



FJ FLEET CHALLENGE

Raises \$18,000 for AYC Fund

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by Molly Lewis

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by Ray Shull

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by Johannes Brinkmann

- PLUS -

Commodore's Report Fleet Captain Reports Committee Reports



Save the Dates

Annual Membership
Meeting 11/17

Wild Turkey Regatta 11/19

Annual Banquet 12/2



Cover Photos by Bruce McDonald



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

AYC 2011 RACE CALENDAR

October 16 Fall Series Race Day #1 (FWC 1:30P, RC Non-Spinnaker)
October 23 Fall Series Race Day #2 (RC J-22)
October 30 Fall Series Race Day #3 (RC Ensign)
November 6 Fall Series Race Day #4 (SC21)
November 13 Fall Series Race Day #5 (J/24)
November 19 Wild Turkey Regatta

AYC NON-RACING EVENTS

October 22 Women's Sailing Camp
October 27 AYC Board Meeting
November 17 Annual Membership Meeting
December 2 Annual Banquet

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

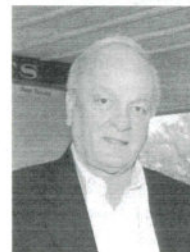
Proposed Change to Article VI, Section 3 of the Bylaws:

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



Summer is Over – Maybe!

Well into October, we're still experiencing 90+ degree days, but it looks like the triple digit days are behind us for the year. An all time record of 89 triple digit days were recorded in Austin this year, far surpassing the previous record of 69 days of 100+ degree temperatures!

Even with all the drought issues and low lake levels, AYC activities continue to thrive! Your club sponsored an incredibly successful Governor's Cup Regatta on October 2 that attracted over 50 registered competitors! We completed the Summer Series, and are ready to commence Fall racing later this month. Watch the AYC calendar for more details!

The AYC Governor's Cup Fleet Challenge Event

Scott Young and John Morran, with support and assistance from Kate Noble and the UT Sailing Team, produced one of the greatest AYC events I've seen in many years – the Governor's Cup Fleet Challenge! Pitting seasoned veterans like Scott, John Bartlett, Eric Faust, Ray Shull and Matt Romberg against keel fleet, Roadrunners, centerboard and multihull sailors in an AYC face off provided a lot of competitive spirit and just plain fun! Spectators from barely 7 years old to 70 witnessed a 5-race series of 15 FJs helmed by AYC's best. Eric and Sara Faust claimed first place in the event. What a great event, and what a load of fun we all had! Consideration is being given to making this an annual AYC event!

Lake Level and the Future of AYC

Lake Travis has passed its record low of 629.83' MSL recorded in 2009. The lake is descending to potential lows of 620'-624' MSL by the end of 2011, a level not seen since the 1950s! Even at these historic lows, racing activity at AYC continues to be strong. An average of 15+ boats have participated in the Friday Beer Can Races. And as noted above, over 50 boats participated in the Governor's Cup Regatta!

With the Fall Series coming up, participation has not loomed as an issue. We have plenty of race room, even with the lake at 38% capacity. If your boat is landlocked, now is the time to get to know your competitors by joining them as crew!

In 2012, AYC is planning to host the College Nationals. In preparation for that event, AYC has assured the governance committee for the event that Lake Travis would have sufficient water and access to conduct the event. AYC has signed a contract with Galveston Bay Sea Scout Base and received payment for the sale of the existing FJ fleet. These boats will be used for the College Nationals and thereafter to support the UT and AYC youth sailing programs.

AYC Docks are in Place Off AYC Point

All six AYC docks and the Pavilion are now positioned off the AYC point. Unlike 2009, all slips on all docks have access to the lake! The docks are secured by a new system of anchors and deadmen. We are still fine-tuning the overall system and will be adding additional

connection points as needed in order to stabilize the dock positions. Many thanks to Tom Groll, Tom Cunningham and the many AYC volunteers who put in over 20 hours over two days to move the docks from the cove to the point and to reposition the Pavilion. This effort represented the biggest single dock move in our history!

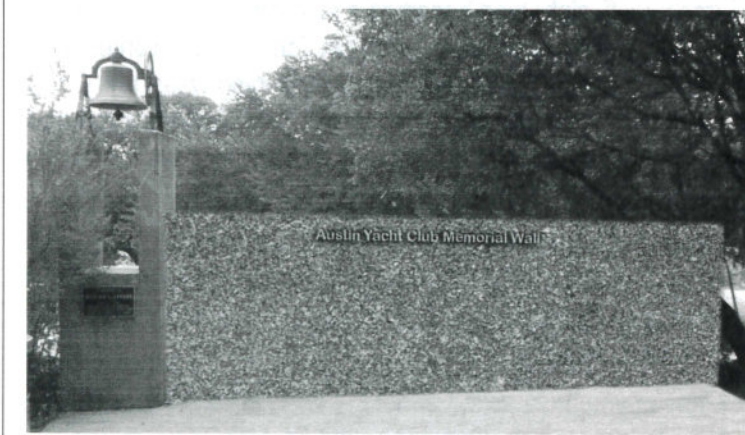
Annual Meeting

On November 17, we will hold our annual membership meeting to vote on the 2012 slate of officers and on a change in the AYC bylaws. Please plan on joining us to cast your vote. If you cannot attend, we ask that you submit a proxy form to the AYC office before the annual meeting. Forms are being sent to you with your October bill.

CLUB ANNOUNCEMENTS

Planned Giving Update

As authorized by the Board of Directors, the planned giving committee has been established and has been working on a design for the permanent memorial. The current plan is for a wall adjacent to the Levin's Bell which would have plaques for those who wish to be remembered in this fashion. If you wish to be involved with this project as a committee member or offer input into the project, please contact either Barry Bowden, Fred Ford, John Saunders or Bruce McDonald.



Lost & Found

FOUND in Pool Canyon at the water's receding edge: A pretty old high school class ring. Gold. Looks like a black stone in it. Initials inscribed in it. Contact the office with the year, the high school and the initials and you may have your class ring back!

Building & Grounds Report

by Fred Ford



Well it's been a very quiet month at our dear Lake Travis. I was gone most of the time, well ... pretty much all of the month and I would be remiss if I did not thank our B&G committee, chaired by **John Saunders**, for taking the reins. A strong "Atta Boy" to our staff, they stepped up and fielded a plethora (you don't

get to use that word much) of curve balls to keep things working for all of us ... thank you.

Jean and I spent part of August in Colorado and most of September in Maine. We moved here from Maine and it was fun to sail, kayak and hike with former friends and neighbors and it will be almost as much fun not to be snowed in from December to March. Raced in the Maine Retired Skippers' Race ... a non-spin 4½ hour race on Penobscot Bay to the edge of the North Atlantic. Lots of fun, we did not hit anyone and did not come in last ... I believe that is the criteria for a perfect day on the water. I digress. Now for the news you are all waiting to hear.

Tom Cunningham has been busy with docks and in his spare time he has been trying to keep our irrigation system alive and well ... no small task. We siphon from the lake and as the lake drops, well, siphoning becomes a problem when the water level goes below our pipe. Kudos to Tom, he has worked to keep our siphon pipe below the every ebbing water level. You may have guessed, all of our campus is at risk in this drought and we at the point where we must be vigilant if we are to save our beautiful tree covered property.

I have been in contact with Certa-Pro, our painters, since my return to Austin. The temperatures are in the correct zone for a repaint and painters will be on campus in the near future ... as in blisters be gone.

Many of you have asked about the torn screens in our shelters. Rescreening the shelters will be the final B&G Committee project for this year and will be scheduled the last part of this month to the first part of next month. We waited for cooler temperatures that were very late in arriving this year. Their arrival was so late that they nudged into pheasant season and I will be gone for a week or so back to the farm for a family hunt ... hence late October to November for the rescreening.

Recycling may require us to have a single pick-up point for recyclables. If you want to recycle you will have to make an effort to stop by the bin before leaving the AYC campus. I will have complete information at a later date.

The end of the year will soon be here and for the AYC Board that means end of budget and projects. I am preparing a list for next year's B&G Commander's consideration. My list sorts out to give attention to the following items:

Men and Women's locker-rooms, water supply, dock access, junior sailor boat storage area, rehab the clubhouse furniture, trash receptacles for the entrances to the clubhouse and an awning to shade the pool. If you have a particular project you would like to see addressed, please email me at the club web site. We will look at it and try to fit it into our master plan ... and our budget.

A final thought from the last lines of a poem by Katrina Porteous titled *The old Boat* –

*"She is the last link of the chain
That stretches away to the sea, to the horizon.
She is the ruled line.
The end of the line.*

*Without her
There is no reason."*

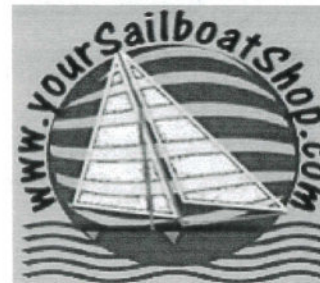
Thank you for your continuing efforts to keep our club clean, neat and a pleasant place for all of us to enjoy.

MARK YOUR CALENDARS!

October 27	AYC Board Meeting
November 17	Annual Membership Meeting
November 19	Wild Turkey Regatta
December 2	Annual Banquet



duckwatch88@yahoo.com



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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.

Vice Commodore Report

by Johannes Brinkmann



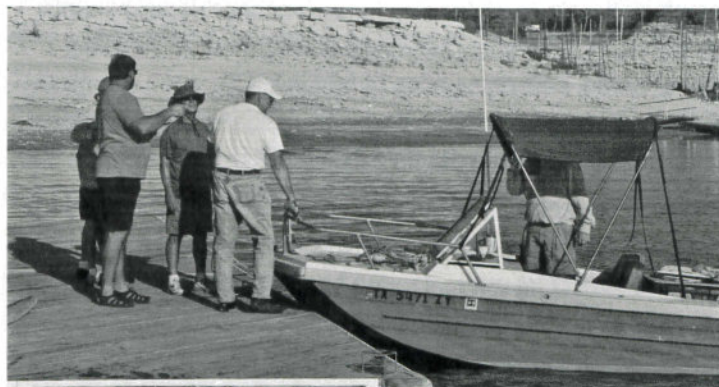
2012 College Nationals at AYC

Those of you who participated or watched the Governor's Cup Fleet Challenge saw first-hand what an incredible asset an 18-strong FJ fleet is to the UT Sailing Team and AYC. I reported last month that the board approved working with UTST to

replace the fleet and that AYC had signed a Letter of Intent to sell the old FJ fleet to Long Beach Yacht Club. That deal fell through, but fortunately for us and the **Galveston Bay Sea Scout Base**, the Scouts were prepared to step in and buy the boats from us on terms just as favorable to AYC and UTST. **Jim Tillinghast** has signed the contract and AYC has received payment for the sale of the existing FJ fleet. The Scouts will pick up the first nine boats this month. The second nine will be picked up next March, shortly before our new boats arrive.

Blake Billman, member of the Inter-Collegiate Sailing Association (ICSA) executive committee, spoke at AYC's September board meeting. Given the national headlines about drought and fires in central Texas, Blake conveyed that the ICSA has concerns about the impact projected lake levels might have on AYC's ability to host the 2012 College Nationals. These concerns were countered with confidence by several AYC representatives including **Vic Manning**, who was AYC's PRO of the 2005 College Nationals. Vic and others stated that even with worst case projections, there will be enough water to run the races. AYC's main challenges will be configuring dock space to accommodate team rotations, providing good viewing areas for spectators, and making sure that foot and vehicle traffic can move freely between the club and shore facilities. AYC and UTST representatives expressed confidence that these challenges will be met.

Vic Manning has volunteered to PRO the 2012 event. Given his knowledge of our venue, his experience running the 2005 event, and the rave reviews the 2005 event received, I can't think of a more qualified individual. Thank you, Vic, for again stepping up to the plate for AYC!



Race Commander Report

by Bruce McDonald

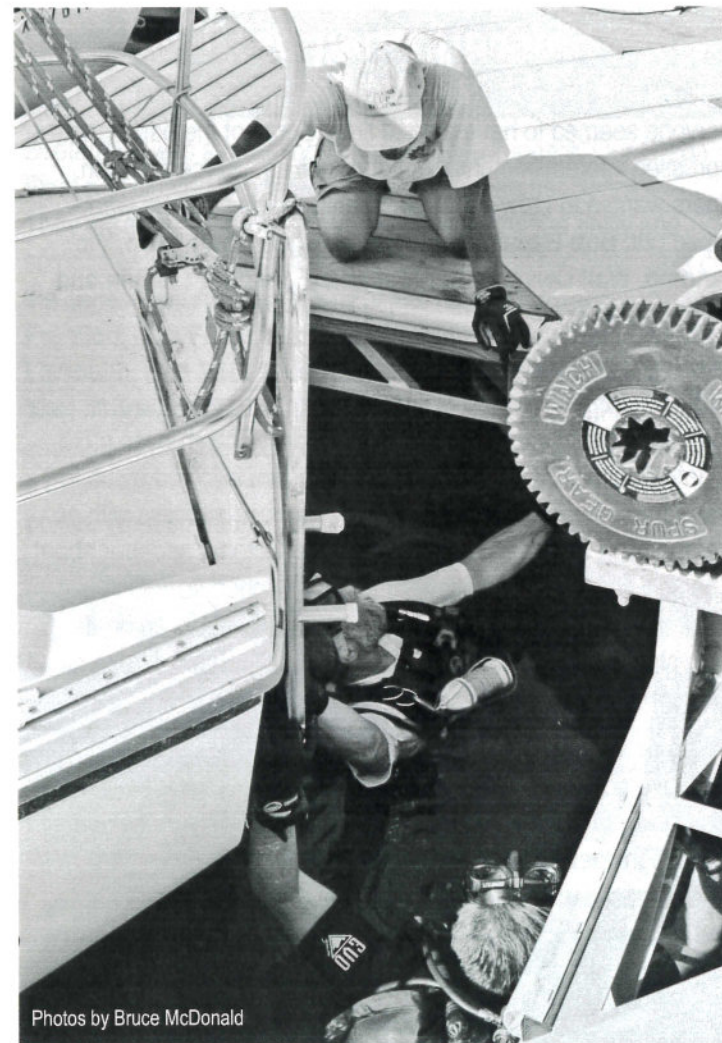


September's Late Summer Series was shrunk down to one race, the first race being preempted by the huge dock move (see photos below and next page) to the point and the last race cancelled due to lack of wind.

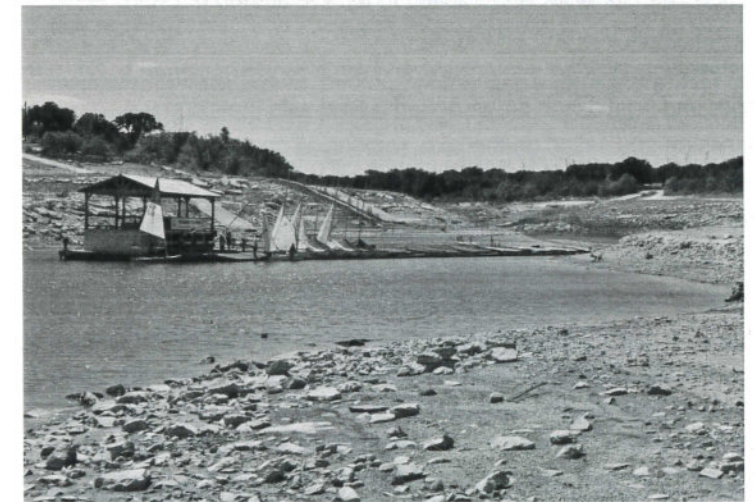
The same fluky winds dogged the Governor's Cup Regatta, but thanks to the efforts of **Molly and David Lewis**, the event's chairpersons, **John Morran**, who ran the opti course, **Scott Young**, who organized the FJ Challenge and the great group of talented volunteers who helped me run the keel handicap and centerboard courses, the regatta was a great success. Thanks to everyone who participated.

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. The Fall Series starts on October 16. Registration is now open for the five race day series.

Thanks to the efforts of **Tom Groll, Tom Cunningham** and the many volunteers, we now have a dock configuration which allows lake access for all of the boats which are currently on the docks. Unfortunately, many of these boats sit in the harbor on race day. If you are one of the landlocked, and want to race, do a little arm twisting of your friends who have boats in the water, but are not racing. You might even make some new friends. It is time to be creative.

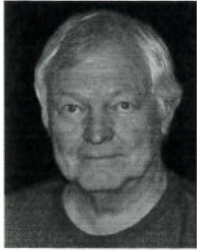


Photos by Bruce McDonald



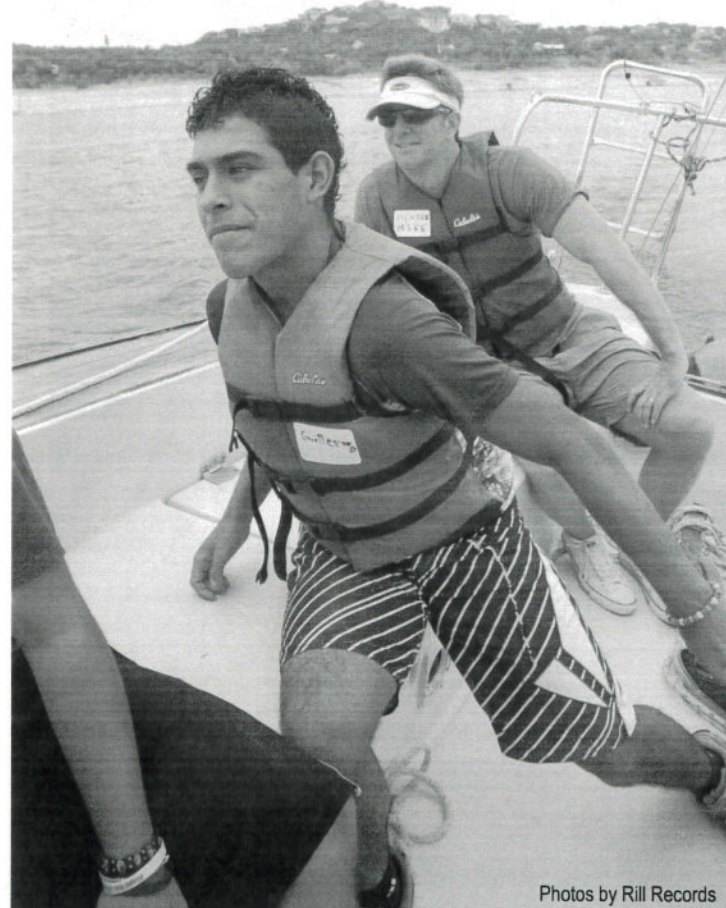
Sail Training Report

by Bill Records



AYC Hosts Clinic for Explore Austin

On September 17 we hosted a learn-to-sail clinic for Explore Austin, an organization that mentors inner city, underprivileged teens. Their programs typically involve rigorous outdoor activities like hiking, climbing and kayaking. Most of these kids had never been on a sailboat, but were very excited to try. We started out with the usual chalk talk and knot tying which they picked up quickly. The class was divided into groups and each group assigned a skipper and boat. Each group rigged a boat with the skipper's supervision and sailed up the lake, rotating all crew positions. After returning to the club, the kids tied the boats up, folded sails and came to the clubhouse for lunch and a follow-up discussion. The group's mentors used the experience to show how sailing requires teamwork, responsibility and cooperation. We were impressed with Explore Austin and its impact on positive development of young people. All sixteen of these young men showed a keen willingness to learn and a respect for others. We hope to have them back soon. Thanks goes to the skippers for sharing their boats and knowledge to make this class special: **Vic Manning, Bob Gallant, and David Wahlberg.**



Photos by Bill Records

Intro to Keelboats II Clinic

The Intro to Keelboats II clinic was held on September 24 and was a sellout with 25 attending. The winds were light and shifty but everyone seemed to have a good time. Some of the participants expressed interest in membership as well as ASA certification. Others wanted to crew in a race. Thanks to the skippers who helped out: **Bob Gallant, Danny Lien, Chris Thompson, Vic Manning, Walt Dwyer, Peter Mullarkey, Jennifer Loehlin and Philippe Bettler.**

Roadrunners Racing Series

Starting in September, the Roadrunners began one of two month-long racing series. On each Saturday, **Coach Kate** gave a brief talk concerning racing rules and tactics followed by up to three races. The September Series was a huge success with an average of 14 boats. As of this writing, the October series is about to begin with high expectations. The series schedule is October 8, 15 and 22 at 1:30 p.m. On October 29 we will have an on-the-water start and tactics clinic taught by **Alan Rochard**. I hope all Roadrunners will be there for this great opportunity.

Governor's Cup

The Governor's Cup was by all accounts a huge success and the Roadrunners contributed significantly. The Opti fleet was the only one-design fleet and had seven boats on the line. They also got in the most races with seven! **Alexandra Mares** took 1st, **Michael Yost** 2nd, and **Michael Morran** 3rd. Another Roadrunner, **Sam Hollenbeck**, sailed with his dad, Dan, in Centerboard Handicap and won every race!! Everyone will agree that the best part of the regatta was the FJ Fleet Challenge. The Roadrunners were the only fleet to have two teams, finishing 7th and 10th overall. Roadrunner Team 1 finished ahead of six teams, among them Laser, Multihull, J22, B-fleet, SC21 and UT!!! Roadrunners Rule!!!! A lot of credit for this event goes to **Scott Young, John Morran, Coach Kate Noble, and the UT Sailing Team**. This event should be on AYC's schedule every year!



Explore Austin teens learn to sail.

Roadrunner Update

by Kate Noble

September was a great month for our Roadrunners. Our Green Fleet participated in a three week long September Series. They did a fantastic job, especially considering the shifty and sometimes stormy conditions we faced the last two Saturdays of the series. **Will Abrams, Connor Burns, Ben Froelich, Ethan Froelich, Max Fuller, Gus Gamble, Sam Hollenbeck, Charles Larrouilh, Ben Peel, Sam Peel, Marcus Tita, and Michael Yost** all competed in the Opti Class. Our 2011 September Series champion was **Michael Yost** with 16 points. **Marcus Tita** was a close second with 17 points, followed by **Sam Peel** with 21 points. We also had a Pico Class sailed by **Will Abrams, Jules**



Photos by Bill Records

The UT Sailing Team committee (aka party) boat for the FJ Challenge

Bettler, Matt Gibbons (crewed by **Brandon Landry** and **Ethan Froelich**), **Marine Graby** and **Dylan Moore**. **Jules Bettler** took first place with 17 points. **Matt Gibbons** was in close second with 18 points and **Will Abrams** was third with 22 points. Our goal during this first series was to develop a basic understanding of the rules of racing, right of way, and the skills necessary to sail the course successfully. All of our participants really showed improvement throughout September. All of our sailors were kind, fair, courteous, and displayed great sportsmanship. We will hold an October Series on October 8, 15 and 22 during our normal Green Fleet practice time from 1:30 to 4:00.

We had a great turnout from our Roadrunners at the Governor's Cup on October 1. We had seven Optis compete – **Gus Gamble, Charles Larrouilh, Alexandra Mares, Michael Morran, Ben Peel, Sam Peel, and Michael Yost**. Congratulations to **Alexandra Mares**, who finished in first place with an impressive 7 points. In second place, **Michael Yost** finished with 15 points, followed by **Michael Morran** in third with 17 points. It was a long day on the water for our Opti sailors, many of whom participated in the fleet challenge as well. We were able to get off seven races! A big thank you to **John Morran** for heading up Race Committee for us and good job to all our participants!

The first AYC Fleet Challenge was undoubtedly the highlight of the Governor's Cup. Our two Roadrunner teams competed against



New member Conner Burns wins a race in the Opti series.

twelve other fleet teams made up of the club's top sailors. The first race was scored by how much money our fleet was able to raise for the AYC Fund. The Roadrunners raised an incredible \$2,280 putting us in fourth place. Thank you so much to all the parents and friends who contributed to support our Roadrunners. Our Roadrunner Team 1 (**Erin Hawk, Alexandra Mares, Meredith Morran, Michael Morran, and Alan Rochard**) came in 7th overall and Team 2 (**Jules Bettler, Max Fuller, Charles Larrouilh, Ben Peel, Sam Peel, and Michael Yost**) finished 10th overall. Both teams represented the Roadrunner Fleet very well and I couldn't be more proud!



Matthew Givens and crew Brandon Landry finishing in first place

Looking ahead to the end of the month, **Alan Rochard** will be hosting a start clinic on October 29th. The clinic will consist of a chalk talk followed by on the water instruction. Those interested should plan on bringing a waterproof watch and a notebook. Alan is a very accomplished sailor and I encourage all our Roadrunners to take advantage of this amazing opportunity.

The lake may be down but we still have much more to look forward to this fall for our Roadrunners! Below is the schedule for the remainder of October. Thank you to everyone who continues to make our youth program such a success!

October

- 13 4:30 Beginner's Practice
- 15 1:30 Green Fleet October Series Wk 2, 4:00 Laser Practice
- 20 4:30 Beginner's Practice
- 22 1:30 Green Fleet October Series Wk 3, 4:00 Laser Practice
- 27 4:30 Beginner's Practice
- 29 1:30 Start Clinic with Alan Rochard

Governor's Cup

by Molly Lewis

With lake levels steadily marching toward new lows as the days ticked off toward October 1, we weren't sure what to expect from the 2011 Governor's Cup. But AYC members stepped up with their characteristic enthusiasm for all things AYC and made it a truly great day!

Over 30 boats competed in the Regatta, forming five fleets. Despite meager winds, everyone was all smiles as they came in off the water. This was probably attributable at least in part to temperatures that finally managed to stay in the 80s, but **Bruce McDonald** and the rest of the Race Committee (including the **Bernsteins, Vic Manning, John Howard, Bob White (a new member!), Jim Tillinghast, and Jorge Trevino**) also get a lot of credit for doing a great job dealing with the light winds.

Results are shown below. Congratulations to all!

Fleet	Winners
PHRF Spinnaker	1 Matt Romberg 2 Ray Shull 3 Rob Stivers
PHRNF Non-Spinnaker	1 Damon Galloway 2 Chris Thompson 3 Bill Casnovsky
Centerboard	1 Dan Hollenbeck 2 Deke DeKeyser 3 Ted Owens
Beach Cats	1 Scott Young 2 Michael Yost

John Morran also did a great job organizing the Opti race. Seven boats participated, and from the looks on the kids' faces during the trophy presentation you could tell that they really had a great time and enjoyed being included in the regatta. Congratulations to **Alexandra Mares, Michael Yost, and Michael Morran** for taking 1st, 2nd, and 3rd places, respectively.

But wait! There's more. In addition to the regular racing and the Opti races, **Scott Young, John Morran, and Johannes Brinkmann** came up with the Fleet Challenge idea, a combination fund-raising/FJ racing competition that proved to be a lot of fun and very successful fund-raiser for the AYC Fund! The Ensign fleet was first at the (virtual) starting line and really got the fund-raising competition going, but the other fleets were not to be outdone. Before long, the J/24s, Catalina 22s, J-80s, Roadrunners, and Ensigns found themselves battling for the top money-raising spots as October 1 neared. It was a close competition, with a strong showing by all, but the J/24 fleet withstood a late rally by the J-80 Fleet and came out as the number one fundraising fleet. All told, over \$18,000 was raised for the AYC Fund, a truly incredible success! But that's not all

– the on-the-water portion of the FJ challenge was also well-attended and a lot of fun. Congratulations to **Eric and Sarah Faust** who sailed a great regatta to lead the Ensign Fleet to victory. **John and Claudia Bartlett** did a terrific job representing the J-80 fleet in 2nd, followed closely by **Matt Romberg** representing "A" Fleet in 3rd.

Here are the results, by fleet. Congratulations to the winners and special thanks to everyone who participated and contributed funds!

Fleet	Money Raised	Overall Finish
J/24	\$ 3,600.00	5th
J-80	3,400.00	2nd
Catalina 22	2,505.00	4th
Roadrunner 1	2,280.00	7th
Roadrunner 2		10th
Ensign	1,900.00	1st
Multi-Hull	1,010.00	9th
J-22	875.00	11th
B-Fleet	770.00	13th
Sunfish	700.00	6th
A Fleet	550.00	3rd
Laser	500.00	8th
SC 21	400.00	14th
UT Team		12th
TOTALS	\$18,490.00	

The fish fry dinner was an outstanding finish to an exciting day! Thanks to **Joan Houck and Charles Rowland** and new member **Bob Grahl** (and his industrial size fryer!) and many other helpers for turning out prodigious quantities of excellent catfish and fixings. You could tell it was good by how many people came back for multiple servings!



Photo by Bruce McDonald



Photo by Bruce McDonald



Photo by Bruce McDonald



Photo by Bill Records



Photo by Bruce McDonald



Photo by Yolanda Mares



Photo by Bill Records



Photo by Bill Records

J/24 Fleet Update

by David Broadway

After a summer break in the J/24 TX Circuit Regatta, racing resumed with the Houston YC One Design Regatta on September 17-18. The season standings were close with three regattas to go on the Circuit season.

After four races on Saturday, **Bryan Dyer** on Rum Line led **Harden/Nelson** on mr. happy by three points. Just before the Sunday start, a brief storm blew through resulting in a postponement while the RC reset the course. The AYC entries had their best races on Sunday. In the last race, **Dr. Gamble** on Ohh Ahh finished 2nd while **Jorge Martin de Nicolas** on ayeBoat had a 6th; **Dave Broadway** on Superman finished 4th in the first race of the day. While both Rum Line and **Weakly/Gianotti** on Ambassador went hard right, the mr. happy boys anticipated a shift back to the left which resulted in consistent finishes of 2, 3 on the day to win the regatta. With two 2011 Circuit regattas remaining, mr. happy looks like a lock for yet another overall J/24 TX Circuit Regatta win.

The remaining Circuit events/dates are:

- Lakewood YC JFest on October 29-30
- Lake Canyon YC Circus on November 19-20.

Additionally, the LCYC Wurstfest Keel weekend of November 12-13 will be a convenient opportunity to tune up for the Circus stop.

In the October 1 Governors Cup/AYC Fund event, the various fleet entries raced one another in FJs. The J/24 Fleet was represented by **Tom Lappin and Chris Lombardo**. The J/24 Fleet took top honors in the first race by raising \$3,500 for the AYC Fund.



Ensign Fleet Update

by James Wilsford

The Late Summer Series was intended to be a "short" three-week series and it was indeed very short and it reminded us that, although late, it was still very much summer. We were still experiencing 100+ degree weather. The first races were to have been on September 10; however, due to low water conditions, that day and the next were spent moving docks out of the harbor and onto the point. The new arrangement is actually nice in some respects since there are no stairs to traverse to get to the boats and it has caused more intermingling of sailors since the docks are "stacked" and there are more folks on each walkway.

The second week of the series is the only one which had actual racing and only one Ensign sailor braved the steady winds. That intrepid sailor was **Doug Laws**, sailing Prime Time, and he received two third place finishes on that day. On the third week's race day, September 24, there was no wind, the temperature surpassed 100 degrees and the races were cancelled.

Now that the weather has moderated some and the high temperatures have eased, the sailing conditions are ideal. We have more boats in the water than most fleets since our class rules state that boats are to be "wet sailed" and other fleets pull their boats after racing. Also, since there is no ramp to launch from, some boats are stuck on their trailers. Additionally, with the docks out on the point, it takes almost no time to get out into the lake. Everyone has seen the sign designating the Ensigns on trailers as the "Slow Boat Parking" area – we should show them how you can have white-knuckle excitement at four knots. For all of the above reasons (and just because we can) we should all be out sailing (either racing or cruising), taking others for rides and introducing other fleets to the fun of Ensign Sailing.

CONGRATULATIONS ALEXANDRA!

Alexandra Mares was awarded a 5th place trophy in Blue Fleet at the Texas Sailing Association regatta on September 24 and 25, 2011 at the Seabrook Sailing Club in Seabrook, Texas. 76 Opti sailors participated in that regatta, out of which 54 were in the Red/White/Blue Fleet and the rest were in Green Fleet. Alexandra scored 10th place overall in Opti Red/White/Blue.

For full results, please see www.txsail.org.

Cruising the Virgin Islands During Hurricane Season

by Ray Shull

Earlier this year I suggested to **Sandra Helin** that we should take a week off and cruise the British Virgin Islands. She readily agreed and we started checking our schedules for a time when we both could take vacation. We tried to find a time in May, then in June, then in July, but just couldn't seem to find a week when we both could leave. Finally, in early August, we decided to take a chance on scheduling a week in late September. We discussed that this was in prime hurricane season, but decided to take the chance and schedule a trip. We made the decision that if the weather were forecast to be unsafe just before we were going to leave, that we would just cancel the airline tickets and see what we could do about rescheduling the boat charter. We knew that the charter costs were significantly less expensive this time of year, but it didn't seem that much else would be different from the "normal" cruising season.

The week before we were to leave, we confirmed all of the reservations, checked the weather daily, found our passports, and started packing for the week of living on a boat. Just before we were to leave, the weather forecast looked great, so we finished packing and excitedly anticipated the day we would leave for some island time.

We left Austin early Saturday morning and after short stops in Houston and San Juan, Puerto Rico, we arrived in Tortola early that evening. Our first indication that chartering in the hurricane season was different than the rest of the year was the sight of dozens of charter boats neatly lined up at the marina. All the boats were placed in rows, sails removed, biminis folded, and quietly waiting for someone to arrive and make each boat their home for a while in the islands. I don't think they could have fit one more boat in their docks and many of them were double parked end-to-end in the slips.

The second indication of the slow pace of this season was when we arrived at the charter office and found it locked, lights out, and no one around. We then discovered a note taped to the office door with our name on it. We opened it and the note



Sandra sailing away from Tortola



Checking that the anchor is holding in a deserted cove

said "We've gone for the day, your boat is in slip 14 of dock B, the lights are on, make yourself at home, and we'll see you in the morning." We found our boat, stowed our luggage, made a quick trip to the nearby market for some supplies (i.e. rum, fruit juice, and cups). We returned to the boat to spend the rest of the evening watching the nearby lights of the town become brighter with the increasing darkness, listening to the sounds of the ocean around the marina, and quickly adjusting to island time.

The next morning we woke to the sounds of seabirds greeting the morning and small waves lapping against the hull of the boat. The charter company manager arrived and welcomed us in person to Tortola and made sure we had found everything satisfactory on the boat. He checked that we were able to work all of the boat's systems. He said that the boat briefing would be around 9:30 or so, and asked us to come by the office on the way to sign the remaining paperwork. We finished breakfast and relaxed a bit on the boat and made our way down the marina to the office. After taking care of the paperwork, we arrived at the briefing room. There, the charter representative started the briefing by saying "I have some good news and some bad news." First he said that most of the coves and anchorages are nearly deserted this time of year and we could typically have our choice of where we stayed with the boat. The bad news was that about half of the restaurants, bars, and stores were closed until later in October due to the "slow" season." That was the first that we had heard of most of these places being closed this time of year, but we agreed that the benefit of avoiding crowded coves and anchorages would more than offset a little inconvenience with restaurants and such. He told us which places were still open and with a little planning, it seemed that we would be able to find anything that we would need.

We then made a trip to the nearby market for provisions for the week (food, rum, snacks, rum, breakfast items, rum, ice, some water, rum, fresh fruit, and rum). We carried these items back to the boat, stowed our provisions, made one last check of the boat, and left the marina for the first island our trip away from the marina.

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We chose that first day to venture to the nearest island, Peter Island, to have an easy sail and check out the boat and have an afternoon for some swimming and snorkeling. We sailed into the one of the typically more popular anchorages on the island and there found only one other boat. We anchored in the best spot in the cove and spent the afternoon relaxing on the boat, in the water, and enjoying the pelicans displaying their ability to dive from great heights into the water to snare an unsuspecting fish. Around sunset the other boat pulled up their anchor which left the cove all to ourselves. We couldn't believe the gorgeous sight of a magnificent sunset framing the exit of our private cove.



The sunset from our private cove on Peter Island

The next morning was spent enjoying a leisurely breakfast in the cockpit, watching the aerial displays of the many birds hunting their morning meal, and enjoying the sunrise over the island behind us. Fortunately the high cliffs on the island delayed the sunrise until the very reasonable hour of about 8:30. We made a quick sail back to the charter marina to address a problem with the water system on the boat, and then decided to sail to Norman Island to stay in a well-known cove called The Bight. We stopped at the rock formation called The Indians for some snorkeling on the way, and arrived there around three in the afternoon. When we arrived there was one other boat in the cove, which was very surprising since this cove contains lots of mooring buoys to allow a high density of boats to occupy it. There were over one hundred mooring buoys in the cove and only two boats tied to them, counting us.

Once there we tried to guess whether the floating restaurant/bar in the cove, known as the Willie T, was open or closed. We heard a lot of banging, sawing, and other sounds of construction coming from the Willie T. Obviously someone was on board, but these sounds were not the typically typical indications of food and drink. We motored over in our small dinghy, expecting them to tell us they were closed for construction. Instead a cheery head popped out from behind a wall that was being demolished and said "Sure we're open, what would you like?"

Our eager host (Jason) later told us that he had to work on the remodeling unless someone came up wanting service. We were his relief from banging a large hammer trying to remove rusted and damaged walls that comprised the (soon to be former) bar on the lower level of the ship. Then the captain/owner (Mike) came over and asked us if either of us knew how to use a cutting torch. He was surprised when I said sure, "I'll just need some goggles and gloves." He explained that they were removing most of the lower bar enclosure to open the boat up more and improve the visibility of the bow from the kitchen/dining area near the stern. He sat down and while talking about the remodeling, he said he couldn't determine the best way to replace the flight of stairs that was behind the bar leading to upper deck. After a few more rum drinks, we all decided that he should install a spiral staircase on the bow of the boat. If you ever visit the Willie T in the BVI's, and it has a spiral staircase on the bow, it was designed right there under the influence of Cruzan rum.



Relaxing at the rock formation called The Baths

The next few days we planned our itinerary by not planning anything at all. We basically used the weather to guide our passage around the islands. There were some scattered showers that appeared the next few days, so if the showers were to the left, we went to the right. If the showers were to the right, then we went left. We managed to avoid any significant rain showers and only experienced a light sprinkle for a few minutes a couple of times.

Finally, after five days we found ourselves at probably my favorite island in the BVI's, Yost Van Dyke. There, in a cove called Garners Cay, are two restaurants named Sidney's Peace & Love and Harris' Place. They also have a market about the size of the room behind the trophy case at AYC. And they have great snorkeling, abundant fish to watch, dozens of pelicans and frigate birds, a hill full of wild goats that wake you each morning to the calls of the young goats looking for their breakfast, and the friendliest people you could imagine. Sidney's was the only

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Our home for the week moored at Garner Cay

place except for the market that was open, so we went there for lunch when we arrived. There we met Strawberry, the daughter of Sidney, who explained that Sidney had passed away about a year ago and she and her sister, Janet, and her brother, Sidney Jr., were now running the business. She greeted us by saying welcome and make ourselves at home at the bar. When we sat down at the bar counter, she quickly told us "No, don't sit there, go around the bar and make whatever you want and then come out here and join me near the water." After making the drink of our choice, we joined her in the otherwise empty dining area and discussed the weather, the restaurant business, and the slow tourist season when she had time to actually sit down and talk with the visitors to her cove. We stayed there two days and had a great time visiting with Strawberry and Janet. Sidney Jr. was not around as much as his sisters, but enjoyed telling us about his trips to the US, highlighted when he said he actually shook Michael Jackson's hand, (without the glove).

The next to the last day we sailed back to the other side of



The colorful buildings at Sopers Hole

Tortola, so that the following morning we wouldn't be too far from the home base. On the way we stopped at Soper's Hole for an afternoon of hanging out in the market, stores, and bars in this more developed area.

All the buildings are very brightly painted in yellows, pinks,

greens and blues. We spent another night in the Bight, where we were the only boat in the entire cove this time. The next morning everything we did was at a very slow pace. I don't think either one of us was ready to leave, so we may have thought that by dragging every task out as long as possible, it would prolong our time before we had to go.

We finally slowly sailed into the home marina, to be greeted by the charter company manager who personally helped us unload our belongings from our home on the water for the past week onto the dock. He had arranged for a taxi to return us to the airport which was waiting for us at the front gate. I had the feeling that everything was happening too quickly, maybe if we sent the taxi away for a while we could sit in the bar and slowly return to life on the land. However, checking our airline schedule, it was time to leave and we begrudgingly left the marina for the airport.

As a final indication of how much more relaxed and slower the pace was during the slow (hurricane) season, when we arrived at the airport there was no one at our airline counter to check us in. Additionally, there was no one at any of the other airline counters either checking in or behind the counter. Finally an airline representative appeared from behind a door and checked out our luggage and gave us a boarding pass and directed us to the security entrance. There we were the only ones checking through; we cleared security in less than a minute. Once inside the gate area we noticed that we were the only passengers in the entire airport. About twenty minutes later, our pilot came through the gate area and said that since we were his only passengers, if we were ready to go he was ready to take off. We boarded our private plane and headed for San Juan. It was a fitting ending to one of the most relaxed and unhurried vacations that I've ever taken. I'd take the chance of having to deal with a possible hurricane as a more than fair trade for enjoying the very relaxing pace and unhurried friendliness of the places and people we visited during our week in paradise.



Having a great time sailing from one island to the next

2011 Viper North American Championship

Submitted by Drake Borer

It All Came Down to the Last Race

by Justin Scott; Published 10/4/11 to www.viper640.org

Going into the sixth and final race of the 2011 Viper North American Championships we had an **unprecedented three way tie for first place**.

Tied with twelve points each after discard were:

Jackpot - **Brad Boston, Lee Shuckerow and Erik Vinglass**. Team Jackpot are two time North American champions going for the hat trick. They are also the hosts sailing on their home turf.

Mambo Kings - **Justin Scott, Ched Proctor and Peter Largess** from Connecticut and Newport.

ANIMAL - **Jeff Jones, Drake Borer (aka the Sea Monkey) and Geoff Arnold**. The hard charging, hard partying team from Texas.



Only three points back and still very much in contention was the British/Australian team of Fer De Lance: Glyn Locke, David Chapman, and Ian Nicholson. Aka "The Brits". Glyn had shipped over his boat from the UK for the Pan Am series and the same team flew over and sailed together in Miami, Newport and now Sarnia, Canada. Winning in Miami, the Brits were leading the Pan American championship series and going into the last race of the North Americans they were still in a position to wear both crowns.

The weather served up one awesome finale.

The breeze was 18 knots with steepening waves at the warning signal. It was 20 knots at the gun and built to 25+ knots during the race.

Jackpot owned the pin at the start with the Brits on their weather hip. Mambo Kings started near the committee boat. The Texans were late at the boat after halyard problems in the pre start. It was breeze up and game on for the final show down.



The Locale

Sarnia Yacht Club at the South West corner of Lake Huron was an inspired choice for the 2011 North Americans. The Blue Water bridge crossing the US Canadian border at Point Edward is aptly named. The lake has clear and suprisingly blue water bordered by sandy beaches. The resemblance to a fresh water version of the caribbean stopped abruptly with wooly hats and thermal underwear to cope with temperatures that fell steadily as the week progressed. It was beautiful though.

Two years ago, a major regatta in the great lakes would have struggled to attract a dozen Vipers. The fleet has started to get real traction in the Mid West and Canada. For the regular road warriors it was a real pleasure to meet new owners from Wisconsin, Illinois, Minnesota, and Ontario.

Downtown Point Edward consists of three family restaurants, a bar, a hardware store, a variety store and a sail loft. Everyone knew we were coming and the welcome mat was rolled out. At Salvatore's, there is no need for a menu. The owner sat us down at a table, asked if there were any allergies, and then kept the home cooked Italian food coming lubricated by copious bottles of red wine until we cried for mercy. The Club hosted a fish fry. The Boston sail loft hosted an impromptu party on the loft floor. The professional caterers for the banquet on Saturday bore a close resemblance to the family that ran event registration on Wednesday which bore a close resemblance to the family which owned the local sail loft. Everywhere we turned was a helping hand. Can't find the club when you pull into town at midnight? You dont just get directions from the locals, they leap into their car and insist in leading you there, opening the gates for your boat and asking you if you know the way to the hotel. Forgot your tiller? No problemo, Bill Abbot will have one fixed up for you in time for the start. This town loved us and we loved them.

On the race course, it was all business. Bill Abbot runs a tight ship and the RC work was world class.

Day One - The First Five Races

With a fearsome forecast for Friday afternoon and Saturday, our PRO warned us that the sequence would start promptly

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at 10.30am and the "R" flag would be flying for repeat races as soon as each race was finished. Bill was true to his word sending off a sequence of technically demanding races in an oscillating breeze that built over the day from 7-12 to steady 10-15.

Different boats had their moments. The peleton was very tight and competitive. The Texans looked consistently fast and smart until they imploded in the fifth race and got spat out without mercy by the peleton.

Mambo Kings stole the first race from the Texans with a personal puff from heaven in the final 10 boat lengths. Brad and team Jackpot won the second race with the Texans close behind in second again, and a very fast Tony Chapman in third.

Tony is another Brit, but living in Arizona. His crew had driven the boat 3,200 miles to be at the North Americans on condition that Tony drove it home.

The Mambo Kings came back with a win in the third race again pursued by the Texans in second and Tony Chapman with a repeat in third. The fourth race was won by Glyn Locke and team Fer de Lance. In second was Ron Schute from Ottawa who had sailed two very shrewd weather legs, then the Texans rounded out their fourth consecutive top three finish to lead the regatta.



In the fifth race Mambo Kings and Jackpot duelled up the far left of the course. Mambo Kings rounded the windward mark narrowly ahead of Jackpot, only to have a fouled hoist and get rolled by Jackpot. In the next two legs Jackpot extended while the Mambo Kings and Jonathan Nye fought for third and fourth place and Fer De Lance snuck into second. Meanwhile, the Texans had sailed off the map shopping for duty free and only managed thirteenth.

When the dust settled three boats were tied for first if a sixth race was sailed allowing for a discard.

The Final Race

The first shift came from the left. Jackpot and Fer De Lance

(aka the Brits) tacked onto port. Mambo Kings was forced to dip a boat that tacked and crashed, but quickly flipped onto port to stay to the right of Jackpot and the Brits. Jackpot tacked back, the Brits followed but Mambo Kings held on to find a right shift before coming back. It looked like Mambo Kings was bow out on the Brits but slightly behind Jackpot. Meanwhile the Texans were sailing their hearts out and grinding through the fleet with compelling boat speed as the breeze picked up and the waves grew in size. The rehearsal at the M24 worlds at Corpus Christie was paying off.

There was a final left shift as the leaders came to the weather mark. Jackpot rounded first. Then the Brits closely followed by Mambo Kings. The Brits had a problem with the hoist and gybed to avoid getting rolled by Mambo Kings. Mambo Kings held on and rode a big puff before gybing just above layline in hot pursuit of Jackpot.

The building breeze and waves started to take its toll on the fleet on the downwind leg. Jonathan Nye's team had a hard broach and came up with a boom that just didnt "look right" with a right angle bend. Mambo Kings surfed down a wave into the back of the following wave and cartwheeled. By the time they were back on their feet the Texans sailed by with shit eating grins on their faces.

Jackpot and the Brits were extended in first and second respectively and could not be caught. But it was game on between the Texans and Mambo Kings on the final upwind leg. The Texans had awesome upwind speed in the big breeze and Mambo Kings matched them. Carlos Proctorini, the devout man of the cloth, placed Mambo Kings bets on the right. The bets paid and the distance closed. The Texans rounded the last windward mark in third followed by Mambo Kings. Drake Borer describes a brief discussion on ANIMAL as to whether they should hoist or survive. Jeff Jones looked at Mambo Kings and made the decision for both boats - "Hoist!" and both boats hoisted. This was the best downhill sleigh ride of the regatta, screaming down steep Lake Huron chop in 25 knots of breeze.....Yahooooo. The Texans were very fast, nailed third place and a well earned second in the regatta.

Jackpot held their lead to become three time North American Champions. The Brits finished the race in second, the regatta in fourth and won the Pan American Championship series. Mambo Kings came fourth across the final line, third in the North Americans and second in the pan Americans. Tony Chapman finished the race and the regatta in fifth and collected the adjusted handicap award in the Pan Ams.

Saturday morning was a non starter for racing. There was a barge capsized in the harbor and when Bill Abbot tried to hoist the "racing abandoned" signal from the flagstaff, the wind snapped the halyard.

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Every boat collected glass trophies at the awards and every boat got a standing ovation. If you sail a Viper regatta, newbie or champion, you are a winner in our eyes.

After thanks to our sponsors, Doyle Boston, EFG Bank and Doyle catering, we all bid farewells and promised to see each other again soon. Then the travellers hooked up trailers and headed out.



On the long drive home, the Texans and Mambo Kings texted each other. There will be a rematch!

AYC ANNUAL BANQUET

Please join us for the

AUSTIN YACHT CLUB ANNUAL
BANQUET

December 2, 2011 at 7:00 in the evening

THE OASIS
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\$50 per person
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www.austinyachtclub.net
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Socially Speaking by Susie McDonald

So glad Fall is here! The Late Summer Series was almost unbearable with the infernal heat and low lake. Although only one race was held, the Social Committee managed to host a delicious chicken tetrazzini dinner for the 30 or so diehard sailors who came out to race.

We hope everyone will make a real effort to come out for the Fall Series. The first race is "fleet socials" – so no \$5 dinner in the clubhouse. The Social Committee will be around though – taking count of the number of sailors so we can best plan our next four dinners. We're hoping to get back to our 60-70 person dinners starting on October 23.

The end-of-series banquet on November 13 will be a French Country Feast with guest chef **Brigitte Benquet**. Wonderful food, French wines and good times are promised so please plan to make it!

AYC Annual Banquet

The big bash of the year, the AYC Annual Banquet, will be held December 2 at The Oasis. We've reserved a great party venue – "The Top of the Oasis." It's got lots of room for drinks, dinner, music and dancing, and great views of Lake Travis from the deck. Invitations will go out in November. Tickets will be \$50 per person, with reservations online or by phone to the AYC office. Please be sure to make your reservation prior to November 25.

Children's Holiday Party

The Social Committee is looking for a parent or parents of our young sailors to plan the "Children's Holiday Party" event, to be held in early December. This is an AYC tradition and it's great fun for the kids and parents who participate. If you wish to head this subcommittee or can help in any way, please contact Susie McDonald at ghowiellc@aol.com.

2012 Plans

We hope to end 2011 on a high note, with more water in the lake and more sailors in the buffet line! If that happens, we'll go all out planning series meals and parties for the year. If the lake stays low and dinner attendance is down, well, we may have to cut back a little. We'll play it by ear but please do your part by coming out to the club and participating in the Fall Series activities.

If you would like to be part of the 2012 Social Committee, please email Susie McDonald at ghowiellc@aol.com. There are many advantages to joining the Social Committee, not least of which are the top shelf margaritas and special "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!

Help AYC Save Dollars (and Trees) by Accessing the Telltale Newsletter Online through the AYC Website

If you wish to access the Telltale through the AYC website and are willing to discontinue receiving a printed Telltale by mail, please fill out the requested information, below, and take one of the following actions:

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A Message from US Sailing: Take the Survey

We want to hear from you on how US SAILING can improve our programs to better serve members and attract new sailors to our organization. We have developed a short survey to help gather information about sailors' interests and what they know about US SAILING. To access and complete the survey, please visit:

http://www.surveymonkey.com/s/US_SAILING_Non-Member_Survey

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