

Telltale



April 2007

Monthly Newsletter

Board of Directors

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Sail Training Commander	Linda McDavitt

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Sailing Director &	
Social Coordinator	Laura Leigh Barry
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Groundskeepers	Tom Cunningham
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Austin Yacht Club

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E-Mail & Web Site

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info@austinyachtclub.org

Newsletter

Yolanda Cortés Mares, Editor
E-mail submissions by 5th of
month to: ymares@earthlink.net

AYC Business Hours

Tuesday-Saturday: noon—5:00 p.m.
Sunday: 11:00 a.m. —12:30 p.m.

Closed Mondays
Closed Club Holidays:

New Year's Day	1 January
Easter Sunday	16 April
Independence Day	4 July
Thanksgiving Day	23 November
Shopping Day	24 November
Christmas Day	25 December

vaughansm@gmail.com'"/>

TURNBACK CANYON

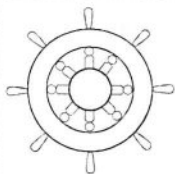
**Plan to Attend TURNBACK
May 26th and 27, 2007**

- 2-Day Race, from AYC vicinity to Lago Vista on Saturday, return on Sunday
- Race is open to all sailboats, One design and Handicap classes
- Cruising class navigational cruise and Poker Run
- Overnight anchorage, dinner and party at Lago Vista
- Saturday evening music and dancing
- Texas Holdem Poker Tournament
- Awards, food & party Sunday at AYC

REGATTA

Registration for the events will open on April 27th, 2007.
Contact Steve Vaughan for more information at: vaughansm@gmail.com

AYC Vice By Bob Goldsmith



"The less you bet the more you lose when you win." -Wyatt Earp

Of course you know that Wyatt Earp was a sometimes lawman in the ominously named Tombstone, Arizona.

You may even know that he was on the same side as rogue dentist Doc Holliday in the little dust up at the OK Corral. If you really know your Wild West, you may know that he was a partner in many of Tombstone's most successful gambling parlors, saloons and evening recreational facilities. But did he have the soul of a Turnback Canyon racer?

Think about it. *The less you bet the more you lose when you win.* It kind of makes your head hurt, but keep thinking. Turnback may be the trickiest sailing challenge on the face of the planet. Who wins it? The skipper who finds that elusive pressure in the corners? The one who rules the middle of the course? The one who knows how to shape the sails and steer in light air in a nasty chop? The one whose crew can pull off a dozen perfect tacks a mile in a blow? How about all of the above and more? Isn't Turnback all about making the big bet time after time and pulling it off?

A trophy in Turnback has long been the mark of the sailor, AYC and non-AYC, who has what it takes on Lake Travis. And there's a party that night. **Steve "New Mast a Minute" Vaughan** is running Turnback this year and wants you. Be there. May 26 - 27.

And warm up with the Long Distance Race. If you want to shine in Turnback you need to do this informal but intense run up the lake to remember where some of the weird places are. April 21.

And don't miss Founders Day. Since the Frostbite became an AYC event, the old Opening Day fest would have had to take place last year to actually open anything this year. So it got moved to the beautiful weather of April and made more meaningful as Founders Day. AYC's Founders will be there to share tales of AYC's early days. There will be an elegant buffet courtesy of First Lady **Robbie Nelson** and her all girl refreshment squad. It will be a party and a chance to connect with the real spirit of AYC. And see if you know AYC well enough to answer this question: what kind of tent did AYC meet under in the early days (Hint: it was not a revival tent)? **Hap Arnold** has the answer. You have to be there to get it. April 29, 10 to 12 a.m.



2007 Racing Schedule

April 1	Spring Series #5 (1:30 FWS)
April 7, 8	Easter Laser Regatta
April 15	Spring Series #6 (1:30 FWS)
	EOS Cajun Shrimp Boil Party & Trophy Presentation
April 20	Keel Fleet Beer Can Series Race
April 21	Spring Long Distance Race (12:30 FWS)
April 27	Keel Fleet Beer Can Series Race
April 29	AYC Turnback Warm-up Series #1 (1:30 FWS)
May 4	Keel Fleet Beer Can Series Race
May 5	South Coast 21 Intergalactics Regatta
May 6	AYC Turnback Warm-up Series #2 (1:30 FWS)
May 11	Keel Fleet Beer Can Series Race
May 13	AYC Turnback Warm-up Series #3 (1:30 FWS)
	EOS Buffet & Trophy Presentation
May 18	Keel Fleet Beer Can Series Race
May 19, 20	J24 Texas State Championships (Part of the USJCA District 14 J24 Circuit Series)
May 25	Keel Fleet Beer Can Series Race
May 26, 27	Turnback Canyon Regatta
May 31- June 3	Laser Masters North American Championship Regatta
June 1	Keel Fleet Beer Can Series Race
June 8	Keel Fleet Beer Can Series Race
June 9, 10	J80 Circuit Stop
June 15	Keel Fleet Beer Can Series Race
June 22	Keel Fleet Beer Can Series Race
June 29	Keel Fleet Beer Can Series Race
June 30-July 1	AYC Centerboard Regatta
July 7	AYC Dog Days Series #1 (4:30 FWS)
July 14	AYC Dog Days Series #2 (4:30 FWS)

AYC Upcoming Non-Racing Events

April 6	Gary Jobson Seminar & Social (7:00 p.m.—10:00 p.m.)
April 14	AYC Grounds Spring Clean-Up Day
April 19	New Member Candidate Meeting (6:30 p.m.)
April 19	Long Range Planning Town Hall Meeting (7:00 p.m.)
April 26	AYC Board meeting (7:30 p.m.)
April 28	Adult Sail Training Team Racing Clinic (9:00 a.m.)
April 29	Founder's Day Brunch (10:00 a.m.—noon)
May 17	New Member Candidate Meeting (6:30 p.m.)
May 24	AYC Board meeting
June 2	PB&J
June 4-8	Junior Sailing Camp
June 9	PB&J
June 11-15	Junior Sailing Camp
June 16	Adult Learn to Windsurf Clinic

You are Cordially Invited to
AYC's Opening Day
now

"AYC's Founders Day"
Sunday, April 29, 2007

From The Commodore By Eric Nelson



April opened with enough water to bring docks 2 & 3 back into the inner harbor. We also now have our south board boat dock in its normal position and the south ramp back in use! Unfortunately we will need significantly more rain (say at least to bring the lake to 669) before we can bring in docks 4, 5 & 6. This is because historically the lake goes down 4+ feet between April and May and 665 is the tipping point for moving these docks out. At approximately \$1500 per each dock move, we really can't afford to move these docks in if we have good reason to think that we might have to move them back out within a few months.

April also brought us a very special seminar from **Gary Jobson**. If you were not fired up already for a full Spring of sailboat racing, Gary's presentation has to have lit your fuse! Hopefully you were able to take part in this sold out event, which was inspiring on many levels. Looking ahead to the rest of April, the club has many different events planned from different kinds of racing to all levels of AYC socials.

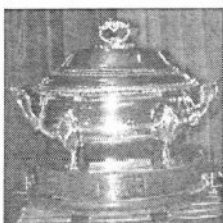
The Spring Series has one more installment on April 15th and will be capped off with a huge end of series special

social. If you have not heard we will have live Cajun music and the proper food to go along; a shrimp boil with all the extras. Even if you won't be racing that day you should plan on coming out to the club, like they say "Laissez Le Bon Temps Roulez!" Learn more about this event in this Telltale issue.

The following Saturday, April 21st, there will be a Long Distance Race open to members and nonmembers alike. There is no cost for this once a year event so if you can't get a crew together for this, offer to crew for your cruiser friends and give them a thrill (and maybe kindle some desire to join us as a member!). There will be an informal gathering in the Clubhouse after the race also so plan on sticking around some afterwards. Check out the details on registration, etc. posted in the website News and Events section.

And April goes out with a bang the last Sunday of the month (April 29th) with Founder's Day, a recast and (hopefully) warmer version of prior Opening Days. We will have all the traditional items like the brunch but with some added special ceremonies, including Founding Fathers telling us about the early days at AYC. This event also signals the start of the 3 Sunday's in a row Turnback Warm-Up Series, and don't forget that RC for this opening date will be the Board of Directors!

Racing Tips By Scott Young



Foot to the Header

See if this makes sense. You see something that you want and it is right over there. You know where it is and you know how get there....so...do you go slow to get to something you want or do you put the pedal down and sail like crazy to get there?

When trying to "connect the dots" on the upwind leg, generally, the most "lifted" part of the "lift" is right after you tack on or just under the first hint of the shift. As I have discussed in previous articles, it is very unusual for a wind shift on Lake Travis to last more than just a few minutes, so it is imperative to take full advantage of the lifted shift (say that 5 times real fast).

I like to tack just as I feel the puff "slap me in the face", which essentially is that very slight backwind you get in your jib or main sail just as you feel the increase in wind velocity. Sometimes, you can even feel a difference in the temperature of the wind or maybe even the humidity level. This is especially noticeable before a front comes in and the wind has clocked around to

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Race Commander News

By Ravi Subramanian



New, expanded race course! In other words, more water in the lake. We all knew it would come up...it was just a matter of when. Very nice having more real estate for racing, all the more so since **we've eliminated the obstructions associated with the LCRA shallow-water markers and X-mark**. It just didn't make sense when a shallow-water mark is located in twenty feet of water (LCRA just can't keep up with the fluctuations). One fleet had even collectively decided to ignore that restriction prior to the change in the SIs. Look for the same freedom in the upcoming Turnback Warm-up Series.

Thanks to **Brad Davis** for running a **Race Signals Clinic** on March 17th. He did a great job stepping the attendees through the flags and horns that you can expect to see from the time you arrive at the club, through the start, and then all the way around to the finish. Apologies for not getting the word on this out sooner - I know of at least one person who missed the announcement and was interested in attending.

(Continued on Page 12)

Social Committee Report

By Robbie Nelson

Please help me extend a big THANK YOU to the following folks for recent contributions/volunteer hours to AYC:

Sheryl Perier – Donation of a large stainless steel chafing dish

Sharon Agee – Purchase and donation of large electric roaster

Terry McDermott – cornbread for one of the Frostbite series races

For the Daylight Savings Social Event on March 11, 2007:

Paulette Payne – Organizer and BBQ cook extraordinaire

Norma Lien – assistance and clean up

Pat Manning – lovely flower arrangement

Leslie Stranahan – email notice to new members

Amy Sue Bené and the Ensign Fleet – contribution of the fabulous beef roll ups

SouthCoast 21 Fleet – contribution of extra beverages

Robbie Nelson – fajita queso and beverage set up

Don't forget to mark your calendars for these upcoming events:

April 15, 2007 – End of Spring Series

We'll be cooking up a Cajun shrimp boil featuring hot boiled shrimp, potatoes, corn, and more. A jumpin' Zydeco band – Dr. Zog – will entertain us while we wait for trophies, music starts at 5pm. The cost will be \$12.50 to attend this fun event (souvenir mardi gras beads included!). It will be first come first served, so don't be late!

April 29, 2007 – Founders Day Brunch and Ceremony, plus Turnback Warm-Up Series Kick Off

Sure to be one of our premiere events at AYC, please join the entire membership for brunch starting at 10:00am in the AYC clubhouse, followed by a ceremony featuring introduction of our past commodores and founding members, with special speeches and information about the history of our club. This will be your chance to meet many of the movers and shakers whose foresight and unselfish contributions have made our club the great place it is today. After the ceremony, we hope you participate in the first race of

Membership News By Paul Ballett



A. Approval of New Members

Anthony Anania and Andrew Glen were approved as Junior Student Members. They both wish to be active in the Junior Programs

B. Members' Status Changes

Thomas George became an Old Salt Member.

Charles Singstad resigned as he recently became a member at LCYC.

C. Membership Totals

2007 Membership Committee: **Paul Ballett, Claudia Bartlett, and David Kenyon.**

MEMBERSHIP TOTALS	February EOM	ADD	SUB	March EOM
Senior	338		2	336
*Honorary	7			7
*Life Member	21			21
Associate	17			17
Young Adult	10			10
Junior Student Member	19	2		21
UTIST Member	20			20
*Leave of Absence	0			0
Non-Resident	10			10
Ol' Salt 10 Year	10	1		11
Ol' Salt 30 Year	19			19
Total Non-Paying Members	47			47
Total Paying Members	424			425
Total Members	471			472

the Turnback Warm-Up Series, first signal is at 1:30pm.

May 13, 2007 – Turnback Warm-Up End of Series

PHRF Fleet will be cooking a buffet dinner for sale after the races. We'll have complimentary beer and iced tea. Turnback Canyon Regatta pre-registration will be available, and of course please stick around for the Trophy Presentation! Look for more details on this event around the club and on the website.

Sail Training News By Linda McDavitt

Time is flying and we have just completed our first Adult Learn To Sail Class. On February 24th, 20 eager men and women came out to discover the joys of sailing. It started with looking at the lake for signs of wind and with every 15 minutes we took another look. The water got darker, the wind sock changed direction, the temperature got cooler, the trees blew harder....well, you've got the picture. The wind went from 6 knots to 20 knots and gusting up to 40 as the morning moved on. Lots of inside instruction, then onto the docks to learn about the boat, sails, rigging, leaving and returning to the dock. A bit more instruction in the afternoon and then the brave and hardy went out with Ray Shull on his J29 for an exhilarating ride! And yes they are all ready to return for another go at sailing! Many **THANKS** go to volunteers **John Grzinich, Walter Allan, Tom Groll, Sarah and Jonathan Baker, Mark Salih, Ray Shull, Danny Lien, Bruce McDonald, Tommy Gairloff, Peter Broberg, Frans Dahmen, Jim Tillinghast, Ravi Subramanian, Karen Van Hooser, Mike Kilpatrick and John Bartlett** for providing boats, instructing, getting everything ready and providing a fun filled learning experience for all. A special thanks to **Claudia Bartlett** for taking care of all food, instructing and being a super committee member to talk over ideas and details with.

March 10th : Clinic on Starts with **Scott Young** providing instruction and on the boat training. 14 boats participated with individuals going on the boats to fill out crew positions. Great learning with **Scott and David Grogono** moving to each boat to do a start with them. Many thanks to **Mike Kilpatrick, Barb Prashner, Bay Peterson, Chris Block and Danny Lien** for providing race committee and extra boat. Thanks to **Carolyn Wilsford and Chris Bataille** for taking care of the food.

April 28th will be a clinic on TEAM RACING for those who want to go one step further in their boat handling. It will be on the Sail Training Centerboard boats and will provide a totally new experience for all who participate. I am looking for club members and UT sailors with this experience that might be interested in helping with this clinic. If you are one of those, please contact me at bandboat@yahoo.com or 512-731-6614.

More clinics will be set up on the website as time goes on, so keep posted to the website and your fleet captains as to the opportunities! Also, be watching the website for the announcement of the chartering of the club centerboard boats for members. There will be a charter fee involved. Our Sailing Director, **Laura Barry** is in charge of this opportunity.

Long Range Planning News

By Lanelle Montgomery

The second draft of the Strategic Plan for the Austin Yacht Club can be viewed by going to www.austinyachtclub.net and clicking on "News". Also, available for member review is a document entitled "Vision of AYC in 2012" which describes the ultimate outcome to be reached through the Strategic Plan.

The Long Range Planning Committee and the Strategic Planning Sub-committee will be holding a second "Town Meeting" at the Clubhouse on Thursday, April 19, 2007, at 7:00 p.m. to discuss the vision and the plan. Your comments and suggestions are encouraged. We are hoping to have a large gathering of members for the open discussion. Those present at the last meeting stated that they found the open discussion very useful and enlightening. There will be pizza and beer available at 6:30 for those who wish to come early and socialize before the meeting.

The Long Range Planning Committee has appointed members to two other sub-committees: a harbor improvement committee (composed of **Tom Groll, Danny Lien, Ray Shull, Bob Leonard, and Greg Buck**) and a long-range buildings and grounds committee (composed of **David Lewis, Steve Vaughan, Walter Allan, Tom Lappin and Bob Gallant**). These committees will take the work of the Strategic Planning Sub-committee and expand on it. Both committees have begun their studies and will make specific suggestions for long range improvements in each area, including cost estimates for completing each improvement. The ultimate goal is to have a master plan in place for improvements to the Club which will assist the Board of Directors in making the most efficient use of the Club's resources. The decision to carry out any particular improvement will, of course, remain entirely within the authority of the Board of Directors.

Junior program is going full steam with eight Juniors participating in the Roadrunner Regatta this past weekend. Camp signups are in full swing with PB&J already having several full classes. If you would like to have your child involved in the Junior camp program, sign up now!

AYC Centerboard Regatta

Saturday, June 30th and Sunday, July 1st

Board Boats, Cats, and Windsurfers! Save the date and tell your friends!



Race Committee

On the second outing of the Spring Series, the Ensign fleet had the honor of serving as RC for the races. **James Wilsford, Tom Groll, Danny Lien, Randolph Bertin, Sarah Baker, Bill Hawk, James Bene, Iggy DeCardenas, and Kelly Groll** all came out to serve their fellow AYC sailors. **Bill Curra** came out as well, but was awarded the afternoon off. We had enough wind to work with, but it wasn't always coming from the same general direction. The course was set up on a SxSE breeze, but occasional shifts to the East during the various starting sequences of the first race made for several skewed starts. Eventually, the wind settled into a new general direction from the East, and we were able to reset the line and buoys to make things a little more balanced in the second race. Otherwise, it was a pretty uneventful day out there, with no one running into the RC boat for a change.

Spring Series keeps going...

Fleet racing resumed the following week with five boats coming out. The race saw the return of **Prickly Pair** to action for the first time since last summer, as **Bill Hawk** was joined by **Bill Curra** and **Fred Deboes**. They had a very solid opening race finishing in second. **Frans and Karel Dahmen** went one better, though as they took an early lead that they never surrendered. There wasn't much in the way of position changes during the race, though **Esmeralda** who rounded ahead of **Festina Lente**, hit the mark and the resulting penalty dropped them back. The only drama came on the final leg when **Randolph Bertin** tried to tack away on the hope of getting a lift and passing **Tom Groll**. **Tom** would normally have covered, but the fact that his traveler was coming off the deck rendered tacking over a dubious prospect. **Randolph** and crew made up some ground, but in the end, came up about a boat length short.

In the second race, **Tom Groll** must have sorted everything out, because he managed to get ahead and stay there. Again, by the end of the first leg, the fleet pretty well sorted itself out and there wasn't much doing in the way of position changes. **Frans Dahmen** continued his fine sailing on the day with a second place finish. Whatever the day lacked in terms of tactical excitement was more than compensated in the absolutely fantastic sailing conditions: plenty of wind across the course (fairly steady for Travis anyway) and moderate temperatures. No matter the finish order, there was plenty of sailing

enjoyment up and down the fleet. While it won't go down in the annals of yacht racing history, it was a day like many others that was enjoyed to the full while it was happening, and then we go back to the rest of life, perhaps a little rejuvenated.

We did miss some fine sailors who were busy plying their skills elsewhere as the **Bakers** were up in DFW at a J/22 circuit stop, while **Danny Lien** was down at the Gulf Coast crewing on a J-80.

and going...

The fourth installment of the Spring Series saw the return of weather similar to the previous week, with, if anything, more wind. We also saw the return of another boat to action: 773 **Eagle**, with **Hap Arnold** and **Tom and Matt Romberg** on board. They had a great first showing, spending both races dueling with **Danny Lien** and his all female crew (**Norma, Beka, and Carolyn**) up at the front of the fleet. As it turns out **Team Lien** got the best of them both times.

There was competition up and down the fleet: the **Bakers** and **Dahmens** spent much of the first race working against each other, with **Frans Dahmen** coming out on top. After losing a man overboard on the first leg when a hiking strap broke (and yes, the water is still quite cold), **Randolph Bertin** and company tried to get back in the race, working back up to **Tom and Kelly Groll** before failing to make something happen in a tacking duel on the final leg.

In the second race, **Frans Dahmen** and **Jonathan Baker** were over early, but only **Frans** heard his number called to return. **Jonathan** went on to sail a decent race for third which went for naught, though, as he was scored OCS. **Frans** and **Karel** had seemed all but out of it when they had to return to re-start, but the **Flying Dutchmen** made **Festina Lente** sweat it out as they saw a sizable lead over **Frans** disappear to almost nothing. But they managed to hold on at the end for a narrow escape.

Tom and Kelly Groll finished the downwind leg at a dead stop as they went shrimping and had to fish their spinnaker out of the water, a maneuver which is perhaps, slower even than losing a man overboard.

In summary, another great day of being on the water, trying to keep it all together.

and going...

Spring Series #5 didn't provide quite as much excitement as the previous race days as we began under a delay to allow the winds to fill in a little and wait for some of the sailors who had been assisting with dock

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Ensign Fleet... *Continued from Page 6*

moves. We did finally get a nice breeze from the south-east around 8-10 knots. But the biggest change is that the lake was now way up (ok, we are still a little short of average for March/April, but relative to what we have been seeing, the lake looks downright full). We had six boats out, about average so far. Well, in truth, we were also joined on the water by the return of **James and Amy Bené** aboard **Hedonist** (newly refurbished and looking like a million bucks, or at least looking like a million hours of labor had been put in, which is probably what it seemed like)! But they were just out cruising (next time, though, remember to cruise through the start line).

We got under way with a pin favored start. But getting the best start, while certainly desirable, isn't always essential to winning the race or even doing well on the first leg. Of the three boats that crossed the line last, two of them ended up at the windward mark first and second: **Prickly Pair** and the **Flying Dutchmen**, with the former going on to win the race convincingly, due in no small part to **Bill Hawk** having his wife **Kelly** aboard (welcome back to the action Kelly!). There was plenty of debris (including some pretty hefty stumps) floating about in the choppy water, but that didn't seem to affect the racing. Those of us who were slow were just slow (though it felt like **Festina Lente** was dragging a stump under the boat while drifting further and further back from the fleet). **Eagle** was still in fine form as the **Rombergs** and **Hap Arnold** pulled in another second place to make three in a row.

Because of the original delays, RC wrapped it up for the afternoon after the one race and we headed back to shore for what was perhaps the highlight of the day: a great post race banquet put together by **Amy Bené**. To say that the food was delicious doesn't do the meal justice. **James Wilsford** better watch out or he might lose the title of 'fleet chef'.

With one final race to end the series, three skippers are sailing away with the series: **Frans Dahmen**, **Danny Lien** and **Tom Groll**. If they had been present for the whole series, it seems likely that **Hap Arnold** and **Bill Hawk** would be up there as well. Unfortunately for **Frans**, who currently holds the series lead by a few points, he won't be able to sail the finale. So get on board and sail the last race of the series to determine who will come out on top.



U.S. Sailing Anchor Program

Please see page 18 of this Telltale issue for information about becoming a member of the U.S. Sailing Anchor Program through AYC.

SC-21 Fleet News *By Susie Corcoran*



Why South Coast? This article is for all South Coasters who need a little more coaxing to get back into the sailing groove. Remember how good it feels to be on the water? And how much you enjoy the after-race G&T social?

Here's how some South Coast skippers and crew answer the question, "WHY SOUTH COAST?"

John Cockle: *We have a great fleet – a good group of people who are helpful and want to see everyone improve as sailors.*

Pat Feagin: *The South Coast fleet makes the AYC a real club.*

Linda McDavitt: *The fleet is made up of some awesome competition.*

Ray Shull: *The boat is responsive to being properly sailed and tuned, and rewards a crew who is attentive to keeping the sails properly shaped and trimmed. SC21 is an absolute blast under spinnaker when the wind picks up. We also enjoy the social side of sailing (meeting under the cottonwood tree and partying after each race).*

Aaron Vollmer: *The lines are clean, the price is right, the fleet is competitive and the people are great.*

Claudia Bartlett: *It reminds John and me of our youth – we both sailed SC21s as kids ... John in Austin, me in Shreveport. Also, it's a keelboat we can double-hand and be competitive.*

Susie Corcoran: *It builds character.*

Pat Manning: *And there are many characters in the fleet that make it a lot of fun!*

Chris Farrell: *With the south coast fleet it doesn't matter your skill level, there is competition at your level. The camaraderie within the fleet is top notch.*

Yolanda Mares: *It's a perky little boat with such a low draft that it makes you feel like you're really close to the water. I love to just hang on to the jib sheet while sitting on the high side and lean back as close to the water as I can. What fun!*

Kevin Reynolds: *Great boat, great G&Ts, great PHRF rating!*

Bruce McDonald: *Just about anything that breaks on it, you can fix yourself.*

Vickie Stones: *It sails like a centerboard (and my husband likes it).*

Michael Tita: *A lot of boat for the money; no high tech, high cost sails required. Fleet members are very generous with their time and advice on how to get the most out of the boat. Smaller size is more manageable for a small family – good first boat for a family just learning to sail.*

Carl Morris: *When I first joined the yacht club the people who approached me and made me feel welcome were the people in the South Coast fleet. As a result, I started crewing with Jack Downes and he made it so much fun that I had to acquire a South Coast of my own. The things that keep me in the fleet are the sessions under the cottonwood and the competitive nature of the fleet. I am proud of the fact that this is the only remaining active fleet of South Coasts in the world!*

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C-22 Fleet News By John Grzinich



I don't know if this is as "as good as it gets", but certainly 2007 has started off as a great sailing season for the Catalina 22 Fleet. We've had excellent wind, a great turnout, and to top it off, "the lake is up"! What more could we ask for?

After completing our race committee duty for the spring series on day one, we got down to the business of sailboat racing (followed by a little partying). This is a Genoa only series for the C22 Fleet. Participation has increased each weekend. We started with 7 C22's on race day 2, increasing to 9 boats in race days 3 and 4, and last week 11 C22's started in race day 5 of the spring series. Overall we have had 12 different boats participate in the spring series. With one race day remaining, **Wade Bingaman** sailing **Dry Heave** beautifully has the lead, **John Grzinich** sailing **Be-Bop-a-Lula** is holding down 2nd place, **Roy Crouse** racing **Lone Star** is in 3rd place, and **Steve Shepardson** sailing **Chile Verde** is in 4th place.



March 11th, Cheryl & Steve Pervier guide Shepardson's 'Chile Verde' off the trailer while Mark Haralson and Jordan Owens watch. (Photo Left)

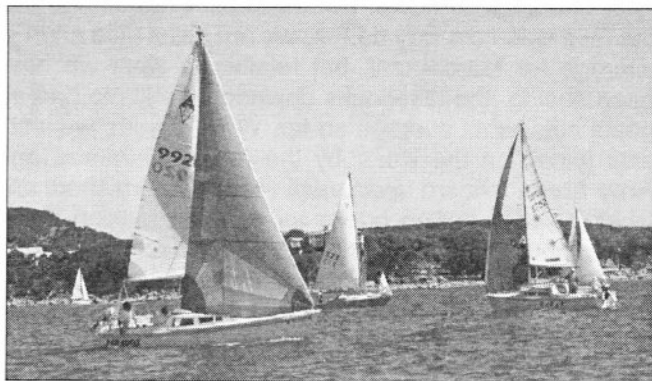
I want to welcome back **Steve** and **Cheryl Pervier** who crewed on **Shepardson's Chile Verde** on race day 2, and **Gary Payne** who crewed on my **Be-Bop-a-Lula** during the spring series day 5. These folks raced C22's years ago, drifting away to larger boats, but we are trying to tempt them back to C22 racing with some crewing.

April 1st, Jordan Owens launches 'Grooner' with the lake level up. (Photo Right)

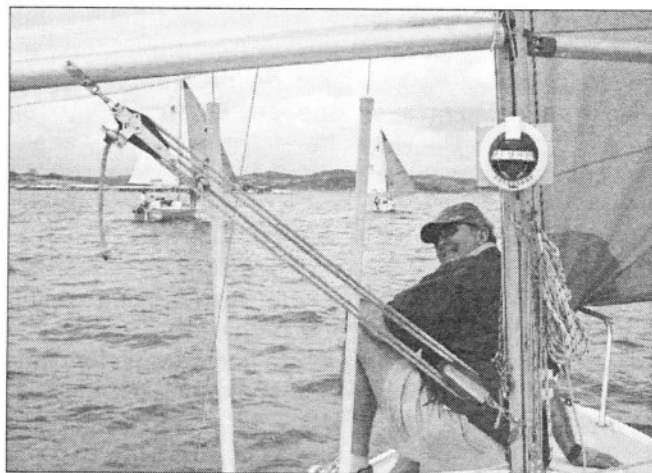


The C22 Fleet certainly has a creative sense of humor. After race day 5 in which yours truly, sailing **Be-Bop-a-Lula**, collided with **Dave Shockley** sailing my previous boat **Be-Bop** during the starting sequence. I was welcomed to the after race gathering with a

rowdy chorus of a new rock and roll song they invented on the spot, "Bebop-a-Lula Bopped Be-Bop". Look for it on the R&B charts, or download it to your MP3 player.



Peter Broberg on 'Paradox', and David Shockley on 'Bebop' practice before Spring Series on 4/1. (Photo Above)



Bruce Foster on the foredeck of 'Lone Star' encourages Roy Crouse to catch Wade Bingaman on 'Dry Heave' during a spring series downwind leg. (Photo Above)

Many thanks to **Peter Broberg** and **Roy Crouse** for ensuring the after race refreshments were ready.



At the dock after a spring series race, Roy Crouse explains "what happened" as Bruce Foster and Wade Bingaman listen. Alex Ferrier (left) helps out. (Photo Left)

(Continued on Next page)

C-22 Fleet... Continued from Page 8



Paul Jensen guides 'Dumbo' downwind with George Robison on foredeck (behind Genoa). (Photo Left)

Alex Ferrier, George Robison, Ryan Kucera, Paul Jensen, Mark Haralson, Peter Broberg, Roy Crouse, and Steve Shepardsen enjoy after race refreshments. (Photo Right)



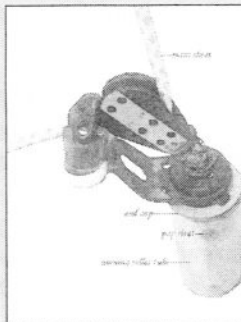
Roy Crouse watches Johannes Brinkman and John Grzinich sample the chips and salsa after spring series day 4 racing. (Photo Left)

Enough words, I've chosen to show the C22 spring series action in pictures.

John Grzinich – C22 fleet captain

SC-21 Fleet... Continued from Page 7

South Coast 21 Tip of the Month



Making a Barney Post for your South Coast 21 (For complete instructions, go to <http://austinyachtclub.net/fleets/SC21/>.)

Having a Barney Post on your South Coast 21 greatly simplifies sheeting and releasing the mainsheet. It also gives the skipper a foot brace for added mechanical advantage in bringing in the last few inches of line or making a dash to the rail. This project takes 2-3 hours, with \$30 of materials plus the cost of the swivel cam if you don't already have one. The final result looks like this.

SC21 Race Report

With rain in the forecast, the second race date of the Spring Series saw six boats on the line. Winds were in the 10-12 knot range. There was close competition with close mark roundings and frequent changes in the lead. The first race was a double triangle with the **Bartlett/Kirkpatrick** team taking a flyer to the right side of the course on the downwind leg which paid off handily with the third out of three bullets in the series. **Ray Shull** took a second with new-comer to the fleet, **Michael Tita**, nailing third. The second race of the day was a single triangle with dying winds and the arrival of rain showers. The windward mark rounding had the top half of the fleet rounding within a boat's length of each other. **Bartlett** took a flyer to the right side of the course again which failed to work for him this time. **Shull** took a first with the **McDonald/Corcoran** team finishing second and **Carl Morris** taking third. After the races, we all dried off and enjoyed the whole club social in the club house.

The third Spring Series race date showed a great turnout of South Coasters for race committee. **Ray Shull** did his usual spectacular job of running the show.

The fourth Spring Series race saw winds in the above 15 knot range. It was all about who made the fewest mistakes and the results were pretty predictable, **Bartlett/Kilpatrick** taking two firsts, **Shull** taking two seconds and **Michael Tita** taking two thirds. Seven boats made it out to the course.

(Continued on Page 11)

Racing Tips... *(Continued from Page 3)*

a southwesterly direction. The right puffs always feel warmer and dryer and the left (southeasterly) puffs feel more humid and cooler. The difference in humidity and temperature can be very noticeable.

Don't sail into the puff / shift for 30 seconds like the text books tell you to do in open water. If you do that on Travis, you will be on the back side of the shift (not a good place to be!) Once I tack, I try and take advantage of the lift for the first minute or so but after basking in the lifted glow for a very short amount of time, it is time to start looking for the next shift. Once I see the wind next oscillation coming down (usually on Travis, from the opposite side of the lake), I like to put the bow down and go fast to the next shift.

As you start sailing into a header, the boats upwind on the same tack tend to start falling into the boats that are to leeward. I like that feeling of edging out to leeward of the boats on my windward hip as the shift begins to approach. It can be quite demoralizing if you are the windward boat, watching the boat to leeward of you starting to squeeze forward in your jib or main sail window. When this begins to happen, the situation is only compounded by the fact that the helmsman of the windward boat is probably looking to leeward, trying to assess the damage being done and as a result, starts sailing his / her boat lower than is probably necessary (you tend to steer where you look...just like a car)....and the problem is only compounded.

When you get into this situation, and you know in your heart of hearts that you are losing your shirt, try to fight off that intense feeling to tack off prematurely. Keep in mind, you are probably doing exactly the same thing to the boat(s) that are above you. In other words, everyone is usually experiencing similar pain. So....what do you do?

First, if you think you are going the right way to get to the next shift, try and go as fast as you can....provided that you are not going to lose your lane by sailing fast. You have to weigh the desire to get to the next shift as soon as possible with maintaining clear air or a clear lane to get to where you want to go. Last month, I discussed the incredible talent it takes to be able to sail with a boat on your immediate lee bow in order to stay in phase with the wind shifts. This is the time to really focus and sail the hell out of your boat to maintain the ability to go where you want to go.

Once you get to the shift, the boat to leeward and ahead of you is likely to tack right on the shift. What do you do then? It depends. If the wind is shifting back and forth in a quick oscillating fashion as is the norm on

Lake Travis, I would rather tack just to leeward and if necessary, even slightly behind (but just out of their wind shadow) of the boat that tacks on the shift. I want to put myself in the position to lead the windward boat to the next shift.

If you cross behind the boat that has just tacked on the new shift, the odds are that you will get on their windward hip and exactly the same thing will happen again. Eventually, the header will start to appear and the lead boat to leeward of you will start to squirt forward.

If you are sailing in open water where the shifts take much longer to oscillate, crossing the lead boat's transom and taking a position on their weather hip can work satisfactorily....particularly, if you crossing towards the direction of the more persistent wind shift trend (i.e. Houston or Corpus....the wind is gradually shifting to the right as the day does on).

As always, the goal is to get on the tack that takes you closest to the weather mark. Where have you heard that before?? It almost never pays to sail into a continuous header on Lake Travis in an attempt to gain leverage on your competition. On a lake, that will usually result in being chronically "out of phase".

At the racing clinic that was held a few weekends ago, someone asked a question about what to do if you are behind your competition on the last weather leg of the race. This was really a great question. The answer is... "how can you make the race longer?" The longer the race, the better chance you have to catch up. In this situation, continuing to try and "stay in phase and on the lifted tack", only plays into the hands of the race leader.

The best strategy is to tack on every lift and to try and sail headers. Definitely the opposite of what we have been talking about for the last several months.

If the lead boat covers too aggressively, he or she will end up in the dreaded position of the windward boat sagging into the leeward boat. Once you have closed the gap enough to be able to engage in a crossing, pick a shift and close the gap enough to put yourself into the position of being able to cross, put a hard lee-bow on the lead boat; or a high speed duck. Never thought I would encourage you to sail headers, did you?

The other potentially positive outcome is that this "slow down" technique can often pull other boats back into the race which gives the lead boat more things to worry about. Instead of focusing all of their energy on you, there may now be a couple of other boats in the picture that they must worry about.

As the lead boat, I would favor more of a "loose cover"
(Continued on Next Page)

Racing Tips... (Continued from Page 10)

strategy. Don't try and cover your competition so tightly that you are sailing out of phase. And...don't tack to cover until you are feeling like you are back up to speed or have found a patch of smooth water to tack into.

I have driven my crew crazy over the years by being so obsessed with sailing my own race and staying in phase with the wind that I often discount their encouragement to tack right on top of my nearest competition. In hindsight, I think I have won a lot more races than I have lost by applying a loose cover...ever mindful of being in the proper phase and always trying and get the race over with as soon as possible if I am in the lead.

I often don't even look back at my competition if I am comfortable with my wind velocity and my angle to the finish line. My rationale is that if I am comfortable with what I am doing, there is no way anyone will catch me. Looking backwards all the time makes you sail backwards.

Next month, I am going to discuss the rounding of the first windward mark and getting set up for the first downwind leg.

Scott Young is the winner of the 2006 U.S. Men's National Championship and the 2006 Mallory Cup. This is his fifth time winning this title, three as skipper and two as crew. Other National Championship titles held include the 1975 U.S. Junior Doublehanded Championship (Bemis Trophy) and the 1976 U.S. Junior Singlehanded Championship (Smythe Trophy) in 1976.

Hey sailors!!! Help needed in knot tying.

Bruce McDonald and Susie Corcoran invite all AYC members to be part of our wedding celebration on Thursday, May 24, 2007.

The festivities will begin at 5:30 p.m. on the water. We will be married by club member John Burke on Ray Shull's J29. If you'd like to join us for the ceremony, it's BYOB – bring your own boat and raft up at Travis Landing, just south of the AYC point.

From 6:00 p.m. to 8:30 p.m., we'll host a potluck reception in the lower level of the clubhouse. Please bring an appetizer or a bottle of wine in lieu of a gift. We'll provide beer and soft drinks.

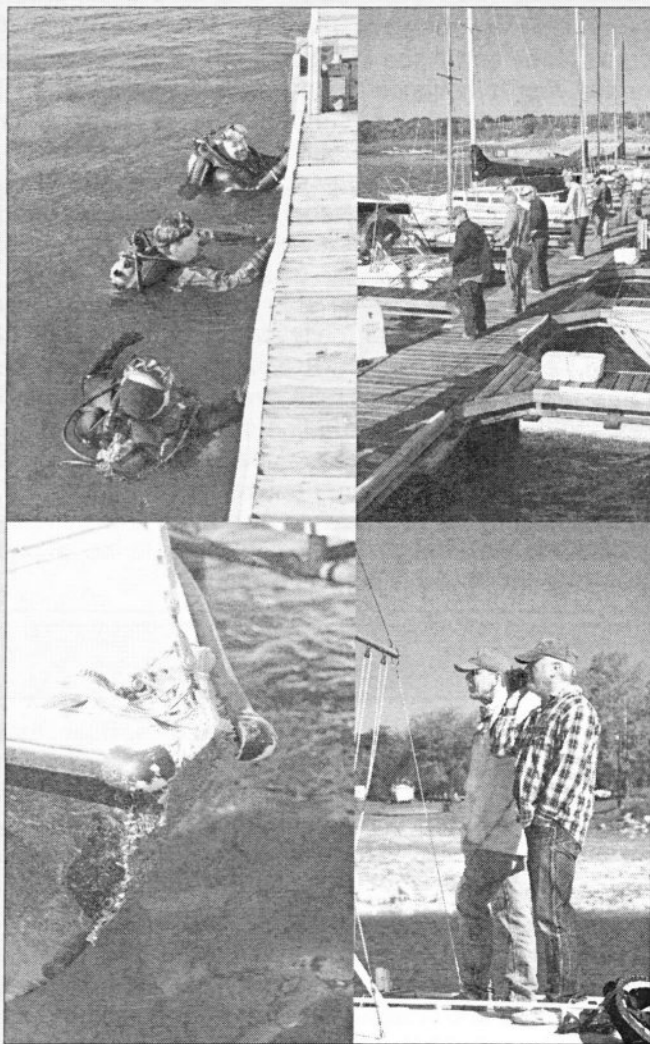
We need to know who's coming so we'll have enough liquid refreshment. Please RSVP to ghowiellc@aol.com or call Susie 512-785-2484.

SC-21 Fleet... Continued from Page 9

The fifth Spring Series race date had all of the idyllic conditions that we dream of. The lake had come up 15 feet, the winds were in the 10-15 knot range and we had ten South Coasts on the line. Once again, **John Bartlett** and **Mike Kilpatrick** stole the show, with **Ray Shull** and **Camden Bobek** taking second and third respectively. Regardless of the finish, it was impossible not to have a good time and it was great to see old friends under the cottonwood trees again.

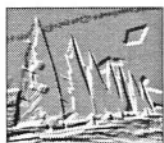
Looking to buy a South Coast 21? There are two on the market. Check the AYC web site for more information.

Dock Move Photos... (Courtesy of Bruce McDonald)



(Clockwise from upper left:) Divers at the ready; Vic Manning and Leon Lance coordinate the move; Cable pulled up; Here is what can happen when you economize on dock lines.

Laser Fleet News By Renee Ruais



2007 Laser Master North Americans

Laser Fleet 22 is proud to be hosting the 2007 Laser Masters North American Championship Regatta at AYC June 1-3.

I can assure you that I am among the most pleased with the lake's recent 20 foot rise! Anyway, for those of you not familiar with the lure of Laser sailing, this month's Sailing World magazine ran several great articles about the history of Laser sailing and even listed our event as one of the major master's events this year! With over 180,000 boats built, it is hard to deny the boat's success as a racing platform! For more information about the event and to see who is registered already, go to the event website at www.2007mastersna.com.

By the time you read this, the event will be less than 7 weeks away and I'll be in a full blown panic, so please forgive me in advance for my incessant begging! I would like to thank the **Sunfish fleet** in advance for volunteering to take care of the morning feeding frenzies, and **Pat Manning** for agreeing to be our PRO. We have a growing list of additional volunteers signed up for various things but I will be looking for more! (Don't bother to run and hide when you see me coming, I'll find you!) I hope to be able to compete (you only have to be over 35...not really old) but if I wasn't competing, I'd want to be on RC to watch what will surely be some fantastic racing! There are a number of small jobs to be done, like helping find dollies for competitors as they all try to come out of the water at the same time, and greeting the dinner caterer(s) so I can race J, so volunteering doesn't have to be a huge time commitment. Please contact me if you'd like to be a part (however small) of this notable event.

Blue Duck Season By Ian Fink

Blue Duck Season is here again! Yes, Blue Duck Season has officially opened. And you don't even need a Blue Ducking license!! Just do something, help someone, or open your mouth! Yes, it is just that easy to receive a Blue Duck nomination at the end of the year for most outstanding blooper.

This year has started off with a couple of accidental happenings worthy of Blue Duck nominations. **Bob Musselman** and **Aaron Volmer** have provided us with a great lesson in what not to do. Before they tried to head away from the dock in a chase boat to help perform their race committee duties, all systems were "go," or so they thought. They had their race commit-

Race Commander... Continued from Page 3

I'll see about setting up a repeat performance later in the year as a refresher course, probably as a lead up to one of our club-hosted regattas.

Congratulations to **Fred Schroth & Schroth Fiberglass** for hosting the **24th Annual Easter Laser Regatta**. Just under forty boats braved temperatures in the high-30s and low-40s (I actually had ice collecting on my deck at one point!) to chase the bunnies of his famed trophy ceremony. Fleet-sponsored events like this are a great complement to the club-hosted events for promoting our club at the state, national, and sometimes even the international level. Case in point – the winner of the longest-travel trophy was a guy who drove his Laser down from Toronto! The next fleet-sponsored events include the **South Coast 21 Intergalactics** (May 5th) and the **J/24 Texas Circuit Stop** (May 19th & 20th). If you don't normally sail in these fleets and are curious, start asking around. There are probably a few open crew spots to be had.

The next six weeks of AYC-hosted events gear up to the **Turnback Canyon Regatta** on Memorial Day weekend (**May 26th & 27th**). We start out with the **Spring Long Distance Race on Saturday, April 21st**. It's a single race up the lake and back using permanent marks. There are no registration requirements for AYC members – just show up and check for fleet splits. This is followed by the **Turnback Warmup Series**, a standard Sunday series starting on Sunday, April 29th and running through May 13th. One week off for the J/24 Circuit, then we all race to Lago Vista.

Lots of racing going on. Hope that you can make at least some of it!

tee bag thoroughly checked for items they need or would need and the marks were loaded into their boat along with anchors for the marks. Ooops!!! There seems to be an issue with the VHF antenna. No problem! They just moved to the next chase boat down. Just move their RC bag, marks, and anchors. Great! Good to go!

In going through a pre-float checklist on the race committee boat, **Total Recall**, others and this author saw a very peculiar sight between Keller's and the rigging dock: a chase boat being paddled. This could have been the result of several causes: engine trouble, steering system failure, electrical issues or....Oh yeah!!! No gas!! **Bob** and **Aaron** forgot to transfer the gas tanks from their first chase boat to their second
(Continued on Next Page)

J-24 Fleet News By Tom Lappin

J
24

Well, a lot has happened since I last wrote one of these, and I don't have a lot of time to write about it. Unfortunately, it's hard for me to comment about local racing, as I haven't been around for any of it. For me, the fortunate thing, is that I have been running around the US and Mexico sailing.

Just right after getting back from the PanAm trials, **Bob Harden, Roger Harden, Eric Nelson,** and **Gary Liddy** caravanned down to Puerto Valarta towing **mr.happy** and **Get'er Done** for the J/24 World Championships. A week later, the rest of the crew and myself flew on down there.

The actual event was just north of the city in Nuevo Valarta out of the Paradise Village resort. I have to say, the Mexicans put on a great event. Right from the get go, they had something going on every night, and they really do know how to throw a great party. Every night would feature a party that was designed to top the last. Also in true Mexican fashion, they would always feature prettier women than the last.

Racing the Banderas Bay was a real experience. The waves there are very different than the ones I have seen in Texas or Florida for that matter. For the most part, everything was predictable in that it followed the same pattern daily. We would get out to the course at about 10:30 or 11:00, with little to no wind. It would then build as the day went on. You would get swells that would come in from the right side of the course, and then a cross chop coming more from the left side of the course. It was really tricky to figure out at first, but after time we more or less got the hang of it. Ultimately, **mr.happy** ended up 19th and **Get'er Done** got 26th. With 70 of the top J24s participating, that isn't too

shabby when you think about it. I'd love to go into more detail here, but as usual, I'm waiting till the last minute to submit this, so you'll just have to come up and ask me for more details. If you want to see a video of some of the stuff that went on, please check out <http://www.youtube.com/watch?v=U5A6zgKN6Mc>.



Rober Harden and crew on mr. happy at the Beasley Cup (Photo Left)

As diehard J24 racers, as soon as we got back, we had to turn back around and head to Houston for the Beasley Cup. Galveston Bay really provided well for us, with great winds the whole weekend. Both **Get'er Done** and **mr.happy** sailed extremely well. Ultimately, **Roger** and his crew of **Tommy Gairloff, Eric Faust, Allyson Hopper,** and **Chris Corley** were able to pull it out by a single point.

I know that lately our participation numbers have been down. I'm hoping this is because we are all staying home trying to figure out how we can get our programs to the next level. Well, if that is the case, I'll give you some free advice, it starts with local series racing. Lets all try and get out there in full force the next series. It would be a great practice for our circuit stop in May that I know you will all be participating in. If you need help getting your program together, please feel free to talk to me for any help you think I might be able to give.

Blue Duck... Continued from Page 12

chase boat. We received a desperate voice hailer from **Bob** and **Aaron**. They asked if we could please bring them their gas tanks. We thought that it was of general knowledge that **John Bartlett** already received a Blue Duck award for this type of oversight, or at least in part. As a lot of us look to **John** for what to do on the water, after his latest Blue Duck award (yes, that wasn't his first Blue Duck award), I tend to try to not incorporate his chase boat operating skills into my bag of tricks. Perhaps a Blue Duck nomination and award for **Bob** and **Aaron** can help them avoid such additions to their skill sets, as well.

But that's not all! Super Bass-o-Matic also comes with

ten interchangeable rotors, a nine-month guarantee, and a booklet: *1,001 Ways to Harness Bass*. No, wait! That's not right!! Scratch that....

But that's not all! One evening in the not too distant past, **Joe Mancuso** enlisted help to launch his J/24 from this author. While this seemed like a good idea at the time, let's pause for a moment to consider a perfect storm brewing: A J/24 sailor is going to receive help from a SC-21 sailor to launch at boat—both types of sailboats, of the would-be geniuses, have had long histories of better sticking to the ramp than their trailers.

Well, this, along with other considerations, was overlooked as the sunlight was fading. For instance, after we placed the boat back onto its trailer from the work-area hoist, I had begged for the bow to be tied to the

(Continued on Page 18)

Building & Grounds Update

By David Lewis

Air Conditioning: With the Spring Series almost behind us and Turnback near on the horizon, the racing is heating up at AYC and so is the weather. It won't be long before summer is here in full Texas force and we have to start worrying about all of the added weight of the extra ice it takes just to keep the drinks cool through the race. Then, after the race is over, it's all about trying to catch a whisper of a breeze in shade of the South Coast cottonwood tree or on the patio under the Clubhouse. Wouldn't it be great to be able to gather after the race in some cool A/C and discuss brilliant tactics and awesome feats of crew work without rivulets of sweat running down your back? Well, that day may be coming, and it may be coming to our very own AYC!

Once upon a time, I am told, there used to be air conditioning in the AYC Clubhouse. The evidence is all there. There's ductwork and air handlers and even two empty coil boxes where the evaporator coils used to be. At some point, and consensus seems to be, that it was when the Clubhouse roof was last redone that the condenser units on the roof were removed and air conditioning went away. As part of a general effort to upgrade and improve the AYC Clubhouse, strong support has developed for bringing it back. Currently we are in the process of developing specifications and getting bids for installing new units for the Clubhouse. We hope to have a detailed proposal and costs to present at the April Board meeting so that work can be completed before Memorial Day.

While air conditioning will go a long way toward upgrading comfort after the races, this is just one of a number of Clubhouse and facility improvements that are currently in the planning stages. With a long range goal of making the Clubhouse and other AYC facilities more attractive and just generally more pleasant to use, as well as attending to some maintenance items that have been deferred, there are a variety of projects that are in the pipeline; some as actual near-term projects and some as distant visions of untapped possibilities. **Steve Vaughn** and **Walter Allan** and an all-star volunteer crew (**Ray Lott**, **Rick Smith**, **Danny Lien**, **Linda McDavitt**, **Duane Dobson**, **Larry Ratliff**, **Jim Eccles** and **Phil Welti**) demonstrated last month how visions could become realities with completion of their stained concrete design of a compass rose on the Clubhouse floor. If you haven't seen it yet, it's worth a trip to the club just to check it out. (When you get the chance, be sure and ask **Steve** how he knows that it's actually pointing to the north.)

Restrooms: Another project that's in the pipeline, and actually has been for several years now, is remodeling

the restrooms in the Clubhouse. Although serviceable, there's certainly no danger of our facilities showing up in *Architectural Digest*. And, although *Architectural Digest* clearly isn't the standard that we're shooting for, it seems like there is general agreement that the "stained concrete" that we have on the floor of our restrooms and the discolored rough cedar walls that can't be effectively cleaned falls a little short on the ambience scale. Likewise, the "shower curtain" partitions in the women's restroom was a good stop-gap measure to provide wheelchair-accessible facilities, but it still looks pretty stop-gap.

One of the difficult issues in remodeling the restrooms has always been how to reconfigure them to be wheelchair accessible without turning the current "two-holers" into "one-holers." There's just not enough room with the current footprints to provide the recommended space needed for wheelchair access. Moving walls around to make more space always comes up as a possibility, but it never seems like a very attractive one.

In recent discussions for upgrading the restrooms, one idea that seems to have gotten some pretty good traction is the idea of circumventing the existing space problem by adding a single new, unisex, wheelchair accessible restroom next to the existing women's restroom (i.e., where the beer box is now). This would allow us ultimately to remodel both the men's and women's restrooms without having to do major reconfiguration and relocation of the plumbing fixtures.

We are currently working on a detailed design for the new restroom and for the remodel efforts. The plan is to do the work in stages. The B&G 2007 projects budget was built around the idea that the women's restroom would be remodeled this year and the men's restroom would be deferred until next year. What we would like to do now is both the new restroom and the women's remodel, with the men continuing to rough it for a while.

Junior Sail Training facility: Still another facilities upgrade project that is underway is actually a continuation of a project from last year. As most of you have probably noticed by now, what used to be Shelter #3 is now the Junior Sail Training facility. **Danny Lien** took the lead last year in overseeing this remodeling effort, installing glazed windows, insulating the floors and walls, finishing out the interior, and installing air conditioning. These improvements converted the infrequently used shelter into a high-traffic training venue for junior sailors that is close enough to the Clubhouse to easily keep an eye on the youngsters, while still being separate enough to provide them with a space of their own. The finishing touch for the sail training facility, a shade awning over the porch and grassy area in front of the building, was deferred until this year. We plan to move

(Continued on Next Page)

B & G... Continued from Page 14

that effort along by setting the support posts for the awning as part of the Spring Work Day activities on April 14th.

The Building and Ground Committee is working closely with the Long Range Planning Committee to develop a 5-year vision of what the membership would like the Club to look like and what new or upgraded amenities they would like it to offer. If you have feedback, either on the projects currently underway or on possible future projects to enhance the beauty and utility of AYC, please contact the Building and Grounds Commander, **David Lewis** (dlewis@signaturescience.com), or any of the other members of the B&G committee (**Frank Woodul, Jim Casto, Bob Gallant, or Linda Donovan**), with your thoughts.

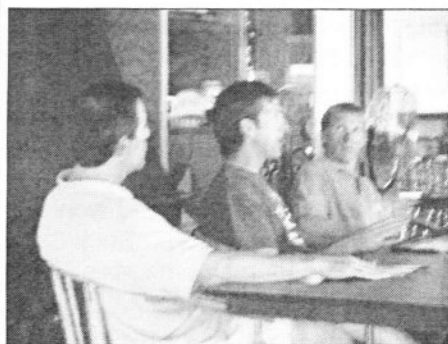
AYC Grounds Spring Clean-up Day April 14th



Come out and help us spruce up AYC's grounds for Founders Day!

Clean-up efforts will focus on cleaning out and replanting the flower beds—out front by the sign, by the anchor, and by the bell—but there is some general clean-up needed, as well. In addition, we are planning on setting some steel support posts for a shade awning in front of the Junior Sail Training Facility and doing a little repair work on the driveway. The planned scheduled is 8:30 to 2:30. Lunch will be provided around noon. Volunteers should bring gloves, spades, hoes and the like. E-mail our Buildings and Grounds Commander, **David Lewis** (dlewis@signaturescience.com), for more information and to sign-up, or check the AYC website under the calendar entry.

Keel Fleet News By Steve Vaughan



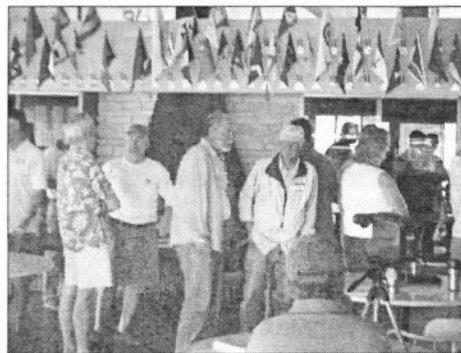
(L to R) Scott Young, Doug Kern and John Bartlett (Photo Left)

Seminar Series

The keel fleet racing seminar series continued on March 24

with 40 sailors attending to hear some really great racing tips from an AYC All Star experts panel which included defending Mallory Cup champions **Scott Young** and **Doug Kern**, as well as sailing wizard **John Bartlett**. **Claude Welles** orchestrated the session by leading the experts panel through a day of racing by posing questions on expert thinking from the morning on a race through boat prep, starting, upwind, downwind and finishing strategy's and tactics. If you missed the seminar you better expect that those who did attend will be moving ahead of you on the finishing cards! Many Thanks to **Damon and Debbie Gallo-way** and the **Non Spinnaker fleet** for feeding the hungry crowd.

Standing in line for burgers (Photo Right)



The 2007 Keel Fleet Seminar series concluded on April 6, with

an exciting and motivating presentation by the world famous sailor Gary Jobson, look elsewhere in Telltale for full coverage of this event.

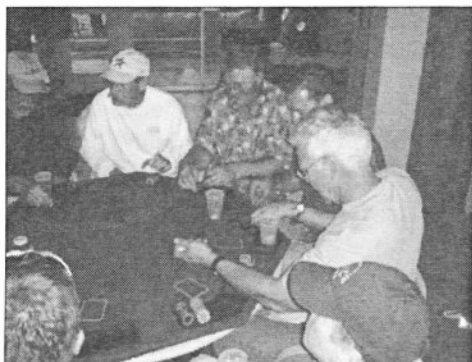
Racing

The Spring Series limped off the starting line on February 25 (Global warming is moving Spring time earlier and earlier) with light and variable winds that held throughout the race. Only 5 of the 20 boats starting in the 3 PHRF fleets finished within time limits so the series is still wide open. The second race of the series on March 11 included a great party that brought all of the club fleets into the clubhouse to make a bigger and better party, the club and several one design fleets contributed food and beverage. Many thanks to the

(Continued on Page 16)

Keel Fleet ... Continued from Page 15

club and the OD fleets for helping make it a great party. The Keel fleet provided additional entertainment in the form of a Texas Hold 'em poker tournament. 27 sailors / poker players competed in this inaugural tournament to earn the AYC poker crown. **Dave Hilfer**, AYC's most well known professional poker player did great job organizing and executing the tournament and won the honor of running the next tournament at TurnBack Canyon Regatta on May 26th. The tournament spoils (AYC Caps) went to the top three finishers. New AYC member and Keel Fleet sailor **Rob Stivers** claimed third place, Second place went to long time AYC member and frequent poker player **Calin Popescu**. The AYC poker championship title and first place went to **Elliot Bray** another new AYC member. Despite a great representation from nearly all club fleets the top three places were swept by Keel Fleeters. Hmmm, maybe a little Keel Fleet / OD rivalry is in order for the Turnback tournament????



*Poker Tournament in Action
(Photo Left courtesy of Robbie Nelson)*

*The final table
(Photo below courtesy of Robbie Nelson)*

At this writing, the Spring Series is being denominated in B Fleet by **Mike Chambers** (Olson 25), but continues to be a relatively tight race in Non Spinnaker be-



tween **Duane Dobson** (SC21), **Steve Ehlers** (Cat 30) and **Bob Goldsmith** (Hun 28.5). The key A Fleet leadership contention is between **Eric Rochard** (Melges 24) and **Jim Tillinghast** (J-29). The series will conclude after this Telltale deadline so check the AYC web site <http://www.austinyachtclub.net/> for final results.

One more plea to all Keel Fleet racing sailors. Following the series race events please bring your crew and boat party to the clubhouse and share your stories/tribulations with the rest of the fleet. One big party is

way better than a dozen smaller ones. With a critical mass of sailors together maybe we can get some pizza delivery going mixed with a little beer (or Rum) and provide the sustenance of life to all....

Finally, be sure to not miss the AYC Spring Long Distance race on April 21. Weather permitting this race will be challenging from both racing and navigational tactics. This race format provides Keel Fleeters with the opportunity to excel. The race is expected to be long, about 4 hours and up to 20 miles, depending on the wind. Rumors have it that free beer and RUM will accompany the event. Check the AYC website, <http://www.austinyachtclub.net/> for the latest info.

Fleet Business

I am pleased to report that **Larry Ratliff** has grabbed the reins of A Fleet leadership. Thanks **Larry**.

If you have not yet renewed your fleet membership for 2007 (a paltry \$15) please call or email **Hector Lujan** or **Steve Vaughan** and let us know your desire to renew. We will sign you up and put the charge on your AYC bill. Membership buys you into support of a wide range of events like the **Gary Jobson** presentation, event discounts, assured email from the Keel Fleet on event activity, an entry ticket into the championship event and the warm inner glow of belonging to a great fleet. Our fleet membership stands at 36, kinda short of the over 150 Keel Fleet boats in the club.

Also if you have not renewed your PHRF certificate (and most of you still have not) please pick up a form at the AYC office or download from the AYC website (Keel Fleet, Local PHRF Info) and drop it off at the office or mail/email to **Jim Johnstone**. These renewals are important to insure our boats are correctly/fairly rated. Renewal will be required for registration for upcoming racing events this year.

Blue Duck Award contender?



'Ammo Box' heading up on the hard.

(Photo courtesy of Bruce McDonald)

Gary Jobson at AYC!

By Steve Vaughan



Gary Jobson speaking to a full clubhouse (Photo Left)

The Keel Fleet of the Austin Yacht Club, and The US Sailing and Mount Gay Rum speaker series featuring Gary Jobson was held on April 6 at AYC. This event was organized, promoted, managed and funded by the Keel

Fleet. This standing room only event filled the clubhouse with an excited crowd that included founding members of the club, many past commodores, numerous senior members, nearly all recently accepted probationary members and hopefully a bunch of membership recruits. Over 130 sailors attended. Past Commodore, **Claude Welles**, organized and orchestrated the event and **Paul Ballett**, AYC immediate past commodore, introduced Gary to the clubhouse crowd. Gary began his presentation with some engaging stories of his more memorable sailing adventures and kept the crowd excited and motivated with his video presentation of recent sailing events around the country and around the world. Gary gave an extra special encore video presentation on the history of the America's Cup. This video was in fact an in-progress pre-release editing version of the video presented the following week to the New York Yacht Club and then aired on ESPN Classic on April 13th. AYC was the First public showing of this **Walter Cronkite** narrated video.

Prior to Gary Jobson's presentation, an invitation only dinner was held with Gary Jobson and 12 lucky AYC sailors. The sailors were selected at random from a drawing where drawing entries were given for each skipper race participation or R/C duty or attendance at earlier keel fleet seminars. The lucky dinner guests were **Doug Laws, Danny Lien, Ken Taylor, Jordan Owens, John Grzinich, Walter Allan, Renee Ruais, Linda McDavitt, Ray Schull, Steve Gay, Perry Weller** and **Ian Fink**. During dinner, Gary talked about his life experiences and thoughts on how to stimulate yacht club activities and participation. Gary asked the attendees for their thoughts on what they would like to hear about in his upcoming presentation and he used these thoughts to set his presentation agenda.



A very attentive audience (Photo Above)

Following Gary's presentation, he was presented with an AYC burgee, AYC cap and AYC shirt to help him remember AYC and entice him to return soon. Door prizes which included T-Shirts and \$50 gift certificates from Landfall Navigation, were given by random drawing to attendees. The evening ended with a very popular Mount Gay rum sponsored social hour that was hosted by some of AYC's best bartenders, **Barry and Twila Bowden** and **Corey Block**. During the social hour Gary talked and posed with many individuals and autographed his latest book for attendees. The evening ended with a great volunteer effort to reset the clubhouse furnishings for the Easter Laser Regatta that was held the following day. Many thanks to all the volunteers that help set of the event, including **Jim Tillinghast** who arranged for the seating and **Renee Ruais** who loaned us a terrific video projector.



Event Organizer Claude Welles (Photo Above)

The very popular "bar tenders" Barry, Twila and Corey (Photo Below)



The Seminar was an over the top success and hopefully the first of more to come.

(Event photos courtesy of Susie Corcoran)

US SAILING ANCHOR PROGRAM



If you decide to become a US Sailing Member through the Austin Yacht Club You will receive a discounted membership. To become a member through AYC, please fill out the form below and send it to AYC at 5906 Beacon Drive, Austin, Texas 78734-1428 or fax it to (512) 266-9804. The prices are: Single \$40, Family \$60. Please see the US Sailing Website for more about the Anchor Program and the benefits you receive as a member: www.ussailing.com. **DUE BY: APRIL 30TH**

Yes! I would like to purchase a US Sailing Membership and charge it to my AYC Club Account.

Member Number _____

Check One: Family Membership _____
Or
Single Membership _____

Name _____

Address _____

Signature _____

2007 BEER CAN SERIES

Starts APRIL 20th

WHEN: Every Friday from April 20th through September 28th

FORMAT: Reverse Handicap Start: (*fast boats start last*).

RULES: Corinthian Rules apply. Protests are resolved by a "Peer Review".

SPINNAKERS: Use 'em if you got 'em. Non-Spinnaker boats may start **30 seconds earlier**.

1st and 2nd PLACE FINISHERS: Add 30 seconds to your start time for the remainder of the series! This is **cumulative** for each race in which you place 1st or 2nd!! In simple terms, every time you place first or second, add 30 seconds to your start time for **every remaining race** of the series! For example, if you place first or second in race 1 and 3, you will add **60 seconds** to your start time for race 4 and every subsequent race. If you place first or second in race 4 then you add **90 seconds** to your start time in race 5 and each subsequent race!

SAFETY AND COMMUNICATIONS: There is no Race Committee on duty. **Sail at your own risk!**

START: First start is 7:00 pm CDT. The **OFFICIAL TIME** the course and **YOUR START TIME** are posted on the bulletin board below the AYC clubhouse.

Bring lots of friends — Have lots of Fun!!!

Blue Duck... Continued from Page 13

trailer. Well, begging didn't seem to have any affect on the situation that was brewing. Moreover, my longing for a coupling of chains from the trailer to my truck went unrequited, since the trailer had no chains. And we're off to see the Wizard!

With no chains and no line from the bow of the boat to the trailer, backing down the ramp went very slowly and carefully. Hey great! The wheels are in the lake! Now all we need to do is attach the trailer retrieval line to the truck and detach the trailer tongue from the hitch. Well, I was informed that we were to launch another way. Thus, I pulled the trailer up so that the rear trailer wheels could be chalked. After chalking the trailer wheels and attaching the trailer retrieval line to the truck, I attempted to loosen the trailer tongue from the hitch, but to no avail. It wouldn't budge! At this point, I told **Joe** that we should bring the trailer and boat to the top of the ramp so we could fiddle with the release mechanism of the trailer tongue.

This is when **Joe** informed me that all that was needed

was an application of a hammer. Well, okay, this is **Joe's** trailer, and I figured he knew his equipment better than I. He disappeared into the, now, darkness of the new night. Shortly thereafter, he reappeared from the darkness, and **Joe** does not have the hammer I had, foolishly, envisioned was going to be used. He had returned with a sledgehammer. I had never seen a sledgehammer used to extract a trailer tongue from a hitch, so I was intrigued and backed away and pondered if this method had been inspired by John Henry.

Whack!! Clank!! Hey, the trailer tongue is off the hitch! Great! I learned a new way of launching a J/24! But wait! The trailer tongue is starting to rise. Doh!!!

So, I jump to the trailer tongue and throw my chest over it as Joe grabs the end of the trailer tongue! Well, I thought we'll have this on the ground in no time, but then this thought started to drift toward the shrinking concrete as all of my plumpness is being lifted off the ground. Maybe, I should have eaten even more Ben and Jerry's over the past week. Or maybe not, since by now, I am starting to slip as the tongue continues to rise! Oh no! There I go; plummeting back to the ramp

(Continued on Next Page)

Junior RoadRunners

Lifejackets!

Please come by the office and pick up your lifejackets!

Easter!

We will have practice all week including Easter!

Lakewood!

Who's sailing at Lakewood on the 21st and 22nd???

Notes From Laura Barry...

I need to know who is sailing at Lakewood on the 21st and 22nd-- so they can get a head count for the Clinic on the 2nd Day. Please respond asap!

Adults—Do you wish to be apart of the golden anchor program? Call the office. For US Sailing Membership- Single membership-- \$40; Family Membership-- \$60. Due by: April 30.

Interested in chartering Lasers for Masters? Please contact the office for more information – Members Only may charter until April 1st, then participants may charter starting May 1st.

Blue Duck... Continued from Page 18

from whence I came. After landing on my feet, **Joe** is not able to hang on any longer either. The boat, with its new VC-17 bottom, had no chance of sticking to the trailer.

Crash!! Crunch!! Ouch!! Bang!! The boat slid down the inclined trailer and found a resting spot with its keel and transom on the ramp.

Shortly after, I tried to take a step and also found the ramp with my knees followed by the rest of my body. Okay, time to get up! Back on my feet, again. Time to take a step, again, and here comes the ramp, again! Well, why won't by legs work? After a short examination of my walking sticks, I noticed some welts starting to appear as the pain of a charlie horse flowed into my thighs. The trailer tongue had returned to the ramp by way of glancing off my thighs. I guess I'll just sit on the ramp for a bit. Note: Do not try to walk too soon after charlie horses is received in both legs!

Now with the boat sitting on its keel and transom on the ramp with its bow supported by the back pads of the trailer, which is still chalked, what to do? Beats me!! To the bat cave! Wait, I don't have a bat cave. Doh!! To the cell phone! **Vic Manning** might have some words of wisdom. **Pat Manning** answered the phone and informed that **Vic** was temporarily occupied, so I asked her to send her loving husband down to the north ramp when he had a chance to give us some needed advice about a J/24 that was now immobilized and sit-

ting on the ramp. While on the phone with **Pat**, **Joe** called **Fred Schroth** to see if he could provide any advice or assistance.

Both **Vic** and **Fred** show up in a few minutes, and both said that the boat could not go anywhere for a good while, at least not until a crane could come out. **Fred** pointed out that all the wheels should be further chalked and the back pads should be secured, as well. **Fred** also helpfully pointed out that a SC-21 sailor was trying to help out a J/24 sailor to launch a boat. Great! Where was that advice earlier? He was also helpful in telling us that we could not launch a J/24 like a SC-21. Well, if we had done so, a stationary rotational point *would not* have been formed on the ramp, and, just perhaps, the boat and the trailer might have made it into the lake. This along with other possibilities might have increased our chances of successfully launching. Hind-sight is still 20/20, nevertheless.

The only injuries were our egos, a few bruises, and the boat's keel, transom, and rudder. Now we are happy to laugh at ourselves, provide an exciting story for a Blue Duck nomination, and hopefully provide you with a few things of what not to do.

While no serious injuries were incurred, it could have been a lot worse. Please be careful out there. Also, please watch yourself and others, especially your children, around the ramp and its surrounding areas.



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