

Telltale

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



JULY/AUGUST/SEPTEMBER 1994



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

AYC OFFICERS

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VICE-COMMODORE Dennis Awbrey
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TREASURER Pat Manning
RACE COMMANDER Steve Pervier
BLDGS & GRNDS COMMANDER Danny Lien
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SAIL TRAINING COMMANDER Joanne Weberlein

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CENTERBOARD HANDICAP Ravi Subramanian
CORONADO 15 Bill Smith
ENSIGN George Dahmen
420's Carter Perrin
J-22 John Saunders
J-24 Michael Wellman
KEEL HANDICAP John Mandell
A-FLEET Steve Vaughan
B-FLEET Barry Bowden
C-FLEET Ann Gairloff
D-FLEET Ken Miller
LASER Ken Sherman
SOUTH COAST 21 Jim Rehage
SUNFISH Tommy Barnes

COVER PHOTO COURTESY OF TY JOHNSON
Governor's Cup Regatta — J-24 action with SUPERMAN leading
the pack on a downwind leg.

BUSINESS OFFICE ... 266-1336
CLUBHOUSE ... 266-1897, FAX ... 266-9804
TELLTALE FAX/MODEM ... 345-0140

JULY/AUGUST/SEPTEMBER 1994

FROM THE COMMODORE ...



I don't know whether it's the "dog days" of summer yet, but it sure seems that way.

Despite the heat (who said, "it's not the heat; it's the humidity" anyway?) there has been no shortage of activities on the AYC calendar. The Women's Sunfish North Americans, the FD Nationals, the Ensign regionals, the Catalina 22 Texas Spinnaker Championships, and the TYA and Area F US SAILING events have all been held here. This list doesn't include our "normal" events (e.g., Turnback, Governor's Cup, Jr. Sailing Camp, PB&J, women's Sailing Camp) and our ad hoc Saturday and Friday series races. (And I'm sure I've left something out!). The Board works very hard early in the year to accommodate a substantial number of requests for use of the AYC facilities beyond our "normal" schedule during the summer months. At the same time, efforts are continually underway to "upgrade" and maintain our facilities.

What all of this means is the "use" pressure on the facilities is very high this time of year. It is incumbent on all of us then to do what we can to keep our facilities in the best shape possible. Simple things like proper disposal of litter, not parking on grass areas, cleaning up after ourselves in the cooking area, parking our boats/trailers in appropriate locations, etc., go a long way toward making a good impression on visitors and making it easier on other AYC members who also use the facilities after us.

Yes, we do have staff to maintain the facilities and keep things running and looking nice. But Johnny, Brad, Tom, and Jan are not our (collective) "Mommy." Remember, that the AYC facilities belong to the membership. It's OUR responsibility to take care of OUR assets.

With all of us being slightly more aware of the impact we make and impression we leave, we will all be able to more fully enjoy our facilities without wearing our resources (and our patience?) awfully thin.

On a more "laid back" note, those of you who are not taking advantage of the beautiful conditions (wind, etc.) on Wednesday nights for Sunfish/Laser racing are missing some of the best racing of the summer. Come on out and join us - IF YOU DARE! This is a tough group to race against. I personally have frequently verified the fact that "turtle" status is v-e-r-r-y s-l-o-w! Anyway, I'm having great fun.

And with that last thought (and I use the term very loosely), I'll conclude.

Are you HAVING FUN yet? (If not, see the two paragraphs above.)

David Henderson

FROM THE EDITOR ...



TELLTALE STAFF

COMMODORE Dave Henderson
EDITOR Vicki Palmer
PHOTOGRAPHIC EDITOR Ty Johnson

SPECIAL CONTRIBUTORS

Dave Henderson, Janis Livingston, Dave Wahlberg, Martha St. Romain,
Russell Painton, Gail & David Bernstein, Vicki Palmer, Fred Schroth, Cole Rowland

FLEET CONTRIBUTORS

Ann Gairloff, Ravi Subramanian, Tom Groll, John McBride, Hank Kleespies

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FROM THE SOCIAL CHAIR ...

by Janis Livingston



Let me start by saying, "I HATE TO WRITE." BUT ... the commodore told me that I had to write at least one Telltale article this year as part of my chairmanship. And y'all know how I always do what I'm told! So here goes nothing.

First, I would like to thank all of you who have volunteered to conduct parties this year. And thank you to all the helpers. It's a lot of work to cook for hungry sailors and to provide delicious meals within budget at a reasonable cost to members. Next time you see one of these folks pat them on the back. They are part of the 10% of AYC club members who volunteer.

- ◆ Susan Adair — Spring Series
- ◆ Jeff and Peggy Hardesty — Mid-Spring Series
- ◆ Melissa Stearns — Summer Evening Series
- ◆ Carol Mills — Fall Series
- ◆ Steve Ficklin — Winter Series
- ◆ Linda Golden — Children's Christmas Party
- ◆ Becky Heston — Annual Banquet

Secondly, you might notice there are a few events not listed above such as Family Day and the Pig Roast. Well, these events are on the AYC calendar. But, unfortunately, I haven't been able to find anyone who was willing to chair the event. Thus, unless someone steps forward as chair, I will be canceling these events based on the theory that there is no interest and that an event doesn't happen by itself. I'd love to cancel my cancel — and eat my words about no interest. So VOLUNTEER!!

Well, I'm off on another world wind tour (or is that "whirl wind" tour?) on the other side of the earth — compliments of Motorola. See you in a couple of weeks.

1994 CHICAGO — MACKINAC RACE

(Hobie 33, JONATHAN SWIFT)

by David Wahlberg

The fax from the crew chief hinted this would be a serious effort: “bring 3 pair of socks, 2 pair of underwear, 2 T-shirts, one sweater, foulies ... and no more.” But I wasn’t prepared for how light we were actually going to travel. The seven of us pulled out of the Columbia Yacht Club Saturday morning to sail 330 miles carrying a total of six soft drinks, 2.5 gallons of water (an ORC Category II requirement), and a manual water purifier. No beer. No ice. No s—! (Literally, we were expected not to use the porta-potty.) On the other hand, we did have FIVE spinnakers.

If you really want to hear about the pre-race festivities, the skippers’ meeting (complete with slide show by the Coast Guard rescue chopper and a meteorologist), the gorgeous fleet of fast boats (Mumm 36, Santa Cruz 70 and 50, custom maxi, etc.), the importance of strategy rather than tactics (dictated by the expected passage of two frontal systems — one with heavy thunderstorms and one with cold winds in the 30-40 knot range), the spectacular start, the outstanding crew work (regular chute changes), or a play-by-play of the race, just put a cold one in my hand and push the button. For now, I’ll cut to the chase.

I came back on the helm at midnight Sunday night, “a dark and stormy night.” With four of us on deck, nearly a full moon, intermittent cloud cover and the windspeed about 20, we were power reaching between Beaver Island and the coast of Michigan with nothing visible except the lights of two other boats. 8.5, 9.5, bursts up to 10.5, the digital speedo gave near-instantaneous feedback. Okay, maybe sex is more fun but this lasted longer. The level of intensity was incredible. For the next six hours we rode the Hobie hard, constantly adjusting crew weight and sail trim, playing each velocity change and surfing whenever possible while always being aware of our cross-track deviation and the need to stay close to the rhumb. I had so much fun that I had to force myself to give up the tiller when the sun came up.

After we cleared the islands, owner Ron Nolan drove a fast blast (max 11.5 knots) to the light at Gray’s Reef where we turned east for the final 30 miles to Mackinac. Unfortunately, the wind began to die. As we came in view of the Mackinac Bridge — a 2.5 mile suspension bridge that looks like the Golden Gate Bridge — we could see a string of spinnakers. Anxiety immediately set in. All of the big boats should have already finished. Could any boats in our section have gotten past us during the first night’s storm? Through the Steiners we counted 28 chutes in a great glassy parking lot. Just like Lake Travis. We came sliding toward them on the leading edge of a tiny breeze line with three other boats. You could virtually hear 28 crews say, “Oh s—!” We found a lane of breeze and, less than 200 yards from the finish our little flotilla passed all 28 boats — including several in the 50-60’ range. None were in our section.

As we slid into a berth in winners row, a toy among all the big boats, we were met by a newspaper reporter and the PR person for the Chicago Yacht Club who told us we had just corrected to first place overall! Unfortunately, they were wrong. WINDQUEST, a Reichel-Pugh 70 footer with a PHRF of -90 was the overall winner to the evident disgust of the establishment (“professional crew, don’t you know ...”). The light breeze at our finish quickly built to a solid 30 knots, allowing some slower boats to correct over us so the final results put us first in our section (24 boats, PHRF 90 to 105) by over one hour corrected and seventh overall out of 260.

If you get the chance ... grab it.

ADAMS CUP TEAM ADVANCES TO FINALS

(Linda McDavitt, Lesa Ross Brown, Gretchen Hanover, and Martha St. Romain will be representing the Austin Yacht Club at the 1994 National Women's Team Championship on August 28-31 in Cohasset, Massachusetts.)

by Martha St. Romain

TYA eliminations were held at the Rush Creek Yacht Club on June 25 in Shields. Four races were held on Saturday with good winds from 10 knots building to 18 knots by the end of the day. We knew from the beginning of the day that three of the four teams would be advancing on to Area F. Our strategy was to sail conservatively and not finish last. Well, we did better than that and beat the hometown favorites by .75 of a point.

The most exciting race for us was the third race of the day when we lost a spinnaker halyard on the first downwind run. Lesa and Gretchen responded instantaneously pulling the chute out of the water before it could anchor us. We were in second place at the time and only lost one boat on the run. We finished the first run with the jib and planned on using the jib halyard on the spinnaker to finish. The wind continued to build and after we got the spinnaker up we began to run down the top two boats. The second place was losing control, broached right in front of the finish line but was still able to cross slightly in front of us. We were granted redress for the breakdown and were still awarded second place. The final results: AYC 6.75, RCYC 7.50, FWBC 9.75, and CLBC 14. (Photo/l to r: Linda, Gretchen, Lesa, Martha)



Area F was held July 23-24 at the Houston Yacht Club on Ensigns. Thanks to the help of some of our local Ensign owners — Tom Groll, Bill Hawk, and Cynthia Creamer — we were able to practice some on Ensigns before the regatta. (Oops, sorry about that broken spinnaker pole, Bill.) In addition to the three Texas teams, there was an Oklahoma team and two from Colorado. Former AYC member Terry Schertz (lower photo: Terry, lft., Linda, rt.) was the helmsman for one of the Colorado teams. Terry has represented AYC twice before in the Adams Cup finals.

The Schertz's had brought quite a cheering section from Colorado so we were awfully glad to see Russell and Mary Lynn Painton show up near the race course on their beautiful C&C 37. Not only did we enjoy the support but the "refreshments" were appreciated as well. It wasn't exactly clear to me where we had finished overall after the final race until I heard Mary Lynn's shriek as we crossed the finish line. It was an exciting and fun weekend of racing and when all was said and done we had pulled out another first. The results were: AYC (Linda McDavitt) 14.5, CORC (Terry Schertz) 15.75, and RCYC (Jenny Eldridge) 16.5.

My personal thanks to a wonderful team of women to race with. Linda is calm, cool, and collected (most of the time) even when we were drifting backwards at the finish line in the 5th race. We wish to thank AYC in advance for their support in helping us get to the finals in Massachusetts and promise to represent AYC at our very best. We'll keep you posted ...



A VIEW FROM THE RAIL

by Russell Painton

ML and I were taking our usual "mini vacation" last weekend on Redhead, our C&C 37 at HYC, when we learned that the Adams Cup Area F finals were there. Well, needless to say, ML, as a graduate of the Adams finals having gone to San Diego with the same skipper who is back this year — Linda (the intergalactic SC-21 champ) McDavitt, was not about to miss being a spectator. That is, after we went to the store to get goodies for dinner on Red that night. So, it was late in the fourth race when we motored out to see what was going on. The wind was light (for Galveston Bay) and out of the west. The west! It never blows out of the west on the bay. We soon learned from Greg Schertz, whom we picked up off a trawler (he must have got caught in the net) that the series was very close with Rush Creek, Linda, and Terry Schertz (representing Colorado) all within two points.

We were all set for the fifth race, having filled all glasses with rum and ... Speculation abounded as to where the wind was going to go during the race. I, in my infinite wisdom, having learned the hard way in many races on the bay during the past five years, proclaimed, "It will go right."

Bang. Linda, as she is want to do, made a lousy start. Off goes Rush Creek and Terry. However, Linda is anything but excitable and proceeded to grind down the boats ahead until she reached third place. Still not enough. As mentioned by Martha, she found herself in a position in which the lead boats, covering each other, had to let her go and, don't you know, she went (all alone) right — the wind went right — and the rest was history. First place.

This set it up keen for the last race the next day. Depending on the order of the top three (who were, point wise, all by themselves) we could have a two or three way tie requiring a sail-off. Bang. As she is want to do, Linda blew the start. (Editor's note: Only because Russell gave her such a hard time about it the night before over a rum and ...) I mean she was over early. Off go Rush Creek and Terry. (Have we been here before?) This time they mostly ignored her. Mistake. Linda can get boatspeed out of an Ensign (is that an oxymoron?) and before long, picking a few shifts, she was in first! Whoa. Not for long though. The next shift put her in last (that's DFL to you). Terry was in first. It's all over. Greg is happy. ML goes below and starts washing dishes. I have a rum and ... Whoa! Next pick, pretty good ... a no name crew is now in first, Terry is in third, and Linda is ... can you stand it? in fifth! NOW they are tied for first place in the series with one leg to go. Linda needs to catch the fourth-place boat. Terry needs to stay in second, and Rush Creek needs to stay in third for Linda to win. I think we will have another rum and ...

We are on the last leg. The fourth boat is about 60 feet ahead of Linda to leeward. They go left. Terry goes right with the lead boat and Rush Creek. Linda grinds down the fourth boat and rolls her. Yikes, she will win! They tack. Now they converge with Rush Creek from the right. Damn! Is Rush Creek ahead? If so, it's all over. Closer. Linda is on port and can hold the finish. Rush Creek is on starboard and can (maybe) hold the finish. ML drops the dishes, has a rum and ... In the meantime, Terry and the no name boat have finished, but it doesn't matter! We are parked on the finish line ... waiting. Linda crosses! She tacks on top of Rush Creek and stays between her and the mark. Scooooooore! Who says this isn't a spectator sport!

It was great seeing Terry and Greg again. We really had two boats to root for since they are AYC alums. She was second. They are coming to AYC in August for a week — having a family reunion there and have rented all the cabins. Stop by and say Hi. They are racing the C-15's a lot all over the west.

I forgot to mention that Ron and Lanelle Harden (Montgomery) were also in the area, at Texas Corinthian Yacht Club. It seems that Ryan has taken a liking to the Optimist, and he dragged them down to the bay to race part of the Youth Race Week. Should have seen his face when he saw 50 Optimist Prams! Some were on the way to Mexico (from Florida) to race in the Worlds. Since they just happened to be in the neighborhood ... Good way to start out, Ryan. After that, the racing will seem like a piece of cake.

Good luck, girls!

AUSTIN YACHT CLUB HOSTS BLUE RIBBON REGATTA FOR WOMEN'S NORTH AMERICAN CHAMPIONSHIPS

by Vicki "Thelma" Palmer

Lee Parks had a great time in Austin, TX. Winning a major regatta while racing against 24 highly competitive sailors from all over the country has that effect on you. And qualifying for the Worlds at the same time adds an extra high. Yes siree, little filly, this Austin ro-day-o re-gatty made Lee a mighty happy gal. And Kelli Filak, the winning junior sailor, couldn't have agreed more.

What gives us Texans braggin' rights about a great re-gatty (that's twang talk for ... well, you know)? Well, there's nothing finer than Texas hospitality at its best. And that's what the folks at the Austin Yacht Club do best — that and run great races with some of the best race committee personnel in the country. Yep, them folks is worth bragging about.

Let's start with Pat "Louise" Manning who signed up as co-chair for this event but ended up doing most of the work because the other co-chair, "Thelma," bailed out ... but for good reasons, of course, like the "J" word (J.O.B., not "J" as in "22") and helicopter rides. "Louise" had a great crew of folks working with her to help put on one of AYC's finest regattas. Vic Manning was the PRO who ran some great races with the help of AYC's dyno-mite Laser fleet.

Saturday's four races were a challenge because of the 12-20 mph winds. Lee Parks was in a race unto herself most of Saturday with the competition far behind in a couple of the races. She liked that heavier stuff on a shifty inland lake which goes back to her Lake Wequaquet beginnings. Susan Hansen didn't let a thing like being three months pregnant stop her from being Lee's closest competitor. And Gail Heausler had both Lee and Susan worried during most of the races. Heck, even "Thelma" caused Lee a few tense moments. Hard to believe, I know. But "Thelma" was full of surprises that weekend.

The junior sailors liked that heavier stuff too. Well, one or two did anyway. The "light" weights found the heavier stuff too much of a challenge and learned that sailing upside down was the slow way to travel.

But no one was slow to learn the Texas two-step during Saturday night's entertainment, that and the Boot Scootin' Boogie and Achy Breaky line dance. Those yankees can really scoot a mean shuffle when they want to. And when "Louise" gets all duded up in short shorts, boots, and a cowboy hat there's no telling what kind of shufflin' goes on. Working off some of those wonderful meals that were provided all the sailors the whole weekend (as part of the \$40 registration fee I might add) was an incentive. Thank you "Louise," Ann Hlista, Robbie Nelson, Becky Waddell, and Jeannie Reed. "Louise" worked out the budget and purchased all the food; the rest of the gals slaved in the kitchen all weekend. "Thelma" just nodded her head in approval for the final go-ahead; that's what she did best this whole re-gatty — that and helicopter rides.



What Joanne Weberlein (front left in above photo) did, however, was race well. She was the only Austin racer to place in the top five. Pat "Louise" (front right) had the honor of presenting Joanne her well-deserved trophy with Commodore Dave Henderson looking on. If you think you see a cowboy hat on Louise's head, you think correctly. This event's chairpeople got very creative and very far from the traditional T-shirts. If you could see the bandana on the hat you'd notice it has a Thelma/Louise conception of a Sunfish on it along with the silk-screened words "1994 Women's North American Championship" as a permanent reminder to all those who visited Austin that Texas hospitality is unsurpassed anywhere else in the country. Texas-shaped floatable key chains with the special Sunfish logo were also handed out as a memento of this event. But judging from the comments heard, no one was likely to forget it -- for a variety of reasons.

WOMEN'S N.A.'s (cont'd)



AYC Familiars Are Top Winners in B-Fleet -- (l to r)
Beka Lien, Linda McDavitt, and Dana Mosier

"Louise, help I'm being kidnapped," cried Thelma as men in blue suits strapped her in a stretcher before carting her off to the waiting helicopter. She was whisked to a stark white building nestled in the trees near the country and placed in a sterile room while waiting for the bad guys to decide what to do with her. In the meantime, Louise was organizing a posse to rescue her sailing partner in crime.

Lee Parks, being the toughest competitor, was chosen as the front man (well, "person" just doesn't fit here ... sorry). But she was so giddy with the thought of being chief sheriff that she acted intoxicated with the pleasure of performing a rescue. Well, actually, she WAS intoxicated. Louise too. But that was all part of the disguise, of course, to establish as much realism as possible. These women Sunfishers don't do anything half way.

When Louise and Lee scaled the high walls of the stark white building nestled in the trees near the country, they staggered down many halls before finding Thelma strapped to a stretcher in the sterile room. They giggled and squealed as they plastered a Sunfish Fleet 70 banner to the wall. Well, they were "plastered" too, but then you knew that already. All part of the top secret rescue, you understand.

Watching the antics of Louise and Lee caused Thelma to laugh so hard she broke the stretcher straps. Voila! Escape. And there was the tall, dark, and handsome undercover (ummmmm or yummmm, depending on your point of view) guy — Dr. Kay I think he called himself — just waiting to lead Thelma and Louise and Lee to safety. Remember, Thelma gets all the good looking guys; Louise just blows them away. We haven't figured out Lee's role yet. Thelma's not sure she wants to share the good looking guys; Louise only has one gun, and Lee's talents are too numerous to mention. For now, we'll let her continue winning regattas while doing a mean Texas two-step. Thelma will avoid helicopter rides and bad guys making her heart do funny things, and Louise will continue running top notch regattas and carrying out true Texas hospitality for all them ferriners who blaze the western trails.

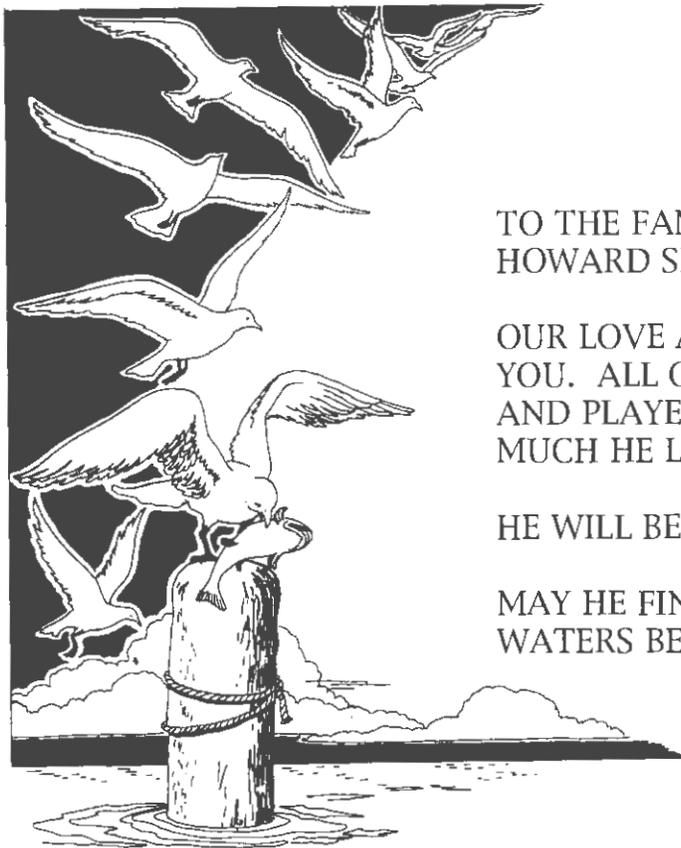
And they lived happily ever after ... with more sagas of Thelma and Louise and now Lee and a Dr. Kay added to the cast of characters to continue. Time to make a sequel to the original?



(Thelma's NOTE: A very, very special thank you to some wonderful friends who were there when I needed them):

JAN THOMPSON, HANK KLEESPIES,
PAT & VIC MANNING, SUNFISH FLEET,
J-22 FLEET, CLAUDIA FOSTER,
JANIS & KIRK LIVINGSTON, BRUCE FOSTER,
JOHN McBRIDE, RAVI SUBRAMANIAN,
TOMMY BARNES, JOHN SAUNDERS,
MARTIE & HOWARD SHIREY, KAREN REITZ,
JOHNNY/JAN/BEEJ/TOM, MARY SIKORA,
and a host of other folks I know I've forgotten
to mention for which I'll hate myself later.

YOU'RE TERRIFIC!!!



TO THE FAMILY AND FRIENDS OF
HOWARD SHIREY,

OUR LOVE AND THOUGHTS ARE WITH
YOU. ALL OF US AT AYC WHO WORKED
AND PLAYED WITH HOWARD KNOW HOW
MUCH HE LOVED AYC AND SAILING.

HE WILL BE GREATLY MISSED.

MAY HE FIND HAPPY SAILING IN THE
WATERS BEYOND.

TO THE READERS:

SORRY, SORRY for the late, late issue. But here's my excuse, and I think it's a pretty good one. I've got a new computer system -- a Power Macintosh 6100 with Aldus PageMaker, Adobe Photoshop, and Microsoft Word software. I've also got a HP ScanJet II and LaserWriter 360 (600 dpi printer). And there's a fancy fax/modem gizmo of some sort too (which will be hooked up to my 345-0140 number as soon as I get an extension to the connector). But figuring out how to make it all work has been a challenge and a half and therefore a very slow process of getting this Telltale published. So please excuse the lateness. Please excuse the less-than-perfect publication. And if you have any expertise you'd like to share, I'd like to hear from you. I will be taking some computer classes which should help get the next issue out on time (which will be the November 1 issue, by the way). I'm skipping the September deadline because it's almost here and I still haven't got this issue out yet!!

Once I figure out what some of this equipment can do, we'll be seeing dynamite publications mostly because you, the contributors, write such "dyno" articles!! Thank you for your patience.

Your Editor

LONG DISTANCE RACE

NOTICE OF REGATTA PHRF KEEL FLEET Saturday, October 1, 1994

- **This will be a one-race regatta for PHRF-rated monohull classes. (One race will be enough!)**
- **Courses will be 6-8 hours long. (How do they know that?)**
- **Entry fees: \$10.00 for Keel Fleet members; \$15.00 for non-members. (And it's open to anyone with a keel boat.)**
- **Free beer and trophies after the race. (Of course...)**
- **Reverse handicap starts. (Race to the finish!!)**
- **If you have any questions, call John Mandell (258-2008).**

SCHEDULE

Registration: 8:30-9:30 a.m.
Skippers' Meeting: 9:30 a.m.
First Signal: 10:30 a.m.

Keel Fleet News:

Important stuff here!

by John Mandell

(who was told by Steve Vaughan he wouldn't have to write these articles.)

I. Friday Night:

Beer Can Races *Continue*

The *very informal* format of the Friday night beer can races has been popular and, by popular demand, will be continued. Two dollars will still get you fed apres-race. Courses and scoring are the same, but the new rule is that the winner has to coordinate the meal for the following week (sandbagging not allowed!!) See race notice and complex rules elsewhere. Fancy prizes are replaced by one free meal for the winning skipper. (Such incentive!!!)

II. Friday Night Series - Results

The Keel fleet Friday night *less formal* (vs. *very informal*) races (that means we used race committee and a computer) was a great success with 44 boats participating. Sincere thanks go out to the following volunteers who helped make it a success: Cathy Mandell, Laura Garshgo and Ricki Ratliff for arranging the tasty food after each race, trophies (great ice chests) were provided by Ann Gairloff, and computer wizardry and scoring by Mary Sikora. The winners were:

A-Fleet:

- | | | |
|------------|---------------|---------------|
| 1. Wasabi | 11:Metre | John Mandell |
| 2. So Long | Hobie 33 | Dennis Awbrey |
| 3. Tiburon | Lindenburg 28 | Steve Jones |

B-Fleet:

- | | | |
|------------|-------------|-----------------|
| 1. Faith | Impulse 21 | John Vance |
| 2. Mariah | Cal 9.2 | Frank Riha |
| 3. Nemesis | Beneteau 30 | Erhard Suderman |

C-Fleet:

- | | | |
|----------------|--------------|----------------|
| 1. Sweet Agony | San Juan 7.7 | Barbara Hawn |
| 2. Sha Boom | Catalina 22 | Rick Abell |
| 3. Strega | San Juan 7.7 | Eddie Calogero |
| 4. Deuces Wild | Harmony 22 | Ann Gairloff |

D-Fleet (non-spinnaker):

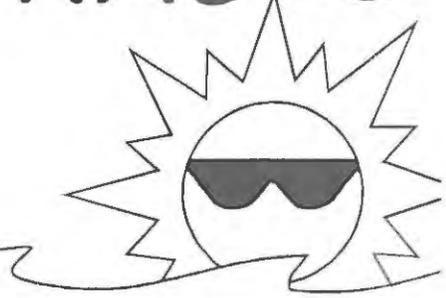
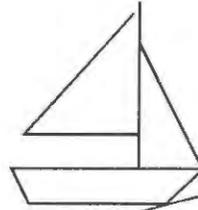
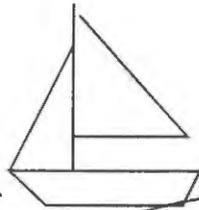
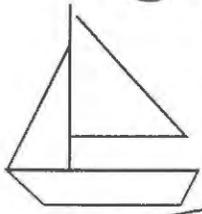
- | | | |
|------------------|-------------|---------------|
| 1. Caliente | Cal 9.2 | Claude Welles |
| 2. Tenacious One | J/24 | Larry Parks |
| 3. Low Rider | Olson 30 | Bill Lane |
| 4. We Bad | Catalina 25 | Ken Miller |
| 5. In Cahoots | Capri 22 | Bob Farmer |
| 6. Satisfaction | Catalina 25 | Hal Hayden |



CONTINUE

Friday Nite

BEER CAN RACES



— Open to ALL keelboats —

Race Dates:

Every Friday evening

until further notice

Start time: 7:00 pm

Notice and Instructions:

FORMAT: Reverse Handicap Start (fast boats start last).

RULES: Corinthian Rules apply. Protests are resolved by a "Peer Review", held as required behind the maintenance shed.

START: See attached chart for *YOUR START TIME*. The OFFICIAL TIME is kept on a watch posted below the AYC clubhouse.

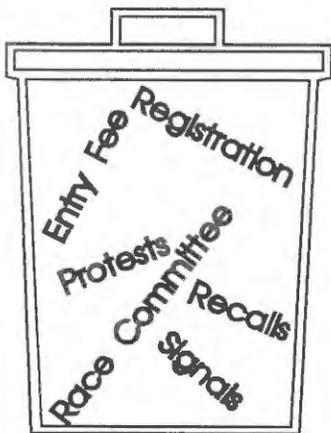
FINISH: A level finish. Remember your finish position and record it yourself on the finish board below the AYC Clubhouse. Be honest (see RULES).

COURSE: The Start/Finish line is between the two No Wake buoys in Pool Canyon (between AYC and Kellers). The course is AYC marks **B, E** and **K**. *They can be rounded in any order and in any direction.* The course is 4.0 miles.

SPINNAKERS: If you insist on using a spinnaker, you are required to do a 720 turn in the approximate middle of *your* downwind leg (douse, 720-turn, hoist)

PRIZES: Free dinner to winning skipper (whoopie!). Also, and more important, the winning boat has the privilege/obligation of preparing dinner the following week (sandbagging not allowed and will be penalized).

SAFETY AND COMMUNICATIONS: There is no Race Committee on duty. Sail at your own risk!



Bring friends — have Fun!

Food:



Still only \$2.00/person!

This is a completely open event sponsored by the AYC Keel Handicap fleet. You don't have to be a member of any organization to participate! If you have any questions don't call John Mandell 258-2008.

SYDNEY NEWS

from Gail & David Bernstein

G'day mates!

We are in the middle of winter down under. At first I thought, "How can David do this to me? Moving from winter to winter when I cherish warm weather." But so far I can not complain. The morning lows have been 6-8 degrees C (low 40's F) and the afternoon highs around 16-18 degrees C (low 60's F). So if you have to have two winters in one year, make sure that one of them is spent in Sydney!

I still go to Middle Harbour Yacht Club every Wednesday afternoon. The last few months I have been racing with SD (owner/skipper) on his 26-year old custom built 38-footer. It is all wood except for the cabin house. Fortunately, SD has the resources to take care of a wooden boat and it is very well maintained.

Saturdays we are both continuing to race with Tony on his 11-meter out of the Royal Sydney Yacht Squadron. He is still in the learning stage, but at least he is out there trying. In general I think we are slowly improving. Except on heavy air day when Tony took us straight from a jibe into a super broach, and I almost had my first swim in Sydney Harbour!

Another bit of harbour trivia. Channel marker buoys (pronounced "boys") are on opposite sides down here. In the U.S. green is right and red is left as you leave the harbour. Here green is right and red is left as you enter the harbour. So "red right returning" will put you on the rocks! Someone told me that it is green/right and red/left as you enter the harbour everywhere in the world except the U.S. Supposedly, we reversed our channel markers during the Revolutionary War to confuse the British. It guess it worked since we won!

We had neither a Fourth of July holiday nor a Governor's Cup Regatta down here. But we did get a long weekend during June to celebrate the Queen's birthday. We stretched it into a four day weekend and flew to northern Queensland. Our first day up there we took a Quicksilver Great Barrier Reef tour. The snorkeling was fantastic. There were more varieties of fish and coral than I have ever seen before. And it seemed to go forever! The Great Barrier Reef is a maze of 2,900 separate reefs covering 2,300 km along the Queensland coast. The water was crystal clear. We were at the outer edge of the

reef and just beyond is where the ocean floor drops away to 500 meters and more. The clean, clear deep ocean water gets washed up into the reefs keeping them clean and clear as well. The fish were very friendly. Probably use to all the Quicksilver tours! The next day we hired a regular car. Drove south from Port Douglas right along the coast. Then up to Kuranda and into the Atherton Tablelands. The amazing thing about the Atherton Tablelands was the termite mounds. They were everywhere and BIG — three to four feet tall and the same in diameter. From a distance, at first we thought they were large rocks. For our last full day we hired a 4WD jeep to explore the rain forest. The Daintree River is the only place in the world where estuarine crocodiles live. After a river cruise we took the ferry across and drove through the Daintree Rain Forest to Cape Tribulation. We never got stuck or switched to 4WD but it sure was rough road! Other than the rough road, seeing the rain forest was really interesting. Unfortunately, we ran out of time and had to fly home. We both would have liked another day to go back out to the reef a second time.

Our other great Australian adventure was a weekend trip to the Hunter Valley. The lower Hunter Valley has at least 50 to 60 small wineries. A few large commercial outfits but the rest are all small family operated wineries. There are only six wineries in the upper Hunter Valley and they are spread way out in the boonies. The Australians make excellent wines. If you have not had any, you should give it a try. I am sure someone in Austin carries at least a few Australian wines.

We have now seen a little of the southern and northern Australian coast lines. The next trip I am planning is to the Outback! I also want to charter a bare boat in the Whitsunday Islands. Australia is about the same size as the 48 contiguous states. There is way more to see and do than we will be able to cover in one year. So we'll just do what we can be glad for that opportunity.

C-FLEET NEWS

by Ann Gairloff

Oops!! I just found out about another Telltale deadline. So let's see what news I can come up with this time. In this summer's heat about the only way to keep cool is to sail, so I want to encourage everybody to come out and sail the Saturday Evening Series which is always a lot of fun. Just a reminder, the Summer Evening Series is the fleet championship series, so we need lots of competition on the line each week. (*By the way, look for us to gather under the clubhouse after these races to visit, etc.) The Friday Evening Beer Can Series has been extended by popular demand according to Capt. Mandell, so if you want a casual and fun race to end your work week the start is staggered according to your PHRF ratings and begins at 7 p.m. between the No--Wake buoys in the north cove by Keller's and the AYC. See bulletin board for more details.

Did I mention the word "Turnback Canyon?" We did survive -- much better than last year. It was a lot of fun -- with wind on Sunday. Ask DEUCES WILD crew members KIM FERGUSON, BILL LEVENS, and NORMAL CARSON (thanks Kurt for going out of town!) for complete details, "hat" tales, etc. Yes, we do plan to do it AGAIN next year!! Congratulations to STREGA (EDDIE CALOGERO and crew) for their winnings during the AYC Annual Governor's Cup Regatta.

Thanks to the generous hospitality extended to the C-Fleet from EDDIE and PAT CALOGERO we were able to celebrate a beautiful July 4th with outstanding cuisine, friends, live music, swimming and designer fireworks from the backyard of their home overlooking Hurst Harbor. For those of you

that didn't make it, you really missed a blow out!! Speaking of celebrations, one of our fleet members better known as the "PIRATE" turned the big 4-0 this month. And I hear that he had plenty of help in celebrating this milestone. A very special thanks for our race committee volunteers: BOB and SUE FARMER, CYNTHIA DARWIN (or should I call her Vanna?), LOUIE SOEFJE, TOMMY GAIRLOFF, and BAY PETERSON for helping run the races on July 23. We only have a couple more of these to do so be expecting my calls for "help," very active this year.

Upcoming events to look forward to? How 'bout the AYC championships September 10-11, the Fall Series beginning September 18, and the Fall Regatta set for October 15-16. Enough time spent on the newsletter and back to work on our endless boat repairs! See you on the water.

CENTERBOARD NEWS

by Ravi Subramanian

OK, let me get the apology out of the way. In my last article I made bold statements about working together with the multihull fleet for the centerboard series to be held on Saturday afternoons. By now most of you know that this event occurred on Sunday afternoons. sorry, I was confused and didn't make sure the word got out.

Despite this handicap we've had a reasonably good turnout. What was supposed to be an informal "let's get together in the afternoon and chase each other around the buoys" series to supplement the Saturday evening racing has had a great turnout. On the first Sunday we had five Lasers and five Thistles. The next week, once word got out and the Sunfish assembled in force, we had nearly 20 boats. And neither of these totals include the ten or so multihulls that showed up.

Which brings me to a question. While I was chairing Governor's Cup and worrying about budgets and such I kept hearing warnings about the decline in participation over recent years. One popular explanation was that there was too much racing during the year and that people were just a little burned out. There has even been talk about trimming down the racing schedule. So why does a poorly publicized and rather informal single-start centerboard series have 20 boats on the line?! If you know the answer come to a Board meeting and tell our elected officials because I get the impression they're still scratching their heads on this topic.

Other than that, let me know what else you want. Hopefully by the time you read this I'll have actually gotten around to that team racing seminar. And congrats to the Thistles for successfully reviving their fleet. Maybe we'll even see an article in this Telltale. Now where are those C-15's?

P.S. Thanks to everyone who helped me survive Governor's Cup and actually made it happen.

ENSIGN NEWS

by Tom Groll

As you're probably aware by now, the Ensign Regionals were hosted by Fleet 30 at AYC back in June. All in all, things went fairly well considering who was in charge. For those of you who were unable to attend, following is a review of the event.

Nine boats competed: three from Houston, five from Austin, and Harold — we're not sure where he's from.

From Houston Dean Snider, wife Kay, and Tommy and Barbara Rogers brought LITTLE OIL. Right from the beginning Dean was determined to wash that nasty old Galveston Bay water out of his boat as he attempted to launch without putting the plug in. Harold pointed out this little detail which later proved to be a mistake as Dean and crew went on to show that he still is the champ. Taking two bullets out of four races LITTLE OIL won the regatta by 1/2 point. However, Dean finally got his wish when he swamped in a 30+ knot gust that blew through on Friday.

Also from Houston was Jeff Deutsch and his crew, John Lawler and his wife, and Bill (whose last name I do not know). Jeff borrowed DAN O'DONNELL's boat (many thanks to DAN for this) and didn't fair so well in the regatta coming in 8th overall (thanks to bad luck). I would like to thank Jeff for all the support he offered me throughout the event. Thanks, Jeff!

The third boat from Houston was brought by Dave Warters. Dave and his team of Daves (you must be named Dave to sail on this boat) sailed an excellent regatta except for one thing: they came in

last. They generally were in front of the pack but between losing a protest and being caught off guard by the Lake Travis wind-god, they racked up a few too many points. In the third race Dave showed us how to sail to weather with stern to the wind. It was interesting to watch, but I'm going to leave that tactic to the pro's.

Our other out-of-towner was Harold "the hippie BASTARD" Neel. I told Harold I could probably get him into the regatta but only on one condition — he couldn't beat me. You may be able to tell by the emphasized part of his name where he finished with respect to me. Sailing with Harold was Ann Bruno and BILLIE LEVENS. They sailed in MEL KUNZES' boat and did quite well by coming in third overall. Many thanks to MEL for allowing the use of his boat. It was great to see Harold back in an Ensign on Lake Travis.

Five boats represented the local fleet. As usual the competition was tough as we finished with a 6 3/4 point spread between us in a four-race regatta.

BILL HAWK and his crew showed constant improvement throughout the races. They started out not so hot in the first race, but by the fourth race they had worked out the kinks and managed to finish up with a bullet. They came in 7th place overall, but with a couple of better tacks they could easily have wound up in third. BILL was in charge of T-shirts and offered much assistance throughout. Since the regatta, BILL and his lovely wife KELLY have added to their future crew list by having twins! Congratulations to both of you.

Just barely squeezing past BILL by 3/4 of a point was TOMMY KOZLOWSKI and his crew. Sail #929 had a little trouble getting

started, but improved consistently throughout. Their 6th place finish is hardly indicative of how well they can make their boat move. It seems to me that TOMMY has been consistently at the top of the fleet since before there was water in Lake Travis.

Tying with TOMMY, but winning on the tie breaker, was LOU KIMBALL and crew. LOU is the newest member of our fleet and is showing great promise for the future. LOU believes that sometimes copying the leaders will lead to success. Watching Dean Snider swamp his boat, LOU must have thought this was some trick maneuver so he promptly swamped his too! He found out the hard way that Ensigns are really slow when they're full of water. LOU had his 72-year old father-in-law sailing with him and showed us that in Ensign racing age is meaningless. They did a great job on and off the course. I've never seen anybody put away the crawfish like those guys can!

Fourth place went to me and my crew. Being the Chairman of the event I thought it would be nice to help the other competitors, so in the practice race we were the designated header detectors. Anyone who didn't follow me did well. However, in the first real race we took the bullet and the sand-bagging accusations began to fly. Things were looking good for #578 until the last race when Dean Snider came from a mile behind to beat us, giving us just enough points to be out of the silver.

Finishing on top of the local fleet was GEORGE DAHMEN and his hot shot crew. With the exception of a seventh place finish in the last race they never did worse than third. They finished second overall, only 1/2 point behind the champ! Great sailing guys!

Our on the water support was great thanks to NELSON REYNOLDS, LARRY RATLIFF, CYNTHIA CREAMER, and all the others who helped with Race Committee. They did an excellent job under very trying conditions. We were very fortunate to have their services as the lake was its typical unpredictable self. Also, many thanks to Leigh Hensley for the use of her motor boat to take the pictures for our crew trophies. And speaking of trophies, they wouldn't have been possible without the help of BILL RECORDS who took the photos and JERRY SULLIVAN of Precision Camera who donated their development. Thanks to all of you for your support!

Off the water everything went very well. If anybody ever had any doubt that the Ensigns know how to party, they now know better. Five kegs in five nights coupled with some of the best food the AYC has ever seen was the center of evening entertainment. If you were there to see the Saturday evening banquet you know what I'm talking about. It was a truly fitting way to end this exciting event!

The final standings:

- #1 — Dean Snider (12.5 points)
- #2 — George Dahmen (14.0)
- #3 — Harold Neel (18.0)
- #4 — Tom Groll (18.75)
- #5 — Lou Kimball (20.0)
- #6 — Tommy Kozlowski (20.0)
- #7 — Bill Hawk (20.75)
- #8 — Jeff Deutsch (26.0)
- #9 — Dave Warters (29.0)

SHIFTING ECONOMIC ACTIVITY BY THE GALLON

by Cole Rowland

The cities of San Antonio and Corpus Christi are seeking new sources of water to support the projected growth of their population and economies. The Texas Water Development Board, in conjunction with these cities and various river authorities (including LCRA), is sponsoring a state-wide study of how to provide additional water to these cities. This project is called the Trans-Texas Project.

High on the list of alternatives being studied is a new pipeline from Lake Travis to San Antonio. Those of us who live or work around the Highland Lakes, or who use the lakes for recreational purposes, are less than enthusiastic about the prospect of a pipeline which would drain water from Lake Travis for the benefit of San Antonio.

Among the reasons lake Travis residents are upset about the prospect of a water pipeline to San Antonio or Corpus Christi are the provisions in the Texas Constitution and the Texas Water Code which prohibit state funds from being used for water projects which involve inter-basin transfers when the basin of origin (us) will need the water in the coming 50 years. The consultants working for the Trans-Texas Project confirm that the Colorado basin will be in need of more water itself by the year 2020, much less than 50 years away.

San Antonio voters have repeatedly voted down the Applewhite reservoir near San Antonio because it involved a local tax increase. There is good reason to expect these cities to provide their

own local sources of water before they use state funds to come after our water.

San Antonio and Corpus Christi have water rates which are among the lowest in the state. We hope that these cities would practice some local conservation before seeking water outside their local areas.

As Travis County Judge Bill Aleshire puts it, transferring water to another river basin is the equivalent of transferring economic activity from here to there.

In response to this threat to Lake Travis, the Highland Lakes Group has been formed. The HLG, currently made up of 365 member organizations (including AYC), has two purposes: first, to publish a newsletter (Water Matters) to keep members informed about this and other water issues affecting the lakes. Second, the HLG mailing list will serve as a network for taking effective action on behalf of the lakes when that becomes necessary. Examples of actions might be letters written to elected officials and attending public hearings at the regulatory agencies.

Voting member organizations of the Highland Lakes Group pay dues of \$100 per year, help elect HLG directors, and receive the newsletter. Associate member organizations pay no dues, do not vote, but do receive the newsletter. If you are associated with a club, homeowners group, or a business, just mail or FAX your business card or the name,

SHIFTING ECONOMY (cont'd)

address and phone number of the organization to the address shown below.

A new category of "individual member" has just been established. Individual members (not affiliated with an organization or business) receive the newsletter, but do not vote. Individual dues are \$5 per year.

The Austin Yacht Club was among the first voting members of HLG. Very few of the sailing clubs are members, however, and we hope that the boat class organizations and cruising clubs will be associate members and receive the newsletter "Water Matters" directly.

For more information about Highland Lakes Group membership, or a sample copy of "Water Matters," call or FAX 261-5922 or write to HLG, 711 Mariner, Austin, TX 78734-4342.

J-24 FLEET NEWS

by John McBride

Ahoy Austin Yacht Club! The last time my pen touched the paper I had to heat the ink first and felt clumsy from the gloves. Oh how I yearn for those last days of April right now. Heat waves shimmer in the window and that's on the inside!

Well, this J-24 fleet never sleeps. The Last Stop Corpus Christi Regatta dealt wild cards to four competitors after the third race, the hot lines of the Coconut Telegraph are still humming with the stories of the Margarita Cruise

and the Championship Series was kicked off with a party last Saturday night. Unfortunately, none of the participants have recovered sufficiently to reveal any of the proceedings so

Corpus Christi is the traditional Last Stop Regatta. This makes for strange bedfellows. Boats/crews which haven't a snowball's chance (oh, excuse me) of improving their overall standing don't even show up. Which means that those that do show up are really serious about improving. Continuous improvement is the key! So much for the fleet.

Now let's talk about the race course. It's near the beach. It's in the bay. It's choppy. It's messy. It's a #@%*^!@ if you pinch. The wind's lightest in the morning with light chop and builds all day. Unless the wind dies. If the wind dies, you'll remember everything you could've been doing like watching an air-conditioned movie or wishing you were home mowing the lawn. Not at all like Canyon, Travis, Ft. worth, Lake Ray Hubbard, unless the wind dies. I guess every body of water is just about the same when it's 110-degrees F and no wind.

Well, everyone gave thanks this year because there were no races held without wind. Nineteen boats showed up trying to improve their overall standing, determined to race better than they have all year. One boat took a more casual approach but more about that later. Five boats represented Austin. That's over 20% of the fleet! Race Numero Uno was quite a shocker as rounding the leeward mark first was What Boat? Yes, that's right. WHATBOAT! However, WHATBOAT could not hold back the determined efforts of the circuit leader, BABY DOLL. BABY DOLL, who's that? Where's ICE T? The

casual approach boat? ICE T! Or should we say the team boat. This regatta was the cakewalk for ICE T with the Texas Circuit sewn up. This regatta SCOTT YOUNG did not touch the helm once. He gave the members of his crew the opportunity to take turns helming ICE T. So Race Numero Uno ICE T took a third. Other Austin boats: SUPERMAN 11th, TOOL TIME 15th, OREO 16th, and SHADOWFAX 17th. It seems that the fleet that sails together stayed together for the most part.

Race #2 the winds continued to build and chop picked up. ICE T took the bullet followed by BABY DOLL and GRAYBEARD. Austin finishers improving were SUPERMAN at 9th and TOOL TIME at 10th. OREO and SHADOWFAX held their own at 16th and 17th, respectively. Race #3 closed the day with ICE T taking another bullet followed by BABY DOLL And MONSTER FISH. Tragedy befell three PMS'ers, but Austin escaped that indignity. But the judges were on the course to protect us from ourselves. It seems they noticed SUPERMAN's protest flag unfurled and wrote it down. SUPERMAN noticed it also and furled it up. At the expiration of the time for protests the judges were waiting to find out what SUPERMAN's flag was for. They never found out and levied a 50% penalty for failure to turn in the paperwork. Arguments that paperwork wasn't due were thrown out. Okay folks, I've got a list of how to lose but this one wasn't on it. Remember this, "if your protest flag unfurls and you refurl it, notify the judges before they notify you." This is a lesson we'd prefer to learn from another's experience. With that, SUPERMAN was pushed back to 14th. TOOL TIME took 11th, SHADOWFAX improved to 14th, and OREO to 15th.

J-24 NEWS (cont'd)

With all this the standings at the end of the day found WHATBOAT at 8th with 33 points and FLOUR POWER, WILD KINGDOM, SUPERMAN, and LIGHTNING tied at 9th with 35 points each. TOOL TIME peering over the back in 13th with 36 points. Sunday would be a very interesting day!

Fourth race Sunday morning saw BABY DOLL taking the bullet followed by ICE T continuing its rotating helmsman and WILD KINGDOM. TOOL was on their continuous improvement program again and took 8th, SUPERMAN 11th, SHADOWFAX 17th, and OREO took the fifth amendment. fifth and final race saw MONSTER FISH charge in for the bullet followed by BABY DOLL and ICE T. TOOL TIME took 7th, SUPERMAN swallowed an ugly PMS and SHADOWFAX 14th.

Impressive regatta. Multiple boats breaking into the top three, new boat BABY DOLL making a bid for Texas Circuit leadership, and ICE T finally getting a finish (second) that they could throw out. SCOTT and crew couldn't decide which first place to throw out. This sure makes it easier. KIRK LIVINGSTON and the TOO. TIME crew broke into the top ten (10th) again and got a trophy. Congratulations. Last time they did this the trophies stopped at 9th! SUPERMAN finished 14th and SHADOWFAX 17th. OREO, well, they took the fifth. That's their story, and we're sticking to it!

Congratulations to SCOTT YOUNG and each member of the ICE T crew for an impressive Texas Circuit season. How many of us know a crew who could rotate the helm throughout a

regatta and finish in the top three every race? Excellent work!!

Now in case you don't know the annual trophy dinner will be the opening night of the Austin Circuit stop. Yes, that's right. We get to host the dinner. That way the trophy doesn't get moved around too much! So don't miss that night.

Well, the J-24 fleet championship series started off with a bang. Next race is Saturday night. This is a great warm-up for the Austin Circuit stop. The best sailors of the fleet will be out. There will be plenty of boats on the line. And there's no better way to get ready for the Austin Circuit stop. There will be fleet beer every night for the dues paying members. So remember to join up with the dues paying members. J-2 lies are growing every day. If you haven't voted yet, grab me on Saturday and I'll get you a ballot.

Next circuit stop is Houston September 17-18. that's the start of the '94-'95 season for the Texas Circuit. I also understand that the captains of successful boats will be treating their crew to the Jimmy buffet Concert at the Woodlands that Sunday night. sign up now and sail hard. That's right. Jimmy will be down there too September 18-20. Now you don't want to tow that J-24 to the concert, did you evah!?! So, leave it in Houston and come back down the following weekend for the IBM/Sailing world NOOD at Lakewood Yacht Club September 23-25. So that's the program to tune up for the Austin Circuit stop.

1) Fleet Championship Series Saturday Events — Starts and Crew Work

2) Houston Circuit Stop — Starts, Tactics

3) IBM Sailing World NOOD — Starts, Tactics

4) Austin Circuit Stop — Start First After the Gun, Stay Between Boat #2 and Next Mark, Finish First

Fair winds and following seas.

Goodnight Mrs. Calabash wherever you are.

WEDNESDAY NIGHT LASER RACE RESULTS

**JUNE 1994
Final Standings
Best 19 of 26 Races**

Hank Kleespies	25.5
Fred Schroth	37.5
Ken Sherman	107
Rich Hlista	107
Claude Welles	129
Deke DeKeyser	140
#37051	154
Jeff Andron	164
Bill Mitchell	170
Jeff Hardesty	214
Bonner Cordell	223

ELEVENTH ... and that's good

by Fred Schroth

Last year we all had fun with Joanne Weberlein's declaration in response to her finish at the women's national championships. She was quite pleased to say, "Seventh, and that's good." She had accomplished all she realistically expected and more and she was happy. It is very likely that if we had sent all the other women in Austin, Joanne's finish would not have been altered. When I discovered that Joanne was also sailing in New Jersey in the 1993 O'Day finals I was seriously worried that I, as the Area F representative, was destined to finish well behind her. The wind blew and I finished eleventh in 1993 in Zumas.

I still hate Zumas.

I will always hate Zumas.

This year the O'Day finals were scheduled in California off the coast of Los Angeles. The regatta would likely have light steady winds. The Area F regatta was scheduled for a puddle in Colorado that has never had a windy day. A return trip to the O'Day finals seemed like an unreasonable goal.

We sailed a light air regatta for the TYA championship. Deke DeKeyser proved that he is the best sailor in Texas. He won the regatta without any need to sail in the last race. This is a whale of an accomplishment in a seven-race-no-throw-out event.

My second place finish in Texas allowed me a second chance at Deke in Colorado. Nelson Reynolds took the third Texas spot, bought us all a new suburban and took us to Denver for the Area F Regatta.

There were seven other entries and a 10-race/10 competitor series was scheduled. There were no throw outs, but I sailed the first race as if there were one. I only beat one boat.

After that I sailed one of the best series of races I have ever completed. In my worst most dreaded light wind condition I won six of the remaining races. This 220-pound fat dud was REAL happy. I don't care who entered or in what boat it was held, I won a light air regatta and I was headed to my second O'Day finals.

The light wind followed me to California. It had to do with cloudy deserts. I left 15 pounds in Texas but I still outweighed most of the competitors by 50-80 pounds. Only Mike Johnson from Seattle who squished the scale at 210 was bigger than me. He finished behind me in all but the last race.

In the last race I quit trying to win the regatta and played with Mike 200 yards behind the fleet. We had a tacking, gybing, pumping, ooching, rocking, yelling, and giggling duel for the entire race. On one occasion I sailed through Mike's lee and tacked on him before telling him about the 10-foot weed dangling from his rudder. I luffed my sail while he cleared the weeds but he had to wait for the run to pass me.

Anyway, I finished eleventh overall "And that's pretty good." I beat the women's entry (that's half the population). I beat Areas A, H, and K (with area F that's most of the land mass). So I'm pretty doggone happy.

Thanks to Austin Yacht Club and Sally for sending me. Thanks to Jennifer Baltz for baby-sitting Skipper and Wabash. I will be back sooner or later for a third try ... the charm?

GOOD-BYE AUSTIN ...

HELLO COWTOWN ...



WEDNESDAY LASER RACING
WON'T BE THE SAME WITHOUT
YOU.

PLEASE COME VISIT US AGAIN
WHEN YOU CAN.

WE'LL MISS THE CHALLENGE
OF TRYING TO BEAT YOU (ON
THE RACE COURSE, OF
COURSE)!!!

Austin Yacht Club
5906 Beacon Dr.
Austin, Texas 78734

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