



Telltale

November 2008

Monthly Newsletter

Inside this issue...

Scott Young's 2008 Mallory Cup Report

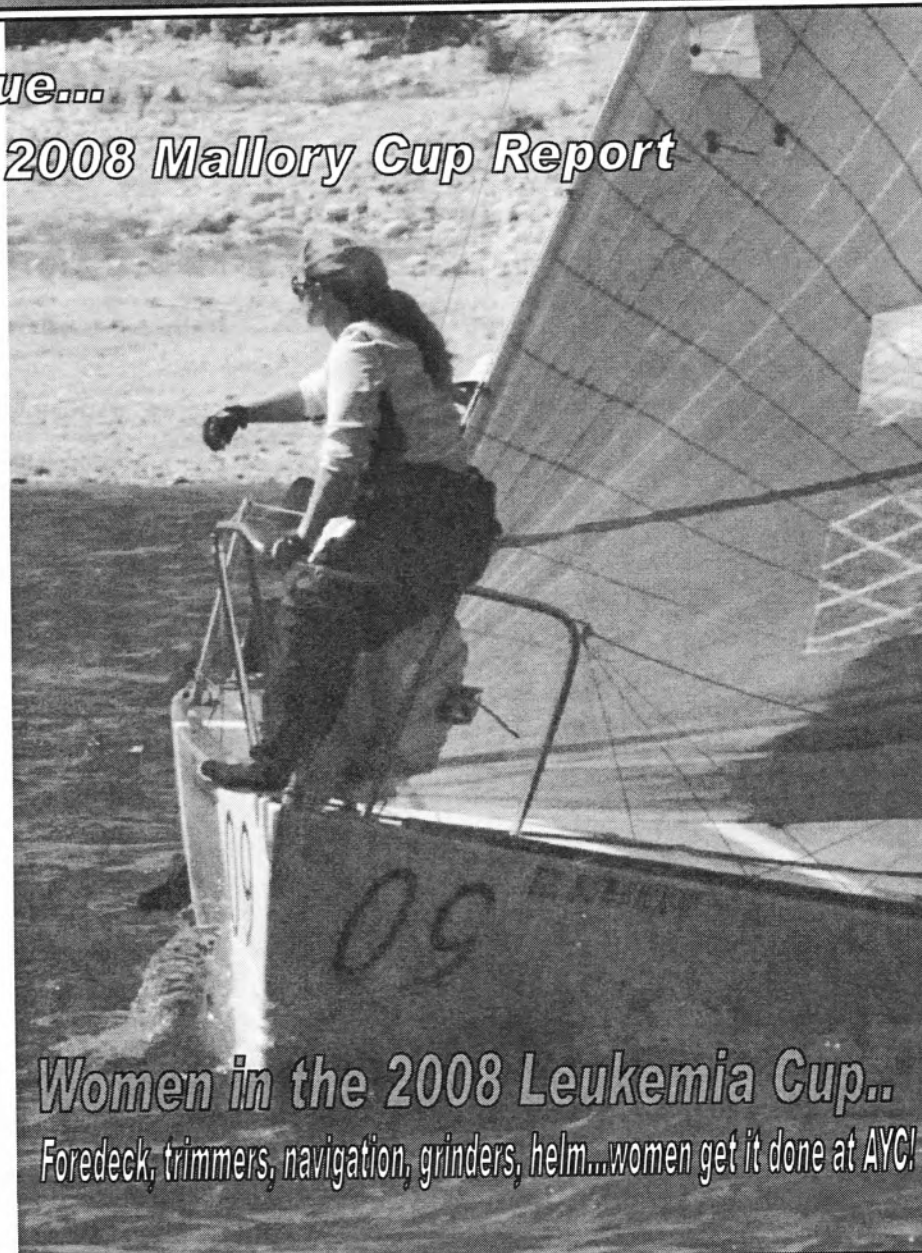
**Make your
reservations
now for
the
Annual
Banquet!**



November 22, 2008
Wild Turkey Regatta



December 6, 2008
Annual Banquet
Dinner, Dancing,
And good friends!



Women in the 2008 Leukemia Cup..
Foredeck, trimmers, navigation, grinders, helm...women get it done at AYCL

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Austin Yacht Club

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Newsletter

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

AYC Business Hours

Tuesday: noon—5:00 p.m.
Wednesday-Sunday: 9:00 a.m.—5:00 p.m.

Closed Mondays
Closed Club Holidays:

New Year's Day	1 January
Easter Sunday	23 March
Independence Day	4 July
Thanksgiving Day	27 November
Shopping Day	28 November
Christmas Day	25 December

Board Member E-mail addresses:

fleet_commander@austinyachtclub.net
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secretary@austinyachtclub.net
treasurer@austinyachtclub.net

Cover photo: Woman sailor at foredeck during this year's Leukemia Cup (photo courtesy of Bruce McDonald).

Austin Yacht Club 2008 Race Calendar

November 1	Southcoast Intergalactic Championship Regatta
November 2	Winter Series Race #3 (1:30 p.m.)
November 9	Winter Series Race #4
November 16	Winter Series Race #5 (EOS Buffet)
November 22	Wild Turkey Regatta



Wild Turkey Regatta

November 22nd, 2008

Skippers meeting 11:30

First Signal 12:30

AYC Winter Series Race Results

One Design—J24:

1. Broadway, D. 2. Hitchens, P. 3. Mancuso, J.

One Design—J22:

1. Cain, J. 2. Saunders, J. 3. Nunn, G.

One Design—Southcoast 21:

1. Shull, R. 2. Feagin, P. 3. McDonald, B.

One Design—Ensign:

1. Arnold, H. 2. Bertin, R. 3. Groll, T.

One Design—Catalina 22:

1. Ohe, D. 2. Robison, G. 3. Grzinich, J.

PHRF Spinnaker A:

1. Bayerdorfer, E. 2. Mcalpin, J. 3. Ratliff, L.

PHRF Spinnaker B:

1. Chambers, M. 2. Lewis, D. 3. Reynolds, K.

PHRF Non-Spinnaker:

1. Gay, S. 2. Dobson, D. 3. Meyers, R.

Multihull (Portsmouth) Large Multi:

1. Howard, J. 2. Kuc, J.

Multihull (Portsmouth) Beach Cats:

1. Bettler, P. 2. Tatton, A. 3. Brinkmann, J.

Note: These results are being provided for informational purposes only. For actual results, please see the AYC website at www.austinyachtclub.net or contact the AYC Office.

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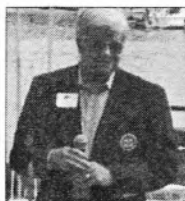
AYC 2008 Non-Racing Events

- November 6** Annual Membership Meeting
- November 13** New Member Candidate Meeting (6:30 p.m.)
- November 13** KHF Handicap Review Committee Meeting (7:00 p.m.)
- November 14** Keel Fleet Annual Business Meeting and Party
- November 15** Keelboat Learn to Sail Clinic
- November 17** KHF Handicap Review Committee Open Meeting
- November 20** AYC Board of Directors Meeting (7:30 p.m.)
- November 27-30** Holiday Office Closing
- December 6** 2008 AYC Annual Banquet at The Austin Club
- December 11** KHF Handicap Review Committee Meeting (7:00 p.m.)
- December 12** Catalina 22 Fleet Christmas Party (AYC Clubhouse)

December 13

From The Commodore

By Bob Goldsmith



The Annual Banquet is coming up on December 6th. It will be downtown at the posh Austin Club and music will be by the Pleasure Cats. More details will be appearing all over the place. Mark your calendars!

Dues and Fees increase....

Although all Board Members recognize the desire to keep AYC affordable, we also have a responsibility to ensure the health and long term viability of the club. After several months of analysis and debate, including a public forum meeting to discuss the issue of increasing rates, in light of increasing costs of doing business, the need for capital to address a number of near term financial obligations, and the long time elapsed since the last significant increase, the AYC Board of Directors unanimously voted at the October 23rd meeting to increase the membership dues and storage fees by 12% effective this billing cycle.

Come One Come All

TO THE

AUSTIN YACHT CLUB ANNUAL BANQUET BALL

Please come and celebrate
a great year with us at

The Austin Club
110 East Ninth Street

Saturday, December 6 -2008

Cocktails at 6:00Pm
Dinner at 7:00pm

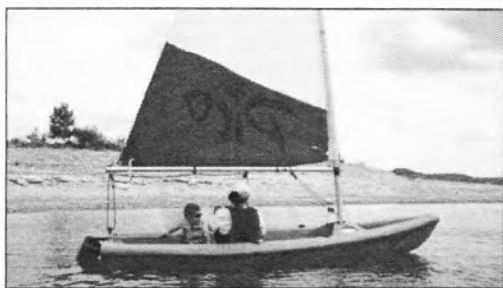
Dancing following the awards
to the blues band

TED HALL & THE PLEASURE CATS

Black tie optional
Complimentary beer, wine and champagne
Cash bar available

\$55 per person
RSVP 266-1336

Sail Training Report By John Grzinich



Pam Radebaugh's grandson Andrew sails one of our Pico's while Renee Ruais coaches him.

It is hard to believe November is here already, it's been a busy year for sail training, and we are wrapping up the final events for the year.

Adult Clinics: We held a small centerboard clinic on the afternoon of Saturday, October 18th with 11 students attending. Once again, typical of our adult sail training clinics this year; it was attended by almost all non-members. From my perspective, this is good; I feel we are increasing awareness and interest in sailing in the Austin community. We had a nice light breeze, good for training new centerboard sailors, and spent most of the beautiful afternoon on the water sailing. Thanks to **Jennifer Loehlin** and **Bill Records** for taking students out in their Harpoons. **Claude Welles** and I coached the other students who sailed single handed in the Pico's. I've gained quite an appreciation for the Pico as a sail training boat this year because we have had 6 and 7 year olds sailing single handed, all the way up to two 6 foot adults on one boat. It's very roomy, easy to rig, quite stable, with a high boom making it comfortable for beginning adult sailors. The poly hull material is same used in low cost kayaks, it is light, but can take rough treatment. It's perfect for a parent and child sail. We ended up this clinic with a happy hour of great sailing discussions, and recruited a few new people to come out and crew during the series races.

On Saturday, October 25th, we held the 1st "Double Time" event, basically a day to test drive some centerboard boats double handed. This event was initiated and organized by **Charlie Arnold** and **Linda McDavitt**. The objective is to promote interest among the younger members in centerboard sailing, and revive centerboard racing in the club. We actually had a Flying Scot dealer come down from Dallas, and a Flying Scot was brought in from Canyon Lake for folks to try out. Of course the sail training FJ's were sailed with **Kent Phillips** and **Charlie Arnold** hosting and coaching. **Jennifer Loehlin** splashed her Harpoon and took out a few sailors. **Felipe Payet** launched his Viper 640 and took out folks

who wanted to experience a modern sport boat. The wind did not arrive until around 2pm and then the fun started with everyone getting in some good sailing time. We wrapped up by 4pm to turn over the FJ's to the junior training fleet, and to get the Flying Scott back to Canyon Lake. Post sail discussion included the idea to make this a regularly scheduled event in order to keep the interest and progress moving forward. I welcome your comments and ideas.

The final sail training event for this year is a "Keelboat Learn to Sail Clinic" to be held Saturday afternoon November 15th from 1-5pm. Once again, I've put this on the calendar because I sense a strong interest around Austin in learning to sail and I want to capitalize on that environment. Registration can be made online through the AYC website. The target audience is beginners and intermediate sailors. We will have enough boats to divide up the class into skill level groups. Encourage your non-sailing friends to come on out.

Junior Training

Junior Clinics: **Christopher Dwight** continues to do an outstanding job running the Saturday afternoon training sessions for the juniors. His focus for the juniors this month was to get them ready to race locally in the final TSA event of the year that has been moved to AYC from storm damaged Clear Lake. The event is scheduled for Saturday, Nov. 8th. Also, many thanks to **Eric Rochard** who has started to assist Christopher with the junior training.

John Grzinich – Sail Training Commander

Regatta Al Sol XXV By Jimmy Cain

REGATTA AL SOL XXV (May 15 – May 21, 2008)- Part 4

The following is a continuation from last month's Telltale issue:

As we started to tack back and forth W and I handled the jib. This seemed to work okay but the moving of sails back and forth continued through the finish a few hours away. We were getting headed on each tack but had the reef to contend with so we had to keep sailing out on Port tack. As the heel of the boat increased the tacks became almost comical. With each tack, the mountain of garbage would start an avalanche and come crashing down to the low side. To make matters worse, the remaining ice chest, now in the cockpit, had a mind of its own and usually waited until I was tailing the jib to take my legs out from under me. W looked up at one point and I was crashing down toward him sitting on the ice chest, one foot in the trash bucket and the other had a tin can bent around it so that I could get not traction on anything!

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Race Commander By Steve Eller

By the time you read this Leukemia Cup will have come and gone. I hope you participated in the event and enjoyed 2 days of fantastic sailing conditions on Lake Travis. This regatta was a very large operation and **John Howard** did a great job running the event. I would like to thank the many people who helped make the racing happen at the event. First of all, I would like to thank **Brad Davis** and **Bruce Foster** for serving as the Principal Race Officers of our two race courses. We have a long list of volunteers who served on the race committees including PRC Members: **Ted Owens, James Wilsford, Jeff Avant, Elliott Bray, and Fred Ford**; and RC volunteers **Joan Rowland, Steve White, Susan Davis, Mary Volpe, Rocky Hutchinson, Dan Ellenbrook, Tom Holdridge, Carl Wiseman, Wallace Harwood, Doug Casey, Brian Mulligan, James Elrod, Leslie Stranahan, Matt Fuller, and Will Castle-dine**. The Scoring Committee consisted of **Barbara Prashner, Remus Broussard and John Maddalozzo** with help from **Ken Taylor** when things got a little hairy. Lastly, I would like to thank **Bruce McFarland** for rounding up extra powerboats for the RC and **Brad Davis, Doug Casey, Jeff Avant and John Bartlett** for loaning the Club their boats for the weekend. If you see any of these people please thank them for their time and generosity.

The Winter Series starts October 19th and will run for 5 consecutive Sundays. This will be the last AYC event of the 2008 season. I hope that you will make plans to sail in this last series of the year.

I am preparing a number of items for next year's Race Commander between now and the holidays. One of these items is a rough outline of a 2009 calendar. I have asked all of the Fleet Captains to send me their input and some have gotten information back to me. If you have any input regarding future scheduling please get that information to your Fleet Captain in the near future.

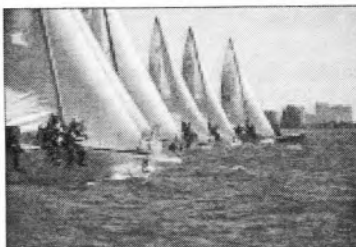
Leukemia Cup By Bay Peterson

What I wished I had said at the Leukemia Cup Trophy Presentation...

My brothers **Rick, Dave, Paul**, and I, had set aside this weekend to participate in the annual Memory Walk to benefit Alzheimer research. Our mother has Alzheimers so the cause is close to our hearts. Of course being brothers and just a little bit competitive, the walk became a run and the race was on. **Dave** flew in from Chicago and **Rick** from Virginia.

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Mallory Cup Report By Scott Young



2008 US Men's Sailing Championship (Mallory Cup)

Recently, I had the great fortune to sail with my good friends and fellow AYC members John

Morran, Doug Kern and Mike Haggerty in the finals of the 2008 Mallory Cup held at San Francisco Yacht Club on the Tiburon peninsula of San Francisco Bay. The finals this year were held in evenly matched J-24's with 11 teams competing which represented most of the regions around the country with some entries competing via the resume route. The championship consists of 11 races with a round-robin format and no throw out races.

The four of us last competed in the Mallory together when we won in 1987 in Beverly Massachusetts. As a team, the four of us have only sailed together a handful of times since that event. We managed to get one practice session in on Lake Travis on **Stephen Burke's** J-24 (thank you Stephen!) the day that Hurricane Ike was coming ashore in Galveston. Even though the northeast wind was extremely puffy and shifty, just having a couple hours together on the boat was a big help. We had so many years of sailing a J-24 together that our teamwork came back very quickly.

Fortunately, we were able to sail a practice race in San Francisco the day before the 1st race. We were sailing on the Berkeley Circle which is located in the lee of Angel Island. It is an excellent place to race and typically there is a 15-20 knot breeze blowing. The tide / current can be a bit of an issue but nothing like sailing along the San Francisco City Front where there is a huge difference in the current velocity depending on the depth of the water. On our course, there was very little current in the shallow water where the starting line was set up but the current increased in strength as you got closer to the weather mark which was anchored in substantially deeper water.

The practice race was held in fairly strong breeze. As would be the case during much of the regatta, the left side of the course usually had an advantage when the wind was from the normal direction. We eventually concluded that both the wind and the current tended to bend in a slightly counter clock-wise direction

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Ensign Fleet News By Randolph Bertin



Winter Series

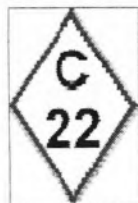
The Winter Series is taking place in the Fall, and the weather has felt almost like Summer. Or least it would feel like summer if we happened to live in some place like Wisconsin (highs around 80). The Ensign fleet turned out in substantial numbers for the opening of the series, with eight boats starting the race in what would generously be called a gentle breeze. **Eagle** battled it out with **Festina Lente** near the head of the fleet. Rounding the windward mark just barely in front, **Eagle** managed to find a little more pressure on the west side of the lake going downwind and built up enough of a lead to avoid sweating out the finish. The next group of boats was paced by the **Grolls** and **Karel Dahmen** rounding the leeward mark just ahead of **James Wilsford** and **Tom Holdridge** and sailing off to the right. **Elliott Bray** sailing with **Deke DeKeyser** rounded after, but somehow managed to get inside and enjoyed what seemed like a strong lift up to the finish as they overtook two boats to finish with a third! The fleet was rounded out by **Lewis Price**, **Jim Casto** and **Mitch Barnett**, the latter getting some help from **Danny Lien** on board. Unfortunately for the tail end of the fleet, the wind was completely dying late in the race and there wasn't any way to finish within the time limit. Needless to say, that was the only race we were able to complete that day.

Week 2 saw only slightly more wind: enough to get in one decent W2, and then a shortened W1. **Tom Groll** apparently managed to shake off some of the rust, and returned to his winning ways with a first on the first race of the day. Helping him out were **Karel and Frans Dahmen**. **Tom Romberg** continued his push to stay at the front of the fleet in the series by picking up a second followed by a first. **Randolph Bertin** was joined by **Stacy Tucker** and managed well enough upwind to lead the fleet to the first mark rounding in race 1, but trying to handle the spinnaker shorthanded cost them some places going back downwind. **James Bené** got some help from **Danny Lien**, and apparently learned what NOT to do in the opening race. **Doug Laws** re-joined **Elliott Bray** and **Deke DeKeyser** and kept pressure on the leaders, and **James Casto** also joined the fleet for the first race to make six boats in all. The second race was a little bit spotty with respect to wind and several boats seemed to have the lead at one point or another heading to the windward mark as the wind began to die. **Randolph Bertin** tacked his way to the back of the fleet, and the boats that managed to keep moving in any direction seemed to get the best of it.

Elliott Bray, **Doug Laws** and **Deke DeKeyser** picked up the new breeze (if you could call it that) on the left side which brought them near the front of the fleet, but **Tom Groll** finished just ahead of them at the leeward mark on our shortened course.

Week 3 brought the best breeze yet for the series! Unfortunately for the Ensign fleet, we had race committee duty that afternoon. A solid group of fleet volunteers gave their time to conduct the races: Thank you to **Jim Casto**, **Bill Hawk**, **Danny Lien**, **Tom Groll**, **Fred Ford**, **Doug Laws**, **Randolph Bertin**, **Elliott Bray**, and **Caroline Parobek**. **Ken Jolly** also came out to help but we were well enough staffed that we let him have the afternoon off. It was pretty uneventful as far as race committee work goes. The only "excitement" came when a Catalina 22 lost their steering due to rudder failure and had to be towed back to the harbor. Only two more series races left this year for some head to head competition in the Ensign fleet. Come out while you still can!

C-22 Fleet News By Peter Broberg



As we go to press we are nearing the end of the Winter Series. **Dane Ohe** and **David Rehberg** on **Kanaloa** lead the standings with nothing but bullets. **John Grzinich** on **Bebopalula** has second place for the moment with the help of some fine new crew recruited from his Sail Training work. **Paul Jensen** and **George Robison** on **Dumbo** hold on to third at press-time. **Jordan Owens** on **Grooner** has been out for some races as has **Johannes Brinkmann** after his debut as a multi-hull racer in the Leukemia Cup Regatta. **Wade Bingaman** has been out on **Dry Heave** with his son **Connor** and new AYC member **Wallace Harwood**. Their last race ended a few seconds after the start due to a broken rudder pintle which forced an early return to the clubhouse for some guitar playing. We hope this experience will not discourage **Wallace** from picking up one of the several available C-22's and joining us on a regular basis next season! The fleet has the honor of doing Race Committee for the final day of Series Racing for this year on November 16. Following that, we will turn our full attention to the Fleet Christmas Party at the clubhouse Friday evening December 12. See you there!

Attention J-24 sailors! This November, Jay and Bridget, with several friends, will be sailing their Beneteau 423 sailboat *Bell'Avventura* from Stamford, CT to Corpus Christi, TX. They have invited you to join them on this adventure by following along on their blog at: <http://www.tripsailor.com/blogs/2263-connecticut-to-texas-or-bust>. They'll be posting daily updates on their progress.

Mallory Cup... Continued from Page 5

around Angel Island which made it easier to approach the weather mark from the left side of the course, particularly late in the windward leg, even though the right side of the course often looked like it had a stronger breeze and a better angle to the weather mark.



The practice race certainly followed this pattern as the two boats that got left of us on the first beat,

led around the weather mark. We were able to gain a lot of ground on both boats downwind (as would be the case through much of the regatta), but each time we let them get left of us, they would make gains. We finished a close 3rd in the practice race and coincidentally, the top 3 in this race would end up as the top 3 in the regatta....but not in the same order.



Going into the 1st race, we were wary of the teams that had a lot of J-24 experience as there were 3 teams that had placed highly in major J-24 events over the last couple of years. We were also concerned about the team from the Gulf Coast which was helmed by **Ken Kleinschrodt**, a top Flying Scot sailor with his crew **Dave Bolyard** who had been the winning crew on four Mallory Cup wins and who finished a close 2nd to us in Marblehead in 2006.

With the memory of the OCS we received in San Diego at the Mallory finals last year, I wanted to be fairly conservative with our starts. I felt like we would have the crew work and boat speed to make up for a cautious

start. The first race was a little overcast and the breeze had not really filled in yet. We started

pretty conservatively near the middle of the line and were forced to tack to the right. The Gulf Coast team hit the left corner of the course pretty hard and they were way ahead at the weather mark. We rounded in

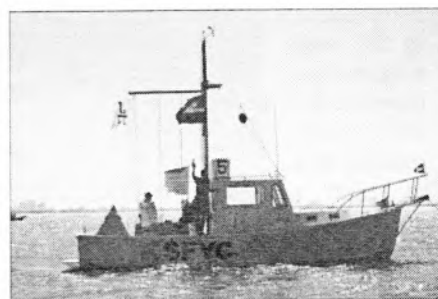


top 3. Over the course of the race, we were able to leg-out on the rest of the

fleet and ground down the leader. We were eventually able to whittle the Gulf Coast team's lead down to only a couple of boat lengths by the end of the race. We came on so strong at the end that I think we got inside their heads a little bit. I think they knew we were going to be tough!

After a 3rd in the second race, we walked away with the third race as the breeze increased and then won the most important race....the

race to the keg (which the regatta organizers conveniently placed on the dock as we arrived each afternoon). After 3 races, we were in second behind the Gulf Coast team with a 2,3,1 compared to their 1,2,2. Third place was held down by **Paul Wilson** who has been a top Mallory Cup competitor over the last 3 or 4 years.



Going into the second day, we began to feel like the Gulf Coast team was going to be the team to beat. We

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Mallory Cup... Continued from Page 7



kept an eye on them at all times and were always looking for opportunities to make their life a little more difficult. We remained careful on the starting line and again, tended for mid-line starts instead of fighting for the pin-end of the line which would have helped us get to the left side of the course. This strategy definitely hurt our ability to win some races but our conservative approach helped us avoid any major miscues. Starting near the middle of the line also gave us the ability to go either direction up the beat and gave us the flexibility to stay close to our nearest competitors and not allow them to get too much leverage to either side on the race course.

Even with this conservative strategy, we continued to sail well, especially downwind. We were usually able to pass a



couple of boats on each of the runs by staying in phase with the wind shifts and working the waves well. At the end of the second day, we had finishes of 3,2,1 compared to **Kleinschrodt's** 4,4,2 finishes. After two days, we held a slim 3 point lead over **Kleinschrodt** and **Dave Klatt**, the 2007 J-24 North American Champion who was beginning to get untracked and had worked his way up to 3rd place overall.

Going into the 3rd day, we decided to attempt to hurt the Gulf Coast team if we got the opportunity. The first start was delayed by a couple of hours while we waited for the wind to fill in. When the wind finally started to fill, it looked like it would be the typical day on the bay, but soon, clouds came in and the wind was

very puffy and shifty with many wind lanes spread out across the race course. Every so often, we would get teased to go to the right side....sometimes it would work...but eventually,

the left would pay at the end. In the first race of the day, we again started conservatively and were definitely keeping an eye on **Kleinschrodt**. He didn't have a very good start and was forced right early in the leg. We decided not to let him get too far away and found a couple of opportunities to tack on him and force him further right. In doing so, it forced them to



the wrong side of the course and they rounded the first weather mark pretty deep.

Meanwhile, even though we were playing the wrong side of the course, we were still in touch with the leaders and were able to sail a decent race to finish 3rd while **Kleinschrodt** had to take a 7th. A four point swing with the scores this tight was huge!

The 2nd race of the day was started in similar conditions. Our strategy was going to be much the same. Soon after the start, we tacked to starboard and our jib halyard broke in the middle of the tack. We immediately pulled the jib down and hooked up the spinnaker halyard and re-hoisted the jib. At this point we were last and in bad air. We radioed the race committee to see if they wanted us to withdraw so they would have the time to repair the halyard for the next race. They told us to keep racing.

At every mark rounding, we had to drop the jib (or spinnaker) and hook-up



the spinnaker halyard to the sail that we needed to use

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Mallory Cup... Continued from Page 8

for that leg of the race. Even while doing this dance at each mark round-



ing, we managed to catch three boats and finished 8th in the race. We just assumed that we would file for redress and be awarded average points and got ready for the last race of the day.

In the final race of the day, we again wanted to get a conservative start and thought we were setup pretty well with boats slightly covering us from above and below. At the gun, the individual recall flag went up and the race committee started hailing boats. We were completely surprised to hear our number as the last one called. By the time we got back to the line to restart, we were dead last. To our team's credit, we didn't let it get us down and we just started sailing as hard as we could to try and catch boats. At the finish, we worked our way back to 6th, just a few boat lengths out of 4th. With our



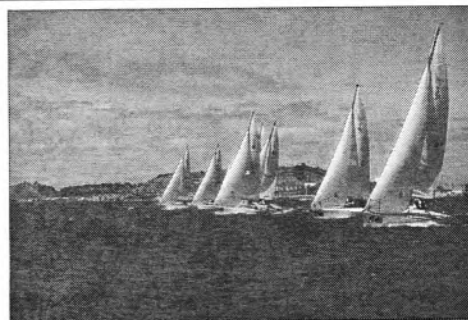
so-so day, things had gotten a lot tighter in the standings. The 2nd place **Kleinschrodt**

team was now only a few points behind us in the standings (subject to what our final redress award would be) and the two California team's and gotten back into the thick of things. **Klatt** and the **Pat Toole** team from Santa Barbara had taken advantage of our conservative starting and the attention we were paying to **Kleinschrodt** and had both put together a string of good finishes and was now suddenly in the hunt.

Meanwhile, things began to get very interesting on shore with our redress hearing. We had only asked for our average points for our jib halyard breakdown. As the judges began to read their decision, they spoke of seeing our halyard break and that they were keeping

track of the time we had lost associated with the broken halyard beginning with the initial break, and then added in the time

we allegedly lost at every mark rounding while changing out the halyard. I did not like the direction this was going and started to interrupt to remind them that we were in bad air the entire race, etc. etc....thinking that they were going to award us a place based on our elapsed time as opposed to average points. The judge politely interrupted my objections and asked me to be patient and let him finish.



The conclusion was that we had lost approximately 3.5 minutes around the race course due to the

break-down. At the finish however, we were only 1.5 minutes behind the first place finisher. Therefore, we should be awarded 1st place points. I was in shock and at first...I felt like we had won the lottery. As it sunk in for a minute, I realized that this was going to be a very unpopular decision with our competitors. I decided to try and privately talk to the judges and asked them to reconsider their decision and award us the average points that we had requested (which would have been a 2nd based on the protocol they had been using for calculating the average points). The judges would not consider my argument and insisted that we were deserving of 1st place.

Justifiably, the **Kleinschrodt** team immediately filed an appeal to re-open the hearing. I did not fault them in the least. I fully expected that by the next morning, we would be dropped to average points in this race. The next morning, the judges announced that they were not going to hear the request to re-open until after the races were completed and the racing was over. We immediately strongly objected and we argued to the judges that all of the competitors wanted to know what the points were before we left the dock. The judges claimed that they were one judge short and could not have a hearing until the end of the day. At that point, I

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Mallory Cup... Continued from Page 9

approached the 2nd and 3rd place team and coordinated an informal meeting with the judges (that were there) and the competitors. We suggested that as a way to bring closure to this issue, we would voluntarily take our average finish if the **Kleinschrodt** team would drop their request to re-open. After about 30 minutes of discussion, everyone agreed that this would be the best outcome considering the circumstances and we were awarded 2nd in that race. As a result, going into the last day, we had 23 points and a 5 point lead over **Kleinschrodt**, 7 points over **Klatt** and a 13 point lead over the 4th place Santa Barbara team with two races to go. With no throw-out races, anything could still happen.

The first race of the day was in fairly light to moderate conditions. We got a pretty decent start again in the middle of the line and stayed with **Kleinschrodt**. As the race developed, we were narrowly in front of **Kleinschrodt** and **Klatt** in 3rd place while the Santa Barbara team was able to win the race. This was a good result for us in that we increased our lead to 6 points over 2nd and 9 points over 3rd. The Santa Barbara team was now in the hunt for 2nd or 3rd overall with their win.

For the final race, the wind began to increase to the normal San Francisco conditions. With a 6 point lead, we elected to hold back at the start and not risk an OCS, knowing that we would be able to stay near our closest competitors in the increasing breeze. We were able to round the first weather mark in the top 3 and just sailed conservatively to finish 3rd in the race which gave us the overall victory by 5 points over **Kleinschrodt**. By virtue of winning the last race, the Santa Barbara team jumped into 3rd place overall.

I can't begin to express enough thanks to **John**, **Doug** and **Mike** for the job that they did. **Doug** sailed almost the entire regatta with an injured knee (that he is getting ready to have surgery on). He never once complained and did an incredible job tacking the jib and flying the spinnaker. **John** handled the bow to perfection and in tandem with **Mike**, called brilliant tactics.

This win may have been our sweetest Mallory Cup win ever and we are extraordinarily proud to have represented Austin Yacht Club in this prestigious event. Additionally,



many thanks to the Austin Yacht Club for the wonderful recognition we received at the Mallory Cup Homecoming held during the Leukemia Cup weekend. (All photos by David Dibble)

Leukemia Cup... Continued from Page 5

On Friday night as we were eating dinner, drinking and talking, they asked (after a few too many beers and a little red wine) if I could find a boat for the Leukemia Cup for us to race on. We were talking smack and just knew we could kick some butt.. It seemed like a good idea at the time. I knew **Linda McDavitt** was going to be on her J22 so her somewhat battle worn SC21 was not being used. Linda's SC21 would fit the bill. After all, our 5k walk that started at 8 am, would be over in plenty of time to make the 10:30 race?

Saturday morning we rushed to the club, missed the skippers meeting, made some necessary repairs to the boat, as we launched the boat on a trailer with flat tires and no wheel bearings, all the while securing the starboard jib track that had been torn off the deck.. Our first attempt at a spinnaker set/broach was a disaster. We were off to a great start! At this point we were all looking at each other and questioning who made this decision. So as a crew of brothers that had not sailed together for fifteen or so years, and no time to practice, we started to slug our way around the course. The first two races were brutal but then we settled in and started moving up a few places.

After day one, we had our doubts about day two. Not being quitters we loaded up with sun screen, Advil and beer. We licked our wounds and headed for the race course. We made a few crew changes and discussed our strategy for the new day. **Dave** took the helm, **Rick** trimmed the main and I trimmed the jib, spinnaker and called tactics. Day two proved to be a lot more productive than day one. We were on the course an hour early to check out the wind and look at the course. We actually got off two well- timed starts. Tacks were improving and we even managed to start hitting a few shifts. We placed 4th and 3rd with a photo finish in the last race. A well-timed last second tack picked off two boats at the finish. We were grinning like fools, high five-ing and laughing.

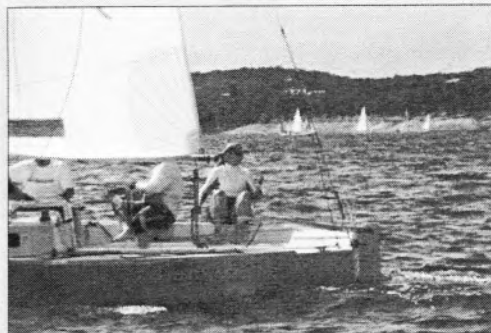
It was some of the best racing I have ever done. Perfect conditions, great wind and mild temps. Amazingly enough we managed to eek out a 4th place for the regatta... So of course the smack talk continues. Thanks to our shared sailing history and mutual respect for each others skills we had a chance to share a truly memorable experience and sail for a good cause... Who knows we may make it an annual event. We might even plan and practice for next year.

Happy Thanksgiving!



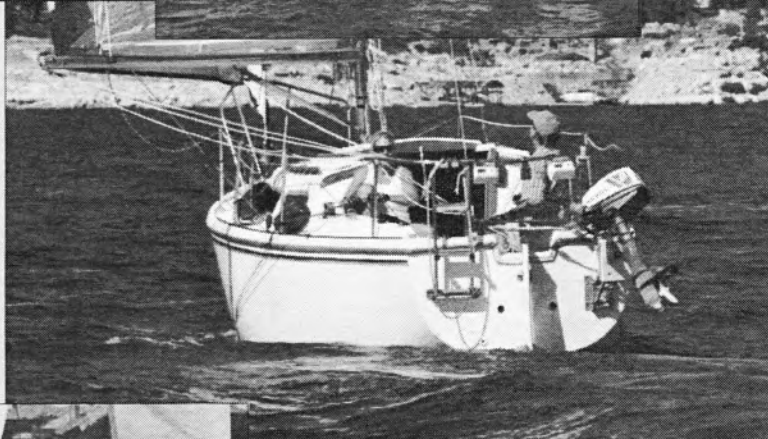
The Women of the AYC Leukemia Cup Regattas...

(Photos courtesy of Bruce McDonald)



The Women of the AYC Leukemia Cup Regattas...

(Photos courtesy of Bruce McDonald)



Sunday, Nov. 16th, End of Series Buffet!

Come join us on Sunday, November 16th,
after the races for our **End of Series Buffet**:

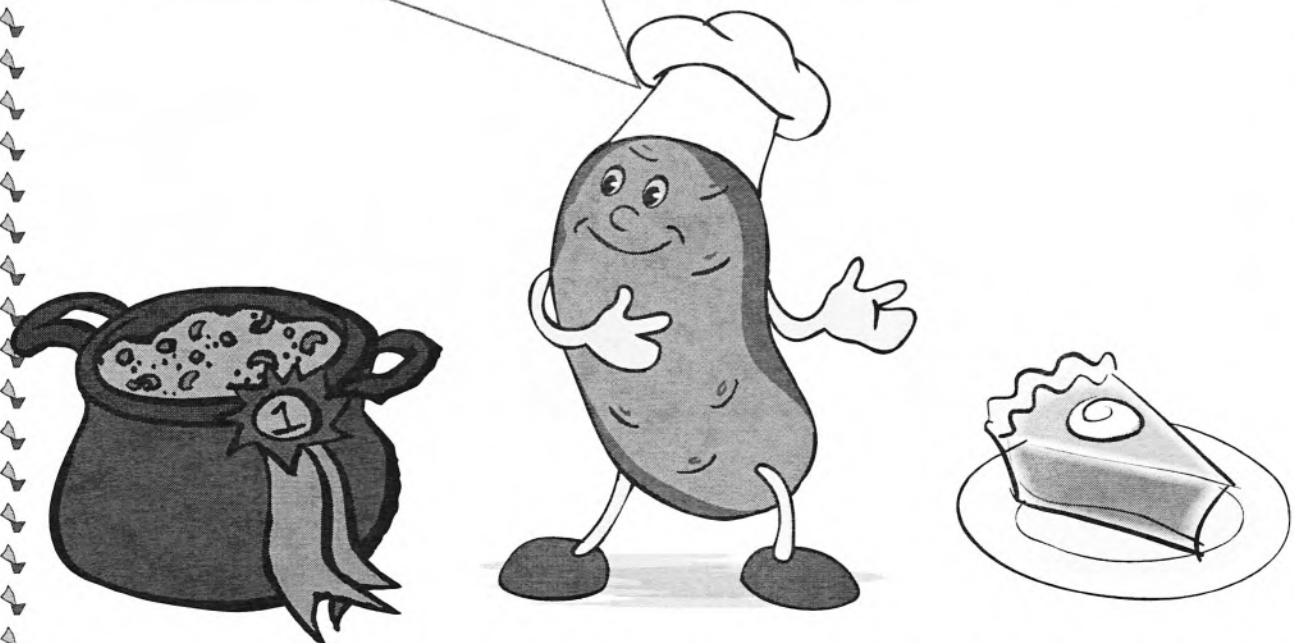
Homemade Venison Chili,

Baked Potatoes,

Lots of fixings (shredded cheese, Fritos, etc.)

Pumpkin Pie

Only \$8.00!!!



Keel Fleet News By Steve Vaughan

Update on Keel Fleet Participation (aka RACING FUN FACTOR) in 2008..

Perhaps it is a Pygmalion artifact or simply a parochial view, but I know for a fact my FUN FACTOR in racing at AYC in the Keel Fleet is way up this year. I hope everyone else in the Keel Fleet is also experiencing this boosted FUN FACTOR. The Keel Fleet as well as AYC has taken several initiatives with increased FUN factor in mind. I believe these initiatives (more communications, more food/drink, more racing) contributed to the FUN Factor growth but regardless of the (perhaps unknowable) underlying reasons the results are measurably increased competition and post race social interactions resulting in more FUN.

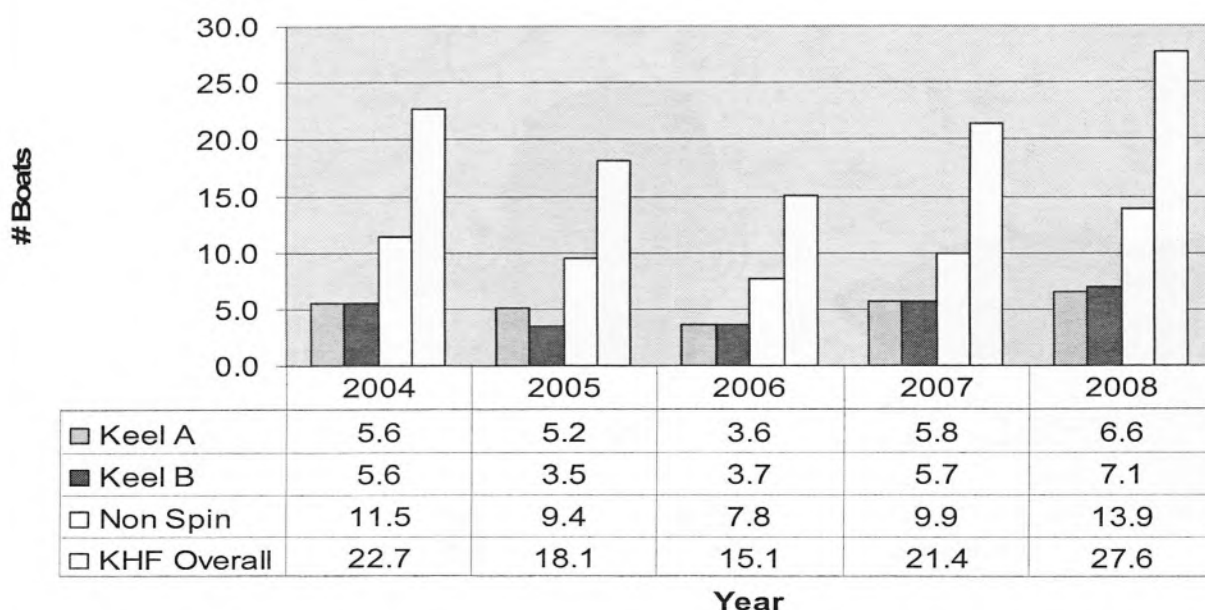
Last year our fleet reversed a decade long annual decline in participation and achieved a very strong 42% growth which added an average of 6 boats to the Keel Fleet starting lines. The results to date in 2008 show another very strong gain of 6 boats which when combined with 2007 has nearly doubled the average number of boats racing in all Keel classes. A chart showing Keel Fleet participation which includes both AYC series races as well as Regattas is included here with the data. Another important element to the participation growth comes from both increased participation of existing AYC sailors, as well as strong growth from recent new sailors to AYC.

We are deeply indebted to the Fleet leaders and volunteers in 2007 and 2008 that donated their time, energy and creative ideas that provided the environment for this amazing participation turnaround. Please join me in thanking the 2007 and 2008 key Keel Fleet leadership, **Jim Tillinghast** whose drive of the Friday night beer can event brought many of us together on nearly all summer time Friday nights, **Hector Lujan** who has helped us match up skippers and crews, **Damon Galloway** who has brought creative new event ideas and led the Non Spinnaker fleet both on and off the race course, **Larry Ratliff** who has added wisdom to the scoring, handicapping and race management, **Doug Laws**, who has contributed to both B Fleet growth and event management, **Remus Broussard** who has more than doubled our fleet membership and provided great fleet communications with newsy and informative Telltale articles, **John Madalozzo** who provided a dependable email communications channel to the fleet, and **Barry Bowden**, who brought the wisdom of having seen and done it all before and ideas that simplified seemingly complicated issues.

Despite our strong participation growth, we still have a huge opportunity to get even more boats on the line. The 2009 fleet leadership nominations (see Annual Meeting notice elsewhere) are aligned well on a course to keep our participation growth and FUN FACTOR momentum on track. We are very pleased to have such capable individuals lead our Fleet. Please support these leaders with your vote at the annual meeting on Friday November 14 at AYC. Free food and drink for fleet members and a

(Continued on Next Page)

Keel Fleet Participation



Keel Fleet... Continued from Page 14

lively discussion of fleet business beginning at 6:30PM.

Finally, we continue to ask for your help to grow our Fleet and Club racing participation. Your help can take the form of mentoring new AYC fleet sailors, recruiting new sailors to the club/fleet by providing them with challenging crew positions on your boat, engaging the non racing boats around the club that you know of to come out and play, and/or accepting a leadership position in the fleet to manage or support the fleet run events, or at a minimum keep your boat in competitive condition and on the race course. The Austin Yacht Club is an organization created by a membership with a common sailboat racing goal and whose members grew it with their resources and labor to suit their common interests. Please help perpetuate this Club and Fleet racing goal and take a proactive approach to add your contributions to keep sailboat racing the vitality of our club and fleet.

Skipper Based Handicapping

At the 2007 Fleet annual membership meeting a proposal was made to adopt a skipper based handicapping system in the fleet. The lively discussion on this topic last year resulted in the fleet running a parallel effort to dual score all fleet series races both with established PHRF handicaps as well as skipper performance based handicaps. The skipper based handicap calculation was simple, every time a skipper/boat won a race their handicap was reduced by 3 seconds per mile for all subsequent races.

Overall these changes reduced the corrected time spread in the races but changed the corrected time finish order in only a few races which resulted in a single change in awards in one event (Leukemia Warm Up) and in one fleet (B Fleet). The skippers that won the most races even with the race by race handicap modifications were **Bayerdorffer / Eller** in A fleet with 5 race wins (-15s/mi), **Mike Chambers** in B Fleet with 6 race wins (-18s/mi) and **Duane Dobson** in Non Spinnaker with 4 race wins (-12s/mi). All scored results under the skipper based handicap method have been and still are available on AYC web site on the Keel Fleet web page. Overall, there has been little to no feedback from the fleet on this handicapping process. The conclusion drawn from this scoring experiment is that it does not have significant fleet level interest nor did it provide added racing inducement to get more boats racing. No further action with Skipper based handicapping is planned for the fleet at this time.

AYC Well Represented at the 22nd Harvest Moon Regatta (by Jim Tillinghast)

AYC members and crew were well represented at the 22nd annual Harvest Moon Regatta, an overnight race

from Galveston to Port Aransas. Over 125 boats participated this year, in spite of the extensive damage from Hurricane Ike to the Lakewood Yacht Club, sponsor of the event, and virtually all the marinas and yacht clubs in the Houston/Galveston area.



Tarah Shell at Harvest Moon Regatta with Ray Shull at the helm, Linda Donovan port side, and Scott Walsh starboard.

Paul Horton, racing **Tribology**, and **Jim Van Fleet** on **Abandoned Assets** participated in the multihull division. Jim, along with crew **John Kuc** and **Steve Piche**, took a 1st place in their division!

Representing AYC in the keel divisions were **Bay Peterson**, crewing on a **Leslie C**, Hans Christian 38, **Bob Goldsmith** aboard **Cadenza**, a Beneteau 411, and an all-AYC crew on **Tarah Shell**, a Hunter 41. The boat was captained by **Paul Violand**, supported by crew members **Ray Shull**, **Jim Tillinghast**, **Linda Donovan**, **Joe Roddy**, **Renee Ruais**, **Greg Scully** and **Scott Walsh**.

The race started in gray, misty weather off what was left of the Flagship Hotel Pier in Galveston at 2:00 pm on Thursday, October 16. Wind was 10-12 knots and moving north as a front passed through. The multihulls and the faster keel boats took advantage of a brisk northerly breeze and a 2 knot southerly current to reach Port Aransas before daybreak Friday. Sailing a broad reach in 12-15 knots of wind, **Tarah Shell** and the majority of the non-spinnaker keel classes sailed the 150 NM course in less than 20 hours, a very fast clip by Harvest Moon standards!

The good news was we all got to Port Aransas fast, and under a clearing, sunny sky! As we rounded the outer channel buoy we could see the finish line only a mile and a quarter away! The bad news was that we arrived just after high tide, and the ebb current flowing out through the Port Aransas ship channel was 4-5 knots! Boats had to sail up the north side of the channel, 10 to 15 feet off

(Continued on Page 16)

Keel Fleet... Continued from Page 15

the rocks, to stay out of the current, then try to cut back into the main channel to reach the finish line, only 200 yards away. One by one, the boats would get pushed back down the channel and would have to tack back to the jetty and try to shoot up the jetty wall again!

This went on for over 4 hours, until the ebb current subsided enough for each boat to slowly work up to the finish line! Imagine over 70 boats, most in the 35' to 50' range, in a counter-clockwise "dance" going up the jetty, only to be taken down the center of the channel by the current, then tacking back to get over to the jetty again, over and over! All this in area a quarter of mile wide by a mile long! Add a 600 hundred foot long tanker coming up the channel about halfway through this exercise, and, well, we all had an interesting race – 20 hours from Galveston to Port Aransas, 4 hours to make the last mile to the finish!

Upcoming Events

Keel Fleet Annual Meeting, November 14th

Make plans now to attend the annual business meeting and party on Friday November 14th. We will recap 2008, elect new officers, and discuss plans for the coming year. Dinner, soft drinks and beer will be served.

Winter Series Continues through November 16th

The last Series of 2008 begins on Sunday October 19th and continues each Sunday until November 16th.

Wild Turkey Regatta, November 22nd

The 29th annual Wild Turkey Regatta together with the 2nd annual Wild Turkey Poker Tournament will be held Saturday November 22nd.

Crew Signup

Please remember that **Hector Lujan** is organizing the Crew/Skipper signup process for the fleet. Contact Hector via email at hlujan45@aol.com for the latest info, and remember to check the AYC website at <http://www.austinyachtclub.org/marketplace>.



Your friendly neighborhood Keel-Fleet

Regatta Al Sol... Continued from Page 4

don't know how it happened but it seemed like the amount of trash on the cockpit sole grew with each tack. It sort of capped off the final drive and I am glad that some of it did not lock the wheel off during a tack or something.

As we were eventually in sight of the finish, with great difficulty we picked out the lights of the finish boat in amongst island lights behind it. When we were lined up on the final tack, they flashed a very bright spotlight on us. One that would have been great when we were a mile or two away! The current was still running so hard we were just not getting any boat speed out of the boat. We could not bear off because we were worried about making the finish. So we just clawed along until we were close enough to make out the finish line. The boys from Charleston, who sailed in the river and its current all through college, misjudged the Committee Boat and we had to make a crash tack to keep from being set into the anchored boat. One more avalanche of trash, ice chest and gear to take the legs out of the crew and then it was over. The breeze by now was up around 20 knots and getting sails down became the next priority. I guess setting a finish line only once each year does not give them a lot of practice and it was dangerously close to the island's jetty. We had to get the motor started quickly and get back out in the channel. They sent out an escort that took us around to the fuel dock and into quarantine.

We still did not know where *White Trash* was. There was an ounce of hope that we may have picked her up. When we landed, we saw *Trash* comfortably tied up and put away. Third, while we had hoped at the beginning of the day to finish ahead, in the end the breeze failed us. Both *Mad Max* and *White Trash* sailed all day in 15-20 knots and just screamed across the Stream without any trouble at all. Our elapsed time was 109 hours, 21 minutes. We averaged just over 5 knots for the whole race and that is not too shabby considering the afternoon without any breeze at all. I don't know the actual distance we sailed by looking at the track on the iBoat web site we probably sailed another 15% greater than the rhumbline. I guess with a race with the wind from the south, it would be expected.

We had a small cheerleader group (wives and girlfriends) waiting on the dock. It is nice to see friends when making a landfall isn't it? It was well past midnight and we worried that our hotel would be locked up tight. We cleared customs and grabbed a golf card and made our way to the hotel. The hotel locked the door but had a gentlemen inside asleep in a hammock. So I was able to get into my room and take a shower. We checked in with

(Continued on Next Page)

Regatta Al Sol... Continued from Page 16

Race Control at Buho's when the bar was discovered closed and looked to see how the remaining Racing boats were doing. *Tiare* was still many miles away, so that was pretty satisfying to have put her away at least.

I walked over to Buho's and ordered breakfast. I met up with lots of Southern Yacht Club people that I had not seen in a year or two and was happy to make old acquaintances. Around mid-day, I had met most of the crew down at the boat for an initial cleaning and organizing for the return trip. As we cleaned up the mess, *Tiare* appeared and backed into a slip nearby. They looked a little bit worse for wear but had made it non-the-less. When they tied up the young man that had helped deliver *Decision*, crewed on *Tiare*, stopped by to drop off his gear for the return on *LunAmi*. I think that would be a little too much sailing for this point of my life! He looked around, climbed back onto the dock and then heaved his feet one before the other down the dock to go take a nap somewhere.

We ordered a couple of drinks and turned around to see some friends from the *Tiare* crew. So we sat for the rest of the day and exchanged war stories about the trip. I motored back through town and found the rest of the "boys" bellied up to a corner bar called Argentina right along the middle street. They declared that *LunAmi* Race Headquarters. The bar had two flat screen TVs over the bottles, one tuned to International Soccer the other to the SPEED channel. So I was content to put my ride up on its stand and sit a while. I was introduced to a Mojito and decided that would be my drink for the remaining 36 hours on the Island.

Staring us in the face on the bar were two large bottles of Tequila that had a two inch thick layer of scorpions on each bottom. While the Mojitos were flowing, I know that it was just a matter of time before one of my double-dog-dare you goofball shipmates would try to choke one down! I enjoyed a morning swim in the little cove in front of our hotel and made my way into town for some shopping. The boys meanwhile had stayed out both nights and told some tall tales. They looked it too. Eyes half closed, pesos falling out of their pockets, what a sight. But the celebration was more than welcome and it was always fun hanging out at the Argentina Bar with shipmates.

There were several events on the Island that the town geared up for that I decided to attend. The City Council called a meeting and in all the pomp and ceremony of a foreign delegation welcoming committee and honored the skippers by presented each with a token of their appreciation for making the trip. The sailors were packed in there tight and an overflow crowd formed by the door.

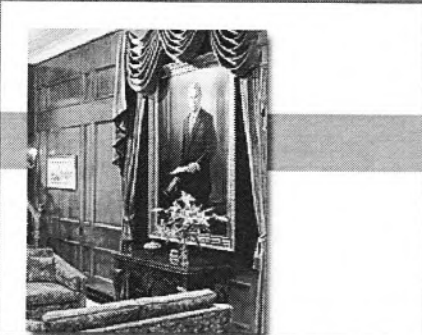
My last day was the Mardi Gras Parade. This is a function that the sailors put on for the children of Isla and many box up all their old throws and ship them down on one of the boats. All the sailors decorate their golf carts and "fuel up" for the route. We hung well back and put on our only costume – the graduation gear left over from W's ceremony at sea. I am sure the locals looked at us with great curiosity. The caboose of the parade, us, was quite happy to participate but I don't think any throws were actually making it out of the box. My scooter was decorated only slightly, but I had a horn. My scooter had a horn, a horn that no parading golf cart had! So I put it to good use announcing our arrival.

I rejoined the crew and with many others back at the Argentina Bar and could tell that the rest of the parade had gone very well. They were all eyeing the scorpions and sure enough, after another few drinks, three lined up to get a taste of what only the truly drunk would eat. I had a 5:30 ferry to catch and did not want to miss it. My flight was at 9:00 and had no idea how long it would take to get off island and across Cancun to the airport. I had arranged for a taxi to pick me up in front of the hotel.

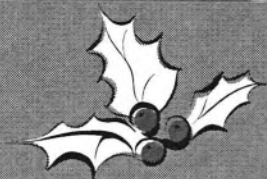
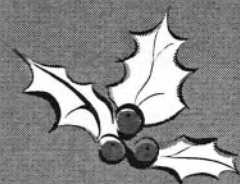
I woke the little man up one final time to let me out and left my key for Kett to give to the guy who was delivering the boat back that sailed on *Tiare*. This all worked out to a "t". I was early for the ferry and the trip across took only about 20 minutes. I was standing outside the airport terminal door at 6:25AM! I had a leisurely breakfast at the terminal and tried to use up the rest of my Pesos. Customs was a breeze and I was home mid-afternoon with an almost full beard – which was shaved off within hours!

The Race was great and I enjoyed it tremendously. In the final analysis, the Race was also scored under IRC ratings and we lost to *Mad Max* by 16 minutes! Under PHRF, we were about an hour and a half behind the two leaders who were separated by only a few minutes. Pretty amazing finish after that long of a race! We watched to delivery back on the same iBoat web site. What was also amazing is that the boat that really won the entire race was a cruiser called the *Linda Gail*. This was a boat whose owner had only raced in one other race (total) and he decided to go hard west. They said that the crew almost mutinied when he revealed his plan. But he stuck to his guns and they smoked everyone. Sadly, she retired after finishing because a crew member said that while on watch one night running the engine it was in gear and driving the boat. What a difference a day made!

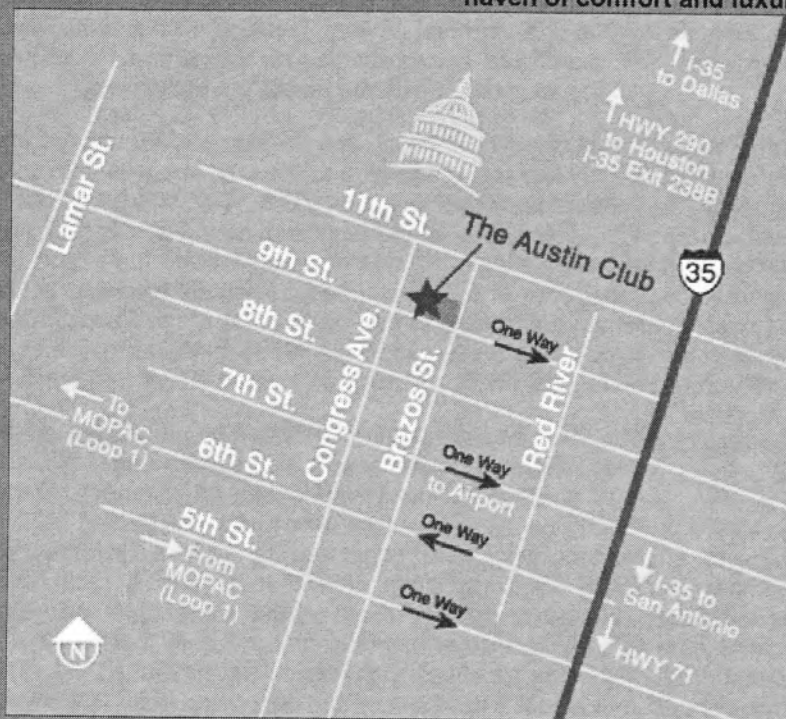




The 2008 Austin Yacht Club Annual Banquet Ball is at The Austin Club



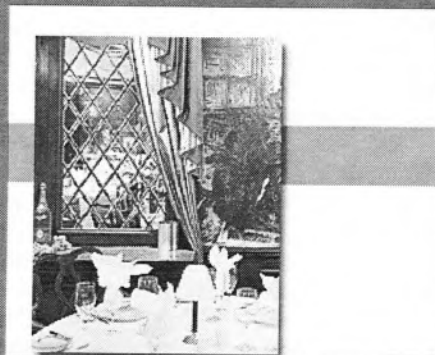
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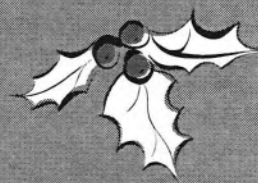
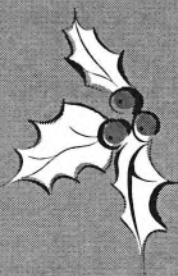
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December 6, 2008



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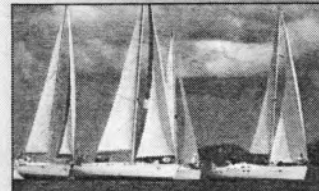
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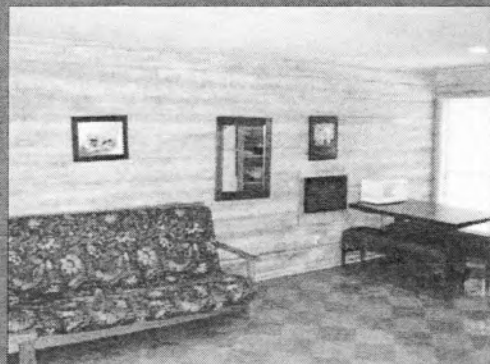
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<http://www.austinyachtclub.net/info/ayc-member-handbook.2008.html#CabinRentalRules>



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