

TELLTALE

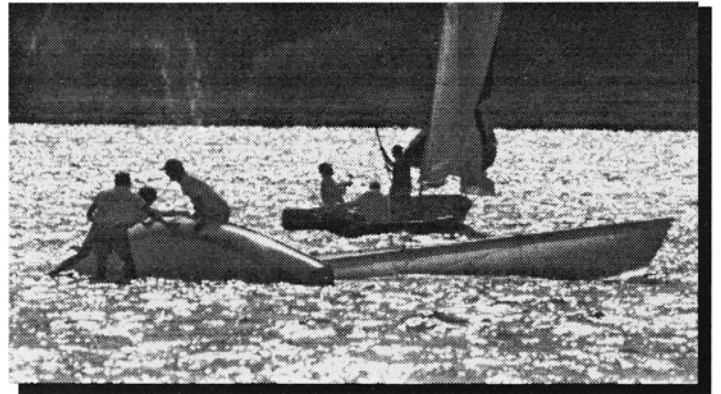
Austin Yacht Club

April/May 1996

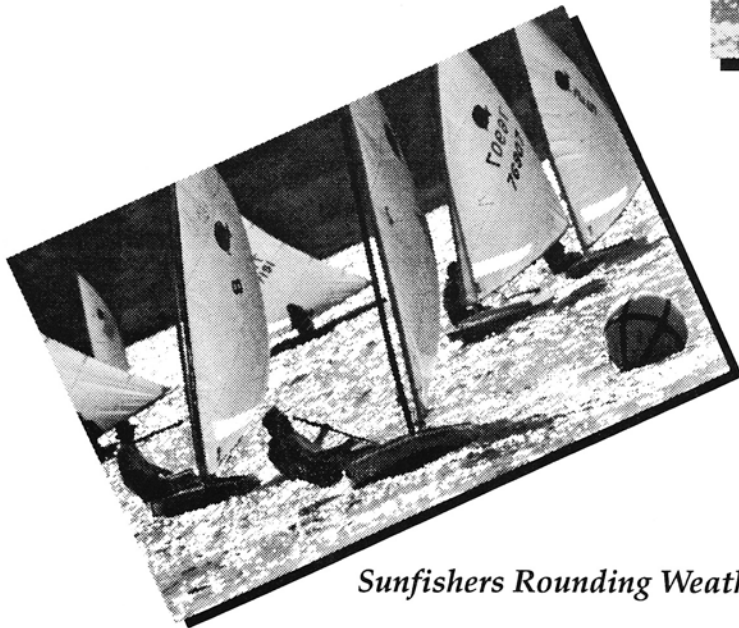


505 Sailors Enjoying Milder Breezes

Centerboard Regatta April 13-14, 1996

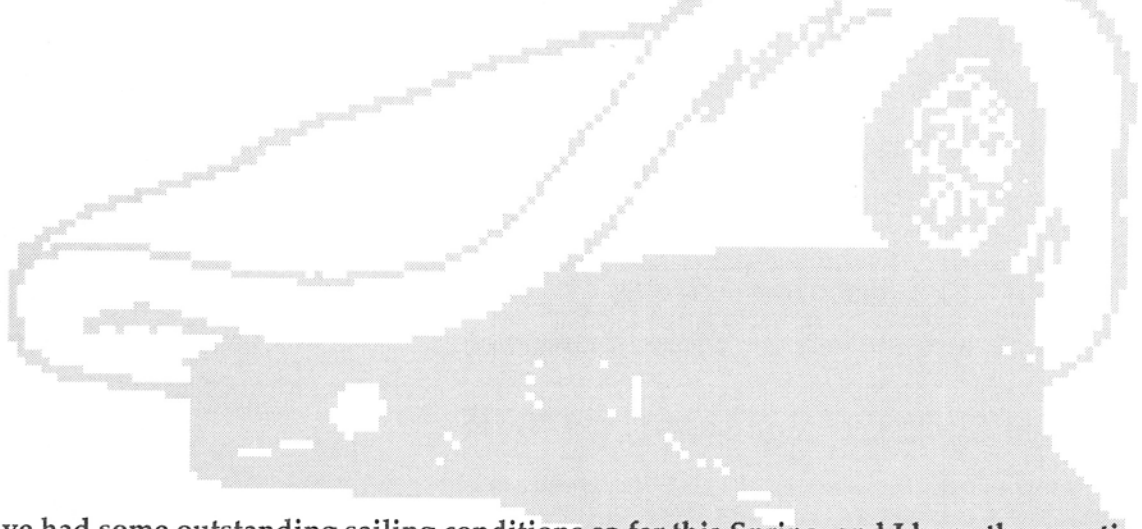


*Thistle Sailors Experiencing Wrath
of Heavier Air*



Sunfishers Rounding Weather Mark

FROM THE COMMODORE ■■■ Ray Shull



We have had some outstanding sailing conditions so far this Spring, and I hope they continue. The March winds have help up into April, and it looks like they may take us right into the summer. About the only thing that could improve the situation would be to add about fifteen feet of water into the lake. We're working on that issue -- as soon as we determine which Commander is responsible.

The low lake levels also mean that we will soon see several docks relocated to the point. If we're lucky, they will only be out a short while before the lake returns to a better elevation. While we have these conditions, I would like to remind everyone to realize that the water areas and access points will only get more congested and expect delays in launching, retrieving, and rigging your boats. Also parking in the point area will get to be a problem with docks in that area. Please be patient in these areas and be courteous to your fellow members. Suggestions are that when you're launching or retrieving, be prepared for what you are doing and occupy the ramp for as short a time as possible. When you're on the rigging dock, after you have launched, move your boat quickly to make room for the next boat. As the parking situation on the point becomes worse, please reserve the area from the turnaround pad to near the end of the point for vehicles with trailers. Other suggestions may be appropriate.

As the lake also shrinks, be careful of brown water and the shallow water it signifies. Many boating hazards will not be marked, and they could ruin your whole day. This will also result in more boats sharing a smaller area. The recent accidents on the lake indicate that not all boats in our neighborhood are being operated in a safe manner.

You may have noticed that the LCRA will be conducting public meetings in May to gather input on recommendations for usage restrictions on the lake. The Board at the April meeting adopted a resolution to encourage LCRA to adopt speed restrictions in the area from Mansfield Dam to Arkansas Bend on weekends and after dark, and to also restrict skiing and personal water craft operations to certain designated areas on weekends. I encourage everyone to participate in this process which could result in usage controls on the Lake.

Lastly, we have a lot of racing activities coming up. Turnback Canyon, Governor's Cup, C-22 Regionals, C-15 Districts, SC-21 Intergalactics, Friday Series, Wednesday Series, and the One-Design Series all occur in the next two months. See you there.

- 1** From the Commodore
- 4** From the Race Commander
- 5** Sail Training Articles
- 10** Catch the Wave! For Sailors that Surf
- 11** Dyno-Dock Workers Make the News
- 12** Centerboard Regatta
- 13** Texas Sailing (UT Sailing Team)
- 14** Malaysian News
- 17** AYC History
- 18** Fleet Talk
- 25** Welcome Aboard, New Members
- 26** AYC Race Results
- 28** Don't Get Caught With Your Pants Down

**1996
AYC Officers**

**Commodore
Ray Shull**

**Vice Commodore
Bruce Foster**

**Past Commodore
Dennis Awbrey**

**Secretary
Martha St. Romain**

**Treasurer
Becky Heston**

**Race Commander
Nelson Reynolds**

**Bldgs & Grnds
Jim Rehage**

**Fleet Commander
Michael Wellman**

**Sail Training
Lanelle Montgomery**

AYC Staff

**Manager
Johnny Wesson**

**Office
Administrator
Nancy Boulmay**

**Groundskeepers
Brad Schwab
Tom Cunningham**

AYC Office Phones

**266-1336, Ofc.
266-1897, Club
266-9804, Fax**

Telltale Staff

Managing Editor
Martha St. Romain

Editor
Vicki Palmer

Assistant Editor
Kim Young

Photographer
Ty Johnson

Editorial Staff
Ray Shull
Nelson Reynolds
L. Montgomery
Mary Lynn Painton
Scott Spurlin
Gerald Rabun
Steve Eller
Gail Bernstein
Pat Kimbrough
Kevin Reynolds
Jim Deeter
Eric Nelson
Dennis Mills
Vicki Palmer
Cynthia Casto

The Telltale is published bi-monthly.

Article deadline notices have been mailed to all AYC members.

The Telltale is produced on a Macintosh in Microsoft Word and PageMaker. Articles submitted on a floppy will definitely speed up the publication process.

Dear AYC Telltale Readers:

Wow! Almost every article was submitted to me via e-mail or diskette. Boy, does that make my job easier while also getting the Telltale to you sooner. If I hadn't had some very time consuming computer problems, you would've gotten this a day or two sooner. Thanks so much for helping make this publishing process so much easier. Has anyone told you lately that you guys are the best!! AYC is known all over the country as being a very, very active volunteer club. And judging from all the activities happening at the club, you prove that more and more each day.

As you may have heard I am now the editor of the Sunfish National Association's tri-annual magazine, the Windward Leg. This is actually a paid position — not enough to let me retire from UY but enough to make me take the job seriously. I'll try not to let it interfere with the production of the Telltales or Mini-Tales. But I'm sure there can't help but be some overlap somewhere along the way. If that's the case, please bear with me.

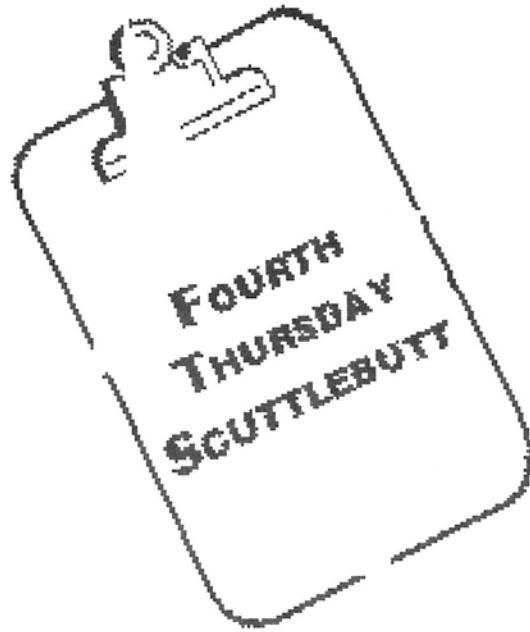
Also, I'll be putting together a committee to investigate the possibility of the Austin Yacht Club being the site of the 1998 Sunfish Nationals — a week long event involving about 100 Sunfish on two different race courses. If you're interested in serving on this committee, please call me at work or at home. You've got my numbers.

Vicki Palmer

Next Mini-Tale Deadline: Sunday, May 19

Next Telltale Deadline: Sunday, June 23

Cover Photos Courtesy of Ty Johnson



From the Race Commander ...

Nelson Reynolds

Well, I guess it couldn't last. The head on the Race Committee boat has failed once again. Evidently, someone tried to flush it into a full tank. This points out the necessity of informing the PRC rep of little things like having used the head during the course of the day so we can get it pumped out. We hope to get it back in operation before Turnback Canyon Regatta. Oh, and the oil pump has been replaced on Chase 1 so it shouldn't fumigate the harbor during warm-up. Well, not as bad as it had been. Other than that, things have been going fairly smoothly. In general, plenty of wind(for which I take complete credit) and occasionally some interesting courses to sail. All in all, a good job has been done by all (IMHO).

Having had some recent experience at other clubs I can only say, we do a darn good job at AYC. Keep up the good work!

I am happy to say that I haven't sat on any interesting protest hearings lately. Happy because I won't be getting any more death threats from the parties of a protest I happen to publish. And I didn't even publish the sailors' names. Can I help it if everyone knows your boat, Jim??? Anyway, if you have any rules questions or such, please bring them up to me. If I can't answer them on the spot, I'll do the research and publish here as long as the Telltale staff lets me have space.

One last thing that became very evident in the last couple of weeks is how very crammed is the racing schedule. This was made glaringly obvious when

we began to rearrange the schedule around the necessity of changing the date of the South Coast 21 Intergalactic Championship due to the docks being moved on their scheduled weekend. I would like any comments or observations you might have concerning this years schedule. The easiest ways to get comments to me are e-mail (nelson@eden.com), fax to AYC to my attention, or drop a note in my box in the office. I will consolidate all responses and provide them to the Fleet Captains and my replacement for next year (any volunteers?).

That's about all for now.
See ya on the race course.



JUNIOR SAILING

SAILING BEGINS WITH A BLAST

by Lanelle Montgomery

After having hosted two junior circuit regattas on Lake Travis during the summer months when there was little to no breeze, the conditions for the White Cap Regatta were a welcomed change. To be sure the regatta lived up to its name, each competitor was given a white baseball cap to wear on the water. However, that turned out to be a bit of overkill since there were plenty of white caps on the lake created by the 20-25 mph with occasionally gustier winds both days. The wind speed combined with the still chilly water made for some exciting racing. One of the competitors suggested that, just to be safe, the name of the next regatta not include the words hurricane or tornado. We had a very good turn out by AYC junior sailors: Jennifer Rehage flew in for the event; Lauren Foster, Stephen Gay, Patrick Reynolds, Joe Gerloff, Ryan Harden, Danielle Ellenbrook, Sam Livingston, Phillip Stearns, Nick McKenna, John Bowden, Chris Bartlett and Justin Hobbs also participated. Those receiving trophies were: Phillip Stearns, 1st Sunfish; Nick McKenna, 2nd Sunfish; Ryan

Harden, T-1st Optimist Red; Sam Livingston, 3rd Optimist Green. Congratulations on the performance of every participant! Thanks also to Steve and Judy Gay and all their helpers in putting together this great regatta.

The winds only increased and the chop on Galveston Bay made the conditions even more challenging for the second Junior Circuit Regatta at Houston Yacht Club's San Jacinto Day Regatta. Again, AYC juniors made a formidable appearance with nine entrants: Patrick Reynolds, Chris Bartlett, Nick McKenna, Phillip Stearns, Lauren Foster, Sam Livingston, Joe and Earl Gerloff and Ryan Harden. Most hung in there until the end and should be congratulated for their endurance! Those receiving trophies were: Nick McKenna, 2nd Sunfish; and Ryan Harden, 2nd Optimist Red.

The next few Junior Circuit regattas are:

May 18-19 --Foley/Sperry Regatta, Lakewood YC

June 1-2 -- Rush Creek YC

June 15-16 -- Corpus Christi YC

The Junior Sailors prepared for each of the Circuit Regattas by attending sailing seminars conducted by two of AYC's finest. First, Joanne Weberlein conducted a Spring Tune-Up Regatta in March. This gave the juniors an opportunity to get the cobwebs out of their boats and get them race ready. They also learned how to dress in cool weather conditions. Then, in April, Doug Kern conducted a seminar focusing on problem areas identified by the junior sailors themselves. They were able to get some good time on the water practicing starts and mark roundings. The advice and suggestions by both instructors were invaluable to our future Olympic hopefuls. Thanks to each of them for sharing their expertise!

The next seminar is scheduled for May 4 (please note new date) and will be conducted by none other than Scott Young.

The summer sailing camps are filling up quickly. If you have not already made reservations,

ADULT SAIL TRAINING PROGRAM

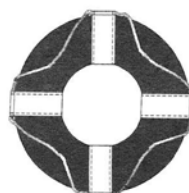
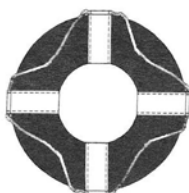
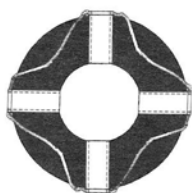
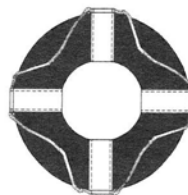
you should do so immediately. We have added a beginning session for week four (now all sessions will include a beginner's session) and, if there is an interest, we will add an advanced session for week one. Registration forms for summer coaching classes during July and August have been mailed. If you did not get one and wish to receive a copy, call the AYC office. Also, the registration forms for Peanut Butter and Jelly Camp are available from Matt Bartlett or Pete Harper.

by Lanelle Montgomery

The first adult seminar (actually a couple of juniors also attended this one) was a CPR course conducted by Michael Wellman. It was very well attended and Michael did an outstanding job! We have talked about offering the course again if there is a demand for it. Please let us hear from you if you are interested.

The Adult Learn to Sail and Intermediate Camps will be conducted during June. The Women's Sailing Camp is being coordinated by M. L. Painton and taught by Dick and Karen Van Hooser. The Men's Sailing Camp is being conducted by Bruce Foster and the Adult Intermediate Sailing Camp by Richard Hlista. Additional information can be found in the announcement and registration form which follows. Please tell all your friends about the camps. Based upon the people who are teaching and running the camps, they should prove to be a first-class experience for all.

SAIL SAFE



AYC's SUMMER ADULT SAIL TRAINING PROGRAMS

The Austin Yacht Club Sail Training Program will offer three separate sailing camps for adults during the summer. Two of these camps will be tailored to meet the needs of the beginning sailor (one camp for men and another for women) and the third will be aimed at those who already know the basics of sailing.

Boats: Bring your own Sunfish, Laser or other small mono-hull boat or charter an AYC Sunfish for \$25 on a first-come basis. A Coast Guard approved life jacket is also required of all participants.

Cost: \$50.00 AYC Members \$75.00 Non-AYC Members

Registration Deadline: One week prior to beginning of each camp. Call AYC office at 266-1336 or mail registration form. Class size will be limited.

Adult Learn to Sail - AYC's Adult Learn to Sail Camps are for the beginning sailor with emphasis on the fundamentals of sailing, right of way rules, and water and boating safety. Topics include points of sail, maneuvering, launching and docking, righting a capsized boat, basic right of way rules, water and boating safety and much more.

Schedule: Men's Learn to Sail - June 3, 4, and 6* 6:00-9:30 p.m.
Women's Learn to Sail - June 17, 18, and 20* 6:00-9:30 p.m.
*Plus, optional Wed. night race or observe from spectator boat.

Food: Light evening meal at end of Monday, Tuesday and Thursday classes.

Adult Intermediate - AYC's Adult Intermediate Sailing Camp is for anyone who knows sailing basics (can rig the boat, leave the dock, tack & jibe, right the boat, and return to dock) and who wants to learn the basics of racing. The camp will be conducted both on shore and on the water concentrating on starting, windward tactics, off-wind tactics, and mark roundings (rules, strategies, techniques, etc.)

Schedule: June 158:30 a.m. - 5:00 p.m.
June 168:30 a.m. - 12:00 noon

Food: Continental breakfasts & Saturday lunch

Paid registrations will be accepted on a first-come/first-serve basis. Check, or AYC charge number should accompany registration form. Individuals charging to an AYC account may register by FAX at 266-9804. If you have any questions, you may call AYC at 266-1336. The mailing address is:

AUSTIN YACHT CLUB
5906 Beacon Drive
Austin, Texas 78734

In attending this clinic, I release Austin Yacht Club, its officers, members, agents, and counselors from all liability for injury to myself or my boat that arises out of the conduct of the clinic.

Signature

Date

REGISTRATION FORM

ADULT SAIL TRAINING PROGRAM

Name _____

Address _____
Street City State Zip

Registration Fee for each camp is: \$50 AYC members
\$75 non-members

Please register me for:

Men's Learn to Sail - deadline May 27 \$_____

Women's Learn to Sail - deadline June 10 \$_____

Adult Intermediate - deadline June 8 \$_____

Charter boat - (\$25/week - confirm availability) \$_____

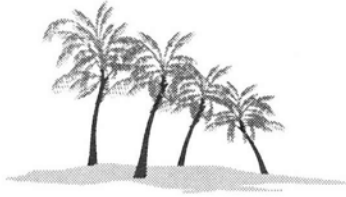
TOTAL FEE \$_____

I am paying by check _____ Charge (AYC No.) _____ Signed _____

I will be bringing a boat: TYPE _____ SAIL Number _____

Sailing experience _____

Things I would like to learn _____



Women's Learn to Sail Clinic

(for the beginning sailor with emphasis on
the fundamentals of sailing)

June 17-20, 1996

- Topics** Points of sail
Maneuvering
Launching and docking
Righting a capsized boat
Basic right-of-way rules
Water and boating safety
- Boats** Bring your own Sunfish, Laser or other monohull or
AYC Sunfish may be chartered for \$25, first-come basis
- Schedule**
- | | |
|--------------------|-----------------------------|
| Monday, June 17 | 5:45 - 9:30 p.m. |
| Tuesday, June 18 | 6:00 - 9:30 p.m. |
| Wednesday, June 19 | 6:00 - 9:00 p.m. (optional) |
| Thursday, June 20 | 6:00 - 9:30 p.m. |
- Dinner served each evening except Wednesday.
- Instructors** Karen and Dick Van Hooser
Certified by US SAILING Instructor Program
- Cost** \$50.00 (AYC Members)
\$75.00 (Non-AYC Members)
- Deadline** Register with AYC office by Tuesday, June 11, 1996.
Phone 266-1336 to obtain registration form.
- Class Size** Limited to 15 boats
- Equipment** Participants are required to bring and wear life
jackets. Hats, sunglasses, sunscreen, and gloves
are recommended. Be prepared to go swimming!

Catch the Wave! For Sailors that Surf! (the WEB)

by Scott Spurlin (spurlin@io.com)

Anybody know what I'm talking about? If you have a personal computer and a modem you probably do. If not, here's what it's all about. The world wide web (www) is now currently being used to disseminate information on anything imaginable. Austin Yacht Club has caught the wave and has an Austin Yacht Club Home page on the WEB!. Doug Kern created this page sometime ago and continues to maintain it. In the past this site has provided information about AYC, the fleets, officers, calendar, etc. It has been recently expanded to include "boat needs crew" and "crew needs boat" forms. These forms allow a visitor to the site to complete the form and electronically submit it to AYC with all of the relevant data completed. The relevant data ranges from "beer can opener" to "professional level foredeck" for the crew-needs-boat form and "bathtub with sail" to "Mumm 36 seeks professional level" crew for the boat-needs-crew form. (The site is still under construction which gives me the opportunity to exaggerate a little, right Doug?)

Once the form is submitted it allows us to compile data to help match crew and boats. Why are we doing this? The reasons are as follows: make AYC accessible for those who are interested in sailboat racing, help get skippers the crew they need to get out and race, and re-generate the club with new members. The result is that we will be able to foster greater interest in this wonderful sport and we may even get a few more dues paying members and, most importantly, more boats on the line.

For this to work it will take the support of everyone. We are starting to receive requests from people who want to crew. We also have gotten a few requests from skippers who need crew. Hopefully the questions on both the forms will help all involved to "match up" in a satisfactory manner. The skill set of the respondents range from raw beginner to national level experience. To be successful and get more activity we need the involvement of everyone, especially skippers. If you want to race but hate getting crew post your info on the "boat needs crew" list. Try to choose crew that fits your "attitude" for racing and get back out and have fun. I presented the concept to the fleet captains on March 25th and received an enthusiastic response. My hope is that we can foster and

maintain support for this system by everyone at AYC resulting in more people sailing.

The world wide web addresses are as follows:

AYC home page: <http://www.bga.com/~dkern/ayc.html>

Boat Needs Crew: <http://www.bga.com/~dkern/forms/boatform.html>

Crew Needs Boat: <http://www.bga.com/~dkern/forms/boatform.html>

Doug Kern's Sail Web: <http://www.bga.com/~dkern/sail.html>

Doug Kern's Sail Web is a great place to start your Web surfing activities. It will point you to a lot of neat sailing stuff.

I hope to maintain this by printing out and posting a list on the same bulletin board. Special thanks go to Doug Kern for incorporating the forms into the AYC home page and to all of the other Crew List sites on the web that provided us samples of their code.

Have fun surfing the web-just don't forget Sunday is sailing day!



DYNO-DOCK WORKERS MAKE THE NEWS

by Gerald Rabun

Everyone who helped with the south cove dock building in March and April worked hard and did a good job. We are fortunate to have members like these who are willing to put some effort into our club. In addition to the juniors mentioned in the last Mini-Tale, the following members need to be publicly thanked:

Vic Manning	Tim McKenna	Andy Hemphill
Allen Hawkins	Rob Wilson	Bobby Crouch
Tom Bauman	Larry Hill	Leo Anderson
Dick Van Hooser	J.P. Barr	Brad Smith
Jon Fitch	Ted Owens	Kirk Ulbricht

Also, thanks to Brad and Tom, AYC staff members, for their assistance in repairing the AYC generator after I put diesel fuel in it. This shouldn't qualify for a Blue Duck nomination, however, because the diesel fuel was in a gasoline can. Besides, it ran fine. For a while anyway.

And a special thanks to Chris Bartlett who helped us launch the new board boat dock 3.

I'm not going to give you the details about how I managed to stick the mast of my Force 5 in the mud in the bottom of the lake in the south cove. This was a training experiment to see how many things can go wrong during a recreational sail — and still survive AND manage to get back to the dock (under tow) with all the parts still attached to my boat. I did lose my cigarettes though.

For Sale:

One-half interest in an oldie but a goodie, Ensign #821 in good sailing condition. Now jointly owned with Jake Aggarwal who is eligible to keep the slip if buyer is an AYC member.

Call Stanley Werbow at 512-345-0538 (office), 512-471-4123 (home), or talk to Jake at 512-451-4697.

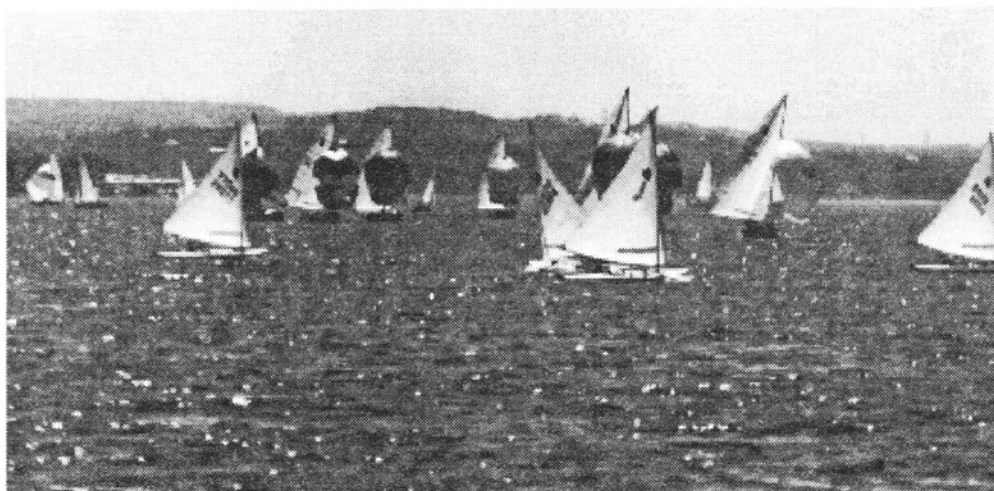


Photo and Text
by Steve Eller

CENTERBOARD REGATTA

On Saturday, April 13, the Race Committee was forced to postpone on shore after the Skippers' Meeting for lack of wind, but a South breeze filtered in 30 minutes later and soon thereafter Race 1 started in a 2 - 3 mph breeze. From there the day only got better. By the start of Race 3 (after lunch), the wind had whipped up to 12 - 15 mph, giving everybody a really good ride. Race 4, the last race on Saturday, was raced in winds averaging 15 - 18 mph, and ensured that all of the competitors were tired and hungry by the end of the day. Then a cold front blew through. Sunday morning started with a postponement for lack of wind (deja vu) but the wind quickly filled in from the North and gave us great racing, eventually settling in from the North at 15 - 18 mph.

The courses for the round-the-buoys racing featured multiple legs on relatively small courses and put a premium on starts, mark roundings, and boat handling. The 505's and Thistles raced almost exclusively on Windward/Leeward - Gold Cup courses, while the other fleets typically raced Gold Cups. These courses, coupled with a 3 minute starting sequence, kept all of the fleets tightly packed and the racing very competitive. It was not uncommon to see 20 boats all converging on the leeward mark, making the coveted inside-at-the-mark position all the more valuable.

Throughout the regatta, food was provided free to the competitors. A build-your-own sandwich lunch was offered on Saturday and Sunday. On Saturday night, a pasta feast was served and was devoured by the 100+ competitors who had worked up an appetite in the afternoon's heavy air racing. Not bad for a \$20.00 regatta?

Trophies were awarded to the top finishers in each class and their crews. Rigging knives were given to the skippers and Hobie tools given to all of the crews. See regatta results listed in AYC Race Results section of this [Telltale](#).

Special thanks goes to Bartlett/Banks Sails for supplying the beer and The Sailboat Shop for giving us a deal on the trophies. Special thanks also goes to all of the volunteers who helped with registration, food, and Race Committee.

Overall, the regatta was a great success. The small courses and multiple legs were popular with the competitors as was the low entry fee and free food. Of course it is easy to have a good regatta when the wind blows, but one thing is for sure: one-design dinghy racing has definitely returned to AYC.



Texas Sailing, February 1996

(excerpts from Volume 1, Issue 1)

UT Wins First Qualifier of the Semester

University of Texas sailors swept the first qualifier of the semester over four other teams. Chris Brock and Courtney Skott took low point scores in "A" fleet, while Clay Bishop and Sarah Baker took low point in "B" fleet.

This regatta was a qualifier for "Old South," to be held at the University of Florida on February 24-25 and "Davidson Fall" to be held at the Davidson on the same weekend. Team executives decided to drop the Davidson regatta in order to attend Old South.

Overall Finishes:

1. University of Texas
2. Baylor
3. SMU
4. University of West Florida
5. Rice

Team Elects New Officers

The UT Sailing Team held elections at the end of last semester to elect new leaders for the Spring semester. Clay Bishop was re-elected as President. Niels Leikvang was re-elected to Captain. Courtney Skott was re-elected to Secretary/Treasurer but declined to run for re-election as UT Representative. Chris Brock was re-elected as AYC Representative. Loran Nash was elected for the first time as Women's Captain and Fleet Captain. Ravi Subramanian is the AYC Liaison.

Texas Sailors Go "Cybersailing" on the Internet

The UT Sailing Team has set up a web page on the Internet for all those interested with access to the information superhighway. The web page is still under construction but promises to be one of our best contacts to supporters of the team. The idea for a web page came last semester from Ian Fink who has set up the page for the team. Ian is currently in charge of the project and Corey Scott is the

officer in overseeing the construction of the web page. Construction on the page is slow right now but it is up and running. In the future, scores will be posted on the page the day after the race. We also hope to have pictures and profiles of team members. Currently our Spring schedule, phone list, and previous regatta scores can be found on the page. The page will also contain current e-mail addresses for team members with e-mail accounts. The web page can be located at <http://www.uts.cc.utexas.edu/~tsailing/>. If you have any suggestions please contact Clay Bishop at c-bishop@mail.utexas.edu or you can reach him by phone at 836-4769.



AYC Liaison Ravi Subramanian



MALAYSIAN NEWS

by Gail Bernstein

Due to the holidays we celebrated earlier this year, our mail service was interrupted. Therefore, I received the Telltale article due date for the first issue after the actual due date. I quickly wrote an article in hopes that it would get there in time but, Vicki and the Telltale staff were too quick for me!

So a belated: Selamat Thaipusam, Tahun Baru Cina, and Hari Raya Aidilfitri

Thaipusam is an important Hindu Festival. It marks the ascent of the Star of Poosam in the month of Thai. This year Thaipusam was celebrated on Sunday, February 4. It is a celebration of thanksgiving to their God. One month before Thaipusam, the devotees go on a strict vegetarian diet, abstain from all forms of entertainment, and pray twice daily to Lord Subramanian. Then on Thaipusam, to show their devotion to their God, the devotees prove their sincerity by making a sacrifice for Lord Subramanian. This sacrifice is carrying a Kavadi from one Hindu temple on Jalan Dato Keremat to the Waterfall Temple. A Kavadi can be a simple silver jug filled with milk and fruit that they carry on their head or a very elaborate, heavy structure shaped like half a sphere that sits on their head and shoulders. To increase the intensity of their devotion, most devotees inflict pain upon themselves by piercing their bodies with spears, skewers, and hooks. Although my Indian amah told me that if the devotees are very strict with the vegetarian diet and praying to Lord Subramanian then there is no pain. The women devotees usually have a

few small spears through their foreheads, cheek, or tongue. The men devotees vary from something small to several very large hooks and spears. The body piercing is for real — nothing fake! The devotees walk bare foot except one devotee, I saw, wearing a pair of sandals embedded with nails. It was not like a parade where everyone stood in one place on the side of the streets. We just walked along the festival route in among the devotees. Some of them were in sort of a hyper state and went very fast. Others were in a very calm state and went slowly. The spears, skewers, and hooks are removed after they arrive at the Waterfall Temple. A smaller form of sacrifice is to shave your head. All babies born during the past year are shaved. When a child is really sick, his/her parents might make a vow to shave the child's head if he/she is cured. An unemployed man might vow to shave his head when he gets a good job. Large or small — all the sacrifices are made in thanksgiving and are on an individual basis. When each devotee, family, or temple group is ready to make their sacrifice they begin. The festival goes on all day and evening. Just like our religious celebrations, there is now a commercial side to Thaipusam. The women and children spectators all wore sparkling new outfits. Booths along the festival route sold stuff — toys, trinkets, balloons, food, religious items, etc.

Tahun Baru Cina (Chinese New Year) is the first day of the first moon on the Chinese lunar calendar. The new year celebration lasts for 15 days but, only the first two days are national holidays

Malaysian News (cont'd)

in Malaysia. Chinese New Year was Monday, February 19, 1996 — the beginning of the year of the rat. It is a family celebration. There is not a public festival or parade. Many families start their celebration New Year's Eve with a reunion dinner. This tradition started many years ago. When young women married, they left their family to join their husband's family. To welcome in the new year, all married daughters were allowed to go home and visit their families and enjoy this once-per-year reunion dinner. The Chinese are also very superstitious. Just before the new year, they spring clean their homes to clear or sweep away the bad things and the bad luck of the prior year. A clean house is believed to encourage the God of Prosperity to stay longer. The floors are not swept during the first two days of the New Year so all the good luck and prosperity will remain in the house. On New Year's Day any words associated with bad luck or death are not uttered in the house. There are lots more superstitions. Something goes on each day throughout the celebration. Chap Goh Meh, the last day of the Chinese New Year, is the first full moon of the new year. It is usually celebrated with fireworks.

Hari Raya Aidilfitri (Hari Raya Aidilfitri) marks the end of Ramadan and the beginning of the month of Shawal. The month of Ramadan is the ninth month of the Muslim calendar. It is the month of fasting for every Muslim. No food or drink may be taken between daybreak and sunset. On the eve of Hari Raya Aidilfitri, a religious leader watches for the new moon. When sighted, the celebration begins. If the new moon is not sighted, the celebration is postponed. I believe that it used to be postponed until the moon was actually sighted but, now it is only postponed one day. If the new moon is not sighted the next night, they break the fast anyway. Makes it a little difficult to plan and prepare a big family celebration.

How would you like to prepare Thanksgiving dinner but, not know until Wednesday night whether to serve it on Thursday or Friday?

Talk about last minute panic ... One of the Malay saleswomen that David hired was married during the holidays. We were invited to her family's wedding reception which was scheduled for the third day of Hari Raya Aidilfitri. Since the moon was sighted the first night, Hari Raya Aidilfitri was celebrated on Tuesday, February 20, and the wedding reception was Thursday, February 22.

Traveling and guests have kept us busy this spring. David's parents were here the first half of February and my mother and stepfather were here the last half of March. One or both of us have been to Singapore, Pulau Payar/Langkawi, Chiang Mai, the Cameron Highlands, and Phuket. This afternoon we are both off to Perhentian Island for some scuba diving.

Indian food has become one of our favorites. Devi (our amah) has started teaching me Indian and some Chinese cooking. Every Thursday afternoon, when she is finished cleaning, we cook. Since Devi does not read or write (speaks four languages but, doesn't read or write any of them), she can't just give me a written copy of her recipes. So I watch and take notes while Devi cooks. To date everything has been good and I am enjoying the cooking lessons.

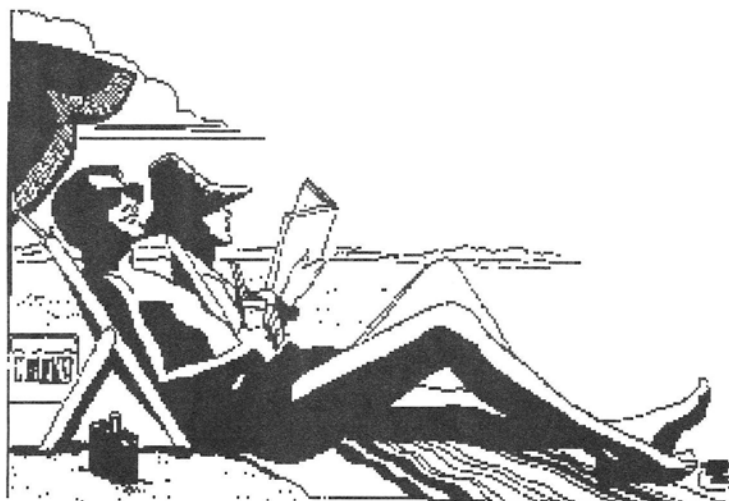
The Hash House Harriers started in KL back in the '30s. A group of British colonials decided they were drinking too much and not getting enough exercise. Hash house was the nickname for the dining room of the Selangor Club. There are now hash clubs throughout Southeast Asia. It is a popular sport with both locals and expats. A few

Malaysian News (cont'd)

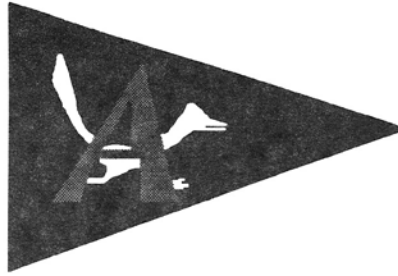
hours in advance of a hash run, the hare goes to the site (which changes each week) and lays a trail using paper markers. There is at least one check point and sometimes two. This is where the paper trail temporally stops and you have to scout out the new trail. The purpose of checkpoints is to give the fast runners something to do while the slower runners catch up. Penang has two hash groups. Men only run on Monday evenings. The women's group, which allows men to participate, runs on Thursday evening. The runs are intended to be off-road runs through jungle areas. I have been on one hash. We started about 6:05 PM and finished about 7:30 PM. The first 1/3 of the run was up-hill through the jungle but, easy. The second 1/3 was still up-hill through the jungle but, hard. The last 1/3 was down hill but, still through the jungle. Coming down was easier from a breathing and heart beat point of view but, you really had to watch your step. Also a couple of places were very steep and the only way down (at least for Tricia, Colette, and myself) was a butt slide. Needless to say I was a mess at the end of the hash. It was not a pretty sight! I am not sure whether you could call it fun or not but, it was interesting. I plan to continue and at least try one more hash.

As always, our welcome mat is out and our guest bedrooms are ready for visitors.

Cheers, Gail and David Bernstein



A Y C HISTORY



by Pat Kimbrough

In the 1950's there was a 4000 volt hot powerline going out to Starnes Island. The Starnes family who owned the island did not live in Texas. Why there was a 4000 volt line to the island was not known. At least no one in the Austin Sailing Club ever found out.

During the 1957 flood on Lake Travis the lake rose to about 704 feet. That made the line very close to the lake level.

One night, four people in a sailboat (not Austin Sailing Club members) sailed under the powerline. They apparently did not know about the line. Their mast either touched or a charge from the line knocked all the people overboard. Fortunately there was a nearby trotline fisherman who saw what happened. He picked up the people in his boat. Some were burned seriously. He took the people to Volente where the people kept their boat. Volente is now called Dodd Street Docks.

Later the people involved in the incident filed suit against the Starnes family. The Austin Sailing Club also joined the law

suit to have the line removed. Some time later while waiting to go to court to have the line removed two Air Force jets buzzing the lake knocked the line down. Apparently the jets had no trouble flying back to base as nothing was ever heard about it.

The people involved in the incident dropped their suit. The Austin Sailing Club did the same. The Starnes family never replaced the line.

Ever wondered how Starnes Island got its name "Rattlesnake Island?" In the early 50's Bill Carter (Austin Sailing Club's first commodore) was out sailing late one afternoon. As he approached the island, he noticed that the setting sun cast a shadow on the island that looked like a coiled rattlesnake. "That's a coiled rattlesnake," he said. Soon the name became popular with the Austin Sailing Club.



SOUTH COAST FLEET HITS 29 ... AS IN # OF BOATS IN FLEET

by Kevin Reynolds

We have 29 SC-21's in the fleet. Ray grows it one boat at a time. For those that have not been out for the series racing, you are really missing some exciting sailing. High winds can make things a little damp in the SC at times. If you do not have a boat or you are crewless if you show up there is usually boats and or crew available.

As Steve Gay proved on Saturday when the wind gets to a certain speed a spinnaker does not seem to improve your boat speed appreciably down wind. I on the other hand proved

that a reefed main does not make you go slow, but going to the wrong side of the lake or missing a shift really puts some separation between you and those in the lead.

There is some amount of confusion and change happening in the racing schedule and racing committee duty. The SC-21 fleet exchanged racing committee Spring series duty with D fleet after the schedule was published. This was an attempt to have a break after the Intergalactics. It now appears that the Intergalactics will be rescheduled to a one day event to happen on May 11. I'll try to keep everyone up to date as things happen.

Each fleet provides a representative to do committee duty at each club sponsored regatta event. The events coming up are Turnback and Governor's Cup (Keel & Centerboard). You do not need to do both days of an event, but if you can volunteer for one of the days please let me know.

South Coast (cont'd)

The G&T list for the next two series are :

Provider

June 1 One Design Series #1 Morris
June 8 One Design Series #2 Miller
June 15 One Design Series #3 McGuire
June 22 One Design Series #4 McDavitt

Reminder

Hardesty
Hardesty
Hardesty
Hardesty

July 20 Summer Eve Series #1 Manning
July 27 Summer Eve Series #2 Kimbrough
Aug. 3 Summer Eve Series #3 Johnson, Bob
Aug. 10 Summer Eve Series #4 Mayfield/Imre
Summer Eve Series #5 Hardesty

Feagin
Feagin
Feagin
Feagin Aug. 17
Feagin

If you are unavailable for a given date please exchange it with someone else on the list. Remember there is G&T under the tree in front of the club after each of the series races. You don't have to go out on the race course and sail you can just come and tell those that did how great a job they did.



races. The wind was from everywhere and nowhere. Austin boats finished from 7th 10th, 12, 15, and late mid fleet. One highlight was the new C22MKII, which performed with the best, finishing 2nd overall (using stock Catalina sails no less). All the greats were in attendance, including such well known names as Ferguson, Bodycomb, White, Harper, Hayslip, Boemer, and others.

Planning for the Regionals is ongoing and things are about to start popping. Let the Chairs know if you are available to help. They are Debbie Adams, registration, Martie Shirey, Food, Pete Harper, Measurer, Joe Roddy, Trophies, Clay Lebon, Entertainment and the J24 Fleet as RC.

The fleet continues to grow and bring in new members to AYC along the way.



THE GREAT FLEET OF C22'ERS

by Jim Deeter

From where I sit it looks like the C22 fleet is back in the big time. In the Spring Series, the fleet averaged 12.5 boats on the line. I am looking for an even larger turnout as we go into the summer months. Finishing positions were Pete Harper, Jim Deeter, Calin Popescu, Steve Pervier, Ted Owens, and Steve Starr bringing up 6th, with a bunch more biting our heels all the way. Finishes were close throughout the series with a couple of collisions along the way.

For the State Genoa Championships in Tyler, AYC was represented by 5 boats. Pete Harper, Steve Starr, Johannes Brinkmann, Matt Bartlett, and yours truly. The wind was light to non-existent on Saturday with only one "race" scored. The remainder of the day was spent socializing with all our friends in C22 land. There were 28 boats participating. On Sunday, we were able to get in 2

D-FLEET'ERS DO "IT" RIGHT IN HEAVY AIR

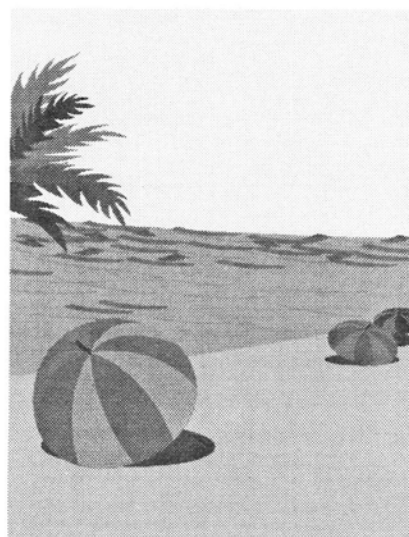
by Dennis Mills

Here we are into the third week of the Mid-Spring series and Larry Morrow in LONE STAR J has already taken the lead. Larry pretty much dominated the Spring series with three bullets and a 5th to finish first over-all at 2.25 total points. Dogging his every step were Tim McKenna in his Hunter 23.5 JULIE ANN and Ken Miller in the Catalina 25 WE BAD. Tim and Ken tied for second at 10 points apiece but the second place trophy went to Tim on the better record of finishes.

The first race of the Mid-Spring series was typical spring sailing. The fleet split over the starting line in some pretty big wind and we all fought the usual knock-downs all the way to the weather mark. The lead swapped between 3 or 4 boats before LONE STAR J rounded and then turned on the gas. At least that's what I assumed happened. Personally, I was too busy digging my toenails into the fiberglass to really keep track of what was going on. It's hard to get your head out of the boat during these heavy-air races when your main concern is keeping the wet side down.

For those who don't know, one of our long-standing member couples, Hal Hayden and his wife Cathie are relocating to Arizona. The Haydens have sailed their Catalina 25 in both C and D fleets at different times and have always been very competitive. They have since sold SATISFACTION but swear that they'll return on occasion to steal first place. We'll wish them the best of luck in their new home and all the luck they need to finish right behind us in future races.

Many thanks to the D fleet race committee during the second week of the series. Jim Van Vleet and crew Brian, Terry Reitz, Larry Morrow and Doris, Steve Wolford, Steve Hennigh, Cliff Aguero and Janice Moses did "it" right, performing a great job in some of the biggest wind I've seen on the lake.



MARCH MADNESS CIRCUIT STOP AT AYC A SUCCESS!

by Eric Nelson

Our latest circuit stop in Austin came off very well with help of both fleet members as well as from the general membership. I would also like to personally thank the AYC Staff for making the background support activities go so smooth! The Austin fleet was well represented in the trophy circle and it really showed how much we contribute to the overall Texas Circuit program. April even saw a few Austin boats go to Shreveport, and once again we had good representation in the winners circle. To get the low down on Shreveport as a circuit stop location, ask Leon Lance or Kirk Livingston. While we are on the subject of the circuit, keep in mind that the next stop to plan for when you read this will be the Southwest District Championship at Rush Creek YC (outside of Dallas) on May 25 & 26. The last stop for this season will be after Rush Creek in Oklahoma City on June 22 & 23.

Also of potential interest to the circuit racers is that a Fleet Captains meeting was held in Ft. Worth during the circuit stop there on May 4 & 5. The main topic of discussion was next year's schedule. Many of the fleet captains, including myself, are of the opinion that we have too many stops and too many throughouts. After talking with

many of you, the position I took is to drop New Orleans and possibly Oklahoma (depending on the turnout later this year and whether Oklahoma is willing to accept the challenge of getting any of their local fleet to travel to at least some of the other stops). We could then reduce to number of throughouts to 2, encouraging more consistent participation. Contact me if you wish to find out the outcome of this meeting.

Key Class Rule Changes May Be Coming Unless...

Just a reminder that in June the USJCA will be finalizing the US position on the weight change(s) being proposed. William Cantrell, our District Governor, is of the strong opinion that unless each of us faxes, writes or e-mails the USJCA office stating a position of keeping the current weight limits, we should expect the USJCA to support a reduction in crew weight, effectively changing the standard crew size from 5 to 4. If you have an opinion, let the class know! Contact me if you need addresses, fax numbers and/or e-mail addresses.

Social Calendar is Moving Along

The fleet hosted a good turnout for the Cheeseburger in Paradise cookout on April 21. We cooked over 60 burgers, but the real treat was the entertainment provided by Carl Morris and his South Coast 21 launching technique...who needs a trailer?!, just get some of your friends and push the boat into the water while on its side (so that's why those SC 21 rubrails looks so smashed up!). Look for a notice on our next Social sometime early summer. As always, let me know if you have ideas in this area.

Fleet Championship Format Decided

It has been decided that the Summer Evening Series will be used to determine our Fleet Champion (as thus our representative in the AYC Team Championships, to be held October 5 & 6). The five race series will allow us to have 2 throughout races (i.e. the top 8 scores will be used to determine our Championship boat). The boat will be scored as opposed to skippers, however the skipper who drove the winning boat the majority of the races in the series will be our rep at the AYC Team event. The Summer Evening Series is 5 weekends in a row starting July 20th (Saturday evenings).



Hear the Wind Whistle Through That J-22 Rigging ...

by Vicki Palmer

What to mention first? The record 43 boats at the April 28-29 AYC's J-22 Circuit Regatta or the howlin' winds that weekend. What a way to break in new crew or get the kinks out of old crew — old meaning experienced, not the *other* "old." We don't have that *other* kind of "old" at AYC.

Thanks to the efforts of many old faithfuls — "old" as in *terrific!* — we pulled off another successful J-22 circuit regatta. Let's hear it for the three wisewomen who got this event off the ground and kept it going to the end — Claudia Foster, Debra Phillips, and some other broad who was "wise" enough to become a J-22 owner. Being joined at the hip with Claudia for a month preceding this event was exhausting to say the least. That gal never slows down! While Claudia and I cussed and discussed and fretted over every detail, Debra quietly produced a very classy notice of regatta as well as got a graphics professional to come up with a dyno-logo. The T-shirts were a quick sell-out. Lesa "soon to be a momma" Ross-Brown kept the crowds well fed at breakfast time, a chore that involves an early morning rising and is not much fun. After all, how exciting can a bagel be? An unfed crowd at breakfast time can get very mean, however, especially this J-22 crowd. The UT Sailing Team did their part too with the making of 96 box lunches. Slicing 96 croissants in half and filling them each with sandwich makings and spreads has got to be right up there with bagel excitement.

Registration help was as efficient as I've ever seen it, but that happens when you get top notch help — Pat Manning (who so graciously helped us even though she was off to a Sunfish regatta the next morning), Debra Phillips, Jan Thompson, Tim O'Flynn, Chris Bartlett, and Claudia Foster. Deciding which crew members looked most hungry due to the usual starvation in order to meet the team weight requirement was tough. Picking out the well-fed skippers was easy. Ha, who said rank doesn't have its privilege in the sailing world?



On Sunday, fixing a hot dog and leftover-from-Saturday-night-lasagna lunch for 43 boatfuls of hungry crew who had worked hard in the heavy air was a task accomplished almost singlehandedly by Tim O'Flynn. Thank you, thank you from all of us who dined so well on your culinary treats. Also thanks to Debra and Lesa who slaved behind the counter when Tim's two hands proved not to be enough.

And last but not least there were the boat ramp traffic coordinators whose expertise and guidance prevented several Blue Duck occurrences. Thank you John Saunders, Steve Brown, John Bartlett, Troy Lawson, and all you terrific folks who pitched in to help ease the traffic jam. The regatta co-chairs didn't think about the silt build-up at the south ramp, and no one reminded us. So traffic at the north ramp was very sloooooooooow. Hey, we're not perfect. And we should've thought about awarding more trophies had we suspected there might be a lot of boats. Next year (if there is an Austin circuit next year) we'll think big.

J-22 Circuit Regatta (cont'd)

Although it took a lot of effort from folks on shore to make this event happen, the big news was the racing. Saturday's races started in medium air which kept building all weekend. By Sunday we were racing in 20-30 mph of wind. The biggest gust was recorded at 38 mph, but that hit ten minutes before the first start on Sunday. So we can't count that other than the adrenalin rush it caused. The racing was exciting. There was no doubt about it. Half the boats stayed on shore Sunday. The other half wished they had. But I'm glad our team didn't. Otherwise, I would've missed watching Scott Young, Doug Kern, and Gary Plunkett gybing in that heavy air without skipping a beat. Not even a teeny tiny little ol' luff for a nanosecond. Do you suppose if we wish hard enough that we could gybe like that just once in our lifetime?

And speaking of Scott Young ... he wants a J-22. He'll even trade his J-24 even for a J-22 in good condition. Why? He said, "A J-22 is a fun boat!" Now there's a smart young man.

See the circuit regatta race results on the AYC Race Results page in this [Telltale](#).



Sunfish

Sunfish

by Cynthia Casto

In the last article I mentioned that there were several Sunfishers dealing with "lack of sailing Sunfish depression." That's all about to be over with the season starting May 1! Let me bring you up to date on what's been happening in the Sunfish fleet. We had a tremendous return of membership applications, 60 out of the 120 newsletter/applications we sent out. That means we have 60 paid members in the fleet, and we are continuing to grow daily!

Our first meeting was March 8 with about 55 people in attendance. *Italian* was the theme for the night with the fleet providing lasagna and wine and members bring side dishes. It was quite a party, or rather, meeting. Discussion items stemmed from our survey:

Everyone is happy keeping the 3rd Wednesday night of the month open for championship racing.

There were about 10 people interested in the novice/mentor program to be held on Thursday nights in May.

Everyone wanted seminars (rigging, tuning, tactics held on April 20).

Town Lake regatta has not generated much enthusiasm this year, so we probably will not pursue it.

Vic Manning will be handling our group buys (boats, boards, sails, etc.)

Another big item on the agenda was the proposal for a Sunfish Nationals event at AYC. We ran out of time before we could explore all avenues of this topic. Vicki Palmer will be heading up a committee to "discuss" putting in a bid for the 1998 Sunfish Nationals at AYC. Please call her if you are interested in being on this committee. As we all know, a national event like this would require some long term commitments from fleet members and club members alike, but the rewards of this happening at our club would be phenomenal.

Other highlights of the season mentioned at the meeting were two scheduled full moon sails in July and August, Saturday morning sails up to Cypress

J-22 Circuit Regatta (cont'd)

Although it took a lot of effort from folks on shore to make this event happen, the big news was the racing. Saturday's races started in medium air which kept building all weekend. By Sunday we were racing in 20-30 mph of wind. The biggest gust was recorded at 38 mph, but that hit ten minutes before the first start on Sunday. So we can't count that other than the adrenalin rush it caused. The racing was exciting. There was no doubt about it. Half the boats stayed on shore Sunday. The other half wished they had. But I'm glad our team didn't. Otherwise, I would've missed watching Scott Young, Doug Kern, and Gary Plunkett gybing in that heavy air without skipping a beat. Not even a teeny tiny little ol' luff for a nanosecond. Do you suppose if we wish hard enough that we could gybe like that just once in our lifetime?

And speaking of Scott Young ... he wants a J-22. He'll even trade his J-24 even for a J-22 in good condition. Why? He said, "A J-22 is a fun boat!" Now there's a smart young man.

See the circuit regatta race results on the AYC Race Results page in this [Telltale](#).



Sunfish

Sunfish

by Cynthia Casto

In the last article I mentioned that there were several Sunfishers dealing with "lack of sailing Sunfish depression." That's all about to be over with the season starting May 1! Let me bring you up to date on what's been happening in the Sunfish fleet. We had a tremendous return of membership applications, 60 out of the 120 newsletter/applications we sent out. That means we have 60 paid members in the fleet, and we are continuing to grow daily!

Our first meeting was March 8 with about 55 people in attendance. *Italian* was the theme for the night with the fleet providing lasagna and wine and members bring side dishes. It was quite a party, or rather, meeting. Discussion items stemmed from our survey:

Everyone is happy keeping the 3rd Wednesday night of the month open for championship racing.

There were about 10 people interested in the novice/mentor program to be held on Thursday nights in May.

Everyone wanted seminars (rigging, tuning, tactics held on April 20).

Town Lake regatta has not generated much enthusiasm this year, so we probably will not pursue it.

Vic Manning will be handling our group buys (boats, boards, sails, etc.)

Another big item on the agenda was the proposal for a Sunfish Nationals event at AYC. We ran out of time before we could explore all avenues of this topic. Vicki Palmer will be heading up a committee to "discuss" putting in a bid for the 1998 Sunfish Nationals at AYC. Please call her if you are interested in being on this committee. As we all know, a national event like this would require some long term commitments from fleet members and club members alike, but the rewards of this happening at our club would be phenomenal.

Other highlights of the season mentioned at the meeting were two scheduled full moon sails in July and August, Saturday morning sails up to Cypress

Sunfish (cont'd)

Creek for breakfast and a day sail/keg party on the dry dock in the south cove in July.

Dayna Mosier developed an outstanding Sunfish calendar of events for the whole year. If you want to know what's going on in the Sunfish world, get your hands on one of these.

Just when you thought you couldn't get enough ... Sunfish now have a start for the Friday night beer can races starting in May! Our start will be at 6:59:30 (unless you fly a spinnaker on the 'fish, then you'd start later).

We just held our first skippers' meeting of the year on April 24. The fleet served burgers and hot dogs (and, yes, there was wine) to about 35 members. Several new members attended to hear Bruce Foster go over the race committee schedule and rules for Wednesday night sailing. This year we are going to take your top 15 races of the year (3rd Wednesday night only) to determine our Sunfish champion. This will hopefully give you more opportunity to get some good races in and not penalize you if you have to miss one championship night.

The Centerboard Regatta held on April 13-14 was host to 23 Sunfish!!! After a slow start and some rusty sailing, the winds picked up and everyone got back to normal. Steve Eller and Ravi did a fantastic job of putting this regatta together. Race committee was quick, efficient, and on top of all the wind shifts making adjustments to the course as needed, not wasting any time. John Greening walked away with Top honors this year. Way to go John!!

The 1996 White Cap Regatta held on Lake Travis was appropriately titled as winds blew 15-20. Junior sailor Phillip Stearns was the "bullet man" at this one. Good job Phillip!!!

For more information on what's going on with the Sunfish, join the fleet (by paying \$10). For your local \$10 dues you will receive a bi-monthly newsletter to keep you well-informed, and you will be served wine on Wednesday nights! Can't beat a bargain like that. And don't forget to join the national Sunfish fleet too.



Welcome Aboard, New Members

(Editor's Note: The experiment of having new members submit their favorite photo for publication -- rather than taking the Polaroid mug shots which are not very flattering -- failed. Only one new member out of many submitted a photo. It'll be back to the unflattering mug shots by the next issue.)



Returning members: **David and Barbara Powell**
with children Dane, Catherine, Caroline

Paul & Kathy Brandner -- Paul and Kathy want to gain more expertise in sailboat racing while becoming more active members of the Lake Travis sailing community. They are also excited about enrolling their children in some of AYC's junior sail training events.

Clyde & Aline Brown -- Returning members from 1978 to 1986, the Browns sail an Ericson 27.

Gail & Mike Mayfield -- Returning members from 1986 to 1993, the Mayfields are purchasing a Capri 25.

Jim Baker -- Returning member from way back when, Jim looks forward to again being an active member of the club and a contributor to the sport of sailboat racing.

Geoffrey & Robin Arnold -- Geoff has participated in practically every series and regatta that AYC has held for the last 2 1/2 years. He recently bought a 505 and plans to continue racing with it.

Anthony & Lyrae Plattsmier -- The Plattsmiers want to get back into racing and have a good time doing it! They have a Nacra 5.0.

Rneee M. Ruais -- Renee wants to increase her racing opportunities through series racing with other 505 members. And she wants to meet more people who love sailing and wants to volunteer to help out with different events.

Scott Walsh -- Scott has participated in at least 8 regattas per year and is a member of Hobie Fleet 64.

John Allison -- John sails a Santana 20 and is very eager to begin working his way up to the fast end of the fleet.



AYC RACE RESULTS

OPENING DAY REGATTA

Catalina 22

1. Pete Harper
2. Jim Deeter
3. Calin Popescu
4. Steve Pervier
5. Ted Owens
6. II Obscure #6206

Ensign

1. Jim Shelton
2. Tommy Kozlowski
3. George Dahmen
4. Cynthia Creamer

J-24

1. Dave Broadway
2. Ron Harden
3. Greg Buck
4. Leo Anderson
5. Danny Lien

SC-21

1. Barbara Hawn
2. Ray Shull
3. Linda McDavitt
4. Bob Freeman
5. Jeff Hardesty

Centerboard

1. 505 #6882
2. 505 #7151
3. Fred Schroth, Laser
4. 505 #7571

Keel A

1. Steve Vaughan, Soverel
2. Jaime Edwards, Olson 30

Keel B

1. Mike Chambers
2. John Burton
3. Claude Welles

Keel C

1. Roy Crouse, Pearson 22
2. Tommy Gairloff, Harmony 22
3. Eddie Calogero, SJ 7.7

Keel D, Non-Spin

1. Larry Morrow, J-30
2. Ken Miller, Catalina 25
3. Mike Allen, Catalina 25
4. Imre Szekelyhidi, Cal 9.2

CENTERBOARD REGATTA

Sunfish

1. John Greening Sunfish 85842
2. Jerry Parlee Sunfish 60884
3. Bill Gerloff Sunfish 1042
4. Vic Manning Sunfish 80119
5. Jim Uroda Sunfish 83354

Thistle

1. Ed Hill Thistle 3807
2. John Bartlett Thistle 3214
3. Robert Halter Thistle 3240

Portsmouth Handicap

1. Eric Faust Laser 142603
2. Fred Schroth Laser 153272
3. Fred Stearns Harpoon 5.2 329

505

1. Geoff Arnold 505 7151
2. Scott Mackay 505 7606

C15

1. Evert Broersma C15 2513
2. Bill Smith C15 3580

J-22 CIRCUIT REGATTA (43 boats)

1. Scott Young
2. Marvin Beckman
3. Terry Flynn
4. Rob Johnsston
5. Jacques Roy
6. John Bartlett
12. Bobby Harden
14. Claudia Foster
15. Evert Broersma
17. Max Rockoff
21. Schroth/Palmer



1996 TSA/AREA F/US SAILING LADDER EVENTS

Adams

TSA — (Boat: Ensign, 3 person team) June 22-23, Houston Yacht Club, Houston, TX

Area F Semifinals — (Boat: J-24, 3 person team) August 10-11, Lake Heron, NM

Finals — (Boat: Sonar) September 10-14, Rochester Yacht Club, Rochester, NY

Finals paid by Area F (\$250 + \$55 ins.).

Mallory

TSA — (Boat: J-22, 3 person team) June 29-30, Fort Worth Boat Club, Fort Worth, TX

Area F — (Boat: Thistle, 3 person team) July 13-14, Windycrest Yacht Club, Tulsa, OK

Finals — (Boat: Ultimate 20) September 11-15, Cabrillo Beach YC, San Pedro, CA

Finals paid by Area F (\$250 + \$55 ins.).

O'Day

TSA — (Boat: Laser, BYOB) July 13-14, Austin Yacht Club, Austin, TX

Area F — Combined event with TSA's at Austin Yacht Club

Finals — (Boat: Laser) August 3-7, Milwaukee Yacht Club, Milwaukee, WI

Finals paid by Area F (\$250 + \$55 ins.).

Sears/Bemis/Smythe

TSA — (Boat: J-22, 420, Laser) June 22-23, Houston Yacht Club, Houston, TX

Area F — Combined event with TSA's at Houston Yacht Club

Finals — (Boat: J-22, 420, Laser) August 16-21, Hyannis Yacht Club, Hyannis, Mass.

Finals paid by Area F.

Prince of Whales

TSA — (Boat: J-24, 4 person team) July 27-28, Austin Yacht Club, Austin, TX

Area F — Combined event with TSA's at Austin Yacht Club

Finals — (Boat: J-24) September 8-11, Cal Yacht Club, Marina Del Rey, CA

Finals paid by Area F.

Alter

TSA — No event.

Area F — (Boat: TBA) June 29-30, Palacios Yacht Club, Palacios, TX

Finals — (Boat: Nacra 6.0) September 4-8, King Harbor Yacht Club, Redondo Beach, CA

DON'T GET CAUGHT WITH YOUR PANTS DOWN AND YOUR TX NUMBERS NOT SHOWING ...

Our friendly on-the-water sheriffs will be watching us closely as we sail by. And they'll be looking for the required TX numbers. If you haven't had a chance to pick up your stick-on numbers, at least carry your registration card with you on the boat. If you haven't even registered your boat yet, you'd best get moving. We've heard the sheriffs mean business this year. Here is an excerpt from "A Digest of the Texas Water Safety Act."

Texas Registration and Title

All motorboats regardless of length and sailboats 14 feet in length or over must be registered and titled, and outboard motors must be titled. Title applications and manufacturers statement of origin must accompany a request for boat registration for new boats and outboard motors.

Exemptions: All canoes, kayaks, punts, rowboats or rubber rafts when paddled, poled, oared, or windblown. Also exempt are any other vessels under 14 feet in length when paddled, poled, oared, or windblown.

Texas Certificate of Number

When your motorboat or registered vessel is in operation, your certificate of number (registration) or facsimile thereof must always be aboard and available for inspection by an enforcement officer. Your certificate is valid until the expiration date shown thereon. When you renew your certificate the same number shall be reissued if you apply to this Department within the 90-day period preceding the expiration date. All motorboats regardless of length or horsepower are required by law to be registered.

Display of Your Number

The number awarded to your motorboat or registered vessel must be painted, decaled, or otherwise affixed to both sides of the bow of the boat in such position as to provide easy identification. The number shall read from left to right, must be in block characters of good proportion not less than three inches in height, and must be of a color that contrasts with the background. The numerals must be separated from the prefix and the suffix by hyphens or equivalent spaces such as the following example: **TX Q123 AB** and **TX-Q123-AB**. Federal and State law prohibits any other number from being displayed on either side of the bow of your boat. The validation decal must be affixed on a line and three inches aft of the registration number.

Homemade Boats Application for Title

Requires affidavit of the person as to the origin of the boat, proof of the materials used in the construction of the boat (i.e. bills from marine and hardware dealers for parts, etc.), and requires each homemade boat to be inspected and certified by a peace officer. Inspection fee: \$25.00.

