



Telltale

March 2007

Monthly Newsletter

US SAILING

MOUNT GAY® RUM
SPEAKER SERIES
featuring
Gary Jobson
at
Austin Yacht Club
April 6, 2007

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Nathan Cooper photo



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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

From The Commodore By Eric Nelson



Like our beloved Texas wildflowers, AYC is posed to explode into its multifaceted glory this month!

On the business side of things, the Board approved a 2007 operating budget. This budget is detailed as part of February's Board Agenda, which is always available to the membership via the AYC website Events section. The value of our new Treasurer's Advisory Committee concept was clearly validated to me as I believe their role really helped make this year's budget one of the most comprehensive and complete in many years. I urge you to become familiar with the results.

In our Sail Training areas the adult activities are hitting full stride with introductory as well as race skill building classes on tap. These AYC organized events are nicely complemented by the continuation of the Sailboat Racing Seminar Series that is being run by our Keel Fleet. On the youth side, March's marquee event has to be Road Runner Regatta, which was held the first week-end of this month. But that is just the beginning, AYC's expanded Summer Camp program has opened for registration and the initial response has exceeded projections, for instance many PB&J sessions are already filled. This month's Telltale, club postings and of course the AYC website Events section all contain both content and sign-up details for these programs.

A new slant on AYC series racing related social activity is also on tap this month with the Daylight Savings Celebration Social. We aren't waiting until the end of series to have some collective fun, and the key word is collective! This event is designed to provide a way for all racers to commingle as a single group in the clubhouse.

The Social Committee is hoping that this event will provide an alternative to individual fleets always congregating in separate clicks after the races. Probationary members will receive a special invitation to this event to make sure they know about this option of meeting other members outside the normal fleet affiliation paradigm...come out even if you aren't racing! With the planned A/C upgrade for the clubhouse, maybe this type of event can happen occasionally later in the year also.

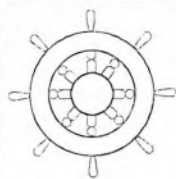
Of course the main event at AYC is our racing schedule and the Spring Series is in full swing, albeit with an uncharacteristic light air beginning (first race scores: the Hobie 33 took 1.5 hours to go 3.67 nm!). However, March has come in like a lion (like they say), so keep the faith and join the racing! The NOR and SIs are posted in the AYC website Events section.

A SPECIAL THANKS TO:

ALL OF THE AYC MEMBERS THAT VOLUNTEER THEIR VALUABLE TIME AND EFFORTS INTO MAKING THE AUSTIN YACHT CLUB THE EXTRAORDINARY SAILING AND RACING CLUB THAT IT IS!

--'07 AYC BOARD OF DIRECTORS & STAFF

AYC Vice By Bob Goldsmith



Sitting on the deck at the Clubhouse looking out at what appears to be a large, meandering hole in the ground with a small puddle of water at the bottom, it is easy for the AYC sailor to lapse into self-pity. Get over it, things could be worse! Check this email exchange which recently made its way to my inbox:

Frozen Yankee: Question for the 411 Fleet..... What is the right sail combination for when the wind exceeds 25 knots and the snow accumulation on the spreaders passes 18 inches? Spring cleaning starts in six weeks. Happy shoveling for the Northeast sailors.

Houston B411 Skipper: As an accomplished sailor, I thought you might have an answer to this problem. Sent via the Beneteau 411 owner's network.

Accomplished Sailor: Maybe you have an answer for this one.

Y'r Ob'd Servn't: Sails should be neatly folded, bagged and properly stowed. Snow accumulation should be viewed from window of bar of your Club, preferably while nursing a decent cognac.

And you think we have it bad? Have you raced yet this year? The lake is same as it ever was once you thread through the shallow water markers at the mouth of the harbor – which is to say a really great place to spend a Sunday afternoon trying to humiliate your friends. As a new amenity in the AYC “no frills” tradition, the landings on the recently added sidewalks on the point provide perfect “base camps” for the 200’ rappel down the sheer cliff face to your dock! Quit whining ... get out there.... you need that sailing fix. Speaking of which, our major regattas are going to be three very special events this year. The Leukemia Cup raised over \$100,000 for that fine charity in its initial outing last year, and it will continue to build as a super prestige event for AYC this year. Highly distinguished Past Commodore **Claude Welles** and giant party planner of renown **Jeane Goldsmith** are the Co-Chairs. Another legendary Past Commodore, **Steve Vaughan**, will chair Turnback. Steve feels somewhat challenged by the fact the using the usual course might require all terrain vehicles instead of boats, but, as Lao Tzu tells us, “in every adversity there is an opportunity”, and Steve promises to come up with a regatta that not only will stick with boats but will be loaded with fun. This man is on a roll – stay tuned. Which brings us to the Centerboard Regatta which will be chaired by **Johannes Brinkmann** fresh from his outstanding year as Sail Training Commander in which he and Sailing Co-ordinator **Laura Barry** revolutionized that aspect of AYC. Should be a bigger and better regatta, too. See you out there....



2007 Racing Schedule

March 3,4	TSA Roadrunner Regatta
March 11	Spring Series #2 (1:30 FWS)
March 18	Spring Series #3 (1:30 FWS)
March 25	Spring Series #4 (1:30 FWS)
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 21	Spring Long Distance Race (11:00 a.m.)
April 29	AYC Turnback Warm-up Series #1 (1:30 FWS)
May 5	South Coast 21 Intergalactics Regatta
May 6	AYC Turnback Warm-up Series #2 (1:30 FWS)
May 13	AYC Turnback Warm-up Series #3 (1:30 FWS)
	EOS Buffet & Trophy Presentation
May 19, 20	J24 Texas State Championships (Part of the USJCA District 14 J24 Circuit Series)
May 26, 27	Turnback Canyon Regatta
May 31– June 3	Laser Masters Regatta
June 9, 10	J80 Circuit Stop
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)
July 21	AYC Dog Days Series #3 (4:30 FWS)
July 28	AYC Dog Days Series #4 (4:30 FWS)

AYC Upcoming Non-Racing Events

March 10	Adult Sail Training Start Clinic (9:00 a.m.—4:00 p.m.)
March 11	Meet The New Members Social (4:30 p.m.)
March 15	New Member Candidate Meeting (6:30 p.m.)
March 17	Race Signal Clinic
March 22	AYC Board meeting (7:30 p.m.)
March 24	Sailboat Racing Seminar Series (10:00 a.m.—3:00 p.m.)
April 6	Gary Jobson Seminar & Social (7:00 p.m.—10:00 p.m.)
April 19	New Member Candidate Meeting (6:30 p.m.)
April 26	AYC Board meeting (7:30 p.m.)
April 29	Founder's Day Brunch (10:00 a.m.—noon)
May 17	New Member Candidate Meeting (6:30 p.m.)
May ??	Sailboat Racing Seminar Series (10:00 a.m.)
May 24	AYC Board meeting
June 28	AYC Board meeting

You are Cordially Invited to
AYC's Opening Day
now

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

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Racing Tips By Scott Young



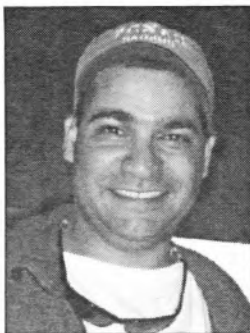
Be the Shift

Have you ever been driving in traffic and it seems like you are hitting every intersection just as the light is turning green? Are there days where every meeting or appointment is exactly on time and lasts just the right amount of time for you to make your next appointment? I know...it doesn't happen very often but those days might be for us what it is like for Michael Jordan or Tiger Woods....that feeling of being in the "zone".....those days where the basketball hoop or maybe the hole on the putting green looks big enough to drive a truck through. To equate it to sailboat racing terms.....I will call it "being in phase" with every wind shift.

When approaching the weather leg of a sailboat race, the goal is to connect the dots on your journey up-wind in such a way as to try and create the straightest line possible from the starting line to the windward mark. If you were to plot your course on a graph, tack by tack, the goal would be to have the fewest "zigs and zags" possible. (Continued on Page 11)

Race Commander News

By Ravi Subramanian



The racing calendar is ramping up! The Spring Series kicked-off in late-February with thirty-eight boats – sixteen from KHF, nineteen one-design (not counting C-22s who did race committee), and three Sunfish in the center-board start. The wind was a bit sketchy as the incoming southerly battled a dying northerly, but a good day overall. The following weekend, the Junior Road Runner regatta had a great turn-

out (and even greater winds, but some not so great temperatures!) and, as this goes to press, we're looking forward to the second Spring Series race.

Complementing the race schedule is an ambitious training schedule so that we can all go out there and continue to improve. The Keel Fleet Racing Seminar organized by **Steve Vaughan** had a great turnout on the first Saturday and looks to continue that trend. This set of seminars covers everything from boat prep to crew organization to tactics and culminates with the **Gary Jobson** Seminar on April 6th. Don't forget that there's one coming up on March 24th on boat speed, tactics, and strategy.

Our Sail Training Commander, **Linda McDavitt**, has also organized a full schedule. The first adult learn-to-sail clinic had twenty participants (and 30+ knot winds!) and there are quite a few more scheduled throughout the year. If you've got friends or crew members who want to learn more have them check the calendar and sign up. Linda also scheduled a Starts Clinic with **Scott Young**, but by the time you read this it should have already happened. If you missed it and the competition seems to have the jump on you at the next start, maybe that's why.

Also, coming up on March 17th is a Race Signals Clinic run by **Brad Davis**, a recent transplant from the Dallas area (Rush Creek and Corinthian). Brad is a certified race officer and has run everything from club races to international regattas. He wants to teach you everything you need to know about the signals the race committee uses on the water. Most of us know the basic starting signals, but things get tricky when the wind shifts (not on Travis!) or marks go missing (not at AYC!). Come out and learn!

Other than that, the Series Race schedule continues and many other regattas are on the horizon – the Easter Laser Regatta on April 7-8, the Spring Long Distance Race two weeks later on April 21st, the South Coast Intergalactics two weeks later on May 5th, and several more beyond then. Keep checking the calendar and keep coming out!

Membership News By Paul Ballett



At the February Board Meeting of AYC the board approved all the following requests for New memberships and status changes.

A. Approval of Probationary Members

Rob Stivers approved as a probationary Sr. member. Rob has been an active racer on the west coast and recently purchased a Hunter 28.5.

Ken Taylor was reinstated as a associate member.

B. Members' Status Changes

Chris & Corey Block were granted a status change to non-resident having moved to Houston.

Bill Curra met his requirements as a probationary Sr. member and becomes full sr. membership.

Don Dwight met his requirements as a probationary member and becomes a sr. membership.

John Adair met his requirements and becomes an Associate Membership.

Reed Hines & Randy Rankin both student members resigned, both have outstanding accounts, the request is subject to full payment.

Paul Schoenfield and **Steve Madere** have been granted an extension to meet probationary requirements.

C. Membership Totals

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

MEMBERSHIP TOTALS	January EOM	ADD	SUB	February EOM
Senior	338	1	1	338
*Honorary	7			7
*Life Member	21			21
Associate	16	1		17
Young Adult	10			10
Junior Student Member	21		2	19
UTIST Member	20			20
*Leave of Absence	0			0
Non-Resident	9	1		10
Ol' Salt 10 Year	10			10
Ol' Salt 30 Year	19			19
Total Non-Paying Members	47			47
Total Paying Members	424			424
Total Members	471			471

Long Range Planning News

By Lanelle Montgomery

Long Range Planning Committee Holds "Town Hall" Meeting Regarding the Strategic Plan

The first draft of the Strategic Plan was posted on the AYC website for all to read and make comments. Then, on February 15th a lively discussion was held at the Clubhouse and many good suggestions made. The Strategic Planning Subcommittee is now working on the next draft and will post it on the website when completed. Please read it and give your input when the next version is published.

From The Galley By Barbara Prashner



Greetings fellow sailors...

At the request from a number of members I'm creating a compilation of recipes and tips for using the facilities and equipment at AYC. We welcome any and

all submissions. These will be compiled and later put online.

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 McDonauld, 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 we have the clinic on Starts with **Scott Young** providing instruction and on the boat training. This should be an invaluable experience for our racers at the club!

April 28th will be a look at **TEAM RACING** for those who want to go one step further in their boat handling. It will be on the Club 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 through 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.

The Junior program is going full steam with eight Juniors participating in the Roadrunner Regatta this 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!

ADULT SAIL TRAINING TEAM RACING

Saturday, April 28, 2007
9am to 5pm

Want to go one step further on playing the game? Join us for a chance at the exciting sport of team racing! If you watched some of the Intercollegiate Nationals, you probably wondered why the lead boats would turn around and go back to play with the others. Do you think that they were just lonely up there in front?? Well, come on out and find out why and really get to enjoy another exciting aspect in sailing!

\$10 per person

Cost includes lunch and instruction, use of Sail Training boats

8:30 am:	Check-in will begin
9am:	Chalk talk; Rig boats and head for the starting line!
Noon:	Lunch, debrief and thoughts to try for improvement
1pm:	Back on the water
4:30 pm:	Debrief and snack time

If you would like to bring your own laser or sunfish to this clinic, please let Linda McDavitt know. Depending on the size of the group we will use Lasers, Picos, 420s, FJs and possibly Sunfish.

Registration starts April 1st.
Dead line for Registration is
Wednesday April 25th.

Past and present UT Sailing Team members who would like to help with this program, and for more information, please contact Linda McDavitt at (512-731-6614) or at bandboat@yahoo.com



Frost Bite finish:

Two Ensigns made it out for the final day of racing in the Frostbite series: **Robin Drummond** sailed **Puff Daddy** with help from **Randolph Bertin** and **James Wilsford** was joined by **Danny**

Lien on **Esmeralda**. Those two boats were joined by SouthCoast 21 **GinTonic** in the slow boat spinnaker class. After rounding the first mark and heading "downwind" to B mark, the wind shifted dramatically to the North, leaving those with Spinnakers up scrambling to adjust. **Robin**, sailing without a spinnaker, adjusted her sails to close hauled and took the lead, while the other boats were trying to re-adjust to the new wind. It was a lead which she managed to hold onto for three mark roundings. **GinTonic** finally moved ahead on the only true downwind leg from E to K. The big comeback award goes to **Esmeralda**, though, as **James Wilsford** had fallen well back in lighter air before coming into the final mark with speed right behind **Robin**, and still well back of the leader. He went right when **Robin** went left, sailing all the way to the lay line before tacking to finish, and came within half a boat length of winning the race, just failing to catch **GinTonic**. Second place was just enough to secure the series victory by one point!

Spring Series

Sometime with the wind it is either Feast or Famine. On Saturday, February 24, with some Ensign sailors helping out with a sail training class, it was blowing steadily in the mid 20s out of the Northeast, with gusts routinely in the mid 30s most of the afternoon. On Sunday, with the opening of the Spring Series, it was a different story. Six Ensign skippers and crews came out to compete in our first one design race of the year: **Danny Lien** and **Carolyn Wilsford**, **Tom and Kelly Groll**, **Sarah and Jonathan Baker**, **Randolph and Michael Bertin** and **Tom Nelson**, **James Wilsford**, and **Frans and Karel Dahmen** made up the fleet. Quite a few of the regulars were on the water, but we missed some other frequent sailors whose boats are still on the hard. Although the weather was be certainly beautiful with clear skies and temperatures in the mid 60s, almost all the wind had apparently been used up the day before! Somehow, though, RC did manage to just barely find enough wind (from just about every direction) to get in two races.

In the first race, **Frans and Karel** went way out to the left which brought them to the first mark of the W1 in the lead, and they simply followed the winning formula of get in front and stay there, increasing their lead over

the remainder of the race to win going away. **The Bakers** on the other hand were left behind at the first windward mark when the wind died there, allowing the rest of the fleet to sail away. At the leeward mark, three boats rounded at once (**Lien, Groll, Wilsford**) making for a pretty tight race to finish second. **Festina Lente** was in a wide comfort zone, too far back to catch those ahead, and well in front of the boat behind. But in sailing, big leads can quickly evaporate. With **Randolph** out to the left, a huge wind shift to the WSW put them in the position of having to sail practically backwards to get back towards the line, while the **Bakers** were in a stronger wind and picking up plenty of steam. The situation was becoming more and more anxious, as the gap between the boats narrowed, while **Festina Lente** was still short of the layline. They made a last tack hoping to get some speed back up and make it inside the pin. Then a small header looked like it might occasion a monumental collapse, but they just managed to get across the line a length or two ahead of the **Bakers**!

In the second race, it was a one leg beat to the windward mark and the fleet was not too spread out as a result. Downwind, half the fleet went left and the other half went right, and the boats ahead who had sailed toward Cypress cove fell into a lull, while those on the west side of the course found a slight breeze. At any rate, four of the boats converged at the leeward mark (**Baker, Lien, Groll, Bertin**), and coming out of the mark a reach to the finish would give the victory going to whomever could get their boat speed up. It was a different kind of speed that made a difference at the end, though, as the wind completely evaporated just short of the finish line and we literally drifted across. As it turns out, **Danny** and **Carolyn** were the fastest drifters that day, with the **Bakers** finishing a couple of boat lengths (and minutes!) behind. The **Grolls** managed to drift into third, ahead of **Festina Lente** who was going slow, slowly. The **Flying Dutchmen**, and **Esmeralda** were in a dead heat as well, a bit further back, and **Frans and Karel** managed to pull ahead late and finish "way" ahead in time, but only a few boat lengths or so in distance.

As **Kelly Groll** said after the race, it was pretty fun, sporadically. In short, it was a pleasant day on the water, and a real joy to see everyone again for some Ensign fleet racing. If you didn't make it out, there is still plenty of Spring Series left!

Hydro Hoists were approved by the Board for use by the membership at AYC

Specifications are available in the February Board of Directors report/agenda on line. Including the next printing of the Harbor rules. Bob Leonard of the Harbor committee has negotiated a 20% discount off the MSRP to AYC members who order directly from Hydro Hoist. Call 1-888-311-6817. BE SURE to remind GiGi you are an AYC member.

Roadrunner Photographs...



*Photos courtesy of
Bruce McDonald.*

Please see
Race Results
on Page 12.



Founders Day Brunch

And

Turnback Warm-Up Series Kick-Off!

Sunday, April 29, 2007

Come out to the club for our traditional "Opening Day" morning brunch featuring a hearty breakfast casserole, croissants with strawberry butter, and other delectable treats.

Enjoy a glass of festive punch or a cup of coffee and come meet the past commodores and founding members of our club.

A brief ceremony will be held and then it's a race to the racecourse for the beginning of the Turnback Warm-Up series!

More details in the April issue of the Telltale!

SC-21 Fleet News By Susie Corcoran

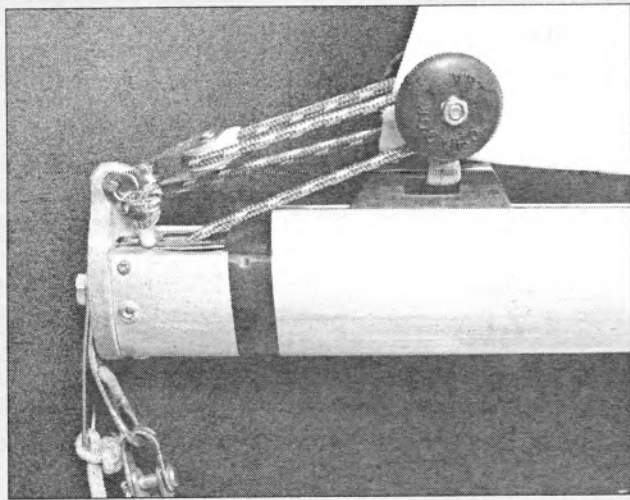


One of the fun things about owning a Southcoast is doing the upgrades to make her easier to sail and more competitive. This is the first of a series of monthly tips. Details are avail-

able on the SC 21 home page. Enjoy – and please participate!

Southcoast 21 Tip of the Month: An Easy, Inexpensive 4:1 Internal Outhaul System for SC 21 and Similar Boats By Bruce McDonald

This month's project is the conversion of an external mainsail outhaul to an internal outhaul – or, if you find that adding slugs to your mainsail has shrunk your boom, this solution will give you the extra room you need to outhaul the mainsail without having to buy a new boom. The solution utilizes the Chinook outhaul pulley which can be purchased online for \$7.95 from most windsurf supply houses. If you already have an internal system, the retrofit is easy and inexpensive – simply substitute low stretch line for the current wire outhaul and add the pulley. If you need to do a complete conversion, the materials run about \$80.00 and it takes an evening to complete the task. (For complete instructions, go to <http://austinyachtclub.net/fleets/SC21/>.) The final result looks like this:



Race Results Spring Series #1: Saturday's blustery norther saw winds well over thirty knots, but on Sunday the winds were light and shifty as the dying norther gave way to the prevailing southwesterlies. In spite of low water and light wind, the Southcoast 21 fleet had seven boats on the line for two windward leeward races. The

starts were hotly contested with an over-early or two. **John Bartlett** and **Mike Kilpatrick** managed to pull a horizon job in the first race by powering up in the puffs and coasting toward the mark in the lulls, and ended up with another bullet in the second race. **Carl Morris** took second and **Ray Shull** took third. The rest of us fought it out for the bottom with some very close finishes. After the race, more than twenty Southcoasters gathered under the cottonwoods for G&Ts and snacks to replay the day's events. By sundown, we were a very mellow group.

The second race in the Spring Series is March 11. If all that's keeping you from racing is lack of crew, contact **Hector Lujan**. He is doing a great job matching crew to skippers. If you still can't make the race, don't miss the after-race social hosted by AYC in the clubhouse.

Susie Corcoran, SC-21 Fleet Captain

J-24 Fleet News By David Kenyon



Fleet 21 News:

February was a quiet month for the J24 sailors on Lake Travis. Some had reservations about the depth of the ramp and didn't launch. Some were busy doing family and business events. And some simply weren't in town to race.

A few of us from Fleet 21 were out of town racing! **Charlie Singstad (Code Blue)** and his crew, along with **Mr. Happy** and crew (**Bob & Roger Harden, Tom Lapin**, et. al.) made it to Tampa, Florida for the 2007 Pan Am Trials. These were followed only two days later by the J-24 Mid-Winters. Both events were hosted by the Davis Island Yacht Club. Tampa Bay and the DIYC were both beautiful and the weather was nearly perfect for both.

Mother Nature's weather blip was no wind. That's right! Nearly no wind for the Pan Am trials and threatened the same for the Mid-Winters.

We saw the bay go flat for day one in the Pan Am's with only race #2 recorded because the 1st was called for duration limit and the 3rd couldn't be finished before dark! Day two saw some better winds by the afternoon and three races were completed –and two more on Wednesday – the race close.

The Mid-Winters saw **Mr. Happy** leave Tampa in a rush and head west for Austin and then Puerto Vallarta for the Worlds. **Siren** from Dallas made it down to the

(Continued on Page 12)

Keel Fleet News By Steve Vaughan

Seminar Series: The keel fleet racing seminar series kicked off to a great start on February 17 with 32 folks attending to hear racing preparation tips from **Claude Welles, John Bartlett** and **Fred Schroth**. Clever ideas regarding maintaining older sails, refinishing boat bottoms and tips on getting your boat speed up by eliminating excess weight were provided in the morning. The afternoon session led by **Ray Schull, Jim Tillinghast** and **Steve Vaughan** gave ideas on how to find and retain crew. Those attending not only picked up tips on going faster on the course but also picked up additional raffle tickets for the **Gary Jobson** dinner event. Don't miss the next keel fleet seminar on March 24 which will be led by **Scott Young** and **Doug Kern** where they will review their racing thought process on a typical race day from arriving at a boat to putting her away. In addition, AYC adult sail training will be running a class also led by **Scott Young** on March 10 which offers on the water starting training.

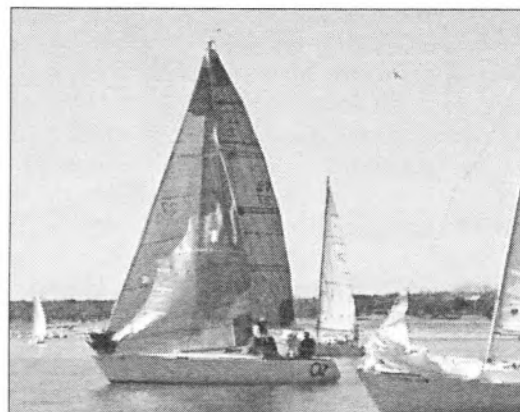
Racing: The Frostbite series concluded on February 10th under an overcast sky. The planned 5 race series concluded with 2 or 3 race days with Mother Nature and a missing mark claiming the other 2 or 3 days. A good turnout of boats (31 boats across 4 fleets) and some great soups made the overall event a success. All boats raced under PHRF handicaps and the A Fleet honors were taken by **Steve Eller** in a Melges 24, **David Lewis** in a SJ 7.7 won in B Fleet, while in a C Fleet that was an all South Coast/Ensigns fleet **James Wilsford** won in an Ensign and the non Spinnaker class was won by **Steve Brown** in a J22. Hats off to **Ravi Subramanian**, our AYC Race Commander, for organizing RC's for the series with volunteers and without asking any fleet to stand down for RC duty for the limited number of races.

The Spring Series limped off the starting line on February 25 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 last frosts of the season are now behind us, so plan to come out for the rest of the series and enjoy the best time of the year to be sailing at AYC. The second race of the series will be on March 11 and will include a party following the race at the clubhouse. Snacks and drinks will be provided by AYC and a Texas Hold 'em poker tournament is in the making. Don't miss the party even if you can't make the race.

Fleet Business: I am sorry to report that time constraints have taken their toll on our A Fleet captain **Michael Wellman** and Michael has asked to step down from the A fleet leadership position. My thanks to



*Racing at a fever pitch in Spring Series
(Photo Courtesy of Fredrick Schaubert)*



*OZ finally on the water again
(Photo Courtesy of Fredrick Schaubert)*

Michael for his guidance and contributions to the fleet this year. We will be appointing a new A Fleet captain shortly.

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 34, 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 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.

Racing Tips... *(Continued from Page 4)*

In many ways, sailboat racing can be described as a game of geometry. How can you link up the wind shifts to always keep you on a course that takes you on the straight course to the windward mark? On Lake Travis, the wind gods often present us with that opportunity to sail straight at the weather mark given the range that the oscillating wind shifts usually have. At the same time, if you are out of phase with such large oscillations, you will find that you are effectively sailing back and forth across the lake without making much ground towards the windward mark.

When you boil it all down, at any given moment, you are either on the right tack or the wrong tack. Usually, there is no in between. Unfortunately, most of the time in the heat of battle, it is hard for us to detach ourselves from the chaos that is going on around us on the race course enough to be clear whether we are on the right or wrong tack at any given moment. Wouldn't it be great if we had a bird's eye view from above? Armed with this information, wouldn't it be easier to make our decision on what to do? Since we don't have this benefit (although I would wager that the America's Cup boats are working on that), we must try and develop a similar ability to visualize what is happening on the race course.

To me, having that ability to detach from the chaos and slow the game down is crucial. One way to accomplish this and get the big picture delivered to you instantly is to do your homework prior to the race and to work hard on figuring out the optimum angles to get you up the weather leg.

As I have talked about in my prior articles, there are many clues that are out on the race course to look for. You can use your compass; you can use visual clues such as where your bow is relative to the windward mark or another landmark on shore. You can also use boats that are ahead of you or perhaps cruising boats way up the lake to check your angle vs. theirs.

Again, developing this visualization begins from the time you leave the dock. I like to get out on the race course early and sail up wind. Every few minutes, I ask myself, "is this a good tack or a bad tack". Once I feel that I am in synch with the shifts, I look around me at the shoreline, other boats, the compass, etc. and I try to remember what this looks like. If it is good, I will make a mental image note....the same if it is bad.

I believe that developing this visualization makes it easier to make quick decisions after the start, and your ability to act on the instincts that you developed before the start will give you the split second advantage that

could likely dictate the outcome of your race.

Again, the bottom line is "stay on the tack that takes you closest to the mark". In trying to attempt this, you are going to have plenty of obstacles that will keep you from following this simple advice. You will have boats tacking on your wind, starboard boats forcing you to tack....lots of bad stuff happening all around you.

I remember my teammate back in the old UT sailing team days named **Dave Chapin**. Dave was a master at sailing in bad air and doing anything necessary to stay in phase with the wind shifts. If Dave was on a lift and a boat came along and tacked on his lee bow or directly on his wind, Dave would find a way to find that extra gear and to point his boat up and keep it moving to allow himself to hang in the bad air until the next shift arrived. Remember, when you are on a lift and a boat tacks on you, tacking off immediately is about the worst thing you can do. What is the opposite of a lift? You guessed it....a header. The problem begins to compound when you sail that header for a minute or two to get clear air and then you decide to tack back. What inevitably happens is the second you tack back, the new tack starts to get headed. You get the picture.

One thing that I see a lot of people do on the race course is to get so obsessed with being the "starboard boat" and yelling it at anyone they come close to. Their belief that they have the "right of way" can often result in some serious tactical mistakes. If you are on starboard tack and you feel like you are on a good angle to the weather mark, the last thing you want to do is force a port tack boat to tack on your wind and then force you on to the headed tack. I routinely wave a port tack boat across if I like the angle of the tack that I am on.

The only time I might force the issue is if there is a strategic reason to make the port tack boat tack. When you are doing this, make sure your intentions are very clear. When you are on the water with a lot of boats, wind and noise, "go....sounds a lot like no"! Make sure you and your crew are on the same page when it comes to communicating with the port tack boat. I have seen the skipper yelling "no" and crew yelling "go". The best thing to do is to wave the port tack boat across or to yell something to the effect, of "Starboard...you will not cross". Just make it very clear.

Strategically, if you are on port tack and you feel you are sailing into a header and a tack to starboard may be in order, if a starboard boat enters the picture, use this opportunity to tack immediately below the starboard tack boat, regardless if they are telling you that you can cross. Keep in mind, they are letting you cross for a reason. They are going the right way and you are going the wrong way. If you lee bow the starboard tack

(Continued on Next Page)

Racing Tips... (Continued from Page 10)

boat, you quickly force them into a situation where they will either have to go slow and high to survive or be forced to tack out of phase with the wind shifts. Ultimately, one less boat to worry about, right?

You undoubtedly will encounter a situation where you are on starboard and you are in a close crossing with a port tack boat. The port tack boat starts to hail, "tack or cross". Technically, under the rules, you are not required to hail anything to the port tack boat other than perhaps the simple word, "starboard". When this circumstance arises, you have to quickly assess the tactical advantages of letting the port tack boat cross you, even though it doesn't have the right of way...or forcing the port tack boat to cross. In fairness to the port tack boat, you really can't change your mind once you have hailed them a reply.

Here is my thought on the situation.....and, it really comes back to the basic premise we always have to be thinking about. Am I on the right tack or the wrong tack? If I believe I am on the right tack, I will immediately start communicating to the port tack boat to cross and I will bear off and let the port tack boat go. If I feel like I am on the bad tack, I will clearly let the port tack boat know that it can't cross and force them to tack on to the "bad tack" that that I am on. In doing so, I stay in phase with the wind and my competitor does not. Now that I am on the "good tack" and I think it is going to last a while, I will want to figure out how to give myself as much runway as possible on the "good tack" to take advantage of the high angle for as long as possible.

To summarize, work hard to develop a comfort zone for what a good angle looks like on race course and always strive to find it. Keep your head out of the boat and talk through situations with your crew before they arise. Make sure everyone on the boat understands where you think you are at any given moment. I routinely tell my crew, something to the effect of "I like this angle....I like this tack....this feels good"....etc. And, I make sure that everyone on the boat knows that this is a tack and an angle that I want to protect no matter what.

Next month, I will talk about the concept of "footing to the headers".

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.

J-24 Fleet News (Continued from Page 9)

Mid-Winters to help grow the Texas contingent, along with **Singstad's Code Blue** and **Kelly Moon's Bad Moon**. The Mids saw 32 boats compete with excellent winds for two days and flukey sun tanning flats on the other. A great time was had in Tampa by all of Texas' sons & daughters, but we're glad to be home – to sail on Lake Travis!

Get those J24's on the water! We plan to have a great year in 2007. We have enough water depth to launch (I just put **ayeBoat** in Friday 3/9), and the winds are building. Remember the words of John Belushi – "*Instead of March in like a Lion and out like a lamb, March came in like a wild Dingo and went out like a Wildebeast?*" Forget the meaning. Catch the wind and get some practice in for the J24 Texas Championships in May here at the AYC!

David Kenyon, J-24 Fleet Co-Captain

2007 TSA Roadrunner Regatta Race Results

FJ Class:

1. Colin Weston & Sam Montalvo Jr. (LDHS)
2. Carson Crain & Wilson Prioleau (LYC/TCYC)
3. Ron Schields & Justin Blankenship (RCYC-Rockwall Heath)

Green Class:

1. Neal Nacci (CCYC)
2. Zachary Nelson
3. Hannah Hughes (LYC)

Laser 4.7 Class:

1. Trey Hartman (LYC)
2. Luke Holmes (GSC)
3. Kelden Pehr (LYC)

Laser Radial Class:

1. Alex Scanlon (LYC)
2. Gavin Rudolph (CSC)
3. Colin Feik (FWBC)

Overall:

1. Christian Locke (CCYC)
2. Brad Shaw (LYC)
3. William Romeo (HYC)

Windsurf Dagger Class:

1. Will Hawk (AYC)
2. Philip Crain (LYC)
3. Eric Sedej (WSPS)

Fleet Commander News By Leon Lance

Names on Trailers/Dollies, Harbor Rule 24- Below is a direct Quote from the March 1977 Telltale:

"THE BULLETIN BOARD - Con't

FROM THE FLEET COMMANDER: This is no APRIL FOOLS JOKE: All trailers in DSA or storage area MUST be identified with proper markings i.e. last name and "AYC" by 1 APRIL 07 - - or - - an assessment of \$10.00 will be in order to do your job for you (sic)

So, thirty years later, the only thing that has changed is that the assessment for the Harbor Committee this March is now \$25.00 in lieu of \$10.00. Blame inflation! You have until the middle of the month and then we will start putting slipholders names on trailers/dollies and the Club will bill you.

Boats/Equipment Improperly Stored – Your Fleet Commander will notify the office of any boats equipment improperly stored at the end of this month and for identified boats a monthly charge will be added to your statement.

Loose boats which are not in slips or approved storage and are not identified are may have already accrued a fee for the month of February. As of this writing, all boats currently in dryout, on the point and on the work-area slab have approved temporary storage. Thank you for notifying the Fleet commander or Area Captain! There are no known boats improperly stored in wet or boardboat slips. Dock Captains will soon conduct an audit of wetslips and boardboat slips for proper storage. Trailer parking will be reviewed later in the year. Many of you in borrowed wet slips have received approval for such. Again, we thank you!

There are still a few boats, dinghies, kayaks etc. which are improperly stored and adjacent to drysail slips. Much has been cleaned up and the Harbor Committee thanks those who have complied.

Boat Identification Stickers: At the last harbor committee meeting it was determined that with dock and area captains, large boats are readily identifiable and that with names on trailers, boats on the grounds are mostly readily identifiable. Stickers will not be assigned to those boats. Stickers will still be assigned however to small boats such as Lasers and Sunfish. Therefore all boats that do not require TX Numbers by regulation will be assigned numeric stickers to be placed on the star-board side of the transom. **Danny Lien and Mark Salih** (Drysail and Boardboat Slip Captains respectively) are

still deciding the best way to roll out stickers to members. Initial efforts are to place names on trailers/dollies in drysail and on boat covers for boats in boardboat slips

Drysail/Dryout/Trailer Parking Storage Q&A – Following are some inquires from the last week and answers provided by the Harbor Committee concerning storage in drysail and dryout spaces.

Q1 (Two of these questions were received last week.) Can I store a sailboat trailer in trailer parking that is for a boat I keep elsewhere if I have a wet slip for another boat?

A1 No. You can store a trailer which is for a boat assigned to a wet slip or boardboat slip. See Harbor Rule 24. There is not near enough trailer parking to accommodate one space per all waterslip holders.

Q2 There is a boardboat borrowing my slip without permission. Can you take care of that?

A2 Yes, but we hope that when all trailers and dollies are marked, members will communicate first with the other member.

Q3 My slip neighbors boat is over the line and blocks me. Will you talk to him?

A3 See A2

Q4 I want to use dryout space and it is full, members are staying longer than 30 days. What can I do?

A4 Talk to **Duane Dobson** – Work Area and Dryout Captain. The 30-day limit is not being enforced as many boats are out due to the greater exposure when docks are off the point during low water.

Q5 How many boats can I keep in a drysail slip? Can I store stuff behind?

A5 In general the answers are two boats per slip and nothing should be stored behind directly on the ground. There are a couple slips that have a third boat such as a kayak and are still within perimeters. The general rule is to stay within side lines, trailer wheels may be backed up to the grass but nothing should be stored directly on the ground behind the tarmac. Boats should only extend forward into the drive a reasonable amount. Do know that dropped masts hanging over the front and trailer tongues sticking out have sometimes been clipped by the two-way traffic.

Q6 Can I share my drysail slip?

A6 Yes, but only with a member and only if their boat/trailer is properly identified and the Fleet Commander or his Drysail Captain (**Danny Lien**) is notified.

Junior RoadRunners



A special "Thanks" to the following sponsors who provided door prizes for the Saturday evening raffle:
Bartlett Sails, The Sailboat Shop, West Marine

Photos Courtesy of Bruce McDonald and Sail and Ski.

Notes From Laura Barry...

Congratulations!

TSA Roadrunner results are in. AYC's **Patrick Brinkmann** got 4th on Laser 4.7s and **Will Hawk** got 1st on Windsurfer!!!

Upcoming TSA Circuit Stops—

LCYC March 17-18

CSC March 31- April 1st

LYC—April 21, Clinic on April 22

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.

TSA Roadrunner Regatta

Thanks for all the volunteers, The Austin Yacht Club did an excellent job hosting the TSA Roadrunner Regatta. We were able to run 7 to 8 races for all series. That is a total of 43 starts on 3 courses over the week-end. The largest participation was in the Optimist fleet with 42 boats. Good participation also in the double-handed fleet with 9 FJs. 3 windsurfer were able to make a class and the 27 lasers were split between 4.7 rig and Radial rig. All the sailors were very happy about the Regatta despite the challenging conditions. They will all come back to AYC for next year's TSA Road Runner regatta. Thank you again to all AYC volunteers! There will be a detailed report in next month's Telltale. Do not forget to check Bruce MacDonald website...

Eric Rochard



Laissez Le Bon Temps Roulez!

End of Spring Series Trophy Presentation
& Cajun Shrimp Boil and Party!



Sunday, April 15, 2007



Live Zydeco music starts around 5:00pm

Buffet Dinner and Trophies around 6:00pm



You don't want to miss this fantastic buffet featuring fresh hot boiled shrimp, corn on the cob, new potatoes, and red beans and rice. Stick around for the trophy presentation and some Cajun dancing with the famous Dr. Zog Band!



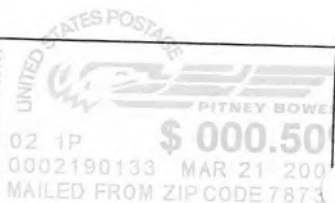
Cost Per Person: \$12.50
(Cash or AYC charge)



*Quantities are limited, first come first served on the buffet until it runs out !
So Don't Be Late!*

Austin Yacht Club

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Thank you, AYC Members, for your support!

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appreciate your patronage.

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