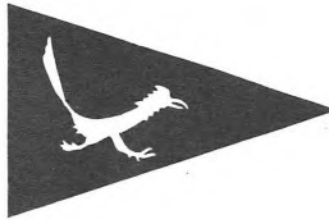


Telltale

A U S T I N ★ Y A C H T ★ C L U B



JANUARY/FEBRUARY 1993



**AUSTIN YACHT CLUB
5906 BEACON DRIVE
LAKE TRAVIS**

AYC OFFICERS

COMMODORE	Roy Smith
VICE-COMMODORE	Dave Henderson
SECRETARY	Michal Wann
TREASURER	Dennis Awbrey
RACE COMMANDER	Eric Nelson
BLDGS & GRNDS COMMANDER	Danny Lien
FLEET COMMANDER	Ted Smith
PAST COMMODORE	Dave Wahlberg
SAIL TRAINING COMMANDER	Claudia Foster

AYC FLEET CAPTAINS

CATALINA 22	Pete Harper
CENTERBOARD HANDICAP	Fred Stearns
CORONADO 15	Jon Fitch
ENSIGN	George Dahmen
420's	Jay Allen
J-22	Max Rockoff
J-24	Michael Wellman
KEEL HANDICAP	Steve Vaughan
A-FLEET	Ted Smith
B-FLEET	Tim Vicknair
C-FLEET	Bay Peterson
D-FLEET	Nelson Reynolds
E-FLEET	Dave Boerner
F-FLEET	Mike Allen
LASER	Fred Schroth
ONE-DESIGN	Eric Nelson
SOUTH COAST 21	Steve Gay
SUNFISH	Martha St. Romain

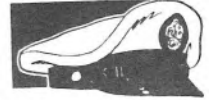
**COVER PHOTO COURTESY OF
Ty Johnson**

January 1993 Keel Fleet Red Eye Regatta -- Bob Freeman, skipper of SC-21 #161, with crew member Charles Pope trying to find their way in the fog.

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JANUARY/FEBRUARY 1993

FROM THE COMMODORE ...



The 1993 AYC Board of Directors has been hard at work planning the sail training, racing and social calendar for the upcoming year. We are still actively seeking volunteers to coordinate and help out at many of our events. Our club's activities are successful largely because of our volunteer spirit. If you haven't already done so, please call one (or more) of the event coordinators to volunteer your time to help out.

Sail Training Commander Claudia Foster and her committee are scheduling a number of educational activities for both senior and junior club members. Since we don't have committed overnight facilities, the junior summer camps will be day camps. They are also planning a Women's Sailing Camp and many other training events. Everyone is encouraged to participate.

Race Commander Eric Nelson and his race committee are still polishing the race calendar. It looks like a very good year for both serious and fun racing at the club. They have planned longer series than in recent years to avoid the problems we were having with losing throwouts if a race day was cancelled for lack of wind during the same series that a fleet had race committee. They are also planning on incorporating some fleet-specific series into the race calendar in addition to the already popular frostbite series.

Social Chairperson Rebecca Heston is arranging this year's social events starting with Opening Day Ceremonies. It appears that we have some excellent activities in the plan for this year.

After our racing program our highest priority for this year is completing the rebuilding program to recover from last year's flood damage. By the time this reaches you the contractor should have begun final detail work on the office and clubhouse and general demolition of the cabins in preparation for raising cabins 4, 5, 7 and 8 out of the flood plain. Cabin 6 will be rebuilt on the existing slab, and an employee housing duplex is planned for the area currently occupied by the trailer house. We will be rebuilding cabins 1, 2 and 3 as screened shelters. Building and Grounds Commander Danny Lien and his committee are planning on additional clean-up activities and capital improvements also. I've even heard rumors of a general sale of stored, unused items to free up some badly needed storage space.

The Austin Yacht Club has one of the finest all-year racing programs available. Our calendar of events, including training, racing and social affairs, is a credit to the dedication and commitment of all of our members. It is our strong volunteer spirit that allows us to continue our excellent programs. Your contributions of time and energy are greatly appreciated by the Board of Directors and all of the event chairpersons. Let's have fun this year.

Roy Smith

FROM THE EDITOR . . .



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EDITOR Vicki Bremer
PHOTOGRAPHIC EDITOR Ty Johnson

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Roy Smith, Eric Nelson, Scott Young,
Claudia Foster, Gail Bernstein, Vicki Bremer, John Bartlett

FLEET CONTRIBUTORS

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John McBride, Pete Harper, Charles Pope, Sallie Buchner,
Fred Schroth, Bruce Foster

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FROM THE RACE COMMANDER ...



As we all start gearing up for the 1993 racing season here at the Austin Yacht Club I thought I would start off by sharing my key objectives for our adult racing program as well as some specific changes I and the Race Committee will be discussing to meet these objectives. My intent is to "prime the pump" for membership ideas and feedback during the initial planning of our race calendar. Let me know how you feel!

My primary objective for this year is to bring more focus to our race calendar offerings. Over the past couple of years our racing events have been expanded (with my support) along the lines of "something for everyone at every event on every weekend," the idea being that this would increase participation. Multiple weekend regattas, multiple format regattas and racing events practically every weekend all grew from this thinking. I have come to the conclusion that more than anything else, this has led to a lot of burnout and reduced differentiation between series events and regattas. It has also been unclear (at least to me) whether participation had been positively affected or not. It also eliminated any time for ad hoc small interest group events like match racing, sailboard racing, etc. This year I want to return to some of the focus we had in the past. I believe this will actually encourage availability of additional sailing options while also reducing the burnout potential. This year's racing calendar proposal was built with this in mind. Some specific items I am proposing are to not have a major regatta start the following weekend after the last weekend of a series race, return at least one of our Spring/Fall regattas to a distance only race format, schedule only four series and make them five races long (ten for the one-design RTB fleets), and reintroduce a PHRF scored Friday night series in the late summer. I believe these ideas will encourage more PHRF/One-Design/Portsmouth fleet interaction (and thus mutual understanding) and leave time for some of the special interest activities I mentioned earlier (which don't have to be planned NOW since we have some open dates available by design!). Another way to look at this is to say we as a club cannot afford to run a full-blown "cafeteria of racing" all the time (too much waste) but instead we should offer specific "racing entrees" that are complemented by "seasonal specials." I expect this approach will encourage each of us to have more anticipation and excitement for the events that each of us wishes to focus on!

My other key objective for this year is to return some of the accountability of our race management quality to the fleets and the general membership. I feel that we as a club have allowed the Race Committee to take on more and more of the responsibility to perform the logistics of running our races, particularly the series events. Last year the Race Committee was looked to coordinate/perform scoring, fleet race committee checkout, arbitration, protest hearings and, more than a few times, the actual on the water series race management. In themselves, these tasks may be manageable. However, as this pattern continues to further reinforce itself, it will become harder and harder to find people willing to give up their race days to perform these "expected" tasks on a regular basis. I personally feel that this trend has also reduced the sense of responsibility of some to proactively handle their race management obligations. I plan on breaking this pattern in two ways. First, I will be expanding the concept of the Race Committee to include more folks allowing for a more flexible and focused sharing of the RC responsibilities. I envision a group of "special interest" teams within the RC -- a scoring team, a policy or "steering" team, an RC boat "keep-up" TEAM and a RC/fleet liaison team are some possible examples. This would allow someone to help the RC in an area they have an interest in without necessarily getting "stuck" on something they either don't care for or maybe have the time for. I can see this set of RC interest groups having a total of up to 30 or 40 people involved, spreading accountability in a manageable fashion. The second part of my proposal to return some of the responsibility of the series race logistics to the fleets is to reduce the race day "hand holding" by the RC. I feel that raising the bar is key; if the RC will do "it" for you without you even asking, we erode ownership. This is not to say that if requested in advance and positioned as "on the water fleet training," the RC would not work to help build missing skills.

Well, I think I have given everyone something to think about. As is stated in my opening paragraph, "Let me know how you feel!" I am here to serve the race management interests of the club. My ideas are just that -- ideas -- and, as such, are open to change.

Looking forward to '93!

Eric Nelson

TELLTALE TIDBITS

WELCOME ABOARD, KATHY!!

The next time you're at the club, come by the office and meet our new Office Administrator KATHY WILSON. Kathy has a BBA degree from the University of Maine and moved to Austin in May 1992 from California. Her friends accuse her of having a cat fetish; she has four cats of her own. She does freelance designing of clothing and sweaters which she sells to magazines. She also enjoys books and likes almost all kinds of music.

Join the office staff and the Board of Directors in welcoming Kathy to our club. We feel very fortunate to have her.

CONGRATULATIONS, PENNY!

AYC member PENNY FINUF has passed the national certification exam as a Clinical Nurse Specialist (Masters degree level) in Community Health Nursing.

IN THE NEXT TELLTALE

The "From the Secretary" column, summarizing Board Minutes, will continue in the next issue as usual.

The "Membership Corner" as written by the Chairman of the Membership Committee will appear on a regular basis beginning with the next issue. This column will also include a WELCOME ABOARD to new members with photos whenever possible.

If you have any ideas or suggestions about how to make AYC's Telltale even better, please call the editor. Remember, this is YOUR publication!



HISTORICAL TRIVIA

(from old Telltales)

August 1981 Minutes, Unofficial and Condensed:

Membership Report -- The following were accepted for probationary membership: Bob Moeser-C15, Lawrence Taylor-Snipe, Tom George-Ensign, Bob Musselman-Lightning, Gary Hornbuckle-C15, Nelson Franklin-Hunter 27, Gerry Wagner-J24, and Barbara Hlista. Membership reviews: Don Canada and Hank Ryan were given 6 month extensions, and Andy Romach was approved for full membership.

Old Business: The new ice machine and refrigerator are here. The refrigerator is a gift of the Fontenot's. Commodore Painton will write them a letter of thanks.

Fleet Commander McCollum reported 21 dry sail storage spaces have been added.

Race Commander Baker stated that the new Monark committee/chase boat would be here possibly by the middle of September.

New Business: It was recommended that lighting the grounds be studied due to increased pilferage going on. The Board appointed a committee of Steve Vaughan, Arak Bozyan, Ed Halter, Ray Lott, and Robert Young to study and identify the application of a home computer for AYC for use in running regattas, race results, building archives, and business applications. Ron Dailey asked that the Board approve the concept of the sale of T-shirts with the AYC burgee on them with the idea of raising money for the junior sailors. Approved.

THE SUMMER OF '92

by Scott Young

Due to "good old" procrastination and a desire to provide AYC members with as much reading material as possible for those cold winter nights. I thought it would make sense to combine as many regattas into one article as possible. With this in mind, the following is a compilation of how Mike Haggerty, John Morran, Jeff Berkus, and I spent our summer vacations (much to the chagrin of our respective wives).

Early last Spring we decided to establish a sailing schedule that would give us the most bang for the sailing buck and allow us to miss as little work as possible. We identified the Mallory Cup (finals in Etchells 22's in San Francisco), the J-24 North Americans (Long Beach, CA) and the J-24 Worlds (Annapolis, MD) as three of the best regattas available ... all in geographically desirable areas. One thing I have learned about sail boat racing, particularly when it is a hobby, is that life is too short to spend a week of your vacation sailing Thistles in Cleveland (last year's Mallory finals). We have gotten very selective in our old age about where we waste our time and money! With all of this said, beginning in June we embarked on our sailing mission.

Our first event was the Mallory quarter finals hosted by Rush Creek Yacht Club in Shields. For some unknown reason Mike, John, and I (even without Doug Kern) know how to make a Shields fly (is this an oxymoron?)! We managed to win every race and qualify for the Mallory semi-finals again to be held in Dallas about three weeks later. The best thing about the Mallory Cup is how little preparation that it requires relative to a "bring your own boat" series. We were able to jump in the car at 4:00 a.m. on Saturday morning to drive to Dallas. Other than being ready to go to bed at the lunch break we were in great shape! Unlike the quarters which were held in extremely light air, the semi's brought some of the strongest winds I have ever sailed in Dallas. After the first race in which we managed to alternate dipping our spinnaker pole and boom in the water the whole way down the run, the race committee wisely elected to eliminate spinnakers for the remaining races. After shaking off the cobwebs from our 2nd place finish in the first race we got untracked and won the remaining races and qualified for the finals to be held in San Francisco in early September. Not much time for basking in the glory of our victory. Mike and I had a 7:00 flight to Los Angeles leaving from Austin later that afternoon. Back in the car to Austin we jumped and six hours later we were en route to LA for the J-24 North Americans.

This was to be a pretty easy regatta for us logistically speaking. Jeff Berkus (living in Santa Barbara at the time) owned the boat and was to bring it down to Long Beach. Mike, Jody Smith (stationed in the Navy in San Francisco) and I were to only fly in. NOT!! When you are competing against some of the best sailors in the world, sailing an unfamiliar boat with an unfamiliar crew is tough. Between setting our spreaders way too far aft, our mast butt way too far forward, a sail-comp that was unfortunately still in Santa Barbara, an experimental main and genoa, and a boat that had a completely different lay-out than Thunderstar, we were ready for battle.

In retrospect the highlight of the regatta for me was the first tack off the starting line in the first race (slightly critical!). During the tack we managed to lose our winch handle overboard. The only problem was that we somehow had to cross a large pack of starboard boats with a half-trimmed genoa. No problem! Three manual "crash" tacks later we were back on port tack heading to the favored right side of the course in dirty air. Not a great way to start off a regatta! Once we got situated, Jeff went down below to get the spare winch handle. After about what seemed like five minutes I could only conclude that (A) Jeff was tired and felt like a nap, (B) Jeff was dead, or (C) Jeff could not find our "spare" winch handle and was not coming back up!!! Option (C) proved to be the correct answer!! After a brief emotional outburst on my part (the thought of two races in 18 knots with 150's and no winch handle) we got smart and tried looking in the most illogical location for a winch handle ... the spinnaker bag (under the spinnaker) was the popular choice. Low and behold, there it was!!

We managed to avoid a PMS in this tough and talented fleet and, by keeping all of the races in the top 15, we finished third overall. One of the funniest moments of the regatta occurred in the last race when we started in a pack of 6 boats at the pin end of the line. I was complaining that we were not on the line, and we were subsequently flushed out by the boats above and below us. We managed to hang with this pack of boats throughout the race and upon crossing the finish line, one by one the boats that were near us at the start crossed the finish line only to receive no

SUMMER OF '92 (cont'd)

horns. Our seventh suddenly became a second. The five boats above and below us were all PMS'ed. I guess sometimes it pays to be a poor starter! Jody had a grin from ear to ear on the sail in. He knew all along where we were on the line. Anyway, lesson continually relearned ... conservative sailing almost always pays off!

Back to Austin only to realize that we have to leave for San Francisco in three weeks for the Mallory Finals. Before then, however, a short jaunt to Houston for the Texas Circuit. We are in a tough battle with Mark Foster, Paul Foerster, and Benz Faget to defend our title. If Foster wins, he wins the circuit. We managed a second in light air and sweltering heat with Foster finishing 3rd. It looks like a showdown in Corpus in September!

Next stop San Francisco. Good news, the Mallory folks decided to implement a 623 weight limit. Good thing! John Morran was personally going to gain enough weight to test the limit ... well, not really. We were actually 50 pounds light. I think we were the second lightest team. What does a little weight matter in San Francisco Bay? It never blows on the "Berzerkely Circle!"

San Francisco Yacht Club did a fantastic job hosting the event. The yacht club is located on the north side of the bay in a beautiful enclave known as Belvedere. The people were really friendly and put on a great regatta. We didn't think we would have too tough a time. Jeff Madrigali of the host club sailed Etchells a little ... he had just beaten Russ Silvestri, the recent Etchells 22 North American champion for the right to compete against us! No problem! Practice day turned into "survival day" as we tried to test the seaworthiness of an Etchells on our first spinnaker jibe. The first race dawned windier than the practice race and half way up the first beat our main sail ripped from leach to luff forcing us to retire. Not a good way to start! Gradually the wind subsided over the remaining races and we slowly learned how to sail the boats. We averaged a 2.2 finish over the 9 races and were still soundly beaten by Madrigali. He is the same guy that almost upset Doug and his team at the Olympic Soling Trials. He did a heck of a job.



L to R -- Jeff Berkus, John Morran (standing), Mike Haggerty, Scott Young -- At the J-24 Circuit Regatta on Canyon Lake, November 1992.

SUMMER OF '92 (cont'd)

Going into the last race the only team that could challenge us for 2nd was the New Orleans team headed by Benz Faget. We began our pre-race strategy at the yacht club bar the night before the last race. By exhibiting an "outpouring" of tremendous hospitality on our part to Benz (and an anonymous call to the California Highway Patrol), our closest competitor was so indebted to us that he failed to show up at all the next day for the last race and conceded second in the regatta to us. Benz wasn't too disappointed ... his run-in with the law got him the sympathy vote from the judges for the ship-shape award narrowly edging us out in this category and winning nice Patagonia jackets that we had our eyes on all week! A truly great time was had by all!!

Back to Austin with only two weeks to prepare our new (used) J-24 for the final Circuit regatta in Corpus. Our Californian friend Jeff Berkus discovered he enjoyed sailing with us so much he decided to move his wife and two kids from Santa Barbara to Austin. Well, that wasn't the only reason. With Jeff moving his boat here we elected to trade Thunderstar in for a newer model. Even though the new boat was very fast, there still was a lot of re-rigging required to set the boat up for our sailing style.

We were shooting for our 5th consecutive Circuit championship. This was going to be an uphill struggle. We had to win the regatta with Mark Foster 3rd or worse. If Benz Faget won, he would win if Foster was 3rd or worse also. If neither of us won, Foster had it wrapped up. I knew this was going to be a long weekend when we weighed in on Friday night to discover that we were over the weight limit by 25 pounds. After fasting and running 2 miles to the yacht club on Saturday morning we jumped on the scales to find we were now 15 pounds under the weight limit!! Evidently the scales were recalibrated from the night before. Needless to say we were a little light headed on our way out to the start of the first race.

We sailed great on Saturday and had a nice lead over Paul Foerster going into Sunday. Foster had a PMS on Saturday and could no longer finish 3rd so he had to focus on preventing us from winning. Benz had a bad Saturday and was out of the picture. As we suspected, Foster came after us on the first start on Sunday and began match racing us. We still managed a pretty clean get-away but Foster caught a nice shift and was ahead of us up the beat. Now the fun begins! He luffed his sails on us, took us past lay-lines and pretty much dumped all over us the whole way. The same thing happened in the next race. He didn't care where he finished just as long as we didn't win. Well, his strategy worked and Paul Foerster passed us in the standings to win the regatta. Mark Foster is the new Circuit champion.

Whew, we finally have a few weeks off before the Austin Circuit but we all recognize that we still have a lot of work to do before the J-24 Worlds in Annapolis beginning on November 1st. The next three weeks are spent on continuing to re-rig the boat to match Thunderstar's layout, getting our spreaders and mast butt in the right location and working with Terry Flynn of UK sails on our sail design. Slowly but surely we all feel like we are getting the boat and sails where they need to be. Our next test ... Austin! Well, it looks like the work is paying off. We managed to win the Austin regatta although clearly boat speed was not much of a factor in the light wind conditions but nevertheless, a win is a win.

In the midst of our preparation for the Worlds we also found a buyer for Thunderstar. A Chilean purchased the boat to race in the Worlds. We struck a deal with Fred Schroth to deliver the boat to Annapolis and all that remained was cleaning the boat up. Why had we not done this before! Armed with Chlorox bleach I went below to battle 8 years of mold and mildew and overall neglect. When it was finished old T-Star looked great! It was kind of hard to see her go. We all have a lot of fond memories racing Thunderstar. Jeff and Mike were to drive the new boat up and John and I were flying. Mike and Jeff left three days after Fred but arrived only a few hours behind Fred. Our new Chilean friends were a little concerned. I guess I should have figured in a bigger "Fred Factor" ... he kept mumbling something about being stuck in a Louisiana truck stop waiting for a Highway Patrolman to go off duty or something to that affect (finally a forum to get back at Fred for the 'old jokes').

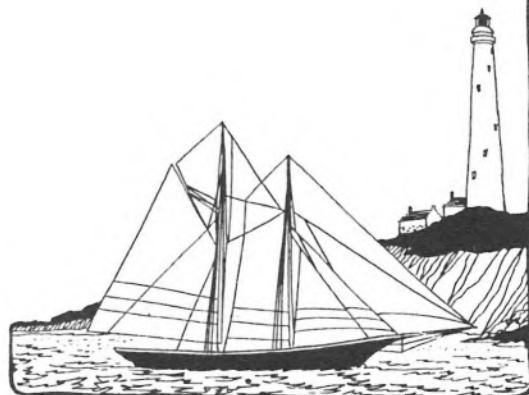
SUMMER OF '92 (cont'd)

After measuring we got out on the water for the practice race. Several of the teams had been in Annapolis for weeks training for this event. Looking down the list of 81 competitors from 15 countries it became very clear to me that this would be the toughest J-24 regatta ever held. Based on the aggressiveness at the start of the practice race I wasn't sure how we were going to get off the line in one piece. After several recalls we were awaiting the start of the next sequence when suddenly we saw a large pack of boats trimmed in at the committee boat going upwind. It was the start! We were about two-thirds of the way down the line on port tack with Mike hanging off the backstay relieving himself when I shouted, "Let's go!" It was quite a site watching Mike trying to finish up his nature call as we were narrowly crossing starboard tack boats going upwind. I have never seen so many courteous J-24 sailors as they happily waived us across! Meanwhile, Mike spent most of the beat trying to get his drysuit back on.

As the regatta began it became clear that correctly assessing the current and guessing the proper end of the starting line would be critical. The starting line was the longest that I have ever seen. It was literally a 10-minute sail from end to end. You really had to know where you wanted to be on the line with at least 5 minutes to go. The line was so long that the wind literally could be different at each end of the line. We never really guessed the proper side of the first beat in any race we sailed in the Worlds. We did do a great job of recovering after our poor first beats. We regularly were able to work our way back from a 30th place at the first weather mark to a top 12 finish. Not many boats were able to do this. We figured out that based on the first weather mark rounding we passed a total of 65 boats during the course of the regatta.

Ken Read won the Worlds quite handily followed by Chris Larson and Jim Brady. We managed 7th overall just ahead of Dave Curtis and Larry Klein. We were one of the only teams to keep every finish in the top 20. Again, even with a throwout race good clean conservative sailing in these types of fleets always pays off. It is also clear that at this level of sailing, doing it as your "full time" profession doesn't hurt either. We feel pretty good that we were as competitive as we were given our "real world" responsibilities. Plus, while the sail makers and boat builders and other pro's were stressed out all week, we had a great time!

Well, there you have it! For those of you who often wonder why we are not out for Sunday races more often, here is our excuse. Much thanks goes out to our wives (Kelly, Jeanne, Amy, and Becky) for their patience and support during this hectic summer of sailing. We promise not to do it again! Also, thanks to AYC for your support in our Mallory effort. We are all proud to call Austin Yacht Club home!



WELCOME ABOARD...

Rudy Albachten, Sr. Probationary Member

Rudy, an engineer at AMD, has been racing at AYC for several years and wants to get more involved with the club. He has crewed with Ed Radzik on his Capri 30, Bonner Cordelle and Bill Smith on their J-24, and Tom Presswood on his new J-24. Rudy is considering buying a sailboat, possibly with a partner, and wants to race his own boat.

Welcome to AYC, Rudy!



Jaime Edwards, Sr. Probationary Member

Jaime, a design engineer at National Instrument, moved to Austin from Atlanta, GA, last September and has been sailing for six years. He has been racing and cruising with AYC members for about a year. Jaime was impressed by the quality and personality of AYC and all of the people who make it up as well as the quality and quantity of racing.

Welcome to AYC, Jaime!



NEWS FROM TOKYO

by Gail Bernstein

We do not have a lot of sailing news to report. The only boats we have been on since leaving Austin are the Tokyo Bay and Hong Kong ferries. We do get excellent international sailing news from the International Herald Tribune and the Japan Times. Just this week we found a book store that carries Sailing World in their English language department. This month's Tokyo City Life News contained a book review of The Nippon Challenge: Japan's Pursuit of the America's Cup. It is supposed to offer a "lively account of how a nation, with almost no yachting tradition decided to go after the most prestigious trophy in sailing." The chapter is titled "Wakon Yosai" (Japanese spirit, Western things) which was the rallying cry in the Meiji period characterizing the rush to modernize. Should be an interesting way to learn more about the contemporary Japanese society. Will have to find an English language version of the book.

We have substituted sight-seeing for sailing on weekends and holidays. Tokyo has a lot to offer. Tokyo Tower provides a great view of the city and on a clear day you can see Mt. Fuji in the distance. The Maritime Science Museum is interesting even though all the signs are in Japanese. The gardens at the Imperial Palace and parks throughout Tokyo are beautiful. On day trips outside of Tokyo we have seen the Daibutsu (great Buddha) in Kamakura, beautiful views of Mt. Fuji from Hakone, and Kitain Temple with 500 statues of Rakan (disciples of Buddha) in Kawagoe. In November we took a weekend trip to Kyoto (the old capital of Japan). The temples and shines surrounded by changing autumn colors provided fantastic sights. We are planning a trip to Sapporo on Hokkaido (northern island) for February. The Sapporo Snow Festival features hundreds of snow statues and ice sculptures.

Life in Tokyo is an emotional roller coaster! It is an exotic adventure not to be traded for anything. The sights and culture are so interesting and exciting. The people are so warm and friendly. They want to share their country and traditions with you. No matter how badly you slaughter their language, they seem to appreciate the fact that at least you are trying to learn and understand their ways. On the other hand some of the simplest tasks in life have become the most difficult and frustrating events. Laundry is an all day project and you never know if an item will come out the same color it went in. When your recipe calls for miso (fermented soybean paste), burdock, or wakame (sea-weed) how do you find it at the grocery store? You don't know what it looks like, how it is packaged, if it is animal, vegetable or mineral and, on top of that, everything is labeled in Japanese. Think of AYC road rallies whenever we go some place new! Yesterday, Manaita Biraki (breaking in a new fish chopping board) was being held at the Bando Hoonji (temple). Most streets in Tokyo do not have names and addresses are not always a direct key to location. Instructions for getting to Bando Hoonji were exit the Inaricho subway station; go east on Asakusa-dori (one of the few streets with a name) until you come to a corner with a tobacco shop; turn left at the tobacco shop and go to the second traffic signal; look for the large temple bell; the temple entrance is just past the bell. The frustration of being lost (the tobacco shop was really a stationary store with a cigarette counter) quickly disappears when you are warmly greeted at the temple and invited to watch the headmaster of Shisen-ryu (Japanese cuisine school) dressed in traditional attire (kimono), skillfully slice a large carp on the chopping board with only a knife and chopsticks (never touched it with his hands). This afternoon's adventure is to Obisha Masuri (an evil-exorcising and archery ritual) at Nakai Gorei Shrine.

We will probably be back in Austin toward the end of March or first of April. That may be the end of our Japanese tour or we might just be back for a quick sail and change of wardrobe.

Hope you have a stable lake level and great winds! If any of you are going to be in Tokyo for business or pleasure, please give us a call.

Kampai (cheers),

Gail and David Bernstein

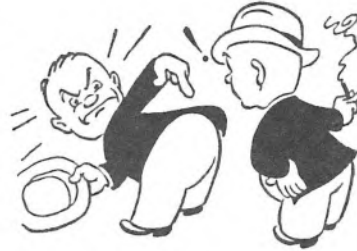
SAIL TRAINING UPDATE ...

by Claudia Foster

While most of you have been snuggled in front of a warm fire watching the Cowboys, a lot of planning has been going on. Our Junior Sailing Program and clinics are starting to take shape, and we're all looking forward to warm weather, warm water, and a while lot of fun.

First, I'd like to thank my committee members who so willingly said yes to making a commitment to this program.

Tommy Presswood -- Peanut Butter & Jelly Series
Gretchen & Eric Tippet -- Co-Directors of the Jr. Sailing Day Camp
Joanne Weberlein -- Jr. Racing Fleet
Martha St. Romain & Cynthia Casto -- Women's Sailing Camp
Mark Rylander -- Jr. Boats
Shirley Slaughter -- My "Right Arm"
Alice & Louis Rogers -- Jr. Roadrunner Regatta
Claudia & Bob Musselman
Charlene & Walter Allan



When you see them at the club tell them thanks 'cause they will be putting in many hours. But we all know it is worth it for the future of our club.

Here are some of the dates for all of you making your summer plans already (myself included). The others will be announced as soon as the dates are final.

Peanut Butter & Jelly Series: May 22, June 5, 12, 19, & 26. We may also run a second series later in the summer depending on participation. This program is geared for ages 4-8 in Optimists and is open to both members and non-members.

Jr. Sailing Day Camps: June 7-11, 14-18, and 21-15. The camps are geared to the junior sailor 9-18 years old. These are day camps and are open to both members and non-members.

Jr. Racing Teams: Efforts are being made to form a junior racing fleet at AYC. There will be a meeting for parents of potential junior racers on Thursday, Feb. 18, at 7:00 p.m. at AYC. Parents will be contacted before the meeting. This program is designed for the more experienced junior sailors who need to concentrate on racing. There will be a boat prep day March 6 (weather permitting) and Saturday, May 8, will be the first clinic. Three 3-day sessions will take place during the summer on June 23-25, July 21-23, and August 11-13.

Roadrunner Regatta: August 14-15.

Women's Sailing Camp: June 26-27. This will be an intermediate racing camp on Sunfish. Campers will be asked to bring their own boat.

That about wraps up what we've got so far. I hope this will help in planning your busy summer schedules. If anyone has any suggestions and would like to help out in any way, I'd love to hear from you.

Looking forward to a great season!

LIGHT AIR SAILING ...

by John Bartlett



Hello, this is John Bartlett reporting. My sail loft has a roof, and I'm ready to talk about sailing.

Here are seven strong points that need to be considered in light air sailing:

- 1) Boat Preparation -- The bottom needs to be smooth, the rigging needs to be tuned correctly for the wind, and the sails must be in good condition.
- 2) The Start -- Set up early in the middle of the line and be prepared to aggressively sail to the favored end. Don't let the lack of wind determine where you start.
- 3) Tacking -- Minimize your tacks. You'd better have a darned good reason to tack. Don't let other boats force you to tack. Wave them by if you are on starboard. If on port duck them. Keep the boat moving.
- 4) Boat Speed -- Maintain speed by sailing in clean air. Avoid fleet congestion and never sail too high on the wind especially during tactical boat maneuvers.
- 5) The Lifted Tack -- Too many times everybody starts on starboard even if the tack is a header. Bail out! Duck the fleet! Get on the lifted tack! When the first header comes you're in phase to tack onto a lift.
- 6) The Puff -- Every time you're in increased velocity (a puff), you need to be pointing at the mark. In the lulls you should be pointing in the direction of new wind or puffs.
- 7) The Big Picture -- Look up the lake. Make a game plan. Be committed. Let the wind make your tactical decisions, not other boats. But be prepared to be wrong and consolidate your losses.

If you're pointing at the mark, you're going the right way.

Don't panic.

Enjoy it.

You're out there to win and have a good time.

AYC's 1992 PERPETUAL AWARD WINNERS

JIMMY B. CARD MEMORIAL TROPHY -- Jon Fitch

To the Club senior sailor new to the sport. This trophy is to recognize the beginning sailor who enthusiastically, bravely, and with a real zest and enjoyment for life becomes a reasonably competitive sailor in their first or second year of sailing.

JESSIE McILROY SMITH BOWL -- Doug Kern

To the Club junior or senior sailor who has made an outstanding contribution or achievement in yachting beyond the Club level or normal club activities. This award is intended to recognize a Club member for outstanding service to yachting or racing achievement beyond the Club level or to recognize an individual's accomplishments that are not within the normal scheduled activities of the Austin Yacht Club such as significant application of sailing skills in a rescue, ocean crossing, yacht construction, etc.

MAX WHITE MEMORIAL TROPHY -- Janis Livingston

To the Club senior member for outstanding service to the Club in the past year. This trophy should be awarded to the individual who has given freely and unselfishly of their time and/or talents over and above what might otherwise have been necessary or expected of them.

LIZ BAUMAN MEMORIAL TROPHY -- Rebeka Lien

To the most improved female junior sailor. This trophy is to be given annually to a young woman who, though not necessarily the most accomplished, demonstrates those traits of cooperation, discipline, willingness to learn, and good sportsmanship that are the goals of the junior sailing program.

CORINTHIAN WOMAN SAILOR TROPHY -- Cynthia Darwin

To a woman sailor exhibiting traditional Corinthian traits. This trophy is to be given annually to a woman who is an individual or family member who has exhibited good sportsmanship, enthusiasm, and participation thereby making an overall contribution to the enhancement of the sport of competitive sailing.

OL' SALT OF THE AUSTIN YACHT CLUB -- Tim Erwin

To the Club senior sailor who has exhibited enthusiasm, sportsmanship, and a competitive zeal over a period of time and has a quality of life that can be admired by all.

SCOTT YOUNG CUP -- Jay Allen

To the UT sailor of the year.

BLUE DUCK TROPHY -- Martha St. Romain

Most outstanding blooper of the year.

1992 WINTER SERIES RACE RESULTS

CATALINA 22 (8 boat avg.)

1. Rick Abell
2. Walter Allan
3. Pete Harper
4. Jim Deeter

ENSIGN (3 boat avg.)

1. George Dahmen

J-22 (4 boat avg.)

1. Claudia Foster
2. Ravi Subramanian

J-24 (4 boat avg.)

1. Bill Loving
2. John Schmidt

South Coast 21 (6 boat avg.)

1. Ray Shull
2. Steve Gay
3. Bob Johnson

PHRF A (5 boat avg.)

1. Dennis Awbrey, Hobie 33
2. Steve Vaughan, Soverel 33
3. Steve Spademan/Ted Smith, Olson 30

PHRF B (4 boat avg.)

1. Frank Riha, Cal 9.2
2. Claude Welles, Cal 9.2

PHRF C (6 boat avg.)

1. Trenton Wann/Barbara Hawn, SJ 7.7
2. Bay Peterson, Catalina 27
3. Richard Whitehill, Cal 27

PHRF D (4 boat avg.)

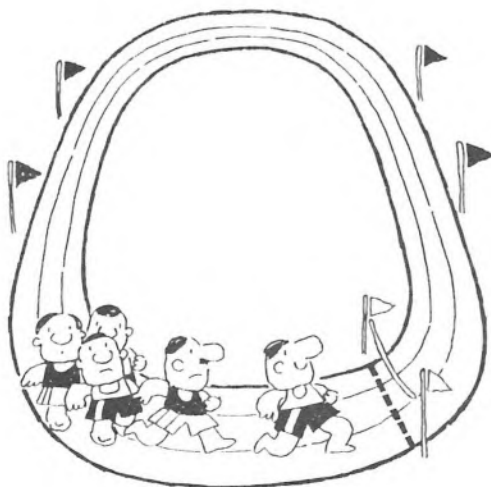
1. Cynthia Darwin, Buccaneer 25
2. Bob Pillmore, Ranger 22

PHRF E (5 boat avg.)

1. Vern Harris, Hunter 26
2. Larry Gensch, Hunter 34
3. Steve Wesson, Capri 25

PHRF F (5 boat avg.)

1. Tom Wood, Catalina 28
2. Ken Miller, Catalina 25
3. Mike Allen, Catalina 25



KEEL FLEET REGATTA RACE RESULTS

WILD TURKEY REGATTA

PHRF A

1. Kirk Livingston, J-24
2. Phil Spletter, J-24
3. Bob Allison, Hobie 33
4. Evert Broersma, J-24
5. Steve Brown, J-22

PHRF B

1. Ray Shull, South Coast 21
2. John Vance, Pearson 26
3. Bay Peterson, Catalina 27
4. Tommy Gairloff, Harmony 22
5. Richard Whitehill, Cal 27

PHRF C

1. Steve Wesson, Capri 25
2. Larry Gensch, Hunter 34
3. Imre Szekelyhidi, Cal 9.2
4. N. Simonsen, Merit 25
5. Bob Goldsmith, Hunter 28.5

PHRF D

1. Steve Gay, South Coast 21
2. Tom Wood, Catalina 28
3. Calin Popescu, Catalina 22
4. M. Koppers, C&C 24
5. Mike Allen, Catalina 25

(Red Eye Warm-Up Results were not in the appropriate file in the AYC office and therefore were not available for publication.)

RED EYE REGATTA (Jan. 1)

PHRF A

1. Steve Vaughan, Soverel 33
2. Tom Presswood, J-24
3. Kurt Carson, J-24
4. Dave Cheney, J-24
5. Claude Welles, Cal 9.2

PHRF B

1. Tommy Gairloff, Harmony 22
2. Larry Ratliff, Pearson Triton
3. Ty Johnson, Pearson Renegade
4. Bob Freeman, South Coast 21

PHRF C

1. Imre Szekelyhidi, Cal 9.2
2. Vern Harris, Hunter 26.5
3. Larry Gensch, Hunter 34
4. Joe Roddy, Catalina 30
5. Terry Davison, Hunter 28.5
6. Bruce Northup, Catalina 30
7. Tom Barlow, Beneteau 32.5

PHRF D

1. Hal Hayden, Catalina 25 TM
2. Doug Laws, San Juan 7.7
3. Mike Allen, Catalina 25
4. Jerri Ward, Hunter 25.5
5. Greg Buck, Catalina 22



* * * FLEET TALK * * *

C-FLEET NEWS

by Bay Peterson

Happy New Year from your new C-fleet captain. We had excellent participation last year in C-fleet and I hope we continue with that trend and see a lot of new folks out there this year. I'll do everything I can to keep you informed about C-fleet news and events and will try to make participating in C-fleet fun!

No news to report as of yet other than TOMMY GAIRLOFF (Deuces Wild) taking first place in the fog bound Red-Eye. Congratulations, Tommy!

Be sure to thank VIC MANNING for doing such a great job with C-fleet in 1992. And here's to seeing all of you on the race course in 1993!

216 AND ABOVE

by Nelson Reynolds

Well, it's a new year and time for a whole NEW season of racing. The emphasis is on the new because of the many changes coming this year. Major change? Looks like D-fleet will cease to be. Evidently there weren't enough of us die-hards on the starting line to keep our status as a fleet. The final disposition will be decided at the Keel Fleet meeting on 1/23/93. Now I could go on and on at this point about how the blood sucking vampires of the non-spinnaker fleets ("F" in particular) have sapped the life blood from our poor aging bodies ... But, hey, why be bitter. What we really need are more boats on the line. That way we can justify having our own fleet once more. In that regard if there are any non-spinnaker skippers who would like to move up but are somewhat intimidated by that big parachute-looking sail, I would be more than happy to help show you how. It really isn't difficult, and it looks much prettier downwind.

Other changes coming for 1993 will be arriving in your new rule book. The early information I have come across indicates that there is a new penalty for having the mark strike your boat while you are attempting to round. You also no longer have to use a spinnaker pole to fly the spinnaker. Anyway, the new rules books should be arriving from US SAILING in about a month or so if you are a member. And you really should be. It's cheap; it's easy, and you get a new rule book every three years.

F-FLEET NEWS

by Mike Allen

Crossing the Gulf of Mexico

In November 1992 the sailing ketch SATISFACTION II set sail from Seabrook, TX, bound for Fort Myers, FL. The 43-foot Gulf Star was captained by HAL HAYDEN with JOE RODDY, Dean Jett, and Dee Fetter as crew. They motored down the Houston ship channel and cleared the Galveston jetties in the late afternoon of Saturday, November 7. The winds were from the southeast at 15 knots with seas in the 5-foot range. Spirits were high and everyone was excited about the next week of sailing. Unfortunately the mood did not last too long.

About 15 hours into the first day a weather system approached from the north and overtook SATISFACTION II with virtually no warning. Winds changed abruptly from the southeast to the north, increased in velocity to 40 knots, and it started raining heavily. Even though the mainsail was reefed and the roller furling was used to shorten the 110 headsail, the boat was taking a beating and steering was difficult. A knockdown took place which had the effect of launching all loose articles below decks and in general creating a mess. HAL headed up and sailed into the wind just to gain control of the vessel for the duration of the squall. After about an hour, which seemed like a day, the wind abated and the seas moderated enough to resume a proper course for Fort Myers. HAL discovered that the Loran had ceased to function. Further investigation revealed that the Loran antenna had been either blown off or washed off the top of the mizzen mast, probably in the knockdown. That left the compass, a sextant, a Merlin II navigation pocket computer, a VHF radio and their general sailing instincts to work with for navigation. Spirits were not quite as high at this point.

Sometime later that night the crew noticed that the electricity seemed to be fading. Several attempts to correct the problem proved fruitless. An attempt to hand crank the diesel generator resulted in frustration and temporary exhaustion of the captain's energy. It was apparent that if something was not done soon SATISFACTION II would be without electricity. This meant no radio, no engine, no lights, and no refrigeration. The alternatives were discussed including returning to Seabrook, heading north to Louisiana or just sailing on to Fort Myers. Finally Dean discovered the problem. It was a bad connection at the

F-FLEET (cont'd)

main power cable to the battery compartment. A quick cleaning of the connector and electricity was restored. Spirits soared.

A number of events occurred during the next few days which tested the seaworthiness of the captain, the crew, and the boat. Several more storms hit SATISFACTION II resulting in two more knockdowns. The line used to tie down the bow anchor broke releasing the anchor to bang against the hull before falling into the water and dragging out 60 feet of chain rode. For an undetermined period of time SATISFACTION II sailed with the anchor and chain being dragged along with no noticeable change in helm characteristics. Needless to say, the conditions were not ideal at the time. The roller furling line to the headsail broke several times under heavy winds which resulted in having more sail up than was needed. A 55-gallon drum of diesel strapped on the aft portion of the deck broke loose and had to be wrestled under control in heavy seas on a slick deck by seasick crew members. The drum was nicknamed the "blue pig" because of its slippery nature and its color. The bow running lights were blown out by the heavy pounding of the seas and resulted in a very wet V-berth before the leak was plugged. In six days of sailing only two were without rain and heavy wind.

At twilight on Friday November the 13th the crew observed lights on the horizon. As SATISFACTION II approached the coastline the captain hailed a passing commercial fisherman and stated they were out of Galveston looking for Fort Myers. The reply from the other captain was, "Well, you did pretty good. The tallest of those lights are on the bridge at Fort Myers." SATISFACTION II was three miles north of the sea buoy marking the entrance to Fort Myers. The final hour was spent motoring in the comfort of calm seas with cocktails in hand. The comment was made, "This is like being on Lake Travis." Upon docking the captain and crew were so pleased to be on terra firma that they forgot to turn off the engine for about an hour.

When all was said and done, the captain had navigated his way across the gulf using the sextant and the Merlin II pocket computer with one position check from a passing commercial freighter. The crew got their sea legs and stood their watches and the boat sailed well through trying conditions. The Austin Yacht Club can be proud of the captain and crew of the sailing ketch SATISFACTION II.

J-22 FLEET NEWS

by Mark Rylander

The last episode concluded with a brief mention of the San Antonio Circuit race results. What the last episode failed to mention were all the post race activities held in nearby Hootersville. Yes, it was reported that a large number of the Austin contingent was seen drinking (water, of course) at Hooter Hall with the likes of Miss Coors Light. You'll have to ask MIKE McCLUNG what her button said. Greg and I can't remember! And while we are on the subject of Hootersville, I would like to thank all those involved in convincing Holly Hooter to drive up to Austin to be my date for the AYC Annual Banquet. That was really special!

The racing at Canyon could be described by most as frustrating and challenging. The pending northerly and the side affects from the hurricane made for some interesting wind shifts. Although I do not know who they are, it was reported that one of the Austin boats won the first two races only to come in dead last on the third race. Of course if you ask MAX, J.B., JOANNE, and MARTHA they will tell you it was no problem. That's because they walked off with the regatta. Congratulations! Too bad MAX had to get all wet after the trophy presentation. It looked like it was an accident that all those people threw MAX into the water? Again, congratulations to MAX and J.B. (1st place), BILL MITCHELL (2nd place), the Cheap Date team (5th), and CLAUDIA, BRUCE, MIKE & FLORA finishing 12th.

I guess you could say that the Houston Circuit found the Austin contingent sleepy! While part of the contingent was out partying late Friday, others were out hitchhiking. Hard to believe but J.B.'s reliable truck broke down in Sealy, TX, at about 10 p.m. After getting some pointers from JOANNE, J.B. finally was able to hitch a ride into town to call BILL MITCHELL. Unfortunately for BILL, he was already at the Houston Yacht Club which was 2 hours away. Fortunately for the Cheap Date team, they could not be reached by phone! Fortunately for J.B., BILL had been sipping on a few margaritas and agreed to go pick them up! Needless to say, most of the group was not up to our normal fighting condition the next morning.

Most of the races in Houston were sailed in light air. John Koliis finished first (Houston), Charlie Ogletree 2nd (Houston), BILL MITCHELL and company finished 3rd, with the MAX, J.B., JOANNE, and MARTHA team finishing 5th. The Cheap Date team with ace crew members CLAUDIA, GRETCHEN, and GREG were

J-22 NEWS (cont'd)

humbled with DNF in the light air race but rallied to win the last race and finished 11th overall.

The Houston Circuit concluded the 1992 Southwest Circuit. Eighty-six different boats competed in the 1992 SW Circuit. Congratulations to BILL MITCHELL for his 2nd place finish! The 1993 Circuit begins at Chandlers Landing YC March 13-14. The Austin Circuit stop takes place on April 3-4.

Back to Austin, the AYC Winter Series blessed us with good participation and a strong breeze for a couple of the races. DOUG WOODWARD even showed up! Rumor has it that MAX thought the boat was kind of top heavy after one race. It seems that MAX and crew were practicing their 360's (looked like an "auto-tack" to me?) and swimming lessons. I guess that's what happens after you win a circuit race. No one cuts you any slack! CLAUDIA FOSTER and company won the series (rumor has it she cheated in one race!) followed by RAVI SUBRAMANIAN (steering VICKI BREMER'S boat) and company for second.

Next event: J-22 Class Party at the Foster's home, January 23, 7 p.m. Don't miss it!

Guess that's it for this article. Good luck to BILL MITCHELL with crew BILL LEVENS and HANK KLEESPIES in the forthcoming mid-winters championship in St. Petersburg, FL, February 16-20.

J-24 FLEET NEWS

by John McBride

1992 was a terrific year for the Austin J-24 fleet. We hosted a terrific Circuit stop. There's been a number of boats brought out of the cobwebs to fill out the fleet.

DOUG KERN represented the U.S. of A. at the Olympics with Kevin Mahaney and Jim Brady bringing home an Olympic Silver medal in the Soling class. DOUG was also the honored recipient of the Jessie McIlroy Smith Bowl. Those of us who know DOUG know it is an honor to have him represent us anywhere, anytime, and anywhere. Congratulations DOUG!!

PAUL FOERSTER, who lapped me in one Easter Laser Regatta, was a former AYC member representing the U.S. of A. in the Olympic Flying Dutchman class, bringing

home a Silver medal also. Congratulations to another world class sailor we are all proud to know.

ERIC NELSON found himself without a helmsman for the IBM/Sailing World NOOD Regatta then without a crew. So ERIC went anyway, borrowed a boat, borrowed some sails, borrowed a helmsman, then went out with three and came in 4th and 3rd. Not being satisfied, he borrowed a 4th crew, filing the necessary paperwork with the judges, of course, and came in 2nd in every race thereafter. ERIC took second in the NOOD, edged out by some guy named JAY LUTZ from a sail loft. Congratulations ERIC! By the way, guess who is sailing on a 50-footer in Key West Week.

At the Annual AYC Banquet another honor was bestowed upon the fleet when JANIS LIVINGSTON received the Max White Memorial Trophy. For those of you not familiar this is for the person who out-volunteers the volunteers. JANIS works so hard and gives her time so willingly and cheerfully that ... I couldn't say "no way" and now I'm typing. JANIS, congratulations and thanks for the untold hours that always make it look so easy when you do something.

Austin successfully hosted the J-24 Circuit Regatta where a new Austin J-24 in his first Circuit stop actually broke into the top ten in the 2nd race with a 7th. Modesty forbids the author from identifying that skipper, however. Perhaps the most memorable part of this regatta was the origination of the first two "top ten J-24 Circuit lies:" (1) Of course I have a motor on board! and (2) Yes, my motor works. Please submit additional lies to me. We need to have all ten listed and approved prior to the next Austin stop.

It was an education year. SCOTT YOUNG learned the cost of dirty ... er ... air and saw his dynastic hold on the Texas Circuit broken. My bet is that SCOTT will come back harder making it tougher for all of us to catch him. SCOTT took his new boat to Annapolis and placed 7th in the Worlds. Congratulations, SCOTT!! As part of his plans to get back that Texas Circuit trophy it's rumored that he's going to start Lasering again. Watch out you Laser sailors.

J-24 Christmas Party! Over 40 J-24 Fleet #21 members and their guest attended lecture, seminar, and demonstration of the derivation of the ancient term "three sheets to the wind." For Laser and Sunfish sailors that's "one sheet to the wind." For those of you who couldn't attend there are some great pictures of the past fleet cap-

J-24 NEWS (cont'd)

tain with a new blond girlfriend. Inside sources claim she is an airhead. Some of you may have met her at the Annual Banquet.

Good things for Christmas. We can drive all the way from the gate to the ramp this year! So there'll be a Frostbite Series. The series starts Saturday, January 23, and will be held each weekend for four weeks.

Lump of Coal -- No J-24 Round-the-Buoy racing.

Lump of Coal for the PHRF fleet -- We race with them!

Final Lump of Coal -- I'm the guy writing the Tall Tales.

News -- ERIC NELSON, now almost an Official Measurer. Yes, ERIC has completed everything except the final requirement. All he has to do is get to a national regatta three days early so they can approve him. If you see ERIC panhandling along the docks, rest assured it's for a good cause. ERIC has reached agreement with fleet officials. He can measure your boat and then an official measurer will audit/spotcheck the paperwork and certify the measurement. This is a step in the right direction. Thanks, ERIC, for taking the steps to get this far!

The old fleet officers are gone. Well ... not completely, and we need to thank them for the great job they did in 1992.

Captain -- Kirk Livingston
Treasurer -- Phil Spletter
Social -- Janis/Robbie
Secretary -- Michael Wellman

Thanks for the service over the past year, the races, the parties, and the hard work. (PHIL didn't work hard enough.) Now we're looking for new, fresh leadership, ideas, and fun events from the new officers.

Captain -- Michael Wellman
Treasurer -- Phil Spletter (note Phil's new car)
Social -- Robbie Nelson
Secretary -- John McBride

Remember, when the new officers ask you for help a "NO" answer is an automatic nomination for 1994.

I don't know about you but I've got Cabin Fever. I just shot six holes in my freezer and it's leaking so here's some quick bullets before they thaw:

Guaranteed Cabin Fever remedy? Frostbite Series. Be there. Make this your practice for the ...

New Orleans Regatta, February 27-28. And special news flash. The ...

Fort Worth Regatta will not conflict with St. Patrick's Day for the first time in over three years. Finally I can go! It's on the last weekend of March. To keep it simple for J-24 sailors ...

All Circuit stops are on the last weekend of the month and Rush Creek will be only two days. We have Memorial Day off!

Your choice Fleet #21 members ... do you want the next Austin stop the weekend before Halloween or the weekend of Halloween. Let us know.

Coconut Telegram ... There's a new restaurant in town, Gilligan's. And they've got the Jimmy Buffet CD Set Beaches, Bars, Ballads, and Boats. (But don't tell those rowdy Laser guys or they'll all start going there instead of Chuy's.) This is a collection of over 60 songs including the classics.

Closing ... This article is about you and your friends. Let me know of anything and everything that we should be sharing. My home phone number and address are listed in the Directory. And for those of you on Prodigy I can be reached at ID MXDF80A.

1992 was a banner year for Fleet #21 and AYC. Let's make 1993 a year to remember!

Goodnight Mrs. Callabash wherever you are. Fair winds and following seas.



CATALINA 22 FLEET NEWS

by Pete Harper

As relative newcomers to AYC my wife Leslie and I were very surprised that I was nominated as Catalina 22 Fleet Captain. Since joining AYC in June we have enjoyed racing at AYC and cruising with the Catalina Club. Well here it is January already and it's time to write my first Telltale article.

We were out of town for the holidays and missed the fleet Christmas party on December 19. Through the grapevine I've heard that the party was very well attended. Thank you CHARLENE and WALTER ALLAN for being very generous hosts this year.

I would like to welcome BOB and KAREN JONES to the fleet. They are going to buy SIDDARTHA and plan on actively racing and cruising with their two college-aged sons. Congratulations BOB and KAREN. You picked the most fun fleet at AYC.

It's time to start thinking about our fleet calendar for the coming year. I got a call from Gene Ferguson, BULLET PROOF, just before the holidays and he said they have approval for the dates for the Catalina 22 Genoa States, Catalina 22 Spinnaker State Champs, and Catalina 22 Genoa Southwest Regionals. He has tried to group the dates such that it would be possible for out of town boats to hit all three regattas with the minimum of traveling. I would like to attend at least two of the three. We should get together and form a convoy up to the Dallas/Fort Worth area this Spring. With a little luck maybe we can win back some of our hardware from the Grapevine crew.

The Catalina 22 Genoa states will be held at Arlington Yacht Club and will be hosted by Fleet #85 on April 3-4.

The Catalina 22 Spinnaker State Champs will be held April 17-18 at the Fort Worth Boat Club. Fleet #47 will be hosting and has offered to store people's boats so that they can make both events.

The Catalina 22 Genoa Southwest Regionals will be held at Grapevine Lake and will be hosted by Fleet #30 on May 1-2.

In future articles I'll try to include cruising news from the Catalina Club since many people in the fleet are active with both groups. If you have any news or gossip that you would like to see in the Telltale please give me a call at 244-7867 and I'll include it in the next article. Rumor has it that JOE and DEE, INCOGNITO, might have some Big News.

SC-21 FLEET NEWS

by Charles Pope

Under the Cottonwood Tree

It looks like 1993 will have to begin with a review of the finish of 1992. In the Winter Series we had no fewer than ten boats participating. No surprises in the results with RAY in first place and STEVE following a close second. BOB JOHNSON ran away with third place, his new hip and dry hull apparently working well together. CHARLES and BOB FREEMAN managed to tangle on the blustery start of the first race with FREEMAN emerging the winner and CHARLES retiring to the sidelines to lick his wounds. (For once there wasn't even an Ensign in sight.)

The Wild Turkey Regatta produced a clean sweep for the SouthCoasts with RAY taking first in the spinnaker fleet and STEVE doing the same in the non-spinnaker category. Way to go guys.

During the break in the holiday festivities we held the chili supper and business meeting on December 12. DUANE conducted his usual magic with the chili, and RAY provided the wherewithal. STEVE GAY was unanimously elected Fleet Captain for 1993 and RAY was re-elected to his umpteenth consecutive term as treasurer.

Taking his new responsibilities very seriously, STEVE braved the weather the following day to take another first in C-fleet at the Red-Eye Warm-Up. RAY elected to enjoy the comforts of the San Juan and could manage no better than 9th. That should send a message. BOB FREEMAN took a 3rd in D-fleet (non-spinnaker), a mere 50 seconds off the pace.

BOB was also the only SouthCoast to venture forth in the Red-Eye Regatta on January 1. This provided an unexpected opportunity to sample the thrill of starting alongside the Soverel as the fog obscured not only the starting pin but the committee boat as well. After building a comfortable lead over the rest of the B-fleet on the first downwind leg, he and his crew (yours truly) became hopelessly lost in the fog as "K" and "I" marks disappeared entirely. Taking the long way around resulted in a disappointing 4th.

We welcome JIM REHAGE as the newest addition to the SouthCoast fleet. For all the rest of you there are still SouthCoasts for sale out there. And there's no better way to get involved in one-design keel boat racing at a very economical level.

C-15 FLEET NEWS

by Sallie Buchner

HAPPY NEW YEAR!!

The C-15 fleet had its annual After Christmas Party, and what a great turnout we had. JON FITCH was elected new fleet captain.

WADE BINGAMAN won the "Thunderduck Award" this year, for the 2nd time, for his "scoop recovery of the weather mark." He related his adventure of approaching the windward mark when it somehow boarded his boat and lodged under the boom at the rear of his cockpit. It took him 15 minutes to get it out of the boat. We certainly want to thank WADE for all of his hard work this year as fleet captain and for setting such a good example for the rest of the fleet.

Some up and coming activities that were discussed:

We're planning an exciting night of dancing at the Broken Spoke near the end of January. Exact date yet to be determined.

This year the Centerboard Regatta and Districts will take place as the same event. This will be on May 15-16. We are expecting a good showing from out-of-town fleets.

The idea of a "white trash" Saturday evening C-15 series was proposed for the summer. If you have any far-out ideas for promoting this series, they are welcomed. Notify JON FITCH.

It's time again to pay fleet dues. They are \$10 and can be made payable to JON FITCH. This money goes toward fleet activities and racing events. So don't forget.

Finally, the Nationals will be held in Dallas this year, around mid-June. Anyone wishing to participate in Nationals MUST have their boat measured. A measuring party will be scheduled for this. More details on this to be announced.

A fleet schedule will be printed up with exact dates and more details for the coming year.

That's all for now. We're looking forward to a great year of sailing.

See you on the lake!

LASER FLEET NEWS

by Fred Schroth

AYC's traditional Easter Laser Regatta is going to be something special in 1993 -- an Olympic qualifier event for the new boat (Laser, of course) in the Olympics. How did this happen? Well, in 1993 the U.S. National Sailing Team for the Laser class will be chosen based on four regattas, regattas that have to be completed by mid-April. Since our Easter Laser Regatta is held before mid-April, because our lake isn't frozen over like in other parts of the country, and because Steve Bourdow is the U.S. Olympic representative for the Laser class (and Steve won our regatta in 1987 when we had 38 boats), AYC seemed like a good choice. So now we are faced with the challenge of putting on the biggest and best ever Easter Laser Regatta April 10-11. The scary part is that we will be compared to the 200-boat fleets at Mid-Winters, CORK, Nationals, and the East coast championships. So we have lots to do and need lots of help.

The good news is the publicity for the event is way ahead of anything else that we have ever done. The regatta is in the national newsletter with emphasis. The "Olympic" designation will add publicity among the hot shots, wannabees, and groupies. The Laser fleet has formed an honest To-Do-Something Committee to replace Fred's usual almost non-existent publicity team. The fleet has also decided to hold some tune-up races in March and early April. We can be great hosts and be somewhat challenging on the race course.

Some folks have already volunteered to help:

Regatta Chair -- Fred Schroth
US SAILING Judges -- Tripp Alyn
Data File for Mailing -- Nelson Reynolds
Flyer/Mailing to District Secretaries -- Hank Kleespies
Shotgun for Starts -- Janis Livingston
Sailing Instructions -- Steve Pervier
Local Clubs' Challenge -- John McBride
Masters Trophies -- Hap Arnold
Sincere Trophies -- Vicki Bremer
Traditional Trophies -- Fred Schroth
Woodworking/Trophies -- Deke DeKeyser
Race Committee -- Teri Nelms/J-22 Fleet
Local Boats Promotion -- Hank Kleespies
Outside Publicity -- Vicki Bremer
Breakfasts/Lunches/Sat. Dinner -- Janis Livingston
T-Shirts/Artwork -- Vicki Bremer

LASER NEWS (cont'd)

Some slots need to be filled (call Vicki or Janis to volunteer):

Registration
Bake Cookies for Lunches
Bake Dessert for Sat. Dinner
Provide Lodging for Racers
Loan a Boat/Need a Boat
Help Serve Lunches/Dinner
Etc.

If you always wanted to race against the very best in the country, this is your local chance. You have time to practice and sail at your personal best, and we will help find you a boat if you don't own a Laser. With a large enough fleet (60 plus) we can split the fleet into two divisions with perhaps a novice division as one group.

We need lots of racers on the line in order to help make this the kind of Olympic qualifying event to brag about. Remember that people read the finishes of the top racers in relation to how many competed. So the more racers we have, the better we look as a host club for an event of this caliber.

This is AYC's chance to be recognized for the great racing club it is. But we can't do it without your help. Dust off those Lasers and come on out and join the fun.

On January 9 McBRIDE, KLEESPIES, and SCHROTH were the last three Lasers on the water. KLEESPIES did a surfside six imitation and as he sang "IT'S in Miami Beach," he soaked DANNY LIEN who was sailing on KURT CARSON'S floating green R.V. If you don't understand what this means you are either too young (and I hate you) or you only cared about Cookie and his comb. McBRIDE won the last man on the water award because the big blue clouds over big sandy scared HANK and FRED off the water. (HANK probably had a date and FRED was probably tired.)

MARK TURK is going to the West coast Mid-winters. Call him if you would like to share the trip.

Phooey! I heard that two of DOUG KERN'S sailing buddies were back in Lasers. It's not that I'm unhappy that Jim Brady and Ed Baird are racing real boats again. But I had hoped it was local guys.

SUNFISH FLEET NEWS

by the Scribblin' Scribe

Winter is the time we all suffer from Sunfish-itis, a windborne social affliction spread by casual contact. It's not that easy to catch, but once you do the symptoms are worth it. Fleet #70 members already infected gathered for the annual Sunfish Academy Awards at Gertrude's Pizza. Cap'n PAT MANNING was emcee and drug up all those things we did to one another in 1992.

Things like the Southwest Regionals (with those T-shirts that pointed to your appendix) and the Worlds. Like two constellations at the same spot, these two world-class events were right in our backyard on consecutive week-ends. TOM PRESSWOOD pulled off a hat-trick in placing 6th in the regionals which also won him the Men's AYC Singlehanded Championship to go along with his Fleet #70 Chevron for 1992. MARTHA ST. ROMAIN took the AYC top women's award with an 8th in the regatta. Other finishers were CLAUDIA FOSTER with a 10th, JOANNE WEBERLEIN an 11th, TOMMY GAIROFF 13TH, TOMMY BARNES, JONATHAN BAKER, PAT MANNING, VIC MANNING and VICKI BREMER in 15th through 19th.

Four adventuresome Sunfishers took advantage of wild-card berths at the Worlds and a couple brought back some good lookin' boats. JONATHAN BAKER was the lead Austin boat finishing 41st out of 76. His top finish was a 12th. Fleet #70 is addicted to the national spotlight with planned participation in the Mid-Winters in Sarasota and the International Masters Championship in Key West. Both events are in March.

After the awards were given out and some people started wandering to the head, we quickly moved down the agenda to election of officers. Cap'n PAT passed her orb & scepter to MARTHA ST. ROMAIN who'll captain the rowdy bunch. MARTHA appointed BRUCE FOSTER as scribe as long as he promised to print no potty humor or pick his nose before he typed on AYC equipment. It was discovered that STEVE & LESA BROWN had the fleet books so jumbled that they had to serve as treasurers for another year. PAT MANNING will serve as Race Captain. People started to wander back in wondering what the laughing was all about so the Social Coordinator (chief carrier of Sunfish-itis) wasn't filled. Cap'n MARTHA is looking for a volunteer.

TOMMY BARNES presented his new business venture ... something about antagonizing the little metal thingy that holds the rudder to the boat. This revolutionary process is guaranteed to increase boat speed by 1/3 according to

SUNFISH NEWS (cont'd)

TOMMY. Oops! **CLAUDIA** just explained that this process is called adonizing and it protects aluminum parts from saltwater corrosion. **TOMMY** can get this done for \$10 each if 10 parts are done. Bring the hardware to AYC on February 6 between 10:30 and noon. Call **TOMMY** at 331-9219 for details.

The grand finale was the new Sunfish daggerboard. This is a surefire way to run past those pesky Lasers this summer. It's also going to generate lively discussions over new vs old, which board with which sail, one design vs development class. Anyway ... the deal is you can order the board through your local dealer and get a 15% factory discount on the \$195 list price if you are an ISCA member. Don't delay. The discount only applies in the first month of introduction – **AND CLAUDE WANTS THE BUCKS!**

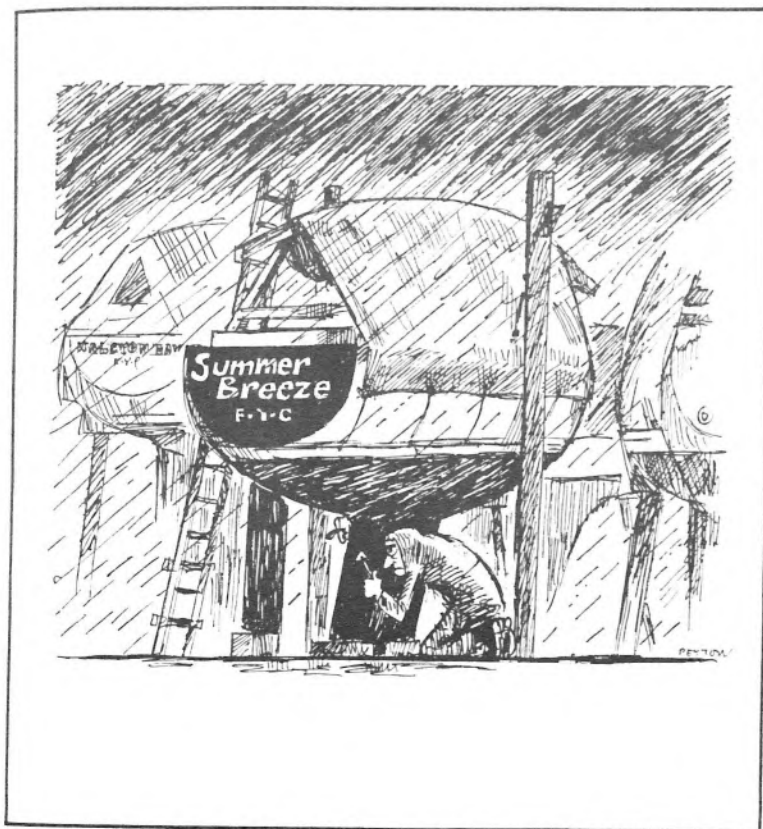
REMEMBER, scratch your itch with a **SUNFISH**. If left alone this can develop into a full-blown case of **LASERITIS**, an eye condition caused by looking at the transom of too many rock stars. Or is it a fungal infection?



ANNUAL BANQUET GIFTS/AWARDS

The following people have a gift and/or trophy from the Annual Banquet to be picked up in the AYC office. Please pick them up as soon as possible.

Steve Cauffman
 Jim Baker
 Karen Presswood
 Candice Clark
 Mary Sikora
 Fel/Rebecca Heston
 Mark/Suzanne Bradford
 Ann/Tommy Gairloff
 Jim and Tracy Henson
 Gretchen Tippit
 Scott Young
 Mike Haggerty
 John Morran
 Larry Ratliff
 Joe Rymal
 Doug Laws
 Dave Balfour
 MaxRockoff
 Pat Feagin
 Gary Cooper
 Dan O'Donnell
 Tom Groll
 Bob Mathison
 Elizabeth Gee
 Bob Farmer
 Karen/Dick Van Hooser
 Linda McDavitt
 Liz Scardamalia



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