEMAN, DAVE WAHLBERG, and STEVE PERVIER; also CHERYL PERVIER, JANE FREDERICK, BOB MUSSELMAN, BILL HAWK, DOUG WOODWARD, NANCY WOODWARD, MAX ROCKOFF, BOB GALLANT, CANDY SPADEMAN, JOHN HANEY, and LISA HANEY. Super job, folks! We enjoyed working with you!! True to form, the motor on AYC #1 cracked a piston and blew a head gasket two days before the Regatta, and so was unabailable for use. AYC #3 went out the day before Spring Regatta. Hopefull, Governor's Cup Regatta was the charm with no casualties.

The Summer Series brought good racing under the watchful eyes of Permanent Race Committee members ANN BAYLOR and STEVE PERVIER. Congratulations to HOWARD SHIREY and the Catalina 22 Fleet who have again won the Race Management Trophy -- for the second time! Not only did they run good races on a tough day, but they also made a special effort to combine experienced RC members with new-to-race management folks. Great job!

The Centerboard Series has finished with a three-race series (instead of four because a wind god didn't bless us on June 23). Thanks to KIRK LIVINGSTON for assisting the Centerboarders as PRC liaison. Thanks also to PRC liaisons: STEVE SPADEMAN for Adams/Mallory/O'Day Club Elims, DAVE HENDERSON for J-22 Circuit Regatta, STEVE PERVIER for the C-15 District Regatta, and to ANN BAYLOR for the South Coast Intergal ... oops ... Fleet Champs. These folks work really hard! And thanks to DENISE, LAURA, BRAD, CURTIS, and MILTON who keep us all moving!!

Watch for a probable amendment to 1990 Sailing Instructions to further define our venerable start/finish line. Be sure to check the Official Notice Board before the next series. And don't forget that is the Evening Series beginning on Saturday, July 14. White shape at 5:00 p.m. when we should have good wind by that time of day! Although we plan to finish by dark, have your batteries charged and running lights ship-shape for that one.

Three cheers for all race committee volunteers! Remember, you must be present to win!!!



## ABOVE & BEYOND

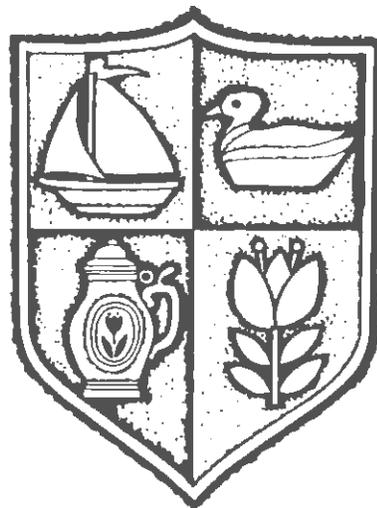
by Cynthia Darwin, PR Chair

(Above & Beyond highlights the achievements of Austin Yacht Club members which take place off the Lake Travis race course. If your recent kudo doesn't appear, it's because your fleet captain didn't know about it. Let 'em know!!)

Just goes to show ... sailing attracts over-achievers like no other pasttime. Take for example "C" fleetier JACK MONTAGUE. One would think that at 60 years of age, retirement as a UT Science Education Professor would be a nice rest. But no. Congratulate Jack when you see him on finishing his second year as a UT law student. He also works currently as a law clerk for Austin attorney Jon Coffee. And, of course, he sails ... "when he gets a chance to."

And also on the business front, be sure to ask D Fleet Captain HAL HAYDEN about Priority Leasing Corporation's contract with Integrated Management Systems of Denver. (Readers note ... you too can have your professional life publicized here. Just send in the news release.)

A special thanks for work on the public relations front for the Yacht Club from KATHY PILLMORE and DOUG LAWS. Kathy pulled together the first annual Governor's Celebrity Cup Regatta prior to Governor's Cup, and Doug volunteered his time off the water to help coordinate gold old AYC hospitality to AquaFest officials.



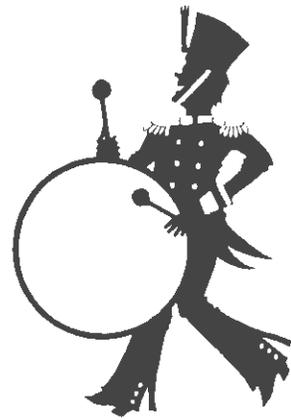
And if you hadn't noticed, congratulations are in order for BONNIE and AYC Treasurer KEITH LACKEY. Come December, Keith will be counting heads around the home along with his job of counting pennies for the yacht club. Bonnie, in true women's sailing style, has managed to bypass morning sickness and promises smooth sailing on her first pregnancy.

On the sailing scene, AYC members have been proving that they can sail two hulls as well as one. In the Corpus Christi 25.5 Catamaran Regatta held the weekend of June 16-17, TROY LAWSON and CURTIS TARPLEY won 2nd place overall in their fleet in Troy's G-Cat. These guys are hot, hot, hot! Close on their heels was JIM CASTO in his Nacra 5.2 who finished 3rd overall -- giving Troy and Curtis a tough run for their money the whole way. GARY BURDGE took a 2nd overall in the Prindle 18.2 fleet.

(Please call Cynthia Darwin, 453-5657, with information about club members for Above & Beyond.)

## O'DAY REPORT

by Fred Schroth



We gave it our best shot. The TYA Single-handed trophy was wrenched from our hands by Marcus Maher of Houston. Marcus has become nearly impossible to beat in winds over 12 knots, and he is staying close in the lighter stuff.

Hank Kleespies tried the steady route of staying close in the heavy stuff and doing well in the light air. Hank's philosophy bought him a series of seconds and thirds and a bridesmaid's finish. We called it "first among the human fleet."

Matt Romberg tried the slow old boat with the wrong sail routine. This approach taught Matt about humility and big numbers on score sheets. What the heck, Matt is still the only AYC member to win the TYA Single-handed Championship two times.

Fred tried the slow old sail with a good boat and hammering corners routine. This bought Fred a lot of spectacular comeback weather legs. Slow reaches aren't winning reaches, so Fred only managed to finish halfway between Hank and Matt.

The top seven advance, so if the Area F championship is held in Oklahoma, we are still in the game. And the conditions are similar to Lake Travis, so maybe next month we will bring better news.



HAVE A SAFE  
AND HAPPY JULY 4TH

TURNBACK CANYON REGATTA  
FINAL RESULTS

LEVEN'S TROPHY

Tommy Kozlowski, Ensign

PHRF Spinnaker A

1. Dennis Awbrey, Hobie 33
2. Craig White, Hobie 33
3. Bob Tesch, J-29

PHRF Spinnaker B

1. Kurt Livingston, J-24
2. Larry Hall, S2 7.9
3. Claude Welles, Cal 9.2
4. Gregory Mauch, Moore 24
5. Walter Zagst, Soling

PHRF Spinnaker C

1. Eddie Calogero, San Juan 7.7
2. Bay Peterson, Catalina 27
3. Doug Laws, San Juan 7.7

PHRF Spinnaker D

1. Bill Holder, Cal 24.3
2. John Vance, Pearson 26
3. Rick Westervelt, Kiwi 24

PHRF Non-Spinnaker #1

1. Steve Brown, J-22
2. Barry Bowden, J-30
3. Mike McClung, J-22
4. John Saunders, J-22

PHRF Non-Spinnaker #2

1. Bill Byrum, Santana 525
2. Vern Harris, Hunter 26.5
3. Peter Wall, Pearson 303

PHRF Non-Spinnaker #3

1. Tim Vicknair, Spirit 28
2. Joe Thiel, Catalina 27
3. Bill Howard, Columbia 9.6
4. Ray Shull, San Juan 7.7
5. Charlie Musta, Pearson 26

PHRF Non-Spinnaker #4

1. Key, Knox, Cal 25
2. Ken Fossler, San Juan 24
3. Doug Caroom, Merit 22

PHRF Non-Spinnaker #5

1. Larry Ratliff, Pearson Triton
2. Eric Jensen, San Juan 21
3. Tom Cummings, Irwin 25
4. Perry Weller, S2 7.3
5. Steve Reed, South Coast 21

Multihull #1

1. Bobby Crouch, Hobie 18
2. Troy Lawson, G-Cat 5.7
3. Steven McKinley, Nacra 5.8
4. Robert Murphy, Nacra 5.8
5. Brett Mauthe, Tornado

Multihull #2

1. Dave Hilfer, Prindle 16
2. John Ridley, FS 474
3. Ralph Castillo, Nacra 5.0
4. Paul Anderson, Hobie 14.2
5. John Beletic, Prindle 16

Ensign

1. Tommy Kozlowski
2. Hap Arnold

Catalina 22, Spinnaker

1. Dale McCaffity
2. Rick Abell
3. Gene Ferguson

Catalina 22, Non-Spinnaker

1. David Hayslip
2. Gerald Hayslip
3. Bruce Powell
4. Mike Wright

Catalina 25

1. Hal Hayden
2. Ken Miller
3. Stephen Knetig

Catalina 30

1. Fess Miller
2. Bruce Northup

Prindle 18.2

1. Kirk LeClear
2. Ed Echols

Prindle 19

1. Doug Camp
2. Asim Saber

Nacra 5.2

1. J. D. Smith
2. Jim Casto

Hobie 16

1. Ken Rourke
2. John Kuc
3. Danny Drake
4. Mike Rourke
5. Martin Brown

Austin, TX, Lake Travis -- The Austin Yacht Club's famous Turnback Canyon Regatta held Memorial Day weekend was the best ever! Nelson and Mary Mikeska and their helpers did an outstanding job of organizing a 209-boat regatta. More than 750 folks took advantage of the delicious Bar-B-Q dinner put on by the Lago Vista Volunteer Fire Dept. at the Bar K Ranch. Although the moderate to sometimes heavy air was a tiring challenge to most of the participants, they all got their second wind by the time the band warmed up. Good ol' country tunes mixed with some up-to-date beats played by the Straight From the Heart band produced some hard to resist foot stompin' numbers.



## RACING CLINIC #3 OFF WITH A BANG

by Howard Shirey



Off with a BANG! Actually is more like a honk (16 of them). The third and final Racing Clinic of the year covered starts and each participant skippered a Catalina 22 to 4 of them. Eight Catalina 22s with a crew of 4 hit the starting area just off the yacht club point. John Bartlett had armed each boat with a list of starting approach assignments: 1 port approach, 2 starboard approaches and a barging approach. When it was all over, no one died, received a serious injury, and all 8 boats were still afloat.

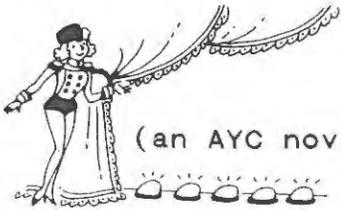
The day began calmly enough with coffee and registration at 9:30, chalk talk by John at 10:00 and lunch of sandwiches, chips, gaspacho, and those little cheese cakes at 11:30. John talked us through crew assignments, tactics, and strategies. We learned how to take compass readings to determine the favored end of the line and to develop a starting plan. After lunch 32 sailors were assigned boats and we hit the water with gusto. All apprehension was left at the rigging dock. The wind was holding at about 20mph and the C-22s were reefed and 110% jibs were hoisted. The starts were fast and furious. Mark Rylander manned the committee boat with Martie honking horns and hoisting shapes. John shouted instructions from a chase boat driven by Commodore Gail Bernstein.

Cold beer awaited the thirsty bunch in the clubhouse for the rap-up. We had done 16 starts in about 2 and one-half hours. We were hot, tired and thirsty, but good sprits prevailed. After all the usual "thank you"s and "well done"s we drifted off with starting plans, tactics, and strategies still fresh in our minds.

Overall, I think we can consider this new program successful. Our attendance has been good averaging about 20 members and 5 non-members for each clinic. John Bartlett and his instructors have given us outstanding presentations and Martie and her volunteers have prepared excellent meals. The feedback I have received, has been positive. The proof of our success will be determined on the race course so all you clinic attendees get out there and give them H\_\_\_.

A big THANK YOU to the Catalina 22 Fleet for the use of your boats: Bill Morack, Bill Word, Walter Allen, Dick Finnegan, Steve Frederick, Joe Roddy, Bob Mathison and Steve Pervier.

Martie and I also wish to thank, Deb Mathison, Elaine White, and Elizabeth Moore for their help with lunch.



## DRIVING MISS TACO

(an AYC novelette adapted from the Broadway stage production)

Miss Taco was the archetypal woman of the Old South ...

She looked so prim and proper in her crisp white spray suit and matching white cotton sailing gloves. A new pair of white non-skid boots complemented her outfit perfectly. She had been to the beauty parlor on Thursday. She always had her hair done on Thursday when there was a big circuit regatta coming up on the weekend. After all, it took the hairdresser half the live-long day just to remove the resin, tostado chips, powdered Micron and mesquite twigs from her flowing mane (Geeeee...!). The J-24 Circuit was a special place where all the other fine folks showed off the best they had. Miss Taco was never one to be outdone, and she liked to show off her drivers. Most folks had but one driver but Miss Taco, she had three!

These drivers were a strange ethnic mix, but this was the Old South where folks like Miss Taco prided themselves upon having exotic drivers. First of her exotics was Hnk (pronounced Hunk); he was of Icelandic/Scottish mix hence the nickname Scotch-on-the-Rocks. His startling good looks were dominated by a pair of piercing blue eyes that made the ladies feel as if Hnk was checking out their aerodynamic lift factors. Next was Bll (pronounced Bleh). Bll was a 5th generation American descended from strong Artic/Antartic stock. The best we can figure, his ancestors got together on an equatorial cruise or something. Anyway, this made Bll an impetuous kind of guy and, coupled with his recent appearance on the cover of National Drivers Monthly, Bll had begun to get independent thoughts. Finally came Bly (pronounced Blev). We can't quite decipher Bly's fine genetic code but we think he was spawned from a Chuy's #3 House Special carefully spliced onto some basic DNA by a bolt of lightning at an early Turnback Canyon regatta. Anyway this explains his electric personality and the fact that his Laser was named "Primordial Ooze."

Now that we have been introduced to the players, let's take a look at a typical Saturday afternoon tour of the lake with all the other fine J-24 folks.....

Bll had just lowered the spinnaker into the water without Miss Taco noticing. "WHY are we slowing down?" shouted Miss Taco. "Weeee gotta tinkle" came the shrill chorus from her three exotic drivers. "BUT!" she sputtered. "BUT this is a race ... the leeward leg of a 12-mile Olympic course ... AND ... AND we're WINNING!" "Weeee don't care ... weeee gotta tinkle ... Look Miss Taco, we're grown men an' weeee don't gotta ask permission to ... uh ... well, you know. "But this is a race! ... This NEVER happened to me on my Fireball." ... There you go again Miss Taco.

Miss Taco stared into the water as the last of the spinnaker was sucked under the bow and wrapped around the keel and though gloomily to herself ... "you just can't get good help these days."

(Coming in the next issue: Miss Taco and the Boys search for the dreaded Missing Offset Mark of the Himalayas and brave the wrath of Bog the Terrible!)

★  
★ YOU WANT ME TO DO WHAT?!? ...  
★ THE SAGA OF AYC'S 1990 ADAMS CUP

★  
by Vicki Bremer

★  
★  
★ Way back in 1989 Pat Manning and I talked about putting together an Adams Cup team. All we needed was a skipper and another crew, probably to do foredeck. The idea stayed with us; we even strong-armed an experienced skipper to steer the boat. Then as the AYC eliminations approached -- with no other teams signed up to compete -- we realized that everyone on the team had to commit to going on at least to Dallas for the TYA eliminations. And our skipper couldn't go. So that left us short-handed. Pat preferred not to skipper, at least not this year. With the sign-up deadline quickly approaching, we needed a skipper. Our desperation reached such a critical stage that Pat said, "You skipper." Now that's DESPERATION with a capital D.

After the shock wore off I figured what the heck. Never mind the fact that I had never skippered a keel boat from the start to finish of a race; never mind the fact that steering a Sunfish was a little bit different, and never mind the fact that I had never even been on a J-22. These were simple problems to overcome -- HA! -- considering the wealth of experience to be gained by just doing it despite my handicaps (no PHRF pun intended).

But where to start? By first getting THE BEST crew -- whose courage to sign up with an inexperienced skipper has to be admired. And no smart comments about "was that courage or plain stupidity." My crew proved to be not only THE BEST but also THE SMARTEST -- about sailing knowledge anyway. So they have a blind spot about skippers; no one's perfect. PAT MANNING flew the spinnaker, trimmed the mainsheet in heavy air, and helped with anything else when an extra hand was needed. KATHY COMER trimmed the jib, called the windshifts, and helped with all the spinnaker put ups and take downs. And JO ANN WELLES was our expert fore-deck person whose athletic ability to stick to a deck at a 45 degree angle or greater astounded us all -- even Jo Ann!

Now that the crew was ready to go, all we needed was practice on a J-22. And thanks to very special folks like SHIRLEY SLAUGHTER, JOHN SAUNDERS, JUDY VAN CLEVE, DEBRA PHILLIPS, AL ALYN, and JOHN BARTLETT we got all the J-22 knowledge and experience we could absorb in a short period of time. Could you show us that mast hip-hugging technique one more time, John?!

And then we were off to Dallas after only practicing twice all together on a J-22. Scary, huh? Well, have no fear. We didn't embarrass AYC; we survived; we didn't crash into anyone or anything (Mark, take note!), and we actually gave our competition a run for the silver. In one race we were even in the lead for most of the race -- by a lot! -- and then blew it on the last leg when we forgot to do something we'll never again forget. Cover ... cover ... cover! And we needed that bullet -- for our egos if nothing else. We did manage to place 2nd in the last race which was a nice way to end the competition. So now we're all psyched to go back next year and try again.

How could an inexperienced skipper do so well against some pretty tough competition? Simple -- Pat, Kathy, and Jo Ann were my secret weapons. What a terrific crew!! All I had to do was hold that silly little stick ... I mean tiller ... and they did all the rest. What a life!

And then there were those AYC members who went out of their way to help us prepare by either having us crew on their J-22, or allowing us to use their boat, or by telling us everything they know about making a J-22 go faster. You know, we have some of the nicest people in one of the nicest clubs in the whole wide world. Thanks for your help and encouragement. For those in-the-know, our Adams Cup "team" numbered much greater than 4!



## AYC ONE DESIGN RACING FLEET

by Robbie Nelson, Secretary/Treasurer

This Spring has seen the formation of a new organization at AYC, the AYC One Design Racing Fleet. The AYC One Design Racing Fleet is the umbrella organization for all recognized one design fleets at AYC. The purpose of the fleet is to promote one design racing at AYC by increasing participation in AYC series races, and by offering different race formats to allow one design racers the opportunity to improve their skills. Membership to the fleet is only \$2.00 per year and is open to all AYC members.

Some activities for the fleet proposed at our June meeting include the following:

- 1) Sponsoring a one design regatta.

This event could be open to any one design class, or any group of boats that agreed to race one design (or level).

- 2) Sponsoring a one design championship.

Each recognized one design fleet at AYC could provide a team of their best racers to race in a championship regatta against the other one design fleet teams.

- 3) Fleet recognition days.

At some AYC function, a brief history of each of the AYC one design fleets could be presented, including information about the boats, who races them, etc.

- 4) New member recruitment.

The fleet would provide to new members at AYC a list of all one design racers looking for crew, and help match up new racers with experienced ones, as well as get new members interested in racing one design boats.

Other activities which the fleet hopes to fulfill at a later time include a match racing series which would pit teams against each other in one-on-one racing, a team racing series where one design fleets could provide two or three man teams and race against other fleet teams, and providing a clearinghouse of one design boats for sale that could be provided to new AYC members.

If you would like to know more about the AYC One Design Racing Fleet or would like to join or help sponsor an event, please call Ray Shull, Fleet President, at 263-2608.

SEEING OLD FRIENDS & MEETING NEW ONES!!!

GOOD RACING

1990 GOVERNOR'S CUP ...  
IS WINNING A TRADITION?

FUN IN THE SUN

by "The Governor"

Looking over the results of past Governor's Cup Regattas dating back to 1986, some names keep reappearing in the trophy lists. Harold Neel has won the Ensign class every year except 1988 when Dan O'Donnell carried away the silver. In J-24's, Doug DeCluitt has been 1st or 2nd every year when there was a J-24 class. In PHRF handicap racing it appears that a lock on the top places is harder to achieve. In class A, Russell Painton won in '86 but took until '89 to repeat his victory. Claude Welles and Tom Lott have been battling it out in class B. John Vance won class C in '86 and '87, but Eddie Calogero has been unbeatable since 1988 and appears ready to do it again in 1990.

Of course the same classes don't always repeat at every Governor's Cup, e.g., when some handicap boats make a fleet of their own such as San Juan 7.7's and J-29's as in the past. But there is one thing for sure, the Governor's Cup competition will continue on July 7 and 8 in 1990.

COME ON OUT AND JOIN IN THE FUN!

SAT. NIGHT ENTERTAINMENT

TX SUNFISH CIRCUIT

SAT. SACK LUNCHES

SUN. HOT DOGS

GREAT PRIZES!!!

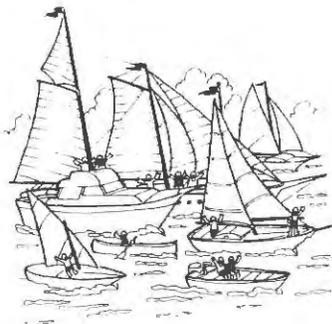
REGISTER EARLY!!!

WHITE POLO SHIRTS  
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SAT. NIGHT CATFISH DINNER



## STARTING

by Joe Thiel

All sailors need information on the appropriate rules governing the starting of a race. Many Sundays (and near collisions) have gone by in which additional information would have been beneficial. Our 1990 Sailing Instructions contain reference to the 1989-92 International Yacht Racing Rules, USYRU.

As you know, we must all check in prior to the start of a race. But did you know that a yacht whose entry has been accepted and that sails about in the vicinity of the starting line between her preparatory and starting signal is ranked as a starter whether she starts or not! (USYRU Part V, 50.) (Editor's Note: Remember that our Sailing Instructions say, however, that a yacht failing to check-in may be disqualified.)

How about this one: "A mark has a required side for a yacht as long as she is on a leg that it begins, bounds or ends. A starting line mark begins to have a required side for a yacht when she starts. A starting limit mark has a required side for a yacht from the time she is approaching the starting line to start until she has left the mark astern on the first leg. A finishing line mark and a finishing limit mark cease to have a required side for a yacht when she finishes." But did you know that it is not necessary for a yacht to cross the finishing line completely; after finishing, she may clear it in either direction. (USYRU, Part V, 51.3 and 51.5.)

Beware of touching a starting or finishing mark! You may not touch a starting mark before starting or a finishing mark after finishing and before clearing the finishing line and marks, nor cause a mark or mark vessel (race committee boat) to shift to avoid being touched. If you do touch a mark you may be exonerated if you do a 720 including two tacks and two gybes. However, if you have touched a finishing mark, you will not rank as having finished until you first complete your turns and thereafter finish properly. (USYRU, Part V, 52.)

For the crowd at the start, the leeward yacht is under no obligation to give any windward yacht room to pass to leeward of a starting mark. However, after the starting signal, a leeward yacht shall not deprive a windward yacht of room at such a mark by sailing either to windward of the compass bearing of the course to the next mark or above close-hauled. That is, after the starting signal you may not luff a windward yacht to cause them to pass a starting mark on the wrong side (USYRU, Part IV, Section C, 42.4).



## AYC Sailors take on REGATTA de AMIGOS

By Steve Vaughan

Last month 4 intrepid AYC sailors participated in the 12th running of the Regatta de Amigos race. This race is from Galveston, Texas to Veracruz, Mexico and has been held in most even numbered years since the early 1950's. The race course distance is approximately 600 nautical miles and requires about 5 days to complete. This year 67 yachts competed ranging from 30 to 65 feet. Some were flat out racing yachts like Santa Cruz 50's; and, some were all out cruisers that were roughing it when their Air Conditioning broke down, but most were middle of the road racer/cruisers like the New York 36 the AYC contingent sailed.

The AYC participants were Mike Mayfield of Low Rider fame, Ted Smith a long time crew and new owner in Blown Assets, Steve Vaughan, Senior and Steve Vaughan Junior (hereafter known as just JUNIOR). The rest of the crew consisted of the boat owner, 2 Galveston bay sailors and one novice sailor looking for new experiences. The race start day began with a hectic delivery from Seabrook to the starting line which was just inside the Galveston jetties. As is all too often the case, our preparations were running significantly behind schedule and most of the storage and arrangement of food and gear was being done on the 4 hour sail to the starting line. Locating storage for 25 cases of beer and softdrinks, 300lbs of ice, 5 ice chests, food and gear for 8 sailors as well as 12 bags of sails on a 36 foot boat was our first challenge.

The race was started on a Friday evening in a light outgoing tide that pushed us and several other aggressive boats over the starting line early. Once we returned and cleared the line properly we were on our way to VERACRUZ. The first evening was filled with excitement and anticipation. Only 3 of the crew had sailed a race of this distance before. AYC's own Mike Mayfield served as the navigator and was reliving some of his naval training as a Submarine Officer. Ted Smith and JUNIOR managed the foredeck on opposite watches. Steve Vaughan was the watch captain. Helm duties were rotated on 30 to 60 minute intervals 24 hours a day among the entire crew. The crew was divided into two 4 man watches, which rotated duty every 4 hours at night and every 6 hours during daylight. However, that first day no one could sleep. Dinner that first evening consisted of Barbecued Ribs from Austins own County Line Restaurant. The ribs, cole slaw and potatoe salad tasted great but left 3 of the crew offering them back up to the sea. Numerous minor problems arose the first night including breaking the key off in the ignition, filling the cabin with smoke due to an out of place engine cowling, inability to charge one of the two new ship's batteries and lack of a night light on the Footmeter. Clearly, a night time shakedown cruise prior to the race would have been helpful.



The dawn on Saturday was welcomed to assist in resolving the list of difficulties discovered the first night. The weather had been pleasant with a close reaching #1 breeze varying from 12 to 18 knots. However, the clouds building ahead were a clear indicator that we needed to get the boat ship shape quickly. Saturday afternoon began a pattern of weather that continued for the remainder of the race. Thunderstorms building in the afternoon and not dissipating till early morning. After spending hours watching it grow, complete with frequent lightning and thunder, we entered the first storm cell on Saturday afternoon with 6 other yachts in sight. The storm brought lots of rain and breezes that took us down to a #3 headsail and reefed main with the worst gusts at about 40 knots. Fortunately, the lightning subsided once in the storm and left us unscathed. When we emerged out of the other side of the cell there were no other boats in sight, we remained out of visual contact for the next 3 days. Our first day's run was 132 miles.

The series of thunderstorms on Sunday began to be taken in stride, and, in fact the first rain of the day found the entire crew with shampoo and soap in hand. The prime seating location was under the end of the boom to insure a good flow of water to use for rinsing. Dinner that evening once again created excitement when a fire broke out under the swing stove. It seems an inadvertent hole in the fuel canister created the fireworks for the night. The fire was quickly extinguished and a fantastic Red Snapper dinner was enjoyed by all the crew. The second day's run was 128 miles mostly under a #3 jib and full main.

The most vivid picture placed in the crews mind prior to this race was HOT. Previous races have most always been unbearably HOT with the most serious concerns being dehydration and sunburn. The 1990 event was very much out of the ordinary since it was cool to cold the majority of the race due to the frequent rain and cloudy conditions. Monday brought the first hint of heat when about noon we encountered clearing sky's and dying wind. The whomp whomps (no wind, lumpy seas) held us for about 3 hours and did not subside until we clocked a -.2 miles between hourly positions. Monday evening however brought ideal sailing conditions with 12 knots of beam breeze and our first really enjoyable happy hour. Each day from 5 to 6 we declared a happy hour where Rum and Coke was the drink of choice and Jimmy Buffet or Steal Drum bands blared on the stereo. Mondays happy hour was particularly joyous since Mike had finally found and fixed our battery charging problem, a 10 cent corroded wiring connection had us running the diesel to charge our one good battery every 6 hours instead of the planned 12 hour intervals. Our third day's run of 108 miles was clearly a result of the midday doldrums.

Tuesday was our last full day at sea was nearly an identical copy of Monday including a fantastic happy hour. At noon on Tuesday, about a 100 miles out we were met by a Mexican patrol boat that verified us as a participant in the race. Our spirits soared when the patrol boat captain asked us where the other boats were; we were the first he had encountered. Since we were the slowest rated boat in our class, this should mean we were in winning position. That evening within 60 miles of VERACRUZ the weather became more unsettled and unpredictable. In addition, we knew that the LORAN would lose signal soon and leave us to dead reckon the remaining miles to the finish line. Our final thunderstorm was entered about 2:00 AM with lots on rain, but only moderate winds of 18 to 20 knots. The wind veared sharply and we soon found our course nearly west when we needed to be heading south. It took us a few minutes to get the boat tacked to Starboard because after three days on Port tack we had tied off the leeward running backstay. When we finally tacked, the wind had dropped to zero and the rain intensity increased. For the next 30 minutes, the boat drifted and turned in the lumpy seas with brief spits of wind. During one particularly difficult effort to get the boat back on a southerly course the navigator popped his head out of the dry cabin and sarcastically inquired if anyone on deck knew we were headed north! After several caustic comments to the navigator from the drenched crew struggling to turn the boat without wind, the navigator concluded that at zero boat heading speed computing dead reckoned positions is possible independent of heading.

Dawn of the last day brought 4 competing boats back into view and the reality that the boats 10 to 20 feet longer than us were really ahead of us and merely missed by the Mexican patrol boat. The last few miles into VERACRUZ were upwind in light air, a reminder of Lake Travis conditions. We finished at 10:00AM Wednesday and in the harbor discovered we were the 6th boat to finish and corrected to 3rd place. The only boats to beat us were a Santa Cruz 50 that finished 30 hours earlier and a 51 foot ketch that had won the race the previous two times. Not a bad finish for some inland lake sailors in the big water!



# 1990 SUMMER SERIES RESULTS

## J-22 (6 boats avg.)

1. Mark Rylander
2. Debra Phillips
3. Al Alyn

## Ensign (5 boats avg.)

1. Tommy Kozlowski
2. Harold Neel
3. Dan O'Donnell

## South Coast 21 (5 boats avg.)

1. Ray Shull
2. Duane Dobson
3. Linda McDavitt

## J-24 (4 boats avg.)

1. Dave Broadway
2. Eric Nelson

## Catalina 22 (8 boats avg.)

1. Steve Frederick
2. Bill Morack
3. Calin Popescu
4. Joe Roddy

## Portsmouth Handicap (3 avg.)

1. Richard Hlista, Thistle

## PHRF A (9 boats avg.)

1. Bob Tesch, J-29
2. Jim Smith, Hobie 33
3. Gail Bernstein, J-29
4. Terry Meyers, J-29

## PHRF B (7 boats avg.)

1. Claude Welles, Cal 9.2
2. Mike Chambers, Olson 25
3. Tom Lott, Lindenberg 26

## PHRF C (5 boats avg.)

1. Dave Wahlberg, Kiwi 24
2. John Vance, Pearson 26
3. Eddie Calogero, SJ 7.7

## PHRF D (6 boats avg.)

1. Bob Pillmore, Ranger 22
2. Hal Hayden, Catalina 25
3. Louie Soefje, Ranger 23

## PHRF E (5 boats avg.)

1. Steve Bangs, Merit 25
2. Dieter Roy, Buccanneer 295
3. Steve Wolford, Hunter 31

## PHRF F (6 boats avg.)

1. Joe Thiel, Catalina 27
2. Tim Vicknair, Spirit 28
3. Charlie Musta, Pearson 26



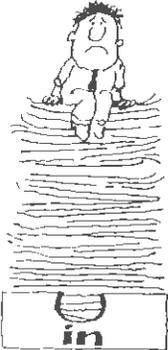
# DOCK 6 HOME AGAIN . . .

by Eric Nelson

Some of you have noticed that our "breakwater" has been turned back into Dock 6 again and wanted to know who was responsible. You'll recognize some familiar names of folks we can always count on to help, plus some new names. I wanted to thank each of them again for their help.

DAVE BOERNER  
BARRY BOWDEN  
JACK BREMER  
DAVE BRENNER  
GARY COOPER  
CYNTHIA CREAMER  
ALLAN JOHNSON  
BOB KIERAS

BILL LEVENS  
JACK O'NEILL  
ED RADZIG  
BRAD SCHWAB  
JOE THIEL  
CLAUDE WELLES  
REX WHITE  
BILL WORD



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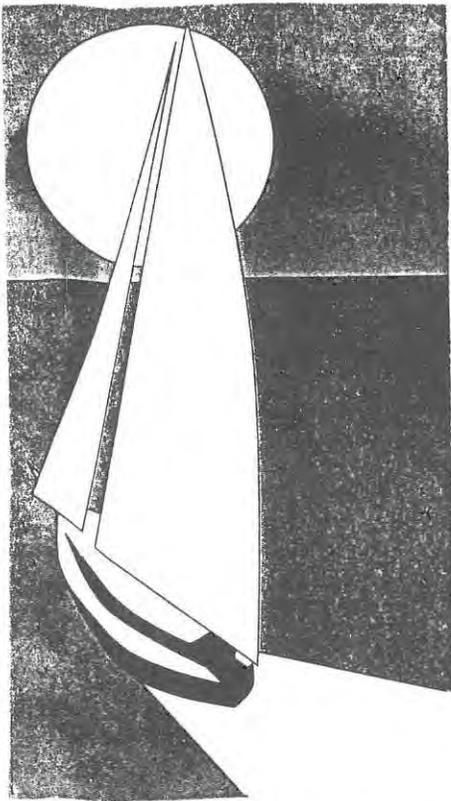
THIS AND A NICKEL  
WILL GET YOU . . . A  
BETTER REGATTA, OF COURSE

by Your Editor



Have you ever wondered why you were scored in the wrong fleet? Why you didn't get the number of meals or T-Shirts you ordered? Or why your packet was at some dumb table called "PROBLEMS?"

Plain old human error is certainly one factor; volunteers, especially those who are working Registration for the first time, aren't perfect. Imagine yourself staring at a Registration Form for a Keel Boat, e.g. The skipper forgot to check Spinnaker or Non-Spinnaker; the X-Lg T-Shirt number looks like a 2 but could be a 5 and the total is added incorrectly for it to be either, and the check enclosed doesn't match any of the numbers. You file it at the "PROBLEM" table, but the skipper doesn't check in until 5 minutes after packet pick up on Saturday. The next form is for a Centerboard boat with "None" written in the Sail # column, and the skipper has paid the Keel Boat registration fee. And these are only two of the 200+ forms you have to deal with. Meanwhile, the AYC office phones are ringing faster than they can be answered -- calls to change t-shirt orders, to register by phone, or just to ask questions. And all this happens while the AYC office staff is trying to conduct the daily (and busy) business of running a 400+ member club. How can you help? REGISTER EARLY . . . FILL IN ALL THE BLANKS, CORRECTLY . . . and REMEMBER HOW HECTIC THINGS GET IN THE OFFICE THE WEEK BEFORE THE REGATTA!!!



EVENING SERIES

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SAILING

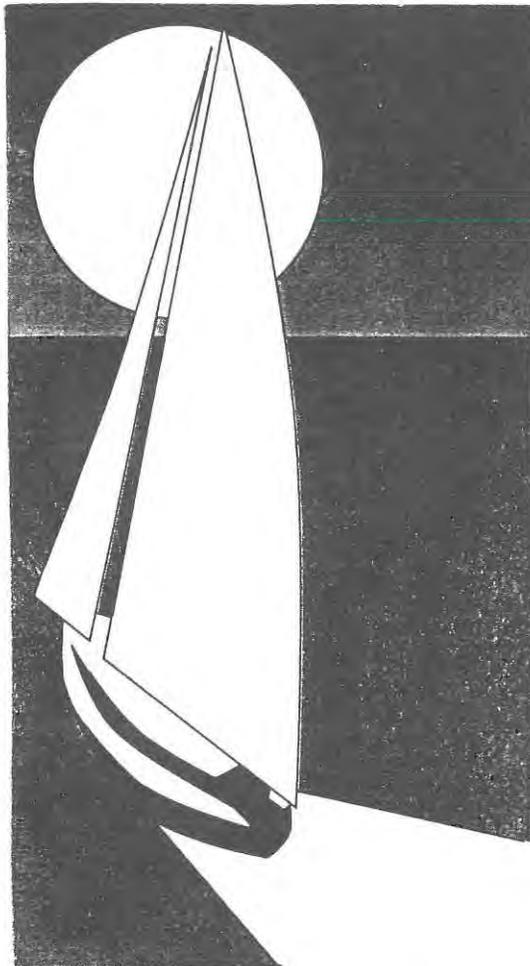
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# N O T I C E

## OPEN MEETING FOR RATING REVIEWS



HUNTER 31

SAN JUAN 23

SPIRIT 28

SATURDAY, JULY 14, 1990

1:00 P.M. -- AYC CLUBHOUSE

## PHRF HANDICAP COMMITTEE REPORT

by Dennis Awbrey, Chairman

The AYC PHRF Handicap Committee does exist contrary to popular belief, malicious rumors by the ill-informed, and wishful thinking by all those people hiding behind their rip-off ratings. And we all know the boats we are talking about -- any boat except mine!

Everything has been relatively quiet on the home front without any requests for review for all these many months. Rule 14 of the Handicap Procedures states that, "As long as the membership is quiet -- why kick a sleeping dog!" Thus, if you haven't noticed, the Handicap Committee has been on an extended vacation, except for periodic interruptions from Vicki Bremer hysterically overreacting because it's the Friday before a regatta and no one from the Rating Committee has been seen or heard from. So, big deal Vicki, we got there didn't we?!

However, and it's a big however, someone finally had to complain about a rating and now you've done it. You think a couple of ratings is all that needs to be looked at? Wrongo kawabunga!

Get out your pencil and paper (or scissors and glue if you want to cut out this article and stick it somewhere) because "The Great Review" is coming. First thing you need to know. Formal requests have been received for rating reviews on the following boats: Spirit 28, Hunter 31, and San Juan 23. A request has been received requesting a more favorable rating for the Spirit 28 and the San Juan 23. The Handicap Committee has initiated the review of the Hunter 31 on the basis of data indicating a possible lowering (unfavorable) of that rating may be in order.

Second thing you need to know. The date for the open meeting has been scheduled for Saturday, July 14, 1990, 1:00 p.m., in the AYC clubhouse.

Third thing. The Handicap Committee is initiating housecleaning on several dusty old issues that some of you PHRF old timers thought were long forgotten. NOTE: Discussion is only being initiated at this time. The Committee has not yet formulated any

## HANDICAP COMMITTEE (cont'd)

opinions. We are requesting input from the membership, preferably in writing, on any subject related to PHRF ratings. Your input will be appreciated. Topics the Committee is currently reviewing:

- 1) Full Batten Mains.
- 2) Measurement Verification -- What should be the authority and responsibility of the Handicap Committee?
- 3) Fairing of Keels and Rudders.
- 4) Day Sailed Boats -- Should a penalty apply?
- 5) Penalty Assigned for Head Sails Greater than 155%.

You may think some of these are new ideas; however, all have been on the table for several years and some since the beginning of PHRF on Lake Travis.

Fourth thing. New considerations (for the AYC PHRF Fleet) of very old ideas. Issues being discussed:

- 1) Scoring races based on TIME ON TIME vs TIME ON DISTANCE as it is currently scored.
- 2) Different handicaps for different wind conditions (each yacht would have 3 different ratings: base (moderate wind), light wind, and heavy wind).
- 3) Different ratings for long distance racing (e.g., Turnback).

The Committee will be discussing the above issues and we will reach a decision on each of these items which will become written policy. Once the Committee has reached a decision on these issues, the written findings will be provided to the membership for response prior to implementation. A tentative deadline for the written findings has been set for August 31.

Fifth thing you need to know. The AYC PHRF Handicap Committee consists of the following people:

Dennis Awbrey, Chair  
Hap Arnold  
Jack Bremer  
Mike Chambers  
Russell Painton  
John Vance

Please feel free to contact any member of the Committee if you have any suggestions or need any information.



## LASER NEWS

by Fred Schroth



Let's focus on one night. The night of June 20 was what singlehanded night is all about. Most of us are too new to Austin Yacht Club to know for sure who started all this good racing. But on this night, we had some of our most long term stalwarts. There probably weren't ten of us who even knew that TUCKER and LIZ GARRISON used to invite the fleet over to the lake house to share a pile of pizzas. Certainly LINDA McDAVITT, DEKE DeKEYSER, VERNON WONG, and WIL SMITH were around way back when. Most of the other sixty odd folks who sailed this night hadn't met TUCKER and LIZ. Most couldn't even pick out the four past AYC commodores who sailed. Most important is that they were all there. I counted 27 Lasers and a larger Sunfish fleet. It was a "Let's all quit our jobs and do this everyday" event.

For those of you who missed the fun, let me imitate Stewart Walker of Sailing World and tell you about a race.

At about one minute before the start I was hanging out outside the line at the committee boat end. KERN, ROMBERG, KLEESPIES, MITCHELL, and BYINGTON were way down by the pin. The pin was favored but only by a long boat length. I didn't think I could ever tack out from this large a fleet with only a boat length advantage so I set up to start two-thirds of the way down to the pin. When the gun sounded I thought I was over, but no over earlies were hailed so I sailed on in the center of the fleet with clear air.

McDAVITT and MANDELL looked great on the right, but they were awfully close to the shore. VERN held left and everybody else tried to tack back toward McDAVITT's shore puff. Being first to tack back toward the right kept me alive but both sides paid and I rounded behind McDAVITT and MANDELL who streaked in riding a huge lift and VERN who held on until he found a breath of air on the left to come back to the mark.

When we rounded the weather mark, it was very broad on the reach and five or six boats led by SHERMAN stold all my wind. I sailed by the lee to clear air and slipped around the pack with TUCKER GARRISON and KLEESPIES in pursuit. GARRISON and KLEESPIES didn't get low enough early enough and SHERMAN and the gang rolled over them. I was sprung free.

VERN and MANDELL split with the fleet on the second weather leg, and McDAVITT opened up a huge lead. I couldn't see any way to close the distance so I sailed a loose cover on the other 20 boats.

Alright, enough already. There were 60 other stories like this, and that's only my description of race #5. We had 7 races with 60 boats in two fleets. The season is only half over. Come stand on the point one Wednesday. The game of sailboat racing is once again available in Austin for all those who wish to participate. As these things tend to run in cycles, you would be wise to get on the water while the racing's in high gear.

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