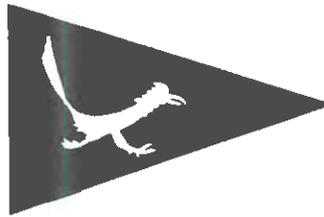


Telltale

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



MAY/JUNE 1994



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

AYC OFFICERS

COMMODORE Dave Henderson
VICE-COMMODORE Dennis Awbrey
SECRETARY Jan Thompson
TREASURER Pat Manning
RACE COMMANDER Steve Pervier
BLDGS & GRNDS COMMANDER Danny Lien
FLEET COMMANDER Claude Welles
PAST COMMODORE Roy Smith
SAIL TRAINING COMMANDER Joanne Weberlein

AYC FLEET CAPTAINS

CATALINA 22 Rick Abell
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
1994 Austin J-22 Circuit -- Racers waiting for
Sunday's wind that never was.

**BUSINESS OFFICE ... 266-1336
CLUBHOUSE ... 266-1897
FAX ... 266-9804
TELLTALE FAX ... 345-0140**

MAY/JUNE 1994

FROM THE RACE COMMANDER ...

The 1994 racing season is well underway, with two of the five club series completed and nearly half of the regattas and racing events done. The Race Committee has moved its key equipment back to the "traditional" location under the clubhouse, repaired the floor and flotation of Chase 3, repainted the bottom of Chase 2, and built a new notice board.

Other projects and events are yet to come. If you're reading this you're either involved or you'd be a good candidate! Please consider joining us in one of these areas:

- Racing (don't miss the fun -- bring, borrow, or hop on a boat!).
- Race Committee (of course I'd list this!).
- The Fleet Captains' Meetings (good ideas for the future).
- The Extended PRC (opportunity to serve and/or lead).

You should find lots of racing events in which to participate in or serve at race committee. Coming events include lots of evening schedules, and with schedules on Friday or Saturday there will still be weekend time after racing. Governor's Cup this year will be awarding extra prizes for fleets and individuals. Don't miss the fun!

The Fleet Captains' Meeting is working on updates to our racing program, including course designs, event schedules, and the social connection. Would you like to see the AYC series races on Saturday afternoon or have both fun and serious events, or have free beverages after racing? In fact, each of these ideas has already come up! During the summer, we'll be taking early input for the 1995 calendar. So contact your fleet captain or plan to attend. (We met last on May 10, and I expect other meetings on first or second Tuesdays every two or three months.)

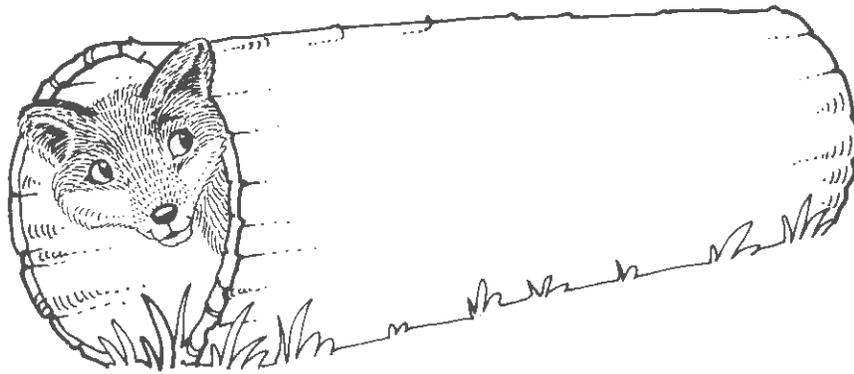
The Extended PRC is an idea I've explored with some of you. This group will be made of both those who want to help but would not have time to serve as a PRC member and those who want to gain experience toward someday being on the PRC. Members would assist the PRC, allowing us to get more done, while increasing experience and becoming more comfortable with possible future service on the PRC. I have some names of people already expressing interest, but anyone who wants to be included should call me.

EVENT DATE CHANGE - PLEASE NOTE ON YOUR CALENDAR

The June One-Design Series, originally set for Sunday afternoons, has been move to Saturday evenings, to start at 5:30 p.m. unless it would impact the Ensign Regionals or one of the TYA events. In the event one of these priority events is still going on, the Race Committee will postpone the One-Design Series start time ashore or on one of the Race Committee boats in the harbor area.

Good racing!!

Steve Pervier



SAIL TRAINING NEWS ...

by Joanne Weberlein

JUNIOR TRAINING

The summer is approaching fast, and if you haven't signed up for junior training, please hurry. Classes are filling quickly! Instructors for the summer programs have been hired and they are:

Administrator	Norma Carson
Head Instructor	Carter Perrin, UT Sailing Team
Instructors	Hugh Mahoney, UT Sailing Team Sarah Baker, AYC Junior Racer Beka Lien, AYC Junior Racer

The summer program should be a big success. Our goal is to build a strong junior program at the Austin Yacht Club. If you are interested in information regarding the junior program please let me know.

OTHER SAIL TRAINING NEWS

On April 20 and 27 a Sunfish/Laser Clinic was held at the AYC clubhouse. It was a big success!! Approximately 40-60 interested racers attended these clinics. Special thanks goes to:

**Sunfish Fleet 70 -- Dave Henderson -- Hank Kleespies --
Fred Schroth -- Bill Gerloff -- and Vicki Palmer.**

Please NOTE: The time for the day camps and the racing camps is 9 a.m. to 5 p.m. However, children may arrive as early as 7 a.m. and leave as late as 6 p.m.

WELCOME TO AYC'S NEW MEMBERS

VICKI STONES

Vicki is a Registered Nurse for Concepts of Care. She has been racing her Sunfish on Wednesday nights for about two years. Look for Vicki out on the water in Sunfish Sail #77083.

SCOTT SKILLMAN & CARY CUPIT

Scott is an electrical engineer with Philips. Cary is self-employed at home as a bookkeeper and tax accountant. Scott and Cary sail Catalina 27 Sail #908. They not only enjoy racing but also like the camaraderie at the club and the events and club atmosphere.

WILLIAM E. RUTHRUFF

William is a librarian at Pershing Elementary School in San Antonio. He will be retiring in June and plans to move to the Lake Travis area. He would like to become actively involved in crewing and hopes to purchase a small trailerable day sailer.

STEPHEN BURKE

Stephen is a product manager with Dell Computer and wanted to join the club "to race!" Look for Steve on Laser Sail #130960.

KIMBERLY YOUNG

Kim is a UT sailor who is well known and loved by us all. She is graduating in May with a degree in Journalism and English and her reasons for seeking AYC membership (to quote her application) are: LOVE TO SAIL, LOVE TO SAIL, LOVE TO SAIL.

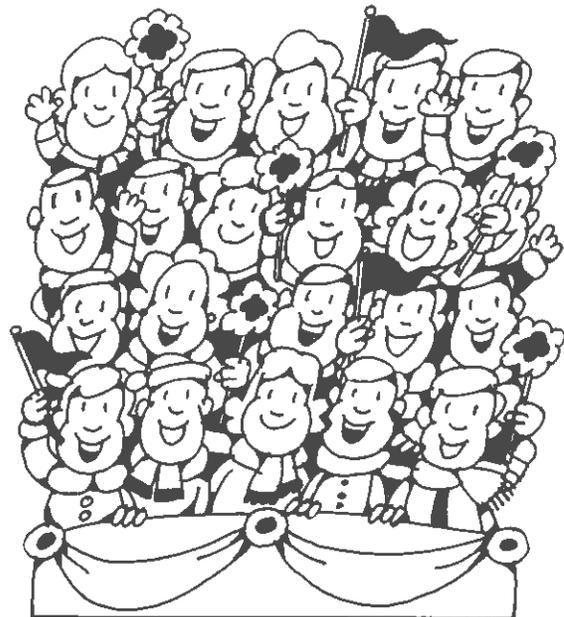
BILL GERLOFF

Bill is a very familiar face at AYC and has been racing his Sunfish on Wednesday nights for a long, long time. He is in insurance sales with Met Life.

DIRECTORY UPDATE

Home Phone Change:

Nelson Reynolds, 259-8565



Groundswells or notes from your Buildings & Grounds Committee ...

We, the motley crew known as the B&G committee, have endeavored to meet our goals. They are:

- Any landscaping should work toward minimizing our erosion, minimizing maintenance (i.e., xeriscape) and add native variability so that in the future, one disease (like oak wilt) doesn't wipe us out.
- Equipment on the grounds should be added or maintained in the priority that it is used by the members and should be long term/low maintenance.
- All construction and replenishment on the grounds should mesh with a master plan. When one committee leaves the grounds to next year's committee, they should be able to start with an on-going plan. Many projects extend past the tenure of one B&G commander as many involve too much volunteer labor, time, or expense for the club to absorb in one year. Further, the club should have general knowledge and approval privilege of upcoming improvements or changes.

We haven't fulfilled our last goal, at least not yet. There is not yet a multilayered map of the club grounds in a file cabinet in the office. One layer to delineate locations of water, septic, and electrical utilities, one layer to show the landscape and erosion control, one layer to show sidewalks, paths, driveways and boat and trailer parking. A base map was found, reconstructed, and it was used by Calin Popescu for the contour survey for the flood reconstruction committee and has also been used for the layout of boat work area and landscaping by past B&G committees. There is not yet a long range plan for the club committees to tweak and re-prioritize. We hope to leave one in the club office but realize this is likely to take more effort and multiple committee coordination than we'll manage in this year. But with the ever-present Board meeting encouragement of John Saunders and Vic Manning, we plan to at least nibble at the problem and have something for next year's committees to start with.

Meanwhile we want your input. The following list of club facilities comments are printed in this Telltale so you can add your suggestions to any B&G committee member or leave a written note in the B&G mailbox in the club office or in the clubhouse suggestion box.

(Please leave your name, otherwise we'll think it's from Fred. Actually, one or two of his suggestions have been very good, like "What do you get with a \$12,000 tractor and \$1,500 trailer that you don't with a \$800 used little pick-up to haul stuff around?" ANSWER: "Wet when it rains."

- Cabin inventory lists have been compiled and will be placed in each cabin for use by the occupants. A master list will be kept in the office. We lose a little and/or gain a few utensils with rental. The list is to let us know what to expect in the cabins and more importantly to let B&G know when items are missing.
- The rental price of the cabins is as stated in the handbook on pages 104-105 (\$36 per night for members, \$50 for non-members, and the shelters are \$5 per night).
- We plan to add more rip rap to the south end of the point in May/June so that the finished slope is half as steep. As you may be aware, the very end of the point surface is blocked from cars. We would like to grass this surface for a place to sit and watch races, etc. We are running about five to one with comments that this is a good idea. A few have let me know that cars should be able to drive to the very end. Let us know, as we've only heard from the vociferous ones so far. We need some help finishing the dry stacked rocks above the rip rap and path on the south side and for the rock stairs leading to the water in the same area. We'll probably have a small work party for this later.

Groundswells (cont'd)

- Does any group, i.e., juniors, want to deliver the recycled aluminum cans and collect the cash produced?
- We are developing cost estimates for cabins 1, 2, and 3. We plan to finish them out with truss roofs, cedar-louvered siding to the back and cedar half walls to the front (being the lake side). We plan to have them screened with a small privacy wall inside, a ceiling light or two, a ceiling fan, hooks for hammocks, and a picnic table. They would look like the other cabins when finished. Water would be outside at a pole spigot and other facilities would be at the clubhouse or bath house. (Remember, we are not to have more habitable structures in the flood plain.) We hope to have rough cost estimates at the next board meeting. They would probably be locking facilities, though minimally "secure," and would be rented for a nominal fee like the cabin shelters to justify reservations. They could be used for regatta camping/sleeping, for RV hookups, for protest hearings, regatta functions, private parties, juniors, etc. My point is, will they be used? These cabins can be an attractive asset to the club, but are they worth a substantial fraction of the remaining flood insurance claim for rebuild. Let us know.

AND FINALLY, I wish to thank those of you who came to our last WORK PARTY!!! We placed 250 tons of rip rap, dry stacked some rocks, planted a photinia hedgerow along the northwest property line as well as a few elms for shade at the gray building, and placed some ornamental hedges around it too, planted red yuccas at the gate, placed and moved tire stops around the trailer house and work area and built a half wall of cedar siding under cabins 4 and 5. We trimmed hedges, raked the mess from the arborist and tree leaves fallen, and just plain sweated and grinned. Thanks a lot from all the club!

So, solicit from and give input to your B&G Committee or, if you wish to participate in our meetings, meet us at the club the third Thursday of every month at 7:30 p.m. Thanks!

P.S. If you happen across a slightly overweight blond ethnic Norwegian misplaced sailor wondering why, on a Tuesday afternoon, you parked your car under a tree instead of a nearby empty paved parking spot, humor him. Next year he's likely to be sailing instead of walking around looking for elusive topsoil. It, like he should, has gone to the lake. His favorite response has been, "I wouldn't park here if there was more grass growing here."



BOOK REPORT ...

by Robbie Nelson

In case you haven't been out to the club recently, your Buildings and Grounds Committee has been busy working on a few projects. One of these was to restore the AYC Library. The club used to keep library books in the office that members could check out. Over time, these books were stored away in boxes because of lack of room, or lack of interest in finding a librarian.

After the flood, the B&G committee found these books and wanted to get them out where members could enjoy them. At our last work party, volunteers helped remove a couple of doors from the built-in cabinets in the clubhouse and set up the books on the shelves.

We found some real treasures for you to enjoy ... a book of the countries' flags from around the world (the U.S. flag has 48 stars which will date the book for you!), the book Dove which is the story of a 22-year old man who sailed around the world by himself, a 1973 Lloyd's Register of American Yachts which, under the yacht club section, lists "Austin Yacht Club - initiation fee: \$200 - annual dues: \$120" (ah, the good ol' days!), and many more.

I found a book entitled 15,000 Miles in a Ketch written by two young Frenchmen who were seeking adventure by mapping an uncharted (almost) desert island in the Indian Ocean. Their story was written in 1908! I'm half way through reading it, and when I'm finished I'll put it back on the shelves so one of you can experience what it was like to sail a long time ago.

Which brings me to the real point of this article which is:

Enjoy the AYC Library

If you take a book, PLEASE return it so that others may enjoy it too. Also, we would love to have your donations of books. Before you put your book on the shelf, please mark inside and on the outer pages "AYC" or "Property of AYC." That way it will help ensure the book finds its way back to its new home.



NOTICE of EVENT

Multihull/Centerboard Series

Sundays, 2pm

July 24, 31, August 7, 14

contact Jim Casto or Ravi Subramanian

KEEP TEXAS BEAUTIFUL ... put Thelma and Louise on a bus

by Vicki "Thelma" Palmer

It was only a joke, Louise. Louise ... put that gun away. Louise! I'll make it up to you before the end of the story, I promise. Phew, hate these bad PMS days. And she's usually so sweet. Where was I? Oh, yeah ...

First stop -- Sunfish Midwinters at Satellite Beach on Patrick Air Force Base (hunk alert, hunk alert). Now don't go jumping to the wrong conclusions about Thelma. If you've seen the movie you know she is supposed to get all the good looking guys. Louise just blows them away ... but then we travel incognito on the Sunfish circuit for obvious reasons.

Back to the Midwinters. Talk about being blown away. The first day's racing (Friday) was just too much for a lot of racers, even those diehards who NEVER wimp out. The 20-25 mph winds weren't the whole problem; we've raced in that kind of air lots of time. It was the cold water and cold temperatures combined with the heavy air and chop on the shallow bay. And when we saw the heavier rock stars putting in a Jens rig for the first time in their racing careers (as a matter of fact, they were asking us "users" how to do it), we "smart" ones knew we had made the right decision. We heard stories about lips turning blue before the bodies attached to those lips could be rescued, about masts being buried in the mud and broken in half with the heavy chop, about bumps and bruises being bad enough to keep folks from racing the next day, and also about how stupid it was for some of them to have even gone out there. There weren't enough chase boats for serious rescues, and we even lost one Sunfisher and started putting together a search/rescue party when he appeared on a nearby highway and was picked up by a Sunfisher who was driving to the other side of the bay to find him. He had lost his glasses when he dumped over and then lost touch with his boat while searching for his glasses. The boat floated away in one direction; he went in another direction and ended up in some sub-division where he tried to call someone at the Midwinters. But who do you call when there's no phone anywhere near the racing site? He was lectured appropriately (??), however, "Now don't you ever scare us like that again, you hear? We were ready to call the coast guard ..." and so on and so on. But us "smart" ones missed all that excitement when we were eating a casual lunch at a 50's diner while listening to the oldies and watching the waitresses pop their bubble gum while jitterbugging for the lunch crowd. It was great fun. And every once in a while we tried to act guilty about not being beat to death on the race course.

Saturday's wind wasn't too awful bad in the morning for the first two races. So Thelma's brand new boat got to race her very first race ever, and she's fast. The skipper needs lots of help, but the boat is a winner. With 83 competitors (and probably 70+ on the line for that day's racing), the starts were still a breeze. Finding a good spot and holding it seems to be the key to success for this group's style. There's really not much running down the line until the last 15 or so seconds. And getting a successful start is practically the whole race. When you're out front, you can race your own race in clear air. It's a whole different race when you're out front, an easier one too. Not that Thelma has THAT much experience in the front, but enough to know what it feels like ... geez.

After the lunch break on Saturday, the winds increased and the temperature dropped (or at least it felt colder). So some of us went shopping instead of sailing. Thelma kept trying to remember to use the old "pull up the center-board" trick on a beat in heavy air. But conditions were always too hectic and scary to be thinking about go-fast techniques. It was always more like live-to-tell-about-it techniques that took precedence. So the heavy air techniques would have to wait until the next day's racing.

But then the next day was positively gorgeous and perfect and wonderful. We didn't need survival skills; we needed read-the-wind skills. Louise raced a top-half-of-the-fleet finish in the last race (and the grin on her face was worth watching!) to put her ahead of Thelma in the final standings with a 66 and 67 (out of 83), respectively. We left Patrick Air Force Base rather dejected about our final standings. Knowing we could race better than that even considering we missed five of the nine races. So we loaded up our Sunfish, packed up the hundreds of pounds of gear (water is heavy and so were we after having meals served us the whole weekend), and headed for Davis Island near Tampa with our spirits soaring with the thrill of putting it all together for better racing next time.

Keep Texas Beautiful (cont'd)

"Thelma, isn't this the string we pull to make that metal pole go up so it doesn't hit our head when we're sitting in the boat?" "I think so, Louise. Howl away. Hey, we're getting pretty good with this nautical talk. Team Florida will be impressed."



And racing better we did!! Louise was sooooooo hot during the practice races, getting the boom-boom almost every time. She was just glowing by the time we reached shore. Folks were saying, "Nice racing," "You were fast," "Great job." So she experienced one moment of glory anyway. They knew that Texas was well-represented. Unfortunately she didn't do quite as well during the real races and swore she's never going to win in the practice races again -- bad luck is right.

But Thelma's racing in the real races was probably her best ever as far as finishing more toward the front of the fleet and more consistently. Not in the trophy category yet though, but she's working on it. When she can talk to Dick Tillman (the famous Laser Sailing author who is also a well-known Sunfish rock star) during several of the races -- because she was that close!! -- then she thinks she's racing well. The final standings were published by age group rather than by an overall score with the 45 participants. But please understand that Thelma and Louise were granted special dispensation by the high-on-high in Sunfish City to be able to race in masters class at all and were put in the 40-49 age bracket. Thelma finished 7th out of the 15 competitors in that group; Louise finished 11th.

And what a fun regatta it was. Who said "older" folks poop out early every night. They even manage to play tricks -- imagine that! -- like put one of Florida's rock star's Sunfish in the pool along side the Fireball that was floating there as the result of a big Fireball regatta going on that weekend too. We thought about calling Teri and Fred to tell them to get their Fireballs out of moth balls, but didn't think Davis Island Yacht Club could handle Thelma and Louise AND Teri AND Fred. Ha, and you thought Thelma and Louise were bimbos.

Thelma doesn't have any major-car-breakdown stories or exciting almost-drowned-during-the-race kind of stories. We were smart this time about knowing our limitations in the heavy air and cold temperatures. The race committee and regatta workers appreciated that, by the way. The fewer people they had to rescue, the better. And we weren't about to break our boats before a major regatta the next weekend either.

The folks who all make up Team Florida (we need to have a Team Texas too) are just terrific. They must've taken hospitality lessons in Texas, I swear. Our host/hostess in Tampa, Gail and Buzzy Heausler, couldn't have been nicer. We basically had the run of the house and had their front yard strewn with masts and sails leaning against palm trees and wet gear hung over every available surface. There were many nights when Buzzy couldn't even park in his own driveway. And they were still smiling when we left -- or was it smiling because we were leaving? Oh, well. They couldn't have been nicer. But I shouldn't have to tell you that. You should be experiencing it for yourself!!

Louise, here's what one Florida bunk said when he called to make sure we arrived home safely. **Make**

Florida Beautiful ... Show Up. Feel better now?

Fear and loathing on the Trail to Houston via New Orleans

by John McBride

The National Laser Masters Championship to be held in Houston next October that is.

Oh, yes; it started off innocently enough ... "hey, I'm thinking about driving to New Orleans for the Gulf coast Masters Championship this weekend. Wanna go????? We can put your Laser on top of mine."

Oh, why don't we ever learn? So back home I go making those preparatory phone calls ... "let's do dinner on Saturday. Plans, but you'll change them. Well don't. Well just for me OK. You don't have to. See you then." And, "about this weekend, I'll be out of town. Yes, important family business. Can't keep that critical appointment." The die is cast!

Next day ... "hey, about this weekend ... (is this an echo) ... "But something has come up. No bucks, got to work (not an echo, it's for real). Hmmmmmmm, do I go back and change all those stories. Well, maybe I can borrow a Laser there and ...

Once that die is cast it's tough to get out of it!

So Friday afternoon finds me still working on the basics -- transportation. When I start to consider alternatives, a call to Alamo finds a car for \$19.95/day. Hmmmmmmm, pick up Friday about 10 p.m. and I can get it back Sunday night, just two days ... I'll take it. The die is quick set!

Time passes quickly, 10 p.m. at the airport picking up the car, packing, departing Austin at 11 p.m. New Orleans bound. Time stops passing and progress is measured in Colorado River crossings. Houston, too close to New Orleans? Three hours to Houston and then three more to New Orleans. Finally the Southern Yacht Club. Rest in the back seat at 5 a.m. with alarm set for 7:45 a.m.

Time to find my boat. Thanks to Rocky Sanchez I'm going to get to do this regatta. Rocky is the organizer and had promised his boat to Tripp Alyn who had an injured elbow and couldn't make it. Survey the competition and I start to recognize some faces -- Doug Peckover from Rush Creek, Dave Crawford from Houston. And I start to recognize facts -- these guys are Masters; they all have jobs and brand new boats tricked out to the max! This is not going to be an easy regatta.

Saturday starts out 8-12 and Lake Pontchartrain looks like a settled bowl of mashed potatoes that still has the lumps. Totally eased outhaul seems like a good idea. The race committee must have been worried about scratches on the boat because the pin is favored big time. Doug Peckover is practicing his boat end starts and comes down to the pin end with the blue shape.

Twenty-three Lasers out at the start -- 13 apprentices, 6 Masters, 4 Grand/Great Grand Masters. Talk about old age and treachery. Cries of "leeward boat, keep it up" are met with "no room, no opportunity to keep clear." Boast and bluff and we're off. Doug Peckover takes first, Dave Crawford in his best race takes second, local Bob Hodges takes a third, someone named John Vance takes a 4th.

From then on it's the Bob Hodges show. Somehow this guy manages to squeeze in at the pin on every start in spite of 22 other Lasers trying for the pin end, taking it all the way. John Vance shows his hand taking 2nd, with Doug Peckover at 3rd for each of the next three races.

Rocky has arranged for the keg to be tapped and food on the patio. A Louisiana pirougi is laid out full of potatoes, corn, and crawfish. Everyone grabs a rectangular tray and gets to work. It was easy to spot the guys from Miami. They put a plate on their tray and then tried to fit the food on the plate. Everyone else dispensed with the plates and piled it on high on the tray along with Jambalaya and bread pudding. Better than the Commander's they say.

Fear and loathing ... (cont'd)

We shared a table with Robert Knapp from Florida, an amazing fellow. He wouldn't say how old he was but told us with a smile that the Laser governing board had just decided how to handle scoring for Laser sailors over 75 years of age. Robert was a newly-wed by the way.

Sunday morning dawned cloudy with chances of showers. Everyone set out from the Southern Yacht Club. The winds pick up and now we're in the 15-20 range with gusts. The line is more square and finally in the 5th race Russell Brown of Ft. Worth breaks through to take a first pushing Bob to 2nd, John Vance to 3rd.

Before the race Jesse on the race committee boat has warned me, "Whatever you do, don't turtle. The lake is only 16 feet deep and you'll bury the mast tip in the mud. With all the oil in the mud you'll never get it clean." On the second upwind leg I start to notice other boats on the course with different sails then realize it's the dreaded black triangle of Pontchartrain mud. Several boats all around me, mine is still clean white; been out less than a dozen times.

Race #6, a new face pops into the top three. John Dane takes first, Doug Peckover 2nd, and Bob Hodges a third. Bob now has a lock on the regatta. Seeing the lightning and thunder rolling in, Bob decides to call it a day and head in.

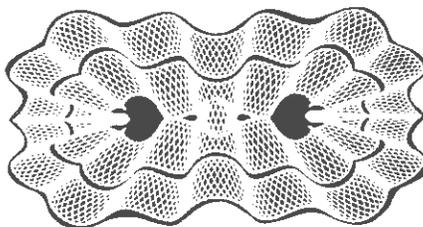
Everyone is planing off on the rollers now between races. I'm wondering if this race committee is going to call it quits. I'm not sure anyone would complain, but the storm is moving away so we do it. Race #7, boat start, came in on port, tacked below and in front of everyone with 6 boat lengths to reach down the line. In the hunt! Running with the lead pack downwind and heading back up. Port seems to be the favored tack for keeping the boat light; starboard keeps the cockpit full of water. My best race so far! Second windward mark and rounding, a gust puts me over and in the water. Got it up with no lost boats and head downwind. Half way down, the dreaded death-roll hits me and upon righting the boat I've been marked with the black triangle. It's a different kind of survival sailing now with 2-foot rollers and 25 knot gusts. Doug Peckover takes the first, John Dane second, and David Wagner takes third.

This was a test regatta for me. The results -- 1.6 hours of sleep equals 19,16,18,18 and 9 hours of sleep equals 13,12,10.

The apprentices took the regatta in spite of their handicaps. First Bob Hodges ILCA, second Dough Peckover RCYC, and third John Vance RTYC for both regatta and Apprentice class. The Masters class Joe Van Rossem WRSC, Canada, took first followed by Peter Wuescher of SYC in second, and A.L. Chapin of CCSC took third. The Grand and Great Grand Masters were led by Dwight Leblanc SYC followed by Robert Knapp second, and bob Saltmarsh third, both from ILCA.

Yours truly finished 18th and got a bonus as the person who suckered me into this adventure who should've stayed home and fixed my other keel!

There's one Centerboard Regatta, one Governor's Cup, and 22 Wednesday nights of Laser racing along with 22 nights at Chuy's to discuss strategy ... But the road ends at Houston Yacht Club October 21-23 for the 1994 National Masters Championship. See you there. P.S. Don't speed in Sealy.



I STILL DON'T KNOW WHAT HAPPENED

by
Hugh Mahoney

In preparation for writing this article I asked Kim Young if she had any interesting stories about this semester. She finished by saying "I still don't know what happened.", and that seems to be the theme for the year. Most of you probably don't know what happened either, because we haven't written a Telltale article in quite a while. Here are some of the major things that occurred.

March 26: SEISA Women's Champs At AYC (420's)

Well, I still don't know what happened to the other three teams that signed up for this regatta, but the ones that came did great. The women from Texas (Kim Young and Jennifer Baltz in A division, Sarah Brooks and Kathryn Hammond in B division) took the gold qualifying them for nationals at the end of May. They were followed by Tulane in hot pursuit and A&M got third. Thanks to the other team members who turned up to help, watch, or just pick up the women.

April 9-10: SEISA Team Racing Champs At Tulane (FJ's)

The wind was raging, the water was foaming, and there was a hard-hat advisory because of the five masts that came down that weekend. At least, Carter Perrin, Christy Zizelmann, Kim Young, Jennifer Baltz, Thomas Burke, and Walter Eckhardt all returned in one piece (but not without bruises). They didn't come back empty handed either. A&M won, we got second, and Tulane got third. That qualifies Texas for Team Racing Champs at the Coast Guard Academy. I would love to tell everyone the stories I heard about partying in New Orleans, but they are long and I might embarrass somebody (Marc, Walter).

April 16-17: SEISA Dinghy Champs At AYC (420's)

First of all thanks to AYC, and the club members who helped us, for letting us squeeze this regatta in. It was supposed to be hosted by Tulane but, for reasons known to only a select few, it was moved here. Everything went well for Kim Young and Jennifer Baltz in A division and also for Thomas Burke and Christy Zizelmann who shared B division with Niels Leikvang and Walter Eckhardt. A&M got first, Spring Hill got second, and Texas received third. The party at the Sailing House Saturday night was great even though I lost my voice and had to use sign language to socialize. I hope everyone sobered up to drive out to lake the next morning to wait for wind.

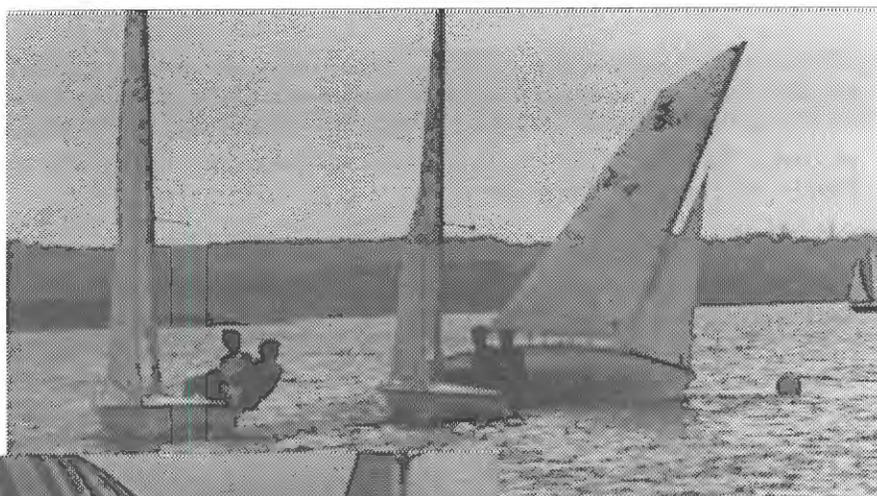
April 22-24: Kennedy Cup At The Naval Academy (Navy 44's)

This was a great trip even though it got off on the wrong foot. We were in the car about to leave for the airport and two team members were still missing. (Where's Walter?) Anyway, they finally turned up and it went great from there. I believe the technical name for this regatta is the National Offshore Championship and Texas did excellent. Here are the results:

- | | |
|------------|-------------------|
| 1. USC | 6. U OF FLORIDA |
| 2. CORNELL | 7. NAVY |
| 3. URI | 8. DARTMOUTH |
| 4. TEXAS | 9. BOSTON COLLEGE |
| 5. HOBART | 10. MIAMI OHIO |

We'd like to thank Larry Gensch and Steve Vaughn for helping us prepare for this regatta. We all had a great time and finished only six points out of first. Those points could easily have been made up in the second to last race if it weren't for that one mark rounding. All I can say about that is I still don't know what happened. Here's who went: Carter Perrin, Kim Young, Thomas Burke, Scott Boyd, Darwin Gattini, Walter Eckhardt, Sarah Brooks, Hugh Mahoney, and Niels Leikvang. We enjoyed ourselves and hope to go back sometime.

This is just a fraction of the sailing we did this semester, and it is not over yet. We still have Women's Nationals and Team Racing Nationals ahead of us. That means we have to combine crashing for finals and practicing on 420's. Let's hope we don't confuse those. We had our team elections a while back and these are the results. Marc Chouinard and Walter Eckhardt return in the highly esteemed position of Team Freshman. Lorin Nash takes over the ever important job of Publicity as Sarah Brooks and Colleen Regan scout for new recruits. Walter also gets to take care of our boats as our new Fleet Captain. Christy Zizelmann jumps into the position of UT Rep while Jennifer Baltz is our new AYC Rep and Women's Captain. Scott Boyd handles our bottomless account as Secretary/Treasurer and our new President is Darwin Gattini. By some freak of nature I was elected Captain and, of course, I still don't know how that happened



Sydney News ...

from Gail & David Bernstein

G'day mates!

At the beginning of the year, I told David Henderson that I would be able to continue my role as AYC Telltale foreign correspondent. With moving, finding an apartment, and getting settled, I missed the March deadline. However, I am back on-line now.

Unlike Japan there is plenty of sailing to be had around here. You can participate at any level -- cruise, race, or just be a spectator.

While I was working hard getting us moved in and unpacking our air shipment, David went to New Zealand on business. Of course, his trip just happened to coincide with the start of the fourth leg of the Whitbread round-the-world race. It is estimated that more than 800,000 visitors toured the race village during the month-long Auckland stop-over. On Sunday, February 20, the harbor and shores were packed with spectators out to watch the restart. David viewed from a 58-foot motor yacht.

There are plenty of yacht clubs in and around Sydney. One Sunday we went by several of the clubs to check out their sailing/racing programs. Most of them seem to have non-spinnaker races on Wednesday afternoons and spinnaker races on the weekends. Middle Harbour Yacht Club (MHYC) and Cruising Yacht Club of Australia (CYCA) both said to come by about an hour before the race and we should have no trouble finding crew positions. Royal Sydney Yacht Squadron (RSYS) asked us to fill out sailing resumes and said they would put our names on their crew available list. No open invitation to just hang around before their races. A little more formal -- they even have a dress code in their sailing instructions! We also drove up to the Pittwater and put our name on the crew available list at the Royal Prince Alfred Yacht Club (RPAYC).

I go to MHYC most Wednesdays and have always found a crew position. One member told me that they have a policy of never leaving any available crew on the dock. Their Wednesday afternoon program is casual non-spinnaker racing. They use staggered starts and a golf-handicap system. After the race they have a sausage cookout back at the club. The skipper and crew from the winning boat have to cook. So far, only once have I had to help cook! Each Wednesday they give prizes (bottles of Australian wine or Australian rum) and you must be present to win. If the first place crew is not present at the trophy presentation, the bottle of liquor goes to the second place boat. If they are not there, then the third place boat. This is done to encourage everyone to come back to the club for the social hour after the race.

Weekend races are not as casual as the Wednesday races and most of the boats have professional crew. For that reason it is hard to find a regular crew spot for weekend races. One Saturday we went to MHYC and found crew positions on a boat looking for experienced racers. Turns out they are last year's MHYC Division 1 champions. Not only did they have a fast boat, but they knew what they were doing. It was a beautiful day and quite a ride -- the fastest 30-foot keel boat I have ever been on! Several Saturdays we raced out of the RSYS on an 11-meter. Just like Mandell's! The skipper had just recently purchased the boat. Unfortunately, he is a beginner and this boat is a little complex for learning to sail. However, even a frustrating race on Sydney Harbour still makes for a great afternoon!

We have taken a few bush walks in Ku-ring-gai Chase National Park. Part of the park was badly burned during the January bush fires. It was interesting to see the damage from the fires. They were moving so fast that only the leaves and bark burned on the large trees. However, the small underbrush was totally gone. We were there about two months after the fires and recovery had already started. Most of the trees looked like they had green fuzz all over them. New leaves were sprouting out over entire trees not just at the end of the branches. Small ferns were coming out all over as a ground cover or low bush.

Sydney News ... (cont'd)

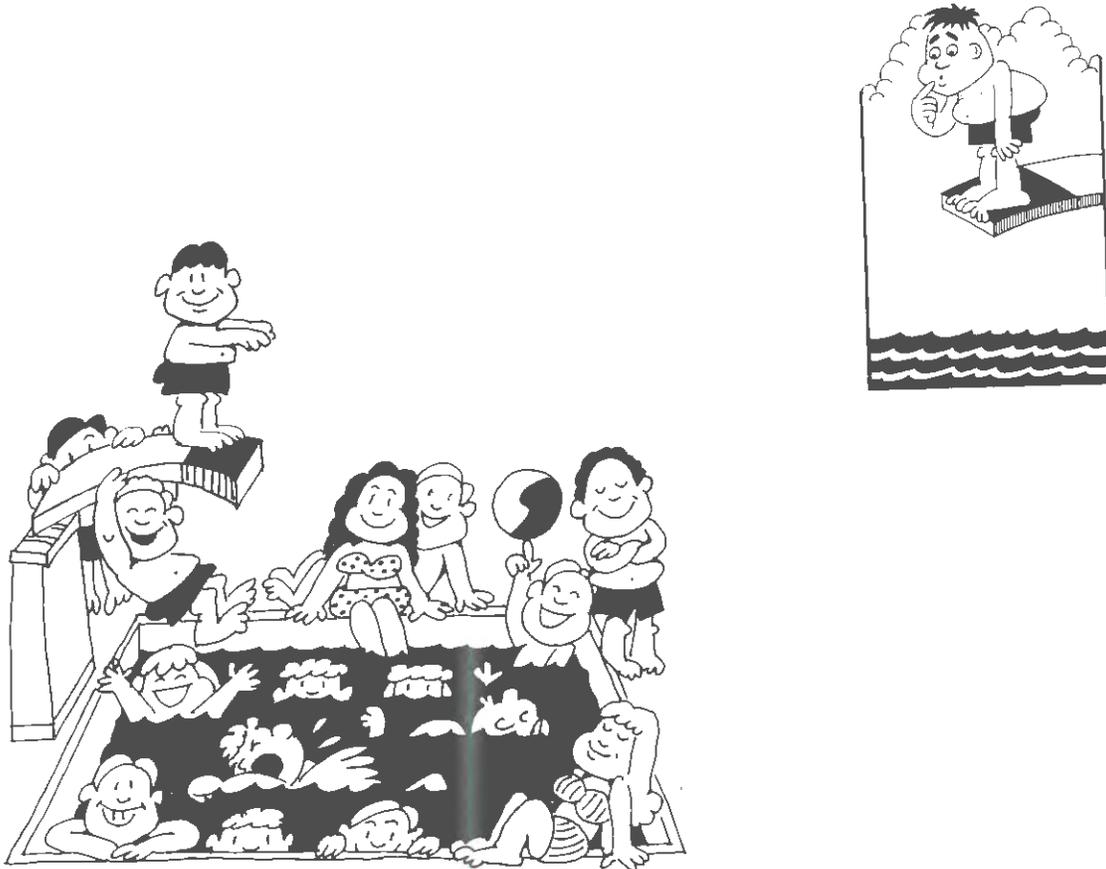
Over Easter weekend we went to Melbourne and explored The Great Ocean Road. David quickly decided that "Great" modifies "Ocean" and not "Road." The road was started in 1918 and the first section opened in 1922. Evidently, it was quite an engineering achievement for its time. My tour book says, "A test for drivers and a treat for passengers, it teeters on cliff tops, prowls through rain forest and zips along beaches." That is an excellent description and the sights were wonderful. We got a chuckle out of the road signs. First there would be a speed sign for 100 km/h. Then there would be signs stating this was a high accident area. If anyone tried to go 100 km/h through those areas, there definitely would be a high accident count.

Learning to speak Strine is easier than learning to speak Japanese! A smash repair shop is where you take your car after a fender bender. People, especially politicians, get sacked instead of fired from their jobs. During rush hour the traffic can get stuffed up. A roobar is the grate/bar on the front of trucks and 4WD vehicles to prevent damage in case they hit a kangaroo in the outback.

We have tried a few Tex-Mex restaurants, but it is not the same on this side of the Pacific. In Tokyo we had tuna quesadillas and here we have had kangaroo fajitas!

Sydney is a wonderful place. Anyone coming this way is welcome to stay. Our guest bedroom is small, but has a great view of the harbour.

Cheers.



1994 SPRING REGATTA RESULTS

California Cup Perpetual Trophy

PHRF A, Spinnaker, Kirk Livingston/J-24

California Cup Perpetual Trophy

Catalina 22 - Rick Abell
South Coast 21 - Pat Feagin

Buccaneer 18 -- 3 boats

1. Lindsey White

Sunfish -- 4 boats

1. Larry Hill

Catalina 22 -- 6 boats

1. Rick Abell
2. Jim Deeter

South Coast 21 -- 6 boats

1. Pat Feagin
2. Ray Shull

Centerboard -- 6 boats

1. Gary Schwantz, Flying Dutchman
2. Tom Taylor, 505

PHRF A Spinnaker -- 12 boats

1. Kirk Livingston, J-24
2. Fred Schroth/Vicki Palmer, J-22
3. Larry Parks, J-24
4. Russell Painton, J-29

PHRF B Spinnaker -- 7 boats

1. David Wahlberg, Kiwi 24
2. Tommy Gairloff, Harmony 22
3. John Vance, Impulse 21

PHRF C Spinnaker -- 10 boats

1. Polly Mayfield, Cal 9.2
2. Grant Wolfe, Holder 20
3. Richard Whitehill, Cal 27

PHRF D Non-Spinnaker -- 11 boats

1. Ken Miller, Catalina 25
2. Louis Soefje, Ranger 23
3. Martin Koppers, C&C 24
4. Art Shearer, Catalina 25



1994 SPRING SERIES RESULTS

PHRF A

1. Terry Meyers, J-29
2. Steve Vaughan, Soverel 33
3. Steve Jones, Lindenburg 28
4. John Mandell, 11 Meter

PHRF B

1. John Vance, Impulse 21
2. Claude Welles, Cal 9.2
3. Deeter Roy, Buccaneer 295
4. Erhard Sudermann, Beneteau 30

PHRF C

1. Eddie Calogero, SJ 7.7
2. Trenton Wann, SJ 7.7
3. Ann Gairloff, Harmony 22
4. Vic Manning, Pearson 26
5. Gary Cooper, Catalina 27

PHRF D

1. Richard Whitehill, Cal 27
2. Mike Mayfield, Olson 30
3. Ken Miller, Catalina 25
4. Terry Reitz, Capri 22

Centerboard

1. Hank Kleespies, Laser
2. Steve Pervier, F.D.
3. Bay Peterson, Laser

South Coast 21

1. Jim Rehage,
2. Ray Shull
3. Steve Gay

J-22

1. Claudia Foster
2. John Saunders

J-24

1. Evert Broersma
2. Fred Schroth
3. Pat Halter
4. Michael Wellman

Catalina 22

1. Pete Harper
2. Jim Deeter
3. Joe Roddy
4. Walter Allan

Ensign

1. George Dahmen
2. Bill Hawk
3. Tommy Kozlowski



CALLING ALL JUNIOR SAILORS!



Time to get those boats out and tuned up. The AYC Roadrunner Regatta is just around the corner.

August 27 - 28, 1994

(Call Lanelle Montgomery, 453-1595, or the AYC office if you have any questions.)

Austin Yacht Club -- U.S. Sailing Championship Ladder Event Eliminations

For the Adams Trophy (U.S. Womens Sailing Championship), Mallory Cup (U.S. Mens Sailing Championship), O'Day Trophy (U.S. Singlehanded Sailing Championship), Prince of Wales Bowl (U.S. Match Racing Championship), Sears Cup, Bemis Trophy, and Smythe Trophy (U.S. Junior Sailing Championships, 3 handed, 2 handed and single handed).

Schedule of events:

Level	Event	Dates	Location	Boat
AYC-	All AYC club level eliminations to be held May 7, 1994.			TBD
TSA-	Adams	June 25-26, 1994	Rush Creek Yacht Club	Shields
	Mallory	June 18-19, 1994	Austin Yacht Club	J22
	O'Day	June 4-5, 1994	Austin Yacht Club	Laser
	Prince of Wales	July 9-10, 1994	Ridgewood CC/YC	Sonar
	Sears	July 9-10, 1994	Dallas Corinthian YC	J22
	Bemis	July 9-10, 1994	Dallas Corinthian YC	420
	Smythe	July 9-10, 1994	Dallas Corinthian YC	Laser
Area F-	Adams	July 23-24, 1994	HYC	
	Mallory	July 9-10, 1994	Oklahoma City BC	J22
	O'Day	June 18-19, 1994	Aurora CO area	Laser
	Prince of Wales	July 9-10, 1994	Ridgewood CC/YC	Sonar
	Sears	July 16-17, 1994	Austin Yacht Club	J22
	Bemis	July 16-17, 1994	Austin Yacht Club	420
	Smythe	July 16-17, 1994	Austin Yacht Club	Laser
U.S. Finals-	Adams	August 26-31, 1994	Cohasset YC, Mass	
	Mallory	Sept. 21-25, 1994	Oklahoma City BC OK	J22
	O'Day	July 30- Aug 3, 1994	Del Ray YC, CA	Laser
	Prince of Wales	Sept. 9-13, 1994	Noroton YC, CT	Sonar
	Sears	August 12-18, 1994	Charleston YC, SC	J22
	Bemis	August 12-18, 1994	Charleston YC, SC	420
	Smythe	August 12-18, 1994	Charleston YC, SC	Laser

For further information on the above events, Please contact Nelson Reynolds at 244-6689 days or 259-8565 in the evenings.

Entry form

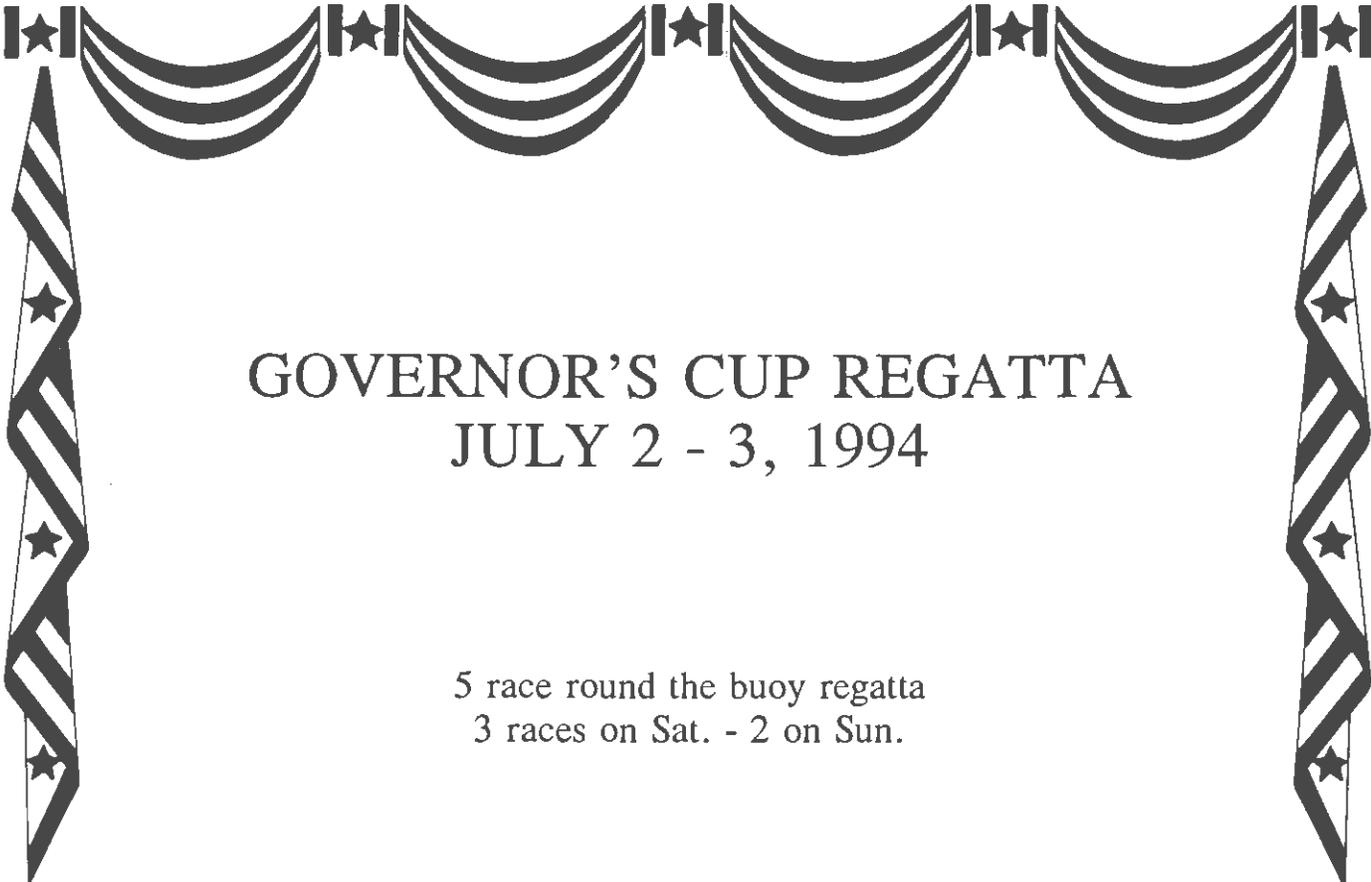
Date: _____

Name: _____

Address: _____

Daytime Phone: _____ Evening Phone: _____

Event: Adams Mallory O'Day Prince of Wales
 Sears Bemis Smythe



GOVERNOR'S CUP REGATTA JULY 2 - 3, 1994

5 race round the buoy regatta
3 races on Sat. - 2 on Sun.

Entertainment includes:
Friday evening Clinic for out-of-towners and new racers

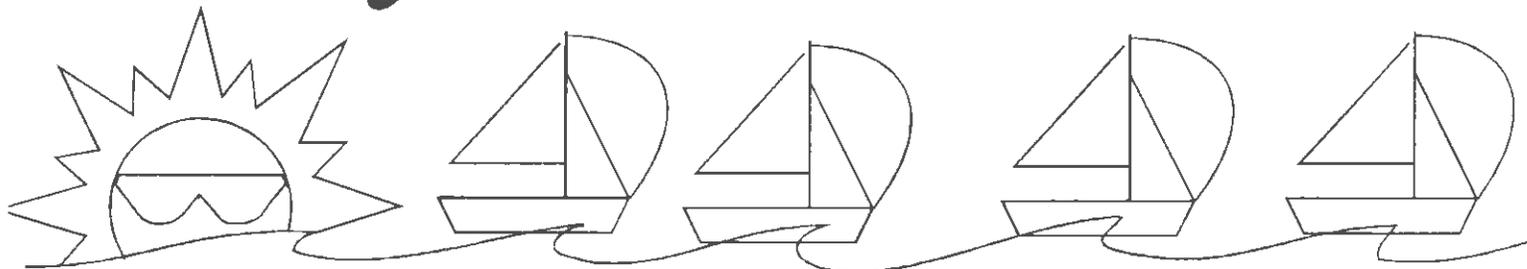
Saturday evening includes a
4th of July Picnic
with fried chicken, corn on the cob and all the trimmings



In addition to the traditional Governor's Cup Trophy for the visiting Yacht Club with the largest participation there will be a Trophy presented to the local fleet with the largest participation.



PHRF Friday Evening Series



— Open to ALL keelboat sailors —

Spinnaker & Non-Spinnaker fleets

Registration & Skipper's Meeting:
Austin Yacht Club, June 3, 6:00 pm

Series Entry Fee: \$10.00/boat

Race Dates:

June 3

June 10

June 17

June 24

Start time: 7:00 pm

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!

Now, the best excuse ever
to leave work at a reasonable
time on Fridays:

Fun, friendly racing,
cool, pleasant breezes,
great Texas sunsets,
burgers & beer.

What better way to end the week?

Food



Party

Cook-your-own burgers
after the races - \$5.00

Keel Fleet Party, dinner and trophy
presentation after the last race.

Don't miss it!

Note: Races could last past sunset.
Make sure your running lights are in good working order!

If you have never raced before, but think you'd like to try it, this is the right opportunity.
If you have any questions call John Mandell 258-2008.

KEEL FLEET CHAMPIONSHIPS

by John Mandell

Who will represent YOUR fleet in the AYC CLUB CHAMPIONSHIPS? Are YOU up for it? The Austin Yacht Club will invite only one team to represent each fleet in the CLUB CHAMPIONSHIPS on September 10-11. To determine who will represent each of our four fleets, your PHRF fleet captains have decided that the winners of the AYC Summer Evening Series (July 23-August 20) will be the selected representatives. So get your crew in shape, get those new sails you've been thinking about, and get out there!

But what about the OVERALL KEEL CHAMPION? For 1994 we will award the overall KEEL CHAMPIONSHIP to the keel fleet representative who finishes highest in the Club Championships in September.

**Level competition ... Boat rotations ...
No excuses ... No whining!!**

*** * * FLEET TALK * * ***

C-FLEET NEWS

by Ann Gairloff

Time for another Telltale article? Nobody accepted my offer of letting me submit some of their Telltale info, so here you are again having to read MY stuff. By the time you are reading this (or rather IF you read this!) the Mid-Spring Series will have ended. (SWEET AGONY and STREGA are duking it out for 1st and 2nd place.) This brings us to look forward to the many upcoming events such as the annual Turnback Canyon Regatta (May 28-29), the Friday Evening Series (June 3 at 7 p.m.), Governor's Cup Regatta (July 2-3), and then the Saturday Evening Series which will also be the C-Fleet Championship Series (July 23 at 5 p.m.). We are due a good Turnback this year. It has been several years since we've had decent winds for that race, so I'd like to see a lot of C-fleet boats out for this one. Besides, the party is always worth it!! Ask EDDIE CALOGERO, LARRY HILL, or TOMMY GAIRLOFF or ... anyone!! There's always some good stories to be told about this one.

The AYC 1994 Spring Regatta was lots of fun. Lots of gusty winds too!! Congratulations to DAVE WAHLBERG and CAVEAT for taking 1st place in

some action-packed racing. DEUCES WILD won 2nd place (without breaking anything!!).

On April 16 a C-fleet meeting was held at Barbara and Trenton's gorgeous new lake home which also provided a great view (box office seats) of the J-22 circuit races. My apologies to anyone who didn't get a notice regarding the meeting as it was definitely unintentional. Please let me know who didn't get notified so that I can update our mailing list for future events. The meeting was very informative and the newer around the buoys format has been a nice change. Some of the participation has dropped off in this series, so let's encourage everyone to get out and have a good showing. If you need crew, let me or someone else know. There ARE ways to remedy this!!

I want to thank VIC MANNING for heading up race committee and all of the volunteers who helped with race committee in March. I will be calling on others so as not to let anybody feel left out of all of this fun!! If you have any questions, call, write, OR you can always send \$\$money\$\$!!

See you on the line.

J-22 FLEET NEWS

by John Saunders

CLAUDIA FOSTER won the first series of 1994 with my crew getting a second place finish in a fleet of six boats.

AYC race committee duty came off without a hitch with PRC compliments to our fleet. Again, the fleet members who gave up their Sunday made the job of doing race committee easy. Thank you to each of you.

The 1994 Austin J-22 Circuit was a great success. Twenty-eight boats participated in these races on Saturday in 15-20 mph winds. On Sunday twenty-eight boats floated around in anticipation of wind which never did arrive. The top Austin finisher was CLAUDIA FOSTER with a 6th place overall. Many thanks to ROY SMITH, PRO, and our South Coast fleet for their race committee help and to DAVE HENDERSON and HOWARD SHIREY for officiating as judges. On Saturday night 110 sailors stayed for the Cook-Ur-Own steak dinner. From the participation, comments, and noise, this was probably one of the best circuits yet. Kudos to CLAUDIA FOSTER as organizer and to MARY SIKORA and JAN THOMPSON for providing food. Thank you all very much.

The next weekend we officiated the SC-21 Intergalactics. Nine boats raced with four races on Saturday and one race on Sunday. We had fun, and I was told they did also. This is truly a good fleet for which to run races.

AYC's series #2 had a slow start with the first race day held the same Sunday of the J-22 circuit. Four to six J-22's have been racing since with MIKE HORTON currently in the lead.

SCOTT MEYERS (of Sail & Ski fame) purchased his first J-22 recently and is putting it in better condition. Two rumored partners, however, may pose a serious fleet membership question? An excuse for a party/meeting? Welcome, SCOTT!!

JEFF JONES of Belton acquired #117 and has raced it twice this series. These young people are really excited and add a lot. They also lowered the average age of the fleet members substantially! Welcome, JEFF!!

Don't forget the J-22 North Americans at Chandlers Landing on Lake Ray Hubbard June 7-12.

Thought for the day from STEVE BROWN, "Any group who has maintained this pace MUST be healthy!"

J-24 FLEET NEWS

by John McBride

Ahoy, Austin Yacht Club. Spring is here. I'm wearing long pants, socks, and a flannel shirt. It's May but I feel like I should be hauling in lobster traps or fishing for cod. We're thinking of starting a fleet for ice boating! The boys in the back ordered drinks, and we're going to have a Margarita Cruise in June. Mark your calendars. The notice will be in the next newsletter which is sent to all paid-up J-24 fleet members.

Well, the local series is in full swing. A special vote of thanks to each of the J-24 fleet members who handled committee duty, to the head of the line at the next hamburger cook-off.

Those of the fleet who went off to race in the Texas Circuit Stop at Chandler's Landing are particularly indebted to the fleet member's who stayed home and did committee duty. Thanks again.

Some of the fleet members who went off to Dallas may have had second thoughts Saturday morning with winds of 15-20 and temperatures of 48-50 degrees. The race committee had second thoughts and delayed leaving the dock until 11:15 a.m. The time delay had several fleet members scurrying off to Walmart for the \$4.00 sweatshirt special. Aye, it was a dismal lot as each crew member shared with the others, the list of foul weather gear, ski thermals and such which were just where we left them - at home in Austin!

The winds were stiff, more so in the 50-degree air temperature. All courses were the alternate course, windward-leeward. The key to success or failure was relearned by several Austin boats over the course of the weekend. Ah, yes, the key - Start First, After the

J-24 NEWS (cont'd)

Gun! Race #1 was marred by only one PMS and ICE T took the bullet. MR. HAPPY took 9th, with RAINMAKER 13th, followed by SUPERMAN at 17th and OREO at 18th.

Race #2 was more painful as four boats were PMS'ed and two DSQ'ed. Two Austin boats fell prey to the PMS, SUPERMAN and OREO. ICE T took their 2nd bullet with MR. HAPPY in close pursuit 2nd and RAINMAKER quietly improving to 12th. RAINMAKER took it to the protest room when their starboard approach to the windward mark was marred by a port tack FLOUR POWER within the two-boat circle. This was avidly reviewed on video after the race by both teams, one pumping the other for info. General response to video, "Port tacker DSQ'ed!" The judges agreed. Rumor has it this was the first RAINMAKER protest won. Congratulations. It is also rumored that they have made copies of the successful protest in case it happens again, so they're ready!

Race #3 got highly competitive at the start and with three general recalls the fourth was good with individual recall in effect. The individual was MR. HAPPY and though they went back, it was not around the ends. This was an extremely painful PMS that pushed MR. HAPPY from 2nd or 3rd to 10th in the overall standings. DASHBOARD MARY helmed by Charlie Ogletree grabbed the bullet, followed by ICE T. SUPERMAN finished 6th for their best finish, RAINMAKER still quietly improving to 11th and OREO in 21st.

The next morning everyone had thawed out and the winds were lighter. Race #4 the BAD BOYS from New Orleans took the bullet with some local knowledge from PAUL FOERSTER on board. ROB JOHNSTON on J-MEISTER with HANK KLEESPIES on foredeck took second but grabbed an I-flag to go with it. ICE T came in 3rd, MR. HAPPY 5th, RAINMAKER quietly improving to 8th. OREO took 11th and SUPERMAN 19th.

Race #5 saw the BAD BOYS walk away from the leaders by nailing two quick wind shifts at the windward mark. DASHBOARD MARY fought through the rest of the leaders to 2nd. MR. HAPPY took 4th, ICE T was 6th. RAINMAKER quietly took 7th with OREO again 11th and SUPERMAN 26th.

The overall regatta winner? Guess. ICE T! Next highest Austin boat was RAINMAKER who got

edged out of trophy territory by BAD BOYS. BAD BOYS was one of the 2nd race PMS'ers and beat RAINMAKER to 8th by the tie-breaker. RAINMAKER constantly improved their finishes in each race of the regatta and was the 2nd most consistent Austin boat 13,12,11,8,7 (the first most consistent was ICE T - 1,1,2,3,6). MR. HAPPY placed 10th pulled back by the PMS and finished 9,2,35,5,4. OREO was 19th and SUPERMAN 21st.

START FIRST -- AFTER THE GUN!!!

Back to the local series (which will be finished up by the time you read this Telltale). We've had ten different boats come out this series which is a great start for the year. RAINMAKER is sailing well with three bullets and a 2nd. Second place is currently held by PATTY WAGON followed by OUT OF CONTROL, BOX LUNCH, and CAPTAIN AMERICA. The balance of the fleet is not that far behind in sailing skill but are hampered by the ability to get the boat out on the water. Only the top 5 boats have sailed each race. There's a lesson in this: if you want to bring home the trophy you've got to go out and race.

Thanks to ROBBIE NELSON for her excellent organization and coordination of the Hamburger Cook-Out. It was great to get to socialize after the race and chat about sailing, life, bottom paint, rules, and protests. The cheeseburgers were great. There was plenty to go around. A good time was had by all. All the beer disappeared, and MICHAEL WELLMAN made off with all the tequila for the Margarita Cruise.

Stay tuned for that Margarita Cruise. And thanks to everyone who has paid their dues. Oh, by the way, that newer boat in the fleet with the black stripe at the rail is OREO. Welcome BONNER CORDELLE back to the fleet!

Remember, Saturday Evening Series is coming up. The fleet championship will be the Summer Evening Series. We're still collecting the Top Ten J-24 lies. And keep the membership growing for chips, salsa, and beer after the races.

Fair winds and following seas.

Good night Mrs. Calabash, wherever you are!

SOUTH COAST 21 NEWS

by Dr. Dirt

South Coaster's celebrated their 20th anniversary for the National Championships on April 23-24. Long time sou'coaster LINDA McDAVITT, with crew members MARTHA ST. ROMAIN and TROY LAWSON, bested the nine-boat fleet with convincing finishes of 1-2-1-2-4 in the 5-race series to take home the silver cup. This is the first National Championship for LINDA (and the first time a woman has earned the honor!).

Winds on Saturday were slow to appear but enough breeze filled in by noon to get one race off before lunch. McDAVITT discovered a consistent lift filling on the left side of the lake early to put her safely in front. LINDA was followed by JIM REHAGE in second and PAT FEAGIN in third. The afternoon brought steadier breezes from the southeast with winds reach 15 mph by the last race. RAY SHULL got in phase for race #2 (luck of the lake, I guess) to take a first, followed by LINDA and JIM. The order of finishers changed only a bit in the third race with LINDA first followed by RAY then JIM in third. PAT got dialed in on the final race of the day finishing a good quarter mile ahead of LINDA and RAY, the nearest boats. Saturday evening was the occasion of the traditional chili feast hosted by NANCY DOBSON and CHRISTY SHULL. Huge appetites from a day's racing weren't enough to finish off the vat of chili NANCY brought. However, I hope you froze the leftovers, NANCY. I'm looking forward to more of that good chili later this season!

Conditions on Sunday were near perfect for the final race. Winds were about 15 mph with temperatures in the 70's. For most of the race it looked like a rerun of Saturday's dominance of the fleet by Walkin' on Water. However, LINDA decided not to cover STEVE GAY on the final beat, sailing to the left side of the lake (didn't she notice REHAGE and others getting hung out to dry on that side earlier in the race?). FEAGIN, et al, weren't about to let that opportunity go by and finished first followed by STEVE and RAY. LINDA's fourth was still plenty good enough for victory. She now has the proud honor of admiring the perpetual trophy on her mantelpiece for the next year. Congratulations, LINDA!!

Final Results: (1) Linda McDavitt, (2) Ray Shull, (3) Pat Feagin, (4) Steve Gay, (5) Jim Rehage, (6) Duane Dobson, (7) Imre Szekelyhidi, (8) Charles Pope, and (9) Jeff Hardesty.

CATALINA 22 FLEET NEWS

by Rick Abell

The AYC Directory lists 26 Catalina 22's in the fleet. Of those, 15 are actively racing at least some series and some special events.

I would like to see even more participation and would like to encourage all C-22's to race. If there is any way the fleet or I can help make this happen, please let me know. There are many ways to enjoy sailing, but racing can enhance all the rest.

Request, complaints, or suggestions? CALL. Let's work on whatever we need to do to make our fleet better.

UPCOMING EVENTS:

At AYC

Turnback Canyon Regatta, May 28-29
Governor's Cup Regatta, July 2-3
C-22 Spinnaker Championships, July 9-10
Summer Evening Series, 5:30 pm, July 23-Aug. 20

Lake Tahoe

Plus C-22 Nationals in Lake Tahoe, June 18-24

I would like to congratulate the winners in the following events:

REGIONAL CHAMPS

Spinnaker - 1st, Gene Ferguson, Ft. Worth BC
2nd, Pete Harper, Austin YC
3rd, Bob Walker, Wichita Falls YC

Genoa - 1st, Brad Wieland, Arlington YC
- 2nd, Harvey Baker, OK City
- 3rd, Stan Hinson, Grapevine SC

STATE CHAMPIONSHIP

Genoa - 1st, Gene Ferguson, FWBC
- 2nd, Rosser Body comb, FWBC
- 3rd, Stan Hinson, GSC

THE CAT'S MEOW

by Jim Casto

Big news for cats at the club -- we have a series scheduled and published in the Directory!! This should make it clear to all parties interested what the dates are. Just for a reminder here they are:

July 24, July 31, August, 7, and August 14

These are all Sundays. The white flag is at 2 p.m.

Please let me know how you can help with race committee, etc. I intend to race this year. After doing RC for three years, I deserve a break. I am considering adding provisions to the scoring to allow those who serve on RC to still be competitive in the series. Any suggestions?

Some centerboard racers have asked about the possibility of sharing the times and equipment. I'll try to work out the details ahead of time. Usually RC for this series, with just one start/one class and 10-15 boats, is not that difficult to manage. Adding a second start, with some extra marks (especially a different reaching mark for CB's), would be easy if we had a deeper RC pool from which to draw.

Secondly, after we got the dates approved for the AYC series, a local one-design catamaran club scheduled a cat race on Travis August 6-7 called the Aquafest Regatta. In the interest of supporting that activity I recommend we don't use the August 7 date we have been allowed. There are many other activities at AYC that might want to fill in and use that date.

Deadlines being what they are, this will likely come out after Turnback. Hopefully the wind will have made it a "three hour cruise" or less.

Don't forget: Fall Regatta (October 15-16) is open to catamarans. Spread the word!

CENTERBOARD FLEET

by Ravi Subramanian

Well folks, now you did it. I had a guaranteed spot in the Telltale when I was on the sailing team, but they made me graduate and you finally got rid of me. Now I'm Centerboard Fleet captain, and I'm back in

the game again (Fred). Not that Vicki would ever turn down an article, but having a section you're expected to fill forces you to get around to it.

I accepted this position with confidence. I was absolutely sure that I had no idea what I was supposed to do. The Sunfish and Lasers have been the most active centerboard boats since I became involved with AYC, and they both have fleet captains already. RICH HLJSTA is trying to get the Thistles going again (which I think is great!) and there are a few FD's and 505's roaming the waters of Lake Travis, but the majority of the action is in the Wednesday night crowds.

As I see it then, my job is to increase participation for the non-Wednesday night crowd by ensuring there are events to sail in. These events, of course, will be there for the Sunfish and the Lasers as well, but those fleets seem to be doing quite well on their own. To be quite honest, I think participation of the various fleets should come from within (as RICH HLJSTA is trying to do) since they know best what they want in their racing diet. But I also think that by combining our efforts as centerboard sailors can get more racing for less effort.

One example of this is the centerboard series scheduled for the four Saturday afternoons between July 23 and August 13. We are going to share committee boat duty with the multihull fleet so that we can all do more racing for less time on the committee boat (same committee boat but probably different marks). This series is scheduled so that you can come out and race centerboards and then jump on a big boat to relax for the summer evening series (cheap shot). The word I got is that the C-15's aren't all the enthused about summer afternoon racing in July, but the Sunfish and Laser racers I talked to said they they'd be there. Format is two longer races (unless I hear otherwise) and so would suit the faster multihand boats as well.

It has also been brought up that Sunday afternoons in June are open for whatever. I don't think an actual series will happen but maybe this would be a good time to try some team racing out. I mentioned this concept two years ago and haven't done anything yet. My idea is for a BYOB team racing seminar using Sunfish or Lasers. We'd go over the rules. I'll get the UT sailors into doing some demo races and then

CENTERBOARD NEWS_(cont'd)

make teams up and try it out. Look for a posting on this.

That's about it from the centerboard fleet. As I said, I'm not exactly sure what I'm supposed to be doing, so you'll need to let me know if you want something. See you out there, because I'll still probably be looking for Governor's Cup volunteers.

LASER FLEET NEWS

by Fred Schroth

This little blurb was written in the first Wednesday morning of May. HANK has his Ph.D. finished and is off in Massachusetts on a job interview. He will miss tonight's races, but he'll make it back in time for Chuy's afterwards.

DAVE MAGUIRE has a class scheduled for Wednesday evenings and will miss the whole summer. DAVE will miss lots of sailing until he completes his MBA.

JOHN WILCOX rejoined the Navy and is out in California.

This summer SCOTT and BECKY CHENEY will go to Vermont to visit Mom and Dad when they would previously have been in Westlake.

TRIPP ALYN hurt his arm and his boat on Easter weekend and neither one is up to sailing this month.

MARK RYLANDER, BILL MITCHELL, BILL HAWK, GARY SCHMIDT, PAUL FRELS, LANELLE MONTGOMERY, TOM SHELTON, PERRY WELLER, MARK GRAY, KATHY COMER, ALAN JOHNSON, DEKE DEKEYSER, FRED SCHROTH, HANK KLEESPIES, BILL LOVING, TOMMY KOZLOWSKI, and JEFF ANDRON have sold the boats they had early last summer.

Some fleets would be dead from carnage of this sort. I am, instead, looking forward to this evening's races.

Some might say it's because of the new rule. If you touch another boat, one of you must IMMEDIATE-

LY admit fault and commence a 720 degree turn or both of you must quit the race within that minute. NO EXCEPTIONS. NO KIDDING.

The "new" in the fleet is what makes it all look exciting.

Old sailors with new boats: HANK KLEESPIES, DEKE DEKEYSER, FRED SCHROTH, JEFF ANDRON, KATHY COMER.

New owners with old fleet boats: BILL MITCHELL, BRUCE FOSTER, BOB HARDEN, DAVID HALTER, STEVE FICKLIN, TRENTON WANN, JERI WARD, BOB FARMER, DANNY LIEN, SARAH BAKER, TROY LAWSON, and MARTIN MOLLAT.

New sailors with boats from elsewhere: GRETCHEN HANOVER, ROB HALTER, DAVE HENDERSON, JOHN WELCH, PETE HARPER.

We have over 20 folks with "new" in their title. It's going to be a real fine year.

Other NOTES: We have the Texas State Singlehanded Championships at AYC June 4-5. This is the race for best sailor in Texas. Past winners include: ROBERT MOSBACHER '62 '63, BILL GERLOFF '67, JOHN KOLIUS '70 '71, MARK FOSTER '75, KELLY GOUGH '78 '80, BRIT NORTH '79 '91, MARK SALIH '81 '82, EARL GERLOFF '85, DOUG KERN '87, MATT ROMBERG '88 '89, FRED SCHROTH '84 and current.

Contact TOM ROMBERG or NELSON REYNOLDS to get involved in Texas' most important sailing event. If you win this regatta you can claim to be the best sailor in Texas. As Texas does not recognize the rest of the universe, this is THE title to hold.

Final NOTE: FRED got a new Skipper this year. He's a friendly, shaggy blonde with fleas, but other than that he's not much like FRED.

SUNFISH FLEET NEWS

by Bruce Foster

1994's exciting new season is just cranking up at AYC even though many Sunfishers have already logged a few thousand road miles in search of competition and camaraderie. For those who can remember the informal beginnings of Fleet 70, the preparations going into this season must look mind-boggling. It wasn't too long ago that us old salts thought this meant rubbing on a little "preparation H" and scraping off the wasp nests was preparation enough. Cap'n TOMMY BARNES got the level of interest up a couple of notches with a boat preparation party complete with reprints of all the latest go-fast articles and most aggressive Laser-bashing techniques. New centerboards are in abundance, a few new sails are seen, and evidence of last year's Wednesday night encounters have been carefully sanded away. Each weekend sees a few more Sunfishers polishing up rusty techniques and surprise moves.

Next came MARTHA ST. ROMAIN and PAT MANNING's first annual lasagna and potato dinner with the proceeds going toward the women's North American Championship to be hosted at AYC in June. Cap'n TOMMY then started off the agenda by unveiling two pages of sailing instructions. As many veterans muttered "we don't need no steenkin' rules" and squirmed in their preparation H. Other Sunfishers read the instructions and took copious notes. It's going to be very interesting this year. Everyone got a copy of the Wednesday race committee schedule and this was also mailed to all fleet members. A new 1994 fleet championship procedure was explained. The races on the third Wednesday of each month will be scored from May to September. There will be a minimum of 5 throwouts (or 25% of the races if less than 25 races are run on these days). This should provide a variety of wind conditions and fit most everyone's schedule.

Next, JOANNE WEBERLEIN put together two informative seminars. First, VIC MANNING sold all the new fleet members his patented "Perfect Wednesday Race Management Kit." It's only \$99.99 including keys to the boats. VIC explained how to set up a perfect course which would defy all efforts by FRED and others to reset marks to "Laser specs." All this was just the prelude to the rules seminar given by AYC Commodore DAVE HENDERSON. It took a while to get a definition of "mast abeam" that everyone could agree upon, to digest the novel

concept that you really aren't supposed to hit anyone to make your point, and entertain all the conflicting notions of how the rules apply. Even the most conscientious note takers had stopped writing by then. It was all put into perspective in the end with sage advice to "have fun," learn the basic rules and sail by the golden one. I'll bet TIM ERWIN would approve!

There's even a lot of racing news for this early in the season. Our own "Thelma and Louise" (VICKI and PAT) did another road trip East to the Sunfish Midwinters in Satellite Beach, FL. From there it was only a short detour by Epcot Center and on to Davis Island for the International Masters (yes, they still lie about their ages). VICKI's article will come out just before you see it on Gerlado! On the local scene, LARRY HILL took Sunfish honors in the windy Spring Regatta. BILL (what mark did I miss?) GERLOFF finished second, and TOM BOREN took third. In San Antonio, Woodlawn's obstacle mudhole beckoned a few fleet members. Local knowledge prevailed as Lee Woodbury won, BILL GERLOFF finished a close second, and VICKI STONES took third. No report yet if anyone got their new long boards dinged up on the shopping cart or other obstacles.

Some real racing is going on at Lake Canyon's spring series. Cap'n BARNES and DAYNA MOSIER went seeking some racing and found it against 12 other 'fish. TOMMY said he was practicing for the masters (like growing older takes a lot of work!), and he won. DAYNA took second for a 1-2 Fleet 70 sweep. Reports are that LCYC puts on a great event.

A growing number are showing up for series races. A few even traded in their nice, stable 'fish for a weekend of Laser sailing in the Easter Laser Regatta. BRUCE FOSTER almost finished the first race (and that was "pretty good"). The boat was for sale cheap for about a day, but as his short term memory faded, he tried again and decided it may be possible to sail it after all.

Racing began the first Wednesday in May. Come on out and enjoy AYC's "other" series.

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