



1980
World Youth Sailing
Championship

participants:



ARGENTINA



AUSTRALIA



AUSTRIA



BELGIUM



BRAZIL



CANADA



DENMARK



FINLAND



FRANCE



GERMANY



GREAT BRITAIN



HONG KONG



ITALY



MEXICO



NETHERLANDS



NEW ZEALAND



NORWAY



PORTUGAL



SWEDEN



SWITZERLAND



UNITED STATES



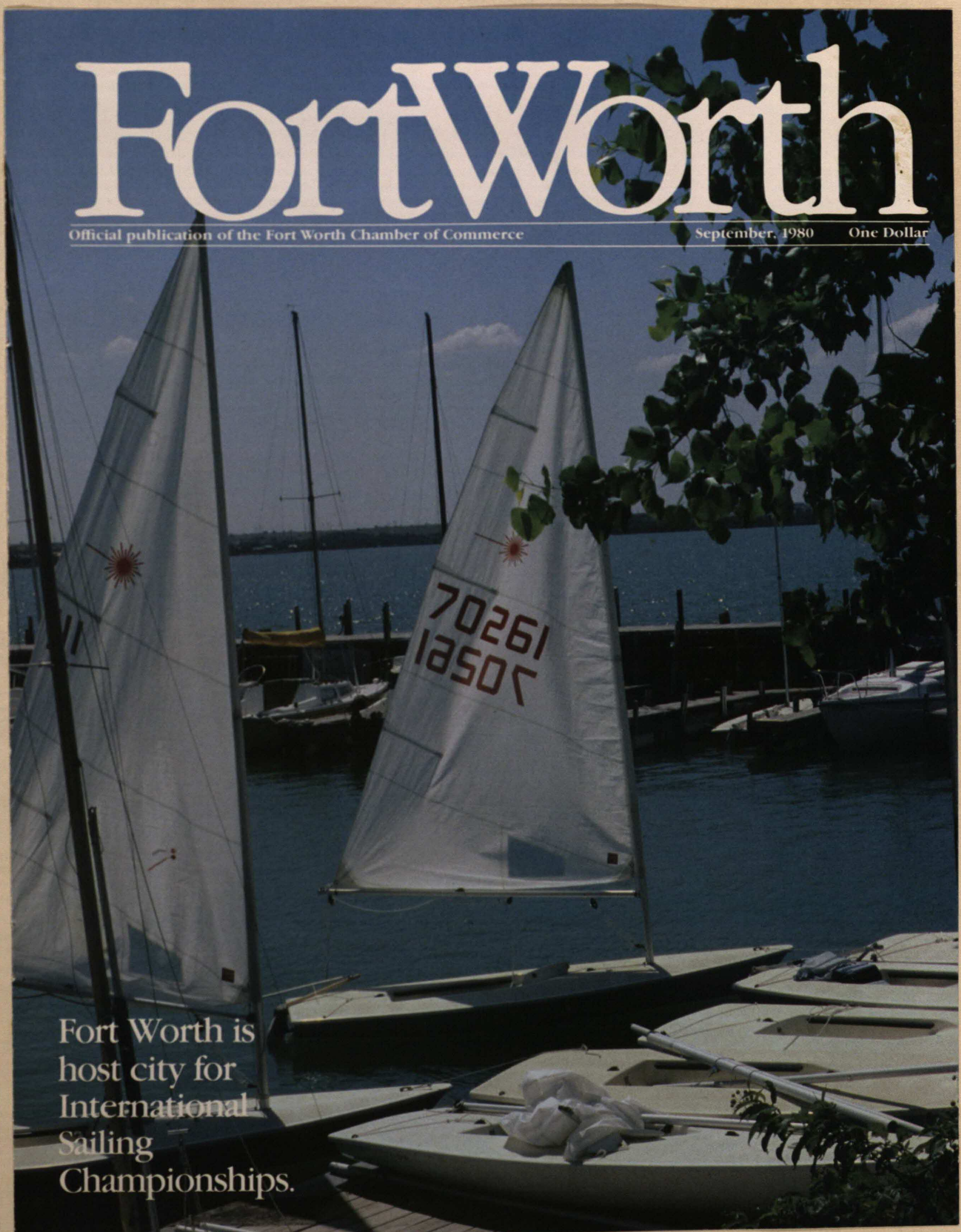
VENEZUELA

Fort Worth

Official publication of the Fort Worth Chamber of Commerce

September, 1980

One Dollar



Fort Worth is
host city for
International
Sailing
Championships.

ships and commodore of the Fort Worth Boat Club, have undertaken the awesome task of hosting this regatta. In three short months they have organized committees, recruited volunteers and made all other necessary arrangements to get the event underway. Host cities usually have 18 months to prepare for the championships, but when Brazil declined at the last minute to host this year's event, the U. S. was eager to accept.

"Members of the Fort Worth Boat Club are volunteering and pitching in to help get the club in shape for this exciting event. We have 10 people on the organizing committee. And the financial assistance will have to come from private donations. Everyone has been very responsive, and I don't think we'll have any problems at all gathering up enough support," said McGown.

So far, agreeing to give their support is the Carter Foundation, Tandy Corporation, and Haws and Garrett.

Three contestants under 20 years old, along with an adult assistant, will be coming from each country to participate. The two categories these young sailors will be competing in is the single-handed class and the double-handed class. The sail boats used will be the Laser, which is 13 feet in length and weighs about 185 pounds; and, the Laser II, a 13 foot, six inch dinghy weighing just under 200 pounds. The Fort Worth Boat Club purchased 20 of the single-handed Lasers and presold them to private individuals who will assume ownership after the competition. Performance Sail Craft donated the 20 Laser II's which will be used in the competition.

Beginning on Friday, September 5, the contestants will have a welcome briefing and draw for boats. The first race will be on Monday, September 8, at 10 a.m. There will be one race held each day Monday through Thursday at 10 a.m. Friday will be a free day for sight-seeing and Saturday and Sunday the sailors will race the remainder of the two mandatory races. Each race will be in a triangle course approximately eight miles long. The event is open to the public at no charge. Each of the three legs of the triangle will offer variety and challenge for the young sailors. The first leg is direct into the wind, the second and third are down wind, and then back upwind for the finish.

"The kids will not be put into separate classes for age and weight," explained McGown. "They all race at one time. If there are 20 teams, then there will be 40 boats racing at one time. The



20 single-handed boats will take off first; five minutes later the 20 double-handed will start. It's going to be straight sailing all the way and no eliminations. Big kids and little kids will all be together, and when it blows hard the big kids most likely will do well and when the wind is light the little kids do well. It will balance out over a 10-day period with the change in weather conditions.

"It is assumed that the degree of skill of the kids is roughly the same," said McGown.

To ensure that each of the boats are in proper condition for racing, two weeks before the championships all boats, sails and equipment were checked by an individual appointed by the U. S. Yacht Racing Union. Denis Toothe, a certified



judge and a race management specialist, is responsible for making sure all boats meet class regulations. Each boat is checked before and after each race to verify that no alterations have been made.

The scoring that will be used is the official olympic scoring, a very complicated system, according to McGown, designed to reward consistency rather than just giving points for first place. The best four races out of six will be counted. There are five judges on the International Jury, including Bob Gough from Fort Worth, a member of U. S. Y. R. U. and a Regional Senior Judge.

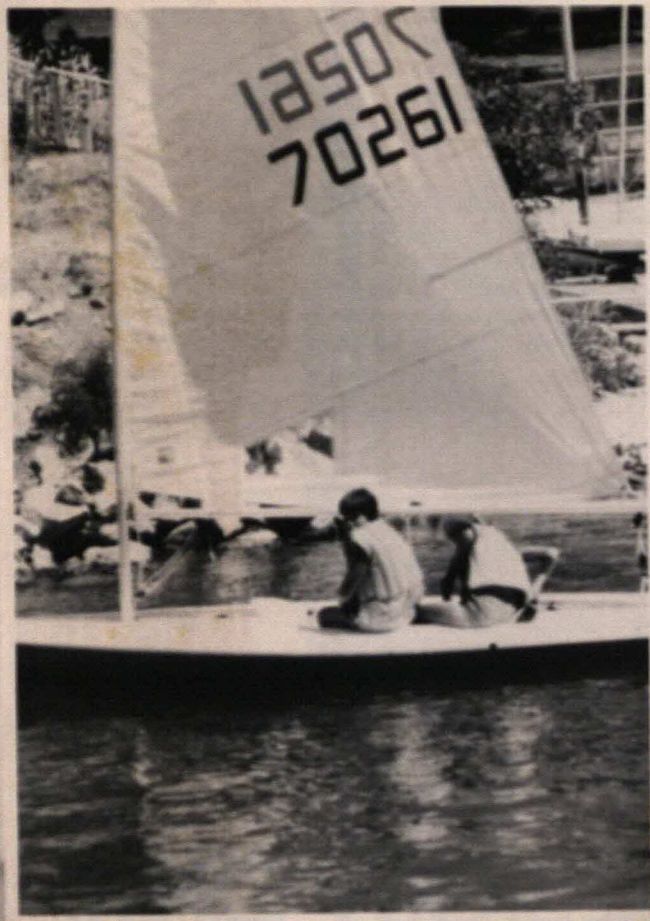
The United States contestants for the 1980 I. Y. R. U. championships are Russ Sylvestri, from California in the single-handed class and Allen and Peter Lindsey, two brothers from Florida who will compete in the double-handed class. Last year, the regatta was held in Livorno, Italy where Hong Kong won the 1979 title.

One of the reasons the Fort Worth Boat Club was chosen to host this event is its ability to house the visitors on the Boat Club property in its many Cabanas. Many residents who own the Cabanas have agreed to make them available for the 10-day period in order to make the sailors feel more at home. Also, residents who live on Boat Club Road have invited some of the teams to stay with them. The club will be responsible for feeding the teams and trying to please everyone's tastes for various cuisine.

Because this regatta is longer than most, lasting 10 days with only one race a day, the visitors will have plenty of time for sight seeing. The organizing committee has made plans for them to tour a working ranch, see a rodeo, visit cowtown, eat at various mexican restaurants and other activities.

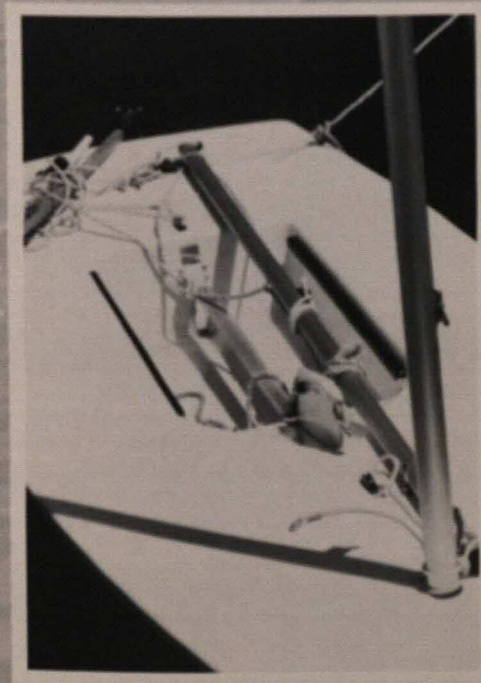
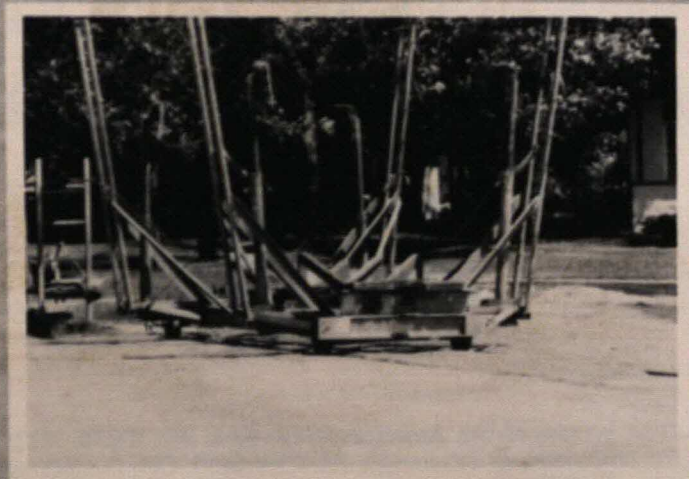
"These kids are really good sailors," explained McGown. "They all started when they were about seven or eight-years-old. By the time they're 16 they are absolutely tough. They know the racing rules, what makes a boat go, how to cut sails as well as trim them . . . all the things that were in the artistic stage when I was a kid. They really have the technical side of sailing down.

"This is absolutely going to be a most exciting event for Fort Worth. I really believe the fact we hosted the gymnastic championships successfully has a lot to do with the I. Y. R. U. coming here. It's just another athletic feather in Fort Worth's cap. If gymnastics brought the sailing championships, then sailing will bring something else," said McGown.



Let the four winds blow right on course to Fort Worth.

*Fort Worth is hosting
the 1980 World Youth
Sailing Championships.*



PHOTOGRAPH BY LINDA FLESHMAN

16/FORT WORTH

TEXT BY BARBARA GEDDIE

While hosting the 1979 World Gymnastic Championships, Fort Worth made its debut in the International sports arena. During this exciting event, Cowtown proved its competence successfully during a short reign in the international spotlight.

Excellent reviews of Fort Worth's accomplishments as the host city were published worldwide in the newspapers as well as voiced by the gymnasts themselves. The comments, which made the most significant impact, reflected the warm hospitality which emitted from everyone and the overall willingness of the community to help make the gymnastic championships a tremendous success. As the gymnastics came to a close, it became apparent that Fort Worth was capable of holding future sports events with confidence.

And once again, Fort Worth will host an international event in September — The 1980 World Youth Sailing Championships. It is the first time for the sailing championships to be held in the United States. While in Fort Worth, this international event will celebrate its 10th anniversary.

September 5 through 14, the top sailors in the world under 20 years-of-age will gather at the Fort Worth Boat Club at Eagle Mountain Lake to compete in the championship contest sponsored by the International Yacht Racing Union. Twenty-five countries have been invited to the event and 20 countries are expected to participate. At this writing, the following teams have accepted the invitation: Finland, Norway, Denmark, Sweden, Holland, Belgium, Great Britain, Italy, Hong Kong, New Zealand, Canada, Austria, West Germany, Portugal, Argentina, Australia, and France.

"Many would not associate sailing as being a very active sport in the Fort Worth area, but there are eight major yacht clubs in the metroplex, an unusual concentration, making it one of the most active yachting spots in the United States," said Quentin McGown, governor of the U. S. Yacht Racing Union and long time member of the Fort Worth Boat Club. "Fort Worth has quite a few "blue water" sailors that have been thousands of miles of sailing. You wouldn't believe it out of the Fort Worth area . . . and all of these boat clubs in the metroplex frequently hold national championships."

McGown, along with Clayton Brants, chairman of the I. Y. R. U. organizing committee for the 1980 champion-

FORT WORTH/17

open →



United States Yacht Racing Union

Box 209 • Newport, Rhode Island 02840 • (401) 849-5200

1980 IYRU WORLD YOUTH SAILING CHAMPIONSHIP

September 7-14, 1980

Fort Worth Boat Club

Fort Worth, Texas, U.S.A.

SAILING INSTRUCTIONS

1 RULES

The regatta will be governed by the racing rules of the International Yacht Racing Union, the rules of the International Laser class and the Laser II class, the Conditions for the IYRU World Youth Sailing Championship (except as any of these are altered by these sailing instructions) and by these sailing instructions.

2 ENTRY

Yachts declared eligible by their National Authorities in accordance with the Conditions may be entered by completing registration with the regatta organizing authority.

3 NOTICES TO COMPETITORS

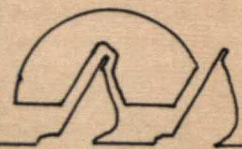
Notices will be posted on the Regatta Notice Board located on the east porch of the Fort Worth Boat Club.

4 CHANGES IN SAILING INSTRUCTIONS

Any changes in the sailing instructions will be approved by the jury and posted before 0800 hours on the day they are to take effect, except that any change in the schedule of races will be posted by 2100 hours on the day before it will take effect.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the flag pole on the front lawn of the Fort Worth Boat Club.
- 5.2 Code flag "AP", Answering Pennant, with two guns (one gun when lowered) means "The race is postponed. Do not leave the harbor area." The time of the warning signal will be posted before the lowering of "AP".
- 5.3 Code flag "P" fully hoisted means "Protest time has begun." When lowered, it means "Protest time has ended."



6 YACHTS

- 6.1 Yachts will be provided for all competitors, who shall not modify them or cause them to be modified in any way except that:
- a) a compass may be tied or taped to the hull or spars;
 - b) yarn or thread may be tied or taped to the rigging or taped to the sails;
 - c) a wind indicator may be taped to the mast or hull;
 - d) hulls, centerboards and rudders may be cleaned with water with no additives;
 - e) adhesive tape may be used anywhere above the waterline;
 - f) all fittings or equipment designed to be adjusted may be adjusted provided, however, that the relevant class rules are observed.
- 6.2 All equipment provided with the yachts for sailing purposes shall be carried while afloat.
- 6.3 The penalty for infringement of the above instructions will be disqualification from all races sailed in contravention of the instructions.
- 6.4 Competitors shall report any damage or loss of equipment, however slight, to the regatta organizing authority's representative immediately after securing the yacht ashore. The penalty for infringement of this instruction, unless the jury is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.
- 6.5 Class rules requiring an identical number on hull and sails will not apply, and competitors are not required to be members of the Class Associations of the classes sailed in the Championship.
- 6.6 Compasses, wind indicators and trapeze harnesses will not be provided but competitors will be permitted to supply their own.

7 SCHEDULE OF RACES AND ORDER OF STARTING

7.1 Races are scheduled as follows:

RACE	DAY and DATE	WARNING SIGNAL
Practice	Sunday, September 7	1000 hours
Race 1	Monday, September 8	1000 hours
Race 2	Tuesday, September 9	1000 hours
Race 3	Wednesday, September 10	1000 hours

Race 4	Thursday, September 11	1000 hours
Race 5	Saturday, September 13	1000 hours
Race 6	Sunday, September 14	1000 hours

7.2 No more than two races may be scheduled on any day.

7.3 Classes will start in the following order: Laser II; Laser.

8 CLASS FLAGS

8.1 The following class flags will be used:

CLASS	FLAG
Laser II.....	Class symbol on white
Laser.....	Class symbol on white

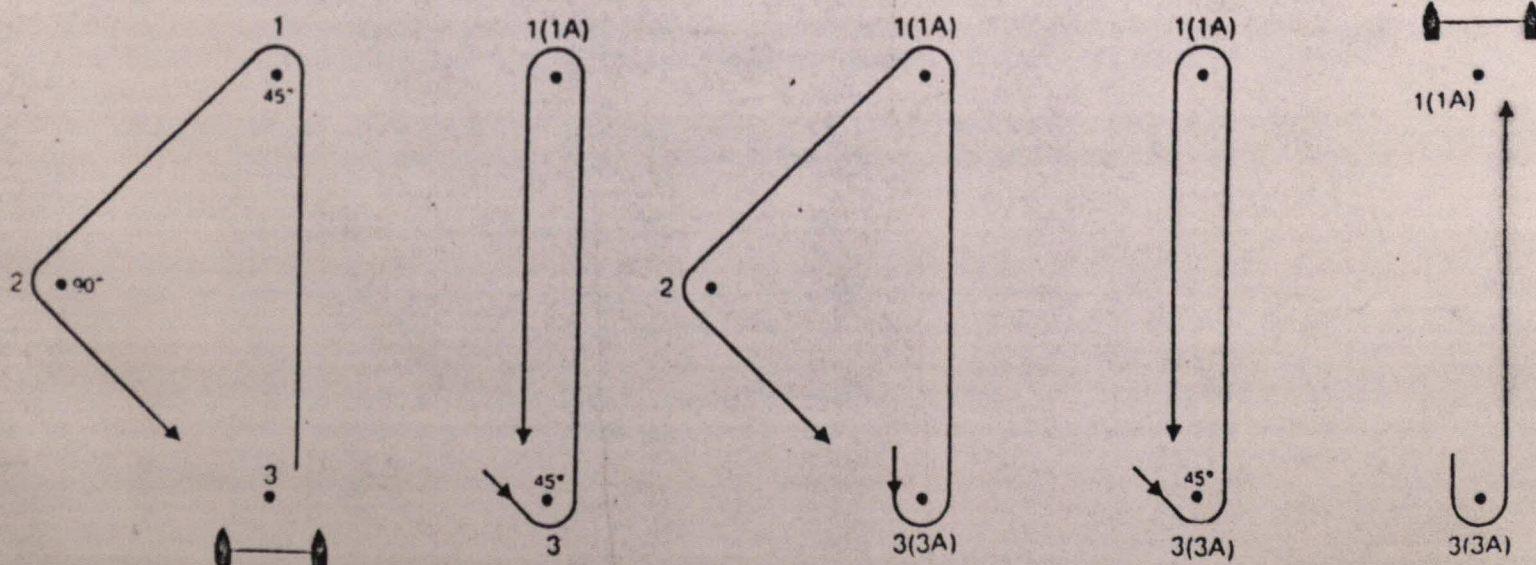
8.2 When a signal is made over a class flag it applies to that class only.

9 RACING AREA

The racing area will be shown in Illustration "A", attached.

10 THE COURSE

10.1 The diagram below shows the course, including the approximate angle between legs, the order of rounding marks, the order of rounding marks and the side on which each rounding mark is to be passed. Mark 1 will be approximately 1.1 nautical miles from Mark 3. The first and last legs will be approximately 50 meters longer than the distance from Mark 3 to Mark 1. Marks 1A and 3A will be used in accordance with instruction 14, CHANGES OF COURSE AFTER THE START.





10.2 The approximate compass bearing from the starting line to Mark 1 will be displayed from the race committee signal boat.

10.3 Courses will not be shortened.

11 MARKS

11.1 Marks 1, 2 and 3 will be cylindrical orange buoys.

11.2 Marks 1A and 3A (see instruction 14, CHANGES OF COURSE AFTER THE START) will be cylindrical orange buoys with horizontal black bands.

11.3 The starting and finishing marks are described in instructions 12, THE START, and 15, THE FINISH.

12 THE START

12.1 Races will be started in accordance with racing rule 4.4(a) System 2, with classes starting at 10 minute intervals.

12.2 The starting line will be between staffs displaying orange flags on two starting line race committee boats.

12.3 Yachts whose warning signal has not been made shall keep clear of the starting area and of all yachts whose warning signal has been made.

12.4 A yacht shall start no later than 5 minutes after the starting signal of her class.

13 RECALLS

13.1 Each yacht's recall number will be her sail number.

→13.2 Individual recalls will be signalled in accordance with racing rule 8.2(a). The sound signal will be one gun.

13.3 After a general recall has been signalled, a new preparatory signal will be made one minute after the lowering of Code flag "First Substitute" with one gun.

13.4 When a general recall has been signalled, the start for the succeeding class will be postponed accordingly.

14 CHANGES OF COURSE AFTER START

14.1 When changing the course after the start, the race committee will set a new Mark 1A or 3A and remove old Mark 1 or 3 as soon as possible after it has been rounded by the last yacht. When, after a previous change of course, the old mark is 1A or 3A, the new mark will be 1 or 3.

14.2 A change of course will be signalled near Mark 3 (or 3A) or Mark 1 (or 1A) by a race committee boat which will display Code flag "C" and the approximate compass bearing to the next mark and sound a whistle periodically. The change will be signalled before the leading yacht has begun the leg toward the new mark although the new mark may not be in position at that time.

14.3 When Mark 2 is to be rounded after a course change has been signalled, Mark 2 will be relocated to maintain its correct position in relation to Marks 1A or 1 and 3A or 3.

15 THE FINISH

The finishing line will be between staffs displaying orange flags on two finishing line race committee boats.

16 TIME LIMIT

The time limit will be four hours. Yachts finishing more than one hour after the first yacht finishes will be scored "Did not finish."

17 SAFETY

17.1 Competitors in both classes shall provide and wear at all times while afloat life jackets giving adequate personal buoyancy.

17.2 Inspection of yachts, clothing and equipment may be made during the regatta. Competitors' attention is drawn to rule 22.3 and the relevant class rules.

17.3 A yacht which retires from a race is asked to notify the race committee either before leaving the course area or, if that is impossible, immediately after arriving ashore.

18 SCORING

The Olympic scoring system, Appendix 5 of the Racing Rules, will be used except that only six races are scheduled, of which four races must be completed to constitute a series, the worst race of each yacht being discarded and the remaining races being counted for her total points.



19 PROTESTS

- 19.1 Protests shall be written on forms available at the regatta office and lodged with the jury's representative there. Protest time will begin one-half hour after the last yacht of the class finishes and end one hour later unless extended by the jury.
- 19.2 Protest notices will be posted to inform competitors when there is a hearing in which they are interested parties or witnesses.
- 19.3 The jury will hear protests in approximately the order of receipt as soon as possible.
- 19.4 Decisions of the jury will be final in accordance with racing rule 3.1(b).

20 SUPPORT BOATS

Adult assistants shall not go afloat in the racing area between 7th September and 14th September inclusive except in boats provided by the regatta organizing committee. The penalty for infringement of this instruction will be that any yacht associated with the infringing support personnel will be scored by discarding her best score for the series rather than her worst score.

21 PRIZES

- 21.1 The St. Lawrence Trophy will be held by the youngest competitor with the best score, counting all races, after the first four races in the Laser Class, until sixty days prior to the opening of the 1981 Championship, unless otherwise requested by the IYRU Secretary-General.
- 21.2 The winners of the Championship in the Laser II class will hold the IYRU World Youth Sailing Championship Trophy and the winner of the Laser Class will hold the Clyde Trophy until sixty days prior to the 1981 Championship, unless otherwise requested by the IYRU Secretary-General.
- 21.3 Prizes for permanent possession will be awarded to competitors in first, second, and third places in the final points score.



races



F.W.B.C.

I.Y.R.U.



**UNITED STATES
YACHT RACING UNION**

1980

I. Y. R. U. WORLD YOUTH SAILING CHAMPIONSHIP

to be sailed at
The Fort Worth Boat Club
Fort Worth, Texas
U. S. A.

conducted by the
UNITED STATES YACHT RACING UNION

P. O. Box 209, Newport, R. I. 02840

Telephone: 401-849-5200

Host Yacht Club

Fort Worth Boat Club
Eagle Mountain Lake
Fort Worth, Texas

Telephone: 817-236-8393

Organizing Committee

1502 First National Bank Building

Fort Worth, Texas 76102

U.S.A.

H. Clayton Brants	<i>: Chairman</i>
Tom Ehman	<i>: U.S. Y.R.U.</i>
Quentin McGown	<i>: Public Relations</i>
Michael Clifford	<i>: Hon. Secretary</i>
Quentin McGown, IV	Dan Penner
Marilyn Hebert	Bob Morgan
Howard Hollinger	Don Thomson
John F. Cranz	Ralph A. Hanson
J. Donavon Williamson	

Administrative Headquarters

1502 First National Bank Building
Fort Worth, Texas 76102
U.S.A.
(before the races)

Fort Worth Boat Club
Route 9, Box 191
Fort Worth, Texas 76179
(817) 335-2484
Telex 910 893 5049 Canty Hang Fort Worth
(during the races)

1980 I.Y.R.U. World Youth Sailing Championship
September 5 - 14
Fort Worth Boat Club
Fort Worth, Texas U.S.A.

The United States Yacht Racing Union will conduct the
1980 I.Y.R.U. World Youth Championship

Accommodations:

Competitors and one adult assistant per entry will be accommodated without charge by the Fort Worth Boat Club, as will the International Jury.

Language:

English is the official language for the Regatta.

Racing:

All races will be sailed under the current Yacht Racing Rules of the International Yacht Racing Union, the respective Class Rules of the International Laser and of the Laser II Classes, and the Sailing Instructions.

Programme:

The Regatta will be conducted as follows:

Friday	5 Sept.	: Welcome briefing and drawing for boats (10:00)
Saturday	6 Sept.	: Tour of course area (10:00); later, free for practice.
Sunday	7 Sept.	: Practice race 10:00
Monday	8 Sept.	: First Heat 10:00
Tuesday	9 Sept.	: Second Heat 10:00
Wednesday	10 Sept.	: Third Heat 10:00
Thursday	11 Sept.	: Fourth Heat 10:00
Friday	12 Sept.	: FREE DAY
Saturday	13 Sept.	: Fifth Heat 10:00
Sunday	14 Sept.	: Sixth Heat 10:00 and Concluding Ceremony

The Race Committee reserves the right to modify the above programme, as provided in the Sailing Instructions, if conditions necessitate a change.

Irrespective of circumstances, no races will be held after Sunday, Sept. 14.

Yachts:

The Classes to be sailed will be:

- Laser for the single-handed class
- Laser II for the double-handed class

Compasses, wind indicators, life-jackets, and trapeze harnesses will not be supplied.

Life-jackets, satisfactory to the Organizing Authority, must be worn by all competitors in accordance with the Sailing Instructions.

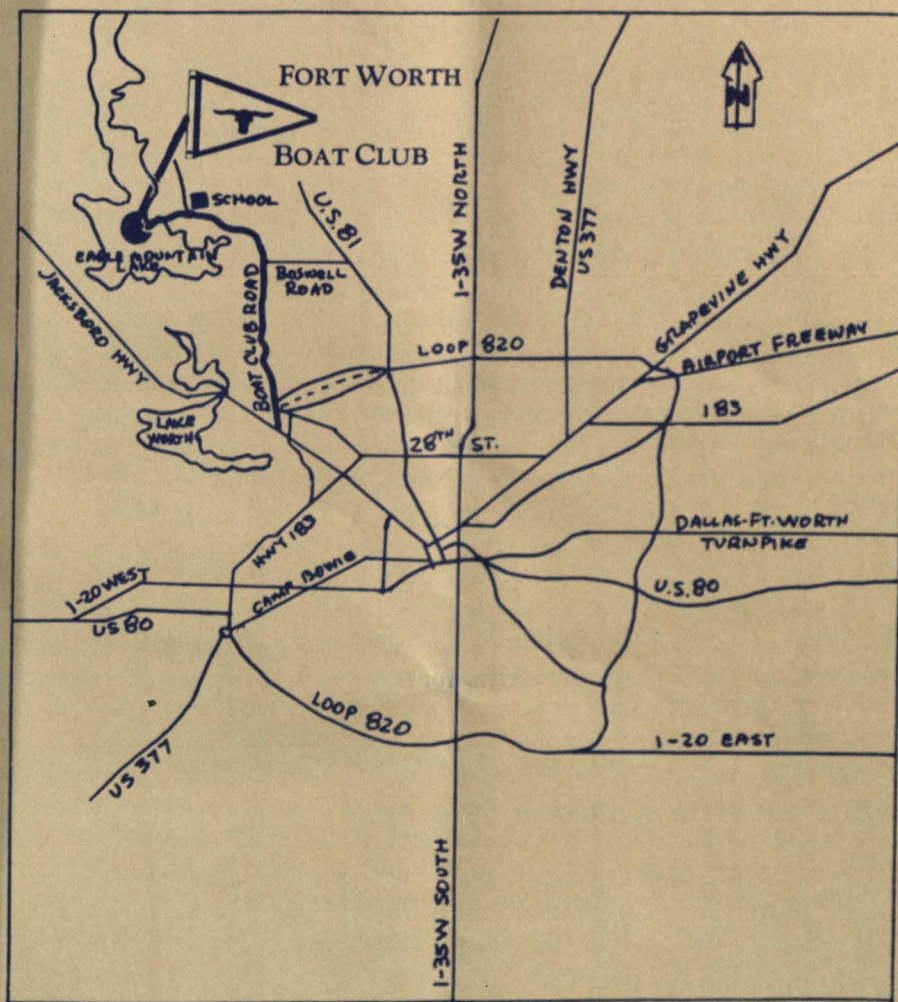
Modifications, or additions to Yachts, sails, or equipment will not be permitted except as provided for in the Sailing Instructions.

Welcome To Fort Worth . . . The City Where The West Began

"Where's the fort?" people ask, In the middle of the last century there was one. It stood near where the Court House is today, a haven of safety when raiding Comanche Indians invaded the territory. But as the Indians and the frontier moved Westward, so did the army and the tiny settlement of Fort Worth dwindled to a few mercantile shops in buildings abandoned by the soldiers.

The struggle for economic survival was short, however. Fort Worth found itself strategically located on the newly discovered Chisholm Trail. It was the last stop for trail-bound cowboys before driving their herds through the Indian nations of Oklahoma . . . and the first stop in Texas when they returned with pockets full of unspent wages. Fort Worth exploded into the ultimate trail town. With a economy based largely on the visiting cowboy, it offered all the variety of excitement and entertainment he sought. Bars, dance halls, and sporting houses crowded each other to attract the cowboy and his cash. Freighters, buffalo hunters, railroad men and desperados joined the revels. Fort Worth was "wide-open and anything goes." Many characters now part of Western legend . . . Butch Cassidy and Sundance, Luk Short and "Long Jim" Courtright, John Wesley Hardin . . . wandered "hell's half acre" where the rowdiest establishments stood. (Today the Tarrant County Convention Center occupies this spot.)

Inevitably law, order and respectability arrived. Fort Worth developed as the rail center of the Southwest and headquarters for the ranching and cattle industries. In oil boom days, the petroleum industry joined in Fort Worth's growth. Aircraft manufacturing and more recently the aerospace industries made their contributions. The once tiny frontier settlement now boasts nine colleges and universities, the finest museum complex west of the Mississippi River, Texas' oldest zoo, spacious botanical gardens, and 8,000 acres of public parks. It is the origin of such variety as the Van Cliburn International Quadrennial Piano Competition, the Colonial National Invitation Gold Tournament and the Southwestern Exposition and the Stock Show. Residents can cheer the Cowboys and the Texas Rangers or enjoy performances of the ballet, symphony and opera. Today, Fort Worth stands at the western end of the Metroplex, the 28th largest population center in the world, an energetic, modern city, honoring its frontier heritage and continuing its legacy of Southwestern hospitality.



USEFUL WORDS AND PHRASES

Hello.....	Bonjour	Guten tag	Buenos dias
Thank you	Merci	Danke schon	Gracias
Goodbye	Au revoir	Auf Wiedersehen .	Adios
Please	S'il vous plait	Bitte	Por favor
Yes	Oui	Ja	Si
No.....	Non.....	Nein	No
Where is	Ou est	Wo ist	Donde esta
a restaurant	un restaurant	ein restaurant...	un restaurante
the toilet	le lavabo.....	die toilette	el retrete
To the right	A droite	Nach rechts	A la derecha
To the left	A gauche	Nach links	A la izquierda
Straight ahead	Tout droit	Geradeaus	Adelante
I would like	Je voudrais.....	Ich mochte.....	Quiero
How much is it? ..	Combien ca coute?	Wieviel kostet? ..	Cuanto?
The check, please .	L'addition, S.V.P.	Zahian, bitte	La cuenta
When	Quand	Wann	Cuando?
Yesterday.....	Hier	Gestern.....	Ayer
Today.....	Aujourd' hui.....	Heute	Hoy
Tomorrow	Demain.....	Morgen.....	Manana

History of Fort Worth Boat Club

The Fort Worth Boat Club held its first official races on July 4th, 1931, marking the end of almost twenty years of loosely organized sailing in the area, and establishing what would become one of the finest yachting organizations in the Country.

The Club began on Lake Worth, the City's first drinking water reservoir and, in 1934, moved to a new reservoir to the North, named Eagle Mountain for a Comanche Indian landmark. On land given to the Club under a conditional deed, new facilities were erected and work began on expansion and promotion of sailing in North Texas.

The scarcity of money during The Depression created the Club's first fleet when nine founders conveyed their home-built minnow Class boats to the Club in lieu of their initiation fees. The next fleet was composed of Longhorns, a special design for the Club by Snipe designer William F. Crosby, then editor of Rudder Magazine. Again the scarcity of cash led to bartering, and Crosby agreed to design the boat free in return for fifty subscriptions to his magazine.

Over the fifty years since these humble and tenuous beginnings, the Club has come to be recognized Nationally and Inter-nationally. Each year the Club hosts local and national regattas. Among these two Snipe Nationals, the 1976 North American Intercollegiate Championship, and the 1979 North American laser Mid-winter Championship. The Club has also been a leader in Junior Sailing activities, with graduates winning such events as the World Lightning Championship, the North American Sea Exploring Championship, and the Men's and Women's National Championships. The Club has also fielded a Six Metre for major competition, and Club members have been involved in several Twelve Metre Americas Cup defenders.

The 1980 World Youth Sailing Championship will inaugurate the next fifty years of the Fort Worth Boat Club and, hopefully, will be the first of many International events in this corner of Texas. In the spirit of the Club founders, the Fort Worth Boat Club extends its heartiest welcome and best wishes to the countries and participants and invites you all to come back.

George Q. McGown, IV

METRIC EQUIVALENTS

Linear Measure

1 centimeter	0.3937 inch
1 inch	2.54 centimeters
1 decimeter	3.937 in. 0.328 foot
1 foot	3.048 decimeters
1 meter	39.37 inches 1.0936 yds.
1 yard	0.9144 meter
1 dekameter	1.9884 rods
1 rod	0.5029 dekameter
1 kilometer	0.62137 mile
1 mile	1.6093 kilometers

Square Measure

1 square centimeter	0.1550 sq. inch
1 square inch	6.452 square centimeters
1 square decimeter	0.1076 square foot

1 square foot	9.2903 square dec.
1 square meter	1.196 square yds.
1 square yard	0.8361 square meter
1 acre	160 square rods
1 square rod	0.00625 acre
1 hectare	2.47 acres
1 acre	0.4047 hectare
1 square kilometer	0.386 sq. mile
1 square mile	2.59 sq. kilometers

Weights

1 gram	0.03527 ounce
1 ounce	28.35 grams
1 kilogram	2.2046 pounds
1 pound	0.4536 kilogram
1 metric ton	0.98421 English ton
1 English ton	1.016 metric ton

STANDARD TIME DIFFERENCES

Foreign Cities

Source: U.S. Naval Oceanographic Office

By government decree or proclamation Spain, France, Netherlands and Belgium have advanced their time from the standard meridian by one hour throughout the year. The time indicated in table is fixed by law and is called the legal time, or, more generally, Standard Time.

At 12 o'clock noon Eastern Standard Time, the standard time in foreign cities is as follows:

Alexandria 7:00 p.m.	Dublin 5:00 p.m.	Oslo 6:00 p.m.
Amsterdam 6:00 p.m.	Gdansk 6:00 p.m.	Paris 6:00 p.m.
Athens 7:00 p.m.	Geneva 6:00 p.m.	Rio
Auckland 5:00 p.m.*	Halifax 1:00 p.m.	de-Janeiro 2:00 p.m.
Baghdad 8:00 p.m.	Havana 12:00 noon	Rome 6:00 p.m.
Bangkok 12:00 mid.	Hong Kong 1:00 a.m.*	Santiago
Belfast 5:00 p.m.	Istanbul 8:00 p.m.	(Chile) 1:00 p.m.
Berlin 6:00 p.m.	Jerusalem 7:00 p.m.	Shanghai 1:00 a.m.*
Bogota 12:00 noon	Johannesburg 7:00 p.m.	Singapore 12:30 a.m.*
Bombay 10:30 p.m.	Le Havre 6:00 p.m.	Stockholm 6:00 p.m.
Bremen 6:00 p.m.	Leningrad 8:00 p.m.	Sydney
Brussels 6:00 p.m.	Lima 12:00 noon	(Australia) 3:00 a.m.*
Bucharest 7:00 p.m.	Lisbon 5:00 p.m.	Teheran 8:30 p.m.
Budapest 6:00 p.m.	Liverpool 5:00 p.m.	Tel Aviv 7:00 p.m.
Buenos Aires 1:00 p.m.	London 5:00 p.m.	Tokyo 2:00 a.m.*
Calcutta 10:30 p.m.	Madrid 6:00 p.m.	Valparaiso 1:00 p.m.
Cape Town 7:00 p.m.	Manila 1:00 a.m.*	Vancouver 9:00 a.m.*
Caracas 12:00 noon	Melbourne 3:00 a.m.*	Vienna 6:00 p.m.
Copenhagen 6:00 p.m.	Mexico City 11:00 a.m.	Warsaw 6:00 p.m.
Dawson	Montevideo 2:00 p.m.	Wellington
(Yukon) 8:00 a.m.	Montreal 12:00 noon	(N.Z.) 5:00 a.m.*
Delhi 10:30 p.m.	Moscow 8:00 p.m.	Winnipeg 11:00 a.m.
Djakarta 12:00 mid.		Yokohama 2:00 a.m.*

*Indicates morning of the following day.

USEFUL TELEPHONE NUMBERS

AMBULANCE

Eagle Mt. Volunteer Fire Department 236-8331

POLICE

Saginaw Police 232-0311

PHARMACY

Eckerds 24 Hr. Service 626-8255

TRANSPORTATION

Surtran D/FW Ground Transportation
615 Commerce St. 251-1736

TELEPHONE INFORMATION

Telephone Resignements
Telephon Auskunft
Telefond Informacion 1411

TIME & TEMPERATURE

Temps & Temperature
Zeit & Tempeatur
Hora & Temperatura 844-3311

GREEN OAKS INN 738-7311

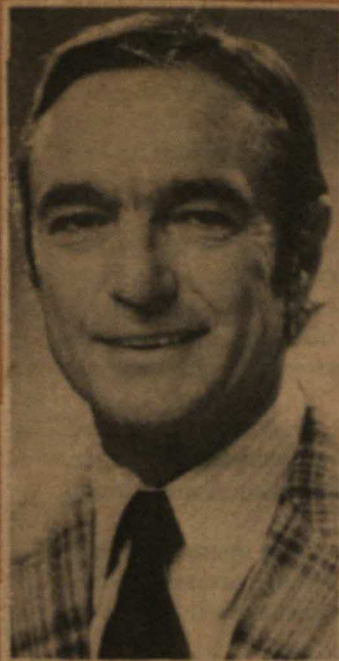
FT. WORTH BOAT CLUB OFFICE 236-8393

REGATTA REGISTRATION DESK 236-7355

Acknowledgements

We would like to express our appreciation to the following companies and individuals for their help and support in making this event possible.

Amon G. Carter Foundation
First National Bank of Fort Worth
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Chem-can Co. of Fort Worth
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Personality Cups
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Fort Worth Chamber of Commerce
Jamak, Inc.
Fort Worth Power Squadron
Coca-Cola Bottline Co. of Fort Worth
Six Flags Over Texas



H. Clayton Brants Jr.

World Sailing Champs To Compete Here Sept. 15

Fort Worth again has been named to host an international sports event—the 1980 World Youth Sailing Championships, Sept. 5-15, 1980.

H. Clayton Brants Jr., chairman of the organizing committee, said yesterday more than 20 nations will send three-man teams to the 10-day competition which will be hosted by the Fort Worth Boat Club.

The regatta is sponsored by the International Yacht Racing Union and the championships on Eagle Mountain Lake will mark the 10th anniversary of the event and the first time

it has been held in the United States.

Quentin McGown, area governor of the IYRU, said, "Fort Worth's successful holding of the World Gymnastics Championships last December earned us a reputation as a can do city. When the international called us in an emergency and asked if we could conduct the competition, we immediately agreed."

The championships will attract sailors under 20 years of age from Europe, Australia, Asia and South America. The first confirmed entry for the

1980 event is the team from Hong Kong, winner of the 1979 world title, at Livorno, Italy.

Brants said competition will be in two classes, the Laser I and Laser II sailboats. Single sailors operate the Laser I class; the Laser II boats carry a crew of two.

World Youth Sailing Championships due here

By DICK MOORE
Star-Telegram Sports Writer

The world's best young sailors won't be flying to Rio de Janeiro in September for the World Youth Sailing Championships.

Instead, they will be coming to Eagle Mountain Lake where the Fort Worth Boat Club will host the prestigious affair.

Already nine foreign countries have indicated they will take part in the

Sept. 5-15 sailing championships. Of course, the United States will compete.

Defending champion Hong Kong along with Australia, Great Britain,

Turn to Russia on Page 6

Russia may compete here

From Page 1

New Zealand, Norway, Sweden, Finland and Italy have officially entered.

"We have been told that Russia may also enter," reports Quentin McGown of the Fort Worth Boat Club.

"This is by far the most prestigious sailing event that we have been asked to host," says McGown, who ranks the National Snipe Championships, Inter-collegiate Sailing Championships and the Adams Cup (Women's National Championships) close behind.

Normally the host country is given 18 to 24 months to prepare for this event. It was handed to the FWBC just six weeks ago when Rio de Janeiro had to cancel out because of high inflation.

"The International Yachting Association asked the United States to fill in as host country," reported McGown. "Our national association then asked the Fort Worth Boat Club if it would pull its chestnuts out of the fire. We agreed."

Each country will have a two-man crew sailing the new Laser II in one competition and a one-man crew sailing the old Lasers in another competition. One race will be sailed daily in each division with a lay day after the fourth day.

The crews will be quartered in the cabanas at the Fort Worth Boat Club. Each country will have a separate cabana which will fly that country's flag. The meals will be catered.

Lifestyle

Talk of the Town

Mr. and Mrs. Eddie Reed of Pampa, who will celebrate their 50th wedding anniversary from 2 to 6 p.m. July 5 and 6, came up with a unique idea for their anniversary observance. Invitations sent out by their family included a blank sheet of paper for "sharing reminiscences," to be filled with an account of something remembered from the 50 years, in lieu of gifts.

Visitors from all over the yachting world will be here Sept. 5-15 for the 1980 World Youth Sailing Championships, the first time the young yachtsmen have competed in this country although other championship regattas have been staged in Fort Worth and the waters of Eagle Mountain Lake have churned with champions.

The Youth World Championships will include six races within a 10-day span with the Fort Worth Boat Club as host. The invitation was extended by Quentin McGown, area governor for the United States Yacht Racing Union, and Clayton Brants, commodore of the Fort Worth Boat Club, after championship races set for Rio de Janeiro fell through.

Hong Kong won the 1979 races at Livorno, Italy.

Now that 35 million American TV watchers, not to mention a few million others in Great Britain and South Africa, have come to look upon a 200-acre ranch at Plano a familiar place, Fort Worth residents are having a problem this summer with visitors and touring relatives who want to see "the real South Fork" along with the museums and the stockyards area.

The shingled and gabled roof of the ranch house is the target of camera-laden TV fans in such numbers that the traffic has become a problem to Fort Worth-born Joe Duncan, an easygoing builder who has lived in that area with his family for 17 years. The public road belongs to the State of Texas, but cars parked on the three-quarter-mile frontage have become a nuisance to the Duncan family, who are said to take their new-found fame in stride.

Many "Dallas" groupies think Duncan resembles Larry Hagman, who plays J.R. Ewing in the series — and they wear the same kind of hat, which makes Duncan a target for picture-takers — along with his wife Natalie and sons, Kelly, Aaron and Little Joe.

South Fork's fame has also enhanced the fame of other area ranches and the number of people who want to look at a ranch like the one in Dallas, says Lynda Arnold, who has a party ranch at Justin where visitors come from all over the world to sit in a frontier-type saloon and look at vistas mostly of cattle and scrub oaks like the visuals in Dallas.

Old-time fiddlers will compete for \$2,000 in cash and trophies at Seminary South Mall from 4 to 8 p.m. July 11 and 10 a.m. to 7 p.m. July 12. There will be junior old-time fiddlers 18 and under as well as "adults" up through 64 years old and "seniors" over 65.

The Texas Old-Time Fiddlers Association joins Seminary South in sponsoring the contest, and registrants can enter until two hours before the first show time at the shopping center.

ed brice

International regatta
to be conducted here

YACHT CHAMPIONSHIP: "I have heard that there is going to be some kind of international sailing regatta here in Fort Worth this fall. Exactly what is it, or what can you tell me about what they're planning?" — G.W.

BRICE: Come September, the International Yacht Racing Union's Youth World Championships will be on Eagle Mountain Lake. The dates are Sept. 5-15, and competitors are expected from 25 nations. The competition originally was scheduled for Rio de Janeiro. However, the Brazilian government canceled the event and the Fort Worth Boat Club agreed to stage it. Each nation will send three competitors, and entries already have been received from Norway, Sweden, Holland, Finland, England, Hong Kong, New Zealand and Italy.

Eagle Mountain to host champions

The 1980 World Youth Sailing Championship are scheduled to be held on Eagle Mountain Lake September 5-15. The International Yacht Racing Union (IYRU) sanctioned event is being hosted by the Fort Worth Boat Club (FWBC).

The races for this year were to have been sponsored by the government of Rio de Janeiro but had to be canceled due to the soaring inflation rate in that country. It was feared that the races would have to be canceled all together since the host country is usually given 18 months to prepare.

The directors of the FWBC voted unanimously to host the event after club member and area governor for the United States Yacht Racing Union (USYRU) was informed by the national office of the plight of the IYRU in finding a location for the races. This will be the first time the event has been held in this country.

Each country entered will be represented by three sailors between the ages of 14-20. At present, seventeen countries have entered. They are: Finland, Sweden, Norway, Denmark, Belgium, Italy, Great Britain, Hong Kong, New Zealand, Canada, Holland,

West Germany, Australia, France, Argentina, Portugal, and the United States.

The Championship will consist of six races over a ten day period. The points in both divisions-single handed and double handed-will be totaled for all the races.

The boats to be used are the Laser I and the Laser II, which are manufactured in Canada. The company is providing 20 Laser II boats free of charge and the FWBC is purchasing 20 Laser I boats that will be sold after the races. According to FWBC Commodore Clayton Brants, 15 of the 20

boats have already been spoken for.

Brants said he didn't expect any problems with the lake level dropping. "The main reservoir has plenty of water," he said.

The FWBC may have to cut some of their docks free and move them to deeper water while some of the larger boats may have to be left moored out in the lake.

Local members of the FWBC will comprise the Racing Committee under the direction of Larry Johnson who is USYRU Race Management Specialist. The IYRU will provide a panel of jurors who will decide any questions.

The Race Committee hopes to set up the triangular race course so that the finish line will be easily visible from the FWBC club house. The position of the race course will be dependent on the direction of the wind. Brants said spectator boats are welcomed as long as they are careful not to interfere with the races.

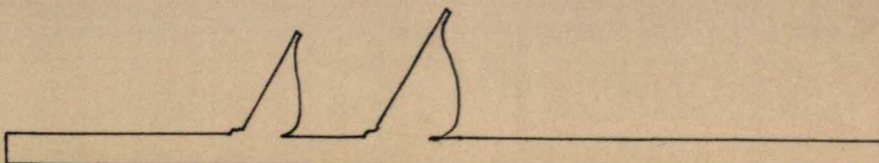
The young contestants and their adult supervisors are to be housed in the cabanas at the club and at private homes along the lake. Vance Godbey is to provide the catering service.

Several social events as well as tours are planned for the visiting sailors and racing delegates. Scheduled for the tours are trips to area shopping malls, a visit to a local ranch, a special show at the Grapevine Opry, the Mansfield Rodeo, and hopefully a local high school football game.



Boats docked at the Fort Worth Boat Club are shown in the picture above. According to the club's Commodore

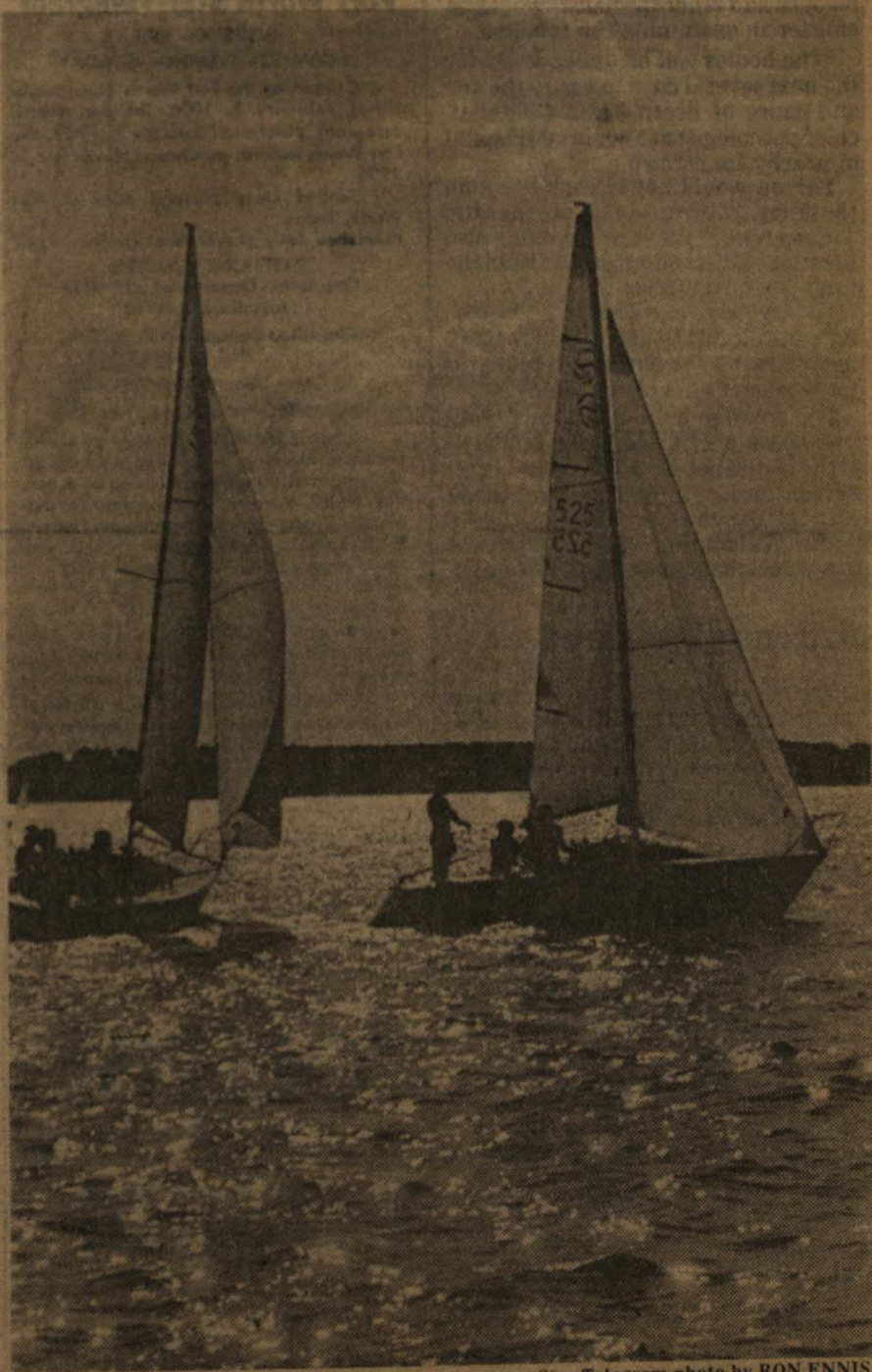
Clayton Brants, they do not anticipate any trouble with the races due to the low lake level. [ANA Photo]



Fort Worth Star-Telegram

Thursday Evening September 4, 1980

PRICE 15¢ Classified • Dial RES-ULTS Circulation • Dial DEL-IVER Other Depts. • 336-9271 ★★★



—Star-Telegram photo by RON ENNIS

What heat wave?

The British and American teams in the World Youth Sailing Championship put a little heat on each other as they took a practice run Wednesday on Eagle Mountain Lake. Teams from 22 countries will compete in the races that begin Sunday and last through Sept. 14.

Sailing Championships here

By JIM LAISE
Star-Telegram Writer

The Fort Worth Boat Club on Eagle Mountain Lake is a long way from Rio de Janeiro.

In May, the local club accepted responsibility for hosting the 10th annual World Youth Sailing Championships, being held in America for the first time, Sept. 8-14. After originally deciding to host the championships in 1978, Rio and inflation-plagued Brazil had backed out at the last minute. For the first time in a decade, the event had been orphaned.

Fort Worth adopted it, but sponsors had just three months to prepare for

these championships, the size and scope of which it took the Brazilians almost two years to realize they couldn't afford.

When Rio de Janeiro was scratched, the International Yacht Racing Union (IYRU) had to quickly find another sponsor (ultimately Fort Worth). A sponsor which would have roughly one-eighth the Brazilians' time to prepare.

For awhile, it appeared there would be no 1980 championships.

But the United States Yacht Racing Union (USYRU) answered the IYRU SOS. Immediately USYRU executive director Tom Ehman began looking

for a new home, but yacht clubs in San Francisco, Cleveland and Chicago all turned him down.

Finally Ian Bruce, whose Canadian-based company manufactures some of the Laser sailboats used in these championships, recommended Texas.

To the uninitiated, Texas might seem as foreign to sailing, as different from tropical Rio, as Willie Nelson is from Trini Lopez. But, Bruce and Ehman knew different.

They knew that Glenn Darden, two-time winner of the Mallory Cup, sailing's Super Bowl, was a Texan. As were O.L. Pitts, Lee A. Smith and Perry R. Please see FW Boat on Page 6

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FW Boat Club to host World Youth Sailing

Continued from page 1

Bass, who helped sponsor America's Cup champion Courageous in 1977, and again this past summer.

They knew those gentlemen all belonged to the Fort Worth Boat Club.

More importantly, USYRU executive director Ehman knew club official Quentin McGown, who knew Pitts, Smith and Bass — the heavyweight clout needed to launch such a huge project off the ground and into the water in just 90 days.

"You gotta have people who under-

stand the problem. The guys on our Board of Governors understand the problems that would be involved," says McGown.

A meeting of McGown, USYRU's Ehman, IYRU's Michael Clifford and boat club commodore Clayton Brants Jr. was arranged in late May. In three hours the event had been accepted and plans laid.

"It usually takes two years in advance to sit down and prepare a proposal, and then you have to start raising money. The IYRU could have said, 'Hell, you guys can't do this in three months.' But Clifford and I saw the resources were available. When some of these guys (Fort Worth club members) say they'll do it, they'll do it," says Ehman.

There were other inducements. The boat club is known for one of the finest junior sailing programs in the country. Too, the city of Fort Worth had successfully hosted the World Gymnastics Championships in December.

"They wanted to do it. There wasn't that much selling that went on. It wasn't difficult to get done," says Ehman.

Which might have been easy for him to say. But commodore Brants had 90 days to put the plan in motion and make Fort Worth the home of its second major world championships in a year's time.

When his club accepted the event, Brants was left looking at a pricetag which exceeded \$100,000, including costs of housing, food, transportation, souvenirs and awards and \$72,000 worth of brand new competition Lasers — all free-of-charge to the some 100 sailors from 22 nations represented.

Immediately, Brants went to work. Club members donated their Eagle Mountain lakeside cabanas, another member slashed his week's price on catering service by 30 percent. Some 27

of the Lasers were sold to club members, and the rest were donated for the championships by their Canadian manufacturer.

Brants struck a deal with a major airline, which made a sizeable donation for travel considerations for the competitors. The Commodore raised \$10,000 in six weeks.

By the time all the hustling, door-knocking and deal-swinging had been completed, Brants had slashed his initial pricetag of \$104,490 to \$18,000.

Not only did club members take a bite out of the bill, they pledged their time, labor and services too. One man donated gasoline and a fleet of pickups in which to retrieve half the Lasers from a Montgomery, Ala., dealer. A staff of hostesses, who purchased their own distinct uniforms (traditional blue blazers included), will serve the event without pay.

Every Monday after work for three months, Brants, McGown and other organizing committee members nailed down plans and hammered out problems as they arose.

Finally, the last quarrel was with Mother Nature. "The one thing we were worried about was the launching of the boats. I could see when we got down here in May it was gonna be a real problem," says USYRU's Ehman.

Because of summer weather conditions, unusually arid for even this part of the country this year, Eagle Mountain Lake had actually shrunk.

Although the racing channel, in the center, had not been affected, no more marina existed for boat slips.

Fortunately, the receding water had left a particularly wide strip of beach in front of the clubhouse, from which, with some manmade help, boats could easily be launched. A kind of Rio north, you might say.

Sailing facts

WHAT: The 10th annual championships at the Fort Worth Boat Club on an 11-mile course in Eagle Mountain Lake. Championships are to be decided in singlehanded (one-man) and doublehanded (two-man) Laser dinghies. The 1979 event was held in Livorno, Italy.

WHO: Included are some 100 competitors from 22 countries, including New Zealand skipper Chris Dickson, who returns to defend his title in doublehanded Lasers for the third time. The United States is represented by Russ Silvestri, Tiburon, Calif., and Allen and Peter Lindsey of Miami.

WHEN: Participants have already arrived. Practice rounds continue through Sunday evening with the first day of racing tentatively scheduled for Monday morning. Competition continues daily, except Friday (a makeup date in case of inclement weather), through Sunday, with awards ceremony scheduled that night.

COMPETITION: Two championships, Lasers and Laser IIs, will be decided, with a race in each class scheduled at 10 a.m., Monday through Thursday, Saturday and Sunday. However, starting times are subject to change depending on wind direction and velocity.

SCORING: Low score wins. First place in each race earns 0 points, three for second place and 5.7 for third. Scores of all six races are added together, with one high score thrown out, to decide overall champion.

FW provides friendly port for world youth sailing event

By JIM LAISE
Star-Telegram Writer

Fort Worth is fast becoming a haven for international sports competition.

Less than a year after hosting the World Gymnastics Championships, the city is now the site of the 1980 World Youth Sailing Championships, scheduled Monday through Sunday at Eagle Mountain Lake.

But while the city actively pursued the gymnasts, the sailing event was an orphan which came looking for a home.

Rio de Janeiro was its first address, having asked for the event as long ago as 1978. But back in May the inflation-ridden country begged off.

America, which had never sponsored the championships, was summoned.

United States Yacht Racing Union (USYRU) executive director Tommy Ehman had to find a club capable of feeding, housing and transporting the more than 100 international sailors, and one which could formulate plans in three months.

Ehman started his search in Chicago, then checked with Cleveland (home of the 1978 Mallory Cup) and then with the St. Francis club of San Francisco. Each time the answer was the same — "No."

"There aren't many places that can put on a regatta with three months notice," said Ehman. "It takes two years of planning to bring in money, not to mention ironing out communication problems involved with bringing in people from all over the world."

PROSPECTS FOR FINDING a foster home for the regatta were growing dim.

But a friendship between Ehman and Fort Worth Boat Club officer Quentin McGown saved the day — and the regatta.

Facts on World Youth Sailing

WHAT: The 10th annual championships at the Fort Worth Boat Club on an 11-mile course in Eagle Mountain Lake. Championships are to be decided in singlehanded (one-man) and doublehanded (two-man) Laser dinghies. The 1978 event was held in Livorno, Italy.

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McGown learned that his old sailing buddy was in a bit of a stew and immediately answered the SOS. In McGown's words, "I went bananas when I heard the championships were available."

Ehman, International Yacht Racing Union (IYRU) officer Michael Clifford, McGown and Commodore Clayton Brants Jr. met at the FW Boat Club in late May, and the same afternoon, the club accepted the IYRU proposal.

What had taken Brazil nearly two years to decide it couldn't handle had taken the Fort Worth people just three hours to decide they could and would do.

Brants went to work with his calculator and discovered the club was faced with a \$104,490 pricetag.

The first order of business was the 45 brand new Laser dinghies needed for the competition. Finding them was not the problem. Brants lined up dealers in Canada and Montgomery, Ala. But they had to be paid for and transported here.

Boat club members came to the rescue. Brants had no trouble finding buyers for 27 of the boats. One member donated a fleet of pickups and gas to transport them. The remainder were promised free-of-charge for the regatta by the Canadian dealer.

Members donated their cabanas which line the lake to take care of housing, and a caterer offered to handle feeding the sailors at a big discount.

"WE HAD HOPED ONE sponsor would execute the whole event, but that didn't happen. The club itself is a non-profit organization. It doesn't have a surplus for this kind of thing," says Brants.

With the essentials taken care of, Brants had whittled the cost of sponsorship to \$18,000, covering miscellaneous expenditures like maid service, protection, extra craft, social expenses and expenses for the international jury which oversees the event, transportation and awards.

Brants, McGown, past officers like O.L. Pitts, Lee A. Smith and Perry R. Bass did a lot of door-knocking, too.

But no matter the clout, the final battle to get the championships off the ground and into the water had to be waged with Mother Nature.

"The one thing we were worried about when we came down here in May was the launching of the boats," recalls Ehman. Eagle Mountain Lake had shrunk due to the particularly torrid summer.

Shipshape

FW's sailors a hardy crew

By JIM LAISE
Star-Telegram Writer

In many ways, the histories of Fort Worth and the Boat Club which bears her name correspond.

Granted, they were founded in different centuries and the Chisholm Trail bears little resemblance to a leeward run. And, no one could ever confuse a covered wagon and a Catalina 22.

Certainly none of the "sporting houses" which graced Hell's Half Acre (where now stands the Convention Center) of the late-19th century ever disgraced the Eagle Mountain Lake peninsula, where now sets the stately Fort Worth Boat Club clubhouse.

But the similarities are there. Fort Worth, founded in 1849, and the Boat Club, established in 1931, were built by lusty, swaggering types. They both have passed the rigors of time, tragedy and climate and remain much the same today as they were from the start. Friendly places full of people you'd like right off. The city still has its cowboy types who look and dress the same as their predecessors. They just drive pickups rather than ponies.

OTHERS, WHO choose pinstripes

rather than denim, share their forefathers courageous spirit and ambition, the love of adventure, the dare to be different. They just deal with commodities rather than branding irons.

The sailors at Eagle Mountain, about 20 miles northwest of town, look and act much the same as their predecessors too. In fact, many of them share the same names.

One other similarity between Fort Worth and its boat club is the friendly, open spirit which prevails over both.

Perhaps subtly, the Boat Club best typifies the West. Kindly and humble on the outside, strong and sound inside. A cursory view reveals the honest, frank expression of friendship only sailors share. But that only hides what lies at the heart of the matter. That Fort Worth's is one of the best sailing clubs in the world.

If you ask enough members, they'll tell you so. After all, they're Texans. But a visit to the Commodore's Room in the clubhouse is more expressive. There amid plump chairs, hardwood floors and elegant lamps, are portraits of the sturdy craft which have represented this club on worldwide campaigns since its inception.

FORT WORTH members have helped sponsor five America's Cup challengers, including Ted Turner's champion, *Courageous*, in 1977. Turner is a member. But as one of the members said in jest, "I get tired of hearing about him. Maybe if he was a winner, we'd claim him." Turner recently lost his bid to defend his title in the 1980 Cup.

And so the same could be said of the famous from Fort Worth's past: Butch Cassidy and Sundance, Luke Short and Long Jim Courtright, John Wesley Hardin. They are all part of its heritage. But if you wander down Throckmorton, the banker you meet is more apt to talk about his neighbor, who could be an engineer or professor, or mechanic or student.

At the Boat Club, the skipper is more apt to talk about his crew than Gary Jobson, Richie Boyd, Robbie Doyle or L.J. Edgcomb — worldclass sailors are members.

For this is the home of two-time Mollie Cup (sailing's Super Bowl) champion Glenn Darden, former Adams Cup (Women's sailing championships) winner Glenn Lattimore.

IT HAS BEEN the home of Snipe



—Star-Telegram Photo by RON ENNIS

YOUNG SAILORS . . . practicing for the World Youth Sailing Championships

sports
section
b



—Star-Telegram Photo

THE SAILING SCENE . . . area skippers test the waters of Eagle Mountain Lake

Nationals, championships in North American Intercollegiates, North American Laser Midwinters, Catalinas and this week the 1980 Youth Sailing Worlds. Club members have helped campaign boats in all the major races worldwide, from the America's Cup in Newport, R.I., to the Southern Ocean Racing Circuit throughout the waters of the Southeast and Caribbean.

Yet members are more apt to discuss lesser known activities and sailors: from the all-night bashes on the club's 27-acre island to the bloodthirsty competition in the club's regattas, conducted weekly throughout the year regardless of weather conditions.

For every Glenn Darden there is another junior sailor, spawned from the club's unique 6-year-old camp, who has experienced glory of his own. For every Perry Bass, the man Turner once described "like a father to me," there is a Dairy Queen manager, pawnshop owner, Air Force officer, photographer or writer, all included on the membership scrolls. They too enjoy the sensual subtleties of sailing.

AND THERE ARE women members, too. A number of which, the Skipperettes, who meet weekly on Wednesdays and compete. This, if nothing else, separates the Fort Worth club from its stuffier, but less enthusiastic, less competitive, distant cousins back East.

"We aren't a bunch of bluebloods who tend to worry about their lineage or what part of the Mayflower they came over on — like they do in the East; or a bunch of beach bums — like in the West," said H. Clayton Brants Jr., 44, the club's Commodore. The club, like Fort Worth, falls somewhere in between Newport and Sausalito.

Brants' family and Fort Worth grew together. His late uncle Harry founded the insurance-real estate concern in 1926 which bears the family name. Brants himself attended Arlington Heights High School and when he found the East not to his liking, returned to graduate from the University

of Texas in 1959.

'BRANTS LITERALLY grew up on the club's rich, green lawn. He started crewing on members' auxiliary boats in his mid-teens and soon he and Vice-Commodore C.D. Williamson were sailing a 1939 coastwise cruiser, *The Mari-gale*. Later, they would campaign Williamson's *Swan 44* against the world's best at races like the St. Petersburg-to-Fort Lauderdale and Miami-to-Bermuda.

"It seems just like yesterday," said Brants, with a touch of romance in his voice.

But the commodore, whose appearance is a dead give-away of the classic sailor's, would rather talk about the men who founded the club 50 years ago.

Like their land-loving compatriots who were nailing down the last vestiges of the Wild West and foraging empires doing it, first Commodore George Q. McGown, whose son Quentin IV is the main reason the Youth Worlds are here this week, George P. Hill (commodore 1933-34), E.P. Haltom (1937), Houston Hill (1945-47) and Dr. Hub Isaacks (1951) — all one-time worldwide navigators — came home to establish a boat club of their own.

FOR 20 YEARS, these men and others like them had formed a loose-knit confederation of sailors, who competed with other clubs and called Lake Worth home. The first race was held there July 4, 1931. Three years later, they decided to erect their own clubhouse on Eagle Mountain Lake, named after a Comanche Indian landmark.

The present club was established much like frontier towns of the old west. Ingenuity marked its settlement, establishment and emergence.

Col. John Burgess *donated* the plot of land which is now the peninsula on which the clubhouse sits, but under a conditional deed — there was a restriction on mortgaging it, so members had to be recruited and funds raised. The

Depression made the job doubly tenuous. And ironically, the Depression saved it.

The clubhouse was built on capital from an ambitious fund-raising drive, bonds were sold to buy the lockers and most important: The nine charter members donated their Minnow Class boats, built in their own basements, in lieu of the first initiation fees.

The next fleet was composed of Longhorns, a special boat designed specifically for the club by William F. Crosby, then editor of *Rudder Magazine*.

But another scarcity of cash forced further bartering. This time Crosby agreed to design another boat free in return for fifty subscriptions.

TO THIS DAY, the club is unique because it has its own fleet available to members for the asking: *Santana 20s*. It is symbolic of the members' willingness to initiate sailing in North Texas; to open its doors to all aspiring sailors, not just rich ones.

The club even has a special committee which offers instruction on the boats to any member.

The composite member of the Fort Worth Boat Club is an executive in his mid-30s, with an interest in a good time rather than simply sailing or partying. Those are the main restrictions, along with some others provided by law.

"At other clubs, no one would admit in writing, but there are understood limitations," said Brants, chuckling. Such as whether your great-great-grandfather was fore or aft on that First Boat across the Atlantic.

AND THE CLUB goes on. It has made it through two major storms which wrecked the marina within 30 days of each other. It has made it on the idea that with a strong drink and a stiff wind any man — or woman — can ride out any kind of storm.

"We only ask one thing of our members," said the Commodore resolutely. "That they behave themselves."

Brazil's loss, FW's gain in sailing competition

By BUD KENNEDY
Staff Writer of The News

About three months ago, it became painfully clear that hosting the World Youth Sailing Championships was just too big a job for the country of Brazil.

If Brazil couldn't handle the prestigious international event, the International Yacht Racing Union pondered, who could?

"There was only one place in the world," said Tom Ehman, executive director of the U.S. Yacht Racing Union. "The Fort Worth Boat Club."

So be it, and the championships start Monday in some rather strange surroundings — on the fresh water of Eagle Mountain Lake, with shifting winds instead of the usual sea breezes.

The championships are in the United States for the first time, and 100 young sailors from 22 countries are crowding into the stores and res-

"If Fort Worth hadn't offered its help, there probably wouldn't have been a World Youth Sailing Championships this year."

— Tom Ehman, yachting official

taurants of Fort Worth. Foreign language dictionaries, which have gathered dust since the World Gymnastics Championships, are coming back off the shelves.

"IF FORT WORTH hadn't offered its help," Ehman said, "there probably wouldn't have been a World Youth Sailing Championships this year. But the people here have incredible resources, and they had a good experience with the gymnastics meet.

"I came down here to make the plans, and in three hours everything fell into place. Fort Worth has made the U.S. very proud."

The U.S., in return, has made Fort Worth a little bit poorer. FWBC Commodore Clayton Brants figures he will need \$18,000 in contributions to cover costs although the sailors are staying in members' cabanas at the FWBC and being fed at a nominal cost by a club member in the catering business.

Brants said he has amassed some \$10,000 of the \$18,000. "If we don't get it all, I'll start calling up friends, I guess," he said. "Go take out a note, maybe.

"Really, we're not concerned about that. This is the most prestigious event we have ever hosted. These are the future Olympians and America's Cup sailors, the hottest sailing group in the world."

Besides arranging food and housing for the sailors, the FWBC has to provide the boats: 22 Lasers and 22 Laser II's. The sailors, age 20 and under, will compete in both divisions. The FWBC arranged for the loan of the Laser II's, 2-man boats, from one company and then found

buyers for the 1-man Lasers. Each of the Lasers being used already has been sold at the \$1,000 going price, although the buyers won't get their boats until after the championships.

"WE ONLY DECIDED to accept the competition after a great deal of soul-searching," Brants said. "We knew the problems would be tremendous, and usually the host country spends two years preparing for the races. They wanted us to do it in two months.

"But we accepted. We thought we could work out the problems — like how to get the boats."

Bringing the boats from the Alabama factory to Fort Worth brought about a scene that the silver screen could re-create as sort of a silk-stocking *Smokey and the Bandit*.

"One man who owns a company sent a truck there to pick them up," Brants said. "But he couldn't carry them all.

"So some of our young members piled in a Hertz rent-a-truck and took off halfway across the country to bring back the boats for the championships. They drove 50 hours non-stop and came back with them."

New Zealand Olympian Chris Dixon is the favorite. The United States is represented by Russ Silvestri of Tiburon, Calif., and brothers Allan and Peter Lindsey of Florida.

The championships are open to the public with two races each day, one in each class, through Sunday.

"But at any time it's difficult for even a veteran sailor to tell who's ahead," Brants said. "It's not like the All-American Futurity.

"We'll have everyone sitting on the lawn here and watching, though."

SHOULD THEY get tired of that, they may build sand castles in the FWBC's newly acquired beach, a special feature added when Fort Worth drank up eight feet of water out of Eagle Mountain Lake.

This kind of a project is nothing new for the FWBC, commemorating its 50th anniversary and certainly one of those Local Institutions. Ted Turner, skipper of the recently dethroned America's Cup champion, is a member, and world Lightning champion Glenn Darden is from the FWBC. The club hosted the North American Laser Championships last year — before it had any idea another major event would be dropped on its head so soon.

"When Brazil backed out," Ehman recalled, "I talked to Quentin McGown (son of the FWBC's first founder, George McGown, and now a director of the U.S. Yacht Racing Union). I told him Rush Creek Yacht Club (east of Dallas on Lake Ray Hubbard) was considering hosting the championships. Quentin said, 'Christ, we'll do it.'

"There is not anywhere else that has the resources these people have. In the world, maybe they don't think of Fort Worth as a yachting center. But the people in the United States know about Fort Worth."

Top young sailors set for championships here

An America's Cup flavor will be in evidence this week at Eagle Mountain Lake as the 1980 World Youth Sailing Championships get underway, hosted by the Fort Worth Boat Club.

First race is scheduled for 10 a.m. Monday, as the top sailors in the world under 20 compete in these championships of the International Yacht Racing Union.

Three contestants, along with an adult supervisor, are expected from each of some 20 countries entered. Sailors will be competing in single-handed and double-handed classes in Laser boats (13-foot, 165-pounds) and Laser II (13-foot-6 and around 200-pounds).

Beginning today, one race is slated each morning at 10 through Thursday, with Saturday and Sunday reserved for the remainder of two mandatory races. Each contest is over a triangular course approximately eight miles long.

Official Olympic scoring will be followed, with the best four of six races to be counted by five judges.

The event is open to the public at no charge. Each of the three course legs is designed to challenge the sailors as the first leg is directly into the wind, the second and third are downwind, and then back upwind to the finish.

Like the World Gymnastics Championships staged here last December, this marks the first time the sailing championships will have been held in the United States. While in Fort Worth, the event will mark its 10th anniversary.



— Star-Telegram Photo by LARRY C. PRICE

RAINED OUT — Sailors beached their boats at Eagle Mountain Lake Sunday after they were chased to shore by a thunderstorm. They were

practicing for the World Youth Sailing Championships at the Fort Worth Boat Club, which begin Monday.

Top young sailors set for championships here

An America's Cup flavor will be in evidence this week at Eagle Mountain Lake as the 1980 World Youth Sailing Championships get underway, hosted by the Fort Worth Boat Club.

First race is scheduled for 10 a.m. Monday, as the top sailors in the world under 20 compete in these championships of the International Yacht Racing Union.

Three contestants, along with an adult supervisor, are expected from each of some 20 countries entered. Sailors will be competing in single-handed and double-handed classes in Laser boats (13-feet, 185-pounds) and Laser II (13-feet-6 and around 200-pounds).

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with Saturday and Sunday reserved for the remainder of two mandatory races. Each contest is over a triangular course approximately eight miles long.

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TUESDAY MORNING, SEPTEMBER 9, 1980 ■ FORT WORTH STAR-TELEGRAM

Sailors begin competition

With perfect weather on hand, entrants in the 10th annual World Youth Sailing Championships got off to good starts in the week-long sailing competition at Eagle Mountain Lake Monday.

Two-time defending champion, Chris Dickson of the New Zealand team was in second place behind the Argentina team of Santiago Lange and Santiago Antin in the Laser Two (two-handed) competition.

In Laser One, Derek L. Kleist of Australia held the first day lead, followed by Walter Rothlauf of West Germany.

The championships, which continue through Sunday, are based on lowest points accumulated after the six racing days.

Sponsored by the Fort Worth Boat Club, the competition begins each morning at 10 a.m. and is free to the public.

United Kingdom leads in sailing

The United Kingdom and New Zealand hold the respective two-day leads in Laser and Laser II divisions, but the United States helped stage the best competition Tuesday in the World Youth Sailing Championships.

The American team of Allen and Peter Lindsey dued New Zealand's Chris Dickson and Sean Reaves for second place in Laser IIs, finishing a hair off the pace in third. Finland's team of Peter Koskull and Marko Koski finished first in the division for the day.

In the Laser division, New Zealand's Russell Coutts nipped Russ Silvestri of the United States in a battle for sixth. Switzerland's Alain Munnier won the day's race.

Racing covers an eight-mile triangle area of Eagle Mountain Lake.

Racing continues through Sunday.

Australian sailor leads

Results in Scoreboard, Page 6

The World Youth Sailing Championships continued today at Eagle Mountain Lake with Derek L. Kleist of Australia leading in Laser One and the Argentina team of Santiago Lange and Santiago Antin leading in Laser Two.

The championships, which continue through Sunday, are based on lowest points accumulated after the six days of racing.

Competition begins at 10 a.m. each day and is free to the public.

Sailing

YOUTH SAILING CHAMPIONSHIPS

Here are the sailing results from the first day of competition at the World Youth Sailing Championships at Fort Worth Boat Club on Eagle Mountain Lake:

LASER ONE—1. Derek L. Kleist, Australia; 2. Walter Rothlauf, Federal Republic of Germany; 3. Peter Vilby, Denmark; 4. Andrew Brown, United Kingdom; 5. Russ Silvestri, U.S.; 6. Bernd Moser, Austria; Hans Wallen, Sweden; 8. Alain Munnier, Switzerland; 9. Eric Mergenthaler, Mexico; 10. Henrik Eklund, Finland; 11. Rudy Cleeren, Belgium; 12. Herman Ben Maas, Holland; 13. Chris Elyatt, Hong Kong; 14. Luis Olivera Neto, Brazil; 15. Vasco Domingos, Portugal; 16. Pablo Maffei, Argentina; 17. Michael Clements, Canada; 18. Carlos Wolf, Venezuela; 19. (disqualified) Roberto Stata, Italy; Russell Coutts, New Zealand; Per Arne Nilssen, Norway; Thierry Berger, France.

LASER TWO—1. Santiago Lange and Santiago Antin, Argentina; 2. Chris Dickson and Sean Reaves, New Zealand; 3. Miguel Magalmaes and Tiago Marques, Portugal; 4. Peter Von Koskull and Marko Koski, Finland; 5. Frithof Sach and Wolfgang Borchardt, Federal Republic of Germany; 6. Willy Lima Dohnert and Marcus Temke, Brazil; 7. Lars Wester and Jan Stendahl, Sweden; 8. Bernhard Seuer and Katrin Wettstein, Switzerland; 9. Allen Lindsey and Peter Lindsey, U.S.; 10. Ricki Tago and Ian Jarrett, United Kingdom; 11. Rene Philippe DeWit and Kathrien Ginsberg, Holland; 12. Hermann Mergenthaler and Ellane Fiegro, Mexico; 13. Anders Fisker and Nils Villadsen, Denmark; 14. Paul Gorremans and Gaetan Gorremans, Belgium; 15. Manfred Brandelliner and Gerhard Hobiger, Austria; 16. Norman Dion and Lewis Poliquin, Canada; 17. Johan Foyen and Jon Fjell, Norway; 18. Mauricio Costanzo and Leonardo Lucoli, Venezuela; 19. Kendall Law and James Frame, Hong Kong; 20. (tie) Ommaso Chieffi and Enrico Chieffi, Italy; Robert Wilmot and Thomas Ludecke, Australia.

TUESDAY EVENING, SEPTEMBER 9, 1980 FORT WORTH STAR-TELEGRAM

Yachters itch to win, but sometimes ooch, too

By JIM LAISE
Star-Telegram Writer

Yacht racing rules have not changed the last century, but the boats and sailors have.

Smaller vessels are more popular than the 12-meter yachts (approximately 30 tons) of the past because of economics.

The smaller the boats have become, the smaller the participants. Today, a 13-year-old is World Champion in the Optimist class. "By the time he's 19, he'll know everything," says Sweden's Goran Petersson, International Jury chairman of the 10th World Youth Sailing Championships at Eagle Mountain Lake.

ALREADY, the little buggers know too much. The conventional code of rules, that prescribe which boats have right-of-way in different circumstances, apply to the sailors representing 22 countries at Eagle Mountain Lake this week as well as *Freedom* and the Australian entry at next week's America's Cup. The trouble is, the younger sailors in smaller boats are finding ways to work around those rules and propel their boats that much faster.

Yachts legally can be propelled only one of two natural ways — by the act of the wind on the sail or waves on the hull. Anything else is strictly taboo. But the crafty young men and women at Eagle Mountain this week, and around the world, have found other means.

"There were a lot of strange things going on out there," someone observed at Saturday's practice round. Such as: Pumping (flapping the sails in a bird-wing-like manner), bouncing, rocking (from side-to-side) and ooching (lunging forward), all of which improve boatspeed, but are illegal because they are done manually or bodily, not by Mother Nature.

"YOU CAN maneuver against the other boats within the basic framework of the rules," says United States Yacht Racing Union (USYRU) executive director Tom Ehman. Which is to say by adhering to the basic right-of-way rules, sailors still can compete. The advanced youth sailors do just that, but they also pump, bounce, rock and ooch — all disallowed. "The kids know what they're doing (or shouldn't be doing)," says Ehman. "But, it's just like testing your parents, you want to see how much you can get away with." This week, they've put over little on the International Jury, the rule-enforcers.

Chairman Petersson and his four-man Jury (which includes Bob Gough of Bedford) made it clear to the Youth Worlds competitors Thou Shalt Not Ooch et al. "It's all illegal," says Petersson, a jolly character with a propensity for wearing madras-on-madras. "And the big problem is, it makes it difficult to enforce the main issues (cutting off each others' right-of-

way and colliding)."

A bigger difficulty stems from the fact that sailing, by its nature, is slow to change its rules. They are restructured just once every four years. "Some techniques have been developed (the last four years) that are not literally included in the rules of the IYRU (International Yacht Racing Union). Basically, every abnormal means (of propulsion) is to be limited. The problem is deciding what is and is not allowed," Petersson adds.

But Petersson, Americans Gough and Bill Bentzen, Italian Carlo Rolandi and Englishman Brian Southcott steadfastly patrol the eight-mile course with a videotape device to enforce the rules.

Once infractions are spotted, the Jury must rule on them in laborious trials.

A MYRIAD of other responsibilities, like postponing Wednesday's Race No. 3 because of light air and tentatively rescheduling it for Thursday afternoon, are in their domain. But, basically their top priority is trying protests.

Protests are either filed by the competitors themselves or by the Jury, when it spots an infraction.

So far 14 protests have been filed in two days of heats; one less than at this time a year ago at the championships in Livorno, Italy.

Six of the infractions have dealt with illegal propulsion. One obviously distressed Laser sailor, Frenchman Thierry Berger, was disqualified twice because of violations. A favorite, Russell Coutts of New Zealand, was slapped once.

Chairman Petersson has seen a trend developing of more and more violations at championships the last 15 years. He does not believe it's a sign of declining morals — as everything else seems to be blamed on in these times. "People are simply developing more and better techniques. They want so much to win, in a way they don't feel it matters if they break the rules. Their common defense: 'I'm not the only one doing it.'"

Petersson adds sternly, "It's our job to keep them in line."

Harold Bennett, who coaches the New Zealand entry at this week's Worlds, agrees. "The young sailors look at films of past champions to see what's been done. When they see other sailors have gotten away with it, they'll try," says Bennett.

"But the problem is deeper than that," Bennett adds. "It should be stopped at home by their coaches." When reminded one of his own sailors had been caught, Bennett said with a twinkle in his eye, "They've been taught the right way, but they do have their lapses."

Racing continues through Sunday, with Friday scheduled as an open-day.

Sailing

WORLD YOUTH CHAMPIONSHIPS

Here are the second day results plus team standings from the World Youth Sailing Championships by the Fort Worth Boat Club on Eagle Mountain Lake Tuesday:

LASER I—(single) 1. Alain Munier, Switzerland; 2. Andrew Brown, United Kingdom; 3. Roberto Siala, Italy; 4. Per Arne Nilsen, Norway; 5. Michael Clements, Canada; 6. Russell Coutts, New Zealand; 7. Russ Silvestri, United States; 8. Walter Rothlauf, Federal Republic of Germany; 9. Derek Kleist, Australia; 10. Luis Oliveira Neto, Brazil; 11. Vasco Domingos, Portugal; 12. Peter Vilby, Denmark; 13. Pablo Maffei, Argentina; 14. Henrik Eklund, Finland; 15. Bernd Moser, Austria; 16. Hans Wallen, Sweden; 17. Chris Elyatt, Hong Kong; 18. Carlos Wolf, Venezuela; 19. Eric Meroenthaler, Mexico; 20. Rudi Cieren, Belgium; Herman Ben Meas, Holland; Thierry Berger, France, disqualified.

LASER II—(two-handed) 1. Peter Koskull-Marko Koski, Finland; 2. Chris Dickson-Sean Reeves, New Zealand; 3. Allen Lindsay-Peter Lindsay, United States; 4. Ricki Tagg-Ian Jerrett, United Kingdom; 5. Miguel Magalmaes-Taloo Marques, Portugal; 6. Ommaso Chieffi-Enrico Chieffi, Italy; 7. Lars Wester-Jan Stendahl, Sweden; 8. Hermann Meroenthaler-Ellena Fiegro, Mexico; 9. Santiago Lange-Santiago Antin, Argentina; 10. Robert Wilmol-Thomas Ludecke, Australia; 11. Frimjof Sach-Wolfgang Borchardt, Federal Republic of Germany; 12. Bernhard Seger-Katrin Wettstein, Switzerland; 13. Rene DeWitt-Kathrin Ginsberg, Holland; 14. Willy Lima Donneri-Marcus Temke, Brazil; 15. Paul Gorremans-Gaetan Gorremans, Belgium; 16. Mauricio Costanzo-Leonardo Lupoli, Venezuela; 17. Manfred Brandeliner-Gerhard Hobiger, Austria; 18. Kendall Law-James Frame, Hong Kong; 19. Anders Fisker-Nils Villadsen, Denmark; Norman Dion-Lewis Pottquin, Canada; Johan Foven-Jon Gunnar Fjell, Norway, disqualified.

STANDINGS

LASER I—1. United Kingdom, 11.00; 2. Switzerland, 14.00; 3. Australia, 15.00; 4. Federal Republic of Germany, 17.00; 5. United States, 23.00; 6. Denmark, 23.70; 7. Austria, 32.70; 8. Canada, 33.00; 9. Italy, 34.70; 10. Sweden, 35.00; 11. Finland, Brazil, 36.00; 13. Norway, 37.00; 14. Portugal, 38.00; 15. New Zealand, 40.70; 16. Argentina, 41.00; 17. Hong Kong, 42.00; 18. Mexico, 44.00; 19. Belgium, 46.00; 20. Holland, 47.00; 21. Venezuela, 48.00; 22. France, 58.00.

LASER II—New Zealand, 6.00; 2. Finland, 8.00; 3. Argentina, 4. Portugal, 15.70; 5. United States, 20.70; 6. United Kingdom, 24.00; 7. Sweden, 26.00; 8. Federal Republic of Germany, 27.00; 9. Brazil, 31.70; 10. Mexico, Switzerland, 32.00; 12. Holland, 36.00; 13. Italy, 39.70; 14. Belgium, 41.00; 15. Australia, 44.00; 16. Austria, 44.00; 17. Venezuela, 46.00; 18. Denmark, 47.00; 19. Hong Kong, 49.00; 20. Canada, 50.00; 21. Norway, 51.00.

Light winds plague young sailors

By JIM LAISE
Star-Telegram Sports Writer

Wednesday was an unintentional day of rest for the 100-plus sailors at the 10th World Youth Championships. There was no air.

Earlier in the week, flukey Texas rainstorms had cast these championships off into overcast skies and light winds. By Wednesday the winds had died and humidity had set in.

The sailors were left to tennis, soccer, water skiing and girl-watching instead of the eight-mile Eagle Mountain Lake course.

All but the New Zealanders. Two-time World Champ Laser II skipper Chris Dickson and his crew, Sean Reeves along with Laser pilot Russell Coutts and the team's coach, Harold Bennett, were left to plan strategy for the third and fourth races tentatively scheduled for Thursday.

Bennett calls these championships, held in the United States for the first time, "Mini-Olympics."

PERHAPS THEY MEAN more to government-paid coaches like Bennett because they are his livelihood. For the last six years, Bennett, a grizzled-faced character from Auckland, has travelled round the world. The 36-year-old and his boys travel the Northern Hemisphere from April to October (New Zealand's winter). Then Bennett returns Down Under to oversee the junior programs.

"All the travelling — it gets a bit wearisome," says the stocky Bennett, whose accent resembles tennis commentator John Newcome's. "Sometimes I think about giving it up. But the program is going good. We've gained a bit of money (from the government). Things are looking up in that regard."

Waterlogged New Zealand, of course, is an island in the South Pacific near Australia. From any part of the interior, the ocean is only an hour's drive away. The country has not extended itself in America's Cup

trials, but the juniors' program has spawned champions like Dickson. And Bennett knows there better be more.

That is why Coutts' disqualification from Monday's first race "was a bitter apple to swallow," according to Bennett. Coutts, who finished sixth in Tuesday's race, is currently in 15th place overall. The Laser II team is first.

Coutts is one of 14 sailors who have been disqualified from one of the first two races.

CONTESTANTS ARE TO race six times through the week and points will be totaled to decide the overall winners Sunday. The low scores wins.

Six of the infractions, including Coutts', dealt with illegal propulsion. Sail boats can be propelled legally only one of two natural ways — by the action of the wind on the sail or waves on the hull. But the crafty young men and women at Eagle Mountain this week have found other ways of adding boatspeed.

Such as: Pumping (flapping the sails in a bird-wing-like manner), bouncing, rocking from side-to-side and ooching (lunging forward) on their 14-foot one- and two-handed boats. All those maneuvers are illegal because they are done manually or bodily.

"The last five years, the young kids have become so intense about winning they're developing more and more techniques," says Goran Petersson, chairman of the International Jury which oversees these championships.

The International Yacht Racing Union (IYRU) meets on rules changes just four times a year, so the problem is, new propulsion violations are being developed faster than rules can be made to prohibit them.

"Basically, every abnormal means of propulsion is to be limited," says Petersson.

PETERSSON SAYS THE manual-violations have become more prevalent the last 15 years. The Greek boat which finished

first in the Finn Class at the 1980 Olympics in the USSR was disqualified for a manually related violation. Last year, 15 protests were heard in the first two days of the Youth Worlds at Livorno, Italy.

Bennett adds it must be stopped at home. "It's a deep problem, but it begins in the juniors programs," he says. In effect, the young competitors are learning the wrong way before they arrive at championship sites.

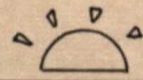
Bennett admits he was a chief offender when he sailed OK dinghies internationally as a youth.

"Back then, the juries didn't attempt to deal with it," he says.

But Petersson has been adamant about enforcement of the rules. Daily, his five man committee, which includes Bedford's Bob Gough, patrols the Olympic triangular course armed with a videotape recorder.

"The kids just try to find loopholes. They'll try to see what they can get by with," Bennett says.

NOTES — Races No. 3 and 4 were to be run today, the time depending on the weather. If either was postponed, Friday is the makeup day. . . American entry, Russ Silvestri of Tiburon, Calif., is currently fifth in Lasers as are Allen and Peter Lindsey of Miami in Laser IIs. . . The five-man International Jury continues to praise the Fort Worth Boat Club, commodore Clayton Brants Jr. and officer Quentin McGown. Had it not been for McGown, these championships would have been orphaned. Rio de Janeiro, Brazil bailed out last spring because of financial difficulties. . . Since there was no racing Wednesday, the jurists opted for water skiing. The jury is comprised of a lawyer, stockbroker, accountant, software salesman and one man, unemployed.



Dallas Morning News: Evans Caglione

Racing with the wind

Crewman Sean Reeves and skipper Chris Dickson display winning form Thursday in the World Youth Sailing Championship competition at Eagle Mountain Lake. Officials said the two New

Zealanders, sailing a Laser II, hold a comfortable lead for first place in the 2-man division of the regatta, sponsored by the Fort Worth Yacht Club.

New Zealand, UK grip leads

New Zealand's twotime defending World Champ Laser II skipper Chris Dickson was defeated for the first time this week, and Finland's Henrik Eklund edged a clump of three other Lasers for Thursday's victory, as the World Youth Sailing Championships continued on Eagle Mountain Lake.

Italians Omaso and Enrico Chieffi blew past Dickson and crew Sean Reeves for the Laser II daily victory.

The United Kingdom, which finished fourth to Finland on the day, still leads Laser overalls with 11.00 points. Switzerland (13.00), which finished seventh Thursday, is in second.

New Zealand's heavily favored Laser II team continues to lead its division with a 6.00 total ahead of Finland's (8.00) Peter Von Koskull and Marko Koski. Italy (11.70) is in third.

The United Kingdom Laser II team, which finished third for the day and is fifth (13.70) overall, filed a protest against the New Zealanders, but the plea was overruled by the International Jury.

American Russ Silvestri (23.00) is tied for eighth overall in Lasers and his counterparts in Laser IIs, Allen and

Peter Lindsey, are in seventh (18.70).

Frenchman Thierry Berger was disqualified for the third straight time in Lasers.

Racing continues Friday through Sunday at Eagle Mountain. Winds of 10 miles-per-hour are expected for Friday's racing.

RESULTS
LASER ONE—1, Henrik Eklund, Finland; 2, Russell Coutts, New Zealand; 3, Michael Clements, Canada; 4, Andrew Brown, United Kingdom; 5, Hans Wallen, Sweden; 6, Vasco Domingos, Portugal; 7, Alain Munnier, Switzerland; 8, Derek Kleist, Australia; 9, Luiz Oliveira Neto, Brazil; 10, Walter Rothlauf, West Germany; 11, Russ Silvestri, United States; 12, Rudi Cleeren, Belgium.
LASER TWO—1, Omaso Chieffi and Enrico Chieffi, Italy; 2, Chris Dickson and Sean Reeves, New Zealand; 3, Ricki Tagg and Ian Jarrett, United Kingdom; 4, Peter Von Koskull and Marko Koski, Finland; 5, Robert Wilmot and Thomas Ludecke, Australia; 6, Santiago Lanoe and Santiago Antin, Argentina; 7, Allen Lindsey and Peter Lindsey, United States; 8, Manfred Brandelliner and Gerhard Hobbler, Austria; 9, Willy Dohnerl and Marcus Temke, Brazil; 10, Norman Dion and Lewis Follain, Canada; 11, Rene DeWitt and Kathrin Ginsberg, Holland; 12, Miguel Magalmaes and Tiago Marques, Portugal.

STANDINGS
LASER ONE—1, United Kingdom, 11; 2, Switzerland, 13; 3, Australia, 14; 4, New Zealand, 14.70; 5, Canada, 15.70; 6, Finland, 16; 7, West Germany, 17; 8, Sweden, 23; 9, United States, 23; 10, Denmark, 23.70; 11, Norway, 27.70; 12, Portugal, 28.70; 13, Brazil, 31; 14, Italy, 32; 15, Austria, 32.70; 16, Mexico, 34; 17, Belgium, 35; 18, Holland, 39; 19, Argentina, 41; 20, Hong Kong, 42; 21, Venezuela, 46; 22, France, 58.
LASER TWO—1, New Zealand, 6; 2, Finland, 8; 3, Argentina, 11.70; 4, Italy, 11.70; 5, United Kingdom, 13.70; 6, Portugal, 15.70; 7, United States, 18.70; 8, Australia, 26; 9, Sweden, 26; 10, Brazil, 26.70; 11, West Germany, 27; 12, Mexico, 32; 13, Switzerland, 32; 14, Holland, 34; 15, Austria, 35; 16, Canada, 38; 17, Belgium, 39; 18, Denmark, 39; 19, Venezuela, 46; 20, Norway, 47; 21, Hong Kong, 47.

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Sailing

WORLD YOUTH CHAMPIONSHIPS

LASER I—1, Russell Cloutts, New Zealand; 2, Per Arne Nilsson, Norway; 3, Derek Kleist, Australia; 4, Peter Vilby, Denmark; 5, Rudi Cleeren, Belgium; 6, Russ Silvestri, United States; 7, Herman Ben Maas, Holland; 8, Hans Wallen, Sweden; 9, Henrik Eklund, Finland; 10, Luiz Oliveira Neto, Brazil; 11, Walter Rothlauf, Fed. Republic Of Germany; 12, Andrew Brown, United Kingdom; 13, Vasco Domingos, Portugal; 14, Alain Munnier, Switzerland; 15, Roberto Siala, Italy; 16, Michael Clements, Canada; 17, Chris Ellvatt, Hong Kong; 18, Pablo Maffel, Argentina; 19, Eric Mergenthaler, Mexico; 20, Carlos Wolf, Venezuela; 21, Bernd Moser, Austria; Thierry Berger, France, disqualified.

LASER II—1, Peter Koskull-Marko Koski, Finland; 2, Lars Wester-Jan Stendahl, Sweden; 3, Allen Lindsey-Peter Lindsey, United States; 4, Frithjof Sach-Wolfgang Borchardt, Fed. Republic of Germany; 5, Chris Dickson-Sean Reeves, New Zealand; 6, Miguel Magalmaes-Tiago Marques, Portugal; 7, Robert Wilmot-Thomas Ludecke, Australia; 8, Ricki Tagg-Ian Jarrett, United Kingdom; 9, Bernhard Seger-Katrin Wettstein, Switzerland; 10, Anders Fisker-Nils Villadsen, Denmark; 11, Herman Mergenthaler-Eliane Fiegro, Mexico; 12, Rene DeWitt-Kathrin Ginsberg, Holland; 13, Omaso Chieffi-Enrico Chieffi, Italy; 14, Santiago Lanoe-Santiago Antin, Argentina; 15, Manfred Brandelliner-Gerhard Hobbler, Austria; 16, Willy Dohnerl-Marcus Temke, Brazil; 17, Johan Foyen-Jon Fjell, Norway; 18, Kendall Law-James Frame, Hong Kong; 19, Mauricio Costanzo-Ionardo Lupoli, Venezuela; 20, Paul Gorremans-Gaetan Gorremans, Belgium; 21, Norman Dion-Lewis Follain, Canada.

STANDINGS
LASER I—1, Australia, 25.40; 2, United Kingdom, 32.00; 3, Fed. Republic of Germany, 36.00; 4, Switzerland, 38.70; 5, Norway, 38.70; 6, New Zealand, 43.70; 7, United States, 44.70; 8, Denmark, 48.70; 9, Finland, 49.00; 10, Italy, 53.00; 11, Canada, 58.70; 12, Sweden, 59.00; 13, Belgium, 60.00; 14, Brazil, 63.00; 15, Portugal, 65.70; 16, Holland, 72.00; 17, Mexico, 78.00; 18, Hong Kong, 79.00; 19, Austria, 83.70; 20, Argentina, 87.00; 21, Venezuela, 98.00; 22, France, 116.00.

LASER II—1, New Zealand, 14.70; 2, Finland, 16.00; 3, United States, 27.40; 4, United Kingdom, 37.70; 5, Italy, 38.70; 6, Australia, 39.00; 7, Argentina, 42.70; 8, Sweden, 43.00; 9, Portugal, 45.40; 10, Fed. Republic of Germany, 46.70; 11, Switzerland, 60.00; 12, Brazil, 64.70; 13, Austria, 71.00; 14, Mexico, 71.00; 15, Holland, 71.00; 16, Denmark, 76.00; 17, Belgium, 77.00; 18, Canada, 85.00; 19, Norway, 88.00; 20, Venezuela, 93.00; 21, Hong Kong, 94.00.

sports section

Sailing

YOUTH SAILING CHAMPIONSHIPS

Here are the results from Friday's races at the World Youth Sailing Championships:

LASER ONE—1, Roberto Siala, Italy; 2, Walter Rothlauf, West Germany; 3, Derek Kleist, Australia; 4, Per Arne Nilsson, Norway; 5, Russ Silvestri, United States; 6, Alain Munnier, Switzerland; 7, Andrew Brown, United Kingdom; 8, Chris Ellvatt, Hong Kong; 9, Rudi Cleeren, Belgium; 10, Luiz Oliveira Neto, Brazil; 11, Peter Vilby, Denmark; 12, Henrik Eklund, Finland; 13, Eric Mergenthaler, Mexico; 14, Herman Ben Maas; 15, Michael Clements, Canada; 16, Pablo Maffel, Argentina; 17, Vasco Domingos, Portugal; 18, Carlos Wolf, Venezuela; 19, Russell Coutts, New Zealand; 19, Hans Wallen, Sweden; 19, Thierry Berger, France.

LASER TWO—1, Robert Wilmot and Thomas Ludecke, Australia; 2, Allen Lindsey and Peter Lindsey, United States; 3, Chris Dickson and Sean Reeves, New Zealand; 4, Omaso Chieffi and Enrico Chieffi, Italy; 5, Ricki Tagg and Ian Jarrett, United Kingdom; 6, Frithjof Sach and Wolfgang Borchardt, West Germany; 7, Bernhard Seger and Katrin Wettstein, Switzerland; 8, Lars Wester-Jan Stendahl, Sweden; 9, Manfred Brandelliner-Gerhard Hobbler, Austria; 10, Santiago Lanoe-Santiago Antin, Argentina; 11, Paul Gorremans-Gaetan Gorremans, Belgium; 12, Johan Foyen-Jon Fjell, Norway; 13, Norman Dion-Lewis Follain, Canada; 14, Rene DeWitt-Kathrin Ginsberg, Holland; 15, Anders Fisker-Nils Villadsen, Denmark; 16, Mauricio Costanzo-Ionardo Lupoli, Venezuela; 17, Kendall Law-James Frame, Hong Kong; 18, Peter Koskull-Marko Koski, Finland; Miguel Magalmaes-Tiago Marques, Portugal; Willy Dohnerl-Marcus Temke, Brazil; Hermann Mergenthaler-Eliane Fiegro, Mexico.

STANDINGS
LASER I—1, United Kingdom, 19.00; 2, Australia, 1.70; 3, Federal Republic Of Germany, 20.00; 4, Switzerland, 24.70; 5, Italy, 32.00; 6, United States, 33.00; 7, Finland, 34.00; 8, Norway, 35.70; 9, Canada, 36.70; 10, Denmark, 40.70; 11, New Zealand, 43.70; 12, Sweden, 45.00; 13, Brazil, 47.00; 14, Portugal, 49.70; 15, Belgium, 50.00; 16, Mexico, 53.00; 17, Hong Kong, 56.00; 18, Austria, 57.70; 19, Holland, 59.00; 20, Argentina, 63.00; 21, Venezuela, 72.00; 22, France, 87.00.
LASER II—1, New Zealand, 9.00; 2, Finland, 16.00; 3, Italy, 19.70; 4, United States, 21.70; 5, United Kingdom, 23.70; 6, Austria, 26.00; 7, Argentina, 26.70; 8, Portugal, 33.70; 9, Federal Republic Of Germany, 38.70; 10, Sweden, 40.00; 11, Switzerland, 45.00; 12, Brazil, 46.70; 13, Austria, 50.00; 14, Holland, 53.00; 15, Mexico, 54.00; 16, Belgium, 56.00; 17, Canada, 57.00; 18, Denmark, 60.00; 19, Norway, 65.00; 20, Venezuela, 68.00; 21, Hong Kong, 70.00.

morning Star-Telegram FRIDAY, SEPTEMBER 19, 1980

AN
EARFUL

"Only Fort Worth Boat Club could have done it," officials of the 10th World Youth Sailing Championships at Eagle Mountain Lake told Boat Club members after the big regatta of young sailors from 22 countries earlier this month.

Despite being an inland yacht club, the Fort Worth group staged a truly regal spectacle which may well make this the "inland sailing capital of the world" in many eyes.

The Boat Club, which celebrates its 50th anniversary next season, has a long tradition of both sailing and hospitality — and it is certain that some other competitions will want to come their way. Responsibilities of playing host to the sailors were shared by a number of Fort Worth enthusiasts.

THE NEWS-TRIBUNE September 19, 1980

New Zealanders Win Sailing Crown Here

Chris Dickson of New Zealand sailed to his third consecutive world championship with teammate Sean Reeves in the Laser II class of the World Youth Sailing Championships held at Eagle Mountain Lake this week.

Peter Koskull and Marko Koski from Finland finished second behind the New Zealand team. The United States team of Allen Lindsey and Peter Lindsey, Miami, finished third.

The event, hosted by the Fort Worth Boat Club, attracted competitors under 20 years old from 22 countries. This was the first time the championships have been held in the United States.

SPORTS MONDAY

Sailing

WORLD YOUTH CHAMPIONSHIPS

Here are the final standings from the World Youth Sailing Championships by the Fort Worth Boat Club on Eagle Mountain Lake:

FINAL STANDINGS

LASER I—1. Derek Kiest, Australia, 25.40; 2. Andrew Brown, United Kingdom, 27.00; 3. Walter Rothlauf, Fed. Republic of Germany, 36.00; 4. Alain Munnier, Switzerland, 38.70; 5. Per Arne Nilssen, Norway, 38.70; 6. Russell Cloutts, New Zealand, 43.70; 7. Russ Silvestri, United States, 44.70; 8. Peter Vibby, Denmark, 46.70; 9. Henrik Eklund, Finland, 49.00; 10. Roberto Stala, Italy, 53.00; 11. Michael Clements, Canada, 58.70; 12. Hans Wallen, Sweden, 59.00; 13. Rudi Cleeren, Belgium, 60.00; 14. Luiz Oliveira Neto, Brazil, 63.00; 15. Vasco Domingos, Portugal, 68.70; 16. Herman Ben Maas, Holland, 72.00; 17. Eric Mergenthaler, Mexico, 78.00; 18. Chris Elvatt, Hong Kong, 79.00; 19. Bernd Moser, Austria, 83.70; 20. Pablo Maffei, Argentina, 87.00; 21. Carlos Wolf, Venezuela, 98.00; 22. Thierry Berger, France, 116.00.

LASER II—1. Chris Dickson-Sean Reeves, New Zealand, 14.70; 2. Peter Koskull-Marko Koski, Finland, 18.00; 3. Allen Lindsey-Peter Lindsey, United States, 27.40; 4. Ricki Taop-Ian Jarrett, United Kingdom, 37.70; 5. Ommasco Chieffi-Enrico Chieffi, Italy, 38.70; 6. Robert Wilmot-Thomas Ludecke, Australia, 39.00; 7. Santiago Lange-Santiago Antin, Argentina, 42.70; 8. Lars Wester-Jan Stendahl, Sweden, 43.00; 9. Miguel Magal-maes-Tiago Marques, Portugal, 45.40; 10. Frithjof Sach-Wolfgang Borchardt, Fed. Republic of Germany, 46.70; 11. Bernhard Seger-Katrin Wettstein, Switzerland, 60.00; 12. Willy Dohmert-Marcus Temke, Brazil, 68.70; 13. Manfred Brandteller-Gerhard Hobler, Austria, 71.00; 14. Herman Mergenthaler-Eliane Fiearo, Mexico, 71.00; 15. Rene DeWitt-Kathleen Ginsberg, Holland, 71.00; 16. Anders Fisker-Nils Villadsen, Denmark, 76.00; 17. Paul Gorremans-Gaetan Gorremans, Belgium, 77.00; 18. Norman Dion-Lewis Pollquin, Canada, 85.00; 19. Johan Foyen-Jon Fjell, Norway, 88.00; 20. Mauricio Costanzo-Ignacio Luboll, Venezuela, 93.00; 21. Kendall Law-James Frame, Hong Kong, 94.00.

SUNDAY, SEPTEMBER 21, 1980

FORT WORTH STAR-TELEGRAM

Sunday business report

Area drawing more foreign visitors

Continued from Page 1H

An increasing number of these are international travelers, said Letha Turner, who handles tourist information for the center. She attributes this global interest to three factors:

■ Opening of the Dallas-Fort Worth Airport, and subsequent origination of direct flights to overseas destinations. ("Now Texas is no longer an outpost.")

■ The favorable rate of exchange enjoyed by foreigners as a result of the decline of the U.S. dollar.

■ The every-increasing popularity of American movies or television series — notably *Dallas* — which transport the wild, wild West to the living rooms of the world.

Of the three, there's no doubt that the latter is uppermost in the minds of most foreign tourists the minute they deplane at D-FW, because their first request invariably is "to see real cowboys and cattle," Ms. Turner said. The lure of the Old West bridges all international barriers, she believes, and once transported to a dude ranch or Fort Worth's historic North Side, everyone from the inscrutable Japanese businessman to the portly German banker slips willingly into a euphoria created by the sights and sounds and smells of a rodeo, a square dance or an outdoor barbecue.

THERE'S NO WAY TO keep a head count on foreign visitors to the Metroplex thus far this year, or the amount of money they spend. But chamber executives, travel agents and tour guides agree unanimously: the number is growing.

The rank and file tourist — the one who comes complete with camera slung around his neck, and wife and children in tow — is difficult to single out, since he rarely registers with a tourist center, preferring to handle his own sightseeing. Likewise, visiting delegations of businessmen from afar — guests of such international companies as Tandy Corp., Bell Helicopter or General Dynamics — most often enter and leave the Metroplex quietly, and are entertained privately during their stay.

There already have been several large delegations of foreigners, however, for whom chambers of commerce in this area have rolled out the red carpet. They were

travel agents and travel writers who are expected to go home and spread the word about the attractions of the Metroplex. There have been tours like this from Munich and Paris this summer, and similar delegations are expected in the next few months from both England and Canada.

"WE ARE JUST NOW scratching the surface of foreign tourism," said Jef Russell at the Fort Worth Chamber's convention and tourist bureau. "Basically, these are familiarization tours. We hope that they will go back and promote and publicize this area."

Since the foreigner's No. 1 request is for a glimpse of the Old West, Fort Worth has an advantage over neighboring cities in North Texas, he said. Even Ms. Turner had to admit to that.

"We send a lot of them to Fort Worth," she said. "Fort Worth just has a bit more of the Western heritage to offer."

Where does the typical Fort Worth tour take these visitors? Generally it starts at the museum complex on Will Rogers Square, Russell said, and then goes to the Japanese gardens.

"The Japanese love it," he noted, not only because it is a reminder of home, but because they are flattered to know that one of their art forms has been duplicated in a strange land. Then on to Log Cabin Village, and "they think it's *Little House on the Prairie*," Russell commented.

But for most the high point is a trip to North Side, where they take in a rodeo, watch a livestock auction, eat barbecue, and shop for Western hats, jeans and tooled leather belts in stores along Exchange Avenue.

"The main thing is they can see a cowboy — not an urban cowboy, not a drug store cowboy, but a real one — almost any day of the week on Exchange Avenue," Russell said.

"They love everything about it. I remember we had a group here from England and Ireland, and I almost had to fight them to get them out of the White Elephant Saloon. There have been a few times when I actually had to go off and leave people there — I just told them to take a cab back to their hotel."

FOR THOSE WHO HAVE AMPLE time and money to spend, special events can be arranged at a dude ranch in Justin or a cutting horse ranch in Mansfield. MDS Tours and Programs has taken a number of groups to these sights, where according to Louise Moore, head of the company, foreign visitors — regardless of their nation of origin — "turn into little kids because they're so excited about being on a real ranch."

Other than the Western scene, sights and sounds that impress the foreigners are Six Flags Over Texas, the Fort Worth Water Gardens, the Pate Museum of Transportation, and a pro football or baseball game.

When it comes to shopping, they've all heard about malls and want to see and touch the panoply of merchandise spread out to tempt them. Ridgmar Mall, for example, was inundated last week with young foreigners here to attend an international sailboat racing event at Eagle Mountain Lake.

Most of their shopping was at T-Shirt Shack and Spencer Gifts. At the former, they bought shirts that said "Fort Wuth, Ah Luv Yew" and "I Survived the Texas Heat Wave." At Spencer's, they were attracted to posters, gag items and candles, as well as T-shirts.

AS FOREIGN TOURISM GROWS in this area, both the Dallas and the Fort Worth chambers hope to come up with means to get a more accurate count on visitors, and thus determine the impact on the local economy. In Fort Worth, plans are under way to move the convention and tourist bureau to a more visible street-level location at Sixth and Throckmorton.

Many tourists who are aided by efforts of chamber officials or volunteers sit down when they get home and pen thank-you letters. A woman in Australia wrote to offer gratitude again for a volunteer who helped her when she got lost in downtown Dallas, and one from Japan penned a note of thanks "to the lady who assisted me to find the right bus to get to the Anatole Hotel. It was a hot walk from the bus to the Anatole but I was determined to see it while I was in Dallas."



November/December 1980

USYRU NEWS

Published by the
UNITED STATES YACHT RACING UNION

Antipodeans Win Youths Held at Fort Worth Boat Club

IYRU WORLD YOUTH CHAMPIONSHIPS
Fort Worth Boat Club, Eagle Mountain Lake, Texas, September 5-14

New Zealanders Chris Dickson and Sean Reeves had a 2-2-2-3-5 record to win by 1.3 points over Finland's Peter Koskull and Marko Koski, with a 4-1-4-DSQ-1 series. Third in the doublehanded championship were Americans Allen and Peter Lindsey, with 9-3-7-2-3 finishes. The 21 doublehanded crews sailed in Laser IIs.

Australian Larry Kleist won the singlehanded series, sailed in Lasers, with a 1-9-8-3-3 record, finishing 6.6 points ahead of the English skipper, Andrew Brown. Russ Silvestri, from the United States, had a consistent record of fifths and sixths but needed at least one race in the top three; he ended up seventh. Twenty-two singlehanders sailed.

Dickson, the doublehanded victor, won for

the third straight year. Each time he has had a different crew.

The teams sailed a five-race series, mostly in light air. The international jury disqualified nine crews for violating Rule 60. Organized in Texas at the last minute, after the Brazilians announced that they could not host the championships as had been scheduled, the regatta won high marks from the manager of the New Zealand team, Harold Bennett. "I've been to six World Youth Championships, and this was the best so far," he said at the awards ceremony. H. Clayton Brants Jr. was regatta chairman, Larry Johnson was race manager, and Goran Petersson, from Sweden, was jury chairman.

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results

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RESULTS BY THE TRS-80 COMPUTER AND OSCOR
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POS SAIL SKIPPER NAME CREW NAME

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RESULTS BY THE TRS-80 COMPUTER AND OSCOR
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OLYMPIC SCORING LASER
BEST 4 RACES COUNTING OUT OF 5

POS SAIL SKIPPER NAME CREW NAME

COUNTRY

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PTS LESS WORST

NO	SAIL	SKIPPER NAME	CREW NAME	COUNTRY	RCE	RCE	RCE	RCE	RCE	PR	TOTAL	TOTAL
					1	2	3	4	5		PTS	LESS WORST
1	14	DEREK KLEIST		KA	1	9	8	3	3		40.40	25.40
2	15	ANDREW BROWN		K	4	2	4	7	12		50.00	32.00
3	8	WALTER ROTHLAUF		G	2	8	10	2	11		53.00	36.00
4	13	ALAIN MUNNIER		Z	8	1	7	6	14		58.70	38.70
5	10	PER ARNE NILSEN		N	DSQ	3	16	4	2		67.70	38.70
6	11	RUSSELL COUTTS		KZ	DSQ	6	2	DSQ	1		72.70	43.70
7	7	RUSS SILVESTRI		US	5	7	11	5	6		61.70	44.70
8	18	PETER VILBY		D	3	12	14	11	4		68.70	48.70
9	19	HENRIK EKLUND		L	10	14	1	12	9		69.00	49.00
10	22	ROBERTO STATA		I	DSQ	4	18	1	15		82.00	53.00
11	12	MICHAEL CLEMENTS		KC	17	5	3	15	16		81.70	58.70
12	5	HANS WALLEN		S	7	16	5	DSQ	8		88.00	59.00
13	17	RUDI CLEEREN		B	11	DSQ	12	9	5		89.00	60.00
14	6	LUIZ OLIVEIRA NETO		BL	14	10	9	10	10		83.00	63.00
15	21	VASCO DOMINGOS		P	15	11	6	17	13		91.70	68.70
16	16	HERMAN BEN MAAS		H	12	DSQ	15	14	7		101.00	72.00
17	3	ERIC MERGENTHALER		MX	9	DSQ	13	13	19		107.00	78.00
18	4	CHRIS ELLYATT		KH	13	17	17	8	17		102.00	79.00
19	20	BERND MOSER		OE	6	15	19	19	DSQ		111.70	82.70
20	9	PABLO MAFFEI		A	16	13	21	16	18		114.00	87.00
21	2	CARLOS WOLF		V	18	18	20	18	20		124.00	98.00
22	1	THIERRY BERGER		F	DSQ	DSQ	DSQ	RET	DSQ		145.00	116.00
				NO OF STARTERS	22	22	22	22	22			

SCORING

DNC	29	29	29	29	29
DNS	29	29	29	29	29
RET	29	29	29	29	29
DNF	29	29	29	29	29
DSQ	29	29	29	29	29
PMS	29	29	29	29	29

22 ENTRIES ACCEPTED FOR SERIES

22 COMPETITORS

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5	10
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REST+ 6

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RESULTS BY THE TRS-80 COMPUTER AND OSCOR
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BEST 4 RACES COUNTING OUT OF 5

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POS	SAIL NO	SKIPPER NAME	CREW NAME	COUNTRY	RCE 1	RCE 2	RCE 3	RCE 4	RCE 5	PR	TOTAL PTS	TOTAL LESS WORST
1	11	CHRIS DICKSON	SEAN REEVES	KZ	2	2	2	3	5		24.70	14.70
2	19	PETER KOSKULL	MARKO KOSKI	L	4	1	4	DSQ	1		44.00	16.00
3	7	ALLEN LINDSEY	PETER LINDSEY	US	9	3	7	2	3		42.40	27.40
4	15	RICKI TAGG	IAN JARRETT	K	10	4	3	5	8		53.70	37.70
5	1	OMMASO CHIEFFI	ENRICO CHIEFFI	I	DSQ	6	1	4	13		66.70	38.70
6	14	ROBERT WILMOT	THOMAS LUDECKE	KA	DSQ	10	5	1	7		67.00	39.00
7	9	SANTIAGO LANGE	SANTIAGO AUTIN	A	1	9	6	10	14		62.70	42.70
8	5	LARS WESTER	JAN STENDAHL	S	7	7	15	8	2		64.00	43.00
9	21	MIGUEL MAGALMAES	TIAGO MARQUES	P	3	5	12	DSQ	6		73.40	45.40
10	8	FRITHJOF SACH	WOLFGANG BORCHARDT	G	5	11	19	6	4		71.70	46.70
11	13	BERNHARD SEGER	KATRIN WETTSTEIN	Z	8	12	DNF	7	9		88.00	60.00
12	6	WILLY LIMA DOHNERT	MARCUS TEMKE	BL	6	14	9	DSQ	16		96.70	68.70
13	20	MANFRED BRANDFELLNER	GERHARD HOBIGER	OE	15	17	8	9	15		94.00	71.00
14	3	HERMANN MERGENTHALER	ELIANE FIERRO	MX	12	8	16	DSQ	11		99.00	71.00
15	16	RENE DEWIT	KATHRIEN GINSBERG	H	11	13	11	14	12		91.00	71.00
16	18	ANDERS FISKE	NILS VILLADSEN	D	13	DSQ	14	15	10		104.00	76.00
17	7	PAUL GORREMANS	GAETAN GORREMANS	B	14	15	13	11	20		103.00	77.00
18	2	NORMAN DION	LEWIS POLIQUIN	KC	16	DSQ	10	13	DSQ		113.00	85.00
19	4	OHAN FOYEN	JON FJELL	N	17	DSQ	18	12	17		116.00	88.00
20	1	RICCIO CONSTANZO	LEONARDO LUPOLI	V	18	16	DNF	16	19		121.00	93.00
21	10	GALL LAW	JAMES FRAME	KH	19	18	17	17	18		119.00	94.00
NO OF STARTERS					21	21	21	21	21			

DNC	28	28	28	28	28
DNS	28	28	28	28	28
RET	28	28	28	28	28
DNF	28	28	28	28	28
DSQ	28	28	28	28	28
PMS	28	28	28	28	28

SERIES

results

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patrons* & volunteers*

Bab Morgan Mgr.

Sandy & Lu Armer

John L. Cressace

Ann Wallace

Ian Bruce HBN-BNOP-HBN

Peter Bjorn - BN

Douglas Voth - BNOP - HBN

Go Van Meter

Jan Henderson

Pat Mispelli

Brynnie

Arthur White

Bill Skeeter

Sue Shelton

Ralph A. Hanson

Marilyn M. Heibert

Eve Dixon

O. L. Dittv.

Stu Williams

Phyllis Wenell

Whit

Georgia & Ken Huffman

Jo Ann Mary Simley

Darry + Dory Hart

Mike + Pat M. Connel

PAT & Don Williamson

Phyllis + John Lang

Beachie MacNaughton

Louise Logan

Penny Dyer

Joe & Horton

Deborah Brown

David Thomason

Mark W. Mulley

Glen Hill Latture

Jay W. Brown

~~Fuller & Paul~~

Chad Woull

Paula Brown

June + Russel Bodysonge, D. Virginia + Lee Smith

~~William W. Brown~~

R. Joyce Mohr

Alfie & Betty Keller

Shirley D. King

Allen + Sue Mettys

Pete Jay

John L. Dickey

Delbert H. Mook

Thomas Fost

Ed. Wippl

Laura Mc Gown

Howard Hollinger

Cindy Hollinger

Carl Bobbey

Sandy Lee Palmer

Jimmy Jefferson

Rita Dragg

Jim West

Nancy Turnelee

Janette Keim

























