

Telltale

**Austin Yacht Club
July-September, 1998**



© Jon Brunk Photography

From the Commodore...

Lanelle Montgomery

Things seem a little different around here without Johnny. When someone works in an organization like this one for eight years, people are bound to take the things they did for them for granted; we sorely miss them when they are gone. We are fortunate, however, to still have three knowledgeable employees who have also been here for many years and who are able to keep things running smoothly. While we are in transition, many of Johnny's former duties are being re-defined and/or shared by the remaining staff and various Board members. We may experiment with some new schedules and office practices such as having the answering machine answer calls during lunch so that Nancy can have a break and having only one employee working on the weekends, etc.

While this period may present its challenges, it is also an opportunity to re-evaluate how the office is run and how the workload is distributed. We appreciate everyone's patience and look forward to an even better managed club.

As for the activities here at AYC, we hope the weather will cool off a little so that everyone's enthusiasm for racing will return. Participation was very low for the last half of the summer as it has been for the past several summers. Maybe we should return to the schedule of earlier years when August was left out of the racing calendar altogether. But, for those few who did participate, Mary Sikora prepared a tasty dinner for the Summer Evening Series Buffet. Those who participated and placed in the series, took home beautiful trophies, also thanks to Mary. As always, we appreciate all her hard work.

One of the best attended social events at the Club this year was the going away open house for Johnny. Maybe we should have more of these informal get togethers. Thanks go to Caroline Marshall for being in charge of this event and to Shirley Slaughter for all her help.

There are still plenty of activities planned this year. In addition to the Fall and Winter Series Races, we are looking forward to a good turn-out during October for the AYC Team Championships and for the Fall Regatta. The weather in October is always spectacular! Also in the planning stage are the Halloween and New Year's Eve parties. I hope you will plan to attend some or all of these events!

NEW MEMBERS
TEAR OUT AND PUT WITH YOUR 1998 DIRECTORY

Gonzales, Wilson & Maria
2020 Lakeline Oaks Dr.
Cedar Park, TX 78613
Home Phone # 250-9141
Work Phone # 219-2400
Boat - Hunter 25

Ross, Evan
3304 Ranch Road 620 N
Austin, TX 78734
Home Phone # 266-1643
Work Phone # 425-3606
Boat - Optimist

Blankenship, Dale & Ginger
12011 Carmel Park Ln.
Austin, TX 78727
Home Phone # 834-8882
Work Phone # 257-7873
Boat - South Coast 21

Gardner, Tim
16142 Spring Branch Trail
Austin, TX 78734
Home Phone # 266-7917

Frank, Walter
Woodul, Sharon
7301 Holly Fern Cove
Austin, TX 78750
Home Phone # 345-8372
Work Phone # 345-7888
Boat - Lone Star 16

Fitzgerald, Dan
1410 Gaston Ave.
Austin, TX 78703
Home Phone # 478-2472
Work Phone # 499-0522



Special Olympics Sailing

By Mark Hanken, SOTX

Special Olympics Texas (SOTX) has served athletes with mental retardation in our state for 30 years. Over the years, the SOTX program has grown in participation to 22,000 athletes that train and compete in 16 olympic-type sports.

Currently, there is a push to introduce another sport to the Special Olympics Texas menu - sailing. Special Olympics Sailing is a Unified Sport® which means that athletes with mental retardation join forces with athletes without mental retardation (Unified Partners) to train and compete on small sailboats. The program is designed for athletes in a range of ability groups. The Unified Partner needs to be an experienced sailor in order to be eligible for this program. The Special Olympics athlete, however, need not have any sailing experience.

In 1995, 120 athletes from nine nations competed in the inaugural regatta at the Special Olympics World Games in Connecticut. In 1999, Special Olympics Texas will send two sailing teams to join the Team USA delegation and compete in the World Games in North Carolina. In fact, there is still one SOTX sailing team (one Unified Partner and one athlete) slot that needs to be filled for the World Games which will be held on June 26 – July 4, 1999.

“Fun Days” like the one scheduled at the Austin Yacht Club on Saturday, October 25, 1998, are designed to expose athletes to the sport. Athletes get a chance to meet sailors and ride on their boats and determine if this would be a sport that they would like to pursue. In return, sailors get to share their sport to Special Olympics athletes and determine whether or not this would be a coaching, training and competition opportunity in which they would like to pursue. SOTX is very excited to have a commitment from Austin Yacht Club to host a “Fun Day” for athletes in the Central Texas area.

A commitment of one Saturday morning is all that is needed from Austin Yacht Club sailors for this “Fun Day” event to be a success. It is a wonderful opportunity to share the sport that you love with a special group of athletes that have showed us time and again that given the opportunity they can achieve and grow through sports training and competition.

If you would like to participate in the Special Olympics Texas Sailing Fun Day at Austin Yacht Club on the morning of Saturday, October 25, 1998, please contact Gretchen Hanover, S.O. State Sport Director for Sailing, at (512) 371-1526.

SPECIAL OLYMPICS SAILING

Special Olympics International (SOI) introduced Sailing at the 1995 World Summer Games. One hundred and twenty athletes and partners from nine nations competed in the inaugural regatta. Since then many more Special Olympics athletes and their peer athletes (partners) without mental retardation have competed in regattas through out the world.

THE SPECIAL OLYMPICS SAILING PROGRAM

Special Olympics Sailing is a Unified Team Sport. Athletes with and without mental retardation join forces to train and compete on racing dinghies. The program is designed for athletes in a range of ability groups. The teams may progress through the four levels of the program or continue to compete at the level in which they are most comfortable

LEVEL I The special athlete member(s) of the team shall have complete responsibility for head sail trim.

LEVEL II A special athlete member of the team will control the helm for 50% of the race

LEVEL III The entire team will consist of special athletes

LEVEL IV Special athletes shall compete single

THE WINNING TEAM

The Special Olympics Sailing Program succeeds because of the efforts of three important groups. Here are the ways you can contribute:

SAILING ORGANIZATIONS: Yacht Clubs, Community Sailing Organizations, Class Associations

Sponsor a Special Olympics training seminar.

Hold training sessions for Special Olympics athletes

Recruit and train your organization members to serve as coaches or team partners.

Open up your facilities to Special Olympics sailors.

Help develop regatta opportunities.

SAILORS

Commit your time to be a training and competition team partner.

Recruit other sailors to get involved in the program

SPECIAL OLYMPICS ATHLETES AND FAMILY MEMBERS

Join a Community Sailing Program to learn the sport.

Family members who are sailors, this would be a great way to become involved in Special Olympics.

HOW TO GET STARTED

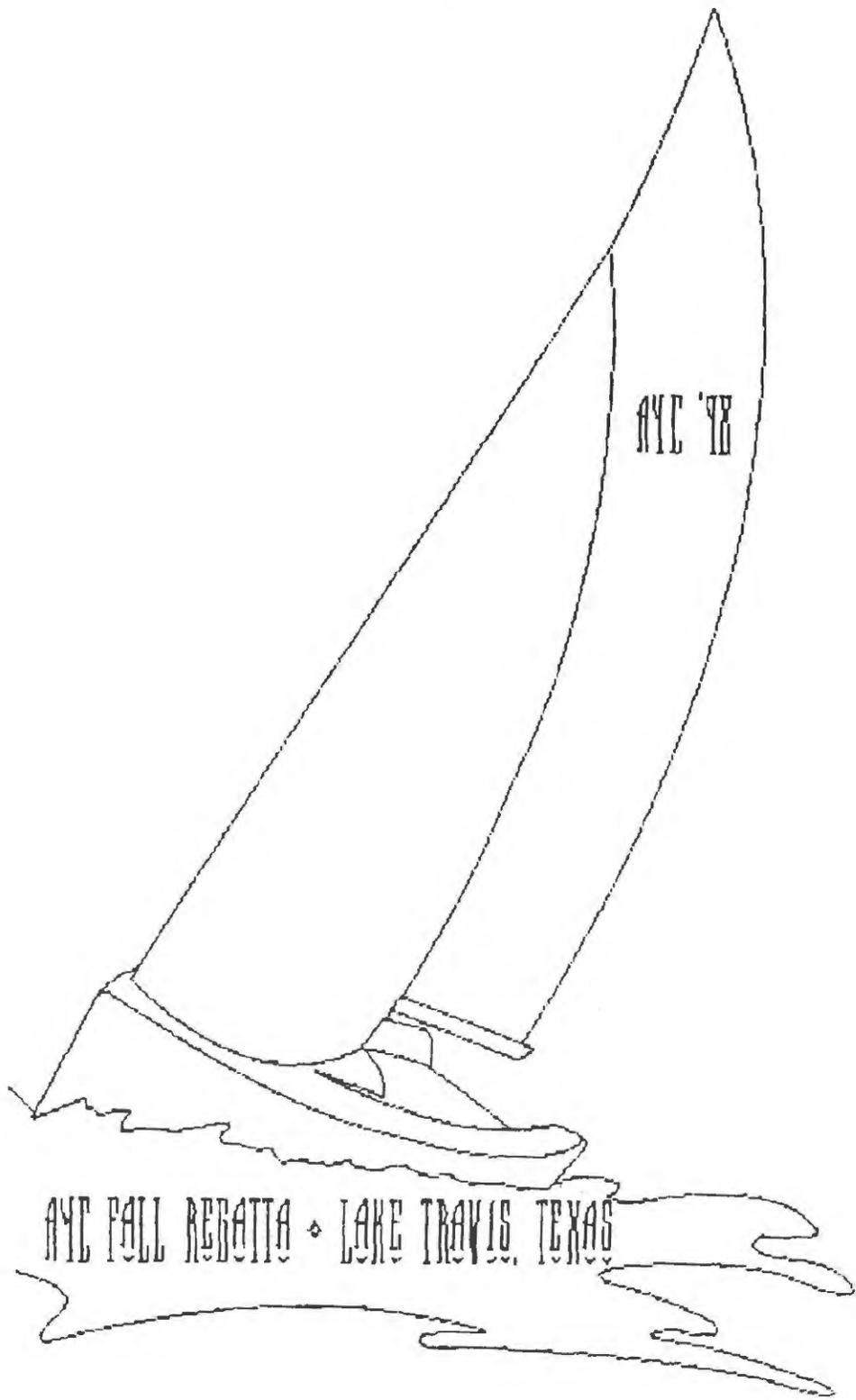
A phone call can get it all started. **Sailors and representatives of sailing Organizations** can contact Special Olympics International. **Special Olympics Athletes and family members** should contact your local Special Olympics organization and if they do not have a sailing program help them get one started.

CONTACTS

Special Olympics International
1325 G Street, NW
Suite 500
Washington, DC USA 20005-3104
202-628-3630

Tom Barkley
Sailing Director
Special Olympics International
202 Old Ashley Dr.
Elkton, MD. USA 21921
410-398-2669
410-398-2188 (fax)

Mark Hanken
Director of Competition and Games
Special Olympics Texas
11442 N. IH-35
Austin, TX 78753
800-876-5646 x2932
512-835-7756 (fax)



AYC '78

AYC FALL REGATTA • LAKE TRAVIS, TEXAS

1998 FALL REGATTA REGISTRATION FORM

Name _____

Sail # _____ Boat Name _____

Address _____

Boat Type and Length _____

City _____ State _____ Zip _____

Spinnaker _____ Non-Spinnaker _____ Rating _____

Phone (h) _____ (w) _____ (f) _____

Club Affiliation _____ # of Crew _____
(including skipper)

Yes, I will be sailing for the **Caroline Howard Memorial Trophy**

REGISTRATION:

<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
PHRF Boat Registration _____	\$35.00	_____
Portsmouth Boat Registration _____	\$30.00	_____
Late Registration (after 5:00 pm ^{Oct.} Aug. 7, 1998) _____	+\$10.00	_____
US SAILING DISCOUNT _____	<\$ 5.00>	_____
Membership No. _____		
TOTAL REGISTRATION FEES:		_____

Office Use Only

Amount Paid _____

Cash _____ Check # _____

AYC Charge # _____

Meals:

Saturday Night Shrimp Dinner _____ \$ 8.00 _____

100% Cotton Long-Sleeve T-Shirts @ \$15.00:

Med _____ # L _____

XL _____ # XXL _____

TOTAL FOR T-SHIRTS: _____

100% Cotton Sweatshirts @ \$18.00:

Med _____ # L _____

XL _____ # XXL _____

TOTAL FOR SWEATSHIRTS: _____

TOTAL FEES

AYC Charge Number

RELEASE AND INDEMNITY AGREEMENT: In consideration for its sponsorship of the event, I hereby release Austin Yacht Club, its officers, agents and members (the "Club") from any and all claims for personal injuries or property damage in any manner related to this event or the operation of the Club. I hereby acknowledge that it is always the individual responsibility of each skipper to determine whether to start or continue racing. I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event.

Date _____ SIGNATURE _____

John Finishes 8th at the 28th Sunfish World Championship

Sayville Yacht Club, off of Long Island, hosted 102 competitors from around the world for the 28th Sunfish World Championships. With Bonnie Brewing to the south and a strong northern moving through New England, windy conditions keep things exciting for everyone who was racing.

During the first two days of racing, the winds blew 15-20mph. The waves and chop were 20% more than what the wind represented. (It made Galveston Bay look like a lake.) The lighter sailors had difficulty punching through the waves, and therefore it threw John's performance off upwind. The guys that could power through the chop had a definite advantage. However, the chop made the downwind runs exciting. The waves created a perfect set-up for planing the Sunfish. These downwind legs were huge gains for John. He would round the weather mark after the first leg in around 14th, but by the end of the triangle he would round the leeward mark in 4th or 5th. Then go on to do a great job maintaining a position in the top ten throughout the rest of the races.

Day three (Wednesday) was schedule to be a lay day. However, the threat of Hurricane Bonnie moving up the Eastern Seaboard created a possibility of no races later in the week. Therefore, the race committee decided to move the lay day to Thursday and to race on Wednesday. A welcome relief of light air greeted everyone on Wednesday morning. This should be a great day for John...right??? Well, it turned into a drifter and crap-shoot forcing John to the wrong side of the course to finish in 36th. This race then became known as the 'throw-out'. The good news is that in the second race of the day (race 5) the winds picked up to 15-20mph and John once again finished in the top ten (8th).

Thursday, the lay day, was a beautiful day with breezes blowing 8-12mph. Too bad there weren't any races because Friday became the real 'heavy-air' day!!

Friday...the last day of racing greeted the eager and rested sailors with 20-25mph (building to 35mph) in the first race of the day (race 7) and 30-35mph winds in the 8th and final race of the regatta. It was exciting. All sailors were moving one boat length forward and side-slipping two boat lengths to leeward. John's endurance and tenacious spirit gave him two great finishes for the day, a 6th and 5th respectively.

Malcolm Smith, from Bermuda (where it's always windy and wavy) won the regatta. And John Bartlett, that sailmaker from Austin, who last attended the Sunfish Worlds in 1972, finished 8th. But the best part isn't the 8th place...he was also...

**Top Master
aka**

The 40 and over category!!!



**Congratulations
John!!!**

By the way...Joanne Weberlein, Vic Manning and Pat Manning also attend the Sunfish Worlds...lets just say...that...well...the food was great and the parties were fantastic...but bragging rights should only go to those that finish in the top ten!!! See you in Puerto Rico John...

AYC Keel Handicap Fleet
by: Doug Laws

Greetings and Good News--fall racing is here at last and winter racing to follow. So, with cooler weather and wind--**Come on out and sail**. There are plenty of AYC events plus Fall Regatta, Double Hand Racing, Wild Turkey Regatta and to wrap it up--Red Eye Regatta to start the New Year. Hopefully the lake level will not drop any further, and who knows, we may even get a hard rain on the watershed.

Circle your calendar for November 7th when we plan to have the keel fleet annual meeting and election of officers for next year. The meeting will be at the AYC club house and include a dinner. The earlier date was selected to give new officers an opportunity to organize before the start of next years activities. We will also need to amend bylaws to change the annual meeting date. Final ratification of the vote for officers and bylaw change will be at the start of frost bite racing in January. More details on the meeting will be included in your AYC billing notice.

A final reminder A Fleet has responsibility for the Double Hand Race; B Fleet-- Wild Turkey; and D Fleet--Red Eye. See you on the lake.

C-Fleet News
By: Tommy G.

My warmest thanks goes to all those that helped on race committee with Jill and Paul Frels. I have heard nothing but compliments on how well the races were run, Congratulations. My thanks also to those Great Beer Can Chefs, C-fleet met their culinary responsibilities with spatulas a blaze, good work team.

The AYC Team Championships have been changed to October 3rd anyone interested in sailing on the C-fleet team please call. The races will be Round Robin on J-24s this year, call quick October is right around the corner.

The year is winding down and we have been blessed with the opportunity to run or participate in some of the finest Race Management experiences in the world. So those who have not been able to share in these experiences please take advantage and jump at the chance, when you get that phone call inviting you to be a part of the next "Race Committee". They're going fast, only two more chances for C-Fleeters this year.

Time has come for me to start looking for next years C-fleet Captain, we have already had one nomination. If anyone is interested in this challenging and rewarding position please contact me. Hope to see you on the lake soon, just a warning I'm going to be out there more often.

Regards

Tommy Gairloff

Hm 266-2763

Wk 427-3973

E-mail tagair@swbell.net or tgairloff@ixc-comm.com

Harbor Committee Update

By Jerry Rabun

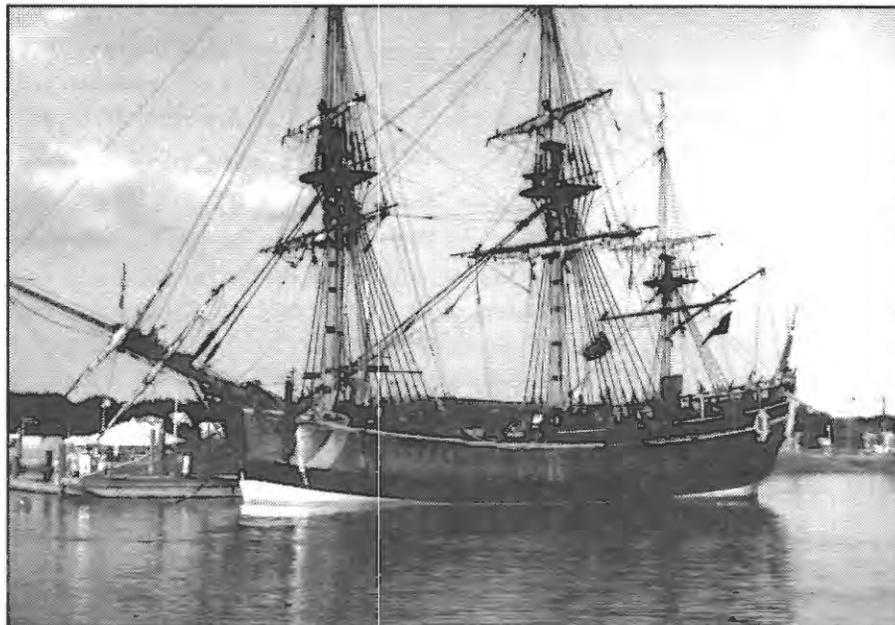
Because of low water, Docks 4, 5, and 6 were moved to the point on August 1. Many thanks to those of you who gave up your Saturday to help us with the dock move and the shuttling of boats during the move. Subsequent to the move the lake went down another foot and then came back up 4 feet. At this writing the lake level is just under 665, too low to move the docks back in and too high for dry access to the docks.

The recent storm on Saturday August 29th inflicted a fair amount of damage to AYC property as well as boats that were not properly moored in their assigned slips. During the storm, dock 2 (in the cove) and board boat dock 2 (in the South Cove) both drug their anchors. The lateral line between docks 4 and 6 separated. The anchor downpipe on the training facility was bent and broken. One boat on dock 6 took a direct lightning hit and snapped all but one of its dock lines. I'm not sure if the lightning blew up the dock lines or they just broke from the heavy wave action. Seems kinda coincidental to me.

On Wednesday September 2, Brad and Tom spent most of the day replacing decking on dock 5 that had been splintered by boats during the storm. On that same day we were able to schedule the diver and repair the separated lateral line on dock 4 and reset the anchor on board boat dock 2. We are currently getting bids for the repair and modification of the anchor downpipe on the training facility. The original downpipe system on the TF was of poor design and needs to be modified to prevent future problems as experienced during the storm.

If you currently are the holder of a slip, especially on one of the docks on the point, I encourage you to check your dock lines, both for size and condition. Add spring lines, if necessary and make sure that your boat is not crammed too far up into its slip so as to allow it to come into contact with the dock during significant wave action from the lake. Call me if I can be of any assistance on this.

Fleet Commander and AYC Board activities have chewed up a significant amount of my time this year so I am having a hard time getting REAL excited about starting any more projects in the Harbor Committee. If the lake level will just stay where it is for awhile and the weather will cool off a little, I might be able to get my energy level back up and complete some of the tasks I had hoped to finish when I took this job. Please feel free to call me if I may be of any assistance to you.



We had various "little victories" all week, including a scream spin run in 30+ knots with boats broaching all around us, but our speed was still slightly off the very top boats. On the last day, we powered the rig up one more additional turn than our "home brew" tuning guide said, and Bob had a great start. Here we were, battling for first around the weather mark with Terry Hutchinson (the eventual world champion) with great boat speed. This is how closely tuned everyone was at that level. We ended up with our best finish, 8th, losing to teams that were just microns faster at crew work around the turning marks (we continued to learn that one can always do better!) When it was all said and done, even with a couple "I" penalty flags in a 65 boat fleet, we ended up 20th.

Ending the regatta on a high note made the drive home easier. After racing and sailing back to the club, we took mr. happy apart and waited for the trophy presentation, then headed out for Austin about 9:00pm, getting back after probably the longest "day" of my life...and the mr. happy team are still friends!

Did you say the J/24 Mid-Winters are in Key West??



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D Fleet on Proper Course

The Summer of '98 has been one of active participation by the non-spinnaker sailors. In the Governor's Cup on June 27-28, there were two groups with the rating division at 180. In the G group the winners were Ron DeWitt in his Pearson Flyer, *This Side Up*, 2nd was John Vance in *Impulse*, *Faith*, 3rd was Troy Davis in *Fadeaway*, and they even gave a fourth place trophy to yours truly for showing up with the help of John Vance who fixed my gooseneck between races. Thanks again John. In the H fleet, the winners were Ayson Koppers, and Carew. Congratulations to all who participated, it was a great weekend.

The Summer Evening Series brought the surprise of the century: Jerry Rabun in *Luv Tub* won the first place trophy. Bob Perry was second, and Guy Stewart and family took third. We welcomed two new members to this series; Tom Pullen who looks like he has had some experience racing somewhere else before coming to the Austin Yacht Club. and Wilson Gonzalez, who up till now has done a lot of cruising near the sands of Saudi Arabia.

D Fleet was in charge of the Beer Can meals during the month of August and our generous volunteers made it happen in a great way. Thanks to my crew, Mary and Tom Mosher, for taking charge of the first Friday in August with a gourmet dinner of Manicotti; those who were lucky enough to be there said that it was a great treat. Ken Miller is probably the best hamburger flipper in the annals of yachting, and he volunteered his services on two occasions. JoLynn and Guy Stewart also did double duty and made the Beer Can dinners real feasts. Thanks to all who Volunteered.

Race Committee duty on August 1 was ably handled by several of those already mentioned. If you want to get something done, ask the busiest people. Guy and JoLynn Stewart, Tom and Mary Mosher, and Wilson Gonzalez ran the races with the help of John Burton. Our next duty is on November 1. We will need a little more participation from the members of our fleet, so please call me if you will be able to do race committee.

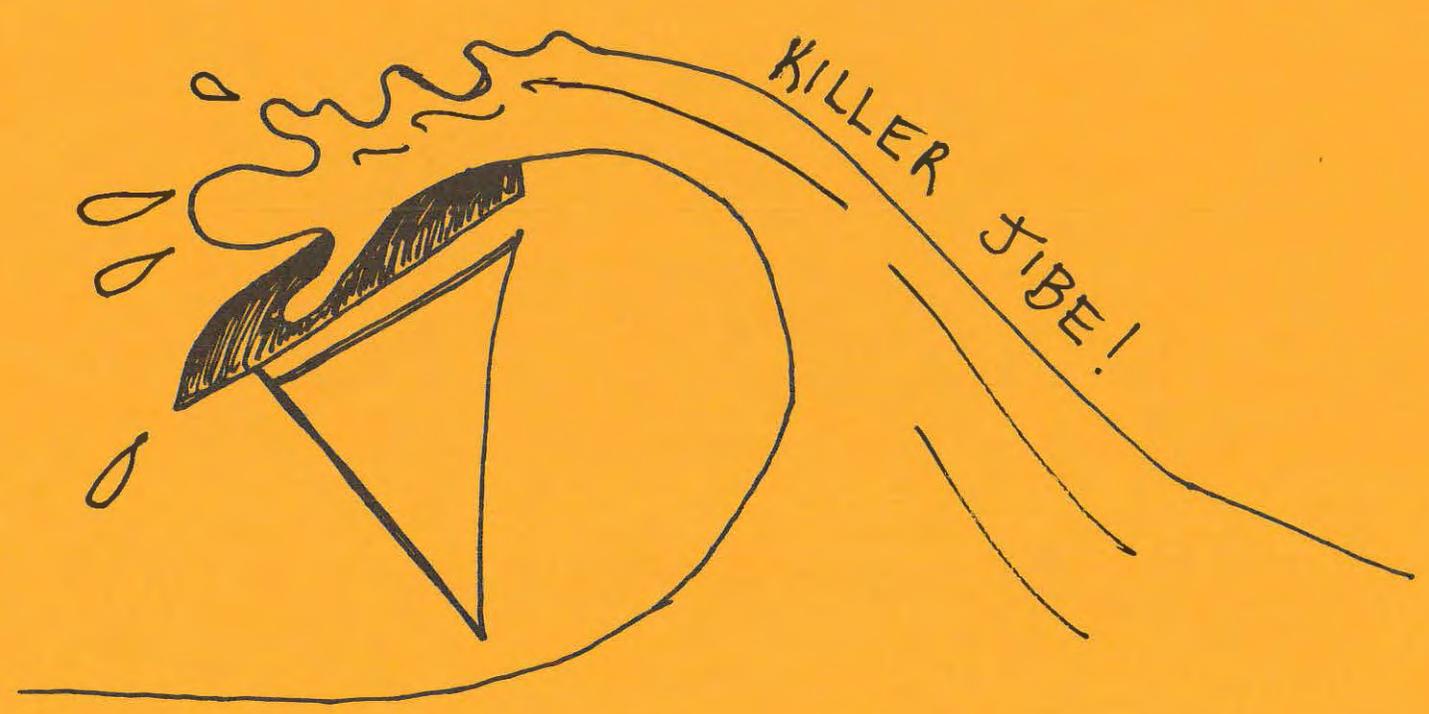
A Question of Rule

I have asked Dane Ohe to help me understand the new rules of racing a little better. Here are a couple of situations that I put to him. What do you think? Maybe next Telltale, we will have an official answer.

Let's say that Lulu is leeward boat and establishes and keeps an overlap on Walter on a reach to the Mark. As Lulu turns at the mark, her transom grazes the hull of Walter and she hails "protest." Walter says, "I'll do my turns, but you have to do a 720 also because you violated Rule 16 by hitting me." What do you think? Does Walter really have to do a 720 also?



ALRIGHT,
WHO PACKED THE SHUTE?!



KILLER JIBE!