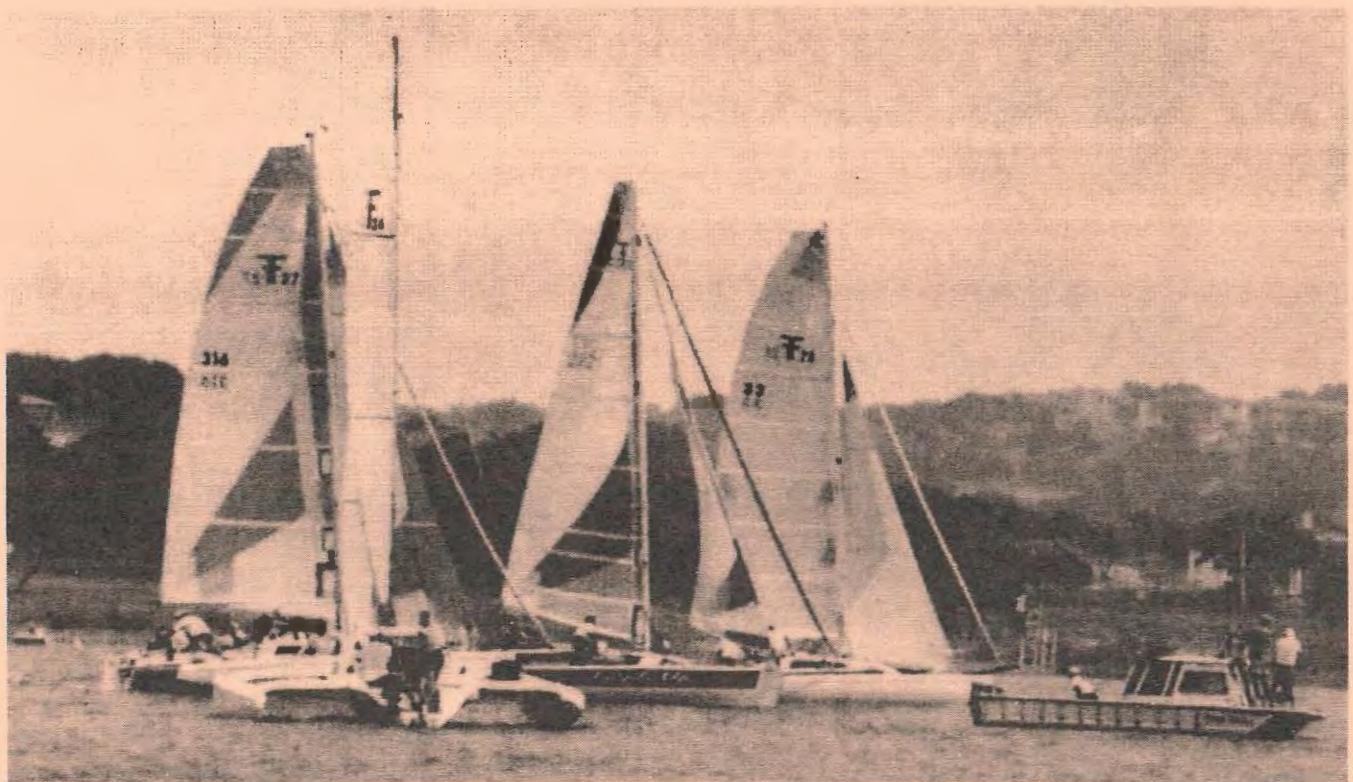


Telltale

**Austin Yacht Club
April-June, 1998**





AUSTIN YACHT CLUB

Office 5906 Beacon Drive
Austin, TX 78734

Phone: 512-266-1336
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Clubhouse: 512-266-1897

AYC Board of Directors

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Vice Commodore	Voldi Maki
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Centerboard Handicap	Renee Ruais
Coronodo 15	Bill Smith
Ensign	Jim Baker
FJ's(UT)	Jessica Kueffer
J-22	Debra Phillips
J-24	Nelson Reynolds
Keel Handicap	Doug Laws
A-Fleet	John Mandell
B-Fleet	Larry Ratliff
C-Fleet	Tommy Gairloff
D-Fleet	Bob Perry
Laser	Ken Sherman
South Coast 21	Scott Walsh
Sunfish	Dayna Mosier

From the Commodore...
Lanelle Montgomery

Not only has the temperature been heating up, but so have the activities at AYC. By the time this Telltale reaches you, we will have completed the Spring and Summer Series, Turnback will be history for another year, and we will have all recovered from the Luau festivities. And of course, this is all in addition to the many Fleet activities.

So far, each of the AYC events has been a resounding success. But, it would not have been a success without the hard work and diligence of many AYC volunteers. Beginning with Turnback which was a whole new event this year, I want to acknowledge the outstanding job done by Kathy Comer, Regatta Chair. Nearly every detail of the regatta was different from past years and required fairly extensive negotiations with the Lago Vista Rotary Club. Overall, things went very well and those who attended had a great time. The winds were very cooperative, the temperatures were cool and the setting at Lago Vista couldn't have been more picturesque. Even the smoke from the Mexican fires didn't hamper the participants' enjoyment of the event.

The Spring Series Buffet was also a smashing success. Scott and Diane Walsh served an all-you-can-eat boiled shrimp buffet. Attendance was higher than it has been in a long time, and while I missed this one, I am told the food was outstanding. Many thanks to Scott and Diane for all their efforts.

Though the Summer Series Buffet hasn't occurred at the time of this writing, I want to thank the chairs, Vic and Pat Manning, in advance for all the work I know they will put into it.

Last, but certainly not least, the Luau weekend was a resounding success! I don't know what Mary Sikora had to do to get that cold front to blow in just in time to drop temperatures 20 degrees, but it provided perfect weather for a party.

The pig was transported from the Taylor meat market on Friday by Jim Deeter and John Saunders. Thank goodness for Saunders. I am told he kept Deeter from sitting the pig in the front seat of the truck. If naming the pig wasn't bad enough, having it arrive strapped into a seat belt would have been too much! The pig roasters, led by chief pig cooker Jim Deeter, didn't seem to be a bit worried about the threat of thunderstorms on Friday night; they were ready for any contingency with the ironclad pit constructed by Terry McDermott (actually, Terry was seen performing all kinds of duties at the Luau). All of the fleets met their obligations and sent members to tend to the cooking of the pig. No one let the fire go out, and the pig reached the correct temperature allowing the pig procession to take place on schedule. The procession was lead by the King and Queen of the Luau, Steve and Meri Shepardson.

The food was delicious and plentiful, thanks to Pat Manning, food chairperson; Martie Shirey and Jay Fox, who made the fruit salad; Shirley Slaughter who made the decadent dessert; Barbara Hawn, Rose Anne DeSouza, Polly Adema, Nicki Adema and Shane who assisted Pat in preparation and serving. The Mai Tai's were prepared by Vic Manning; Bob Freeman did the honors of carving Daisy and Vic Manning, Tom Groll and Phil Spletter cleaned up after us all.

Keto St. James and his troupe performed authentic Polynesian dances from several south seas islands while the volcano (thank you Bruce Foster) loomed ominously to the west. The dancers also recruited "volunteers" to be a part of the show (there seemed to be no concern on their part that any of us, other than possibly Barbara Hawn, might ever be a threat to their livelihood).

And we mustn't forget the tattoo artist (who, by the way, vaguely favored Walter Allan). Ian Fink, Meri Shepardson and John Bartlett were in charge of other decorations while Dane Ohe and Pat Halter documented the event on film. So the bottom line is, for all of you who stayed at home, you missed a great party!

The best part is, SUMMER IS JUST BEGINNING!

Excerpts from PIG WATCH JOURNAL 1988

- 5:00 p.m. Lit the fire. Pig rotating. Saunders, Deeter, Crouse, Ohe, Foster, McDermott in charge.
Started raining - HARD
- 8:20 p.m. Bruce Foster - official command. Piggie temp. is developing fine.
- 23:15 Open west vent on head end, stoked & having fun - Larry
- 0130 Proud Mary keeps on turning. At 1:30 Phill figures out a pig's ass is pork!
- 0226 New keg ready. Thanks J/24's!
- 0230 Just moved the coals around for fun.
- 0321 Strange lights reported; adjusted rear bearing pressure; 140 in the middle
- 0350 Adding 2 kilos of wood; adjusted wood with famous cross-gravy shovel technique.
- 0400 Middle kinda f'd up.
- 0430 142 in the middle - problem seems to have corrected itself - middle no longer f'd up.
Attacked by giant toads while getting ice.
Question: Where do you get a whole pig?
Answer: Whole Foods
- 0500 Dark & stars.
- 0600 Added charcoal. Pig meister reported for duty.
- 0730 8 bags of charcoal on hand; 12 burned up.
- 11:30 Added charcoal. Had C fleet meeting - no change in PHRF numbers.
- 1:11 Pig thirsty. Gave him beer.
- 1:17 Decided to move pit. Keg started to float. Hit rock - moved pig back. Pig movers thirsty -
gave them beer. Everything OK.
- 1:40 Temp coming up. More Jimmy Buffet toots; gave Gertrude more beer.
- 2:50 Deeter took off lids - "plenty hot enough".
- 4:00 It's done.
- 4:50 Pig off, garnished and waiting for funeral procession.



The '98 Luao King & Queen



The Roasted Pig Brigade



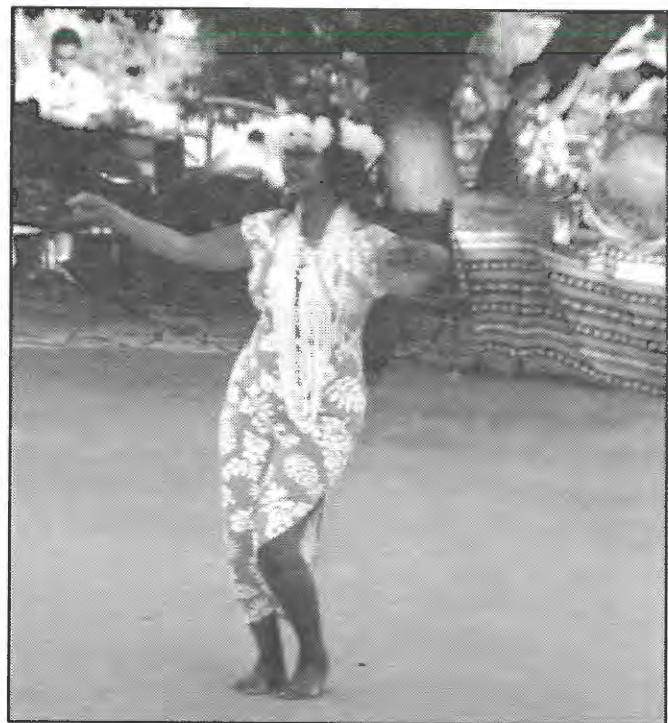
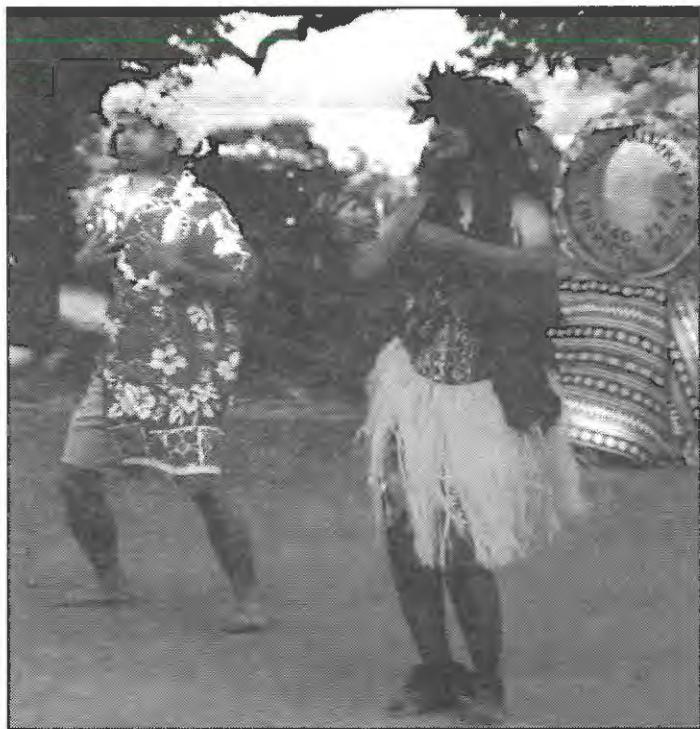
*Nasty job -- but someone's
got to do it!*



The smoldering "Mount Foster"



Bob's Work of Art



Shake it, shake it, baby....



Shake, Rattle & Roll!!



New foredeck techniques!

Jibe ho!!



I need another Mai Tai to keep this up!!



Show me your tongue!!

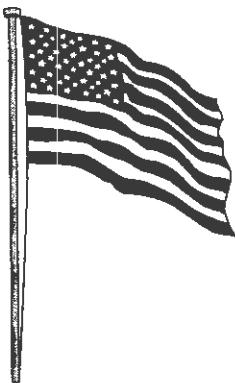
This is how you do it Mom!

Upcoming Events

June 27th & 28th	Governor's Cup-Keel
July 4th & 5th	Governor's Cup-Centerboard
July 11th	Summer Evening Series begins
July 18th & 19th	Adult Learn to Sail
August 8th	End-of-Series Buffet
August 15th & 16th	Women's Keel Clinic
August 29th	Fall Evening Series begins
September 26th	End-of-Series Buffet

Telltale Deadlines

September 4	Fall Quarter
December 1	Winter Quarter



NEW MEMBERS
TEAR OUT AND PUT WITH YOUR 1998 DIRECTORY

Arnold, Tim and Karen
17003 Hurst View
Austin, TX 78734
Home # 512-261-7724
Work # 512-261-7724
Karen Work # 512-421-8322
Boat - E-Scow

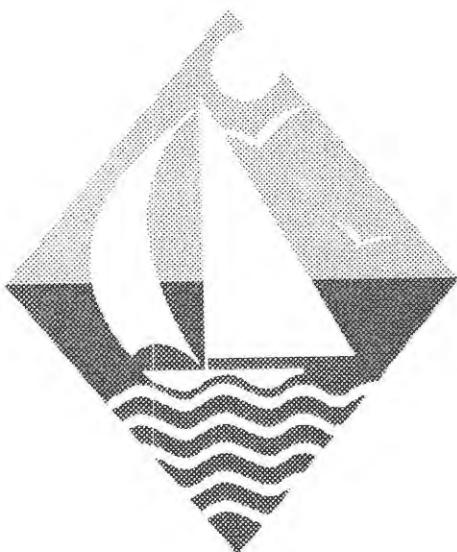
Hansen, Stephen and
Longoria, Amy
1506 W. 13th St. # 11
Austin, TX 78703
Home # 512-480-9036
Work # 512-836-7980
Amy Work # 512-476-2535
Boat - Sunfish

Oppenheimer, Carl
5801 Longhorn Landing
Austin, TX 78734
Home # 512-266-2121
Work # 512-474-1016
Boat - Gulfcoast 23

Breen, Michael and
Amy Lozano
3100 Above Stratford Place
Austin, TX 78746
Home # 512-329-9984
Work # 512-901-4013
Amy Work # 512-478-7295
Boat - Hobie 16

John, Peter and Jan
13329 Amasia Drive
Austin, TX 78729
Home # 512-918-3103
Work # 512-728-3180
Jan Work # 512-428-2200

Pullen, Tommy and Debbie
P. O. Box 1033
2503 Holly Ln
Austin, TX 78754
Home # 512-365-8560
Work # 512-352-5251
Debbie Work # 512-352-2815
Boat - Holder 20



Interesting Tid-Bits of information - things to remember !

Attitude: This is probably the most important aspect of racing-attitude. The one thing that can win or lose a race faster than anything is the attitude of the racer.

Priorities: When Sailing, your attention should be split about 70% boatspeed and 30% other things. As you improve, you will be able to put more emphasis on the other things, since your body and senses will take over most of the boatspeed things. Going fast will just feel right. Learn to drive the car before you learn to change the radio station while flipping off the other drivers. After some practice, you can flip everybody off while listening to Led Zeppelin, without crashing.

Winward Mark Rounding: When sailing below the layline by 1/2 boatlength. In this case, the safe thing to do is tack once to get above it, and then tack again to round. However, it is possible, if you have enough speed, to get around the mark without the 2 extra tacks. The technique is to head straight at the mark until about 3/4 boatlengths, and then "shoot" straight up into the wind. With enough speed, the boat will coast past the mark, passing off all those who thought you had to tack to get around. Then, just bear off, and continue the smooth acceleration.

Covering: One very simple rule to follow is to stay between your opponent and the next mark. If you are in the lead, or in front of someone you wish to beat, stay on their side of the course. You may sail in worse wind than if you were on the other side, but you will remain ahead of your opponent(s). If you're on opposite sides, they could get lucky with a favorable shift or more wind, while you don't.

Sometimes you will find yourself on the opposite side of the course from the rest of the fleet. This should scare you! If you happen to get lucky and get a good shift or an extra breeze, that's nice. However, if the other side gets lucky, the entire fleet can pass you by and pull away from you. If you're ahead, always cover.

One last thing.



Sail boat in enough water to keep boat afloat

Spring Series Results

Keel A:

Dave Balfour, J80
Bryan Bayendorffer, Melges 24
John Mandell, 11 Meter

Keel B:

Claude Welles, Cal 9.2
Rob Wilson, Ultimate 20
Scott Smith & Mike Mayfield, Capri 25
John Burton, Olson 25

Keel C:

Barbara Hawn, San Juan 7.7
John Allison, Santana 20
Tommy Gairloff, Harmony 22

Keel D:

Bob Perry, Fun 23

Catalina 22:

Pete Harper
Jim Deeter
Larry Hill

Ensign:

Jim Shelton
Tom Groll

J24:

Greg Buck
Eric Nelson

Centerboard Handicap:

Geoff Arnold, Intl. 505
Scott Mackay, Intl. 505

Southcoast 21:

Pat Feagin
Steve Gay
Scott Walsh

Summer Series Results

Keel A:

John Mandell, 11Meter
Bryan Bayendorffer, Melges 24

Keel B:

Claude Welles, Cal. 9.2
Mike Chambers, Olson 25
Rob Wilson, Ultimate 20

Keel C:

Tommy Gairloff, Harmony 21
Roy Crouse, Pearson 22

Keel D:

Ralph Jones, Ranger 22
Bob Perry, Fun 23
Tim McKenna, Hunter 23.5

Catalina 22:

Pete Harper
Bill Wheat
Steve Star

Ensign:

George Dahmen
Jim Shelton
Tom Groll

J24:

Nelson Reynolds

Centerboard Handicap:

Larry Hill
Deke Dekeyser
Steve Gay

Southcoast 21:

Ray Shull
Bob Freeman
Jim Rehage

HARBOR COMMITTEE UPDATE
From Jerry Rabun, Fleet Commander

Yea! Except for repairing/replacing loose decking, the refoaming project on Wetslip Dock 2 is over. There are no words to describe how thankful I am to all those of you who participated in this project. At this writing, lumber is on order to repair the decking. In the meantime, please use caution while on this dock. My apologies for scheduling this project during the worst late Spring heat wave in history. Special thanks to Greg Buck because he knows a guy who loaned us a barge to lift the dock while we were stuffing foam under it. The high point of the day was lunch, masterfully served by Susie Anderson and others. It was leftover Luau stuff and the food was fantastic.

Even though I have been praying to the rain gods, the lake continues to go down. Another 5 or 6 feet and we will have to start moving docks to the point. Members who have weather slips (toward the lake) on docks 4, 5 & 6 are urged to make sure their dock lines are in good condition. If the docks have to be moved, I would also recommend that spring lines be added and boats turned around so that bows are out, pointing towards the lake. Anyone using 3/8" lines may also want to change to 1/2" or larger, depending on the boat size. I'm going to use what influence I have to bring more rain so we don't have to move the docks. I hope you will do the same.

Bryan Bayendorffer has volunteered to pay for and install corner rollers on the North Cove Rigging dock. This should help everyone who dry sails their boat. Funny, when I was drysailing the "TUB" I never missed the gel coat that got knocked off my boat.

Speaking of protecting boats, we have purchased additional bumpering material for the South Cove Rigging Dock. Volunteers are needed to install this material. Call me if you can help. Sometime after Governor's Cup (and after my toenails grow back from being mashed off by Dock 2) I would like to do some work on the Race Committee Storage Dock (the one that sinks when the torpedo buoys are added). Please call me if you have any ideas or can help with this project.

Demand for Board Boat Spaces is high. If you have a board boat space and are not using your boat, I encourage you to relinquish your space so that active racers can use these spaces. There continues to be a number of trailers on AYC property that are not properly identified by the members name. There are also boats stored improperly near the drysail area, not on trailers. Please make sure that your boats/trailers are stored and identified properly.

Please feel free to contact me if you have any questions regarding the activities of the Harbor Committee.



The New Turnback Canyon Regatta, 1998

by Kathy Comer

The New Turnback Canyon. . .Yes it was! I'm sorry if you were one of the unlucky people who did not sail Turnback this year. Something very special happened. . WIND. . There was wind for both days and not just your run of the mill wind, 15-20 mph steady for the start on Saturday (smoke) overcast skies and mild temperature. I have raced Turnback for the last 16 years and this was the best Turnback ever for me. I must admit I was a little tired by Monday night but it was well worth it.

Special thanks to Sue Anderson & Cynthia Darwin for their hard work with sponsorship and promotion of Turnback. It really paid off. . Did you see the picture in the Monday American Statesmen?

Martha St.Romain and her crew of Jan Thompson, Kimberly Ingram, Karen Reitz & Pat Manning did a wonderful job checking all the recers and cruisers in on Friday & Saturday. If you have never helped with registration let me tell you it is not an easy job. Thank you Martha.

The wonderful Friday night snacks were prepared by Jerri Lynn Ward and Troy Lawson. Mary Sikora was called at the last minute to bail me out by helping with the set up and serving.

Saturday morning found Debra Phillips up at the crack of dawn wondering around NW Austin trying to find all the donut, bagel, & scone stores. Then to arrive on time at AYC and prepare a beautiful continental buffet. Thank you Debra.

The new course layout was accepted by most and groaned about by others. All in all Dane Ohe and his great Committee (Bruce Foster, Nelson Reynolds, Vic Manning, Larry Hill, Becky Waddell, Renee Ruis, Steve Johnson, Brett Leech, Doug Laws, Bob Perry, Charles Pope, Mary and Tom) executed eight perfect starts on Saturday & Sunday. All starts were on time and all the marks were right where he said they would be. The new yellow marks were wonderful and most everyone remembered to go around them. Thank you Dane for making the upwind starts work on Saturday.

60 boats, 19 catamarans, 6 trimarans & 13 cruising boats were welcomed at Lago Vista Resort; everyone had a good time at the new location, even though it was quite a hike to the pavilion area, there was a lot to see on the journey including a bungy jump. The grounds of the Resort offered a quiet, relaxing, laid back atmosphere at the end of a quick race on Saturday. The Keel Boats had a shady quiet area to moor their boats and the cats had more than enough grassy beach and lots of camp area. The Keelboats had lots of stakes, thanks to Terry McDermott & Louie Soefje. Terry drug of 53 - 1" BLUNT rebar from the barn to use at Lago and had the good fortune to show them to Louie, who immediately took them and put a point on them so Steve McKinnley, Jim Casto, Phil Buck and John Ridley would not have to break their backs getting them in the ground. Although it really didn't help getting them out. . did it Terry & Voldi?

There were (4) four tree showers. Don't know that a tree shower is? There may be (8) eight next year. . .you will have to be there next year to see.

The New England Fish Boil also seemed to be a welcome change from the Texas tradition of BBQ. After dinner "Too Blue" entertained those who weren't asleep in their hammocks or lawn chairs at camp. Some of us danced the night away and shared some really bad stories.

Sunday morning we welcomed wind AGAIN to race back to AYC where we enjoyed Taco's prepared by no other than the invincible Mary Sikora. Thank you Mary. Very special thanks to Ian Fink, Jeff Jones, John Grzinich, James & Carolyn Wilsford for the wonderful clean up at Lago and AYC. These people were willing to help me with just one phone call. Where did you guys come from? Thank you.

31 Oil lamp trophies were presented to may deserving racers and cruisers after Voldi suffered through trying to get the cruisers out of the racing fleets. 13 trophies were collected by AYC members with Ray Shull walking away with the Levens Trophy.

THEN I went swimming.

Thank you AYC for allowing me to race & chair the NEW Turnback Canyon.

Kathy Comer



Turnback Canyon Regatta Results

Keel A, Spin:

Jeff Jones, Lind. 28, AYC
Ray Shull, J29, AYC

Keel B, Spin:

Ryan Harden, J24, AYC
Phil Spletter, J24, AYC
Richard Voyles, Capri 25, AYC

Keel C, Spin:

Bay Peterson, Cat. 25, AYC
Bob Goldsmithg, Hunter 28.5, AYC

Keel A, Non-Spin:

John Bowden, J30, AYC
Claude Welles, Cal. 30, AYC
Josh Barker, J30, Austin

Keel B, Non-Spin:

Joe Roddy, Cat. 30, AYC
Troy Davis, Santana 30, Volente

Keel C, Non-Spin:

Dave Speed, S/C 21, AYC
Scott Walsh, S/C 21, AYC
Lew Kimball, Ensign, AYC
Pat Kimbrough, Thunderbird, AYC
Tom Lang, Cat. 27, AYC

Catalina 22, Spin:

Pete Harper, AYC
Gene Ferguson, F.W.B.C.
Steve Starr, AYC

Cat. 22, Non-Spin:

Ted Owens, AYC
Al Gearing
Veit Gentry, Conroe

F-Boats:

Mark Milam, F-27, Lafayette
Steve McKinley, F-28, AYC

Portsmouth A:

Anna Valdivia, Nacra 6.0
J. D. Smith, Nacra 5.5, Corsicana
Greg Schuler, P 19
Michael Bunline, Nacra 6.0

Portsmouth B:

John Ridley, Nacra 5.5 Uni
Willard Casteldine, Tabago 35
Dick Gunn, Hobiie 18 Magnum

Cruising Trophy:

Ken Kregie, Cat. 30, Bryan

Bill Levens Trophy:

Ray Shull





**SCHEDULE OF EVENTS
CENTERBOARD REGATTA
JULY 4 and 5, 1998**

Wednesday, July 2

5:00pm **Early Registration Closes**

Friday, July 3

5:30pm Check-in and Late Registration **opens**. Skippers may pick up race packets including Sailing Instructions.
HAPPY HOUR: Munchies, Beer & fun.
8:00pm Check-in and Registration **closes** for the evening.

Saturday, July 4

9:00am Skipper check-in and Registration opens. Complimentary light brunch served.
12:00noon Skipper check-in and registration closes.
12:30pm Skipper's meeting (skippers must be checked in before skipper's meeting).
1:30pm Warning signal for first race. Races 2, 3 and 4 will follow.
After races: Rudy's BBQ dinner. Complimentary beverages.

Sunday, July 5

8:00am Complimentary breakfast served.
10:00am Warning signal for first Sunday race.
No race will start after 1:30pm.
After races: Complimentary beverages.
Sandwiches & fixins' available for \$2.50.

TROPHY PRESENTATION!

**SCHEDULE OF EVENTS
KEEL FLEET REGATTA
JUNE 26 and 27, 1998**

Wednesday, June 24

5:30 p.m. Early registration closes

Friday, June 26

6:00 p.m. Check-in and late registration opens (skippers may pick up race packets with sailing instructions).
Social hour, complimentary snacks and beverages.
4th annual "Redneck Sailor" hardware swap opens. Bring unwanted hardware, rigging, etc.
8:00 p.m. Check-in and late registration closes for the evening.

Saturday, June 27

10:00 a.m. Skipper check-in and late registration opens. Complimentary light brunch served.
12:00 noon Skipper check-in and late registration closes.
12:30 p.m. Skipper's meeting (skippers must be checked in before meeting).
1:30 p.m. Warning signal for first race.

After Races Approximately 7:30 or 8:00 p.m. – Shish-k-bob dinner catered by David Elkins (chef for a local club and restaurant) including beef shish-k-bobs w/garlic & lime butter, chicken teriyaki shish-k-bobs, rice pilaf, tossed green salad, bread, & assorted desserts. **Complimentary beer and entertainment will also be provided after the races.**

**SCHEDULE OF EVENTS
KEEL FLEET REGATTA
JUNE 26 and 27, 1998**

Sunday, June 28

8:00 a.m. Complimentary breakfast served.
10:00 a.m. Warning signal for first Sunday race.
No race will start after 1:30 p.m.

After Races Hamburgers and "fixins" will be served for a nominal charge along with **complimentary beer and beverages**.

TROPHY PRESENTATION!

**"REDNECK SAILOR" HARDWARE SWAP
JUNE 26, 1998**

We will be holding the 4th annual "Redneck Sailor" Hardware Swap on Friday evening, June 26, during Governor's Cup Keel registration from 6:00 to 8:00 p.m. So, if you are carrying around a lot of unnecessary ballast in your boat, lighten your load a little before the regatta! Bring your old winches, cleats, hardware, sails, booms, spars, rudders, centerboards, compasses, radios,you get the idea. Price your items ahead of time, or be ready to swap, trade, and bargain. AYC will be sponsoring a hardware swap table again this year. All items will be donated and all proceeds will go to AYC to offset costs for the regatta. If you have anything to donate, please bring it to the table by 6:00 p.m. Friday, June 26. Any questions, call Polly Mayfield at 447-5673.

AUSTIN YACHT CLUB

1998 GOVERNOR'S CUP REGATTA

KEEL: JUNE 27 AND 28, 1998

CENTERBOARD: JULY 4 AND 5, 1998

You are invited to participate in the 47th annual Governor's Cup Regatta hosted by the Austin Yacht Club on beautiful Lake Travis in Austin, Texas. The Keel regatta is open to all monohull keel boats and trimarans. Centerboard regatta is open to monohull and multihull centerboard boats.

NOTICE: The 1998 US Sailing Multihull Area F championship and eliminations for the Alter Cup are to be held in conjunction with The AYC Centerboard Governor's Cup July 4th-5th at Austin Yacht Club. For further details contact Doug at 210-698-0286.

DATES

KEEL: Saturday and Sunday, June 27 and 28, 1998

CENTERBOARD: Saturday and Sunday, July 4 & 5, 1998.

ROUND-THE-BOUYS

A two-day racing format of three to six races will be attempted. Temporary marks and/or AYC permanent marks will be used. One race will constitute a regatta. If four or more races are completed, one race will be thrown out.

AYC Phone Registration: 512 266-1336
AYC Fax Registration: 512 266-9804
AYC Information: 512 266-1336

CLASSES

For one-design fleets a minimum of five boats will constitute a class. Keel fleets: Keel handicap classes will be divided into spinnaker and non-spinnaker classes and will use the PHRF of Lake Travis handicap rating system. Centerboard fleets: The Portsmouth handicap ratings will be used to establish centerboard handicap fleet(s).

PHRF HANDICAP RATING CERTIFICATE

Keel fleets: Measurement is not required, but each boat racing in any PHRF handicap class must have a PHRF Handicap Certificate on file with AYC or must complete one at skipper check-in. Your registration packet will not be provided until a properly completed PHRF Handicap Rating Certificate has been filed with AYC.

SCORING

The Low Point Scoring System described in Appendix A of the Racing Rules of Sailing (USSA 1997), except as modified by the sailing instructions, will be used. PHRF keel handicap will be scored time-on-time.

RULES AND EQUIPMENT

This regatta will be governed by the 1997-2000 Racing Rules of Sailing (RRS), the prescription of the United States Sailing Association (U.S. Sailing), the rules of each class concerned (except as any of these are altered by the sailing instructions), and by the sailing instructions. Change in number of crew after the first race will not be allowed.

The 720° penalty turn rules will apply. Registration will not be accepted for boats without the same sail number on their mainsail and spinnaker.

TROPHIES

Trophies will be awarded to the winning helmsman and crew within each class as follows:

3-4 entries	1 trophy
5-6 entries	2 trophies
7-10 entries	3 trophies
11-14 entries	4 trophies
15-18 entries	5 trophies
19+ entries	6 trophies

The annual Governor's Cup Trophy will be awarded to the out-of-town yacht club with the largest regatta participation over both weekends.

FACILITIES

There are limited campsites available on the AYC grounds. Showers and restrooms are available to all regatta participants and guests. Some cabins and screened shelters are available for rent. Please contact the AYC office at (512) 266-1336 for cabin rentals. Pets and fireworks are strictly prohibited on AYC grounds.

AYC Phone Registration: 512 266-1336
AYC Fax Registration: 512 266-9804
AYC Information: 512 266-1336

A FISH STORY

by Tim McKenna

We have a saying here in Texas: "You can lead a horse to water, but if you can make him float on his back, you really have something."

It was June 1995. We were in the Austin Yacht Club parking lot, and Nick, my 14-year-old son would not get out of the truck. "But what if I turn the boat over and make a fool out of myself?"

"By gosh, I've already paid for this class and you will get out of this truck. Come on, you'll have fun once you get out there," was my reply.

If I had known that day the future cost of this course of action, I probably would have started the truck and left, absorbing the \$75 loss without complaint. Knowing what I know today, I would pay two or three times the thousands of dollars it has cost me to be able to relay to you this "fish story."

It was fortunate for us that day that my girlfriend Julie, Nick's S.O.M. (significant other mother), was with us and offered to take the course along with Nick. This was the spark that got Nick out of the truck, down to the dock and on board his first Sunfish.

The previous year I had purchased a Hunter 23.5 in the hope of someday taking off to see the world from the deck of my own boat. All I had to do was to learn how to sail and get Julie and Nick to learn, too. Julie's motivation was primarily just to be with me and if that meant sailing, so be it. She was too afraid she would break the boat or do something wrong to take the helm. Nick's motivation was to stay our of harm's way, get below and get as much reading in as possible while Julie and I went sightseeing around the lake.

No matter how much I asked, begged, cajoled, pleaded or even bribed, I could not get either one of them to take the helm while the boat was under sail. This created quite a dilemma for me, for after several hours of sailing and just as may soft drinks, the fact still remained that the head on the boat was at least 15 feet away from the helm. (Heaving to and the tiller tamer were later discoveries.) This necessitated taking down the sails and firing up the motor. Now, either one of my crew was more than willing to take the helm. Should I have just bought a powerboat? I apologize for such blasphemy, but something had to be done.

We had sailed our first race In May of '95 and Nick had actually shown the first signs of interest in sailing, so maybe there was hope. At AYC we had met some members who encouraged me to enroll Nick in their sail-training program. Austin Yacht Club has an excellent selection of programs to teach everyone from the novice to experienced racers how to improve their skills. Their novice courses even allowed nonmembers to participate at a very reasonable price.

On that day in June '95, after we unglued Nick from the truck and after a short chalk talk in the clubhouse, the class went down to the docks to learn how to rig a Sunfish. I had to laugh, because the first thing the students were instructed to do was to turn the boats over and then right them. So much for making a fool out of yourself, Nick, it looked like the whole class was headed down that road. It was necessary for the students to fulfill this requirement in order to proceed with the class.

The AYC coach that year was a college student named Russell Vinik, about whom I can't say enough good. He handled the class with authority and unlimited patience, and he knew what he was talking about. I, meanwhile, was realizing I had already gotten my money's worth just watching Nick and Julie in the boat-tipping portion of the class. The class then proceeded out on the lake to learn to reach, tack and jibe the boats, while Russell and I followed in a chase boat. Again, I was impressed by Russell's easy manner and how easily he was teaching Nick and Julie to sail, something I had failed to do with several months' effort.

When Nick got back to shore I knew I had been successful when the only thing he had to say, when asked how it went, was, "Dad, I want a Sunfish."



Well, to make this long story shorter, Russell took Nick under his wing, and Nick spent almost the rest of the summer in sailing camps. Russell also introduced us to Vic Manning, who he referred to as the "Dock Nazi." I thought Russell sure had a lot of nerve referring to this guy by this term, in front of his face, but it didn't faze Vic one bit. I thought at the time that he sort of enjoyed the title. It turned out that Vic was on the AYC board and in charge of the docks, and he allowed no foolishness on the docks or improper boat storage at the club. How refreshing . . . someone who enforced the rules and could pull it off. It just so happened that Vic and his wife Pat are very accomplished Sunfish sailors and have qualified and sailed in the Sunfish World Championships. They have since become good friends and on numerous occasions have gone out of their way to help Nick, Julie and I to love Sunfish sailing as much as they do.

We were not members of the club that summer, and kept our boat at Yacht Harbor Marina. We scoured the newspaper ads and the bulletin boards at Yacht Harbor and at AYC for used boats. During one weekend when Nick was visiting his grandparents in Dallas, Julie and I went down to Houston Yacht Club and bought Nick his first Sunfish. We brought it back to Austin and parked it next to our Hunter in the dry sail space at Yacht Harbor. The next weekend we went out to the lake for our usual weekend sail. As we pulled up to our boat, I pointed to the Sunfish parked next to it and commented to Nick that I sure wished it was ours. "Me, too!" he replied. It was worth all the effort and expense to see the smile on his face when I said, "It's yours."

Fools rush in, and we followed headlong into the art of racing the "Fish."

It turned out that the boat we had paid too much money for also needed a racing sail, racing centerboard, ratchet block, new halyard, mainsheet and observation port to get ready for competition. What's another six or seven hundred dollars? Well, I tell you it looked like an opportunity for Nick to learn the value of a dollar saved. He was already fairly accomplished at this and had proved it by saving and buying his own CD player and inline skates. No small feat for today's modern teen-ager. We made a deal with him that if he could save up half of the amount for each new item, we would make up the difference. What a joy it was to watch him save and purchase each item, and then work together with him to get his boat ready to race.

At AYC each spring, summer and early fall, Sunfish Fleet 70 holds Wednesday night races. Twenty to 30 boats on the line each week makes for a sink-or-swim entry into the world of racing. The emphasis of Fleet 70 is to have fun and help each other with advice on technique, rigging, tactics, and the application of rules that govern the sport of sailboat racing. For the most part, the members follow these tenets, but occasionally, in close mark roundings or crossing situations you still might hear the occasional reference to someone's lineage or toilet habits in less than a gentle tone of voice. All in all, though, it's all about having fun.

After the races we meet up at the club, over snacks and drinks, to hash out the day's events. The learning curve, for me, was almost vertical, and I was surprised how friendly and supportive these Sunfish sailors were. Now, each time I race on Wednesday evenings, I try to take a moment to remember just how fortunate I am to be in a position in my 40s to go out and play like a child. No phones, taxes, or four walls to keep me in, just the wind, the water, the sun, and good friends to play with.

Now that Nick had his own Sunfish, Russell and I tried to coax him into trying to race. No dice. "I don't want to go out there and make a fool of myself." Where had I heard this before?

Like I said, we signed Nick up for the summer camps at AYC, and after three or four weeks of camp, Russell offered to take a Sunfish out if Nick would take his out to race. Now, Russell is a Laser sailor, but please don't hold that against him--he is a really nice guy, and I thought it was an extremely generous offer to help Nick. This was the hook Nick bit on.

That day, I took my video camera and went to the point at AYC that overlooks the race course, to capture Nick's first race on tape. What I captured was a very windy day with Nick turning his boat over at the start and pretty much just reaching back and forth across the course, finally making the weather mark a full leg behind the rest of the fleet. Occasionally, I could hear Russell's voice across the water saying, "Nick, head up!" I must say only those of us with children can grasp the joy of watching them learn and grow, even if they don't succeed on their first try. It was like watching him take his first steps. He was not too disappointed, just a little wet when he reached shore, and I definitely heaped the praise on him.

After another four weeks of camp and us taking turns on his boat at Wednesday night races, he was a different sailor. It's probably not fair that there is no video of me racing my first race, because I could turn that boat over with the best of them, and I could reach across the lake almost as fast as Nick could. I considered myself lucky to only be a leg behind the fleet at any given time, but Nick was now nipping the heels of the back of the fleet regularly and pushing his way up to the front now and then. He had found his calling. Nothing else mattered. He exuded a new confidence and here was something he could do better than his dad. Quite an accomplishment for a 14 year-old. His inline skates went up for sale at a garage sale and the proceeds gave him a good start toward the first improvement on his boat, a racing centerboard.

That August, AYC hosted a TSA Junior circuit stop, called the Roadrunner Regatta. Nick decided to try his hand at racing the competition in his own age group. The morning of the first race, under the guidance of Pat Manning, we purchased a new racing centerboard as a surprise for Nick. It's amazing the joy that 3-foot slab of plastic produced in my son.

After getting Nick's boat prepared for the race and getting him launched (you had to have been there to appreciate the chaos that 80 children, dinghies and assorted parents can create on the AYC rigging docks), Julie and I went out to watch the races aboard our Hunter. If there is a doctor out there reading this, please don't ever try to read a parent's blood pressure at such a time. Insurance companies have enough exclusions as it is. Poor Julie was worried enough for me while we watched Nick in his first regatta. She even had the nerve to ask if I really thought Nick could hear me tell him to tack a half-mile away over the water. It was easy to follow his progress, because he was the only boat out there with a colored sail (racing sails are all white). Nick finished as high as second place in his fleet, and after the races were abandoned the next day due to a lack of wind, he walked away with his first trophy for third-place overall. Are the correct words for all three of us, beaming with pride?

I couldn't help but think he shocked some of the kids who had been sailing for some time. Later, after he got to know some of the other kids, they told him he had created quite a buzz. Where had this guy come from? How did he do so well with an old boat, a tattered and patched cruising sail and next to no experience. Vic and Pat had the answer: "He's a natural."

Now, instead of me wanting to go sailing, it was Nick bugging me to take him. I decided we would have to join the club. It was getting to be quite a hassle to cart Nick's boat back and forth to the club from Yacht Harbor.

We put in our application at AYC and were told it was not necessarily a done deal. I really had little racing experience, and when we went before the membership committee, Nick and I were more than a little nervous. We both really wanted to be accepted. I don't think it helped that the other couple being interviewed that night had a racing history list as long as your arm, even including an Olympic campaign. Nick and I just looked at each other and rolled our eyes. When it was our turn, the two regattas we had under our belts and the fact that I had read every book on sailing the Austin Library system had did not sound very impressive, even to us. Ah! But the sailing gods were smiling at us, because one of their guardian angels, Pat Manning, was on the committee. It also turned out that we had chosen to apply when AYC was trying to build their Junior program, and Nick must have impressed more than a few people with his natural ability. We attended the next board meeting and were very pleased to hear that we were recommended for membership, albeit probationary. For the next year we had to prove that we were indeed interested in racing and providing volunteer help for the club. No problem, anyone who knew us knew we were hooked.

Nick's next regatta was at Palacios on Labor Day. It was called the Cannon-ball Run because of all the cabbage head jelly fish that are in the bay at that time of the year. Nick said it was interesting to be sailing along and suddenly be thrown forward when his centerboard struck one of the 10-inch-diameter creatures. Again, it was a good thing I was not hooked up to a blood pressure monitor, because we had to watch this regatta from shore and the race course's weather mark was over a mile away. Nick definitely couldn't hear me when I tried to warn him of a port-tack boat that was going to T-bone him just before the mark. I swear you could hear the sound of crunching fiberglass when they hit. Both boats then turned over, but Nick recovered and went on to win the race. When he got to shore after the race he had more than a little water in his boat and a 3-inch-diameter hole punched into his hull. One of the other parents came to help and said, "No big deal. That's what they make duct tape for. You can do a permanent repair when you get home."

Sure enough, the boat didn't take on any water during the rest of the regatta. Nick ended up in second-overall, and at the trophy presentation the comment was made again: "Where did this kid with the colored sail come from?"

Nick had been saving his allowance and had been helping me out at my business; he had saved up his half of the cost of a racing sail. The Mannings had put us in touch with one of their friends, Jim Uroda from Galveston Boat Club, who sold new sails at a very reasonable cost, so I gave him a call. Jim was unfortunate enough to have lost one of his legs due to an infection a few years back, but he is still

quite an excellent Sunfish sailor; to this day, I have trouble catching on the race course. While I was on the phone with him making arrangements to purchase Nick's new sail, Jim told me he also had a keelboat about the size of ours. He said, "I'm not always going to be able to race my Sunfish. You know I'm on my last leg." We all should be able to take life's bumps with such humor. We met Jim in Kemah and now Nick has an even better edge.

Vic Manning was kind enough to spend an afternoon in his living room showing us how to rig the new sail properly and how to adjust it for different wind conditions. This was quite a gift that would have taken us years of trial and error to figure out for ourselves.

You've heard about the carrot in front of the horse. Well, sailing was the motivation Nick needed to accomplish all sorts of good things. Most teen-agers have the attention span of a gnat and their get up and go has got up and went. The most absorbed I had seen this teen-ager up to that point was in front a video game or on the phone where the only exercise he received was to his wrists and thumbs and vocal cords. The exception to this rule was to watch Nick on the race course. Here, with no small amount of physical effort and concentration that lasted up to an hour and a half for each race, he was out just to accomplish a single goal . . . to be ahead of everyone else at the finish line.

Nick had always been a good student but, like most teen-agers, did just what was necessary to get by. We told Nick it would be school first and sailing second, so needless to say, he wanted to sail so much that his school work improved. I think part of that was his new ability to concentrate on something for more than just a few seconds at time. It helps all of us to just have a goal. He had one now and that was to sail on the TSA Junior circuit in '96.

"So you want to go sailing, huh?" Is your homework done?"

"Yes sir."

"Well is your room clean?"

"Yes sir."

"Is your bathroom clean?"

"Yes sir. And do you need help mowing the yard, Dad?"

This was working out very well. His already good manners improved along with his self esteem, and he made the Junior Honor Society and won several awards upon graduating middle school. We couldn't have been more proud of him. He would do anything within his power to guarantee he could be out on the water as soon as possible. What more could a parent want? As I mentioned earlier, it was well worth all the time and expense.

By early spring the next year, we had completely overhauled his Sunfish and were ready to support him on the '96 TSA Junior circuit. They say watching a sailboat race is like watching grass grow or paint drying, but I can think of nothing more exciting than watching my son on the race course. It is a mixture of pleasure and pain that sometimes lasts for hours. We made nine of the 13 stops that year and it was better than any vacation we could have planned. We were going to have to add on to Nick's room to accommodate all the new trophies he won, but that's another story.

When we turned in our questionnaire to the club in August '96, we had to ask for extra copies for Nick and I because there wasn't enough room to list all the races and volunteer work we had participated in during the previous year. We didn't have our mail forwarded or our phone number changed to that of the club, but we spent so much time there, I'm sure people wondered, why not? We were approved for senior membership, and I definitely have to thank those members of the membership committee for giving us a chance to learn and grow into the sailaholics we have become.

So, if you're looking for a healthy sport with lots of fresh air, the wind and sun in your face, a cast of characters that would rival any Broadway play, get a boat, find a club and go sailing. And remember, even if you cannot control the direction of the wind, you can always adjust your sails.

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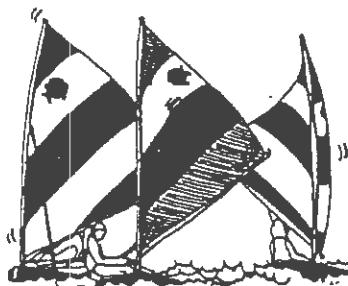


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San Jacinto Day Regatta

by Stephen Gay

Houston Yacht Club, April 18-19

74 boats, 23 Laser Radials

6-13 knots, 3 races

The traditional second regatta of the year kicked off with rain and general nastiness at HYC on Saturday. After an hour or so of thunder and lightning the races were called. Everything would come down to a 8:00 AM start on Sunday. My hotel was at Hobby airport, so getting there alive and awake proved somewhat difficult.

Sunday had great 6-10 knot breezes with some good 12-15 knot gusts out of the north. Did he say north? In Houston? The previous day's storms had produced the weird, shifting breeze.

Had the start actually been at 8 o'clock sharp, AYC would have done well. We had four boats out there, and only two other boats were present. The races started around 8:40.

The first race was held in some good 8-12. The north breeze was squirrelly and anyone in a lift was guaranteed to be out of phase before long. I rounded with Patrick Reynolds, John Bowden, and Frank Donnelly from TCYC. Frank had a big lead, and the four of us were spread way out after the first leg of the course. The rest of the pack was pretty far back there. It's a mark to the weirdness of the wind that the top boats had such a spread after only one leg. The reaches were boring - a medium-air reach rarely gets the adrenaline pumping - with no changes to the top pack. Frank rounded the leeward mark first, Pat second, John third, and myself fourth.

I rounded on a medium heading and remembered at the top of the course getting lifted consistently on port tack. I also felt a cool breeze on my face, and predicted a big lift and good breeze on port on the left side. I sailed to the left. Alas, a puff. A header! I tack. I'm laying the mark a hundred and fifty boat lengths out, in a nice 14 knot puff. I hosed John. Frank was in the center (Pat had split way right) and saw me. He hustled to the left and I nearly passed him. He tacked and we cruised to the mark. Special thanks to Pat for leading the entire fleet to the right side trap. Frank and I were in our own little country by the time we rounded. I couldn't tag him on the next two legs and took second. The fleet was just a little spread out. When I finished, the fifth place boat was just crossing the line sailing downwind on the gigantic course. Score for the first:

1st--Frank, 2nd--Stephien, 3rd--John, 4th--Patrick. 5th went to Lauren Foster.

The next race was equally weird. I came out fourth around the windward mark of the Triangle-2. Brian Nunes (HYC) was in the lead after a killer windward leg, along with Blake Billman of Fort Worth Boat Club. Blake was over at the start and ate the big 24 for an on-course start. Thayer Hutchison (TCYC) was right in front of me and warned me not to sail too low. I sailed low. The pack just ate up all my air and I had nervous fits over the long, slow reach as every boat in the world gained on me. I rounded inside, though, and kept fourth. After the next reach, it was time to go upwind again.

I got sucked over to the right side when the breeze got really weird. For two minutes I was in second. Two minutes later, I was in eighth. Pat played it just right and hosed us all, moving into 2nd. Lauren and Frank also caught it good and moved into 3rd and 5th, respectively. I was in fourth for the next reach. No lead changes. With one short beat to go, I rounded and headed right. I got a big shift and tacked. I would have had Lauren, but the big lift I got allowed her to lay the pin and she stayed ahead. Pat had sneaked by Brian at the finish for the bullet. This was going to be close. Frank and I were tied with 6 points apiece, and Pat had five. John had gotten a bad score in the last race, and Thayer took another six. So our nearest competition was Lauren with eight. It came down to this--Whoever of the three of us won the last race took the trophy.

The next race, left seemed good. At least, Thayer came screaming like a banshee out of the left corner and rounded maybe twenty lengths ahead. Real quick the race was for second. I rounded fifth or so in a big pack. On the first reach of another T-2, I passed a boat or two and held it into the leeward mark. Pat, John, Frank, and I were all pretty close. Thayer had the bad luck of following me to the right-center. Pat and John banged the right corner, and Frank the left. All of the sudden I'm in fifth and Thayer's in third. I've never seen wind so goofy as that, even on Lake Travis. Pat and John were way

ahead, Thayer and Frank had me cold, and Lauren was right on my heels. I held on the rest of the race and beat Lauren by around six inches. Pat scored first and took the regatta.

Final Results--Laser Radial:

1st: Patrick Reynolds, AYC
2nd: Frank Donnelley, HYC
3rd: Stephen Gay, AYC
4th: John Bowden, AYC
5th: Lauren Foster, AYC

Optimist Red:

3rd - Earl Gerloff

So for the summary: Consistency pays big! John never took a score better than seven, but never ate a really big score and trophied. Similarly, all the top boats (except for John) always sailed no worse than a five or six. In the strange breeze that we encountered, damage control proved important. Trophies were smooth embroidered CD cases. Hey, if they keep giving us useful stuff . . . How about sails at the next one?

For the details of other races, see my web page at ><http://www.angelfire.com/tx/talonsworld>.

Other Junior Circuit Race Results:

Roadrunner Regatta:

Laser Radials:
1st - Stephen Gay
3rd - Phillip Stearns
5th - John Bowden
7th - Patrick Reynolds
9th - Lauren Foster

Optimist Red:

2nd - Earl Gerloff

Rushcreek Regatta:

Laser Radials:
2nd - Patrick Reynolds
4th - Ryan Harden

Optimist Red:

2nd - Earl Gerloff

Sperry Regatta:

Laser Radials:
2nd - Ryan Harden
3rd - Phillip Stearns
4th - John Bowden
5th - Patrick Reynolds
7th - Stephen Gay

Optimist Red:

3rd - Earl Gerloff



NEWS FROM SUNFISH FLEET 70

BY DAYNA M. MOSIER, FLEET CAPTAIN

Springtime was whisked in briskly with the Sunfish SW Regionals, held here at AYC, the weekend of April 18 and 19, 1998. Due to the unpredictable weather conditions, Pat Manning planned well in suggesting that we pull off as many races as feasible on Saturday. All afternoon until sunset time, we sailed our little fishes: 1,2,3,4,5 races? Whew! But it paid off considering that Sunday greeted us with a dead calm. *Joanne Weberlein* won the regatta and now qualifies for the Sunfish Worlds at Sayville Yacht Club in Blue Point, New York, to be held August 22-28, 1998. The regatta was a good test of skill considering that the winds were breezy but shifty-you know- typical Lake Travis! So here is a run down of the top 10.

- **1 Joanne Weberlein
- **2 Hank Saurage
- **3 Ryan Harden
- **4 Malcolm Jones
- **5 Ash Betty
- **6 Kevin Reynolds
- **7 Martha St. Romain
- **8 Dayna Mosier
- **9 Jim Uroda
- *10 Mark Tremayne

The Winners!

Thanks again to our spirited race committee, led by head-gash guy **Steve Pervier**. Thanks to our generous donators **John Bartlett**, **Tim McKenna**, **Bill Gerloff**, and **Claude** of the Sailboat Shop.

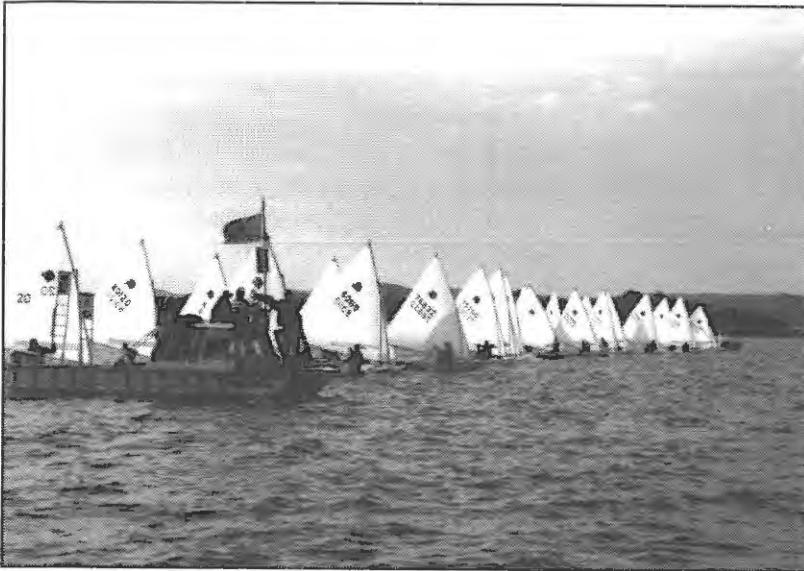
By the way, Kevin Reynolds is a salsa dancing machine! When professional instructor Barbara, of Miguel's La Bodega taught us a little salsa, Kevin ripped up the "dance" floor. I think he was THE token male for the evening. For some reason, most of the other guys seemed to be hiding outside in the dark!

Now for your sailing pleasure, please note the following upcoming regattas. The biggie, *The North American Championship*, will be held in LaPorte, TX, the week of June 27, 1998. Following that will be AYC's own Governor's Cup Regatta, July 4-5.

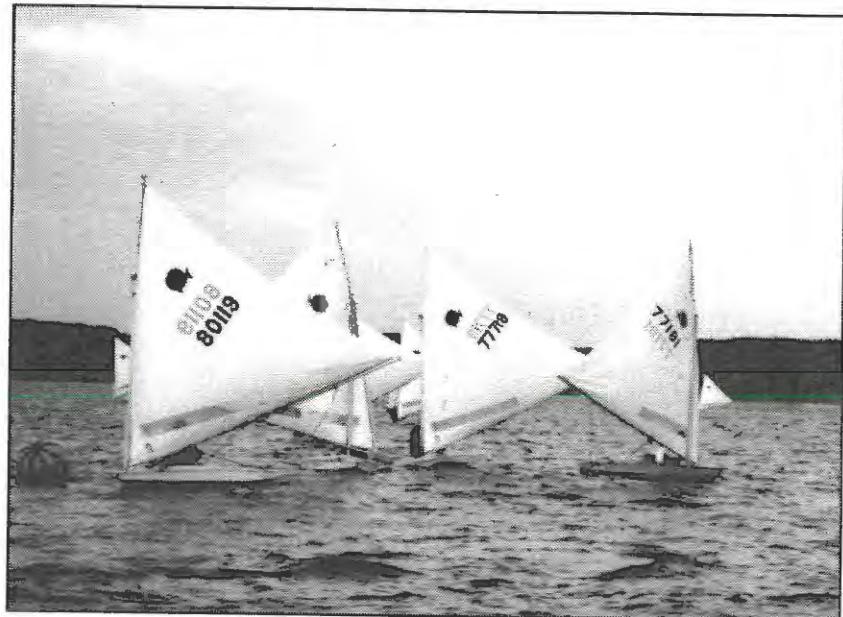
Put on your calendar's: For the Wed. Night Food night, June 24, here are our sweet volunteers: Ann Gairloff (appetizer, salad), Vicki Stones and Polly Adema (1 side dish), and Bruce Foster (1 entree). So, who else can bring an entree? Good ol' fried chicken or hot dogs would do just fine! Also, for Race Committee, June 17th, listed on the books is Julie Conrad. June 24 is Dennis Mills and Martha St. Romain. July 1 is Paul Bradner and Andy Hempil. Diane Zbasnick is your race commander if you need to tell her who your "replacement" would be.

Just recently, the Sunfish fleet showed a tremendous camaraderie by attending piggie Gertrude's roasting watch on Friday, June 5, from 6 to 8 p.m. What a wonderful way to show you care about your fellow "Funfishers". The Luau on Saturday night was just awesome. The challenge was getting all the great food concoctions to fit on your plate. The second challenge was grooving to the music with a full tummy! Thanks to all AYC members who helped to make this night fun and romantic (Gary and I were celebrating our 9th year anniversary!)

Happy Birthdays go to **Tom Boren**, for July 7th, to **Joe Gerloff**, for June 17, and to **David Hilfer**, August 24. Happy Father's Day to all you Daddy Sunfish Sailors! See ya on the water!



*1998 Sunfish Southwest Regionals
at AYC.....*



Which jibe works??!!



*"Either they're real early or...
I'm really late!!"*



More mark roundings....



Windshift at the start!



Please wind, don't die now!



FLEET 21

Austin Yacht Club

by Dave Broadway

The fleet welcomes new AYC member and J/24 owner Dave Gamble. While Kristen Bielefeldt sold "Ohh Ahh" to Dave and has replaced the J/24 with a new Sunfish, she is still crewing with him in some of the AYC Series races.

Many thanks to Fleet Captain Nelson Reynolds for helping on behalf of the fleet with Race Committee duty for the Turnback Canyon Regatta.

The AYC J/24 fleet continues with its strong representation of the Texas Circuit Regatta. Of the total 31 entries, five AYC boats were at Rush Creek YC, May 23-24, including Mr. Happy, Tool Time, Shadowfax, Turn & Burn, and Dave Wahlberg's as yet to be named J/24. The racing was extremely tight. Bill Draheim led the regatta after the Saturday races. However, Eric Nelson and the Mr. Happy team prevailed once again to win the 1999 World Qualifier. The team has locked up another Texas Circuit Regatta Championship with the Last Stop Regatta (CCYC) remaining June 27-28. At RCYC, Kirk Livingston finished 3rd, Bill Worsham 5th, Dave Wahlberg 15th, and Greg/Angie Buck 17th.

It was at RCYC last year that Mr. Happy qualified for the upcoming 1998 J/24 World Championships in San Francisco. Kirk Livingston qualified by taking 2nd on the 1996-97 Texas Circuit. Unable to attend, the spot has been passed down to Bill Worsham and the Shadowfax team having earned 3rd place overall on the Circuit. These top 3 overall 1997-98 Texas Circuit finishers will retain their respective bow numbers from the previous season.

After the Last Stop Regatta, the Mr. Happy and Shadowfax teams will travel to San Francisco for the US Nationals in preparation for the 1998 J/24 World Championships. Best of luck to our AYC representatives. Stay tuned for the results.

Robbie and Eric Nelson hosted the recent Cheeseburger in Paradise fleet social. The next scheduled fleet social will be the Margarita Cruise following the August 1, Saturday Evening Series races. The fleet also has beer and sodas after all of the Series races. Come on out and join the fun.

D-Fleet News

The Summer Series has brought out the skills of our inland lake sailors who can trim a genoa in a minor gale or pick puffs on light air days. With an eye for ripples on the water, some of our D-Fleet boats are even able to beat boats that started five or ten minutes ahead of us to the windward mark. We don't begrudge them the extra equipment they need to catch up with us on the downwind leg. Those of us who were learning to sail before spinnakers were invented are glad to have the opportunity to compete with club members who share our preferences.

The New Turnback Regatta was enjoyed by all with about a hundred and twenty boats (should we multiply the trimirans by three) participating, many of them in the non-spinnaker fleets. Your D-Fleet Captain and crew member, Mary Mosher, were able to help out serving on the race committee on Sunday. For results of the regatta see the Turnback article in this publication.

We want to welcome Guy Stewart and his family who raced with D-Fleet last weekend. Ken Miller, John Mollenhauer, Bobby Crouch and Ralph Jones have also been active in the Summer Series. Tim McKenna participated the first race of the Summer Series and then flew into the sunrise to visit the first yacht club ever established. If you know anyone who might want to race with us, give them some encouragement.

The Pig Roast and Luau was a great success. Thanks to Mary Sikora for organizing the feast and frolic. Ken Miller was in charge of representing our fleet and eating the share of those of us who couldn't be there. Did anyone get a tape of Ken doing the hula?

Non-Spinnaker Fleet will be in charge of the meals after the Friday night Beer Can races during the month of August. I'll be calling to ask you to participate in the races and help with the food. Also we will have Race Committee duties on the First of August.

Bob Perry

Austin Yacht Club Adult Learn to Sail Clinic July 18-19, 1998

C-Fleet

Gooooood Moorrnnning Lake Travis and all you bright eyed C-fleeters. Well we're well into 1998 racing, thought you might like a recap of the results. First I'd like to thank all of those who are going to help with our responsibilities, and all of those who have already given so generously of their time to help with Race Committee, Single Handed Race, dock refoaming and all the other volunteer activities that help make this club such a wonderful and precious sanctuary for us all. Roy Crouse and Bay Peterson, THANKS for putting together race committee for the Spring series. Dave Boerner, Suzanne Farmer, Dave Wahlberg, Eddie and Pat Calogero, THANKS for all the help in making the Single Handed Race such a success.

Special THANKS to Mark & Suzanne Bradford as well as John Allison & Liza Shapiro for bringing us two new members to C-Fleet.

"Dylan Michael Bradford"

He was born to Mark & Suzanne, February 11th weighing in at 9 lbs & 1oz.

"Harper Allison Shapiro"

He was born to John and Liza, May 12th weighing in at 7 lbs & 11 oz.

The way I see it Mark and John now have permanent crew and I have two more Race Committee volunteers in the year 2013.

Congratulations to both couples!

Wow! Have you guys been coming out on Friday evening for Beer Can races? There's a ton of boats. The socializing after the race is like old times at AYC, yup - sailors still lie a lot. C-fleet will be doing the food for the Beer Can Series for the Month of July, so come on out and have some fun. If anyone would like to help with the cooking or food prep, PLEASE give one of our Beer Can Chefs a call:

Date	Chefs
July 3 rd	Tommy & Ann Gairloff
July 10 th	Doug Laws
July 17 th	Barbara Hawn & Trenton Wann
July 24 th	Roy Crouse
July 31 st	Bob & Suzanne Farmer

C-Fleeter Race Results

Series or Race	Place	Champions	Boat Name
Spring Series (5 Boat Average)	1st	Barbara Hawn	Sweet Agony
	2nd	John Allison	Call Meal
	3rd	Tommy Gairloff	Deuces Wild
	4th	Roy Crouse	Blown Away
	5th	Doug laws	Que Pasa
	6th	Bob Farmer	In Cahoots
	7th	Dave Boerner	No Le Hace
	8th	Paul Frels	Alpheus
The New Turnback (Spin)	1st	Bay Peterson	Temptress
Single Handed (Spin)	2nd	Dave Wahlberg	Caveat
Single Handed (Non-Spin)	1st	Roy Crouse	Blown Away
	2nd	Bob Farmer	In Cahoots
	3rd	Tommy Gairloff	Deuces Wild
	4th	Walt Dwyer	Windrunner

C-Fleeter Race Results

Summer Series (3 Boat Average)	1st	Tommy Gairloff	Deuces Wild
	2nd	Roy Crouse	Blown Away
	3rd	Bob Farmer	In Cahoots
	4th	Paul Frels	Alpheus
	5th	John Allison	Call Meal
	6th	Doug Laws	Que Pasa
	7th	Ann Ellzey	Kindred Spirit

Just a Reminder, pre-assigned race committee organizers:

Date	Races	Organizer	# of People
June 27-28	Gov. Cup Keel	Bob & Suzanne Farmer	One each day
July 4-5	Gov. Cup CB	Ted Scardamalia	One each day
July 25	Summer Evening Series	Jill & Paul Frehls	Eight
Oct 10 -11	Fall Regatta	Dennis & Carol Mills	One each day
Oct 25	Winter Series	Perry Weller, Mark Bradford	Eight

Thanks for putting up with me for another year, and always *PRACTICE* Safe Boating because there is no cure for a Power Boater.

Love Ya'll

Tommy Gairloff

Please correct your Directories: John Allison & Liza Shapiro (416-8880 Correct Ph#)



The Two Proud New Fathers!

Keel Handicap Fleet
by Doug Laws

Keel fleet racing is in full swing this summer. We have been having a great turnout at the starting line, good winds and new long distance courses. May thanks to all the sailors who worked to provide the new LD courses. Hope they provide something for all fleets and boats. Your suggestions will be appreciated since we plan to review courses again between the end of Winter series and start of Frostbite-99.

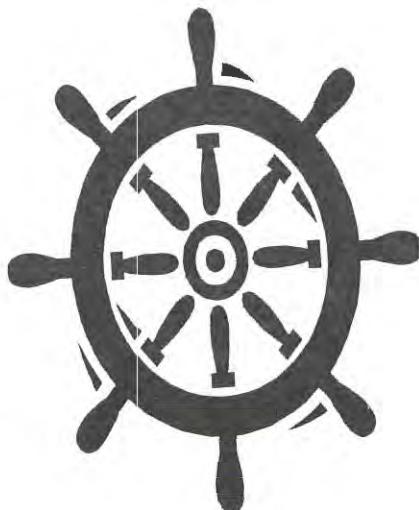
In addition to regular AYC series racing--the beer can racing has been great fun on Friday nites. . Come on out and bring friends, family and new sailors. This year the top two racers each week receive a bottle of wine rather than having to cook, so finish first and get your choice--red or white. The top two add 30 seconds to their start time, each time they win and keep this for the remaining beer can races. Food is provided by fleets--"C" & "D" for July and August respectively. The last beer can race--August 28, will have meat provided by the keel fleet with sailors to bring side dishes.

Based on a proposal from A Fleet, the new F28 multi-hulls you have seen on the line will be racing with A Fleet thru the Fall series. This will provide an opportunity for evaluation by keel fleet sailors and consideration of a separate fleet providing there are enough boats.

At a recent Keel fleet board-meeting there was discussion on an issue from prior meetings--ie--Spinnaker vs Non-Spinnaker fleets. Nothing changed from prior discussions except recognition that we didn't really have any data on differences between sailing with spinnaker vs non-spinnaker. We plan to run trials this summer using boats hopefully from SC21, Cat22 & J24 classes; swapping boats and crews; and various wind conditions; to compare spinnaker vs non-spinnaker times. We also have times from C & D fleets this year sailing the same start and course. Based on this information we plan to review fleet splits, composition and the spinnaker & non-spinnaker format.

Finally, remember the keep double-hand race October 17 and the Wild Turkey race November 21. The Keel Fleet annual meeting has been scheduled earlier this year--November 7th. This will give time for new officers to be ready for the start of Frost Bite series in January 99. More info later.

See you out sailing--and hurry while we still have water in the lake.



It took a lot of help from a great group of volunteers and the AYC staff to host the **J/22 Austin Circuit Stop**. It was a perfect regatta. The racing management was excellent, the wind came, 25 boats came, everyone was well fed, and the trophies were awesome. The AYC Juniors were an unbeatable team. Saturday night they were baking cookies. Sunday they had everyone fed and the kitchen clean before 2 PM. They were busy sweeping the clubhouse when I left.

Thank you, thank you, thank you!

Officer: Jim Baker	Judges: Tom Romberg, Bob Gough
RC:	Leo & Sue Anderson, Jonathan Baker, Barry Bowden, Kelley Clark, Ron DeWitt, Joe Erwin, Larry Hill, Mike McClung, Tim & Nick McKenna
Roundup RC: Bonner Cordelle	
Scoring: Mary Sikora	
Notice of Race: Debra Phillips	Sailing Instructions: Voldi Maki
Launching: John Bartlett, Greg Buck	Crane: Greg Buck
Registration: Evert Broersma, Vicki Palmer, Debra Phillips	
Trophies: Flora McClung, Walter Allen Studios	
T-shirts:	Vicki Palmer, Travis Graphics
Breakfast:	Eric Faust, Einstein Bros. Bagels
Box Lunches: Michael Haggerty, ThunderCloud Subs	
Grills: John Bartlett, Eric Nelson	Steak & Potato: Kathy Comer
Salad: ThunderCloud	Brownies: Shirley Slaughter
Dinner Service: Kelly Clark, Kathy Comer, Robbie Nelson, Debra Phillips	
Sunday lunch: AYC Junior Sailing Team	

News

Bruce Foster put together a great team for **J/22 Race Committee** for the Summer Series. Too bad the wind wasn't very steady or consistent in the sweltering heat. A special thanks to Terry McDermott for helping us out. Three local boats were occupied at the J/22 Canyon Lake Stop. Thanks to Bruce Foster, Voldi Maki, Debra Phillips, Kelley Clark, Claudia Foster, John Saunders, and Steve Brown.

Thanks to Steve Brown for managing the J/22 Pig roasting watch for the **Luau**.

Bruce Foster begins working at **Dell Computer** in early June.

Debra Phillips begins working at **SBC Technology Resources** in mid June.

Paul's Report Monday May 4, 1998 6:30 p.m. I thought I would write you a regatta report on the J-22 Circuit Regatta hosted by the Austin Yacht Club on Lake Travis (west of Austin, TX, in the hill country) last weekend. So, here goes!

Circuit regattas in the highly competitive J-22 class are part of the training I do to improve my sailing skills. It is important that I race as often as possible. Since it's not practical for me to go to Europe every weekend and sail 470's, I look for the best regattas close to home even though they may not be for the 470 class. J-22 sailors in Texas and the south central US are some of the best in the world and are continuously trying to improve, just as I am. My teammates and I finished 3rd and 4th in the previous two J-22 circuit regattas I participated in.

Five races comprised the Austin regatta, with results as follows:

Saturday, April 2: The forecast was for 15 knot southwest winds. From prior experience on Lake Travis, we knew the wind would be shifty.

I sailed with two guys who were on the U.T. Sail team with me in college, Mark Salih and John Morran. I don't recall if I ever had sailed with Mark, and it had been a long time (maybe ten years) since I had sailed with John; so I wasn't sure what to expect of us as a team.

Race 1: Twenty-five boats were on the starting line. The wind was out of the southeast, and we were wondering if it would shift right to the southwest. The lake is basically a narrow, dammed up river with many coves. The first weather leg was up the middle of the river.

A left shift at the start caused everyone to flip to port tack immediately after the gun. We had an okay start, but the guys below us (to leeward) were gaining on us. Eric Faust was leading on the right side of the course. We got a little nervous and tacked back to starboard, towards the middle of the lake. This was a mistake. We broke all the fundamental laws of Lake Travis sailing:

- 1) always sail on the tack that takes you up the lake;
- 2) don't sail in the middle of the lake when there is not much wind, because there is always more wind along the shore;
- 3) sail on the tack that points closest to the weather mark.

Well, all I can say is it's good we had this lesson early in the regatta. Halfway up the beat, we were in last place, but we calmed down and hit a couple of shifts to round the weather mark 16th. On the run to the leeward mark, we stayed in the puffs and passed the pack immediately ahead of us, rounding in 8th place. Before we rounded the leeward mark, I noticed that port tack would be favored on the leg to the next weather mark, so I told Mark and John that we would need a good (mark) rounding in order to hold our lane and be able to stay on port tack. In this situation, if we couldn't have held our lane and, consequently, had made a bad rounding, we would have been stuck in the disturbed air of the boats ahead of us and would have had to tack out of the pack to the unfavored, starboard tack or sail onward slowly in bad air. In fact, we passed three boats which were ahead of us because they had to tack to the unfavored tack. We rounded the weather mark in 5th.

We passed one more boat on the downwind leg to the second leeward mark rounding by staying in the puffs. At the leeward mark, we used the same lane capturing and good rounding strategy to pass the boat ahead of us which had floundered in bad air from the boat in front of him (notice this is the same situation we had experienced at the first leeward mark). We barely caught the 3rd place boat at the finish line for a tough 3rd place finish. We did a lot of relearning Lake Travis that race. Eric Faust finished 1st, Rob Johnston 2nd and Terry Flynn 4th.

Race 2: Same wind. It had not shifted to the southwest as forecast. The pin end of the starting line was actually slightly favored, but most people wanted to go to the right side of the course, the direction favored in the last race. I decided to start near the pin because it was a little farther up the lake toward the weather mark. Also, a big crowd was gathering at the committee boat end of

the starting line and I didn't want to get into the crowd because I wanted to have room to maneuver in the event that a header occurred at, or immediately after, the start. In that case, I would tack immediately and head right, hopefully passing to windward of the crowd and closer to the first mark.

At the start, there was actually a little right shift (favorable to our tack), so we stayed on starboard tack. As we moved up the weather leg, we started getting headed and tacked to cross in front of most of the boats and ahead of the people on the right side of the course. We had passed Rob Johnston at the start, but he sailed a very smart beat and stayed on the left with us. He actually went even farther than we did to the left on the course with some other boats and rounded the weather mark 2nd. Terry Flynn had came in from the right side in 1st. We rounded the top mark in about 4th. I saw that Terry had jibed immedately ahead and was on the correct jibe, so we did the same. This was a good move as we shot into 2nd place and stayed there. We sailed a good race but could not catch Terry. Rob finished 3rd.

Race 3: It was getting windier, with white caps, so we tightened up the rig. We were about 80 lbs. light on weight so we knew we would have to sail well. There seemed to be some big shifts, especially to the right of the course. The race committee had moved the weather mark from its position in the first race. Fortunately, John had spotted it to the left of a point of land that protrudes into the lake. It was usually placed to the right of the point. The race committee had been using small marks, so they were very hard to see from the starting line. It's a big advantage to see the weather mark before you start. This way you know which tack is closest to the mark. Also, you get a feeling for the mark lay lines. (Maybe taking binoculars would help.)

We picked a good position on the starting line, at the boat end, and probably held out ten boats above us. As we crossed the line, we were almost pointing at the weather mark, so we stayed on starboard in the big lift. A few minutes later, a header came through, so we tacked to the right onto port. John kept an eye on the lay line as we got close to the mark. Mark wanted to tack to starboard and thus move parallel to the lay line early just in case we had another right shift (we did not want to over stand the mark). It was a good call. We got the right-shift and were lifted up to the mark. There were about ten boats to the right of us that over stood, mainly because they did not know where the mark was. On the downwind leg, the right side of the course was favored. We took it and rounded 200 yards in the lead because all the other boats that had gone right in the upwind leg had over stood the mark.

We held that lead all the way around the course watching a possible rainstorm come. One of our main competitors Terry Flynn had over stood and ended up finishing 6th. Rob took a 4th after laying the left side.

That was the end of the day. We had 6 points. Rob had 9 points. Terry had 13 points.

Sunday, April 3 Race 4: A front had come through during the night, and the wind was 5-15 knots out of the northeast (yesterday's wind had been from the southwest). We started at the other end of the lake which made for a totally new race course. No one knew which side would be favored. There was a big, 100' high cliff on the far right, and the river to the left. It was hard to tell if the cliff side of the course was going to have more wind than the rest of the course, or no wind at all.

We started in the middle of the line and had another chance to pass Rob. Despite his crew's (John Skiles and Steve Andre's) threat that my truck would have four flat tires when I got home, it was just too tempting, especially with him in 2nd place overall in the regatta. We luffed him head to wind at the start and took off at the gun. There was a small right shift in the wind at the start, so we stayed on starboard tack. We took the next left-shift back to the right, onto port tack. Things looked good. In fact, Rob was about 300 yards straight abeam of us. He had missed the first two shifts. We rounded the weather mark in about 5th, but had a good run to move up to 2nd. On the next beat, we took over first, but lost the lead to Terry Flynn on the last beat to finish 2nd. Rob finished 10th. So, at this point, we had 8 points. Terry had 14 points.

Race 5: If Terry were to win this race, we had to finish 6th or better to keep the over all regatta lead. We just had to sail well.

Same wind, same course. Rob won the pin end of the line, and Terry won the boat end. We started in the middle. We all hung on starboard tack until the first left shift came through. Unfortunately, we didn't have as good a start as Terry and Rob, so when we all tacked to port, we struggled to keep clear air. We had good speed, though, and hung tough all the way across the lake with Terry to leeward of us and Rob rolling over us to windward. The wind got spotty and very shifty at the weather mark. The right side had actually paid off, but we got one last lefty, and then played some slam shifts to gain a little more. Rob rounded 1st, and we rounded overlapped with Terry in about 6th. I noticed a puff coming on the right, so we jibed out in that direction at the offset mark. Terry kept going straight. At first he looked good, but we finally got our puff and were off. Terry tried to jibe over to our puff, but he had to sail through a hole to do it, and by the time he reached the puff, he was 150 yards behind us. We stayed in the puffs and rounded the leeward mark in 2nd. We focused on sailing on the lifted tack and covering Terry for the rest of the race. We took a 2nd in that race and won the overall regatta.

Pretty good, considering our bad start on the first beat on the first race on Saturday.

Thanks to Brig North for loaning us his J-22. Thanks to Mark Hallman for loaning us his Truck (Hallman could not go at the last second and sent Mark Salih instead).

If you want to keep reading???? The ride home was a little different. We loaded up the boat and headed out. We stopped at the first gas station, a half mile down the road, and were airing up the trailer tires. A motorcycle cop with mirrored sunglasses rode up and asked us where we thought we were going. He pointed out that our trailer license plate had expired (in 1996), our truck inspection sticker had expired, and we did not have any safety chains, "And that's what I just noticed from the street. No telling what I would find if I started to look." He said he could not give us a ticket since we were in the parking lot, but that if we tried to go to Dallas, just to remember the Dirty Harry movie: "Do you feel lucky?"

Well, he left us alone to ponder our situation and went over and hung out with a cop car on the other side of the parking lot. The motorcycle cop left after about fifteen minutes, but the cop car remained, and no telling where the motorcycle cop was hiding. We decided to park the boat at the gas station and go back to the sailing club and have a burger. Just at that time, the cop car left, so we took the boat back to the sailing club. We determined it would be just as expensive to come back and get the boat as it would be to pay a ticket so we proceeded to make the boat and truck as legal as possible just in case "Dirty Harry" caught us.

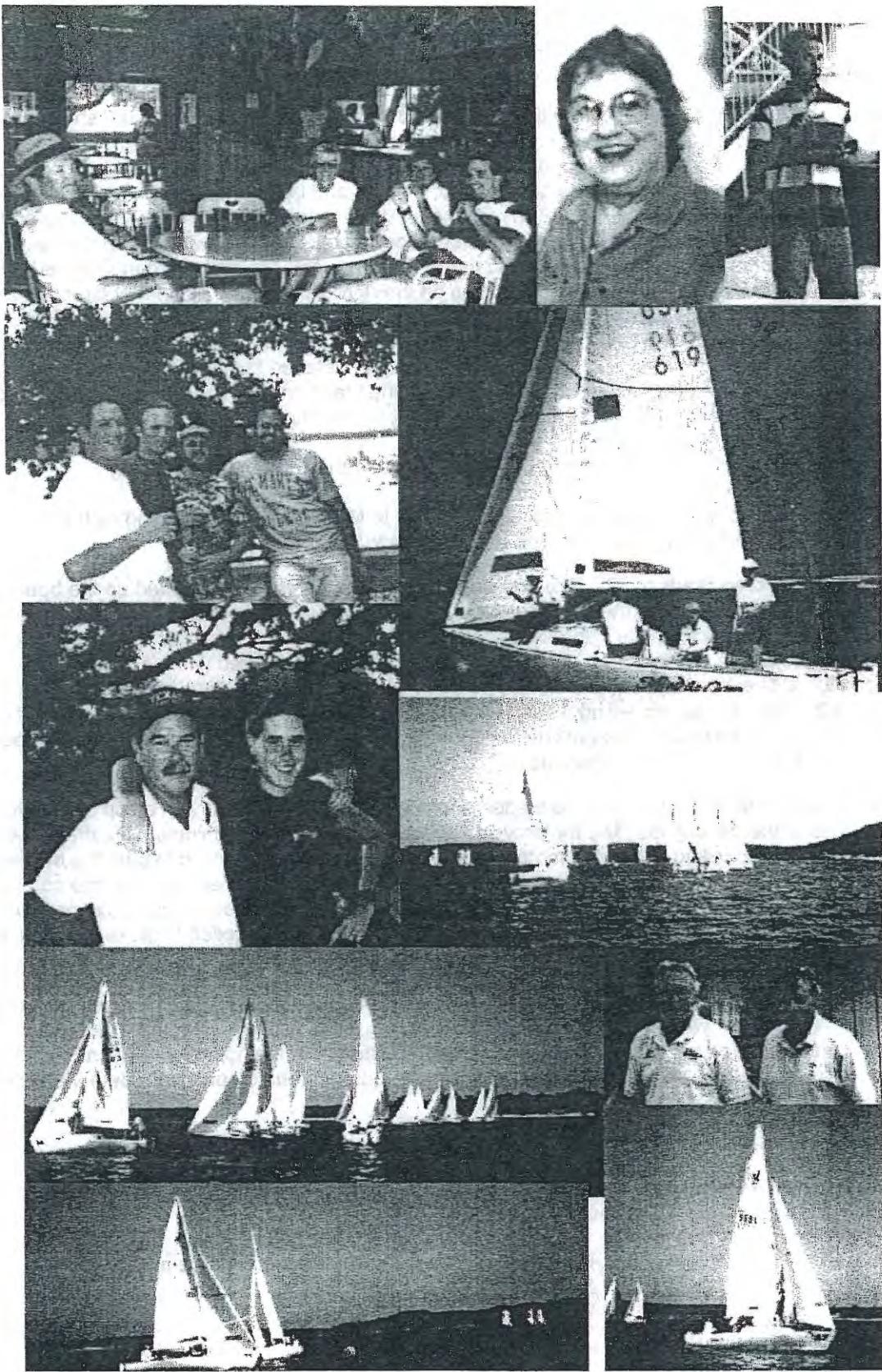
We borrowed a chain from Fred Schroth (FASTEST BOATS IN THE WORLD) and a red flag for the mast at his boat yard. We also put a fake red racing stripe on the boat so they would not think it was us. We could not turn the boat around and head out the normal way because the street was too narrow, so Fred told us of an alternate route. It turned out to be a detour around the gas station that the cops had taken.

We'll never know if they were there, and we never saw them again.

We did have a trailer tire blow out about an hour from Dallas, but it slowed us down only temporarily. We finally made it home safe and sound.

That was my weekend, anyway. Good practice for sailboat racing and police avoidance.

Paul



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