

Telltale

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



MARCH/APRIL 1992



AUSTIN YACHT CLUB
5906 BEACON DRIVE
LAKE TRAVIS

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J-24	Kirk Livingston
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C-FLEET	Vic Manning
D-FLEET	Mark Bradford
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ONE-DESIGN	Eric Nelson
SOUTH COAST 21	Charles Pope
SUNFISH	Pat Manning

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

MARCH/APRIL 1992

OPENING DAY. Well, here it is the Monday after Opening Day and I'm still feeling jazzed. It was really great to be back racing again and Mom Nature gave us an "in like a lion" day to start the season. If you weren't out, you missed an exciting day. Our Opening Day ceremonies, under the direction of Martie Shirey, featured excellent finger food, non-alcoholic beverages, local musical talent and the color guard from Troop 442. Mark Rose, head of the LCRA was our scheduled speaker but failed to appear. Probably wise of him. Anyway, the ceremonies were short and smooth and got us promptly to the race course. I hear that C-Fleet didn't miss CAVEAT and crew; we had a wild ride in B-Fleet. The high point of our race was port-tacking the fleet at the gun. It was a little downhill from there, but not bad for our first outing in the Moore 24.

RACING UPDATE. As you may remember, the Board adopted a policy of getting the club back on a racing footing as quickly as possible after the flood. I am happy to report that, thanks to Ann Baylor and the rest of the PRC, we were able to begin our season as scheduled and we anticipate no further interruption of our race schedule due to the flooding. Be aware that we have new long distance course designation sheets and several significant changes to the Sailing Instructions, so be sure to pick up 1992 copies.

SPRING REGATTA. Coming up sooner than you expect (April 4-5) is our Spring Regatta. The Janis Livingston/Pat Manning team promises that this will be an inexpensive, quality, and fun event. NO excuses - clean the scum off the boat bottom and come join us.

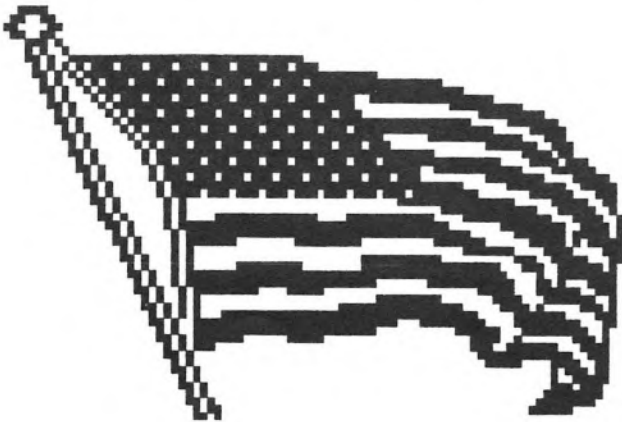
FLOOD UPDATE. The December flood was followed by a second flood in February which caused us to have to stop and re-evaluate our restoration plans. After the December flood the damage to our structures, according to Travis County calculations, stood at 49.9% of the appraised value of the structures (as defined by the county). County regulations dictate that you cannot repair any structure which has suffered 50% damage; you must rebuild with the lowest floor level at 717 feet above sea level. We have been carefully investigating to determine whether there were additional damages and, if so, whether our current insurance policy would cover the cost of demolishing our current structures and building new facilities above the 717 level. No one on the Board particularly desires to do this because it would almost certainly mean nearly a year without our club facilities. On the other hand, it seems that there is some likelihood of flooding in the future and it might be wise of us to rebuild now while we have at least some insurance money to use. I expect to have sufficient information upon which to base a decision within the next week. If the Board is of the opinion that raising our structures is appropriate we will have a general meeting of the membership to consider the options. Otherwise, we will simply proceed to rebuild *where is, as is*. We have completed our estimates of the cost of repair/replacement and provided those to the insurance company. The adjuster has reviewed our figures and forwarded them to the carrier for final approval. Our builder is ready to commence as soon as that approval is received (assuming we do not decide to raise the structures).

FROM THE COMMODORE ... (cont'd)

OTHER SCHEDULING NOTES. As indicated, we anticipate no disruption of our racing schedule. However, due to the condition of the grounds and buildings, we may hold some of our seminars and training sessions at other locations. These locations will be posted, but if you have any questions call the office. Board meetings will be held at the Novell Building near the 360 bridge until the clubhouse is ready.

OLYMPIC SAILING. Two of our own are strong Olympic hopefuls who are well on their way to winning the honor of representing the United States (and Texas!) in Barcelona -- Doug Kern in the Soling class and Paul Foerster in a Flying Dutchman. And they not only need our "Bring Home the Gold" cheers of good luck but also our financial support. Vicki Bremer is cooking up some kind of fund raisers, and I know we can count on your support. Look for details elsewhere in this Telltale.

FOOD FOR THOUGHT. I was pleased to find that many members actually read this column and express opinions about it. This time I have another radical thought (DISCLAIMER: This is intended to generate comment and thought; no official action is presently contemplated): In light of the recent change of name from United States Yacht Racing Union to US SAILING, is it time to change our name to more accurately describe our organization?



Doug and Paul,

Here's wishing
you fair winds,
smart tactics,
and fast speed.

from all the
AYC members
you've passed
on the race
course many,
many times

FROM THE EDITOR . . .



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Steve Brown, Michael Wellman, Bob Freeman, Dick Finnegan,
Wade Bingaman, Bruce Foster, Fred Schroth

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COVER PHOTO: *Courtesy of Ty Johnson*

FROM THE RACE COMMANDER . . . *Ann Baylor*



We had a very successful Race Management Seminar on February 29 and March 1. We are very grateful to Bob Gough, Senior Judge/US SAILING, who offered two excellent sessions in the seminar. We also want to thank Cheryl Pervier who organized lunch for the seminar and to Kelly Hawk who assisted her.

At the seminar, we distributed new 1992 RC Handbooks and copies of the 1992 Sailing Instructions. Following our conversations with Bob Gough we decided to revise and reprint the Sailing Instructions. If you have a copy that was distributed at the seminar, please destroy that copy and pick up a March 8, 1992, Revision, distributed at Opening Day Ceremonies and announced at the Skipper's Meeting. The correct version of the Sailing Instructions has "Revised March 8, 1992" printed in the upper right hand corner of the first page; please destroy all former copies that do not contain this wording. The Sailing Instructions in the Handbook have not been revised; however, you may correct the copy in your handbook by correcting SI 9.4 as follows: insert "and clearing the starting area" after the first two words in 9.4 such that the first sentence in 9.4 now reads correctly as follows: "After starting and clearing the starting area, the start/finish line is an obstruction, except to finish." If you are a fleet captain and do not have a 1992 Handbook, please check with me or one of the PRC members to obtain your copy.

Twenty to thirty volunteers attended our scoring sessions during the seminar. For those of you who would be interested in learning the program, please call and leave me a name and telephone number. If enough interest exists, we might persuade Scoring Committee Chair Joe Rymal to schedule another training session sometime in the next few months. Please remember that when your fleet has RC duty, your fleet needs to provide two additional RC persons who will remain on station at the scoring computer during the race and enter finish data from the one-the-water RC. Please call me or your PRC representative if your fleet has questions about this new procedure.

All permanent marks are in the water. Our official Bulletin Board is temporarily located in the former trophy case in the SW corner of the AYC clubhouse. Race results will continue to be posted on the same bulletin board entitled "Race Results" located on the SE wall of the AYC clubhouse. We may be forced to alter the location of one or both of these bulletin boards, but we will try to keep you posted. Our RC equipment is housed temporarily in the gray storage shed. Our racing calendar is hopefully back to normal, and we have ample facilities to have a great time racing at AYC. See you on the race course.



To better communicate with the membership, the Board of Directors voted to publish a summary of the Board Meetings in the Telltale. If you have any questions or concerns, please feel free to call the appropriate Board member or an AYC office staff member who will direct you to the appropriate Board member.

Highlights of the January 23, 1992 Board Meeting:

- Two new probationary Senior members were approved:
Terry and Karen Reitz and Mary Sikora.
- A new Harbor Rule was approved:
27. Unattended power consumption from dock electrical outlets is not permitted.
- New House Rules in "Work Space Area" section were approved:
26. Any work, such as sanding and painting, that will produce debris is restricted to the concrete pads ONLY. Members not actively doing this type of work are asked to move their boats to a parking area.
27. Boats parked in and around the work area are to be clearly identified with the owner's name and a phone number. Space in the work area is limited and proper identification is needed when contacting owners to move boats to prevent overspray or to make room for others needing pad space.
28. Debris, including sanding dust, MUST be swept up and placed in a proper receptacle before leaving the grounds for the day. Do NOT wash off debris with water.
- The Fleet Commander submitted a list of potential Harbor Rule 14 (formerly Harbor Rule 16) candidates to the Board for discussion. The Board approved that those members on the list who have been active in the past should be called by the Fleet Commander to let them know that a letter regarding their boat usage is coming.
- The Board approved to remove the Capri 14.2 Fleet from the list of recognized fleets with agreement of this recommendation by the fleet.
- The Board approved a budget request from the Buildings & Grounds Commander to purchase a riding lawn mower and portable building.
- The Board approved a \$2/month dues increase.

FROM THE DESK OF SECRETARY (cont'd)

Highlights of the February 27, 1992 Meeting:

- One new probationary Senior membership was approved: Paul and Kathi Jensen, and our first probationary Associate Member was approved: Dolly Garlo.
- Dave Wahlberg summarized the progress of the rebuilding process which is reported in the From the Commodore article on page 2. The Board agreed with the general consensus of the members present at this meeting that the membership be kept as up-to-date as possible with the rebuilding status through better communication.
- The Board reviewed 16 slip holders for possible removal based on Harbor Rule 14 (formerly Harbor Rule 16). The Board approved no further action necessary for four of these members, a 1-month extension for three members, a 6-months extension for six members, a one year extension for two members, and apologized to one member who was added to this list by mistake. Those members who were granted extensions will be required to show compliance with Harbor Rule 14 with documented boat usage when their extension period is up.
- One member discussed a concern for what he perceives as excessive dues increases over the past two years.
- The Board approved a capital expense request from the Race Commander to purchase torpedo marks, wind speed indicators, electrical parts and multimeter for rewiring the boats, and miscellaneous line for marks and anchor line.
- The Buildings & Grounds Commander elected to table his budget request until the flood threat stabilizes.
- The Board approved to restrict the use of AYC's cellular phone to the staff and official Board member usage and agreed to get a phone installed for general membership usage.
- The Board approved the first 6-month evaluation period in 1992 for Harbor Rule 14 consideration to be March 1 through August 31 and that the second 6-month evaluation period would overlap.



1992 AYV Spring Regatta

RACING FOR EVERYONE -- ROUND-THE-BUOYS/LONG DISTANCE

FRIDAY, APRIL 3

5:00 pm -- Late Registration and Skipper Check-In
6:00 pm -- Social Hour and
 DOUG KERN OLYMPIC CELEBRATION !!!!
8:00 pm -- Check-In Closes

SATURDAY, APRIL 4

8:00 am -- Skipper Check-In
8:55 am -- Check-In Closes
9:00 am -- Skippers' Meeting
10:00 am -- Warning Signal for First Race
Evening -- Spaghetti Dinner

SUNDAY, APRIL 5

8:00 am -- Complimentary Breakfast
10:00 am -- Warning Signal for First Race

FROM THE FLEET COMMANDER . . .

When I accepted the opportunity to be AYC Fleet Commander for this year I had two goals in mind: (1) keep the lake full enough so that we don't have to move docks out to the point, and (2) clean up the dry sail area. With the assistance of the rain gods and the LCRA I think we will be able to accomplish both goals this year.

Many of you helped us a great deal by volunteering for the boat moving party on December 21. With the lake lapping at the edge of the dry sail area and rain continuing to fall, more than 50 of you helped us get all movable boats up onto higher ground. Over the next few days many of you helped to move boats and trailers to successively higher grounds as LCRA continued to revise their flood estimates higher and higher. I offer my thanks to all of you who helped us during this crisis.

Now that the crisis is (hopefully) over, boats can be moved back into the dry sail area. I would like to remind each of the dry sail slip holders of their responsibility to maintain their boats and trailers such that we can expeditiously move them out again should the need arise. Also, all trailers on AYC premises must have the letters AYC and the last name of the owner affixed to both sides of the trailer tongue. It would help us a lot if all trailer owners could be identified.

The docks sustained some damage during the floods, but with the assistance of the AYC staff and many volunteers we were able to save all boats from any damage. Several cables parted but damage was minimized by extra lines added to provide additional support to the docks. We also lost or damaged several on-shore deadmen which were not designed to be underwater anchors. We have a plan in place to replace the damaged deadmen and to add additional deadmen further up the slope in preparation for the next flood.

The wet slips and board boat docks are fully occupied and there is a waiting list in place. Current and potential slipholders should review Harbor Rule 14 to ensure that they comply with its requirements for members use of slips. The evaluation period for the first half of 1992 has been modified to extend from March 1 through August 31 due to lack of access to the docks during January and February. The boat use log is back on AYC grounds. It can be found either adjacent to the race committee room on the patio or on the bar inside the clubhouse.

Again, many thanks to all of the volunteers that assisted the harbor committee during the recent flood crises. It is this volunteer spirit that continues to offer us the opportunity to maintain our grounds and docks at our very affordable rates.

Roy Smith, AYC Fleet Commander

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Austin Yacht Club Laser Fleet #22 is hosting the:
Ninth Annual Easter Laser Regatta
April 18 and 19 (Easter weekend) 1992

Preregistration: Send twenty dollars to:
Austin Yacht Club AYC (512-266-1336)
Attn: Fred Schroth
5906 Beacon Drive Fred:
Austin, Texas, 78734 (512) 447-6585 h

Schedule: This is a seven race, no throw out Saturday Sunday regatta. The race committee meeting is to be held at 9:00 Saturday morning and the sailing begins as soon as weather, wind, and practicality allow. Racing continues with appropriate lunch breaks until the committee decides to quit for the day. There is a free dinner after Saturdays racing. Sunday's racing begins at 10:00 and no race will be started after 2:30 pm.

History: An average of 40 boats have attended. The field always contains USYRU champions, collegiate all Americans, and one design class national champions. Strong winds have been the rule 70% of the days. The water and air are usually warm enough such that the fleet is split 50/50 between shorts and foul weather gear on the windy days. (1992 Easter is late--warmer water--more south wind expected)

Prizes: Open, junior, apprentice, masters, grand masters, and the usual chocolate bunnies and gag prizes.
Other: The regatta will be covered by the International Yacht Racing rules, the prescriptions of USYRU, and the Laser class rules.

"WHY IS IT THAT EVERYONE ELSE AROUND US IS GOING FASTER?"
"HOW CAN THAT BOAT POINT SO MUCH HIGHER?"

Well,.....

WHY ASK WHY ????

"WHY ASK WHY?" is a new series of articles discussing boat handling, sail trim, sail speed, and many other questions you hear discussed over beer after the races. The topic of the first article is HEADSTAY SAG.

By definition, HEADSTAY SAG is the amount of sag the forestay produces from the top of the mast, where it is attached, all the way down to the tack. The best way to measure sag is under sailing load. First, you sail upwind with your headsail drawing. Then, from the bow (at the tack of the headsail), look up the forestay. You will be looking for the maximum amount of curve, or "sag" in the middle of the wire.

Headstay sag, contrary to belief, allows you to point higher. In theory, headstay sag changes your attack angle on the wind. It drops the sailplan to leeward and off the center line of the boat. This moves the new headsail centerline closer to the headsail lead position, thus reducing your attack angle to the wind. This "sag" will also cause the front edge of your sail to fall off to leeward. Now, the leech of your sail will begin to hook, so ease off on the headsail trim and open the slot between the headsail and the main. This creates more speed, which creates more fast-forward, which creates pointing. Essentially, what you have done is moved your headsail plan more to leeward, and you have opened the slot between your headsail and main. The faster you go through the water the more you point.

Now that we know how to generate headstay sag, when do we use it? Anytime the boat is not moving well through the water, or not accelerating out of the tack, or is having a hard time steering in light air, or when the boat is not pointing in choppy conditions.

Headstay sag gives you the power, the punch, and the drive you need to go fast and point higher. It also gives you a bigger groove to steer to.

Most boats can benefit from headsag and the best thing to do is to call your sailmaker and ask his advice on the amount of headstay sag that's right for your boat.

WHY ASK WHY???

JOHN BARTLETT

If there is a topic you would like to see discussed in this series, please make inquiries to John Bartlett at (512) 266-1895 or digital pager 873-5646.

CONGRATULATIONS ...

TO THE 1991 AYC PERPETUAL AWARD WINNERS ...

JIMMY B. CARD MEMORIAL TROPHY -- Mike Allen

JESSIE McILROY SMITH BOWL -- Doug Kern

MAX WHITE MEMORIAL TROPHY -- Vic Manning

LIZ BAUMAN MEMORIAL TROPHY -- Rebecca Cheney

CORINTHIAN WOMAN SAILOR TROPHY -- Claudia Foster

OL' SALT OF AYC -- Calin Popescu

SCOTT YOUNG CUP -- Ravi Subramanian & Jay Allen

BLUE DUCK TROPHY -- Rebecca Cheney



INQUIRING MINDS WANT TO KNOW.....

★ *Where can I find a boat that is right for me?* ★

★ *Is there a compatible skipper in my future?* ★

★ *What's in.....dacron or mylar?* ★

FOR ANSWERS TO ALL YOUR PERSONAL SAILING QUESTIONS, JOIN AYC MENTORS IN THE UPCOMING SEMINAR...

"EVERYTHING YOU EVER WANTED TO KNOW ABOUT SAILING, BUT DIDN'T KNOW WHO TO ASK"



A ONE DAY SEMINAR ON PLANNED SAILORHOOD

Saturday, April 11, 1992

Austin Yacht Club facilities

R.S.V.P. to AYC

9:00 a.m. - 3:00 p.m.

(512) 266-1336

Open to the public and AYC members alike

COST: \$10.00 (includes lunch)

A veritable smorgasboard of information in a one-day, quick-paced seminar, held in a setting overlooking Lake Travis. Participants will receive written and verbal information on where to go to do the kind of sailing you want to do, on the kind of boat you want to sail, with the kind of sailors you want to join. Something for beginners and old salts alike!

DON'T MISS THESE EXCITING DISCUSSIONS!

"Private Parts" Sails, rigging, and bottoms. We'll cover them all.

"Aids to Safe Sailing" From protective devices to lessons on how to do it right. Our experts will be on hand.

"Match Making Organizations" There's someone for everyone. Come talk to the representatives of the many sailing organizations in the area.

"Long Term Relationships" For the daring at heart...close encounters of the long term variety, including USYRU ladder events for competitive crews, bareboating and the sailing calendar for the year.

AND MORE!!

"Costs of Addictive Behavior"... *"Dressing for That Special Day"*.... *"Rules of the Sea: Just Say No"*.....

Featuring a special lunchtime event

"TRUE CONFESSIONS" an impromptu open mike for the best and most exciting sailing stories and lake lore of the Austin area.

Bring your best story and be ready to share your sailing experiences. Lunch provided by Olive's Gourmet Pizza. Master of Ceremonies: Rod Ethridge.

(Brought to you by Coordinator Cynthia Darwin & Friends)

NEWS FROM EUROPE: The Olympic Soling Circuit

by Doug Kern

Bonjourno from Genoa, Italy, where there is plenty of espresso and geletto, some decent Italian restaurants, but no wind. Our Soling team of skipper Kevin Mahaney, bowman Jim Brady, coach Ed Baird, and myself have just completed the non-regatta of Genoa Race Week with only two days of wind out of six. After three races in fluky conditions, with forty-degree shifts, we were in second place behind the Austrians.

We're currently in the middle of an eight week road trip covering three regattas. First was Carnival Race in Playa d'Aro, Spain, where we tied for first in the match racing in a thirty boat fleet. Next was Genoa and, finally, we head to the World Championships in Cadiz, Spain, starting March 21.

After two and a half years of training for the Olympics we're in the fine-tune phase of our campaign and are getting some small fleet practice before the U.S. Trials begin on April 26. Last year was a success for our team with wins at the U.S. Nationals and North Americans, a third at the World's and a Silver medal at the Pre-Olympics. Since the Olympic format for Solings was updated with match racing determining the medals (after a fleet-race qualifier), we've been competing in as many match races as possible. Now, you must be on top of your game in both disciplines, follow both the fleet and match-race circuits, and spend twice as much time on the road. 1991 was a busy year for us as we logged nine fleet-race regattas and ten match-race events.

Hanging out in Europe and managing an Olympic campaign isn't as glamorous as it sounds at times, but it's rarely boring. Every day is devoted to the effort, and to be successful you must become a Jacques-of-all-trades (sorry, we're too close to France). Some recent occupations have included:

Boatbuilder -- designing and installing all the custom control systems in the boat and learning to live with fiberglass dust in your eyes and down your neck.

Freight Deliverer -- towing the Soling over 2,000 miles in a right-side drive British rental van and negotiating Italian rush-hour traffic.

Customs Liaison -- trying to convince the French shipping agent to load the boat and car *before* they strike.

Ego-masseuse -- all those in the "crew union" can relate to being on a team with three world class skippers, for 24 hours a day, weeks on end ...

Other not-so-high points include rigging the mast while the rain turned to hail, and board-sanding the hull from 100 grit paper to 1200 grit. The thought of stepping up on the podium after the races in Barcelona this August is more than enough to keep us going, however.

... The Olympic Soling Circuit (cont'd)

The U.S. team in general has been kicking some tail recently and should be at its peak this summer. Former AYC member and basketball great Paul Foerster with his teammate Steve Bourdow won the Flying Dutchman Worlds in New Zealand this winter -- an historic achievement for an American team. In the Women's 470, Californians J.J. Isler and Pam Healy won the World's in Australia. And at the Pre-Olympics in Barcelona last summer, the U.S. captured a gold in the Star class and silvers in the Europe dinghy and Soling classes.

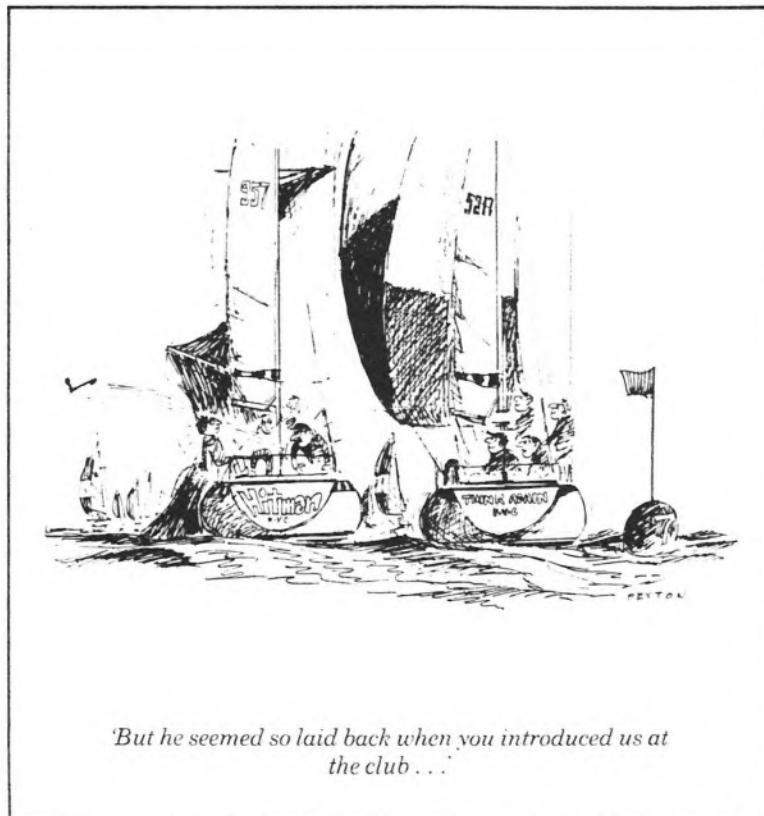
I'll have more news in May with a wrap-up of all the classes at the U.S. Trials (my Dan Rather voice leaking through).

Until then, may your dry-suit not leak and the shifts go your way.

Regards,



Doug Kern



U.T. Sailing Team Update

by Jay Allen

Hi there! I just want to start off with the thing that I missed last time (here goes): We of the UT Sailing Team want to thank everyone who sponsored us for the AYC Annual Banquet, and a special thanks to those who put forth more than anyone could have possibly asked (You know who you are, and so do we). Your generosity was richly appreciated, because, as college students, that's the only thing rich about us. We all had a great time. Thanks again.

Well, we now have only our District Championships left. The season has been a successful one so far, especially for a transitional year (losing Ravi as a graduation casualty). Since last writing, we have seen much improvement in both the areas of sailing and driving, and we are all excruciatingly poor and behind in school.

Way back in January, we travelled to SMU to race in their Spring Qualifier (For district Champs), which was also the qualifier for Old South Regatta (Southeastern Intercol. SA vs. South Atlantic Intercol. SA). We placed fourth behind Tulane, A&M, and A&M-Galveston (with Scott Cheney at the reins). We finished a mere five points out of first in that closely contested regatta, and we qualified for Old South in Mobile, Alabama. That night was also the SEISA Annual meeting. Nothing really exciting happened, except our elections. I was elected President of SEISA for 1992... Anyway, I finished fourth in my first A-division regatta, and Sung finished a dominating second in B-division.

Then we had a busy weekend on February 15th. Half of the team went to Frozen Butt at Rice, while five of us went to College of Charleston Spring Invite. Our newer skippers did a fine job at Rice including a surprising second in B-division by co-skippers Jonathan Embler, Sabrina Morgan, and Thomas Burke. Scott Worrall, Stephen Burke, and Sherry Niemann also sailed in this "team effort." Kim Young, Joe Sircely, Kathryn Hammond, Russell Vinik and I had a great time in Charleston, South Carolina. It is a beautiful coastal city founded at the mouth of three rivers. Did I fail to mention the ungodly current? Well, suffice it to say that my competitors needed to look no further than my boat to figure out the current. Wherever I went, the current was going directly against me. Well, we did win the party, anyway.

Our last regatta thus far was Old South in Mobile. In attendance was Texas A&M, A&M-Galveston, Spring Hill College, Georgia Tech, Eckerd College, University of Florida, and a ranked College of Charleston. Sung and I fought it out with Texas A&M for



BRING-HOME-THE-GOLD PARTY

(Brought to you by the Friends of Doug Kern)

**FRIDAY, APRIL 3
6 P.M. - 'TIL YOU'RE TIRED
AT THE AUSTIN YACHT CLUB**

**WE'RE SHOOTING FOR THE GOLD TOO!!
\$2,500 WORTH**

DOUG AND HIS TEAMMATES KEVIN MAHANEY AND JIM BRADY NEED
FINANCIAL HELP TO GET THEM TO THE PRE-OLYMPIC TRIALS
IN PUNTA GORDA, FL, IN APRIL.

FUNDS ARE NEEDED FOR:

TRAVEL EXPENSES -- \$1,000
BOAT EQUIPMENT -- \$1,500

**CLASSIC ROCK 'N ROLL MUSIC
PROVIDED BY THE FOOTNOTES**

PIE-IN-THE-SKY AUCTION

CHAT WITH ROCK STAR EXTRAORDINAIRE!!

SURPRISE ENTERTAINMENT BY YOUR AYC FRIENDS

FOOD



DRINKS

\$10.00 MINIMUM COVER CHARGE

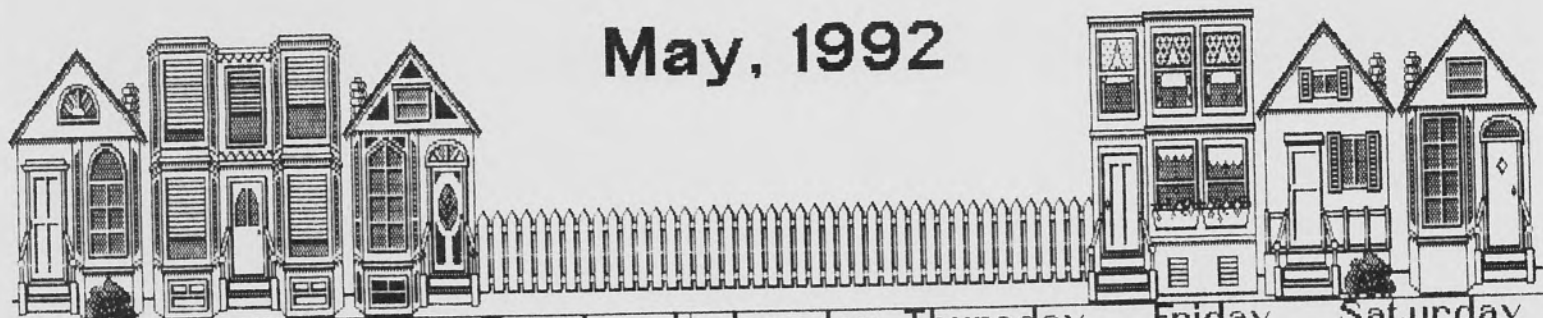
April, 1992


AUSTIN YACHT CLUB

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

			1	2	3 DOUG KERN OLYMPIC FUNDRAISER PARTY 6 PM - ?? LIVE MUSIC FUN!!	4 SPRING REGATTA 8 AM CHECK-IN 9 AM SKIPPER 10 AM 1ST GUN SPAGHETTI DINNER
5 SPRING REGATTA 8 AM BRKFST 10 AM 1ST GUN HOT DOG LUNCH	6	7	8	9 MEMBERSHIP COMMITTEE MEETING 8 PM	10	11 RACE CLINIC #1 9 AM - 3 PM \$10 INCLUDES LUNCH
12 MID-SPRING SERIES RACE #1 1:30 1ST GUN	13	14	15	16	17	18  EASTER LASER REGATTA
19  EASTER LASER REGATTA	20	21	22	23 BOARD OF DIRECTORS MEETING 7:30 PM NOVELL BUILDING	24	25 UT DISTRICT DINGHY CHAMPS
26 UT DISTRICT DINGHY CHAMPS MID-SPRING SERIES RACE #2	27	28	29	30		

May, 1992



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 SC-21 CHAMPS
3 SC-21 CHAMPS MID-SPRING SERIES RACE #3	4	5	6	7	8	9 J-22 CIRCUIT REGATTA
10 MOM  J-22 CIRCUIT REGATTA	11	12 TELLTALE Deadline	13	14 MEMBERSHIP COMMITTEE MEETING 8 PM	15	16 AYC ELIMS CPR CLASS ADULT/CHILD 8 HRS
17 MID-SPRING SERIES RACE #4 END-OF- SERIES BUFFET	18	19	20	21	22	23 TURNBACK CANYON REGATTA
24 TURNBACK CANYON REGATTA	25	26	27	28 BOARD OF DIRECTORS MEETING 7:30 PM NOVELL BUILDING	29	30 CENTERBOARD REGATTA
31 CENTERBOARD REGATTA						

first in this regatta, settling for second. Mr. Oh once again sailed a dominating B-division, while I got a respectable third in A-division. Ironically, at this regatta and its qualifier, he was one point out of first at the end of racing, both finishes were behind Dean Pledger from A&M. Kinda makes you go hmmm, doesn't it? College of Charleston was a distant sixth, because of various rule infractions (Hint: the kind you can't do 720's for...)

So that is that for the racing part. As far as the team goes, things are looking up. Our future looks very bright, with the addition of Houston Lane (from...Houston!), and the soon-to-be-arrival of Carter Perrin, who won Sears Cup as crew! This is the most radical change from past years: We are recruiting high school talent!! Right now on our wish list are: Evageline Calahan (Women's Laser Youth Champ), Scott Elting (Carter's skipper in Sears Cup), Ryan Mims (an excellent Laser sailor with unlimited potential), and, of course, Becky Cheney (In case, you are reading this Becky, we want you!!! You will go to Nationals every year!!). If anyone has contact with these people, please plug our program. They are all interested, now we just need to get them here. If even most of them came, we would be nationally ranked in two semesters!

The final point that I wanted to mention was concerning our coaching status. We have hired Ravi on as our coach, with Scott Young coaching on the side. Ravi has done a super job of organizing our practices and elims, and seems to have some really sound ideas about how to move the team forward. Scott has coached us, so far, on two different occasions, and both times have been eye-opening experiences for all of those involved. Sung would like for me to point out that he beat Scott in one race (due to a premature start on Scott's part...who came in an uncomfortably close second.) Overall, the team is headed in a positive direction, and your support is the biggest factor. Thank you, AYC!



MEMBERSHIP DIRECTORY UPDATES

----- NEW MEMBERS (clip and save) -----

AYERS, Bonnie #1018
4711 Spicewood Springs Rd., #245
Austin, TX 78759 ----- 343-1289
Fisher Controls ----- 834-7367
Sunfish

GARLO, Dolores (Dolly) #1145 (Assoc. Mbr.)
3606 Lucas Dr.
Austin, TX 78731 ----- 459-8686
Attorney ----- 476-3003

GAY, Steve & Judy #1144
Susan (12) Stephen (10)
11808 Buggy Whip Trail
Austin, TX 78750 ----- 335-5462
Commander's Point ----- 266-2333
SC-21 #101, Pearson 303, Pearson 28, Cal 20

JENSEN, Paul & Kathi #1180
Peter (12)
13107 Onion Creek Dr.
Manchaca, TX 78652 ----- 282-4542
----- (Work) 329-9584
North American 23 #602

RESIGNATIONS: (please delete in your Directory)

COX, Tom -- RICHARD, Annette -- PERCY, J. Chaille --
MARSHALL, Carolyn -- BUELL, Howard -- RICHARD, Michael

PHONE # AND/OR ADDRESS CHANGES: (please update your Directory)

HAWK, Bill
New Home Phone: 454-4747
New Work Phone: 327-9527

SAUNDERS, John
4202-D Hudson Bend Rd.
Austin, TX 78734 ----- 266-1064

TAPLEY, Byron
New Home Phone: 266-1713

THIEL, Joe
New Work Phone: 834-6688

VICKNAIR, Tim
New Home Phone: 261-5751

CENTERBOARD

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Paul Foerster, Flying Dutchman Campaign

Price: \$250.00

(\$125 will go to Doug's Campaign)
(\$125 will go to Paul's Campaign)

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Camera-ready copy is preferred, but we can
produce Telltale quality text if
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Your ad or special celebration can appear
in one of the future Telltale issues.

Call Vicki Bremer, 345-4509, for more
information.

IF PLACING AN AD IS NOT YOUR THING, ANY
DONATIONS WILL BE GREATLY APPRECIATED.

Donations for Doug Kern can be mailed to:

United States Sailing Foundation
c/o Olympic Challenge '92
P.O. Box 929
Bangor, ME 04401

Donations for Paul Foerster can be mailed to:

Olympic Sailing Association
US-492 FD Campaign
2818 Constance
New Orleans, LA 70115

ODDS 'N ENDS COLUMN . . . by your Editor

Clubhouse Phone -- The weather machine phone, 266-9423, has been converted to a regular phone for AYC member use.

The Telltale -- Is our publication giving you the kind of news and stories you want to read? If you have any ideas about any changes or additions you'd like to see, please call me. We publish the Telltale FOR the members, and we want to make sure we're doing our job.

Above & Beyond Column -- I keep waiting for those phone calls and letters to put your news in the Above & Beyond section of the Telltale. Don't be bashful. Lots of you or someone in your family are doing great things that other members would like to know about.

Membership Data Updates -- Don't forget to call the AYC office if you have any address, work, phone number, boat, child, or spouse changes. These changes will now be published in the Telltale so that members can keep their Directories current. And we'll keep our computer records updated as the changes come in so that we're not scrambling at the last minute when next year's Directory is being prepared.

Olympic Campaign Support -- I know ... I hate those fund raising phone calls too. And we all have our favorite charities. But it's not often we have anyone talented or dedicated enough to shoot for the gold in the Olympics. We're the sailboat racers in Austin; we're the ones who should be thrilled about Doug Kern and Paul Foerster being one step away from Barcelona and a possible gold medal. But they can't make it on their talent and good looks alone. An Olympic campaign takes LOTS of money. And they're counting on folks like us to give as much financial support as we can.

At last count we had 384 dues paying members. If every member contributed just \$10.00 we'd have a respectable donation to split between the two campaigns. A larger contribution would even be better! \$2,000 seems like a lot of money (and it is!), but to remain #1 in their respective classes, Doug and Paul have to compete in far away places and have to have their boats rigged with the best equipment which requires frequent sail changes, etc. So even \$2,000 doesn't last long.

Whatever financial help you can give would be greatly appreciated. Encourage other AYC members to do the same. And come join in the fun at the fund raising parties being planned. I don't know about you, but I'm excited about cheering for someone I know, someone I've actually talked to (!!), and someone who represents a place close to my heart -- the Austin Yacht Club.

Future Telltale Deadlines -- (the 2nd Tuesday of the odd months)

MAY 12... JULY 14 ... SEPTEMBER 8 ... NOVEMBER 10

A-FLEET NEWS

by Ted Smith

RACING FINALLY RETURNS TO LAKE TRAVIS! I, like several others I know, was going into withdrawals, especially after the world's longest duration bottom job. Thanks to Mother Nature and enough perfectionism to overpower impatience, ASSET'S bottom took an entirely too long four months. But, as I write this, Opening Day has come and gone and all is well again, for some of us that is ... Under the category of race results we find that SOVEREIGN is not invincible! In fact, in the blustery conditions of Opening Day, the Soverel was found astern of an Olson! A truly rare and momentous occasion. Of course we were both getting whipped by the J-29's of TERRY MEYERS and eventual winner RUSSELL PAINTON. Not to be outdone though, I hear that SOVEREIGN put on quite a show with a broach from hell, complete with multiple crew overboard.

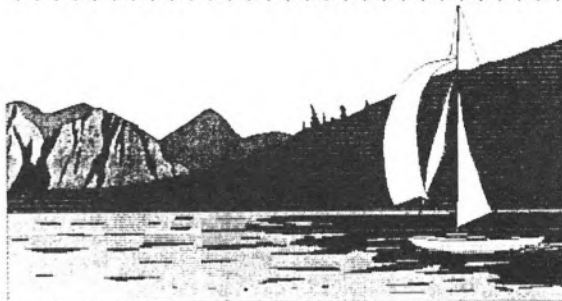
As far as reporting on other past events... well, I can't remember that far back, so there.

A-FLEET did have committee duty for the first and only race of the ill-fated Frostbite Series and I would like to thank STEVE SPADEMAN and BLOWN ASSETS crewman CHUCK HARTMAN for assisting me and B-FLEET in that endeavor. Our next commitment is April 12th, so make your reservations early.

By the time this gets out, LOWRIDER will probably be back in the water, making it two Olsons, three J-29's, SOVEREIGN and FASTBREAK. Not a bad turnout for the Spring Series, but where are those Hobies? Let's make this a bumper year for participation! There has been a lot of chatter lately about

needing to bolster the membership and general interest in the sport of sailing, so let me get on the soapbox and say that we ought to make maximum use of the America's Cup frenzy to get new people out. A-FLEET is probably best equipped to handle some additional rail meat, but this applies to all fleets. (End of soapbox commentary.)

Well, being new to this fleet captain stuff, I've come up a little short winded. I see that I'll have to start collecting more gossip to pad these articles. More racing action will help, but look out for hidden cameras and microphones!



B-FLEET "BATTLES"

by Tim Vicknair

Hello, B-Fleet. Sorry, I don't know many of you and your crew. But I hope that will change as the year rolls on. By the time this article reaches you I will have conducted my first series race. No vegetable tossing please. Remember your first time.

Wow! What a wind for the first race of the series. Did any of you have trouble with your chutes? Just kidding.

Okay, did you see the Moore port tack the fleet on the start? Gutsy sailing fellas and a good

B-FLEET NEWS (cont'd)

call. But it didn't overcome the boat advantages of the J-30. Yes, in case you didn't hear, Rick Sharp and crew won the first race. Although the Moore crossed the line second boat for boat, she couldn't save her time against the Olson 25 and yours truly in the Holder 20. MIKE CHAMBERS took second place by six seconds over the Holder. I have a feeling we will hear more from the Moore. Ha ha! After all, they sailed competitively for the first time Sunday.

RANDY LEO on a Cal 9.2 and BOB GOLDSMITH on a Hunter 28.5 rounded off the fleet in that order. Let's not forget about TOM LOTT. He tells he will race the rest of the races.

Good turnout everyone. Remember to exercise generosity when the fleet captain calls for volunteers. Thanks. See you on the water.

THE AGONY OF D-FLEET

by Your Pal and Skipper/Draftee
Mark Bradford

Gentle Reader,

How the heck are ya! Sorry I didn't get anything submitted for the Jan-Feb issue, but time and space caught up with me. Sounds like a boat race, huh? After four years of hiding from organizational responsibility, the angry mob of D-Fleet has finally caught up with me and has thrown me into that briar patch. My first question is "Who is going to carry the torch next year?" Secondly, can the illiterate truly write these articles? Finally and most important, which regattas do YOU intend to work in the coming year? Pick one or be picked later. You cannot hide. We'll be needing a body with at least

D-FLEET (cont'd)

3 out of 4 positive vital signs for each event.

Outside of hell and high water not much in the way of racing has occurred at the club to date. However, we did manage to get one race started in the Frostbite Series. The lake was closed for all of the others. It rained for about half of the race that we did have but, hey, it was still the best race of the series and we had a great time just being in a race again. I thought we were 3rd start instead of 2nd, so SATISFACTION and MOON RUNNER along with some C-Fleet boats were kind enough to show LITTLE WING the way to the weather mark. What a bunch of guys. We then caught up with MOON RUNNER at the jibe mark, held it for one leg and ... well, we are eagerly looking forward to Spring Series anyway.

Unfortunately, Suzanne and I will miss Opening Day this year, and I know you will probably miss my Dennis Hopper T-shirt. I know I will miss those free Bloody Marys and I always enjoy seeing if the flag will make it to the top of the pole, right side up and untwisted, on the first attempt. Will the Austin Highlanders be wearing hip waders this year? If so, they probably won't have to shave their legs.

Suzanne and I attended the weekend Race Management Seminar (Feb. 29-Mar. 1). Bob Gough came down from Dallas and gave us an excellent presentation on what to do when "What if?" occurs. We learned that Type III PFD's make excellent body armor for the upper torso during those scoring disputes. We also learned how to hold off hostile crowds of competitors using flare gun and spinnaker pole while negotiating a hasty course to the nearest gate.

D-FLEET (cont'd)

After lunch, JACK BREMER and VIC MANNING taught a course on Chase boat safety and operation. Armed only with a motorboat, I ably demonstrated my self-defense skills against swimmer attack, scoring 2 out of a possible 3 kills in my first lesson.

Sunday morning it was back to the clubhouse with Bob Gough where we learned never to sit in judgment of your peers on a protest jury. Then we attended a course on entering race data into the new scoring program taught by JOE RYMAL and LARRY RATLIFF. LARRY was quickly impressed with my ability to type 3 wpm with less than 30 errors. He immediately volunteered to enter all the data from our first RC duty scheduled for May 3 on the condition that I would cease making animal shadows on the overhead projection screen. He also requested that I never go anywhere near any computer for the rest of my life. I was too hasty in accepting the 2nd condition and could use some good old word processing about now as the carriage return on this funky old typewriter keeps knocking my beer over.

But seriously now folks, this software is user friendly and will speed up the posting of our race results if we take a little effort to learn the system and give it a chance. While I have the soapbox I'd like to thank ANN BAYLOR and the rest of our new PRC for an excellent seminar. They are all working hard to give us a good racing program this year. When you see them, give them a pat on the back or buy them a beer or suck up to them or something!

After I finish the bathroom remodeling project from hell, we intend to throw a D-Fleet party.

D-FLEET (cont'd)

We tentatively planned on sort of a black tie, bring your Spam, kind of affair. Ladies, get out those go-go boots and shine them up. Call us with your party ideas and also let me know what you would like to do with/to/for/about this fleet in '92. If you wish to write any of "The Agony of D-Fleet," feel free to contact me. Please ... stop me before I write again!

Vaya con Queso.

E-FLEET RAMBLINGS

by Dave Boerner

E - Excellence, Enjoyable, Exciting, Enthusiastic, Engaging, Entertaining. E-Fleet covers the largest range of the PHRF spectrum, from ultra-light planing hulls with PHRF ratings in the double digits to 12,000# floating 3 bedroom condos! What do we have in common? We're having fun -- and the fun finally started in a flurry with Opening Day breezes in the 20+ knot range!

After a washed out Red-Eye Regatta due to the high flood waters and a rain soaked, soggy start to the Frostbite Series, with the rest of the series cancelled due to The Great Flood Part II. It's great to be able to use our toys again. We turned out six boats for the opening race of the Spring Series. With wind ranges from 12 knots in the lulls to gusts approaching 30 knots, the racing ventured between trying to find that magical wind line that will carry you past the rest of the fleet straight to the next mark to heroic efforts to try to keep the keel in the water and the mast still attached. What a way to shake out the cobwebs and break in new crews for 1992!

E-FLEET NEWS (cont'd)

Our fleet started out this year fairly consistent. The finishers of this first race pretty well reflected where they fall on the PHRF ratings ladder. New fleet member from last year, IRME SZEKELYHIDI in the Cal 9.2 and VERN HARRIS with Duck Lite took good advantage of their lighter boats to be the first boats across the line with JOE RYMAL/BYRON WARREN on Dink2, LARRY GENSCH on Playpen and the Highlander 30 right after them. Unfortunately on No Le Hace we were in the cheap seats again. I guess I'm going to have to jump over the side into that 60-degree water and clean the bottom yet before my crew throws me in! It's days like this that make me wonder what the heck I'm doing with a 4-foot shoal draft keel on Lake Travis!

In other "News of the Weird:" In case you missed the annual Keel Fleet meeting this year, there is a current study going on to possibly change E- and F-Fleets to second class fleets. The proposal is to create a floating PHRF rating for boats in E- and F-Fleets based on previous race results, similar to golf handicapping. Boats finishing down the fleet would be given additional time on their rating to give them a better finish on the next race. This was presented as allowing boats/skippers who aren't competitive in A-D Fleets to "drop down" to a lower level of racing in the new E- and F-Fleets. Spinnakers would be allowed in the new E- and F-Fleets with the justification that non-spinnaker boats through lower finishes would be compensated by revising their variable PHRF ratings. Implied is that because we race non-spinnaker in E- and F-Fleets, we are a less competitive group. Personally after racing under a spinnaker for over 20 years on everything from dinghies to 54' aluminum racing machines, I

don't feel any less competitive because I'm still paying for this boat and can't afford a spinnaker yet. As they say in politics, let your opinion be known if you're concerned about this and talk to the Keel Fleet board about your concerns.

Enjoyable sailing!

J-22 FLEET NEWS

From Under the Tumtum Tree
by Steve Brown

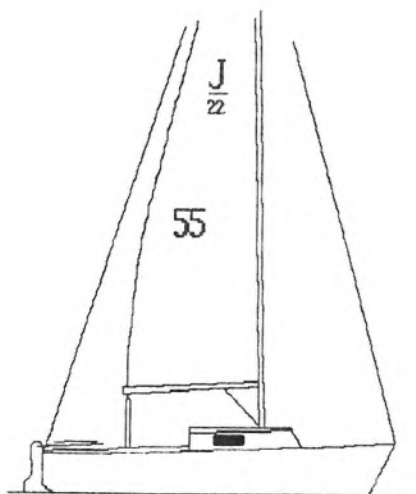
On 1-30-92 we had another meeting at our fleet clubhouse on Weller Dr. to plan the year. Our circuit stop will be held May 9-10 this year, so make plans accordingly. We discussed joining forces with the J-24 fleet and the J-29 fleet to do J-Boat stuff together (raft-ups, parties, etc.). Sounds good to me. We had a J-Boat raft-up back in the mid-80's and it was great fun. Some of the strangest J-Boats I ever saw showed up. We even had the Locke Travis Monster out there eating children. Ask me about it; I have pictures. The question of what courses to run came up and little good was said about anything but round-the-buoys, so that is what it will be for the year. Makes sense for one design is the most legitimate form of sailboat racing and round-the-buoys is the best test of skill.

JOHN BARTLETT of North Sails came by the meeting and talked about the now class legal longer battens. The main advantage appears to be longer sail life. I have them and I feel they are better in every condition except drifter. JOHN said to keep your old shorter ones for the drifters and the best of both worlds is yours.

J-22 FLEET NEWS (cont'd)

Since not much sailboat racing has been going on I thought I might share a maintenance tip. We all know about caulking the chainplates, but have you ever done your rudder gudgeons? There are two types of gudgeon bolts on J-Boats, those that leak and those that will leak. Water in your transom will rot your balsa core and make tightening the gudgeons impossible. Check your cockpit drains also. Same problem exists here.

Back to racing! Opening Day! Strong winds! MITCHELL walked away with two bullets. MAX and I each got a second and a third. Two boats were in Dallas at the circuit stop that weekend. They had 38 boats to race against and came home with a fourth for the RYLANDER/WOODWARD/BARTLETT boat and a twelfth for the FOSTERS. Really good show considering the level of competition. There is a story floating around about MARK getting tied up at the leeward mark and DOUG having to rescue him, but I do not have details. Besides, that BREMER woman called and this is late. So 'til next time, see you on the race course.



J-24 FLEET NEWS

by Michael Wellman

It's been a long time since I've had an article and there is some old news for us to catch up on. Thanks to TUCKER and LIZ GARRISON for hosting the Christmas Party. It takes a brave person to invite a fleet of J-24's to your home. There was lots of food and drinks, but the highlight of the evening was the gift exchange. It offered a wide range of gifts from T-shirts to body soaps to a toy submarine. The submarine was the hottest gift of the night. I think everybody had it at least one time during the evening. I don't know who ended up with sub, but I'm sure we'll see it later this year. Also under old news from last year, the J-24 fleet was awarded the Race Management Award for every series race we did RC duty for. Congratulations to all that helped out. I would also like to thank everyone who came out during the flooding to help move boats and the docks. You did a great job protecting our boats.

We haven't had much fleet activity to report given the weather conditions of the past few months. The fleet officers did meet in February to make plans for the new year. It was decided to continue doing the things that helped make last year so successful for us. These are: to continue having the post-race beer and snacks (complete with lies and tall tales). We will have a fleet championship again. ROY SMITH will be in charge of the series this year. The format will probably be similar to last year. However, ROY is open to suggestions. So if you didn't like how things were done last year and you have a better idea give him a call. JANIS LIVINGSTON is our social chairperson. She is planning on more social/family activities this year. This is the time to get the family out for some fun on

J-24 FLEET NEWS (cont'd)

the water. Yes, you can use a J-24 for something besides racing. Getting crew seems to be a chronic problem for our fleet. We hope to remedy this problem by starting a crew database. STEVE FICKLIN and I will be working on this project. If you have any suggestions or questions please call us. DAVE BROADWAY has agreed to continue as editor of the monthly newsletter. We are also looking at getting another measurement party later this year. Now a little commercial plug. All of these things do require a little money which we usually get from our fleet dues. So if you haven't paid, please do so.

Opening Day came with lots of water and wind. There were nine boats on the line for the start. Most were the old familiar ones, but we also had two boats that hadn't been out for a while. JEFF HART in the green 24 and RAVI SUBRAMANIAN in Run A Muck, welcome back. Hope to see more of you guys this year. The strong wind made for some fun and interesting racing. There were a few knock downs and some frantic roundings at the marks, but it was the first race of the year.

The Spring Regatta will be held April 4-5. There is always some good wind for this regatta and there should be plenty of water. Captain KIRK would like our fleet to repeat as winners for having the largest fleet. The format will be the same as last year's around-the-buoys for one-design. Hope to see you out there.



SOUTH COAST 21 NEWS

Under the Cottonwood

by Bob Freeman

The water came up; the water went down; the water came up; the water went down. What would Noah have done? Well, what he did was to run aground of a mountain because he did not have a woman to tell him where to turn. From the last week of December through February the SC-21 fleet had a good number of volunteers who did a great job of seeing that the club's property and members boats were secured from harm. A great big thanks to all who helped out.

The Frostbite Series was a contradiction in terms with only one race and, BAM, that was it. The under cotton gang had RAY SHULL on his big boat while LINDA McDAVITT, STEVE GAY, and myself were on our SC-21's. It turned out to be a great day for racing when the rain stopped, the sun came out, and the wind picked up to SC-21 standards. DUANE DOBSON has said in the past that if he wanted to abuse himself he would stay home and do his taxes, not race in the Frostbite. We missed you DUANE.

At our last South Coast business meeting CHARLES POPE was elected our '92 Fleet Captain, BOB JOHNSON Telltale Contributor, and RAY SHULL Treasurer.

GOSSIP TIME -- BOB and ALICE VASSALLO are in a wet slip now and are getting ready for the Spring Series.

PAT FEAGIN has bought SC #199 and after taking an hour cruise aboard her all I can say is look out for PAT and his crew.

BOB GALLANT called on New Year's Day from Minnesota and informed me that it was only 10 degrees there and that MELISSA had given birth to a beautiful baby girl named KRISTIN. They hope to visit here about May 2-3.

CATALINA 22 FLEET NEWS

by Dick Finnegan

Hi Gang! As your new Fleet Captain I get the honor of writing for the Telltale. I waited until the last minute to turn this in: (1) to make sure my P.C. wasn't infected with a virus; (2) because I left the article on the boat and can't reach it due to the floods, or (3) I won't write an article 'til I get to sail. Now that I've run out of excuses I'll give it a shot.

A lot of people have been very, very busy getting things ready at the club for our sailing enjoyment. We all know of the effects of the flood on the club and the efforts of many members of the Catalina 22 Fleet and club members during and after the flood. THANKS ...

I'd like to say thanks to our very own HOWARD and MARTIE SHIREY for all they have already done around the club this year. HOWARD has the honor of being the Buildings and Grounds Commander this year. One might think he's starting from scratch. While he was busy getting the club presentable for Opening Day, MARTIE was organizing the social side of the event. Now that Opening Day is over, HOWARD still needs lots of assistance with the club. And MARTIE hasn't quit either. She will be looking for assistance with serving snacks at the Spring Regatta's registration. Give 'em a call if you can help.

The Spring Series races are underway. We need to see a lot more boats out on the line. Certainly we had plenty of everything else -- water, wind, winter white legs. The first series race of the season really shook out the ol' cobwebs with winds reportedly hitting almost 30 mph. Come on out and join the fun.

With the recent completion of the excellent Race Management Seminar I'm sure we won't have any problems with committee duty. The Catalina 22 Fleet has RC duty on March 29. Be sure to call DAVE MOORE to volunteer your services.

I look forward to your support this year and hope we all have a lot of fun. 'Til next time ... I'll be at the back of the pack!

C-15 FLEET NEWS

by Wade Bingaman

In January the fleet had its annual holiday party at the Lackey's beautiful new home. The new fleet officers who were elected were:

Co-Captains -- WADE BINGAMAN
STEVE CAUFFMAN

Measurer -- JON FITCH

Asst. Meas. -- BOB MUSSELMAN

KEITH LACKEY won the annual Thunder Duck Award (which I was glad to get rid of) for attempting to pull his boat out after a race without a trailer on the back of his truck. You figure that one out. KEITH's not talking.

The fleet's dance night at the Broken Spoke was a smashing success. About a dozen fleet members danced the night away to the tunes of Alvin Crow. The dance floor was more crowded than the starting line at Governor's Cup. I tried yelling "Starboard" a few times to get some dancing room. It didn't work. There was plenty of contact made, but everyone did enough 720's to absolve themselves of any possible fouls. Only one award will be given. It goes to JON FITCH for

C-15 FLEET NEWS (cont'd)

his waltzing. He gets the "Don't talk to me, I'm counting" award.

Our fleet handled race committee for Opening Day. The wind held steady out of the southeast at 15-20+ mph which made the job of setting the course much easier. I tried to liven things up by starting one of the PHRF fleets a minute early. Fortunately STEVE CAUFFMAN had been to the race committee seminar. He raised a few flags and sounded a few horns and everything was back to normal. Good job, STEVE! Also thanks to all in our fleet who helped: LESLIE SMITH, GRETCHEN TIPPIT, ERIC TIPPIT, KEITH LACKEY, BOB MUSSELMAN, KELLEY CLARK, PETE CANIZARO, JON FITCH, SALLIE BUCHNER, and DAVE ZBASNIK. It was a good show of support. Do we have a great fleet or what?

The movement for a fleet purchase of new sails is on hold. Some of the fleet are going to buy this year no matter what, but we are trying to see if we can get enough purchasers to get a better discount. Anyone who is interested in buying new sails should contact GRETCHEN TIPPIT at 250-9037.

The fleet intends to begin sailing as a fleet at the Spring Regatta - weather permitting. We are also intending to make the Mid-Spring Series, which begins the next weekend, a training series. The plan is to have different captains sailing with a different crew each weekend. It should be a good learning experience for all of us. Plus it keeps the husband and wife teams from arguing with each other. Since we will be trading positions, everyone who wants to sail should be able to. Please let STEVE or me know your intentions for this series so we can arrange for everyone to participate.

Finally, C-15 Districts will be held May 16-17 at Lake Arlington in Arlington. It's important that we support our district and the C-15 fleet that is hosting the regatta. Anyone interested in going should let me know. We are going to try to put together as many teams as possible.

I look forward to seeing everyone again when we begin sailing. This year promises to regularly have 8-10 boats on the line for every race. It's going to be exciting, so get ready!



Sunfish Fleet 70

.....by the Hollywood Square

*"Raindrops keep fallin' on my head,
the lake's under water,
and all the trees are dead.
Nothin' seems to fit,
the ozone's gone to - - -
And those raindrops keep fallin' on my head
they keep fallin'..."*

We could all use a little global drying right now or we'll all be singing...

*"Those low down, mind messing,
dirty little flash flood blues".*

What a winter. All our little sunfishes are sitting around in great anticipation of this year's season. Septic systems are feeding the primordial soup and mutant ninja wading birds are practicing kung fu with a big rat and speaking californio-Italian. Fleet 70 Sunfishers are emerging from their winter cocoons to the news that yet another company and builder will inject new steroids into our favorite boat. We're now kissin' cousins to Lasers and J-boat stepchildren!

Sunfish Fleet 70 wound down a very exciting 1991 season with our own version of the annual academy awards. **Cap'n Shirley** organized the evening gala and emcee'd the event, bestowing some well deserved recognition on some and fleet burgees for everyone. **Claudia Foster** assisted with the presentation.

The Fleet Champ award was presented to **Tom Presswood** who won out in a close race with **Curtis Tarpley**, who was voted "Most Tenacious".

Lesa Ross and **Doug Laws** were awarded "Most Improved" in the turkeys and chicks category. Child star **Lauren Foster** was the most improved junior.

In the Still Photo category from the Wurstfest regatta, the award goes to the tall and shapely one, third from the left. "It was a tough decision on which vertically smiling face should win" replied an anonymous voter. "I just had to keep in mind that it was a beauty contest, not a speaking part." Let's hope so.

The lead male(?) role was dominated by **Howard "Tootsie" Shirey's** stunning performance in the powderpuff regatta. He was properly rewarded with the Coyote Ugly prize and the perpetual Rubber Ducky for his sickening performance.

Pat Manning was recognized for her consistency in the new "Half-fast" category. **Sara Baker** was most traveled and received the "Burnt Bearing" prize.

Certificates of appreciation were gladly awarded to many supporting roles. The standing race committee consisted of **Curtis Tarpley**, **John Saunders**, **Steve Brown**, **Tom Presswood**, **Vic & Pat Manning**, and **Jack Bremer**. **Rebeka Lien** provided valuable support by handling the phones, and **Bonnie Lackey** and **Steve Cauffman** designed and provided our great fleet T-Shirts.

The renowned academy then got down to the basics of presenting those awards that everyone likes to see, but hopes to see it go somewhere else. How about these sunfishers...**Della Pearson** for the "Cap'n Crunch" award. No need to figure that one out. **John Saunders** will treasure his "Jock Itch" award which must have something to do with warm weather and sunny disposition. **Joanne Weberlein** got the "Spankin' Spoon" for the first protest. The Ex-Lax prize went to the Luge Brothers **Russell Painton** and **Bruce Foster** for their daring, rear-first slides at Schlitterbahn.

The awards completed, the meeting went on to more serious matters. Welcome Aboard for 1992 the new Fleet 70 Captain--**Pat Manning!** No smoke and mirror, back room decisions here. No who went to the john at the wrong time. This was a full-fledged democratic election with candidates who wanted to be captain. Now is this a great fleet, or what? We're all excited about another year with the most fun, most sailed, most exciting fleet at AYC. Come on and join in.

As the end of 1991 came around, the fleet was unanimous in its desire to give something back to the club. Fleet 70's grand creation has been sort of under water for some time, but when you get a chance, take a look at the bright new AYC sign on the point (and that ain't a Ralph Lauren logo you'll find on it). Thanks to **Nelson Reynolds**, **Bill Levens**, **Steve Cauffman**, **John Welch**, and **Shirley Slaughter** for their efforts. **Walter Allan** did the artwork, but it took a full day and a lot of help to wrestle the sign to the ground.

Past Cap'n Shirley says she has more copies of the "official" fleet photo. Call her to get yours. Adios from the left coast. I hope nobody besides me got crosseyed from working Fred's puzzle in the last issue.

LASER FLEET NEWS

by Fred Schroth

It's Easter Laser Regatta time again. The annual salespitch has begun and here in the dear old Telltale will be just another one of those. Before you continue, let me warn you, this year's pitch is intended to touch everyone. It is intended to lay a guilt trip on the unscrupulous. It is intended to entice the narcissistic. After reading this pitch you will come to realize that the ELR is the panacea sought by all sailors. Its true joy can only be felt by the participants. So if you are absolutely convinced that you do not wish to participate, it is probably time to show you the error of your thinking.

WARNING ... WARNING ...

The material that follows may be offensive to those who never intend to expand their horizons beyond basic sailing in tiny fleets. Continued reading may impair Easter weekend or Wednesday freedom.

WARNING ... WARNING ...

Congratulations! You may have already decided to sail. The key is to realize why you are a member of AYC. You want to race sailboats. If you are one of those people who only hangs out to be "seen at the club" this is for you too. Check the Lee Kelly column; she doesn't write about the nifty callouses that the sailors have and she doesn't even know if our pool exists. It's time for a new life and from what I've seen of it, over the last 34 years of racing everything from 8- to 85-footers, tiny boats are the best fun. Big fleets are the other factor.

Let's get rid of a fool's misconception that seems to be spoken regularly. "The Laser is hard to sail." Ask yourself, "Compared to what?" It has a

sail, a sheet, a Cunningham, an outhaul, a boom vang, a traveler, a centerboard, and a rudder. The flat side goes up and the pointy end goes first. If you can sail any boat in the whole world, you can also sail a Laser. You can reach the flat portion of your learning curve in a couple of afternoons of riding around and getting used to the boat. Some people would call this practicing. Now you have learned something already. Because people who have just learned something often have difficulty using their new-found knowledge in a social situation, I will help you. Next time someone says, "I can't sail one of those things," you shall reply, "That's because you are an idiot." You will perhaps lose that friend but you are going to meet lots of new and better friends out in your Laser.

Let's think about a chess game. Imagine Karpov and Kasperov playing with just a king, a bishop, and a pawn. The TV audience could understand the whole game. Just as this would not be chess, real fleet racing doesn't begin until you get 20 or 30 boats on the course. The big fleet start is just a small factor. If you haven't ever rounded a mark with eight other boats fighting for room, you haven't played this game. If you can come in to the weather mark on the port layline, your fleet is too small to play with all the rules in use. All those appeals that NAYRU, USYRU, and IYRU have published are from situations that occur regularly. Most of the situations will happen to you in a couple seasons of big fleet racing. In the Laser fleet you can be exposed to all this in a sportsmanlike manner. The ELR has had zero sailor vs sailor protests in eight years.

LASER FLEET NEWS (cont'd)

Now that you are eagerly waiting for the way into this fun game, it is perhaps time to tell you. Seventy-one of you have Lasers of your own. They are listed in the AYC Directory. Some of these boats need a considerable amount of attention to make them seaworthy. Some of the 71 will be too busy on Easter weekend to go out to play. If you want to play on Easter weekend you will have to spend some time preparing a boat. Some of you will have to spend some time on the water to get your basic skills in order. Luckily for all of us, two Saturdays is plenty of time to refurbish a Laser and learn to use it. If you own a boat, get the thing fixed up and come on out. If you don't own a Laser already, you still have time to buy one. If you don't have the cash on hand, you can probably rummage around the house and find enough stuff to sell in a garage sale. Trade that Mercedes for an old VW bus and buy new boats for the whole family. Don't worry, there will be plenty of money left to hire a limo every time the bus breaks down.

If you want to borrow a boat, do that. But do it right. Look the boat over and see what it needs. Call the owner and offer to make the boat a lot nicer in exchange for a couple weeks of sailing time. A little cleanser, a couple new lines, and/or a new cleat or two will make most any sailboat better. The owner of a filthy abandoned boat of any kind is generally eager to hear from a person who will fix it up for a few rides. The key is to always do MORE than you say you will. This leaves everyone with a good memory of the loan/borrow experience.

In the next few weeks I will be pestering a lot of you about

sailing in the Easter Laser Regatta. I have sailed the regatta for eight years and dragged a lot of sailors into the experience. None has later chastised me for dragging him/her into the event. Some have expressed the regret that they didn't spend a few hours practicing first. So, this year I am including a bit of practice time in the pitch. If you want help finding a boat, just ask one of the Laser sailors. Remember that we expect you to leave the boat WAY better than you find it. We will eagerly help you find a boat.

The 200 or so sailors who crossed a 1991 AYC starting line on a Laser or Sunfish know what it is like to sail in a big fleet. Half of those sailors play fairly regularly on Wednesday nights. This is just one very good chance to see what the attraction is.

Last of all, to the Sunfish Fleet: COME SAIL!!! The Laser is just another singlehanded sailboat. Just as some Laser sailors will borrow Sunfish to sail O'Days in 1992 because "that's the boat," the Sunfish sailor can borrow a Laser because "that's the boat" for the Easter Laser Regatta.



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