

Telltale

**Austin Yacht Club
Summer 1999**





AUSTIN YACHT CLUB

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FROM THE COMMODORE - - - Voldi Maki

The racing season is in full swing; we have had our first two open regattas and are half way through our second series. Each of the two regattas was very successful. I will leave it to the two regatta chairs, Rob Wilson and Kathy Comer to describe the events. Individual fleets have also conducted major events at the club.

The Spring Series Buffet, beef stroganoff and chicken Florentine was created and served by Alexis Tapp. Dayna Mosier did a wonderful job selecting trophies for the series.

Those of you who have been racing the series races have enjoyed the free food, drinks and beer after each of the races. Pat Manning has been in charge of most of the end of race snacks. The gourmet delights have included everything from snacks to hamburgers to meatballs and salad. The hamburgers were a donation from Spring Regatta and were cooked to perfection by Bruce Foster and Mary Sikora. In all, 60 hamburgers were consumed. Depending on your tastes, the burgers may have been topped by the meatballs and salad on the following Sunday, served up by Linda Asaf and Ann Gairloff. Everyone is having a great time staying around eating and talking about the racing.

The web site, austinyachtclub.com, has been a great success. Almost everything going on at the club is documented at the site. The racing schedule, race results, regatta entry forms, and even pictures of the racers are included on the site.

The first Full Moon Party will be on June 25, likely before this publication gets out. Kevin Reynolds will show us how to do La Salsa dancing or something like that. The second will be on July 23 and the third will be on September 17. These are being held on Fridays because the motor boat traffic will be less than on a Saturday night. Each party will have food (snacks) and music for dancing. So even if you do not go out for a night sail, come out, sail the beer can race and then party to good music and dancing.

On July 10 and August 28 we will host new member orientation parties these will provide an opportunities to meet the new members who have recently joined the club. These parties will be held in the evening when hopefully it will not be too hot and light refreshments will be served. The hope is that our more seasoned members will come out and welcome the newer members and help "show them the ropes."

The Texas Parks and Wildlife Boater Safety Course was conducted by Vic Manning on June 7 and 8. Another course will be presented on August 16 and 17 and again on October 18 and 19. This is a very useful and interesting course on boating in Texas, well worth the few dollars it costs for materials and certification.

The big party this summer will be the celebration of the final payment on the mortgage for the clubhouse and office. The most important part of the party has been completed; the selection of the band, Honky Tonk Heart. (If you were at Turnback, they were the other band that was playing near the beer tent.) The AYC End of Mortgage Party will be held Saturday, August 21 and will have an old-fashioned picnic theme with country music and dancing-kind of a hoedown. Invitations will go out in late July.

So we've got lots of fun things planned and lots of great racing coming up too. Hope to see you at our Club.

Ramblings From the Vice Commodore

The 1999 versions of the Spring Regatta and Turnback Canyon Regatta are now history. Both of these regattas gave us an opportunity to show off our club to a large number of non-members. More than 1/3 of the registrations for the Spring Regatta and more than 1/2 of those for the Turnback Canyon Regatta came from outside of the Austin Yacht Club. I received a number of positive comments about the one day "regatta lite" format of the Spring Regatta and with fair winds and good weather I believe that all of the participants had an enjoyable time.

The Turnback Canyon Regatta lived up to its reputation and offered a little bit of everything to the competitors. Friday evening registration and check in began just as the rain that had fallen for most of the day ended. Entrants were treated to drinks, food and music by a trio that showed why Austin can claim to be the nation's live music capitol. The first day was sailed in very light winds until a thunderstorm hurried the last of the fleet to the mooring at Lago Vista. The storm managed to dampen the grounds and perhaps a bit of the party atmosphere at the Bar K. The barbecue was excellent if perhaps a bit thin for the late arrivals and we were entertained by not one but two bands; the one we hired and another that was playing for a wedding in the beach front pavilion. On Sunday we awoke to sunny skies and a nice south wind. The wind persisted throughout the day offering a fine sail back to the AYC. Back at the club the competitors were treated to a taco dinner, more live music and a raffle. I want to extend my thanks to Kathy Comer, the regatta chair, to the AYC staff, to the race committee, and to all of the volunteers who made this event a success.

While I am reluctant to suggest that we stray from the traditional format for the Turnback Canyon Regatta, I think that changes in the use of Lake Travis will force us to adapt. Those who participated in the Turnback Canyon Regatta can attest to the fact that Lake Travis was very congested over this past Memorial Day weekend. Along with personal water craft, the number of high speed, off-shore racing style power boats has mushroomed. I counted 80 of these boats on the way back from Lago Vista on Sunday. Along with the confused seas caused by the large number of boat wakes, this congestion creates a dangerous environment. I saw one near miss where a large, multi-engined boat very nearly ran over a smaller power boat from behind. The larger boat turned away only a few feet from the stern of the other boat and was so close that its wake nearly swamped it. In a separate incident, a catamaran that was crewed by Kathy, our regatta chair, was also nearly hit by a boat of the same type. This incident was reported to the Travis County Sheriff's department. Those involved with running the regatta are now of the opinion that this regatta should be moved to no longer fall on the busy Memorial Day weekend but should be held a week or two earlier or later.

We also have been discussing options to Lago Vista as the final destination for the race. The event at the Bar K is no longer being sponsored by the volunteer fire department and no other strong local sponsor is emerging. This causes problems and uncertainty as to what to expect at that end of the race. One option is a similar format based on long distance races with an overnight back at the AYC. I invite comments from the membership on these suggestions and am open to other possibilities.

Rob Wilson

AYC RACING RESULTS

SUMMER SERIES

Keel A:

1st	John Mandell	11 Meter
2nd	Steve McKinley	F-31
3rd	Bryan Bayendorffer	Melges 24

Keel B:

1st	Claude Welles	Cal 9.2
2nd	Mike Chambers	Olson 25

Keel C:

1st	Roy Crouse	Pearson 22
2nd	Bay Peterson	Catalina 27

Keel D:

1st	John Vance	Impulse 21
2nd	John Maddalozzo	Capri 25
3rd	Mike Mayfield	Capri 25

Center Board Handicap:

1st	Kevin Reynolds	Sunfish
2nd	Deke DeKyser	Sunfish

Catalina 22:

1st	Larry Hill
2nd	Pete Harper

Ensign:

1st	George Dahmen
2nd	Tom Groll

J24:

1st	Phil Spletter
2nd	Dave Broadway

South Coast 21:

1st	Ray Shull
2nd	Pat Feagin
3rd	Barbara Hawn



JUNE is SAIL TRAINING MONTH! By JoAnn Welles, AYC Sail Training Commander

Think *Juniors* – Think *Adults* – Think *PB&J* -- Think *Racing Coaching* – Think *Beginners* – Think *Parks and Wildlife Safety* – Think *Junior Camp*. All these sail training activities are going on this month and all have excellent participation.

But first, the news from our racing juniors from the Foley's Sperry Regatta held at Lakewood Yacht Club in Houston May 15 and 16. We had a great turnout with 8 AYC Juniors making the trip. We had 2 Laser Full Rigs end 'in the money'; John Bowden who finished first, and Stephen Gay in 3rd. In the Laser Radials, Ryan Harden finished 1st and Patrick Reynolds 2nd. That gave us 4 places in the top 5 for Lasers as a whole out of 19 boats. Our Optis also did well, with Ben Rochard winning the Green Fleet for his first major trophy. The next big regatta is in Corpus Christi on June 12-13. Then John, Stephen and Patrick (John and Patrick in a 420 and Stephen on his Laser Full Rig) are sailing in the prestigious invitational Junior Olympics in Houston June 21-24. John, Ryan, and Patrick crewed in the J-24 circuit and ended up VERY well on the Harden's boat with Roger Harden driving. Our junior racers have been doing lots of club racing as well on boats as varied as a Scow (Matt Arnold with Ben and Peter Rochard), a Beneteau (the Rochards thought they'd do Turnback as cruisers, but couldn't resist racing after all) and an Ensign (Matt). JY15 sailing is also very popular with the Junior racers, with Danielle Ellenbrook, Lauren Foster, and John Bowden racing the boats on Saturday night. Jacob Wheat is back in town and will be participating in Opti races as will John Foster and Rachel Harper. Danielle has a new Byte she'll be campaigning in the Junior Circuit.

The Junior camp kicked off June 7th with the first 3 sessions full, with just a few open spaces in the June 28-July 2 session. The counselors this year are Tom Carson (Head coach) and Robbie Bennett from the UT Sailing Team and John Bowden, Danielle Ellenbrook and Ryan Harden from AYC. All the counselors have been trained in CPR for Professional Rescuers (thank you Lanelle), Lifeguarding (including First Aid, thank you Vic) and the 4 day Small Boat Level 1 Sailing Instructor Course (previously known as the Level 1 Dinghy course). All passed with flying colors (way to go guys). For those of you who have trouble thinking of John, Danielle and Ryan as anything other than Juniors going to camp themselves, well – you're behind -- they're now well-trained instructors in their own right and each has years of volunteer counseling under their belts.

Racing coaching was slow in starting but is now in full swing. Scott Young did a one day seminar before the Roadrunner Regatta in March and John Bartlett coached for the Roadrunner itself. The last week of May and the 2nd week of June saw Russell Vinik return to AYC (that's Dr. Vinik now) due to a fortuitous break between Medical School and Internship that matched our schedule perfectly. He coached 10 Optis the first week, and we expect 9 for the 2nd week. He also coached 2 Lasers (ask Lauren about her Laser dismasting) and one 470 (the practice boat for John and Patrick for the Junior Olympics). Brigitte Rochard has volunteered to do Opti coaching as well in the next few weeks. Joanne Weberlein is coaching Houston Race Week July 17-24.

PB&J started June 5 for 4 consecutive Saturday mornings. On the first Saturday there were 13 4-7 year olds participating. They actually sailed Optis in the cove (not just skulling, mind you, but sailing!) with 20-25 mph winds. Doug Kern had them well under control AND they had fun. Thank you Bill Hawk for organizing the event and Doug for being the patient sail trainer. If you see the PB&J'ers on the lake, though, give them a wide berth – they bring a new meaning to 'have no fear' and the boats must all have magnetic bows. I guess steering towards something is always easier than away from it.

Vic is teaching the Texas Parks and Wildlife course June 7 with the class almost completely full. A lot of the participants are our juniors who want certification, particularly for motor boating (!!!) Seriously, safety is good, no matter the type of boat.

And last, but not least, Adult Learn to Sail is on JY15's this year thanks to the generosity of the JY15 owners. The 14 open slots filled quickly from the website, the posters at AYC and John Bartlett's championship of the event. The main instructors are Karen and Dick VanHooser with an All Star cast of sailors acting as individual instructors on each boat and Martie Shirey providing the food. There's no

better bargain on the lake as most of the courses taught elsewhere are VERY expensive – isn't it great how AYC experts volunteer their time? We hope to gain some new AYC members from this course and make some friends/spouses of current AYC racers more comfortable on sailboats.

Behind the scenes, there's been a tremendous amount of boat repair, with Fred Schroth doing the fiberglass work, and Tim Arnold, Barry Bowden, and Claude Welles doing EVERYTHING else. I've become a favorite at The Sailboat Shop for my purchases of Opti parts (how in the world did we lose an Opti mast and why are they so expensive, even with a discount????). Believe me, no one would even consider taking something from the club boats so I have to believe it disappeared during camp last year, and maybe there's even a good story.

By the next Telltale, I'll have some good camp stories, and perhaps some new Junior Racers. The club has one used Opti for sale in racing condition (never been used in camp). Call me if you're interested.



Junior Racing Circuit News

by Lanelle Montgomery

Corinthian Sailing Club hosted their first ever junior regatta with less than impressive participation. Only 22 boats showed up for a total of five classes. Only four AYC sailors attended: Earl Gerloff, Jacob Wheat, Stephen Gay and John Bowden. Stephen finished first in the Laser full rig class.

Two weekends later, the Foley-Sperry Regatta was hosted by Lakewood Yacht Club with plenty of wind for everyone. Other than having to wait an inexcusable length of time to hear a protest before trophies could be awarded, everyone had a good time. Three AYC sailors finished first to receive a new pair of Sperry Topsiders along with their trophies. The results were as follows:

Laser Full Rig (5 boats)

1st John Bowden
3rd Stephen Gay

Laser Radials (14 boats)

1st Ryan Harden
2nd Patrick Reynolds

Byte (5 boats)

4th Danielle Ellenbrook

Optimist Red (16 boats)

11th Matt Arnold

Optimist Green (5 boats)

1st Ben Rochard
4th Peter Rochard

The next stop was Corpus Christi. There was something for everyone. Plenty of wind (to 20 knots) on Saturday, then barely any wind on Sunday. But surprisingly, there was very little difference in the outcomes either day.

Laser Full Rig (7 boats)

2nd Phillip Stearns (in a tie for first that resulted in a tie breaker you wouldn't believe!)
3rd Stephen Gay

Laser Radial (14 boats)

1st Patrick Reynolds
2nd Ryan Harden (tied for first)

3rd John Bowden
4th Lauren Foster

Byte (4 boats)

3rd Danielle Ellenbrook

Optimist Red (19 boats)

11th Earl Gerloff
13th Matt Arnold
16th Jacob Wheat

Optimist Blue (12 boats)

12th John Foster

Optimist Green (6 boats)

1st Ben Rochard (he didn't even sail in this fleet on Sunday!)

Everyone is showing phenomenal improvement with each regatta. The Corpus Regatta was Ben's first experience in bay waters, and he wasn't sure he would be up to it. But did he ever learn differently! He smoked his competition! He was sailing so well that his coach, Russell Vinik, suggested he race on Sunday with the Blue Fleet, which he did. Without Ben to show the rest of the Novice sailors the way around the course, they were in total disarray.

Matt and Jacob were overpowered by the winds on Saturday, but came back on Sunday with some good scores. And John Foster stayed out there in the highest of winds while many others were coming in for shelter. Good for you! All of the Optimist sailors are preparing for the North Americans which will be held in Corpus Christi the end of July. Good luck guys!

Danielle has just bought a new Byte and is learning more each race about making it go fast. Of course even a Byte is a lot of boat when the winds are as high as they have been for many of the regattas thus far. But we know she won't give up.

The rest of the state is probably getting pretty tired of having the first four places in Laser Radial Fleet owned by Austin. There are different combinations of scores but always the same people: Lauren, Ryan, Patrick and John. They are all getting stronger and tougher. And in full rigs, Stephen is looking better and better. It was good seeing Phillip again (he's a camp counselor at the Corpus Christi Yacht Club this summer). He's still as good as ever.

Good luck and best wishes to John and Patrick at the Junior Olympics!

AYC RACING RESULTS

Turnback Canyon Regatta

Class A:

1st	Scott Walsh	Lindenberg 28
2nd	Jeff Jones	Viper 830
3rd	Ray Shull	J 29

Class G:

1st	Nancy Trafton	Catalina 25
2nd	Mike Allen	Catalina 25
3rd	B. Gates	O'Day 272

Class B:

1st	Barry Bowden	J 30
2nd	R. Voyles	Capri 25
3rd	Joanne Weberlein	J/24

Class H:

1st	A. Gearing	Catalina 22
2nd	Lou Kimball	Ensign
3rd	V. Gentry	Catalina 22

Class C:

1st	Bay Peterson	Catalina 27
2nd	B. Ethridge	Peterson 1/4
3rd	K. Renard	Catalina 27

Class X:

1st	Townsend	F-27
2nd	Steve McKinley	F-31
3rd	R. Spanhoff	F-31

Class D:

1st	Gene Ferguson	Catalina 22
2nd	Hap Arnold	Ensign
3rd	Steve Pervier	Catalina 22

Cruising Class:

1st	G. Herring	Hunter 31
2nd	T. Oliver	GulfCoast 18
3rd	R. French	Catalina 28

Class E:

1st	Bill Lane	Merit 25
2nd	Tempelmeyer	Hunter 35.5
3rd	Julie Conrad	Catalina 38

Class Port A:

1st	D. Camp	Tornado
2nd	D. Palin	18 SQ Meter
3rd	Beuerlein	Nacra 6.0

Class F:

1st	T. Davis	Santana 30
2nd	Pat Kimbrough	Thunderbird
3rd	Richard Buck	Catalina 30 TM

Class Port B:

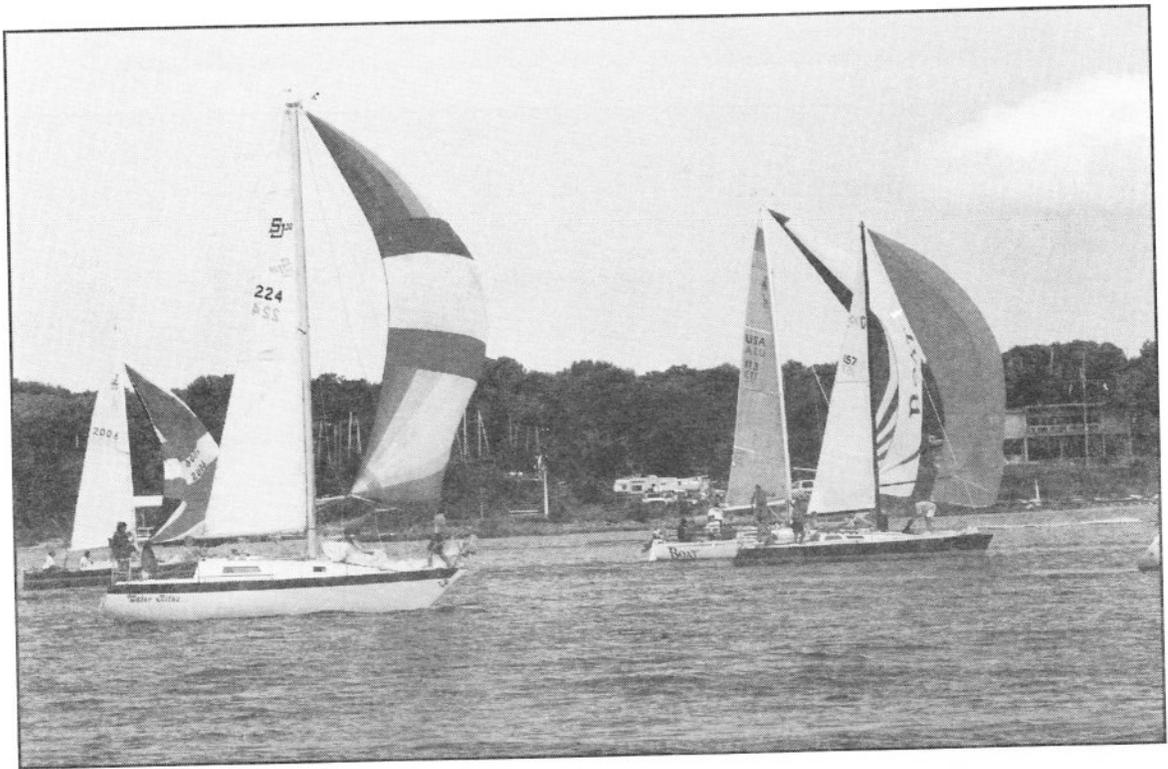
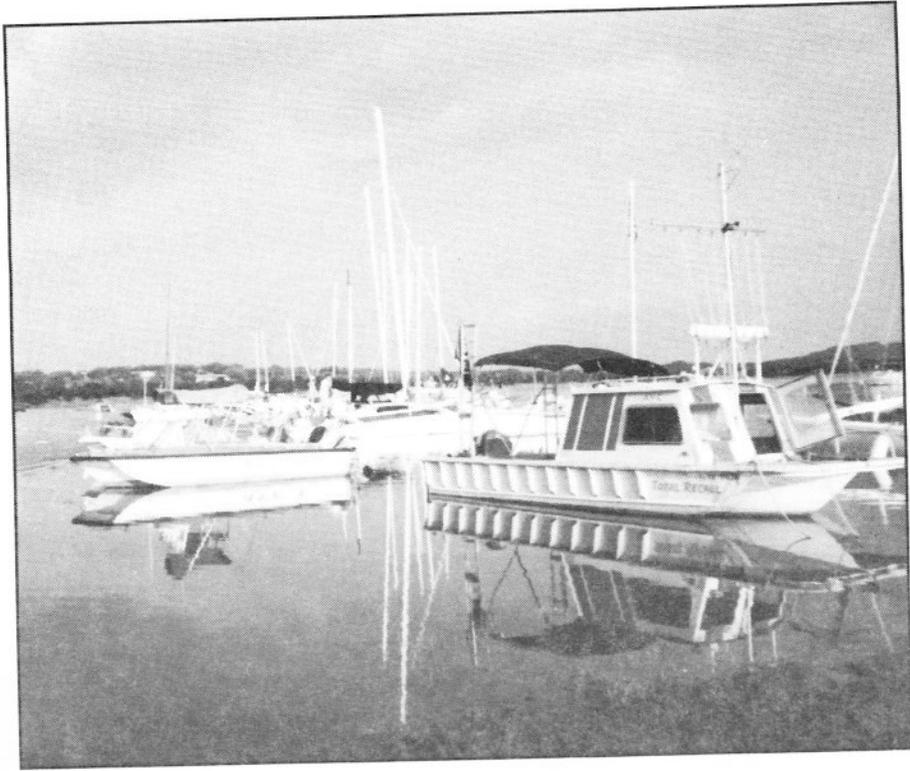
1st	J.D. Smith	Nacra 5.5
2nd	E. Echols	Prindle 18
3rd	G. Hill	Nacra 5.5

Remember...

Telltale Deadlines:

September 1, 1999

December 1, 1999





AYC RACING RESULTS

Governor's Cup Canyon Regatta

Class PHRF Spin A:

1st	Christopher	J 29
2nd	Jeff Jones	Viper 830
3rd	Eric Rochard	Melges 24

C 15:

1st	Troy Lawson
2nd	Bill Smith
3rd	T. Forgue

Class PHRF Spin B:

1st	Smith/Mayfield	Capri 25
2nd	Rob Wilson	Ultimate 20
3rd	Marilyn Boemer	Catalina 22

JY15:

1st	John Bowden
2nd	John Bartlett
3rd	David Balfour

Class PHRF Non-Spin A:

1st	John Maddalozzo	Capri 25
2nd	K. Renard	Catalina 27
3rd	R. Perry	Beneteau 32.5

Laser:

1st	M. Derrico
2nd	Eric Faust
3rd	E. Henkel

Class PHRF Non-Spin B:

1st	G. Ayson	Catalina 25
2nd	J. Rogers	Catalina 25
3rd	B. Broadus	Catalina 22

MC Scow:

1st	J. Kern
2nd	D. Mize
3rd	M. Babb

Portsmouth:

1st	D. Palin	18 SQ Meter
2nd	N. Palmer	Hobie 20
3rd	Scott MacKay	Int'l 505

Sunfish:

1st	Joanne Weberlein
2nd	C. Buchanan
3rd	Bill Gerloff

Thistle:

1st	J. Kincaid
2nd	Richard Hlista
3rd	J. Halter



C FLEET NEWS

The summer series is now over and many thanks to those sailors who participated. Things are looking up for C fleet. Now we have Governors Cup and a long wait until series races start again August 22nd. Meanwhile, come out and sail the Friday nite Beer Can series. These are lots of fun, short and maybe a little cooler. Speaking of Beer Can—C fleet has responsibility to cook after the races during July, so I will be calling you for help on hamburgers.

By the way, as a last resort, you can volunteer to crew during the four week one design series in July and early August. These can be fun and who cares if you get wet.

Many thanks to all C fleet members who helped on race committee—Mark Bradford, Walt Dwyer, Anne Ellzey, Tom & Anne Gairloff, David Lewis, Dennis Mills and Joe Thiel. Joe also helped out on race committee for Turnback. We had plenty of wind on race committee, set some long courses covering many marks and had fun. That's what its all about. By the Way, David Lewis is a new member sailing a SJ 7.7. Welcome.

Good to have Paul & Jill Frels sailing in Turnback, but unfortunately their boat was damaged in a port-starboard situation. Hope you are repaired and back sailing soon.

See you on the lake sailing the Beer Can.

Doug Laws
C Fleet Captain



Catalina 22 Fleet

Catalina 22's took first place trophies in two PHRF Fleets at Turnback . Gene Ferguson won Class H - spinnaker, and Al Gearing won Class D - non-spinnaker. They both had two bullets.

Pete Harper and Jim Deeter have been on the road with their boats. They went to the Texas State Championship on Lake Grapevine near Fort Worth. Pete was just edged out of first place, and Jim was sixth. They are traveling again to the Nationals outside of Tulsa on Keystone Lake.

Participation for the series races is picking-up. If you are not one of boats that has been out, you need to come on out and join the fun.

Thanks to all the volunteers who did race committee in April. The Catalina Fleet needs to provide 2 people for race committee for Governor's Cup on July 3 and 4. If you can do one day or both and get all the perks that go with it, please give me a call at 345-6906.

Larry Hill



J/24 Fleet 21 - Phil Spletter

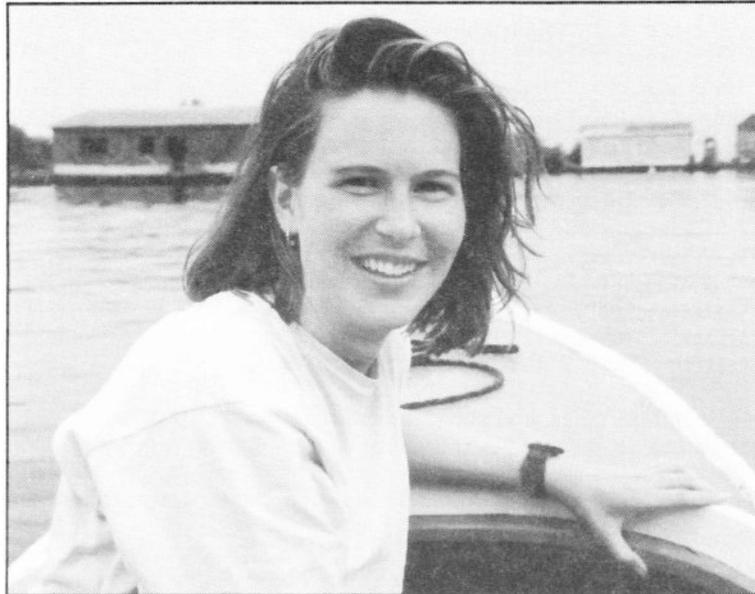
Since the last Telltale article there have been boats from the AYC fleet sailing at the Southwest regionals, AYC Series, AYC beer can races and Turnback. In addition the fleet hosted the annual margarita cruise so the fleet has been busy. Upcoming events in June include the Circuit stop in Corpus Christi, more series races at AYC, a shrimp boil cruise and boat weighing. Most of this will be old news by the time you read it so for the latest information, be sure to get the fleet's e-mail newsletters that come out every week or so. Just contact me or Eric Nelson to get on the list.

As is the current custom, the AYC fleet has been kicking butt on the circuit. Congratulations to Austin's own Bill Worsham who along with a Houston based crew and boat won the Southwest Regional Championships at Rush Creek YC. With this victory, our District Governor is now qualified to go to the 2000 World Championships in Newport RI. Dave Broadway and crew on Superman sailed a consistent regatta to take 2nd place. Mr. happy took third and is rumored to be reviewing their team training schedule. Also making an impressive showing was Nelson Reynolds and crew on Evil, Wicked, Mean and Nasty with a fifth place. Former Austin resident and sailor par excellence Bill Drahiem placed fourth. The last regatta of this year's circuit will be in June at Corpus Christi. Several Austin boats will finish in the top echelon.

Back at Lake Travis, the summer series is providing good racing as well bring out some familiar faces. Three Sheets to the Wind, Quicksilver, Superman, Double Trouble, OHH AHH, a boat from the UT sailing Club, and BoxLunch have all been out at one time or another. Several boats have sailed the Friday evening beer can races with Quicksilver grabbing a bullet on the second night. OHH AHH, Psycho, the UT boat and Double Trouble made the trip to Turnback. Joanne Weberlein and two Juniors on Double Trouble took third.

Running on Empty looks to be the next renaissance boat in the fleet. She was last seen being towed out of the YC on a spiffy new trailer to a secret laboratory where she will get an upgrade. Looks like another Austin boat will be on the circuit next year. Greg and Angie Buck bought the Presswood's boat and renamed it Yikes! I hear that on lunch breaks Greg goes to the boatyard behind his office and has brought the boat up to their standards. The class scales are in town so several of the boats will be weighed in the next couple of weeks.

Robbie put together a margarita party sail to Berry's Cove in May that was a blast. In June, there will be a shrimp boil cruise to Devil's Canyon and she is making plans for events in the following months so stay tuned. I hope to see everyone on the water.



Kathryn Jean Hammond
1972 - 1999

Many of you, probably even most of you, did not know Kathryn. She lived abroad during most of the last four years, and when she was attending UT she didn't often make it out to the lake on weekends. That's unfortunate. As difficult as the last month has been for the people that did know her, I think that most of us feel lucky. Not lucky to have gone through this past month, certainly, but lucky to have been blessed with the few years that she spent with us.

As a sailor she was an active member of the UT Sailing Team. From 1991 to 1995 she attended collegiate regattas all over the U.S. and participated in several Women's Nationals. Regardless of how the team fared at these regattas, everyone who went would return with "Kathryn Stories". Nothing embarrassing (usually!) just anecdotes about how her presence improved the trip. Her love of sailing and her desire to learn new things led her to take a part-time job at Bartlett Sails, while attending school and sailing for the team. She also spent a summer at Cameron Sails, in Kemah, and a summer teaching at Lakewood Yacht Club.

As a teacher of children, her first love, she was outstanding. No amount of time, effort, or compassion was too great an expense if it helped "her children". She applied this attitude during her year in Europe as a nanny, during her two years in Honduras as a first-grade teacher at a mission school, and most recently as a second and third grade bilingual teacher in Austin. Her reward was the smiles on the faces of her students as they walked in the room.

As a human being, she enjoyed life and all it had to offer but also had the balance to see that the world isn't always a nice place and that she could do something about it. She could stay up late drinking, dancing, and telling jokes, and then get up early to volunteer with a church school or Habitat for Humanity. She was one of the few people I know who believed that she could do anything she set her mind to and was being honest with herself.

But after twenty-six years of making this world a better place Kathryn's life came to an end. On Saturday the first of May, 1999, returning from a camping trip with a friend, Kathryn was killed in an auto accident a few miles north of Fredericksburg. The driver of a vehicle approaching from the other direction had fallen asleep at the wheel and drifted into their lane. Kathryn's friend and the other driver both survived. Kathryn died in surgery a few hours later. She will be missed by many, but my greatest sorrow is for those of you who never had the chance to know her.

*Coincidentally, Kathryn appeared in the most recent Telltale.
Kathryn is on the left in the photo for the JY15 article.*

The History of a Classic Sailboat

The Thunderbird saga began in 1958 when the - Douglas Fir Plywood Association in Tacoma, Washington, USA, sought out a new sailboat design to promote the lumber industry's new line of marine plywood. Tom Sias, one of the Association's employees, sent out letters to marine architects nationwide asking them to submit a design to meet some strict criteria - "It must be both a racing and cruising boat ... sleep four ... be capable of being built by reasonably-skilled amateurs ... be powered by an outboard auxiliary... and out-perform other sailboats". The late Ben Seaborn of Seattle, a naval architect of rising fame, got one of the letters and set out to sketch a proposal.

The challenge of a design out of plywood intrigued Seaborn, and he went over to chat with boat builder Ed Hoppen of Gig Harbor. Hoppen remembered that what Seaborn actually brought with him that first time were several pieces of cardboard, twisted around in the shape of a hull. Seaborn asked him - "Think you can do that?". He later supplied Hoppen with more formal drawings, but from that first meeting was born the 26-foot racing sloop that revolutionized sailboat design.

Hoppen began to see promise in Seaborn's ideas and set about building the first boat in his waterfront shed. It was Hoppen who developed the original construction design detailing of the Thunderbird, a remarkable task considering that the use of sheet plywood in boat construction was relatively unknown at the time and that plywood isn't the most flexible material to be bending into the shape of a sailboat. All this contributed to the "boxy" shape of the boat with the hard chines and reverse transom. A common comment upon seeing a T'Bird for the first time was "looks like you forgot to take it out of the box1".

Designer Seaborn attributed the T'Birds outstanding performance to three basic factors: the hydrofoil keel, the deep, hard chines and the lightweight hull. The keel, in the shape of a symmetrical hydrofoil in vertical section produced a highly favorable ratio of lift over drag. Shaped like a wedge, with the thinnest part of the wedge adjacent to the flange, it eliminated the bulb usually needed for efficient weight distribution.

The most radical departure from tradition was the hard chined hull. Seaborn revealed that: "in view of our experience with this boat, I feel that the poor performance of most hard chine boats in the past must be due to factors other than this specific characteristic." As the boat heels down on her sailing lines, more wetted surface emerges from the water than topsides descend into the water. At the same time, the long, gently curving, otherwise flat planes of the topsides produce a greater area of lateral resistance.

One of the early builders, Bob Denby of Seattle, who launched Skylark, #4, has told about going down to Gig Harbor with a couple of friends to look at this new hull everyone they had heard about. Hoppen was in the process of building the second boat, which would help him develop a set of plans to be offered by the Plywood Association for \$2.00 a set. Denby and others who were enamored by the boat began building their own and made frequent trips down to Gig Harbor to pick Ed Hoppen's brain and find out how he handled various problems of the construction. Interest in Thunderbirds grew rapidly.

With boats being built left and right, a class association was needed. Tom Wile (#10 Vivachee) initiated development of the one design principles that are the foundation of the class. Wile had researched other one design sailboat classes and had picked those rules and regulations he thought might be of value to the T'Bird class. With the looming possibility of boats being built in different ways, Wile saw the potential for differences in the boats that might affect sailing performance. Wile reasoned that "It seemed time to form a fleet to protect against this ... a fleet that would give us a chance to show if you were a good sailor, not that you had a big pocketbook."

Several meetings of boat owners and potential boat owners held in 1959 and early 1960 led to the formation of the International Thunderbird Class Association (ITCA). Tom Wile was elected as the first ITCA President. An International Constitution and Specification was prepared and the first two fleet Charters were issued to Tacoma as Fleet #1 and Seattle as Fleet #2. Interest in the Thunderbird quickly spread to other parts of North America and the world. Fleets soon formed in Victoria and Vancouver, British Columbia, Toronto, Massachusetts Bay, San Diego, San Francisco, and Sydney, Australia, and other locations in North America, Australia, and the Pacific Basin.

The ITCA published the now famous Black Book listing the specifications for the Thunderbird design. Nearly forty years later, the Black Book has stood the test of time in maintaining the Thunderbird as a true one design sailboat class. More than 25,000 sets of official plans have been distributed over the years. The original charter requirement that the boat be capable of being built by reasonably skilled amateurs has certainly been accomplished with the use of the Black Book and the official plans. Even today, home-built boats still account for over half of all new construction. The straightforward plywood construction has allowed many owners to repair and improve their boats themselves without professional assistance, making the cost of Thunderbird ownership very reasonable.

The early Thunderbird pioneers were attracted to a high performance sailboat constructed of current materials and this focus continued as the class gained popularity. By the late 1960's, fiberglass was becoming an increasingly popular sailboat construction material and aluminum was replacing wood as the mast material of choice. At the same time, further development in hydrofoil design was pointing towards the value of a higher aspect ratio rudder. The leaders of the ITCA recognized that in order to maintain broad appeal for the Thunderbird, the class needed to find ways to incorporate these new materials and ideas into the Thunderbird design. John Booth of Victoria - the Ed Hoppen of fiberglass Thunderbirds - built the first fiberglass T'Bird (#1000, Freeway) for Glen Higgins in 1971. Aluminum masts were introduced at about the same time. The class adopted an alternative high aspect rudder designed by Pete Gilson of the Massachusetts Bay fleet. Another design innovation developed by John Booth in the late 1970's, the optional "cruising deck", added slightly more crown in the deck for greater headroom and additional length to the cabin for more cruising comfort. The

Black Book has been carefully revised to allow progressive changes design and construction while maintaining the essential character of the Thunderbird.

Jim Lane of Tacoma produced fiberglass production T'Birds in the 1970's after taking a mold from hull #2, Pirouette. Harry "Tanker" Jones took a Lane boat home to Whitby, Ontario, created molds, and began making fiberglass T'Birds there in 1976. Rick Bott of Toronto is currently making boats from those molds in Toronto. Another Lane boat was taken to Australia in the late 1970's by Laurie Schneider, who also created molds and began producing fiberglass boats in Sydney. Bruce and Les King of Geelong have constructed two International Champion boats - #1224 Thunder Down Under and #1255 Predator - from those molds.

Time has shown that the ITCA was successful in the 1970's in incorporating new materials into the Thunderbird design while at the same time preserving the integrity of the one design class. Today, plywood and fiberglass T'Birds compete equally on the race course and share the distinctive hard chine/reverse transom look that uniquely characterizes the design.

The first Thunderbird International Championship regatta was held in Seattle in 1966. The winner, Bob Johnson sailing #24 Takoa, claimed the magnificent newly carved perpetual trophy for the San Diego fleet. Two years later, Tony Redstone of Sydney, sailing a loaner boat in San Diego, became the first Australian winner. In 1971, John Malleson of Victoria (#900 Sunday) became the first Canadian champion. The International Championship has been held at least every other year since 1966 at nine different venues on two continents. The 1999 Championship to be held in Victoria will culminate the first 40 years of Thunderbird racing.

Today, the Thunderbird is still a performance one design sailboat, known for its outstanding sailing characteristics in all weather conditions. The Thunderbird appeals to racers and cruisers alike - those who appreciate a quality boat at a reasonable price. The ITCA provides direction for the class in establishing and maintaining technical standards through the Black Book and in aiding communication among boat owners. While T'Bird owners tend to be highly independent, many also enjoy the benefits of strong local Thunderbird fleets which add to the pleasure of ownership of this classic sailboat.

Ben Seaborn
Designer of the Thunderbird



Austin Yacht Club New Members for 1999

Please welcome our newest AYC members:

Name/Address/Tele.	Type Boat(s)	Type Membership	Effective Date
Karl and Lorie Amrhein 2308 Windrift Way Round Rock, Texas 78664 671-6421	Catalina 27 C-15	Senior	7/1/99
Linda Asaf 2716 Barton Creek Blvd., #1612 Austin, Texas 78735 330-9142	None	Associate	5/1/99
Matthew Barrett 3804 Northfield Road Austin, Texas 78727 244-6570	J-24 Sunfish	Senior	4/1/99
Brian Berger 9 Hedge Lane Austin, Texas 78746 327-1053	Sea Ray 22'	Associate	4/1/99
Philip Buck & Virginia Lingafelt 2004 Matthews Ln. Austin, Texas 78745 707-0041	Harmony 22 Stiletto 23 Hobie 16	Senior	4/1/99
Richard Buck and Denise Bienck 6106 Rain Creek Pkwy. Austin, Texas 78759 346-0398	Catalina 30 Balboa 26	Senior	3/1/99
Otto Caldwell 2105 Newfield Ln. Austin, Texas 78703 481-9492	Thistle Hunter 23	Senior	5/1/99
Steven B. Ehlers 2005 Blue Sage Drive Cedar Park, Texas 78613 335-8718	Viper Viking	Senior	6/1/99
Bo Ethridge 8801 North FM 620, #828 Austin, Texas 78726 918-3480	Peterson 1/4 Ton 41' Hatteras Boston Whaler	Senior	5/1/99
Rick & Amy Fafard 17906 Holderness Lane Pflugerville, Texas 78660 251-9174	Thistle	Senior	2/1/99

Name/Address/Tele.	Type Boat(s)	Type Membership	Effective Date
Allen & Jenny Jensen 11004 Montesa Austin, Texas 78726 918-1469	Balboa 26	Senior	6/1/99
Terry Johnston 5116 Maulding Pass Austin, Texas 78749 892-5252	Merit 25 Sunfish	Senior	7/1/99
Jim Johnstone 4007 Bunny Run Austin, Texas 78746 347-8589	C-22	Senior	4/1/99
Keith and Bonnie Lackey 3733 Cima Serena Dr. Austin, Texas 78759 418-1699	None	Senior Reinstatement	5/1/99
Ric Leming 5705 Clay Ave. Austin, Texas 78756 454-1396	Catalina 22	Senior	7/1/99
David & Maggie Lewis 10906 Conchos Trail Austin, Texas 78726 918-8969	San Juan 7.7 Hobie 16	Senior	5/1/99
Michael Meloy P. O. Box 684610 Austin, Texas 78768 1-800-947-6772		Senior	4/1/99
Chris & Beverly Parrish 2608 Tierra Blanco Tr. Cedar Park, Texas 78613 250-1428	Sunfish	Associate	5/1/99
Jeff & Robin Picard 11525 Sweet Basil Court Austin, Texas 78726 250-8614	JY-15	Senior	6/1/99
David Rehberg 1101 Music Lane, #316 Austin, Texas 78704 413-2538	None	Associate	7/1/99
John Rogers P. O. Box 340106 Lakeway, Texas 78734 261-0068	Catalina 25	Senior	6/1/99

Name/Address/Tele.	Type Boat(s)	Type Membership	Effective Date
Susie Sant'Anna & Mark Robsun 2508 Grand Ridge Cedar Park, Tx. 78613 259-0904	Hunter 23.5	Senior	6/1/99
Anthony Slowik, Jr. 8112-B Ceberry Dr. Austin, Texas 78759 502-1017	J-24	Senior	6/1/99
Bruce and Pam Wilson 7502 Whispering Oaks Austin, Texas 78745 440-1451	Lindenberg 28 Hobie 16	Senior	2/1/99
Daniel & Joyce Wilson 3101 Glenview Dr. Austin, Texas 78703 482-0998	Flying Scot Lido Sunfish	Senior	6/1/99

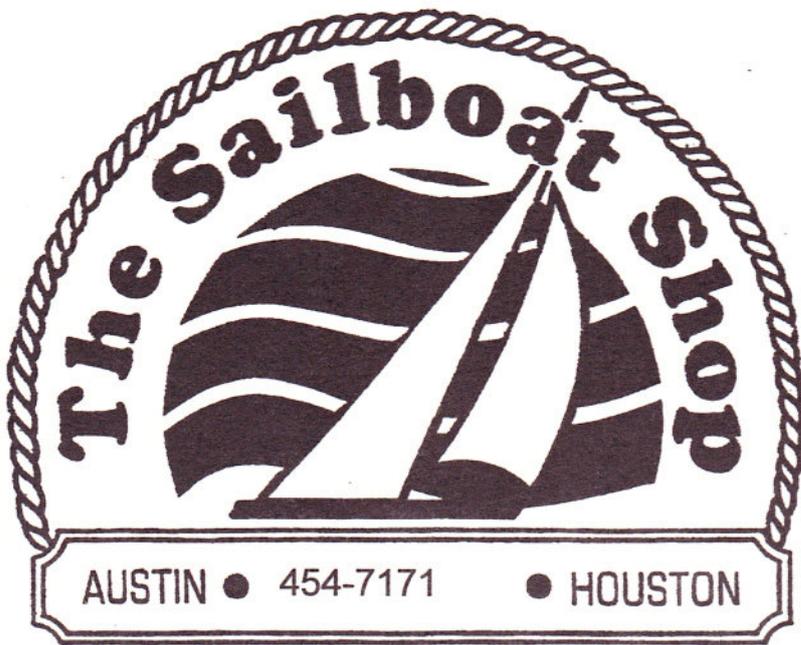
Smooth Sailing for Peanut Butter and Jelly Series

by Kelly Hawk

Seventeen junior sailors, ranging in age between 4 and 7, enjoyed four Saturday mornings of perfect sailing during the month of June. Under the watchful eye of Coach Doug Kern, Sail Training Commander Jo Ann Welles, and numerous parents, the children learned the basics of sailing and good sportsmanship.

The parent-supported series was very popular with everyone involved. Each morning began with sailing instructions and a pep talk from Coach Doug Kern. The children learned to rig their own boats and helped one another launch the boats from the junior docks. Games of follow-the-leader, safari, tag, and find-the-clues took the children through the fundamentals of sail trim, steering, and avoiding other boats. Afterwards, swimming and peanut butter and jelly sandwiches were a just reward for a full morning of sailing. A series t-shirt and personalized certificate were given to each sailor.

AYC congratulates all of the children that participated in the series! We're sure to see a lot of these juniors on the race course in years to come: **Will Baizer, Jeremy Banks, Alyssa Breen, Amy Breen, Patrick Brinkmann, Sarah Broadway, Alan Downey, Andrew Hare, Erin Hawk, Tracy Hawk, Will Hawk, Ana Hernandez, Timothy Loose, Malena Manning, Alan Rochard, Kate Steinbach, and Peter Steinbach.**



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