

Telltale

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



JULY/AUGUST 1992



AUSTIN YACHT CLUB
5906 BEACON DRIVE
LAKE TRAVIS

AYC OFFICERS

COMMODORE Dave Wahlberg
VICE-COMMODORE Keith Lackey
SECRETARY Vicki Bremer
TREASURER Dennis Awbrey
RACE COMMANDER Ann Baylor
BLDGS & GRNDS COMMANDER Howard Shirey
FLEET COMMANDER Roy Smith
PAST COMMODORE Gail Bernstein
SAIL TRAINING COMMANDER Barbara Hawn

AYC FLEET CAPTAINS

CATALINA 22 Dick Finnegan
CENTERBOARD HANDICAP Fred Stearns
CORONADO 15 Steve Cauffman & Wade Bingaman
ENSIGN George Dahmen
420's Sung Oh
J-22 Claudia Foster
J-24 Kirk Livingston
KEEL HANDICAP Joe Thiel
 A-FLEET Ted Smith
 B-FLEET Tim Vicknair
 C-FLEET Vic Manning
 D-FLEET Mark Bradford
 E-FLEET Dave Boerner
 F-FLEET Mike Allen
LASER Fred Schroth
ONE-DESIGN Eric Nelson
SOUTH COAST 21 Charles Pope
SUNFISH Pat Manning

BUSINESS OFFICE ... 266-1336
CLUBHOUSE ... 266-9423

JULY/AUGUST 1992

FROM THE RACE COMMANDER . . . Ann M. Baylor

CHANGE IN THE AYC SERIES SAILING INSTRUCTIONS. Effective July 18 through the end of the year Sailing Instruction (SI) 18.5 is deleted. However, SI 21, *Prizes*, still applies. A class with less than three qualified starters will be scored as a class; however, trophies will be awarded only to classes whose average attendance for the series is three boats or more. The average is the average class attendance for all scheduled races in the series not abandoned or canceled by the Race Committee. Race Committee hopes that eliminating the three boat requirement to be scored will encourage participation for members who arrive at the line ready to race while still encouraging greater participation by maintaining the requirement of a three boat average in order to receive a trophy. Hopefully the change will serve AYC well.

CALENDAR CHANGE REMINDER. Please remember the change in our AYC racing calendar for September 1992. The Sunfish Southwest Regionals have moved to September 12-13. The first race in the Fall Series has been moved from September 13 to September 20. Please mark this change on your calendar and in your directory.

TYA BEMIS COMPETITION. This competition was held at AYC on June 13. Six boats (420's) competed in a round-robin. Thanks to the following volunteers for managing the races and making the event successful: ANN BAYLOR (PRO), JACK BREMER (PRC), MARTIE and HOWARD SHIREY (Cat. 22), and KIM YOUNG and SUNG OH (UT Sailing team). Judges were Bob Lehn and Ed Murphy from Dallas and DAVE HENDERSON from AYC.

JUNE EVENING SERIES. This series was marked by good participation in most of the fleets with an average of 68 boats per day. A total of 119 different boats raced at least one race in the series. The largest participation was in the Portsmouth Handicap class with a total of 22 separate boats and an average of 8.6 boats per day. The Cat. 22 fleet had the second largest average participation (8.4 boats). The second largest total participation was the J-24 class with 13 total boats. Thanks to ERIC NELSON and JIM SMITH, our PRC reps, for the series, to ROY SMITH who served as mediator, and to LARRY RATLIFF who was in charge of scoring, assisted by MARY SIKORA.

GOVERNOR'S CUP WEEKENDS. AYC has hosted two weekends of Governor's Cup. Many AYC members volunteered their time and talents to make it a success. From a race management view special thanks is due to the RC volunteers for both weekends. Members volunteering both weekends were ANN BAYLOR (PRO) and LARRY RATLIFF from PRC who was also in charge of scoring. He was assisted by MARY SIKORA who spent four days at the computer. Other volunteers for keel weekend were PRC members PAT MANNING and BILL HAWK, TOMMY KOZLOWSKI and GEORGE DAHMEN (Ensign fleet), and VIC MANNING (C-fleet). On Saturday ANNE ELLZEY (Capri 14.2 fleet) and TYRRELL COURTNEY (J-22 fleet) assisted while on Sunday MEREDITH SHEPARDSON (Capri 14.2 fleet) and DEBRA PHILLIPS (J-22 fleet) volunteered. Mediators were our US SAILING judges GAIL BERNSTEIN, TOM ROMBERG, and TRIPP ALYN. Other volunteers for both days of Centerboard weekend were ERIC NELSON (PRC), ROBBIE NELSON (J-24 fleet), CHERYL PERVIER (Cat. 22 fleet), LEON LANCE, and new members KATHY and STEVE BOYD and son SHANE. On Saturday JOHN and KAY SCHMIDT (J-24 fleet) assisted and on Sunday DEBRA

RACE COMMANDER NEWS (cont'd)

PHILLIPS (J-22 fleet) and CATHY and HAL HAYDEN (D-fleet) assisted. TRIPP ALYN served as mediator. Give these volunteers a special thank you for a really super job.

PRC ROOM RECONSTRUCTION. Current plans are to restore the PRC room back under the AYC clubhouse. Plans include adding a south window as the official notice board and three individual stalls with keyed access from outside for Sunfish/Laser Series, UT Sailing Team and various Junior Camp activities. Two work benches are planned along with additional ventilation and screening. Replacement of the individual equipment stalls for each boat is included.

SCORING. PRC scoring is back on the grounds which should make things easier for Scoring Committee and competitors alike. The AYC office window is still serving as the Official Notice Board but it will move to the south end of the RC room when RC moves back into the RC room under the AYC clubhouse. We have a great deal of exciting racing coming up. See you on the race course and have fun!!



F A L L R E G A T T A

October 17-18, 1992

Long-Distance & Round-the-Buoy Racing

Affordable ... Fun ...

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LOOK FOR MORE DETAILS AS THE
TIME GETS CLOSER.



HIGHLIGHTS OF THE MAY 28, 1992 MEETING:

- The Membership Committee will look at a Life Membership request for Nelson Estes who was one of the club's founding members.
- The Board approved the building of a wind surfer rack in the dry sail area and appointed Hal Hayden to come up with a design, location, and cost estimate.
- The Board turned down a member's request for a weekend day use of AYC facilities for a private party based on a general policy of not allowing private member use of AYC facilities on a weekend.
- The Adult Learn to Sail Clinic Chair, Karen Van Hooser, said she will cancel the clinic if fewer than 10 people sign up.

HIGHLIGHTS FROM THE JUNE 25, 1992 MEETING:

- The Membership Committee is considering a 50% dues discount for members who are 65 years of age or older, who have been AYC members for 5 years or more, and who have no boats stored on AYC property. It was suggested this idea be published in the Telltale for member feedback. Call a Membership Committee member with your input.
- Bonnie Lackey reported that the revenue loss for Turnback Canyon was due to fewer boats than anticipated, the extra cost of a shuttle bus (which she recommended be considered for future years too), and low T-shirt sales.
- Jon Fitch reported a small profit for the Centerboard Regatta.
- The Board said yes to the multihull fleet's request to hold a 3-race series at AYC on July 19, August 9, and August 16.
- Another member's request for private use of AYC facilities on a weekend day was turned down. This member was asked to consider a week day instead. Commodore Wahlberg asked Vicki Bremer and Ann Baylor to come up with a club policy for facilities usage.
- Commodore Wahlberg appointed the Nominating Committee to find a replacement for Vice Commodore Keith Lackey who has resigned his Board position effective August 1, 1992 because he is relocating to the San Francisco area.
- New temporary employee housing was obtained for Gary Stone. Four new picnic tables were purchased. The windsurfer rack can be built for about \$350; the design submitted was acceptable, but the final location has not been determined yet.

Groundswells

or notes from your



Buildings and Grounds Committee ...

Under the unswerving direction of Howard, we, the motley crew known as the B&G committee, have endeavored to meet our commander's goals. They are:

- * No monuments with the Shirey name...
- * Any landscaping should work toward minimizing our erosion, minimizing maintenance (i.e., xeriscape) and add native variability so that in the future, one disease (like oak wilt), doesn't wipe us out...
- * All construction and replenishment on the grounds should mesh with a master plan. When one committee leaves the grounds to next year's committee they will be able to start with an on-going plan. Many projects should extend well past the tenure of one B&G Commander as many involve too much volunteer labor, time, or expense for the club to absorb in one year.

Howard didn't meet his first goal. He'll go down in club history as the Commander who had the monumental wall built around the oak trees, for enlisting the design and volunteer labor of Tom Groll, and for this project the Shirey name will be cursed and discussed for years. The "wall," however, was to be just a part of a long range plan to terrace off areas of the Club which have been suffering from foot traffic, car and trailer traffic, and the fact that we have precious little native topsoil. The "wall" wasn't supposed to stand out and be so noticeable. We of B&G contend that when the grasses and groundcover fill the terrace and the stone takes on its natural gray the monument will not be so monumental. We hope then to have additional area for folding sails, for shaded picnics, and to lose a little less dirt to our harbors.

Howard didn't fulfill his last goal either, at least not yet. There is not yet a multilayered map of the Club grounds in a file cabinet in the office. One layer is to delineate locations of water, septic and electrical utilities. One layer is to show the landscape and erosion control, etc. One layer was to show sidewalks, paths, driveways and boat and trailer parking. A base map was found, reconstructed, and it was used by Calin Popescu for the contour survey for the 717 flood reconstruction committee and has also been used for the layout of boat work area and landscaping by the B&G Committee. There is not yet a long range plan for the next B&G Committee to tweak and reprioritize. We hope to leave one in the club office.

We want your input. The following list of projects is printed in this Telltale so you can add your comments or suggestions to any committee member (listed later in this article) or by leaving a written letter in the B&G mailbox in the club office, wherever that is. We plan to follow this with a club member survey.

GROUNDSEQUIPMENT

- Barbecue pits -- the fixed ones might be better with a welded shelf on the back or side to hold warmed food. The large movable grills need the ability to raise the charcoal.

BUILDINGS & GROUNDS COMMITTEE REPORT (cont'd)

- Trash cans -- need a couple more along the path and request quick dumping after events to diminish flies.
- Picnic tables -- maintain adequate supply, consider rebuilding stone table across from dock seven, consider concrete table on terrace, on point?
- Waste pump-out station -- taking ideas on more permanent location and easier access for big boats.

LANDSCAPING

- Cottonwood tree area -- keeping an eye toward the large overhanging limbs on a very mature tree which may need pruning, considering planting a young tree or two for the future, considering rock or crushed granite surface under picnic area.
- Path above docks -- complete path from dock 1 to dock 6 with crushed granite, consider low side bordering.
- Hedges -- place native and/or drought resistant plants (high, medium, low) to delineate boat parking and work areas, no parking areas, and obstructions such as power lines, place for partial visual blockage of boat parking and work areas.

NEW PROJECTS

- Boat work area -- to better control runoff, to make more serviceable, and encourage cleanup the following is considered:
 - paving drive with asphalt or concrete.
 - provide a cleanout sump at low end.
 - construct lifting spray curtain around hoist.
 - build a second hoist.
 - mark drives with borders (RR ties, hedges) so masts and trees don't mix
 - tag boats and encourage member persuasion so area is used for work and not storage and so that slab is available for doing bottom work.
 - delineate youth shed and its storage area, delineate work area/staging areas.
- Erosion on upper club grounds -- (Look at the rough rock border diagonally across from the anchor. When placed, the dirt on the back side was street height.) The answer to erosion control is to slow water with terraces, divert water with berms and slow water with thick grass cover. We are considering a request to the members to not park on the grass except during our regattas. Berms and terraces are slowly being placed in washouts.
- Stabilization of the point to slow the eroding sides and capture a flat grassy and perhaps partially shaded area. This is discussed elsewhere in this Telltale by Tom Groll.
- Windsurfer rack proposed to be placed just below the drysail area adjacent to the south cove.

BUILDINGS & GROUNDS COMMITTEE REPORT (cont'd)

- Replacement/construction of steps to all docks.
- A better traffic and parking plan involving perhaps some paving and railroad ties for the area from the south cove to the point.

RECONSTRUCTION OF BUILDINGS

The 717 Committee has provided general direction and has now turned over the responsibility of gathering design criteria for the cabins, employee housing, and additional office space to the Buildings & Grounds Committee. To aid us in this effort we are asking for input from the membership. Our goal is not to design the structures but rather to provide the architect with general design parameters like general styling, general floor plan considerations, primary use and alternate use considerations, etc.

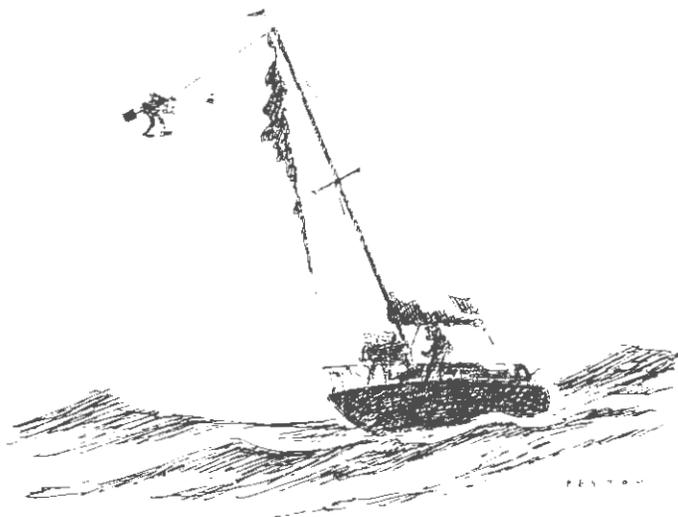
If you would like to have your ideas or concerns considered in the design process, send them in writing to the AYC office as soon as possible. Verbal communication is OK too but your documented ideas or concerns are more permanent and won't be confused with casual conversation. **YOUR INPUT IS IMPORTANT TO US.**

So solicit from and give input to your B&G Committee. Thanks!

Howard Shirey

Claudia Foster
Dave Gage
Tom Groll
Allan Johnson
Danny Lien

Bob Mathison
John Saunders
Martie Shirey
Phil Spletter



'Stop fooling around and get on with it!'



WHAT'S THE POINT?

by Tom Groll,

Buildings & Grounds Committee Member

As many of you have noticed by now there have been some changes to the grounds taking place at AYC. The most obvious change being the retaining wall and foot path recently completed. Your reaction to this has been favorable for the most part and the members of B&G appreciate that. Yet some of you are still wondering "what is the point of all this?" I can sum it up with one word-- EROSION. Yes, erosion, the never ending problem which is caused by the very elements that draw us to the lake, wind and water.

The grounds at AYC are generally in good condition at this time. However, there are some areas that require our immediate attention to prevent further deterioration caused by erosion. As a committee we have tried to address those areas. Some of the projects we have started will be completed by us and others will not. But in either case we will leave behind for the next B&G committee a "blue print" of what we had hoped to accomplish. We realize that AYC is too large for any one B&G committee to address all of the areas that need work. But if we can establish a long range plan that we all agree on, then large projects become more easily accomplished. This brings me to my point.

What is "The Point?" "The Point" is that delicate piece of land jutting out into the lake to form our cove(s). It is arguably the most important piece of property at AYC because it protects our boats and docks from the beating they would take if the cove were unprotected. So this B&G committee has decided to bring this issue to your attention: "The Point" is eroding away. If you don't believe it, take a look at the foundation of the wind sock which no longer is sitting level, or see how much of the six inches of dirt that covered the electric line to the light is still in place.

The question now is do we ignore this problem and let the future membership take care of it or do we address this issue before it gets out of our control? And if we decide to take action now, what should it be? How much will it cost? Who will do the work? How long will it take? These are all questions which unfortunately we do not have the answers to. So we are asking for your help. We want to know your opinion. After all, this is your club and whatever happens to it is happening to you. Please feel free to comment to any of the B&G committee members or write down your ideas and send them to the club marked "ATTN: B&G Committee." We will take all of your comments into consideration and publish our conclusions in the next Telltale.

There is something to keep in mind while you ponder this issue. The construction taking place on Hwy 620 is a potential source of materials to build a "sea wall" with. I have contacted the construction superintendent and it seems they would be willing to allow us the material we need to build such a wall. This would very likely be the most affordable way to get materials since it is so close to the club. But the construction of Hwy 620 will push on regardless of any decision that we make. So if we are going to do anything that involves the kind of material which will soon be available to us, we need to get into action quickly!

Long Range Planning Committee

The Long Range Planning Committee presented the following information and recommendations at the June board meeting.

Plan Criteria

- The flood rebuilding costs must be covered by insurance proceeds and not require additional capital expenditures by AYC
- The construction and permitting must provide adequate protection from future loss due to floods and county flood control regulations.

Permitting Issues

Travis County issues both repair building permits and new development building permits. If the ratio (as calculated by Travis County) of required repair costs below 717 divided by total fair market value is greater than 50 percent, a new development building permit is required. Our existing building permit covers repairing all of our structures where they are currently located, but details 49% damage. This leaves us with inadequate protection from future floods. Since that time the Long Range Planning Committee has had several discussions with Travis County concerning building permits and the county's chief engineer surveyed our property. He was very supportive and helpful. We will definitely be able to redo our building permits and protect the clubhouse and office/bath building for future floods.

Insurance Issues

Our current policy will cover any additional rebuilding expenses (up to the policy limit) we may incur while bringing our buildings up to current required standards. This means any additional expense to relocate the cabins above 717 will be covered by our current insurance policy. The Long Range Planning Committee discussed our initial plan with Paul Snider, AYC General Contractor, and we believe that AYC has enough insurance coverage to complete this plan.

Building Plan

- Rebuild the clubhouse as water resistant as possible so as to sustain minimal damage in future floods.
- Return the office building to condition suitable for use as our daily business office, an event management office, and protest room with a minimum investment.
- Rebuild Cabins #1, 2, and 3 as a new building or set of buildings above 717 on the back of the property. These building(s) will contain employee housing and office space for permanent AYC records, possibly race scoring facilities, and committee meeting rooms.
- Leave the roofs and foundations from the original Cabins #1, 2, and 3. If plausible, repair them as screened, covered porches for camping and parties.
- Repair Cabins #4, 5, 6, and 7 on stilts at the 717 elevation using the most waterproof materials and methods available.

Next Steps

<u>Events</u>	<u>Schedule</u>
1. AYC Board approve the initial building plan recommendation.	Completed
2. AYC Board hire an architect.	July 31
3. Building & Grounds Committee work with the architect to outline building requirements.	August 10
4. Architect present initial plans to AYC membership for discussion. Revisions and second presentation.	September 1 & 15
5. Architect present final plans to AYC board for approval.	September 24
6. Long Range Planning Committee complete the building permit discussions with Travis County and obtain the appropriate building permits.	October 1
7. Begin new building construction.	October 1

Winds Blow AYC Teams to Victory

by Vicki Bremer

Just when we thought we were the hottest club around because we could claim two Olympic sailing contenders as our own -- DOUG KERN and PAUL FOERSTER (in case you've forgotten)-- we became even hotter yet with two AYC teams qualifying for national level competition. Can we stand all this success? YOU BET!!

CLAUDIA FOSTER (skipper), JOANNE WEBERLEIN (middle crew), and GRETCHEN TIPPIT (foredeck) competed in Lightnings on White Rock Lake in Dallas July 11-12 and blew away the competition to win Area F in the U.S. Women's Sailing Championship.

After placing second at the TYA level on White Rock Lake where the winds varied from light to nada, the AYC team was psyched for almost anything-- but boat breaking weather? Aw, they didn't let a little thing like heavy air stop them ... real sailors don't wimp out. They sail conservatively-- by not flying a chute after watching two other boats flip over in the first race. They sail consistently-- with a second place in the 1st race, a first place in the 2nd race, and a third place in the 3rd race. And they sail VERY WELL -- with that extra level of oomph such as using Gretchen as a human jib sheet after the jib track blew up in gusts in the upper 20's. The teams from Albuquerque, Oklahoma City, Rush Creek, and Galveston Bay will join us in cheering on the Area F representative at the finals in Bayhead, NJ, on September 16-20 where they will compete against eight other teams for the national women's sailing title. With Kelly Gough as their coach, this will be THE team to beat!!

Claudia has been sailing since she was 11 years old and grew up sailing a Lightning. Although she hadn't sailed a Lightning for almost 20 years, she found it fairly easy to get back in the groove. I bet her winning record on Sunfish, J-22's, and C-15's has something to do with that! Having a top notch crew certainly helped too. Joanne has been sailing for about ten years and started out crewing on all kinds of keel boats and has even gone to the Adams Cup nationals before when they were sailed in Lightnings. She now sails mostly on J-24's, J-22's, Sunfish, and Lasers. Before becoming our head instructor at junior sailing camp, she taught junior sailing at Lakewood Yacht Club in the Galveston Bay area. Gretchen is an old hand at sailing on Lightnings and has competed in many national Lightning competitions since 1983. She was a member of the UT sailing team from 1984 to 1986. And she has added C-15's and J-boats to her sailing repertoire.

Not to go unmentioned, however, are our winning Mallory Cup super stars -- SCOTT YOUNG, MIKE HAGGERTY, and JOHN MORRAN -- who beat the winds (and competitors) July 11-12 at Rush Creek Yacht Club in Shields. Two of the scheduled races were canceled because of high winds and the "no chute" flag was flying off the RC boat. Not having been able to reach any of the winning team members for details, I'm reporting on hearsay and what I read in the Statesman. I'll carry through with my "equal opportunity reporting" in the next issue so that these terrific sailors get more than one small paragraph of coverage. Perhaps I'll have the finals -- August 29 and 30 at San Francisco Yacht Club -- to report.

CONGRATULATIONS

 to both teams.

And **BEST OF LUCK** in the finals.

Membership Corner

Membership Count:

Ending Membership	Senior	Associate	Junior	LOA	Life	Honorary	UT
January	388	0	1	6	20	5	31
February	383	1	1	7	20	5	19
March	383	3	1	4	20	5	19
April	382	4	1	5	20	5	19
May	384	5	1	6	20	5	19
June	384	5	1	6	20	6	4
July	387	5	1	6	20	6	4

Please welcome the following new members to AYC. If you need crew or a project volunteer be sure to include our new members.

Senior Membership:

Rick and Sandy Abell ...

are very active Catalina 22 racers from the Dallas area. Since 1974, they have raced on a regular basis as members of the Grapevine Sailing Club - including many AYC Regattas. Now that Rick and Sandy have relocated to the Austin area, they will be racing with AYC on a regular basis.

Tom Ahearn ...

started racing a Santana 22 out of the Santa Cruz Yacht Club in the mid-70's. During the past 10 years he has also logged over 75 races crewing on a Swan 4.41 and Baltic 42 in the St. Francis Yacht Club Ocean and Big Boat Series. Tom also raced from Long Beach to Honolulu in the 1989 Trans-Pac on board the Baltic 42. Having just transferred to Austin, Tom is down sizing to a SC-21 and round-the-buoy races at AYC.

Donny Jones ...

was an AYC member from April 1981 through May 1987 racing a Lindenberg-22. He then moved to Florida and ocean racing. Donny is back in central Texas with a very fast Lindenberg-28.

Bill and Cindy Lane ...

were AYC members from January 1983 through March 1989 racing a Laser, C-15, Pearson Triton, and Merit 25. Bill has completed a tour of duty at Motorola Corporate Headquarters in Schaumburg, Illinois, and they are now back in Austin. He is currently racing his Sunfish on Wednesday evenings and is considering the purchase of a J-24.

Michael Sher ...

started racing an Optimist as a kid in South Africa. For the past ten years he has been racing a Laser on White Rock Lake in Dallas and a Venture 25 at Grapevine Sailing Club and Chandler's Landing Yacht Club. Michael now owns a Laser II and plans to be active in the centerboard fleet.

David and Pat Thompson ...

are avid wind surfers and sailboat racers. They moved to Austin last year and started crewing on Bill Word's Catalina 22, Wind Dancer. David and Pat liked it so much they now own Wind Dancer.

Leonard and Melissa Voellinger ...

have just started sailing and racing. Leonard attended the AYC Learn to Sail Clinic last year and got hooked. He crewed on a variety of AYC boats last fall and winter. Their son, Alex, attended Junior Camp this year and now he is hooked. Melissa is hoping that the '93 Ladies Camp will be for beginner sailors.

Associate Membership:

None ...

Honorary Membership:

Nelson Estes ...

is one of our founding members and over the years he spent many hours assisting with our junior programs. Nelson resigned from the club at the end of 1991, but in honor of his contributions we want Nelson to know that he is always welcome at AYC.

Lost Memberships:

We are sorry to see the following people leave AYC:

Dominic and Susan Connelly
Edward Ehrichs
Kathryn Sousares
Curtis and Cynthia Tarpley



US SAILING Championship Ladder Events

The following teams represented AYC very well at the TYA and Area F US SAILING Championship ladder events. Both Adams and Mallory teams will advance to the US SAILING Championship Finals. The next time you see any of these sailors please congratulate them on their fine accomplishments.

Championship	Skipper	Crew	TYA Place	Area F Place
Adams Trophy US Women's Sailing Championship	Claudia Foster	Gretchen Tippit Joanne Weberlein	2nd	1st
Mallory Cup US Men's Sailing Championship	Scott Young	Michael Haggerty John Moran	1st	1st
O'Day Trophy US Single-handed Sailing Championship	Pat Manning Vic Manning Jim Rehage		5th 2nd 6th	Will be held July 18 & 19
Bemis Trophy US Junior Sailing Championships	Sarah Baker John Goldsmith	Fisher Key Jonathan Dale	3rd 2nd	3rd (4-way tie) 3rd (4-way tie)

IN SEARCH OF A BULLET ...

by Tripp Alyn

(Scott, J.B., Doug, Hank, Fred -- read no further. This isn't for you.)

"First place" has a nice ring to it. So does an Ace, numero uno, bullet, etc. The feeling, especially in one-design racing, is great. Instant gratification! When you win the race you actually WIN the race (i.e., no handicaps).

I was able to savor that feeling a few weeks ago in a Wednesday night Laser race. That bullet had a special meaning for me -- my first Laser win. In 24 years of racing I've been fortunate enough to win some races along the way. The boats have ranged from 11 feet to 55 feet in length and the races from 15 minutes to 330 miles long. The wins were all fun, but the Laser bullet was something SPECIAL for me.

Why? It has a lot to do with my reasons for joining the Austin Yacht Club. I became acquainted with AYC through the UT collegiate sailing regattas, the J-24 Circuit regattas and the annual Easter Laser Regatta -- all at the leading edge of competitive sailing. To an outsider AYC was pretty impressive. My other early exposures were the very (at that time) active Thistle fleet and crewing every Sunday in a series race -- the huge fleet coming out every Sunday was again impressive. Racing on Canyon Lake just wasn't comparing to what I was seeing at Travis. I joined AYC with a Sunfish but it soon became evident that I was Laser bound.

Why? The AYC Laser fleet has had many All-American and other former top college sailors along with many of the top sailors in the Club to grace its ranks. It's a deep ladder to climb in the Laser fleet with many good sailors on each of the rungs. The "race within a race" can sometimes be brutal! The Laser is a very demanding (and sometimes even physically punishing) boat to sail but, at the same time, it is soooooo rewarding when properly stroked.

As I moved up the ladder I could really see a difference in my sailing on other boats as the Laser really demands a balanced helm and "shifting gears" in changing conditions. I was being rewarded for my persistent efforts. It's been fun and challenging climbing the ladder but still the bullet eluded me. Several close ones but not the big one. Finally it happened ... in a big fleet (23 boats) with most of the big guns sailing. WOW, what a high!! That look back into the fleet as I crossed the line was never to be forgotten. Why am I telling you this? It's a story about winning, yes, but it is also a story about what you learn about yourself, your boat and your fellow competitors along the way.

So to bring this story to an end let me just say again that AYC has a magical mix of quality race management, a frequent and excellent racing program, some really good sailors, and a great Laser fleet that have made my past 5 1/2 years a blast!

Thanks
and
fair sailing ...

Why is it everytime I flog my main I think dollar bills are flying off???

Why can't a main sail last longer than one year of racing???

Why ask why????????.....Full battens

Customers come to me at the end, and most often the middle of a racing season asking for help with their mainsail. Some even want to buy a new sail, as much as I hate to tell them no, it's just not always practical to buy a sail when you can convert the sail to full battens.

Full battens work best on mast head rigs. As a mainsail becomes old it also becomes very deep. Mast head rigs can't flatten out a deep sail because it can't bend it's rig. Full battens can flatten the sail because the battens stretch the leech away from the luff. So why full battens instead of a new sail? Besides stretching the leech, full battens also reduce the flogging of the sail. I always like to say "it tames the sail and makes it easier to handle in heavy air." If full battens "tame" the sail than the life of the sail will be longer. The shape of the sail will change to a hard foil that won't change with different wind velocities. And finally downwind, full battens will give you more sail area.

I don't recommend full battens on fractional rig boats. Fractional rigs are changeable. You can bend the mast to flatten a sail, unlike mast head boats. However, I do suggest making the top two battens full. What the battens do to this sail is it supports the leech in light air, and it rids the sail of the gutter. The gutter appears in front of the battens because of the age of the sail.

Some customers ask me if this change will affect their PHRF rating? The answer is no, but one design sailors remember this conversion is not legal in most classes. Even if you don't race, a full batten conversion can be cheaper and more practical.

Contact your sailmaker if you have any questions regarding full batten conversions. If you have a mast head boat and you want to spend money to go faster, spend it on the front of boat because that's where it does the most good.

John Bartlett

GOVERNOR'S CUP CENTERBOARD WEEKEND

Bucaneer 18 (5 boats)

1. Johannes Brinkman
2. Greg Buck

Capri 14.2 (5 boats)

1. John Welch
2. Robert Jones

C-15 (11 boats)

1. Jeff Perna
2. Keith Lackey
3. Evert Broersma
4. Tom Forgue

Flying Dutchman, 4 new/3 classic

1. Craig Tapley, new
1. Jim Rowan, classic

JY-15 (12 boats)

1. Kelly Williams
2. Karl Dietz
3. Barbara Belt
4. Eric Jakimier

Laser (18 boats)

1. Fred Schroth
2. Hank Kleespies
3. Bill Levens
4. Bill Mitchell
5. Ken Sherman
6. Deke DeKeyser

Thistle (5 boats)

1. Richard Hlista
2. Jim Kincaid

Sunfish A (17 boats)

1. Bill Gerloff
2. Jim Rehage
3. Bill Lane
4. Vic Manning
5. Jim Deeter
6. Jack Aldis
7. Ron Presswood

Sunfish B (7 boats)

1. Tom Gairloff
2. Bruce McDonald

Portsmouth A (4 boats)

1. Tom Gunderson, M-20

Portsmouth B (8 boats)

1. Kim Young, 420
2. Sung Oh, 420
3. Ravi Subramanian, 420

(Gov. Cup Keel Weekend Race Results were missing from the file.)



AYC's FAMOUS LUAU

Sat., August 15, 6:30 pm

\$12.50/person

For reservations call 266-1336.

MEALS/DRINKS

Doast Dig dinner with all the trimmings ...

Beer/wine available for sale ...

Mai tai mix available to add to your favorite Hawaiian spirits ... (BYOB)

FUN!! FUN!!

King and Queen of the Court contest selected from the party-goers ...

Limbo contest ...

Comedian ...

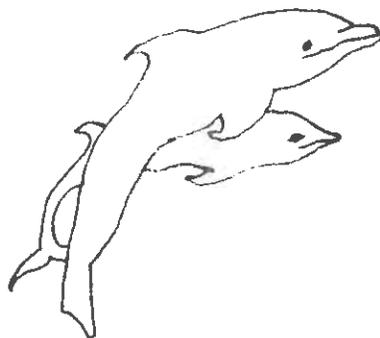
Band ... (plays variety of music from tropical to western)

T-SHIRTS

Dig Doaster T-shirts available for sale ... \$8.00 each

SURPRISES

Trader Vic's Emporium & Tattoo Parlor featuring Salty Walt y, the tattoo artist ...



Regata de Amigos Galveston to Veracruz

An interview with a central Texas sailor who traveled 17.25 knots across the Gulf of Mexico.

Telltale: Give the readers a brief history of the Galveston to Veracruz race?

John Bartlett: The race is sponsored every other year by the Galveston Bay Cruising Association. The race starts inside the jetties of Galveston and ends 630 miles later at her sister city, Veracruz.

TT: Now tell us how it came to pass that you attempted this race?

JB: A customer of mine, Jim Galmore, who owns the F27 trimarran, came into my loft one day with the idea of sailing his boat in this race. I told him that I'd love to if it wasn't a beat since trimarrans don't beat well to weather. He assured me it was all downhill. Well I learned to things after the trip : (a) it wasn't downhill, and (b) trimarrans do beat to weather well.

TT: What did you do to prepare for this race?

JB: Well, actually Jim and Greg Buck (our third person) did most of the boat preparation. They spend several months getting the boat prepared. I was really impressed with all they had done and a well prepared boat made a big difference. Jim really outdid himself getting safety equipment, food, charts, and electronics together. I was so busy getting all my customers taken care of before I left that I didn't even know what the latest weather patterns were. I flew out late Thursday evening and Johnny Maudlin, who owns the North loft in Kemah, picked me up at the airport and began to give me a crash course on the do's and don't's, or rather some experience based knowledge of the race.

TT: Let's get to the racecourse.

JB: The warning gun was Friday, June 5 at 12:00 noon inside the Galveston jetties. A postponment kept the fleet from starting until 4:30. The first class to start was the larger monohauls (J44, custom 1 ton's, etc.), there was probably around 20 boats in that start. The next start was ours. We started with the J29's, cruisers, racer-cruisers, and other trimarrans,(a Condor 40, Mac Gregor 36, another F27,etc.) approximately 62 boats. I drove at the start, and it was so cool to start at the committee boat, look up 10 seconds after the gun and see 62 boats drugging across the line at 4 to 5 knots and I spead past them at 7 knots!!!! We definitely won the start!!!!

That Friday morning before the race I was finally able to get some weather information. There was a Tropical Depression in the Pacific and the prevailing winds had been from the south. The rumline from Galveston to Veracruz is 182 degrees. (That's when I first figured out it was going to be a beat, I wanted to kill Jim!) We studied the pilot charts carefully and decided we should never go further than 210 degrees right of the rumline, and since it looked like a beat, we knew we had our work cut out for us. Six hours out of Galveston we tacked to the left, opposite of the fleet. We started playing Lake Travis shifts, and we kept playing those shifts all the way to Mexico.

TT: Was there any distinct weather pattern you noticed? How about storms?

JB: Typically the wind was south, however everyday around 3:00 in the afternoon the wind died and the gulf would glass off. Some days we were actually moving backwards!!! In fact, one day we put up our spinnaker so everytime the boat would move backwards the spinnaker would fill, and it would actually hold us in one place. Kind of an air anchor. As we sat there boiling in the sun, the sky would start to boil, and thunderstorms would appear out of the north and northeast. (Time for that downwind Jim promised!!) There was

one storm that was probably better than the rest. Winds of 40 to 50 miles an hour on the leading edge. We stayed on the leading edge of that storm for about 4 hours. The only canvas up was a 105% off of the bowsprit, a 135% off the forestay and no main. That was when we averaged 17.25 knots for almost 4 hours. After that the wind died again, then later came back out of the south. There were other storms, just none quite as intense.

TT: Earlier you said that you learned that this boat could point, explain?

JB: On the first day out of Galveston we sailed up underneath one of the monohauls that started before us. I took this opportunity to play with lead position, sheet tension, etc. As I experimented with the sails, we started to point higher, and higher without losing speed. The next thing I knew, we had blown threw his lee, worked-up on him, then couldn't see him. There were times we were probably pointing 29 degrees to weather, and in waves.

TT: I heard that when you were down below the crew could hear you saying " I hate to ____ing beat."

JB: I do hate to ____ing beat. The boat seemed to jump over every wave, then pound as it came down.

TT: When did you finish, and how did you do?

JB: We finished on Wednesday, June 10th at approximateley 8:44am. The trip took 112 hours and 14 minutes. We were the first to finish and we won our class. 37 hours later, the next trimarran to finish behind us was the Mac Gregor 36. Out of 82 boats that started on that Friday, only 69 boats finished.

TT: What would you say were your strengths, and mistakes?

JB: I think the biggest strength was playing the shifts. We took our Lake Travis skills and sailed by the seat of our pants. We trusted our insincts, even when we went left and the fleet went right. We did use one piece of electronics, a Global Positioning System (GPS). It kept us from making too many mistakes, it basically made the tactics easier.

Our mistake has to do with not using the GPS when we should have. One evening a sail was used that hadn't been used before. There was a good breeze blowing from the ENE so we thought we would try a different smaller sail. (It was an ugly yellow, that should have been the first clue.) Well to make a long story short, we never bothered to check the GPS to see what kind of headway we were making with this sail. It turned out we were side slipping as we were sailing a broadreach at around 15 knots. For every 5 miles straight on the compass we side slipped 1 mile. Four hours later, after reading the GPS we noticed we were off our rumline by about 50 miles. We made another mistake coming into Veracruz. It was around 6:00pm Tuesday evening when the GPS told us we could make it into Veracruz at this wind velocity, around 12:00 midnight. We decided at that time to quit the shift rotation (2 hours on; 4 hours off). Big mistake!!! The wind died during the night, and we didn't finished until 8:44am Wednesday morning. We were pretty beat.

TT: Would you do it again, and what advice to you have to our readers.

JB: Of course I'd do it again!!! Anytime you get an opportunity to get out of our "pond" take it. The more experience you get in different situations the better sailor you will become. But it still comes back to the basics, I found that my knowlegde of Lake Travis was my strength out in the Gulf.

MID-SPRING SERIES

Catalina 22 (4 boat avg.)

1. Joe Roddy
2. Walter Allan

South Coast 21 (7 boat avg.)

1. Ray Shull
2. Pat Feagin
3. Steve Gay

Ensign (4 boat avg.)

1. Tommy Kozlowski
2. George Dahmen

J-22 (4 boat avg.)

1. Max Rockoff
2. Tripp Alyn

J-24 (8 boat avg.)

1. Michael Wellman
2. John Schmidt
3. Danny Lien
4. Ravi Subramanian

Centerboard Handicap (3 boats)

1. Pat Manning, Lightning

C-15 (4 boat avg.)

1. Gretchen Tippit
2. Keith Lackey

Keel A (3 boat avg.)

1. Steve Vaughan, Soverel 33

Keel B (5 boat avg.)

1. Tom Lott, Lindenberg 26
2. Carl Morris, Merit 25
3. Bob Goldsmith, Fun 23

Keel C (6 boat avg.)

1. Tommy Gairloff, Harmony 22
2. Bob Farmer, Capri 22
3. John Vance, Pearson 26

Keel D (4 boat avg.)

1. Hal Hayden, Catalina 25
2. Ty Johnson, Pearson Renegade

Keel E (5 boat avg.)

1. Glenn Bilawsky, Fun 23
2. Imre Szekelyhidi, Cal 9.2
3. Larry Gensch, Hunter 34

Keel F (5 boat avg.)

1. Tom Wood, Catalina 28
2. Ken Miller, Catalina 25
3. Ron Howard, Catalina 22
4. Jim Van Fleet, Pearson 26



TURNBACK CANYON REGATTA

Portsmouth A (8 boats)

1. J. Smith, Nacra 5.2
2. Troy Lawson, G-Cat 5.7
3. Gary Mosier, Nacra 5.2

Portsmouth B (4 boats)

1. Johannes Brinkman, Buc. 18
2. Rodney Stevens, Eagle Trimar.

Portsmouth C (10 boats)

1. R. Murphy, Nacra 5.8
2. D. Camp, Tornado 20
3. B. Mauthe, Prindle 19

Prindle 16 (4 boats)

1. Dave Hilfer
2. J. Beletic

Catalina 22 (9 boats)

1. R. Abell
2. Marilyn Boemer
3. Walter Allan
4. G. Ferguson

Catalina 25 (8 boats)

1. Ken Miller
2. Hal Hayden
3. B. Covill

Hobie 16 (10 boats)

1. M. Rohrer
2. S. Walsh
3. M. Thomas
4. R. McKee

Keel A (6 boats)

1. Ted Smith/Steve Spademan, O30
2. Steve Vaughan, Soverel 33

Keel B (8 boats)

1. Walter Zagst, Soling
2. M. Day, Moore 24
3. Carl Morris, Merit 25

Keel C (9 boats)

1. Tripp Alyn, J-22
2. David Jamail, J-22
3. Tim Vicknair, Holder 20

Keel D (10 boats)

1. Bay Peterson, Catalina 27
2. Eddie Calogero, SJ 7.7
3. Dave Wahlberg, Kiwi 24
4. Gary Cooper, Catalina 27

Keel E (7 boats)

1. Tommy Kozlowski, Ensign
2. George Dahmen, Ensign

TURNBACKCANYON(cont'd)

Keel F, Non-Spin (7 boats)

1. Scott Christopherson, J-29
2. Larry Gensch, Hunter 34

Keel G, Non-Spin (12 boats)

1. Bill Byrun, Santana 525
2. Bob Goldsmith, Fun 23
3. Grant Wolfe, Holder 20
4. Steve Wolford, Hunter 31
5. Dave Boerner, Catalina 30

Keel H, Non-Spin (12 boats)

1. Tom Wood, Catalina 28
2. Rod Ethridge, Buccaneer 250
3. Jim Van Fleet, Pearson 26
4. Doug Caroom, Merit 22
5. K. Renard, Catalina 27

Keel I, Non-Spin (4 boats)

1. P. Baer, Ranger 23
2. Louie Soefje, Ranger 23

Keel J, Non-Spin (9 boats)

1. Tom Cummings, Irwin 25
2. D. Tucker, Catalina 22
3. Calin Popescu, Catalina 22
4. John Welch, Cape Dory 25

CENTERBOARD REGATTA

Buccaneer 18 (4 boats)

1. Johannes Brinkman
2. L. White

Capri 14.2 (3 boats)

1. Mark Bradford

C-15 (9 boats)

1. Gretchen Tippit
2. Keith Lackey
3. Evert Broersma

E-Scow (3 boats)

1. Don Whaley

Flying Dutchman (4 boats)

1. D. Baker
2. D. Stoll

Laser (6 boats)

1. Fred Schroth
2. Steve Inunan

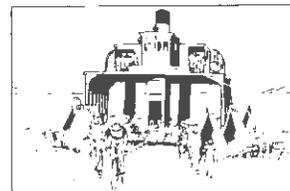
Portsmouth (5 boats)

1. Tom Romberg, M-20
2. Grant Wolfe, Superswift

CENTERBOARD REGATTA (cont'd)

Sunfish (19 boats)

1. Vic Manning
2. Bill Gerloff
3. Lesa Brown
4. Jim Rehage
5. John Saunders
6. Ed Menger
7. Jim Uroda



JUNE EVENING SERIES

Keel A (7 boats)

1. Dennis Awbrey, Hobie 33
2. Steve Vaughan, Soverel 33

Keel B (7 boats)

1. Randy Leo, Cal 9.2
2. "NEMESIS", Beneteau 30

Keel C (11 boats)

1. Bay Peterson, Catalina 27
2. John Vance, Pearson 26
3. Tommy Gairloff, Harmony 22

Keel E (11 boats)

1. Steve Bangs, Merit 25
2. Claude Welles, Cal 9.2
3. Larry Gensch, Hunter 34

Keel F (4 boats)

1. Jim Van Fleet, Pearson 26

South Coast 21 (9 boats)

1. Steve Gay
2. Bob Freeman
3. Pat Feagin

Portsmouth (6 boats)

1. Richard Hlista, Thistle
2. Thistle #2359

J-24 (7 boats)

1. Bonner Cordelle
2. Kirk Livingston
3. Evert Broersma

J-22 (7 boats)

1. Max Rockoff
2. Bruce Foster
3. Steve Brown

Catalina 22 (12 boats)

1. Howard Shirey
2. Cat. 22 #1110
3. Walter Allan
4. Dick Finnegan

C-15 (8 boats)

1. Bill Smith
2. Keith Lackey

TELLTALE TIDBITS

FORMER AYC COMMODORE PASSES AWAY

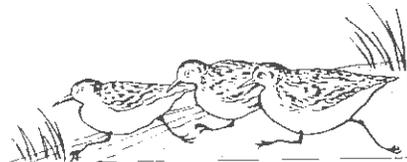
A letter from AYC member Jack Downes to Tom Romberg (dated 6/24/92) tells us the following:

Recently I learned from a friend in Austin that Don Marsh died in January 1989. While I may be in error I don't believe this is common knowledge among the lake people in Austin who knew him.

Since he was a part of the lake and sailing scene for thirty years and a past commodore of the Sailing Club I thought maybe it should be mentioned in the Telltale to inform some of the old heads - whether they loved him or not.

I had lost touch with Don and Jeanie since they moved back to Delaware, but know them pretty well before that since our families were original settlers on the "Delmarva Peninsula" or the "Eastern Shore" of the Chesapeake Bay.

It's my understanding that he was diagnosed with "intestinal flu" (there is no such thing) at the local small town hospital, but did not respond to treatment and was flown to Johns Hopkins hospital in Baltimore where he died. It turned out he had a ruptured appendix, but it was diagnosed too late to save him. Almost unheard of these days ...



UT STUDENT MAKES ALL-STAR CREW

Heather Fullerton was named to the All-Star Crew by a panel of coaches who do rankings for Sailing World magazine. The announcement was made June 10 at the Collegiate Nationals in Charleston, SC. To earn this honor Heather crewed in both the dinghy team racing and other women's events during the year. She also crewed in the Women's Collegiate Nationals. Heather graduated from UT and will attend medical school in the fall.

ARE YOU MISSING A BASKET YOU LOANED?

Gary Stone, AYC staff member, borrowed a white folding plastic basket to help move household items during the flood. And now he's ready to return it but can't remember who it belongs to. Please contact Gary if the basket is yours or you know who the owner is.

FLEET TALK

A-FLEET NEWS

by Ted Smith

If I were to continue with race recaps where I left off in the last article, I would report on the Mid-Spring series results. There isn't much to report on though, since we only made fleet in one race, making scoring (and reporting) an easy task. SOVEREIGN managed to win the one that counted but us gluttons had a couple of good match races when it didn't. Then came Turnback. The annual pilgrimage to BAR-K ranch continued with the light wind motif of last year with fluky a proper adjective to use. The race up the lake started with BLOWN ASSETS taking a commanding lead. Around Graveyard Point, SOVEREIGN and SO LONG caught up and the three of us played leap-frog up the lake, remaining fairly close most of the way. SO LONG and SOVEREIGN owed us on BLOWN ASSETS lots of time though and we won (yea!). We also managed the overall keel fleet win (double yea!). Sunday's race started slowly, with lots of holes, but our luck and perseverance, not to mention our light crew, brought us another win with SOVEREIGN taking second.

The June evening series started with a commanding victory by SO LONG and a bit of excitement on BLOWN ASSETS. It seems the spinnaker halyard cleated itself at the masthead resulting in a spinnaker of a new "two piece" design by the time we got it down. We managed a win later in the series to redeem ourselves, but SOVEREIGN got two to take yet another series.

We had a great turnout for Governor's Cup in A-Fleet with 8 boats, a different winner in every race, and LOTS of wind. But, in spite of JOYSTICK and TERRY MEYERS' J-29 both taking a win, the visitors came out the winners, leaving a lot of the "home team" licking their wounds. GODZILLA took the overall win with the LINDENBERG 28 taking second. I'd like to report more on the exceptionally close racing up front (there was lots of yelling) but I couldn't see that far ahead. I still cringe when I think about that weekend.

Here I am, writing about nothing but racing results again. I'm failing miserably in the slime and innuendo reporting department. I guess I'm just too nice a guy. But if you would like me to report some, let me know. I may have to start making some up. Better yet, maybe I (or someone) need to organize a fleet party with an innuendo theme, yeah! Kill two birds with one stone! We do need a party. Food for thought. May the winds continue and may you get to use them!

B-FLEET BATTLES

by Tim Vicknair

I heard it said that the number of entrants for Turnback Canyon decreased this year. Maybe so but it looked very crowded in those narrow canyons beating back the second day.

B-FLEET NEWS (cont'd)

The race committee split up B-fleet. Some sailed with A-fleet boats; some sailed with the J-22's and the Harmony. By the way, those J-22's show great speed and acceleration with a 155 genoa. The wind moved up and down, left and right, both days. Staying in clear air seemed to yield the best results. On the second day just after the start a huge fill in breeze came over the hills and hit our port quarter. This changed our hard fought first place into last place in several fleets. I saw only canvas between myself and the left shore for 40 minutes. Anyway, we fought back to get a 3rd for the day and a 3rd overall, splitting the four J-22's in that fleet. RICK SHARP got a 3rd with the A-fleet boats; the Hobie 33 got 1st. All in all, I say we well defended the honor of B-fleet.

The Governor's Cup Regatta had three different boats finish 1st, 2nd, and 3rd on three different days. TOM LOTT on WILD TURKEY won it with a 2-1-3 record. STEVE BANGS on KAMIKAZE got a 2nd with a 1-2-4 record. An out-of-town Moore 24 got 3rd. And MIKE CHAMBERS got 4th missing a 1st place on the 3rd race by 14 seconds.

As for the June Evening Series, I sailed the first race retiring before the finish. You remember this one. The race committee started a half hour late and gave us two trips up and down the basin in diminishing air. I saw Lone Star crossing the finish line at late dusk. For me this brought up the argument for time on time PHRF scoring. When the wind lightens that

much, ratings mean nothing if they are scored on distance. It sounds like they need a study. If I do the study I'll get back to you with the results. I heard that STEVE BANGS on KAMI-KAZE won the whole thing. Kudos to you and your crew.

See you on the course or at our newly redone clubhouse.

C-FLEET NEWS

by Vic Manning

Results of the June Evening Series as seen from the back of the fleet. Who won?? Well, hopefully the results are in the Telltale since you can't see them at the clubhouse. Oh! ... someone said the results did not change from the last couple of series. Well it may be time to brush the dust off of JOHN VANCE's suggestion and start working on the Keel Fleet Committee. By the way, where is JOE THIEL?

For those of you who were at the first race of the June series you'll be glad to know my suggestion of slowing down the fast guys almost paid off. TOM GAIRLOFF took the lead by trying to race with suction cup handles attached to his boat at the water line. BAY PETERSON took one look at Tom's handles and decided there was some truth to the story and decided to "keel haul" his crew. Then JOHN VANCE quickly summoned his crew to check the boat and had the crew hanging over the side looking for anything that might be attached. Unfortunately the whole deal did not help me since

C-FLEET NEWS (cont'd)

my new crew was watching instead of racing so I missed the advantage on the line. Oh well ... at least we had a good laugh up at the picnic tables later on. Thanks, Tom, for the lead on that one.

A correction to the last Tell-tale article. I must apologize to ANNE ELLZEY and her crew for not giving her credit for helping with committee duty during the Spring series. Thanks Anne. By the way, C-fleet has duty on September 20 so plan to be there if you did not help in April.

For those of you with C-fleet boats I would like to personally invite you out to the Summer Evening Series. Even if you don't fly a spinnaker or have a large number of crew (or large crew members). Come on out and do a couple of laps with C-fleet. After the race stay around and join us on the patio for dinner and a good time. Bring your own food, drinks, and crew.

C-fleet is planning a little surprise for the 2nd, 3rd, and 4th races, so come join us and have fun. On August 8 (4th race) we are planning a pot luck dinner. So bring your finest china, crystal glasses, candleabra, and a lobster to share with C-fleet. I'll bring the melted butter. See you at the party.



THE AGONY OF D-FLEET

by Mark Bradford

What dead line? Ty called me up the other day and mentioned that he was going to be out of town at the Democratic National Convention taking photos for the Statesman. We talked for a short while and I came up with sort of a plan. If Ty could manage to get a couple of compromising photos of the right kind of folks perhaps D-fleet could become the recipient of some kind of federal aid in the post election future. Abuse of democracy or creative politics? You be the judge.

Unfortunately I was only able to make one race in the June Evening Series. I worked pit and foredeck on ALPHEUS for the FRELS. After rounding "J" in front of the fleet we set the chute and I decided to go fishing. I set the genoa over the side as a seine and we trolled in that fashion for bass. Not only did we not catch any but the boat made a complete stop. Paul thought we had gone aground. When we finally did get the headsail back on board it wrapped around everything. After looking at the situation carefully and watching the sterns of our fleet disappear over the horizon we decided to drink some beer. Travis never has been well known as a fishing lake. Another defeat snatched from the jaws of victory but what a story. A fish story. Maybe we should have a tractor pull.

As I write this, there are the WELLER's in the BVIs. HAL and CATHY did a heartbreaking 2nd in the seven boat Catalina 25 one-design fleet at Governor's Cup. They had a close lead in the

D-FLEET NEWS

final race but were picked off by a random starboard tacker. Man, don't you just hate those starboard boats. Hal tells me that they are also headed for the BVIs in a couple of weeks so who cares about the darned old Governor's Cup anyway. Stop telling me about the good life; you're breakin' my heart. BOB PILLMORE (remember him?) just finished helping move the BREMER's newest boat to the Chesapeake Bay. Me? I gotta work. Now that is true agony.

Race committee duty on Sept. 27. Be there!!

E-FLEET NEWS

by Dave Boerner

E-fleet is having fun! We had 11 boats participate in the June Evening Series. At a time when fleets are decreasing and one of the oldest one-design keel fleets can only get one boat on the line and is faced with going the way of the Thistle fleet (unless the RC can get the rules changed) we are generating the largest participation in the series racing. Why? Because we are having fun and still enjoying some great competition without nylon (well, some of us still can't get too far away from nylon and use reachers instead of genoas). Anyone that questions whether racing sailboats and completely relaxing and having fun are compatible needs to join us on a Saturday evening cooking fajitas while we chase around the marks. I certainly haven't seen sailors in E-fleet cussing at each other or kicking their crew (yes, I

did witness that behavior from an AYC skipper in another fleet during Turnback). But I have witnessed a great camaraderie and some pretty funny antics even amongst our most competitive members. Isn't that what club racing is supposed to be for? Let's keep having fun!

Remember the June Evening Series? Remember when it used to rain all the time and the wind didn't blow (NOT like Governor's Cup!)? That in a nutshell is the story of the series with three light and mixed air races split by committee duty. As a fleet we stayed true to form with plenty of exciting competition in boats ranging from barely over 2,000# to our 11,000# floating Winnebago and the results reflected this. Unfortunately on NO LE HACE we missed the last race of the series when I went to Colorado to watch my kid brother get married for the third time (some people never learn, especially since Colorado is an alimony state!) and when I returned, the race results were already taken down in preparation for Governor's Cup. To the winners, CONGRATULATIONS. And to all the rest of us who didn't take home a plate or a mug but sailed in the series, congratulations for having a good time. The final standings can be found elsewhere in this edition.

Threats must work! We had a great turnout for our committee duty. Many thanks go out to FEL and BECKY HESTON from ROZINANTE, LARRY GENSCH and his crew from PLAYPEN, EMRIE SZEKELYHIDI from BOAT (who drove all the way in from Conroe), and STEVE BANGS

E-FLEET NEWS (cont'd)

from KAMIKAZE for all your help. With the help of my 10-year old daughter JENNI (who would have much rather been sailing her own pram LUCKY LADY) and two young ladies visiting the club who we conscripted off the docks, we were ready! Despite a noticeable lack of wind to work with and a 90-degree wind shift after setting the course when the wind finally did come in we were able to start the races with only a 20-minute postponement, a good square line and everyone off the course by dark. Race committee can be fun with the right attitude, plus margaritas afterwards!

And on the subject of fun, remember when this club was a loose, volunteer organization of sailing enthusiasts who made things happen, i.e., the Austin Sailing Club. Well, when I was in Colorado I stopped by the Dillon Yacht Club. They have three fleets: an Ensign fleet with 9 boats, a Santana 21 fleet with about the same number, and about 20 boats in their PHRF fleet. What I was impressed by was their racing activity. All the Ensigns, almost all of the S21's, and nearly the entire complement of the PHRF fleet were listed as racers in each event. Talking to them, they were there because they were having fun (see above). And do you know what their clubhouse is? A blue and white striped awning tent, 4 wooden picnic benches, a BBQ grill and two trash cans with DYC on them set up next to the marina office. Oh yes, they also have a working ice machine and a beer box. Maybe they have their priorities right! Happy sailing.

ENSIGN FLEET NEWS

by Tom Groll

I would like to start off by congratulating DAN O'DONNELL and his crew for a great performance at the Governor's Cup Regatta. A spectacular come-from-behind victory in the 3rd race gave them three bullets and the first place finish. JIM BAKER came in 2nd, an impostor posing as Ensign #578 came in 3rd, and BILL DAVIDSON, KEN KARR, and crew finished up in 4th place. And as long as I am on the subject, it was great to see #984 out on the race course. I also want to extend thanks to GEORGE DAHMEN, TOMMY KOZLOWSKI, ANN BAYLOR, and BILL HAWK for representing the Ensign fleet on the race committee. Great job!!

If you are like me you drink beer. And what could be more fun than drinking beer on Saturday nights at the YC? Since the "wall" project is now complete, we have a great new place to gather under the mighty oak tree. Granted, it is not quite like sitting in front of the ladies restroom door, but in time I think we'll grow accustomed to the change. So for the next evening series we will be providing the beer and possibly other forms of entertainment at a price you can't refuse. Yes, this is an attempt to get those of you that may not otherwise come out for the races to show up. But don't worry, you will not be required to race to join us. We (the more active racers) would just like to see you around the club more often. Contact Vic Manning or myself for more details.

Poor turnout has been a problem. Simply put, we need more Ensigns on the starting line. Fortu-

ENSIGN NEWS (cont'd)

nately, BILL and KELLY HAWK will be launching their new Ensign soon which will help our average. But one boat is not going to save our fleet. If you have been a little less than active on the race scene, please come out and join us -- we need you. Besides, somebody has to give TOMMY KOZLOWSKI some competition.

By the time you read this article my crew and I (plus GEORGE DAHMEN) will have been to the Regionals in Dillon, CO. We'll do our best to bring back more than just beer guts and excuses, but I'll make no guarantees.

Till then, good sailing.

J-24 FLEET NEWS

by Michael Wellman

I am relaxing in Chicago having a wonderful vacation. Then it hits me. My Telltale article is due! So I quickly run off and lock myself in the room to get this out. This will be a quick review of what's been happening. More detailed information will follow in our newsletter.

I would like to welcome two new members to AYC and the fleet. TOM BILEK, who has moved down from Dallas, and MARGARET HANSEN, who has crewed on SHADOWFAX for the last three years (it's about time, Margaret!). The first Summer Evening Series has seen the return of EVERT BROERSMA, BONNER CORDELLE, BILL LOVING, and TOM BILEK. The weather was good for the series but our

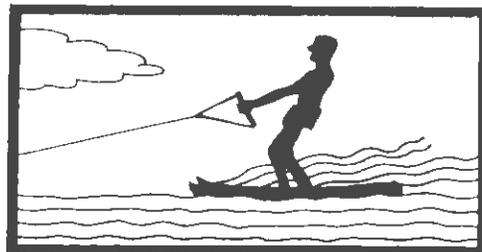
turnout was a modest seven-boat average. Bonner showed that he hadn't lost anything during his long absence taking several bullets and first place. Finishing behind him in second place was KIRK LIVINGSTON. EVERT's return was also good, taking third place.

Thanks to everyone who helped with Race Committee duty. Due to an earlier race (which ran over) we were given only 30 minutes to get out on the water and set up. We almost made it, but the starting pin started to drift half way through the starting sequence forcing us to postpone for 10 minutes. Our next RC duty is scheduled in November. So you have one more chance this year to do RC.

Preparation for the Austin Circuit stop, October 24-25, has begun. There is much planning and preparation that is required for a successful event. If you can help in any way, please contact JANIS LIVINGSTON.

Well, my kids are knocking and yelling at the door for me to hurry up. So I am returning to my vacation.

See you on the water.



J-22 FLEET NEWS

From Under the Tumtum Tree by
Steve Brown

Rubbing elbows with Dennis Conner has not hurt TRIPP ALYN's sailing skills, as he won C-fleet in both Turnback and the Governor's Cup. The 22 really is a sweet boat; she will go in a straight line or in triangles. They just prefer triangles.

Speaking of triangles, we did not get any in the first week of the June Evening Series. Both races were W3's. I took the first W3 with MAX second and BRUCE third. Max took the second W3 with me second and Bruce third. JOHN and CAROLYN were mixing it up with DAVE and JUDY in our short-handed fleet and having a ball doing it. The W3 courses were a nice break from the usual gold cups and double triangles.

The second week of the June Evening Series was all MAX! Two bullets for him, two seconds for SAUNDERS, and two thirds for BRUCE. The first two places gave us all a lesson in the second race. Max taught us to get the course before you start. Kind of a queasy feeling to be first to the weather mark and not know where to go next. Are you listening Max? Next we will rag on SAUNDERS for a while. There are just three things to remember when you are leading on the last leg to the finish. What are they JOHN? Right! Cover, Cover, and COVER! We all had a great time cooking burgers after the race. The right mixture of burgers, beer, and teasing JOHN and MAX. Can't wait till next week. Whose turn will it be in the barrel then?

Their baaaaack! It sure is nice when the 24's have race committee. They set a pretty good course, and we have our own start. Oh well, that was last week. This week there appeared to be no winds so several boats

did not go out. Winds then appeared at the start, but only dos two-twos were there so no scores this week.

In the first race of the trophy week for the June Evening Series, JOHN and CAROLYN MACK had the right combo; great start, clear air, the right reaching angles, and no spinnaker. They smoked everybody! Yes, I said no spinnaker. The second race was all FOSTER. Trophies to MAX, BRUCE, and me.

Since the next racing is after my deadline, we will now have a Public Service Announcement. Your Harbor Committee is getting bored and you can help. When they read the boat-use log (and they DO read it) the type of use column is just page after page of sail, sail and sail ad nauseam. Please, just a little creativity can go a long way. Tell them what you are really trying to do out there, i.e., impress co-workers with boat handling skills, increase Austin's per capita beer consumption, get lucky, ogle spandex. You get the picture? Only you can help, so please do.

Till next time, see you on the race course.



C-15 FLEET NEWS

by Wade Bingaman

Lots of racing and lots of different winners. Just what you'd expect from such a competitive fleet. The Centerboard Regatta was finally won by STEVE CAUFFMAN and GRETCHEN TIPPIT but only after a struggle with the LACKEY's, EVERT BROERSMA, and the FOSTER's. All of the top four boats won at least one race in the close competition.

Special thanks goes out to our own JON FITCH and all his helpers for making the regatta so enjoyable.

The first Summer Evening Series ended with BILL and LESLIE SMITH the winners. The LACKEY's have enrolled in a remedial math course after smugly thinking they had the series won just because the Smith's finished DFL and third on the final day. KEITH, will you forgive me for winning the last race? It only lost him the series because the Smith's unloaded some heavy numbers with their throw-outs and won the series by a point!

The winds of Governor's Cup are either absent or there in force. Suffice it to say the wind was definitely there. So were three boats from Dallas which brought the fleet up to ten -- at least at the beginning. Several whisker poles, jib halyards, centerboards, and deck seams later our numbers had dwindled. Jeff Perna from Dallas, who was on his best behavior, just beat the Lackey's in the last race to win the regatta. Oh, please do not believe anyone who tells you that the windward mark was actually inside my boat at one time. It's a vicious lie!

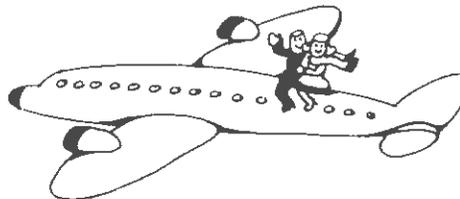
If you don't know by now, the LACKEY's are leaving for California. They promise to return, but it might be a few years. There is no doubt that they have been the heart of our fleet. Their friendliness and

their willingness to help has left a tradition that our fleet should not forget. Thanks to them we are strong and growing. But they will be missed greatly. After all, who will we have from now on to finish second? Anyway, the fleet is planning a going away party before they leave. I will notify all of you when the date is set.

Speaking of our fleet growing, everyone should welcome our newest member, DAVID MARQUES. He's got his own boat but right now he's interested in crewing as much as possible. Please keep DAVID in mind if you're looking for crew. His phone number is in the club directory. I hope we will continue to make new fleet members feel welcome and to offer them help.

A final few notes: STEVE say to pay your dues -- Yes Ma Ma.

Also, get ready for our own C-15 Cheap Thrills Regatta scheduled for September 26. I think I convinced the Dallas boats to come back for that one. It should be good with lots of boats.



LASER FLEET NEWS

by Fred Schroth

As you read this there are only two months of Wednesday races left this year. The first three months have been terrific. We have had a larger than normal turnout and the arrival of new sailors and new boats for old sailors indicates that we are beginning a long term growth period. The remainder of 1992 and all of 1993 will have 20 boat nights as the rule rather than the exception. It really makes me feel sorry for all those people who have to use a calculator to figure out who won in their five-boat fleets. In sailboat racing the only time bigger is better is when you are referring to the size of the fleet.

In the "you-gotta-be-a-jock-to-sail-one-of-those-things" department. We offer a short story. Back around 1970, a student at Tulane became interested in the sailing team. He kept sailing after college and around 1977 was in a regatta on the coast that he found to be less than well run. He was annoyed by the lack of quality in the race management at the same time as the USYRU was inventing a thing called a judge. The purpose of the judge was to improve the racing around the country. After becoming a senior judge, this fellow ran one of the best O'Day Area F regattas that we had ever had. He was criticized, however, for throwing out one of the cheaters. The criticism was that he didn't have enough experience to make kinetics calls. Our senior judge took all this to heart and bought a Laser. He has entered the Bruce Cup, Laser North American Masters, the Radial Worlds, Mid-Winters, and numerous other regattas. He also spent a great deal of time swimming next to his boat or watching from shore when the wind exceeded his physical limits. On July 1, 1992, AL

TRIPP A. ALYN US SAILING won a Wednesday night race. It was a gold cup. The wind was brisk. There were at least 20 boats. There were five other sailors who had won at least one listed in the annual directory club championship. This is one judge who is above the "out-of-touch-with-the-real-competitors" criticism that is constantly heard at the sailing events where judges are asserting control.

The above paragraph was not written just because A.A.A. bought everybody a round of margaritas in celebration of his victory. If you don't believe me try coming down to Chuy's any Wednesday after the races. Buy us a round and see what I write about you.

Good old DOUG KERN stopped in town after winning the Kiel week regatta and some big match race as an icing on the cake. What a great guy DOUG is. Oh yeah, did I mention that DOUG bought us all a round of margaritas at Chuy's with some of the match race purse?

This summer each of our Scott's is off in the wrong sized boat. Mr. Young showed up for the lead bottom week of the Governor's Cup to show us where the horizon is. Trying to out do his name-sake, SCOTT CHENEY tied his boat to the trailer with a series of special BECKY-proof knots, warned her that the knots had better be exactly as he left them, and took off on a ship full of Merchant Marine Aggies. Dear Scotts: We are doing a bit better. You are at least finding the water. This month we will begin working on your choice of craft. Perhaps if we all met at Chuy's and you bought the gang a round of margaritas ??????

LASER NEWS (cont'd)

The best laid plans fell through. Nobody went to Oregon for the nationals. Is there a soul or two or ten who want to go somewhere else. There is CORK in August. CORN September 5-6 in Kansas. The Chesapeake Bay Masters Championship September 12-13. Does anybody want to go beat up on the rest of the country?

How about Seabrook Endless Summer and Wurstfest. Does anybody else want to go beat up on the rest of the state?

Finally, there is an inter-fleet problem that needs discussion. It seems that some disparaging remarks were made before graduating to the big stuff. Some of them apparently took this to heart and decided to try to educate themselves. Let's get this straight guys. Not one person is going to believe your flimsy story about that last dump on Sunday of the Governor's Cup. Throwing half a football field of Dacron over BILL LEVENS' head was not an attempt to learn more about dumping by canvassing the Laser fleet.



Wanna buy THE fastest Laser at AYC??

SUNFISH

by Pat Manning, Fleet Captain

We just finished the windiest Governor's Cup in recent memory and 24 of us are very tired. Our local fleet was joined by three Sunfishers from Galveston and Tom Presswood's relatives rounded out the rest of the visitors' ranks. For the first time, we divided into two fleets and the trophies in A Fleet which had 17 sailors went to: **1st-Bill Gerloff, 2nd-Jim Rehage, 3rd-Bill Lane** (a flash from the past and someone with whom to be reckoned) **4th-Jim Deeter** (Welcome back, Jim!) **5th-Ron Presswood and Vic Manning** (due to a scoring error) **6th-Jack Aldis** (from Galveston). B Fleet had seven competitors and the spoils went to: **1st-Tommy Gairloff** (this was the first and last time he sails in B Fleet) and **2nd-Bruce McDonald** (probably another sand-bagger). The award for the most guts and determination goes to **Jan Thompson** who finished all five grueling races. Congratulations to each and every one of those who sailed whether they got a trophy or not!!.

We need to welcome some newcomers to Fleet 70; they are: **Mary Sikora, Cindy Wyatt, Tommy & Ann Gairloff**, and **Jon Fitch** (who bought the Lackey's boat).

A second fleet purchase of sails has just been completed; the proud owners are **Tommy Gairloff, Cynthia Creamer, Jennifer Fadal, Fred & Melissa Stearns, Doug Laws and Bill Lane** (Bill got his between the 3rd and 4th races of the regatta when his old one fell apart).

We are going to be scored as a fleet and probably have a separate start from the E-scows during the Summer Evening Series. Let's all do our part to have a good showing. The first couple of weeks might be a little light due to other commitments that the fleet has, so, if you can, come on out and help us get those numbers up. We have been averaging 15 to 20 boats on Wednesday nights and it is great to see all those Sunfish on the starting line.

We are going to have a Sunfish work party and tactics and rules seminar on Saturday, August 1st beginning at 1:00pm. Let me know who wants to do what!!

Till next time, ...Gone Fishin' See you at the watering hole.

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