



GO ROADRUNNERS AYC Builds Future Champions

INSIDE THIS ISSUE

Fall Series Recaps

Harvest Moon Regatta

– Two Perspectives –
by Ray Shull
and
Jim Van Fleet

- PLUS -

Commodore's Report
Fleet Captain Reports
Committee Reports



Save the Dates

AYC Board Meeting 11/17

Annual Membership
Meeting 11/30

Wild Turkey Regatta 11/19

Annual Banquet 12/2

Roadrunner Holiday
Party 12/10



Cover Photos by Bill Records



BOARD OF DIRECTORS

Commodore Jim Tillinghast
Im. Past Commodore Steve Eller
Vice Commodore Johannes Brinkmann
Secretary Yolanda Cortés Mares
Treasurer Don Dwight
Race Commander Bruce McDonald
Buildings & Grounds Cdr. Fred Ford
Harbor Commander Tom Groll
Sail Training Cdr. Bill Records

AYC STAFF

General Manager Steve Hawks
Bookkeeper Pam Radebaugh
Head Caretaker Tom Cunningham

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info@austinyachtclub.org

NEWSLETTER

Susie McDonald, Editor
Email submissions by 1st of month to:
ghowiellc@aol.com

AYC BUSINESS HOURS

Tuesday - Saturday 9:00A - 5:00P
Sunday 1:00P - 5:00P

Closed Mondays

Closed Club Holidays:

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

BOARD OF DIRECTORS

E-MAIL ADDRESSES

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sail_training@austinyachtclub.net
commodore@austinyachtclub.net
secretary@austinyachtclub.net
treasurer@austinyachtclub.net

AYC 2011 RACE CALENDAR

November 13 Fall Series Race Day #5 (J/24)
November 19 Wild Turkey Regatta

AYC NON-RACING EVENTS

November 17 AYC Board Meeting
November 30 Annual Membership Meeting
December 2 Annual Banquet
December 10 Roadrunner Holiday Party

You may now sign up online for series races through "Regatta Network."

2011 Annual Membership Meeting Proxy Information

2012 Slate of Board Members

Commodore
Vice Commodore
Secretary
Treasurer
Race Commander
Sail Training Commander
Buildings & Grounds Commander
Harbor Commander

Johannes Brinkmann
Christopher Dwight
Randolph Bertin
Don Dwight
Barry Bowden
Jenny Loehlin
John Saunders
Jon Nash

Proposed Change to Article VI, Section 3 of the Bylaws:

Section 3. Unless otherwise provided herein, at any meeting of the Board of Directors, the personal presence of a majority of the Directors shall constitute a quorum. Unless objected to at the outset of a meeting by a majority of the Directors personally present at a meeting of the Board of Directors and further provided that a valid quorum exists, any Director may attend a meeting of the Board of Directors by electronic means, such as by videoconferencing or by telephone, in lieu of personal attendance, and may vote on matters considered at the meeting. Any matter proposed at a meeting of the Board of Directors may be approved by a majority of those Directors personally present together with Directors attending the meeting by electronic means. In all cases, the presiding officer of the meeting must be physically present at the meeting.

Attention All Voting Members

If you do NOT plan to attend the Annual Membership Meeting, please submit your completed Proxy Forms to the AYC Office by 11/1/2011
If you need a form, blank copies are available in the office.

From The Commodore by Jim Tillinghast



Annual Meeting

The Annual Meeting is just a few days away. On November 30, you will have the opportunity to elect the members of your 2012 Board of Directors. We have a powerful slate of candidates that has been thoroughly vetted by the nominating committee, and you, of course, can nominate others at the meeting.

Your Board of Directors is responsible for managing AYC's long term goals and the operational steps necessary to reach these goals. Your input and feedback are essential in building and maintaining a club that meets your needs and expectations. The Annual Meeting is just one way to be heard, but it is an important one. We look forward to seeing you on November 30!

PLEASE COMPLETE AND SUBMIT THE ORANGE PROXY FORM YOU RECENTLY RECEIVED, EVEN IF YOU HAVE ALREADY SUBMITTED THE EARLIER, INCORRECT FORM!!

Annual Banquet

The Annual Banquet will be held on Friday, December 2 at the Oasis, so plan on being there to enjoy visiting, dancing and sharing the accomplishments of your fellow sailors. This year's Blue Duck competition promises to be a source of great entertainment! Be ready to support your favorite nominee!

Change and the Future

The extended drought has put a lot of pressure on AYC in 2011, and likely will in the months to come. LCRA forecast and outlook shows the exceptional drought stage we are currently in may continue into 2013, perhaps longer. LCRA has already announced plans to potentially cease all non-municipal use of water downstream as early as January, 2012.

What is the impact on AYC and our longer term operation? There are two perspectives to this question. First, from an infrastructure and operations standpoint, AYC is dealing with lake levels we have never seen before. We have moved our docks and pavilion further out into the lake than they have ever been in the history of the club.

Your Harbor Commander, **Tom Groll**, and his committee along with **Tom Cunningham**, **Steve Hawks** and many member volunteers have radically revamped our dock placement and anchoring system to accommodate the falling lake level and constantly changing underwater terrain. Dock moves have been conducted literally as new anchoring points were being constructed and set. Scores of adjustments have been made since the docks were reconfigured in September. The result of Tom's advanced planning, feedback from you, the membership, and hours upon hours of volunteer support have resulted in the dock configuration you now see at the end of AYC Point. Every slip is accessible, unlike the "pinned" slips in the 2009 low elevation configuration. As the lake level declines, arrays of anchor points are being constructed to make future lake level changes much easier, and less costly, to adjust to. Even with an extended drought, slips will be available and usable, race programs

will continue to be supported and the opportunity to enjoy sailing on Lake Travis protected.

The second perspective of how the drought is impacting AYC is that of building and maintaining membership. The current economy, of course, has had an impact in recent resignations. But there is certainly a "use factor" element to consider – dry sailed boats can no longer be launched and retrieved, access to the docks is more challenging and the lake is just not as "pretty" as it used to be.

Sustaining current membership levels is certainly critical. Just as important is how do we attract new members? Aside from the negative publicity extending from the regular news of the drought impact on Lake Travis and Austin overall, AYC is challenged in demonstrating the value of sailing, racing and family recreation to potential members. You can help by spreading the word to friends and neighbors – talk about our youth programs, invite a friend to a Beer Can or Series Race or introduce them to our adult learn-to-sail programs. And participate! We are continually seeking parent volunteers, boat owners and experienced sailors to help with our many sail training programs. Contact Bill Records, the AYC office or any board member if you can help. Thanks!

IN MEMORIAM



Joe Abell

Prominent Austin Yacht Club member, Joe Abell, died at home on October 17, 2011 of amyotrophic lateral sclerosis (ALS). Joe was a founding member of the Austin Yacht Club.

"Joe will be missed," says Tom Romberg, fellow founding member of AYC, "He was one of the original members of the Trust and he invested his own dollars to help pick up the option contract that we had made with Walter Carrington to buy the land for the club."

"Joe originally joined us in the M20 fleet. I remember him with a ready laugh and smile. Once, in the early days, we were on our way to or from a regatta out of state when Joe pulled up beside us at a red light and Hap Arnold suggested that we drive on for a while more before stopping to eat. Joe yelled, 'Drive?! Hell I'm hungry!' – that was Joe and the memory has stayed with me all these years. I very much enjoyed sailing when he was around."

Those willing to contribute to ALS research may do so with a gift to the Mary and Joseph Abell Fund for ALS Research and Care, Austin Community Foundation, 4315 Guadalupe, Suite 300, Austin TX, 78751. Obituary and memorial guestbook are available online at www.wcfish.com.

Building & Grounds Report

by Fred Ford



Spent part of October in South Dakota getting reacquainted with John Deere by stacking corn stock bales, herding cattle to new pasture ... note to all ... never trust a bull in a herd of cattle. It was not all work; we had four great days of pheasant hunting. Lots of fun with family and friends. It was dusty and dry in the fields. All that dust reminded me of Austin and all the work to be done at the club.

How's that for a segue?

We are still working with CertaPro to solve the blister problem on the clubhouse cap-rails ... what are you rail riders drinking/splashing out there on the balconies? By the print date of this issue, the B&G committee will have completed the re-screening of the shelters and the weathering in of shelter #4. You may have noticed the new club mailbox to the right as you enter the main gate. If you noticed the mailboxes, you had to have noticed the clean look of the gate environs. The new look is the result of efforts by two long time AYC members who happen to live just outside our entrance. AYC member, **Greg Grover**, has done some wonderful environmentally sensitive landscaping on the circle. Fellow member and Greg's neighbor, **Terry McDermott**, built a beautiful stonewall that feeds into our gate. Take a moment to thank these two members for helping us make a very good first impression.

If you look around the property, some of the more observant among you may notice a cleaner campus. Thanks to the Bobcat skills of **Tom Groll and John Saunders** two roll-off bins (a type of trash bin) were filled with shore junk, tree

trunks plus assorted brush. Tom formed a ramp on the point, improved road access and scooped up shore junk. John did the tree/brush cutting and scooping. A hearty "thank you" to both men for putting in those long days of hard work.

The pool has been closed since October 23 and will not re-open until next spring. We still have a couple of minor plumbing modifications and efficiency updates to get done before the end of the year. In line with plumbing, we have begun the paper chase to get increased water service to the campus. Pushing paper and finally turning a shovel will run the water project completion date into next year, but the time will come when several people can simultaneously use a club water source and not reduce water flow to a trickle.

In the clubhouse we have sent the old galley refrigerator to Davey Jones' Locker and replaced it with a not so old refrigerator that was made available to us when Keel Fleet donated a new refrigerator for the clubhouse storage room. Thank you, Keel Fleet, for making life easier for our hard working Social Committee.

I believe we will have recycling available in the near future. Our option will likely be a dedicated bin for recycling. The recycle bin will probably be located next to the trash bin at the work area ... more to follow.

Thank you for helping keep our club neat and clean for all of us to enjoy.

Here is a quote from a poem to ease your day.

Sea Fever by John Masefield

*And all I ask is a windy day
With the white clouds flying,
And the flung spray and the blown spume,
And the sea-gulls crying.*

Mark Your Calendars – The AYC Annual Banquet is FRIDAY, December 2 at the Oasis.

You may RSVP online through the AYC website, www.austinyachtclub.net or by phone to Pam at 266-1336.

If you wish to donate ticket(s) to a member or members of the UT Sailing Team, you may also do so online or by calling Pam in the office.



Race Commander Report

by Bruce McDonald



As we move into the fall season, escaping the record breaking hot weather of this summer, there are ample chances to get out on the water with your friends and sail in a bit nicer conditions.

By the time this issue of the Telltale comes out, the Fall Series will be over. This series has given us a chance to escape the heat of summer and practice our light air strategies and techniques. Our one last chance to get out and race against our fellow club members is the Wild Turkey Regatta on Saturday, November 19. This is a great way to wrap up the season and who doesn't love those drinkable trophies?

As this is probably my last Race Commander's report, I would like to take the opportunity to thank all of the members of the Permanent Race Committee as well as the too-numerous-to-count volunteers who helped with race management this year. Many thanks especially to **Brad Davis** who did the race management training and **Vic Manning** who did the motor boat handling clinics.

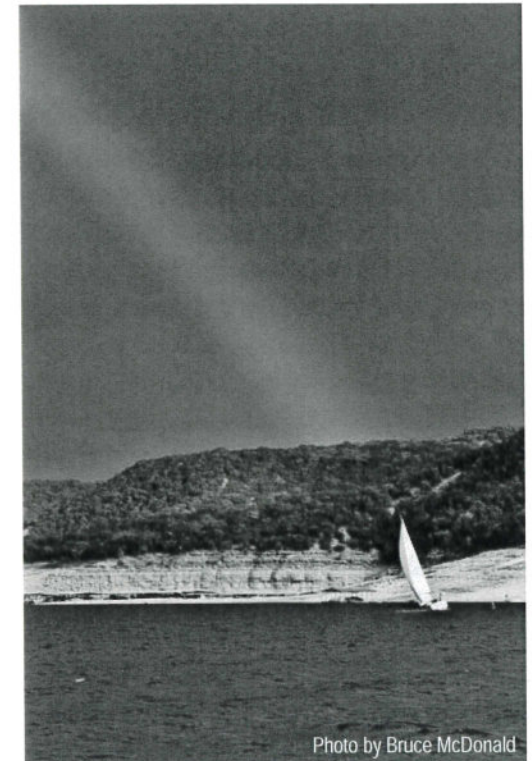


Photo by Bruce McDonald

Lucky Fall Series sailors found the end of the rainbow during race #4 on November 6.

Vice Commodore Report

by Johannes Brinkmann



An Important Win for AYC

The title conjures images of our Ensign fleet members bringing home a nationals championship, or our Roadrunners finishing in the winners circle at a TSA regatta. Well we've recently had a win of another sort.

Late last year, after considering information presented by **Tom Romberg, Pat Manning** and myself, the AYC board approved placing a recreational use restriction on AYC's land. In essence our board formalized something most of us already knew: AYC's land is set aside for the recreational use and enjoyment of our members and guests. Under Texas property tax law and upon proper application by the owner, land restricted to recreational use shall be taxed at a market value that is comparable to other similarly restricted land. This can make a big difference, because land held for investment or development often has a much higher market value than similar land which has been restricted to recreation use only.

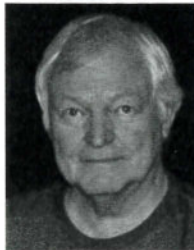
This spring the AYC board approved hiring National Realty Consultants to assist with the preparation of AYC's Recreational Use application, and to protest our land valuations if necessary. AYC's Recreational Use application

was approved; however the Travis County Appraisal District (TCAD) did not adjust our values down. After lengthy correspondence and meetings with TCAD this summer, one attended by me and another attended by **Tom Romberg**, TCAD agreed to grant AYC a value reduction yielding roughly a one third decrease in the amount of property taxes on our land. In late October we finally received TCAD's written confirmation of this reduction on all our land for 2011.

Given that AYC paid roughly \$38,000 in land property taxes last year, a one third savings is a big win for the club! This is especially true at a time when low water conditions are making it harder for the club to generate the revenue we need to cover our costs. Even with this reduction I believe the tax valuation of AYC's property is still too high. We will continue to work with TCAD in an effort to reduce AYC's property taxes to an appropriate level.

I'd like to thank everyone who helped out with this important project including **Tom Romberg, Pat Manning, Don Dwight, Steve Eller, Jim Tillinghast and Steve Hawks**.

Sail Training Report by Bill Records



The Women's Camp was our last adult clinic of the season and it was a big success. 16 ready and willing women showed up for a full day of sailing. Sail Training Commander Emeritus, **Linda McDavitt**, ran the show and did not let them down. After a chalk talk by Roadrunner **Coach Kate Noble**, everyone took to the lake for a morning sail, then a lunch break, and back on the lake for more instruction. To cap a perfect day off, the women were treated to a gourmet dinner prepared by AYC "Top Chef" **James Wilsford** and sous chef **Steven Ehlers**. The celebrity wait staff of **Doug Casey, Steve Frick, David Lewis, and Claude Welles** served the meal. Many thanks to the instructors who gave of their time and skills to make this a special event: **Jennifer Loehlin, Molly Lewis, Renee Ruais, Lesa Brown, Carolyn Wilsford, Annie Lancaster, Kelly Hawk, Nancy Nitardy, and JoAnn Welles**.

The Roadrunners have completed their second race series this fall and it was even more competitive than the first. The newer sailors are rapidly getting much better! **Sam Hollenbeck, Charles Larrouilh, and Conner Burns** have only sailed for a few months and are already challenging the more experienced sailors. I feel that increased coaching during races has contributed to this. At TSA regattas, green fleet coaching is allowed during races, but only for the back part of the fleet. We have adopted this practice and it has enhanced the competition and kept the turnout high. We have all noticed that when the pecking order is stagnant, participation goes down. However, the reality of having just 10 Optis will limit participation. A few of the parents have purchased boats for their kids and I hope more will do so. There are used Optis around and they are not expensive. If you buy one now you can sell it in a few years and get most of your money back. Remember, we will soon have a Roadrunner boat storage area.

On October 29, **Alan Rochard** put on a start clinic for all Roadrunners consisting of a classroom lecture followed by an intense on-the-water clinic. Everyone received a lot of one-on-one instruction followed by an individual evaluation. Overall it was a terrific class and we will surely have Alan back for more. Thank you very much, Alan!

Now that the sailing season is winding down, we need to plan a Roadrunner work party. We need to re-carpet the Rylander Pavilion, repair boats and begin work on the storage area.

We can't have all work and no play, so **Coach Kate** is planning this year's Roadrunner Holiday Party on December 10. This year we are inviting the kids who took our camps and PB&J and are not yet members of AYC. If you have any ideas or would like to help, contact Coach Kate at jrcoach@austinyachtclub.net.



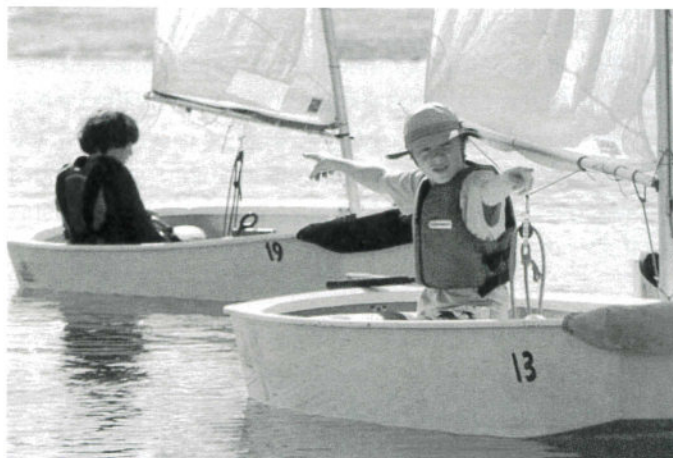
Future champion Abbey Tomaszewski



Sammy Peel and Michael Yost battle it out for first series race



Start of series race



Sammy Peel checking the line



In between races



Sammy Peel and Michael Yost practice trimming in light air



Conner Burns in the lead but Jules Bettler isn't far behind



Sam Hollenbeck and Conner Burns

Roadrunner Update by Kate Noble

October was another fantastic month for our Roadrunners. Participation keeps growing and our sailors keep getting better and better. Our Green Fleet October Series was an exciting one and the wind was up. The first day of races had to be abandoned due to gusts of up to 32 knots! Huge congratulations to all our competitors: **Will Abrams, Jules Bettler, Connor Burns, Ben Froelich, Ethan Froelich, Gus Gamble, Matt Gibbons, Sam Hollenbeck, Charles Larrouilh, Ben Peel, Sam Peel, Marcus Tita and Michael Yost**. We got off seven scored races this month and raced both windward-leeward and triangle courses. **Sam Peel** raced extraordinarily well this series and took first place with 8 points. **Michael Yost** came in second with 17 points, followed by **Charles Larrouilh** in third place with 28 points. A job well done by everyone! Our Fall Series has been extremely beneficial to all our sailors and I'm so proud of how far they've all come. A big thank you to all the parents who volunteered to make it all possible. Your willingness to help with rigging, setting courses, race committee and driving chase boats is what makes this program so successful. Couldn't do it without you all!

It is great to see our program expanding but we are reaching our limit. We are only able to accommodate as many sailors as we have boats. For those families who are interested in competing or participating in our program for the next several years, it is a great idea to shop around for Optis this offseason. They are relatively inexpensive and can be resold when your sailor outgrows them.

Sadly the season is winding down and we don't have much time left out on the water. Our plan is to hopefully sail through to November 19 but we will have to play it by ear. If you plan on sailing with us this month, please dress appropriately. Quick dry materials, long sleeves and closed toed shoes are a must as the temperatures continue to drop. Wet suits are a great idea for those willing to invest in one. Our tentative schedule for the remainder of the season is as follows:

November

3 - 4:00 Beginner's Practice

5 - 1:30 Green Fleet Racing Practice, 4:00 Laser Practice

5 and 6 - Wursthfest Regatta at LCYC

10 - 4:00 Beginner's Practice

12 - 1:30 Fall Roadrunner Cruise

17 - 4:00 Beginner's Practice

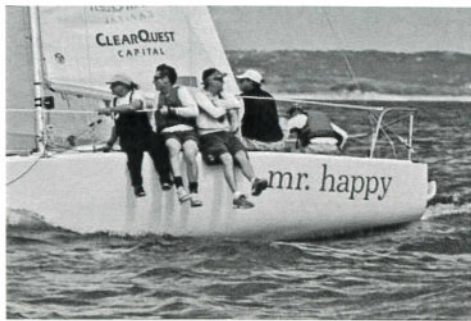
19 - Last Day of the 2011 Roadrunner Season! 1:30 Green Fleet Racing Practice, 4:00 Laser Practice

Looking ahead, we will be having a Roadrunner Holiday Party on December 10 for all our junior sailors as well as summer program participants. This will be our final social event of the year so you won't want to miss it!

J/24 Fleet Update

by David Broadway

The sixth of the seven scheduled 2011 J/24 TX Circuit Regatta stops was held as part of JFest at Lakewood YC on Oct. 29-30. With several extra local, non-traveling J/24s, entries totaled 15, including AYC entrants **Harden/Nelson** (mr. happy), **Dr. Gamble** (Ohh Ahh), **Jorge Martin-de-Nicolas** (daveBoat), and **David Broadway** (Superman). The breeze was forecast as light on Saturday and even lighter on Sunday. The light wind conditions of NE 2-5 kts. on Saturday only allowed for two races. The top AYC entry on the day was **Harden/Nelson** on mr. happy, but with finishes of 4,5, it was only good enough for a 3rd overall at the end of the day. **Dr. Gamble** had a solid 4th place finish in the second race of the day.



On Sunday, the wind surprisingly filled in NE at 8-10+ kts. with chop. RC was able to get in three tight races as the weather legs were shortened to .8 mile. **Dr. Gamble** vaulted

to 2nd place at the first weather mark rounding in the middle Sunday race, only to slip back on the run. The Superman team finished with a solid 3rd place in the final race. However with finishes of 1,1,6 on the day, it was mr. happy coming back to garner 2nd place overall behind **Bryan Dyer's** (Rum Line, FWBC) first Circuit win of the season. By doing so, the mr. happy team has locked up the 2011 J/24 TX Circuit Regatta overall title with one regatta to go. This is their 14th title in the last 16 seasons dating back to 1996! Congratulations to **Bob Harden, Eric Nelson, Tom Lappin, Mike Lefevre, and Jay Sacco!**

Several J/24s raced at Wursthfest on Nov. 12-13 as a tuneup for the last Circuit event of the season, the Circus at Lake Canyon YC on Nov. 19-20. Several teams are jockeying for final standing positions with close competitors over the course of the season.

Ensign Fleet Update

by Danny Lien

"Teak Envy"

In this ever changing world of multi-media bombardment and football conference realignment, there is a little-researched psychological condition, often latent, which is manifested by persons longing for a return to the traditional or to the comfort of the familiar. It is found in our culture in subtle ways. For instance, in current home kitchen architecture, 'mid-century' retro pastel laminates are being replaced so that new counters look like stone, cabinets and trim look like real wood, and metal appliances now look like metal. In house fronts 'Texas Tuscan'

architectural style has emerged and many new house facades are built of strong stone columns and walls of earthy colors.

Political expression, from both sides of the fence, is also voicing a return to times past. Enough said about politics!

At yacht clubs around the country there is also evidence of a yearning for the traditional. Some call it 'teak envy' for want of a better expression. Those with traditional boats are feeling a bit of satisfaction while others sailing plastic pop-outs are exhibiting acting-out behaviors. One example of this at AYC is the "SLOW BOAT PARKING" sign placed in front of the Ensigns at the AYC front gate.

In an effort to counsel those at AYC with possible teak envy, we have delicately tried to seek out the sub groups (or perhaps sub fleets) responsible. Through defensive laughter and verbal attempts to blame the other sub group they exhibit additional behavioral signs of the syndrome. One group (defensive laughter) is a pair of AYC sailors linked by proximity and personal investment to both the SC21 fleet and the J29 fleet. The other oft-named individual is linked to the J22 Fleet and sometimes the J29



Fleet and SC21 Fleet by proximity. We may never identify the real perpetrator(s), but please keep in mind that we are not here to place blame but instead to offer solace and understanding. Please help in this

effort as we are all sailors here at AYC.

As Ensign sailors we can also embrace the moniker SLOW BOAT SAILOR proudly. We are slow:

- Our boats are very even in speed and we are slow to break away from the pack, therefore our boats are very tactical
- Our boats are heavy and we are less likely to be affected by mossy bottoms or different crew weights, again tactical
- We have kept our heavy teak and less-heavy flotation in the boats so we are much slower to sink, than say a boat like an 'updated' SC21
- As a fleet we are slow to change, such that even though half of our fleet pulled for the low water, we still have a respectable fleet turnout each Sunday on the river we call Lake Travis
- We are slow (but almost as fast) and with our momentum and big-boat handling characteristics we are also slow to turn. So, if you should hear a "starboard" hail look under your jib and be ready to respond if it is heard from the crew on an Ensign. Thanks to **Doug, Elliot, Tom, Carolyn, Lewis** and their crews for participating this series. As of this writing two additional boats are scheduled to race in the next race, making six on the water! See you out there, between the canyon walls!

Keel Fleet Update

by JoAnn Welles

Keel fleet turnout during the late summer series has been very good, even without considering the circumstances. Results from the first four races have five participants in A fleet, eight in B and 11 in Non-Spinnaker.

Ray Shull is leading A fleet in his J29, Mostly Harmless, and so far has a 2nd as a throwout. An article about the racing from his perspective is included in this Telltale. **Steve Eller's** Melges 24, Cold Shot, is currently in 2nd place with **Rod Stivers' J29, Jammin'** in 3rd.

In B fleet **Kevin Reynolds** in his San Juan 7.7, Dragon, is leading, again with just a 2nd as a throwout. An article about the racing from his perspective is also included in this Telltale. **Richard Whitehill's** Eureka is 3rd followed by **John Maddalozzo's** Ornerly and **Jon Nash's** Namasté.

In Non-Spinnaker, **Damon Galloway** is leading with his new light boat Sea Weasel, a FUN 23. Damon says, "Due to the fact that OverKeel is out of the water with no sign that we will get her wet any time soon, and the fact that I have the need to sail, I brought Sea Weasel to Austin from Mobile to feed my addiction. With the help of friends and a lot of muscle we were able to launch her. Fall Series seemed like the perfect way to hone in on our sailing skills with a different boat. It's been an adjustment going from a big ole heavy boat to a small and lightweight boat. With some luck and spinnaker practice we hope to move up to a spinnaker class for the next series. At least we are sailing!"

Other leaders in the Non-Spinnaker fleet are **Trey Amrhein** in Hakuna Matata, **Bill Coletti** in Midnight Blue, **Bob Goldsmith** in Zydeco and **Jim Johnstone** in S2Pendo.

A Fleet Update

by Ray Shull

With four races of the Fall Series completed, this series has been primarily a light air series. The first three races were very light with wind rarely above 10 knots and typically in the 5-6 knot range or lower. The keys to racing well have been to execute a good start that allowed good speed in clear air off the line, sail a course to the next expected or visible puff approaching and try to keep the boat moving at all times.

The first race we and the other J 29, Jammin, with new owners **Rob Stivers and Tom Meyer**, were eager to race but not confident that enough wind would show up. Finally, the wind came in at about 5 knots which let the race committee start the sequence. About two minutes before our start, the wind went well to the right which heavily favored a port tack start. We tacked to port with about a minute to go about 4-5 boat lengths below the line and a little above the lay line to the committee boat. Just then a stronger puff appeared and accelerated us directly to the boat. I bled off as much speed as I dared and set a directly course to the stern of the boat. With only about 10 feet

to spare, we finally headed up right at the gun and just barely cleared their anchor line, but executed a picture-perfect port tack, boat end start. We took off from the line with good speed and headed to the right side of the course toward the better wind coming down the lake. We sailed into that puff and quickly stretched out on the rest of the fleet. With the extremely light winds we were hoping that the race committee would shorten the course to finish at the first mark, but they watched silently as we slowly coasted around the mark. On the downwind leg, we found that we could stay within the puffs by reaching up to build our speed and then let the apparent wind keep us in the puffs for quite a while. Jammin also did a good job of staying in the puffs, and we both stayed ahead of **Steve Eller's** Melges 24 and the J80s of **Bruce McFarland and Greg Scully**. Fortunately, the race committee did shorten our course at the second mark, which was a welcome sight.

The second race was another very light race with southwest winds forecast at up to 5 knots. Southwest? I was surprised that enough wind appeared to start the race, but the race committee was able to set a start line with K Mark in a general upwind direction. The posted course for our start was K2, which was placed on the course ladder under the number "2" designating our start. After a fairly clean start near the committee boat, we quickly tacked to port since the course to the weather mark clearly favored that tack. We were surprised to see both Jammin and the J80 Infinity continue on starboard, well past the lay line to K mark. Finally, they tacked over toward K mark. Later, Jammin said that they thought that the course posted was 2-K-2, and they were headed toward channel marker 2. Apparently the J80 was following them. After realizing that channel marker "2" was on the other side of Sometimes Island, they reconsidered their interpretation of the course designation and joined the rest of us heading to K. However, they didn't suffer too much from this miscalculation, since the wind went very light and then filled in



from behind to bring them right back into the race with us. We stayed close with Jammin throughout the short course, but they did a great job of staying moving and finished ahead of us by a few boat lengths.

The third race was another light air race, the day before Halloween. We were visited by a pirate and his pretty mate. We were amazed that he kept his long dreads from being tangled in the blocks or in the winches. We enjoyed a close race with the Melges 24 throughout the course, with being never more than a few boat lengths from each other. We passed them a few times and they returned the favor. At the finish, they were a little over two minutes ahead of us. After the handicaps were applied, they ended up winning the race by a margin of only 14 seconds.

Continued on page 10

Continued from page 9

The fourth race finally saw moderate winds of about 10-15 knots with some puffs in the high teens. We had a fairly large crew of 11 or 12, but just about the perfect crew weight to carry the large genoa in the expected winds. We started near the committee boat with good speed and focused on staying in phase with the many wind shifts caused by the geographic influence of the many new islands in Lake Travis, and the typical oscillations on the lake. Once again, the Melges 24 was close by as we raced around the course. We would pass them on a good shift upwind or a well-timed jibe downwind, and within a few minutes, they would return the favor. We seemed to be able to sail a little deeper downwind than they could, and still maintain good speed. They could point higher than us upwind, but in the lighter winds we could power up the sails and have little better speed. At the finish, we were about a minute and half behind them. After adjusting our finish times, we found that we had won by ten seconds. Even closer than the previous race.

We're having a great time racing this series, in spite of the low lake levels. There is plenty of water to set a fair and challenging course to sail. Sure, there are narrow parts of the lake where we could normally sail unimpeded but now have to tack a few extra times to avoid the land. However, there are also almost no power boats to contend with and the weather has been great. We're looking forward to the Wild Turkey Regatta.

B Fleet Update

by Kevin Reynolds

Racing in Spin "B" fleet has been fun this series. It has been light and shifty each of the races except race 4 when we opted for the jib rather than the genoa.

The second race had the most interesting of all starts. 15 seconds before the gun, the wind died and shifted 90 degrees such that we were all of a sudden head-to-wind going down the line. We tacked onto port and crossed through the fleet that was trying to turn up to the line on starboard and was coming to a halt. Only one hail came from a boat that had her sails set to a starboard tack and was dead in the water. As we were passing the RC boat, the preparatory flag was raised for the subsequent start; thus, we concluded that we were not over early!

Halfway to K the only boat that was close was **Linda Donovan's** Far Away and **Rob Stivers'** Jamin, which evidently believed that his start number identifier on the course ladder was the identity of their first mark. The rest of the race, for me, was even more exciting when we managed to catch the J29s, and one more than once. When we rounded "D" we looked up the course and saw very light to glass to the left of Starnes Island and what looked like some air to the right of the island. After an animated discussion about the short course to the finish and whether there was actually better air we took the island to its western side catching our second J29. AHHA! It was great giving them a five-minute head start, still running them down!

The second race had the new air filling from the right and we were lifted on starboard. When we tacked at the start on port at the RC

boat we were out in front most of the race. **Jon Nash's** Namasté caught us near the finish line and we were able to do a little close sailing into the line with them. It is always great when the boats you are sailing with are close at hand, and you can play and have fun with tactics. When we passed Starnes, supposedly going to a weather finish, we set our spinnaker!

The third race had a bit more air. **John Maddalozzo** on Ornerly and **Jon Nash** in Namasté were able to stay out in front of the fleet most of the time and **Richard Whitehill** in Eureka! did a great job in the down leg as they were finishing our fleet at the "B" mark. We had a great time jockeying for the finish as Eureka! came down in the puff. We had to reach up to fend off Eureka! and it probably cost us the 26 seconds (yeah that's it, that's the ticket) which allowed Ornerly to finish 26 seconds in correction ahead of us (ARRRRG!). All possibilities and joking aside, Ornerly sailed a good race and deserved her win.

Before the fourth race, we decided the wind was laying down from right to left, so we would go course right. The puffs were filling in at 12 knots or so which caused us to select the 110 jib. Everyone else had 150 to 170 head sails. After the start we were pushed to the left side of the course and it took a while to duck and cross over to the right side of the lake going to "I". When we were about even with "K" on our way to "I", we looked across the lake and most of the other boats in our fleet, and those in non-spin, were to windward and even with us on the other side of the lake, a good 100 boats ahead. **Ian Fink**, who had been calling great tactics the first three races, was undaunted. We tacked several times as the shifts rolled down the lake and made up some ground on the two boats that were out in front Namasté and Ornerly. We rounded "I" about 50 boats behind the two leaders and got a little closer going to "K".

During the next upwind leg, the western side of the course appeared to be favored, and after some animated discussion, we went hard right, crossed a couple of sterns, and found ourselves back at "I" just behind the two leaders. We were able to round and pull ahead for a moment but it did not last long. By the time we had passed Windy Point they were back out in front. Namasté and Ornerly stayed close to each other until "D" and were several minutes in front of us at the mark. After "D" Namasté punched out and pulled away. We, being ever faithful to the right side (**Ian** never likes to go to the wrong side, but manages to connect-the-dots back to the front of the fleet if he winds up there), managed to pull close to Ornerly by the finish.

All in all this has been a fantastic series. There has been some close sailing and there are a number of boats in the Spin B fleet with about the same rating. It is always more fun to be near the boats that I am racing against rather than a lot of separation.

The future looks bright for the San Juan 7.7s. They all have, or are about to have, the keel extension added so that they will have the same rating. If we can get some non-spin boats to cross over to the light (that would definitely be you Hakuna Matata, the very fast Catalina 27) we could have some interesting sailing as there would be a large number of boats that all had about the same rating.

Catalina 22 Fleet Update

by Art Bussey

It's true – sailing activity has been somewhat slowed on Lake Travis due to low water. But there's still news for us to share. And if there's a scarcity of water here, there's still plenty of water in, well in Europe! So what does a determined C-22 sailor do? Why sail in Germany of course. This from **The Griz**: "I sailed a weekend on Lake Constance, the Bodensee in Germany. We sailed in a boat called Sailart 20, a new modern version of a Catalina 22. It is a sporty design, with open transom, barney post, cabin top winches and roller furling, but includes the camp on board stuff, stove, portable toilet, and dining table." Thanx for the report Griz. Now the rest of you can send on your European sailing stories for us to share. Here's a photo of the ever-smiling Griz at the helm in Germany.



There has been racing, however. In the October 1 Austin Yacht Club Governor's Cup Regatta, **Johannes Brinkman and Ted Owens** brawled their way to a 3rd place finish among a field of 12 boats on a FJ in the Centerboard fleet. Way to go, Johannes and Ted! The Griz also competed on a sunfish with **Wade Bingaman** finishing 6th in the Non-Spin fleet.

And other news, **Wade Bingaman** has purchased a C-30 to replace the ever so modest C-25. Now his aging crew has larger self-tailing winches, and longer winch handles with which to work. Thank God, just in time.

Competition was also furious in connection to the fund raising for the AYC Fund during Governor's Cup. Our ever-generous C-22 Fleet finished 3rd in contributions to among the 10 fleets.



Explanation: Austin Yacht Club sponsors in part the University of Texas sailing team. In addition to facilities, AYC raises funds to go toward the purchase of a new fleet of FJ racing boats. This in anticipation of next June's US National Collegiate National Sailing Championships, which will be hosted by UT and AYC. Here's a

photo of such boats at this years Governor's Cup

And finally, when the going gets tough, the tough find a way to P A R T I E in the form of this year's C-22 Christmas Party scheduled for Saturday, December 10; featuring live music provided by The Shoal Brothers Band and an appearance by Santa himself. So, AYC Catalina 22 Fleet members, get your drinking arm loosened up and start practicing your excuses.



Saturday, December 10
1:30 - 3:30 pm
AYC Clubhouse

All junior sailors, PB&J/summer camp participants and young children of AYC members are invited to join us for an afternoon of fun activities, refreshments and holiday cheer.

We will be accepting unwrapped toys for donation to Toys For Tots-Austin.

2011 Harvest Moon Regatta

by Ray Shull of Tribology

After we had previously sailed with **Doug and Sun Hi Casey** on their Corsair F 31, Tribology, in our off-shore adventure in June of this year, one decision that was made during that trip was to race the Galveston to Port Aransas "Harvest Moon Regatta" in the fall. Our appetites were whetted for some real off-shore racing after the great time we had on the previous race, which we had converted into a cruise. Doug also recruited **Tom Meyer and Lynna Holland** to sail the race, which with Sandra and I, completed the crew. We didn't count on any stow-aways or airborne pirates joining us, but that would become an issue later.

As the October 12 start date approached, we all met at AYC and went over some last minute planning, scheduling, and provisioning. Only one sailing performance concern arose. Doug indicated the he had inadvertently "run" over his spinnaker a few weeks earlier, and his replacement sail would likely not be ready in time. I envisioned that Doug had sailed over the spinnaker in some type of high-speed wipe-out during the summer racing. Doug corrected us and explained that he had literally "run over" it with his truck. I still haven't understood the complete story of how that happened, but the result was that his best racing spinnaker was out of action. Undaunted, we packed the older, backup spinnaker and checked the other sails for use in the 160 mile race.

We arrived in Galveston the evening before the race and met at a seafood restaurant/bar on the seawall to talk sailing, enjoy fresh seafood and a cold beer, and plan the next day. When the dinner check arrived, the waiter had stuck his pen in a small plastic shark with a menacing mouth full of sharp teeth. We immediately adopted this shark as our mascot for the race. We taped him to the front of our bow sprit as a growling warning to anyone crossing our path. To our surprise he not only survived the entire race intact in this position, but also made the entire trip back to Austin.

The next morning we all assembled at the Galveston Marina and found a dozen doughnuts waiting on our boat courtesy of West Marine. We quickly relocated them to the cockpit of one of our Austin competitors, **Jim Van Fleet's** Abandoned Assets, which was parked nearby. We decided that a dozen doughnuts were just what they needed to slow them down a bit as they came off this sugar high. With just four crew on their boat, we calculated that a dozen doughnuts was just about right. To further help their pre-race condition, we added a few beers that we had discovered hiding in one of our boat's hidden spaces to the cache of doughnuts. Ahh - the breakfast of multi-hull sailors.

After rigging the boat, buying provisions for the trip, and launching at the marina, we headed out into the Houston Ship Channel and sailed to the starting area. After checking in, watching the starts ahead of us, and rigging all the sails that we thought we would need, we waited our turn to cross the

starting line and head south to Port Aransas. As our start time approached, we noticed that Abandoned Assets was nowhere to be seen. Maybe our doughnut trick had been too effective. We finally saw them approach the start line just as our start sequence commenced. They later said that their crew was late; they had to return to the dock for some forgotten gear; and they had made it to the start line just two minutes before our start. That's cutting it close.

At the start, we were reveling in the 20 knot northerly breeze. The boat was flying along at about 12 knots, and we were steadily reeling in the slower keel boats that had started ahead of us. Within a few minutes of starting, and after we settled into our course to the first mark at Freeport, it was time to set the spinnaker and see how fast we could sail with the big off-wind chute working. We set the spinnaker, trimmed it in, and watched the speed on the GPS to see its effect. The boat speed steadily climbed to 14, then 15, then 16 knots. We saw a good puff coming in from astern and bore away slightly as it pushed us even faster. First 16.5, then 17, then 18, and then 19 knots registered on the GPS. This was exhilarating as we passed the keel boats in front of us which looked like they were in reverse as we screamed past. The puff strengthened and we were doing 19.5 knots when suddenly we heard a loud pop, and the speed dropped to "only" 15 knots. A quick look to leeward confirmed



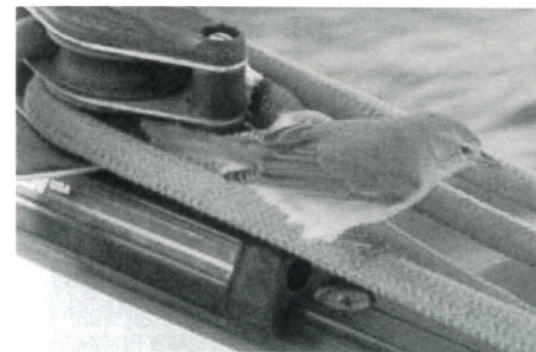
Our formidable crew (except for Tom) a couple of hours into the race. Notice all of the boats fading in the distance behind us.

what we thought had happened. The old backup spinnaker couldn't handle the high speed load and had ripped horizontally in the middle. As we unfurled the jib and pulled the shredded sail into the boat, we were all disappointed that our wild, high-speed ride had ended just a few minutes after it began.

Fortunately Doug had also packed the large Code Zero reaching genoa for the race. We rigged it to replace the spinnaker, and were able to attain reasonable speeds when the winds would let us sail a close reaching course. We held our own with the other multis around us, and sailed through the keel boat fleets for what seemed like (and was) hours. We set a fairly close winded course above the rhumb line to avoid the big wind shadows of these big cruisers and went by them without much delay. With 184 total entrants, and with our fleet being the last group to start,

we were working past boats constantly until just around sunset.

Around six or so we were attacked by an airborne pirate. We noticed the low-flying craft approaching from the west just skimming across the water, probably to avoid any radar detection. It kept approaching, circled our boat, and finally carefully landed on our spacious stern. Our pirate was a lost golden finch that obviously had become disoriented, and wandered about five miles off shore to where we were its only resting place. This little pirate was thoroughly exhausted when he landed and was just grateful to have a place to rest. After a



few minutes he flew to nearly every spot on the boat exploring his new home. Maybe he was searching for a friendly limb with leaves

and twigs in his new aluminum and stainless steel tree. Not finding anything suitable, he started landing on each of us and riding along with us as we sailed south. He flew inside the boat a couple of times and seemed to be making himself quite at home. Finally after about an hour, and exploring everything and everyone on the boat (with absolutely no fear), he set off to the west. The last we saw of him he was flying to the west, toward land, just above the waves. We hope he made it.

As sunset approached, we took stock of the boats around us and our position in the fleet. We knew we had some fast keel boats near us, as a Santa Cruz 50, an Aerodyne 38, and a J 120 were just ahead. Abandoned Assets had gone close inshore and was visible ahead. An F 33 appeared to be about even with us but had sailed much further off-shore. As these boats became just small green, red, or white lights in the distance, we wondered what our position would be at sunrise the following morning.

As it became darker, we entered the portion of the Gulf past Freeport that is populated by numerous oil wells and platforms. It is very fortunate that this Regatta is held near a full moon (I'm sure that's why they schedule it this way). The bright full moon allowed us to spot these dark obstructions well in advance. We sailed through numerous unlit wells and two large platforms that were unmarked, with no bells, horns, or lights of any kind. It was quite eerie sailing near a dark, silent oil production platform surrounded by more than 10 satellite wells in the middle of the night several miles off-shore with no warnings or markings of any kind. After passing through one of these areas, staying awake was no problem at all.

As dawn approached, we had sailed a course that brought us fairly close to shore. We were approximately two miles off shore as the sun rose, which occurred well before the moon had set. It was very impressive to have a full moon in the west and a full

sun in the east. As we received enough light to see the boats around us, we were excited to see the J 120 just behind us and what we believed was the Aerodyne 38 a mile or so ahead. We started listening to the radio for finishers checking in with the Race Committee and were pleased to hear first the Santa Cruz



The boats docked and displaying their flags at Port Aransas after finishing.

50 and then the Aerodyne check in. The J 120 had passed us just before we reached the entrance to the jetties at Port Aransas, and the F 33 which had come in from farther off-shore, was just ahead of him. As we checked

in on entering the jetties, we knew that Abandoned Assets had likely finished some time before we arrived, but all the other fast boats were accounted for. We determined that we were the sixth boat overall to finish. We had sailed the course in approximately 19 hours with an average speed of 10.0 knots. We were very pleased with our placing and calculated that we were probably the second or third multihull on corrected time.

We spent the rest of day securing the boat, retrieving the truck and trailer from Galveston, and enjoying a little of Port Aransas. The next day we wandered the docks, de-rigged and put the boat back on its trailer, and enjoyed the day-long party along the water front. We found several Austin sailors that had made the sail down from Galveston, either on their boat or sailing with someone else. We found **Bill and Linda Casnovsky, Darren Kaiser (and his other brother Darren), Jay and Bridgett** from the J 24 fleet, and **Doug** also ran into a friend of his crewing on a beautiful wooden 50 footer from the Houston area.



Receiving our trophy at the awards party.

At the trophy presentation we found that indeed we had finished third in our fleet. It was great to receive our trophy in front of several hundred people. We were very pleased with our sailing. Our finish position was great for a bunch of inland keel boat sailors with limited off-shore experience. We thanked **Doug and Sun Hi** for including us once again on a great adventure in the Gulf. We can't wait till next year to again enjoy the sailing, the beautiful gulf, the shore side parties, and the camaraderie that occurred during this great event.

2011 Harvest Moon Regatta

Jim Van Fleet of Abandoned Assets

The Harvest Moon Regatta started on the afternoon of October 2, 2011 with bright, sunny skies and a strong northerly breeze. The race ended for Abandoned Assets, a Corsair 31-1D, with AYC members **Jim Van Fleet, Michael Yost, John Kuc and Mike Beuerlein** aboard, at about 8:00 AM on the 14th.

At the start, Abandoned Assets chose to run the screecher and jib and kept below the rhumb line and to windward of the mass of monohulls (total fleet of 170+ boats) which had started before us. Our competition in Tribology (also an AYC multihull) chose to set their spinnaker and go low. Unfortunately for Tribology, and one of the other top multihulls, they both shredded their spinnakers and neither could find a spare. The wind shifted and lost some velocity, so up came the spinnaker. We jibed before Freeport and jibed back to pass the mark just after 6:00 with all of the boats in the regatta well behind us.

The wind shifted and back came the screecher and jib. The sunset was beautiful but even more amazing was the rising Harvest Moon over the ocean – a sight I will never forget. Another shift; down with the screecher and up with the spinnaker. We sailed a bit below and nearly parallel to the rhumb line throughout the night. About two miles from shore, we jibed and jibed again near the rhumb line. The wind had shifted again, and we were nearly able to fetch the mark at Port Aransas Jetties. A couple of quick jibes, then up the jetties on screecher and jib. First to Finish! Over a half hour in front of the second to finish.

It was a sweet ride – wind behind and nearly offshore, made for a smooth, nearly waveless, nearly chop-free, comfortable, sweet ride. Even sweeter was First to Finish, corrected First in Class, corrected First in Multihull Fleet. Even without her spinnaker, Tribology corrected Third in Class.

Socially Speaking

by Susie McDonald

Just a couple upcoming events and then 2011 will come to a close. It's been a fun year for the social committee and we look forward to 2012.

AYC Annual Banquet

Go online or call the office to RSVP for the Annual Banquet. Tickets are \$50 per person. If you wish to sponsor UT sailors, you can do so online or call Pam in the office. Please be sure to make your reservation prior to November 25.

Roadrunner Holiday Party

We are honored to have **Coach Kate Noble** organizing this annual event. Roadrunners, PB&J/campers and children of AYC members are all invited. The date is December 10 and the time is 1:30-3:30 pm.

2012 Plans

If you would like to be part of the 2012 Social Committee, please email Susie McDonald at ghowie11c@aol.com. There are many advantages to joining the Social Committee, not least of which are the top shelf margaritas and "behind the counter only" off-menu specials for the cooks and servers, and the all-around good times we have every time we get together.

See you in the kitchen!

Reminder: BOAT REGISTRATION

AYC House Rule #6 requires that "All members shall obey County, State, and Federal laws that apply to the operation of the Club." The Texas Administrative Code, Title 31, Part 2, Chapter 53, Subchapter E, Rule 53.90 reads as follows:

(a) Documented vessels are required to display the registration validation sticker on both sides of the bow and maintain current documentation through the United States Coast Guard or display the state-assigned TX numbering series with the decal. Commercial vessels used in coastal shipping and vessels exceeding 115 feet in length are exempt from registration requirements.

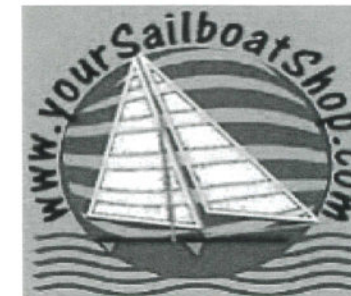
(b) Vessels registered as antique boats are permitted to display the registration validation sticker on the left portion of the windshield. In the absence of a windshield, the registration validation sticker must be attached to the certificate of number and made available for inspection when the boat is operated on public water.

The following vessels (when on Texas public water) are required by law to have current registration. This includes vessels that are docked or moored:

- All motorized boats, regardless of length (motorized boats include boats propelled by a trolling motor);
- All sailboats 14 feet in length or longer or any sailboat with an auxiliary engine(s); and
- USCG Documented vessels.

Exempted vessels — All (non-motorized) canoes, kayaks, punts, rowboats, or rubber rafts (regardless of length) when paddled, poled, or oared; sailboats under 14 feet in length when windblown; USCG documented commercial vessels used in coastal shipping; and USCG documented vessels exceeding 115 feet in length.

Information on renewing or obtaining registration for your boat can be found on the Texas Parks and Wildlife Department's website at www.tpwd.state.tx.us.



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We appreciate all that the Austin Yacht Club has done to help promote sailing in this area, and are happy to announce a new program, which we hope will benefit both the Austin Yacht Club and its members.

"SBS Savings Club"

1st – All AYC members will save 10% on almost every part and accessory we sell.

2nd – AYC will get a "Gift Certificate" equal to up to 10% of all of the AYC individual members total purchases. AYC can use the "Gift Certificate" to purchase equipment for its Youth Program or any other program you want.

3rd – To help jump-start the program, we at the Sailboat Shop have sent a "Gift Certificate of \$50 to the Club."

All you have to do to participate is to go to our new website and create a NEW account at

yourSailboatShop.com

We still have a few display boats available at substantial savings.

We are actively looking to buy used trailerable Sailboats (25ft and under) CALL US...



ALEXANDRA MARES WINS TSA AWARD

Alexandra Mares was awarded 9th place Opti overall in the 2011 Texas Sailing Association Youth Circuit on Saturday, November 5, 2011 at the annual TSA award banquet which was held at Lakewood Yacht Club.

Approximately 152 Opti sailors participated this year in 13 TSA regattas held at different yacht clubs throughout the State. AYC's Roadrunner Regatta is one of the regattas on the TSA Circuit. Alexandra started racing in the TSA circuit as a Green Fleeter at AYC's Roadrunner Regatta in March of 2010. She had so much fun traveling to these regattas with her Opti, seeing beautiful places throughout the State, and making new friends, that her goal was to race in every TSA regatta this year. So, in addition to receiving the TSA award for 9th place Opti overall, Alexandra was recognized for having participated in all 14 regattas.

It would be great to see more AYC kids traveling to these events! TSA regattas start again in February of 2012, offering great one-design fleet racing for Optis (Green Fleet and Red/White/Blue Fleet), Lasers (4.7, Full Rig, and Radial), and 420s. **John Morran** is the AYC representative to TSA. For registration at all TSA events and for full race results, please go to www.txsail.org.

Austin Yacht Club

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