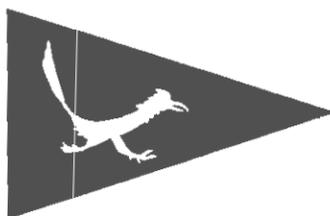


Telltale

AUSTIN * YACHT * CLUB



JULY/AUGUST 1993



AUSTIN YACHT CLUB
5906 BEACON DRIVE
LAKE TRAVIS

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COVER PHOTO COURTESY OF
Karen Presswood

AYC's future ROCK STARS sit still long enough to capture their smiles of accomplishment after having successfully completed this year's Peanut Butter & Jelly Series. (See next issue for more.)

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JULY/AUGUST 1993

FROM THE COMMODORE ...

Roy Smith



As we survive the summer heat on Lake Travis it is encouraging to witness the increased participation of our individual and combined fleets in organizing evening racing programs. Each of the fleets can bring new and open perspectives to our race management challenges. I am very much enthused about the participation in the PHRF Friday evening series, and the one-design and catamaran fleet Saturday afternoon/evening series. There are some significant and innovative differences in race management strategy brought into play by each of these fleets. Please pass your comments on these changes to your fleet captains.

I hope that by the time you read this that the cabins are nearing completion. It has been a long and arduous path that our various committees have taken to get us this far from our flooded-out state 18 months ago. I can't offer enough thanks to our insurance and Building and Grounds Committee members for the assistance they have provided for the past two years. Special thanks to Howard Shirey and Danny Lien for negotiating the insurance settlement and the architecture and building plans, and to Trenton Wann for assisting in architecture and building plan decision. Also, special thanks to Russell Painton and Frank McBee for their assistance in dealing with Travis County and LCRA permit issues.

We have received final, total settlement from the insurance company. After the reconstruction of cabins 4-7 there should be a little left over to repair/replace other flood damaged facilities. If you have suggestions for how to spend this money, please direct them to any member of the Buildings and Grounds Committee.

You are about to see some significant activity by the Harbor Committee in both coves. In the main cove the rigging dock and dock 5 are due for replacement, and we are negotiating with the LCRA, engineers, and contractors to allow us to start the rebuilding as soon as possible. In the south cove the Sail Training facility should appear soon along with a much strengthened new dock 7 and sailboard docks. The Sail Training facility is being built with the assistance of the Sail Training Committee and Mark Rylander. Thanks to all involved for your participation in improving our on-the-water facilities.

Our club cannot exist solely by the efforts of our committees and staff. It is our volunteers who have made our club the successful institution that it has become. Please join us in participating in work parties, race committees, social event organization, or any other volunteer activities that you may have special skills to assist us with. We would like to maintain our current level of racing activities and social events, and it is your participation that will allow us to do so.

Let's all have fun and sail fast.

FROM THE EDITOR



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Bay Peterson, John McBride, Fred Schroth

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SOCIAL SIDE UP

by Becky Heston

One word, two meanings. "Club" is defined in Webster's as "a heavy stick suitable for use as a weapon." It is also defined as "a group of people organized for a common purpose." Unfortunately, to obtain the latter it seems that we sometimes need to utilize the former.

With that thought in mind I would like to thank the individuals who have organized the two series buffets we have had to date. Many thanks to Mary Sikora who put on the Spring Buffet and equal thanks to Deborah Holt who chaired the Mid-Spring Buffet. Both dinners were great!

The next social event in need of volunteers is Family Day scheduled for Saturday, September 4. We need help, especially with games and cooking. Please volunteer if you can spare some time or can donate some cookies!!

The late Bonnie Ayres had volunteered to chair the Annual Banquet. This fine lady, although ill, had begun to take on the responsibilities associated with this important club function. We now need a club member to fill her position and pull the pieces together.

If you can help with either of these events please call me at 444-0939.



WELCOME TO AYC'S NEW MEMBERS



CHARLES CHRISTIE, operations manager for Christie Gas Corp., recently bought a new Laser and wants to crew on larger boats.



MARTIN KOPPERS and wife **KATHY** come to us from College Station where Martin is an engineer. They have a C&C 24.



MARTIN MOLLAT, an electrical engineer at AMD, has a C-15 and plans to buy a Laser very soon.



LARRY PARKS, an attorney, plans to be an active racer with his J-24 AMMO BOX.

C-15 NATIONALS

by Wade Bingham

I thought you might like to know what you missed by not going to Nationals. You missed a lot! AYC had four boats entered: Claudia Foster and John Bartlett, Evert Broersma and Skip, Bill and Leslie Smith, and me and Bill Brydson.

The Corinthian Sailing Club held the event at the Rush Creek Yacht Club on Lake Ray Hubbard just east of Dallas. The facility was great. Rush Creek reminds me a lot of AYC -- casual and friendly. But they seemed to have more active centerboard fleets -- scows, lightnings, etc. Also, their clubhouse has a full bar and grill. It sure would be nice to have that here. The lake is like a big wide pond with low shorelines and not much motorboat traffic. This was good for light air which you'll hear more about later.

Corinthian did a great job of sponsoring the event. It had to have taken a lot of time and effort. There was a free keg of beer, numerous drawings for prizes every night. Everyone won several gifts. I got a hat, T-shirt, C-15 pendant, and a watch. The race committee did a marvelous job of setting courses and getting off races. It all seemed so official. They were in a large power yacht and used a cannon for the signals. The head of the race committee wore an all white nautical outfit. It was big time!

Well, the psych jobs started even before the racing. You-know-who from Dallas was there to watch Claudia and John weigh in and also demanded to weigh the weight that they added to their boat. When the California boat wheeled in with gold mags on the trailer and a sail-comp in the boat we knew we had lost the technology race! Evert had foolishly not gotten Bob Musselman to measure his new North sails so they were measured in Dallas. Should be no problem with North's new laser cut sails. Wrong! The head of the jib had been cut off too low making the mid-girth measurement too long. Bartlett, who thought he was on vacation, performed some magic with sail tape and it measured it. But by then Evert had gone to his secret hiding place in Dallas.

The first day of racing was scheduled for Monday. It would be a three race series to qualify for the A & B fleets. The weather man said the winds would be calm and they were, all day. I had never experienced an entire day without a breath of air. So racing was put off until Tuesday. Tuesday started without wind but finally about mid-afternoon a faint breeze appeared and the race committee called us out. We were able to get all three races in before dark. Bill and Leslie won the first race and went on to easily qualify for A fleet. Claudia and John had a horrible first race but picked up the tempo and made A fleet. Evert and Skip sailed consistently in the top 3 or 4 boats and qualified third. For that they won beautiful duffle bags. Bill and I sailed well the first race but a cruel wind shift 200 yards from the finish dropped us from third to ninth. We also finished in the middle of the second race and just needed a mid-pack finish to put all four boats from Austin in A fleet. We blew it and were top qualifier for B fleet.

The championship races were held on Wednesday and Thursday, three races each day. The wind was ideal at about 12-15. Bill and I were in third in our first race when the tiller extension and jib halyard broke, and we finished well back. We had to miss the next race for repairs (which was our throw-out). Although we were consistently in 2nd or 3rd after that we never recovered and finished 5th overall for B fleet.

In A fleet Bill and Leslie heard strange noises in their rigging. They could never find the problem -- gremlins -- but the inspection caused them to miss the second race. On the course Bill had good speed but seemed to miss the shifts. They finished about 8th overall. Expect their boat to have a compass soon.

Evert and Skip could not seem to generate the boat speed they needed to stay at the top of the fleet. They also encountered some rather foul-mouthed Californians who thought they owned the lake. Evert finished in the middle of the fleet but had a good time tacking on top of their west coast friends whenever possible.

C-15 NATIONALS (cont'd)

Claudia and John seemed to get better as the races progressed. John moved every line and block on the boat. They won several races and were determined to beat the western visitors. They did. In fact they missed winning the Nationals by just one point! They had to settle for second. Not bad for the first time they sailed together on the boat. In addition to trophies they both won watches.

Bill Draheim and Jeff Perna from Dallas won it all. Jeff was on his best behavior and kept his mouth shut. At the awards banquet he announced that since he had reached his goal of winning Nationals he was retiring from C-15 sailing and his boat was for sale. If we had only known this years ago!

You should have gone. It was fun. Next year's Nationals will be in Georgia. Evert has promised to fly us all there. You should go.

TYA ADAMS CUP ELIMINATIONS

by Dave Henderson

Six teams from across Texas (including our own AYC purple-footed sea hags -- their name for themselves, not mine!) were here at AYC on July 9-10 to compete for the Texas Women's Championship and the TYA Adams ladder event. Ft. Worth Boat Club, Chandler's Landing Yacht Club, Rush Creek Yacht Club, Galveston Bay Cruising Association, White Rock Sailing Club, and the AYC team enjoyed some very competitive racing in 10-15 knot winds from the SSE (gusts to 20). The regatta was won by the team from Rush Creek with our AYC team (Claudia Foster, Gretchen Hanover, Lesa Brown, and Martha St. Romain) coming in second after claiming two bullets on Sunday. Both teams will go on to sail in the Area F eliminations in August at Chandler's Landing Yacht Club in Dallas.

The event could not have been so successful without the assistance of a lot of people.

- Tom Romberg and Cynthia Darwin were joined by Betsy Beddoe of Tulsa, OK, to serve as judges for the event.
- Marty and Howard Shirey prepared breakfast AND lunch for about 40 people.
- EXCELLENT race committee members: Howard Shirey, Mike Allen, Bill Levens, Tripp Alyn, Steve Brown, Troy Lawson, Flora and Mike McClung, and Joanne Weberlein.

My biggest thanks of all goes to the J-22 fleet members who provided the boats for the regatta: Bill Mitchell, Mike and Flora McClung, Steve and Lesa Brown, John Saunders, Bruce and Claudia Foster, Debra Phillips, Tripp Alyn, and Max Rockoff.

Thanks also to Max for coordinating the boat availability and to Johnny, Rick, Tom, and Jan for assistance with the details around the clubhouse.

AMERICAN LASERS IN DEUTSCHLAND

by Hank Kleespies and Matt Romberg

HANK: We would like to start out with a hearty "Danke" for all of you who helped make our Laser racing trip to Germany possible.

MATT: Without the help of the club and its members, this once in a lifetime opportunity couldn't have happened, and we're excited about sharing our adventures with you.

HANK: We were the first team of American Laser sailors to really tour Europe, and they definitely knew we were there.

MATT: Our boats stuck out a bit. Blue & Gray with racing stripes... very chic! Getting the boats out of customs was a little bumpy. We must have really looked like lost Americans.

HANK: After being awake for 40 some-odd hours of traveling, we made it to Kiel, Germany. Coach Ron Rosenberg weaseled a place for us to stay with an upper-middle class German family near the Olympia Zentrum (Olympic Center for '72 Olympic yachting).



MATT: We spent the first four days rigging, sailing, and exercising. Coach Ron (aka Richard Simmons) had us doing push-ups, sit-ups, dips, wall sits and more after sailing for several hours each day.

HANK: Coach Ron took off for America as we started racing in Kieler Woche (Kiel Week), a very large international regatta. By the way, one of the brochures for the match race series in the regatta packet had a great photo of Doug's butt hanging off a Soling in Barcelona.

MATT: Sailing is taken very seriously in Europe and corporate sponsorship is strong. AEROSAIL, a sponsorship consortium of aerospace companies and Mercedes Benz, was the primary sponsor, providing shuttles around the regatta site, a repair shop, and lots of financial support.

HANK: AEROSAIL also provided a fleet of 11-meter boats for a match racing series. Interestingly, before Kiel technology from AEROSAIL. It was a breezy series, and five Laser dudes won it, convincingly of course.

AMERICANS IN DEUTSCHLAND (cont'd)

MATT: The German Laser guys were not just fast in 11-meters. They were fast in Lasers too, especially in heavy air. The air turned out to be as heavy as the German women.

HANK: It was brutal. Take a Lake Travis Northerly in December, add 3-foot waves, and let it blow 5 or 7, not knots but Beaufort Force. Launching our Lasers proved to be a good test every morning. The narrow ramps pointed straight downwind (too narrow to bear off) creating an excellent death-roll opportunity. There would be a hundred or so spectators watching the ramp, waiting for a good crash. Matt developed very good reversing technique. I went for the aim-the-boat-and-jump-on method.

MATT: One day it was so breezy that none of the Olympic classes went sailing, except, of course, the 150 Lasers.

HANK: Yeah, they must think that we are MEATHEADS or something. The race organizers probably thought that we would do less damage to the place if we were out on the water. Go figure.

MATT: The Laser fleet at Kiel was split into six fleets that raced two at a time. We had three, fifty boat races going on at the same time on the same course.

HANK: When fleets converged at the leeward mark, the real fun began. We learned many new words in several languages.

MATT: The American team finished Yoder-56, Kleespies-63, Romberg-64, Swartz-119.

HANK: Matt would have done better except for a few alphabet scores, P's, M's, and S's. His finishes in those races were quite good.

MATT: I pushed the starting line too much, and Hank didn't push it enough.

HANK: After Kiel Week, it was off to Warnemunde for one of five regattas comprising the Laser Europa Cup. Warnemunde is in the former East Germany and, like Kiel, is on the Baltic Sea.

MATT: We had four days to sightsee and practice before the regatta began. We spent one day in Berlin, visiting the Gate, Checkpoint Charlie, no man's land, and the Soviet War memorial.

HANK: We also toured Laboe to see the German U-Boat memorial and a marine memorial for both wars and all countries involved. A large propeller from a German warship was on display. It was recovered from the Lagoon at Bikini Atoll after U.S. nuclear bomb testing in the 40's. It wasn't glowing or anything though...

MATT: After being tourists for a couple of days, we launched our boats from the beach in front of our hotel.

AMERICANS IN DEUTSCHLAND (cont'd)

HANK: It was a nude beach.

MATT: Very well populated.

HANK: Yes, very well.

MATT: We practiced for two days in light air (near the beach of course) and were excited about racing in it.

HANK: We tuned up against the Europeans in the light stuff and they couldn't keep up.

MATT: On the first day of racing, however, no sunbathers greeted us, but clouds, waves, and a stiff breeze did.



HANK: It was so cold and rough a few of the days that, er, going in your wetsuit was, well, uh, the only way to go. This probably sounds really gross to most of you (with the exception of Dave Gage and Janis Livingston). It was a very special feeling, sailing on the Baltic, by the lee, in thirty-five knots of breeze, and peeing in your wetsuit. It brought a truly unique smile to your face and a warm feeling all under...

MATT: On the long courses we found out what points of sail we needed to work on.

HANK: Matt needed to cheat more downwind, and I needed to eat more (be heavier) upwind.

MATT: At Warnemunde, the Americans finished Romberg-16, Yoder-26, Kleespies-34, and Swartz-59.

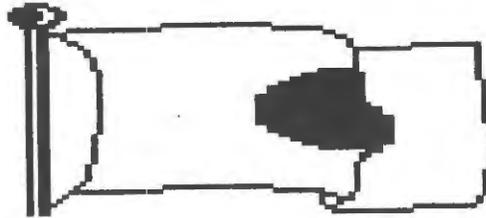
HANK: Sailing at these regattas gave us a new respect for those who have done a tour of Europe. Namely, Doug Kern, Scott Young, and Paul Foerster. The weather can be really nasty and the water cold. The Americans usually don't have a coach on the water tending to them and towing them in after a long day of exhaustive sailing... not exactly a vacation.

MATT: Again, we would like to say thanks to all of you who made our trip possible. It was a great experience, and we're happy to be able to share it with you.

Sincerely yours,

Matt & Hank

TOKYO NEWS



from Gail and David Bernstein

Just remembered Telltale articles were due yesterday. But fortunately it is still yesterday in Austin so this can be finished and faxed to Vicki before she realizes it is late.

Summer in the city! I think there is a song about that but I can't remember all the words. Summer in Tokyo is a little different from summer at AYC.

This year the Tokyo police have been very busy. Between the Royal Wedding in June and the G-7 meeting just last week, they have been everywhere.

One of the things that Japanese people are known for is their eagerness to exchange gifts. Ochugen gifts are those exchanged before the Summer Bon Festival while oseibo gifts are those given in December before the New Year's Festival. All the department stores have entire sections devoted to ochugen gift boxes of beer, soft drinks, dried noodles, seaweed, cooking oil, and coffee. It is hard to imagine giving a gift box of cooking oil, but it is a popular gift!

With space at a premium, most homes (apartments and houses) in Tokyo are very small without yards and swimming pools. Therefore most hotels open their pools to the general public. That should really read the wealthy general public. A "week"day pool ticket averages about 8,000 yen (\$72) and a "weekend" day ticket averages about 12,000 yen (\$108). Needless to say we have not been swimming this summer.

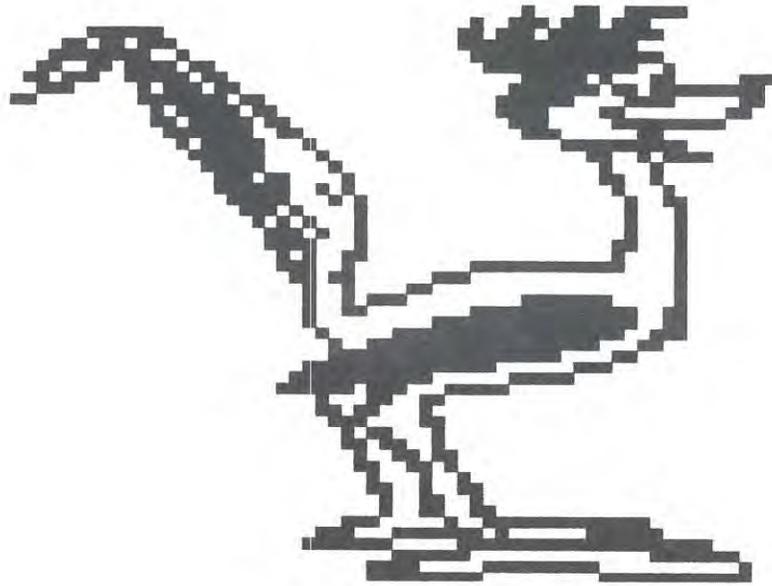
Another favorite pastime that we are passing on this summer is sailing. There is no central charter organization in Japan. That makes it very difficult to even locate charter boats, and it is reported to be very expensive when you do find one.

So what do the Japanese do during the summer besides exchange ochugen gifts? Climb Mt. Fuji is one thing! Mt. Fuji's official climbing season begins July 1 with the Fujisan Natsuyamabiraki Festival and concludes August 27 with the Yoshida Himatsuri. We are researching the various climbing routes and plan to give it a try in August. We'll let you know in the next Telltale if we succeed.

Several business visitors from Austin have reported hot and windy weather. Sounds perfect for Governor's Cup! We hope it was a great success this year.

All is well on this side of the Pacific.

Cheers.



JUNIOR RACING TEAM

by Norma Carson

The first Junior Racing Team Regatta was held June 25. The yacht club buzzed with excitement for these young sailors.

According to Jacob Lien, a 10-year old Optimist sailor who has been sailing boats "my whole life almost," the first regatta was fun. Jacob tied for 1st place in his fleet.

Lauren Foster, a Sunfish sailor since the age of 7, likes the racing team. When she was asked what was the most exciting part of the day Lauren responded, "Well, I got 1st!" Way to go Lauren.

Phillip Stearns, another experienced Sunfish sailor said, "This is the best that I've done since I've been sailing Sunfish." Phillip left the regatta with a 3rd place trophy.

Ryan Harden, an Optimist sailor, felt the races were "fun, very fun." Ryan has sailed on lots of boats including a sailing trip in the Bahamas. Ryan tied for 1st place.

Jason Kalish, a 10-year old junior racer, sails an Optimist "better known as a dinghy." He was in agreement with his peers and definitely felt it was a good day on the water.

Lindsey Allan just moved up into the Sunfish fleet and had been sailing on the new boat all of two days before the race. When she was asked why she changed to the Sunfish she replied, "Because it is faster!" Why else?

Eric Creamer and Wyatt Clark, two Sunfish sailors, had mixed reactions to the race. They said the air "was shifty and all of that wonderful stuff" and attributed a slow-down on the water to a voodoo like hex. Being the astute sailors that they are they have a plan to take care of that!

Stephen Gay came in 2nd place in the Sunfish fleet and Daniel Moore won the larger race.

The Junior Racing Team had an impressive first regatta and are anxiously awaiting their next one in July.

FROM A NEWCOMER'S PERSPECTIVE ...

by Dennis Mills

When Leon Lance asked me to provide some comments on what it's like to be a new member these days, I wasn't really sure where to start. We're still learning about the boats and people of the club, even those within our own fleet. The most common things we've seen in F-fleet have been the sterns of OH BAY BEE and WE BAD, Leon's horizon-to-horizon smile, and the Capri appearing from nowhere to bump us yet another place in the finish.

However, new membership at AYC is anything but a painful process. Though members for only a few months, Carol and I have been warmly welcomed by everyone we have met. We've found that there is a wealth of knowledge (both sailing and otherwise) in the membership and part of the fun is digging into that gold mine of information.

I haven't been particularly shy about asking questions but, like every learning experience, you have to know what questions to ask in order to get the most useful information. So for those PHRF'ers who might be as new or newer than we are, I pass along to you a few helpful hints that might reduce your learning time and may even save you a place or two in the next race.

Study the course sheet and the course designations for AYC events. We had sailed our San Juan 24 (#176) in a couple of open regattas and crewed during the Frostbite Series. In two years we had only seen courses posted using an ordering of marks. We didn't know that AYC races had specific course designations. Imagine our surprise in starting our first race as members to see a course posted as "D1." In a panic we asked ourselves a question that was soon to become our motto -- "What the ?" Were we just supposed to go around D mark once? We puzzled over it until the start and then decided to just hang on the fleet like a cheap suit and hope for the best. Unfortunately the fleet spread out, we couldn't see in the rain and wound up missing K mark on the second windward leg. We thought we knew where the marks were and hadn't needed to read the course sheet. Tired, cold, and disappointed we dropped out. Later I wished that I had finished that race as it would have helped us in the series standings.

And that brought about the second important lesson: NEVER QUIT. Anything can happen during a race and usually something does. Turning the final windward mark in a later race, I dropped the 150 because we were over-powered and I didn't want to blow it out. Besides, we thought we were last. We were wrong. As we chanted our by-now-familiar motto "What the ?" and I frantically hanked on the 110 we watched as not one, but two other boats in our fleet passed us. We only caught one of them. Never quit.

Go over the sailing instructions with an experienced AYC hand and ask about the exceptions. There's a reason those items have been singled out for attention, and if you simply pass on them as being too obvious you'll likely regret it. Don't worry about looking like a novice; you ARE a novice or you wouldn't need to ask the questions. "X" mark is the one people talk about, but you'll learn that one quickly. (Besides, if you're in F-fleet, Leon will always shout you around it.) There are others which we glossed by only to try and read them later as our position and spirits eroded in a cold rain.



FROM A NEWCOMER'S PERSPECTIVE (cont'd)

With our course sheet now laminated and handy in the cockpit, we confidently began the 2nd race of the Spring Series. As we passed by the committee boat I expectantly read out the course "WIDKE." Expectantly, you see, because we were ready. We had the course sheet. But wait! That wasn't a standard AYC course designation! We knew. We had the course sheet and "W" is not on the course sheet! It's in the sailing instructions. The ones that you don't think you'll ever need to read except for that stuff about "X" mark. Needless to say, F-fleet heard that all-too-familiar refrain "What the ?" as we again were forced to fall in line to learn the course. And, let's face it, if you're out there to win you'll never do it as long as you have to follow somebody else. Go over the sailing instructions carefully well before the race.

A final word to the other new members: a great way to meet people at AYC and get to know them is by working the committee boat. (Is that cheering I hear from the established rank and file?) The best friends we've made have been those with whom we have worked race committee. I guess there's something about being tossed around in a hot boat that provides for common bonding. It's as important as racing your own boat, and you should do it.

I expect some veteran members may read this and wonder what the membership committee was thinking when they reviewed our application. That's okay. There are a lot of mistakes to be made and in our short time here we've seen some doozies made by long-time members. So take heart, those of you who are new. We have not been without some success in the last months. And if we can do, you can too.

!!! COMING ATTRACTIONS !!!
(IN THE NEXT TELLTALE)

Governor's Cup Story From Beginning to End ... featuring photos by Mid-Gulf Sailing Magazine Editor and Publisher Tim Murray (and your local Telltale editor).

More photos from the Peanut Butter and Jelly Series featuring AYC's future Rock Stars.

Thelma and Louise ... On the Road Again (this time the Sunfish North Americans in Springfield, Illinois).

Snow Vicki and the Six Dwarfs -- Once upon a time at the Olympic Fest in San Antonio ...

Half of the Thelma and Louise team reports from the Sunfish Worlds at the Bitter End Yacht Club in Virgin Gorda.

UPCOMING AYC EVENTS NOT TO BE MISSED

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VOYAGING TO THE VIRGINS

by John Welch

After months of planning and improvements to the boat, Jack Bremer's 44-foot cutter *MISSY* was ready. Jack's crew was brother Ed Bremer from Connecticut, Ken Hillmer (Captain Ken) from St. Thomas, and myself.

We assembled by Friday night May 21 in Beaufort, North Carolina. Final preparations Saturday included stowing and strapping down gear, moving more lines aft to the cockpit, buying what few fresh groceries could be found in Beaufort, and grilling chicken and hamburger ashore to be stored in the ship's freezer. Jack paid some dock worker to drive ten hours to get our 6-man lift raft that was stuck in customs 200 miles inland. The last baths we'd see for 6 days were taken and, in true sailor fashion, we spent our last night on the town in historic Beaufort. The Maritime Museum was excellent and displayed remembrances of numerous shipwrecks on the adjacent coast. The wee hours found some of the crew drinking beer and playing pool with a bartender named "Rhonda." The way I heard it, the cops came when some patron fell off his bar stool backwards and knocked himself out.

We were anxious to leave the next morning with high tide. Soon we were under full sail losing sight of land in the deep blue sea. A school of dolphins made a brief visit and we Portuguese Man-Of-War. Flying fish landed on the deck during the night. Winds got light in the high pressure area, however, and we decided to motorsail for 10 hours. At 1500 hours the following day we saw a 75-foot fishing trawler from Connecticut who called us on the VHF to say hello. He had caught 400 lbs. of tuna and swordfish that day. Ken was our fisherman, and we trolled one line with a rubber squid but never caught anything but had some strikes that straightened out the hook! I was surprised by the amount of floating trash in the ocean. Hardly an hour would pass the first few days without seeing some plastic or styrofoam. "Trash Watch" got to be a competitive game between watches to see who could see the biggest piece. Jack's brother Ed excelled at this. The third day out he was first to spot a box about 4-foot square, and the next day while doing 6 knots we hit head on a partially submerged 20-foot palm tree. That woke everyone up!

The 5th day found Jack yelling at some poor sea bird that wanted to land on top of the mast where the instrument package was installed. You've got to be pretty tired to land on a whirling anemometer, windex, and VHF whip. Life on board was pretty well established by now -- 4 hours on and 4 hours off watch with the helm changing hands every hour. We were running the engine an hour every day to charge the batteries which was running the refrigeration which kept the food cold. We let the autohelm steer when the engine was on which provided a nice break about dinner time. We wore a whistle while at the helm so we could call our watch mate on deck if needed and at night we wore life jackets and harnesses. Ken's dive knife was strapped to the binnacle just in case. The 6th day we all took bucket baths with salt water and dish soap on the foredeck. It was time! The water was a lot warmer at 73 degrees. The stern rail was becoming a collection of mementos from the sea. An old life ring, mooring buoy, and floats. Jack cringed every time we tacked but otherwise tolerated our passion for salvage. There isn't a whole lot of traffic in the ocean although we monitored closely some freighters that on occasion would pass on our horizon.

The 8th day called for a celebration as we passed the Tropic of Cancer. For breakfast we had Bloody Marys complete with celery sticks, scrambled eggs, and English muffins. Ed made his delicious potatoes au gratin for dinner. Just to make sure we knew where we were, Jack and Ken again did some sun sites. The altitudes were very high. We had 415 miles to go so predicted landing in 4 days and making ladies night at some beach club called "For the Birds." Our winds were now over 20 knots and *MISSY*'s 30,000 lbs. came alive. Being alone on the helm under full sail at night cutting through phosphorescent tropical waves with flying fish hitting the deck while watching shooting stars



Captain Jack

reminded me of why I came. One particular bright star would come up on the horizon about 0400. It first scared the heck out of me. I thought we were going to be run over by a freighter. This later became known as John's Star and signified the end of my watch. We were now having to sail under reefed main and staysail on occasion. Jack heard about tropical depression #1 to the north of us on the radio and that explained why our wind was coming from the south and turning our destination into a dead beat. We were also running out of coffee and Jack made the last pot with salt water! Ken decided to take his chances sleeping on the main cabin sole instead of in the fore'sle berth where he was airborne about half the time. We had about 144 miles to go.

We finally decided to motor sail into the seas. At dawn on the 12th day, while sailing over the 5-mile deep Puerto Rican Trench we were circled by an unmarked star wars looking attack helicopter. Ken, also known as "Captain Ron" in the later days, had the presence of mind to hang an American flag from the back stay. Two huge cruiser type warships were on our horizon. After several attempts we were able to understand by VHF they were doing some sort of sweeping exercise and wanted us to go faster!

At 1100 hours there were some tall suspicious looking cumulus clouds on the horizon. Yes, from out of the blue, the Virgins were hiding. We changed course only once more to pick up a piece of flotsam Ed had spotted. Jack, by now, had installed the only-three-tries rule. A good fishing buoy was finally landed on our lee. By 1600 we were anchored at Caneel Bay, St. John, swimming and celebrating our safe voyage. A full moon and lightning display highlighted the evening. I spent a few days exploring St. Thomas and getting into the humid tropical reggae pace. MISSY was tied up in a mangrove hurricane hole on the east end of St. Thomas, and Jack was last seen reading The Pelican Brief under the bimini. Said he had another 50 books.

THE BEST MADE PLANS

by Tim Vicknair

I have sailed since 1979. Ninety-nine percent of my sailing has taken place on beautiful Lake Travis. My other major sailing events have taken place in the Channel Islands (twice), San Francisco Bay (twice), and on Chesapeake Bay (once). I have always wanted to round out my sailing experience with a true "blue water" sail.

An opportunity came up when a friend of mine, who I will call Frank for the purposes of this article, called me about a trip to Bermuda that his father had proposed. We would take his father's 1955 wooden hulled Hinckley 36. We would begin in the tidal waters of the Potomac River and head south down the Chesapeake out to sea for 610 nautical miles to Bermuda. I had already sailed the boat once and thought it to be capable of the trip so I said yes.

In the five month interim between the call and the sail, Frank and I had many calls discussing the preparations for the trip. Since I had bought the charts for the trip, had a sextant that I knew how to operate, and could do sight reductions for a fix on my special calculator, I became the navigator. Frank, because of his gourmet tastes and cooking experience, became the cook. Peter S., the final crew member and general hand, added the key ingredient of spirit to the sail.

Because the preparation time had been so long I expected to step on the boat and start sailing the minute I arrived in Virginia. That didn't happen. Frank arrived four hours late. The skipper had not packed the boat with the provisions or tools. So I stayed the night in Virginia, and we packed the boat the next day. We took everything imaginable including paint, paintbrushes, and a bimini which needed installation.

THE BEST MADE PLANS (cont'd)

So we headed out that night. With very little wind we motored out. Very soon the engine overheated. Not enough coolant. Back to the dock we went. So the next day we spent replacing all the coolant hoses on the engine. I also discovered that the log/knot meter didn't work. As a navigator I found that news very distressing. That meant that I could not keep a Dead Reckoning (DR) course. To add to my disappointment I saw a perfect 15-20 knot breeze blow by as we sat at the dock that day.

That evening we headed out again in light air under motor. The moon rose over the Chesapeake with a blood red color, popping out of the ocean like a droplet rebounding out of a pond of water in a slow motion film. Unfortunately I discovered the LORAN wasn't working. I had intended to use the LORAN to provide our position while sailing in hazy conditions near land and to confirm my early sight reductions while within 200 miles off shore.

At 6 o'clock the next morning, with me alone on deck at the helm, we crossed over the Chesapeake Bay Bridge Tunnel and turned to the course that would take us to Bermuda. Before me I saw an endless gray sea. The mist covered the line where the sky ended and the sea began. I felt deeply alone. Dolphins suddenly appeared off the stern giving the only reassurance the sea would ever yield.

We continued to motor. After several hours the Coast Guard stopped us for an inspection. When they finished the wind picked up enough to put up the sails. Within an hour we shut the motor off and were sailing.

We saw dorsal and tail fins on the surface of the water. Of course we thought the fins belonged to sharks. But closer inspection found the fins belonged to sunfish, something I had never seen before.

We sailed on a port tack through the night. Unfortunately after my watch I went to sleep in the forepaw. When I woke up I had succumbed to seasickness, a very debilitating condition. We had reached the Gulf Stream with a wind counter to the current. This condition caused 6-7 foot seas with an irregular chop. Then about noon, while I steadied myself below, I heard the screeching sound of twisting metal. As I found out later the cast brass hound for the lower shroud had opened causing the mast to start doing the hula dance. The skipper wisely tacked the boat letting them hit the undamaged side of the rig and sparing us carnage of the mast breaking. At this point we had no choice but to head home.

That evening with good conditions I got the opportunity to take my first honest sight. I tried for Polaris so I would get an instant latitude (with some minor corrections) but the horizon to the north proved to be hazy. I did get a sight on Jupiter and Procyon (the major star in Canis Minor). My Celesticomp V navigation calculator worked flawlessly. I estimated that our rig had busted at about 125 nautical miles off the east coast, a fifth of the ocean mileage to Bermuda.



It took us two days to return to the mouth of the Chesapeake. We stopped at Norfolk where I caught a plane to join my wife and daughter on their vacation.

1993 GOVERNOR'S CUP REGATTA RACE RESULTS

GOVERNOR'S CUP PARTICIPATION AWARD --

Grapevine Sailing Club

BUCCANEER 18

1. David Mikeska
2. Mark Rosta

CORONADO 15

1. Bill Brydson
2. David Schumann

E-SCOW

1. Don Whaley
2. Tim Arnold
3. Jeff Kannard

PORTSMOUTH HANDICAP

1. Gary Schwantz, Flying Dutchman
2. Quentin Baker, Flying Dutchman
3. Kathy Bell-Moss, 505

SUNFISH

1. Bill Gerloff
2. Chris Dukeminier
3. Tommy Barnes
4. Jim Uroda
5. Joanne Weberlein
6. Pat Manning
7. Tom Boren
8. Diane Zbasnik



LASER RADIAL

1. Sarah Baker

LASER

1. Fred Schroth
2. Richard Hlista
3. Deke DeKeyser
4. John McBride
5. Ken Sherman
6. Ben Eberle

ENSIGN

1. George Dahmen
2. Dan O'Donnell
3. Tom Groll

J-22

1. Troy Lawson
2. Voldi Maki
3. Steve Brown

J-24

1. Tom Presswood
2. Kurt Carson
3. Evert Broersma

SOUTH COAST 21

1. Ray Shull
2. Pat Feagin
3. Steve Gay
4. Byron Kocen

CATALINA 22 SPINNAKER

1. Marilyn Boemer
2. Walter Allan
3. Rick Abell
4. Judy Swartzell

CATALINA 22 NON-SPINNAKER

1. Stan Hinson
2. Steve Frederick
3. Bob Jones
4. Martin Mollat

KEEL D

1. Hal Hayden, Catalina 25
2. Louis Soefje, Ranger 23
3. Steve Hennigh, Ranger 23
4. Ted Scardamalia, Columbia 8.7
5. Ed DeBee, Precision 23

KEEL C

1. Larry Gensch, Hunter 34
2. Richard Whitehill, Cal 27
3. Warren Reisor, Ericson 34
4. Steve Wesson, Capri 25

KEEL B

1. Dave Wahlberg, Kiwi 24
2. Larry Hall, S2 7.9
3. Mike Chambers, Olson 25
4. Eddie Calogero, San Juan 7.7

Keel A

1. Russell Painton, J-29
2. Scott Christopherson, J-29
3. Steve Jones, Lightwave 28
4. Dennis Awbrey, Hobie 33

A MID-SEASON VIEW FORWARD

by Nostradamus

Most articles for our Telltale that we read around mid-season are rehashes of what has already happened. Either you missed it and don't care or you missed it and you feel left out. This is being printed as a service so that you choose in advance which late summer and fall events you wish to participate.

August 6 -- As the sailors wait anxiously for the results of the Friday PHRF Series the computer finally spits out the results of the Turnback Canyon race to Lago Vista.

August 15 -- During the trophy presentation for the Roadrunner Regatta Pat Kimbrough is disqualified for lying about his age in the Sunfish novice class.

August 18 -- Rod Malone returns to the Wednesday night Sunfish/Laser series. While leading the third Laser race his is flipped and sunk by a wake from a 25-foot Sea Ray.

August 21 -- Paul Keller and Hap McCollum blow up the entire Mansfield Dam while trying to make a big enough hole to allow Jack Bremer to sail upstream with his new 44-foot sailboat.

August 22 -- The J-24 fleet holds races on Town Lake while Travis is being rebuilt. While hauling the committee boat up the ramp after the races Eric Nelson drives his suburban over a hot dog stand and four parked BMW's.

August 23 -- In an effort to cleanse downtown of degenerate sailors the PTA of Austin High School rebuilds Mansfield Dam. Beatrice DeLagarza torches the Rylander Memorial Junior Sail Training Facility as the Maroons head back to the football field for practice.

August 28 -- Returning from Japan just in time for the event, Gail Bernstein sinks two Olson 30's in the PHRF singlehanded championship. "Town Lake just isn't big enough for these boats or maybe I'm rusty," she says.

August 30 -- Hurricane Fortnoy parks over dry Lake Travis and refills the entire lake in the 148 mph winds. Tom Groll, Joe Thiel, Larry Gensch, Bill Mitchell, Terry Meyers, and Bill Howard decide to have an Optimist race. Joanne Weberlein finishes 7th saying, "Seventh was pretty good. I was really flattered when J.T. covered me on one of the races."

September 11 -- When the lake rises to 758 the whole club operation is moved to the second floor of the North Sails loft. John Bartlett proceeds unfazed by the turn of events, "I've got Vic Manning organizing the place all day and bill Levens watches the place at night."

September 15 -- Sunfish/Laser races are the first event held at the mud-covered club. When the 78 sailors return to shore after the races they find their cars disassembled by the expert post-flood contractors "so that they can dry out.

September 17 -- Jim Bob Moffett rebuilds AYC in exchange for variances in the Barton Creek watershed.

September 18 -- Sail loft manager Vic Manning hires John Saunders and the entire G&T gang from under the cottonwood tree to run the complaint department.

September 19 -- Dave Wahlberg and Mike Wellman run aground on AYC point. Wellman's crew jumps in holding the motor and walks to shore.

September 22 -- Wednesday night fleets use Wahlberg's Kiwi 24 as reach mark in starboard roundings course with dumpsite in sight of point. Hank Kleespies snags Tom Presswood with his mainsheet and deposits Tom in Bonner Cordelle's Laser. Ty Johnson gets a picture of Presswood in a Laser, and it is published on the front page of Time magazine.

A Mid-Season View Forward (cont'd)



September 25 -- Aggies arrive for McCarthy Cup.

September 26 -- A-fleet sends long distance fleets to H mark.

September 27 -- While club is closed Wahlberg hauls his Kiwi 24 to the work area to repair keel from September 21.

September 28 -- John Saunders and the entire G&T gang from under the cottonwood tree splits off complaint department as a separate business.

September 29 -- During the last Wednesday night races for 1993 a mad battle between fleets commences at the leeward mark during the 3rd race. Deke's cigar smoke bothers Shirley Slaughter who throws a cake at Deke. Deke spits out his cigar to eat the cake and the cigar burns a hole in the finishing pin. So Bruce Foster jumps overboard with a construction cone on his head to become the finishing pin for that race.

September 30 -- The computer spits out the Governor's Cup results.

October 1 -- A-fleet boats are chosen for team championship and while practicing on WINDWARD MAGIC Ray Shull sinks Tom Lott's team on LOW RIDER. Ray says, "The boat is possessed."

October 2 -- During the first race of the team championships STEVE VAUGHAN's Soverel 33 is piloted by the Bill Mitchell team. Mitchell reprograms the computer to make the artificial intelligence think as a salmon. SOVEREIGN jumps the dam and swims for Houston.

October 4 -- The complaint department run by John Saunders and the entire G&T gang from under the cottonwood tree makes Forbes Magazine's Fortune 500 list.

October 9 -- 462 boats enter Fall Regatta. Regatta chair Martha St. Romain says, "It was simple. Since non-spinnaker handicap was so popular I just expanded it a little." Milton Taylor wins in the bass boat fleet.

October 10 -- Dave Gage and Howard Shirey make a pact: if Howard can make it until the Annual Banquet without smoking, Dave will shave off his beard.

October 22 -- Dave Wahlberg drops his Kiwi 24 on the ramp blocking launching for the J-24 circuit regatta.

October 24 -- In an event limited to boats already launched pre-Wahlberg, PSYCHO dominates the regatta with Fred Schroth steering using a pick-up crew of landlocked sailors. Crew members Kern, Young, Foerster, and Flynn were unanimous in their statement that "sailing with Fred at the helm is a different experience."

October 31 -- E-fleet runs a "Masquerade Day" race counting best costumes and such. Nineteen sailors tie for first by dressing as Fred.

November 7 -- George Bush comes to the yacht club and gives a speech about Pearl Harbor's 51st anniversary.

November 23 -- The Board votes to fund a scuba diver to search for the remains of dock 7.

November 26-28 -- Bay Peterson wins Radial Division in Bruce Cup. Fred and Hank tie for first in full-rig division. Joanne Weberlein finishes 7th, and that's pretty good.

December 2 -- At the annual membership meeting a resolution is passed to create a new "acquaintance" member. For \$14/month you can have an acquaintance membership if you have ever met anyone who sails.

December 4 (Annual Banquet) -- Howard Shirey still hasn't smoked. Dave Gage shaves off his beard and clogs the entire downtown sewer system. Citing his professional status, Dave Wahlberg declines his Blue Duck nomination.

UT Sailing Team

Recently the UT Sailing Team came off one of its most successful years in recent history. Not only did the team send their women to Women's Nationals (which has become a Texas tradition) but this year we also sent a team to Team Racing Nationals. Both events were held in Maryland and both teams met the same fate, finishing eleventh. Must be a geographic thing.

Women's Nationals was hosted by Saint Mary's College. The races were held in Flying Juniors (very similar to the UT 420's). Kim Young, our women's team captain, sailed A-division with Kathryn Hammond and Sabrina Morgan skippered B-division with crew Courtney Purvin. Shifty, medium-strength winds were the standard for the 32 races which were held during the three days of competition. The overall winner was Tufts, followed by the College of Charleston and the local-knowledge of the hosting school.

Team Racing was hosted by Old Dominion University, also in Flying Juniors. Jay Allen, Joe Sircely, and freshman (and new team Captain) Carter Perrin steered and were joined in their boats by Jennifer Baltz, Laura Foss, and Christi Zizzleman. The conditions were roller-coaster-like, with thunderstorms and tornado warnings worrying the competitors at night, and light fluky winds during the day. A full round-robin of 66 races were completed during the first two days of the regatta, with the top four teams moving onto a double round-robin for the championship. The competition was tough (even the "Final Four" teams had at least two losses each) with many matches decided during the last beat of the triangle-windward courses. In the end, Tufts was once again on top, followed closely by Navy and Brown.

In both regattas we returned somewhat humble, but more knowledgeable. You only improve by sailing against those better than you... and we did. Sorry we couldn't bring home the silver for AYC but we appreciate all the support we've received. In particular, traveling expenses for the trips were offset by the nearly fifty members who were slow in getting their trailer tongues painted. Thanks, the money went to a good cause!

Now, as the fall approaches, we are reminded of the loss of several seniors: Darcy Brooks, Sabrina Morgan, Scott Worrall, Jay Allen, and Joe Sircely all have moved on. We wish them luck and thank them for their contributions. The team, however, has several new recruits with excellent skills and we're looking forward to a strong year. Behind the leadership of Kim Young, Kathryn Hammond, and new team captain Carter Perrin, we plan on doing even better.



*** FLEET TALK ***

C-FLEET NEWS

by Bay Peterson

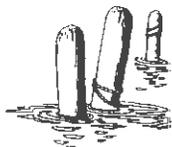
Well, we survived another Turnback Canyon Regatta. Seems as if the wind blew for every regatta except Turnback. In the race down to the party, STREGA and I changed lead positions at least three times. But the last downwind and reaching legs proved to be too much for STREGA, and we pulled it out in the end. The race back, or should I say the drift back, was brutal. It was hot; the air was dead, and every power boat in Travis County was out on the lake. In the end we all made it back, some under sail and some under power. But we did make it back.

Mid-Spring Series was interesting. In one race there was thunder and occasional lightning in the distance but no J mark. It seems someone forgot to check the marks before setting the course. You should have seen the boats chasing a mark that wasn't there. I guess A-fleet will have a hard time living that one down. TRENTON and BARBARA (SWEET AGONY) cleaned up in that series. It wasn't even close.

Governor's Cup was a heavy air boat's dream. Two days of high wind and a lot of brave souls flying spinnakers or attempting to fly them. I think broach was the word of the day. DAVE WAHLBERG's Kiwi pulled a first out by taking 2, 3, and a 1. Seems that Kiwi likes the heavy air and DAVE tells me that the key was not his "generous rating" but the fact that he kept his boat on its feet the whole race. Second went to a S2 7.9 from out of town, 3rd to MIKE CHAMBERS' Olson 25 and 4th to EDDIE CALOGERO.

I decided not to put my crew through that kind of grueling experience and to save my boat for the day when the wind lets up if it ever does. Sorry, but I like light air.

By the time this is published, the Friday Night Series will be in full swing, and I hope to see all of C-fleet out on the race course.



J-24 FLEET NEWS

by John McBride

Ahoy, Austin Yacht Club. ! News and weather flash ! It will be partly cloudy, temperatures about 95 degrees Fahrenheit and winds from the SW FOR THE REST OF YOUR LIFE! So it seems right now in Texas, and we have adjusted our lives with a 5 p.m. start each Saturday. This series is underway; watch for results.

Folks, sailors, and landlubbers, this J-24 fleet has more fun than I can keep up with. We're having evening series races, fleet parties, one-designs in the Governor's Cup, more fleet parties, Indian summer series, and a Texas circuit stop coming our way for Halloween.

Well, if you weren't there you're missing all the good stories. But here's what I could bribe out of an unknown source. On June 19 it was light and then got dark as time passed. All was quiet on the Austin Yacht Club point until a giant 5-foot weenie appeared. Then people began rolling out of the woodwork, cars, boats, and lazarettes. The estimates were up to 40 adults and some 15 kids. Whose? No one is telling! There were sacrifices made by some. Howard gave up the hair off his arm getting that dog cooked. Lancell's chocolate and cherry cheesecake was shaped in a heart. Crimes were committed. After stuffing their faces, two groups stuffed a couple of J-24's with over 25 people and then sailed for the border. They were stopped by some errant INS agents and aboard one J-24 they discovered much to their dismay that between two women they could explain 6 of the kids aboard. We're still trying to ascertain the identities of the other 3 kids. Both boats sailed until well after dark and, although there are no details, all participants have denied any knowledge of specific incidents.

Perhaps the biggest crime of all was the 6 cases of beer. What, 6 CASES you say? What's the big deal? Well, ladies and gentlemen, that is a big deal. Only 6 cases, and there was leftover beer. Please don't let this get beyond the walls of the Austin Yacht Club. The J-24 fleet could lose its charter for conduct unbecoming a J-24 sailor. Please, if you haven't made it out to one of our fleet parties, DO SO. Another incident of this nature — leftover beer — and we could be in trouble. Rumor has it we may already be on "double secret probation," so HELP make the fleet parties a fun occasion for all.

J-24 NEWS (cont'd)

By the way, the weenie was Elgin Hot Sausage with sauerkraut, potato salad, and baked beans. Next time, shrimp!

Speaking of next time, guess what you've already missed again? This fleet is fast! Just check out the boats on the line when the J-24 start gun goes off. The Shrimp Boil has already taken place on July 31. Boiled shrimp, beer, and cokes. I predict "partly sunny, 95 degrees, winds out of the southwest, and NO LEFT-OVER BEER."

So that none of y'all feel left out we'll have another fleet affair. ROBBIE has announced that there will be a fleet Cheeseburger Cookout on August 29 after the races. This lady keeps so busy as social chairperson that if we're quiet at the end of the year she may be too busy to notice her time is up. If you want another year of this caliber of social events then make it easier for ROBBIE to put these events on. VOLUNTEER to help her out. Call ROBBIE at 331-7983 to let her know you can help share the load. A lot of the tension in organizing is not knowing so call her and let her know how much you appreciate her hard work.

By the way, for the fleet cheeseburger party, all J-24 fleet members who perform race committee duty on August 22 automatically go to the head of the cheeseburger line. Please give our Fleet Captain MIKE WELLMAN a call and volunteer. Race committee gives a different perspective of the starts and finishes along with "head of the line cheeseburgers."

The July Texas Circuit Stop was held in beautiful Corpus Christi. The Austin J-24 fleet sent down five J-24's complete with crew and had the distinction of sandwiching the fleet, first and looops!. ICE T was in good position throughout the regatta but was challenged by CHARLIE OGLETREE, a Shore sailmaker who just recently started sailing in the Texas circuit. In order to win the regatta ICE T had to finish high in the last race and have at least one boat between ICE T and Charlie's boat SNAKE WAKE. Well, as ICE T approached the finish line they realized they had the high finish but SNAKE WAKE was in 2nd place. Taking a page from a previous Mallory Cup championship, ICE T went back and covered SNAKE WAKE until the bad air pushed SNAKE WAKE back to 3rd. ICE T's three 1st place finishes broke the tie and gave ICE T the win. Good heads up sailing!

mr. happy (NELSON/BARTLETT) continues to consistently place in the top five with a 4th place overall in the regatta. RAINMAKER (KIRK LIVINGSTON) took 6th. DAVE BROADWAY on SUPERMAN had a couple of DSQ's which kept him from finishing as well as he normally does. And MIKE WELLMAN on SHADOW FAX gave it their all in spite of a defaired keel.

The Corpus regatta was fun but may not be around for long. Their J-24 fleet has shut down. Corpus always has the best T-shirts, fresh seafood rivaled only by New Orleans, and is one of the few stops where Texas circuit sailors get to sail in chop. It is a key all around sailing skill to be able to sail in chop. If you didn't make it this year, put it on your calendar for next. It could be the last opportunity.

Governor's Cup had a J-24 one-design fleet this year with four boats making up the fleet. TOM PRESSWOOD got his boat into the water and started off right with two bullets followed by a 3, 2, 1 combo taking 1st place with 7.25 points. Out of Control/KURT CARSON was mister consistency with four deuces and a 3rd locking in 2nd place with 11 points. Uptown Girl/Broersma had to withdraw from the first race and took a 4th in the second and then two bullets. Unfortunately a DNF in the final gave them 15.5 points and a 3rd place. A newer fleet member Pachuco/LOVING rounded out the fleet in 4th place.

It seems just a while ago we were putting 8-10 J-24's on the line during each series race. Participation has fallen off. I know I took off during the spring to race my Laser and qualify for the U.S. Sailing Team. Unfortunately I didn't make the grade during the Easter Laser Regatta but one J-24 sailor did. HANK KLEESPIES did make the team as an alternate and has just returned from two weeks of racing in Europe. Congratulations, HANK, and thanks for representing the Austin Yacht Club.

In training, goals need to be set and athletes pace themselves to be at their peak for the major events. We have a major event coming, the Austin circuit stop on Halloween weekend. This gives us time to get our crews together and develop teamwork that prevents those little boatlength costing mistakes, like a tripped jib halyard or poor gybe. After the last series race I swam over and talked with KURT CARSON, congratu-

J-24 NEWS (cont'd)

lating him on his 1st place finishes. I asked him what was the difference? His reply, a good team who knows what to do!

Let's get those J-24's back in the water, tuned up, and start practicing for the Austin circuit stop. We'll be measuring up against the best. Let's be at OUR BEST!

FLASHES FROM THE COCONUT TELEGRAPH:

- Measurement party to be held in August. Keep your eyes out for the newsletter with details.
- Fleet Captain was seen jumping ship one Wednesday evening in a Laser. Is the flat side up or the round side up?
- J-24 sailors are not full of BULL. Only four of top ten J-24 lies submitted to date. Hey, you guys, who have been around -- submit. New sailors, make some up.
- Planning meetings already underway for the August circuit stop. We don't want grouchy overworked volunteers, so everyone please pitch in and help make it the best. Call MIKE WELLMAN.
- THERE WILL BE A FLEET CHAMPIONSHIP. When we figure it out we'll put it in the newsletter. Any thoughts or suggestions are fully welcome. Call MIKE WELLMAN.

Good night Mrs. Callabash wherever you are. Fair winds and following seas.

LASER FLEET NEWS

by Fred Schroth

Lots of boats! Winning is getting more difficult even for SCOTT. On Wednesday July 21 we finally had a 30-boat fleet. The last time we saw 30 boats JACK KERN, ROD MALONE, and DAVE HASTI were active and the fleet was going to TUCKER and LIZ GARRISON's house for pizza after the races. FRED was racing O.K. dinghies on Erie Bay, HANK was crewing on a Cal 20 in Port Arthur, DEKE was buzzing fishermen in his F-4 over the Adriatic Sea, KEN

SHERMAN was a hippie surfer, and SARAH wore diapers.

BOB HARDEN, CRAIG TAPLEY, and GRETCHEN HANOVER each have their own boats, and we will welcome them to the fleet as soon as they buy the customary round of margaritas.

Speaking of the customary rounds of drinks, Ms. Vicki fed the Sunfish and Laser fleets right after Governor's Cup. Personally, I like Governor's Cup and would like to do it all over again. My head was so swollen after the races that I had to use the double doors to enter the clubhouse. Heavy winds and junk food from 7-11 have always gone together.

BECKY CHENEY stayed in New Orleans for the summer. But she is so loyal to the fleet that she got a job working for Jimmy Buffet at Margaritaville. She says, "I'll get you drinks at full price if you tip well." Is she good or what?

Nationals in Tennessee? October? Masters Gulf Coast Championship in Houston? October? Who is going? How many busloads from AYC?

WEDNESDAY JUNE RESULTS

1. Scott Young, 48.75
2. Fred Schroth, 54.00
3. Troy Lawson, 82.00
4. Richard Hlista, 125.00
5. Ravi Subramanian, 151.00
6. Ken Sherman, 154.00
7. Bill Mitchell, 180.75
8. Claude Welles, 225.00
9. Kirk Livingston, 273.00
10. John McBride, 280.00
11. Kirk LeClear, 308.00
12. Kevin Reynolds, 319.00
13. Bruce McDonald, 352.00
14. Deke DeKeyser, 363.00
15. Bonner Cordelle, 395.00



(NOTES: 29 races, 7 throwouts. Best 22 races counted. Only sailors completing 12 races in the series are listed. All races count -- as of 1992 there are NO practice races.)

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