

PAYC MAINSHEET

Port Arthur Yacht Club, 410 Pleasure Island Blvd., Port Arthur, TX 77640

Website: payc.us Email: payc@payc.us Telephone: 409-356-6253

Commodore's Corner

Commodore Russ Myers

I am happy to announce that PAYC hosted another successful TSA Youth Regatta. Thanks to all the volunteers who made this possible. A special thanks to **Ricky Reese** for supplying closed-circuit radios so we didn't have to listen to all the chatter normally on the VHF channels. Also a special thanks to the **Sabine Sail and Power Squadron** for furnishing almost all the chase boats and personnel to operate them.

We have a work day scheduled for Saturday, Mar 6. Projects on the docket include:

- Repainting the outside of the clubhouse
- Removing and replacing the gutter on the north side of the clubhouse
- Building and installing a gate at our ice machine.

Our Thursday Night series begins on Mar 18. I will bring a pot of spaghetti to enjoy after the race. It should be a lot of fun - hope to see you there!

Welcome our new members aboard!

Farley Fontenot has a 24' Zodiac and resides in LaPorte where he is the owner of Quantum Sails. Farley recently dedicated the Top Gun Trophy in memory of Jimmie Fontenot, his father and former PAYC Commodore.

Conrad Woodring sails a 26' Laguna and has Hobie 16 and Laser experience. He lives in Beaumont and is interested in cruising and socials.

Donovan and Amanda Garrett, novice sailors, own a 33' Watkins. They are interested in racing, cruising, and socials.



INSIDE THIS ISSUE

Commodore's Corner	1
Racing	1
Cruising	2
Flotsam and Jetsam	2
Boats, Booze, and Darkness	2
A Boater's Film Festival	2
Junior Sailing	3
What's My Line?	3
From the Secretary's Desk	4
33 rd America's Cup	4
Minutes from February 9, 2010	5
Pictures from the 2010 TSA Mardi Gras Regatta	5
Answer to Nautical Trivia	5

MARCH CALENDAR OF EVENTS

- Mar 6 - Work Party
- Mar 9 - PAYC General and Board Meetings
- Mar 18, 25 - Thursday Night Race Series #1
- Mar 20 - Moonlight Race #1

NAUTICAL TRIVIA

1. When was the America's last held by the USA?

Racing

Paul Vera - 409-363-3898 (cell)

It's time to get the party started! PAYC racing is up and running on Feb 27 when we will hold a Moonlight Race (Skippers' Meeting at 1800). Our first Thursday Night Series is scheduled for Mar 18 and 25 (Skippers' Meetings at 1800). We also have a Long Distance Race (LDR) on Mar 20 (Skippers' Meeting at 1000). The weather is heating up, and so is our racing. The complete racing calendar is posted on the PAYC website.

We mortals are all on board a fast-sailing, never-sinking world-frigate, of which God was the shipwright; and she is but one craft in a Milky-Way fleet, of which God is the Lord High Admiral.

--Herman Melville

Cruising

Mike Wise

The new year is off and running. As of this writing we have not yet had the first cruising event of the year, a Moonlight Race/Cruise on Feb 27. I will have a report on that next month.

As I have said we have a pretty conservative cruising calendar for the year. That being said, there are no “planned” cruises for the month of March. Hey, that doesn’t mean that while we still have some cooler temperatures we might not have enough sailors on the water for an impromptu day cruise or an overnighter somewhere nearby!

We will hold the Skippers’ Meeting for the annual Contraband Days Cruise on Apr 29 after the Thursday Night Race. This year the scheduled weekends are May 1–2 and 8–9. I understand that Lake Charles has built some nice docking facilities near the LC Civic Center. I will try to get more information. Hopefully we can get a good group to make the cruise over for the festivities.

Well, that’s it for another month. Check out the online calendar, and set aside those cruising dates.

Until next month, keep on cruisin’...

Flotsam and Jetsam

Carolyn Worsham

- My apologies to Paul Vera – I totally missed an article he submitted for last month’s Mainsheet where he praised **Russ Myers** for quick response to the emergency changes for the Awards Banquet, **“Big Rich” Courville** for hosting the banquet at the last minute, and **Farley Fontenot** for bringing both his family and his memories to PAYC.
- There were several corrections made to the PAYC Calendar. A printable version can be found on the PAYC website
- **Notice** – The boating course scheduled for Sat, Feb 27, at Gander Mountain has been cancelled.

Boats, Booze, and Darkness

From *BoatUS*; an article by Bob Adriance (Jan ‘10)

National Transportation Safety Board (NTSB) reports note that even small amounts of alcohol inhibit a person’s ability to operate a boat safely, especially at night. Blood alcohol contents (BACs) ranging from as low as .04% (two beers) can degrade a person’s ability to discern faint lights or other objects, notice objects outside the direct line of sight, respond to a changing stimulus, and select a response based on the nature of the stimulus. It also takes longer after one or two beers to process information, recognize whether a potentially dangerous situation is developing, and then decide how to avoid an accident.

Glare, such as a full moon, can significantly affect nocturnal vision, even with low BAC levels. Greater amounts of alcohol result in more impairment.

Finally, BACs as low as .04% can significantly affect a person’s ability to select and execute one or more alternative responses, such as deciding whether to turn to port or starboard, pull back on the throttle, etc. The more complex the task, the greater the effect alcohol has on reaction time.

A Boater’s Film Festival

From *BoatUS*; an article by Tom & Lili McGee (Jan ‘10)

Are you looking for a movie for a rainy evening? Here’s a list of classic movies for boaters:

Twenty Thousand Leagues Under the Sea (1954), *A Night to Remember* (1958), *The African Queen* (1951), *Captain Blood* (1935), *Captains Courageous* (1937), *Das Boot* (1981), *The Long Voyage Home* (1940), *Mutiny on the Bounty* (1935), *The Pirates of Penzance* (1982), *The Hunt for Red October* (1990), *Shakleton’s Antarctic Adventure* (2001), *The Captain’s Paradise* (1953), *White Squall* (1996).

And here are some more favorites: *Deep Water*, *The Perfect Storm*, *Dead Calm*, *Jaws*, *Cape Fear*, *A River Runs Through It*, *The Riddle of the Sands*, and *Master & Commander – Far Side of the World*.

Junior Sailing

Paul Vera – 409-363-3898 (cell)

PAYC has hosted regattas on Sabine Lake for both youth and adults aboard Hobies, V-15s, Nacras, Thistles, Tornados, Lasers and others I can't name. Now comes along one little regatta that has been the centerpiece of our club, an annual regatta that gives us great pride. Can you believe it has been eleven years since the first Mardi Gras Regatta? I can, and today as I look back on all those years I see **Jim Kincaid** and **Sam Showalter** on the Laser Line. I see **Billy Richnow** running the Red, White, and Blue Opti line; I see **Gary King** and **Maggie Vera** running the Green fleet line. I look back and see **Terrell Adkisson** whispering in my ear, "Do you have enough money," and then writing me a check. I see the **Worshams** working the Opti line. Then comes along **Russ Myers** on the Green fleet line, and then the next moment he's on the Laser Line. **Ricky Richardson** comes in and moves up from running the Green fleet to the RWB Opti line and develops a race management team. Let's not forget **John Ardoin** and his trawlers or **Martin Novich**, a new Green fleet guy that really enjoyed it and told me he wants the same line next year.

Alan Aldredge and **Johnny Otto** served as scorers, and I'm looking for that third one. And let's not forget **Susie** and **Pat O'Quinn** and the whole kitchen crew – dare I say 150 sandwiches for lunch? Believe it or not, yours truly actually took it to the sideline for 2010 and watched as others did their jobs. From race management, cooking, registration, to even parking, we as a club made an impact and we did it by working together.

If you're behind with your PAYC dues, please catch up ASAP. Contact Jim Pearson or Alan Aldredge (treasurer@payc.us) if you have any questions about your invoice or need to make payment arrangements. Invoices for the first half of 2010 are due upon receipt.

What's My Line?

From *The Ensign*; an article by Al Ponzio (Winter '10)

Part I. Choosing the Best Line for the Job

The most popular material for dock lines, anchor lines, and mooring lines is three-strand nylon because it's strong, easy to splice, and moderately priced. Three-strand nylon stretches to absorb shocks, which reduces the stress on the boat's cleats. Because it's usually twisted clockwise, it should be coiled in that direction to avoid kinking. The downside of three-strand nylon is that it loses up to 25% of its strength when wet, weakens when exposed to UV rays, and roughs up your hands more than braided line. Another option is eight-strand nylon line which is stronger, a bit more expensive, and doesn't stretch quite as much.

Three-strand nylon line isn't always the best choice for boats with a windlass because of its tendency to kink and form hockles. It also tends to become stiff in salt water which makes smooth windlass operation more difficult.

Many boat owners have switched from laid line to braided line for dock lines and anchor lines. Braided line costs more than nylon line and is more difficult to splice; however, it is easier to work with when you're raising an anchor or directing the line. Braided lines don't kink or form hockles, they're more flexible, and they have a softer feel.

Another consideration when choosing a line is its resistance to abrasion, chafing, and snagging. All braided lines chafe and snag more easily than nylon lines when dragged across rough pilings, rocks, or coral or when pulled through chocks or guides that have sharp corners or edges.

Next month: Part 2. Determining Line Diameter and Dock Line Length



Happy St. Patrick's Day!

From the Secretary's Desk

Ricky Richardson (409-882-4847)

I had the pleasure of running the Red, White, and Blue (RWB) Fleet for 22 competitors for the TSA Regatta hosted by PAYC. All completed 7 races over 2 days of cold weather racing. It turned out to be a good weekend, and the competitors had a good time. Every year I help with this event, I learn something new. I found that the RWB Fleet has a good understanding of the Racing Rules of Sailing and the Sailing Instructions. I put them to the test on Sunday during a light air race. The wind died off at the start, and competitors were having a hard time making way. There were 5 competitors who rounded the windward mark before the 20 minute cutoff. I decided not to abandon the race, so I took the orange flag down on the start line which meant the start-finish line was not an obstruction. The leaders took note, took full advantage, and reached the leeward pin sooner by sailing through the line. As the leaders rounded the leeward pin, the wind picked up and changed direction, putting them on a reach to the finish line. Half of the fleet had still not reached the start line when it was time to finish the race. Once the orange flag came up, the rest of the pack avoided sailing through the obstruction, and you could hear them talking to each other as they sailed around the finish line. The "I" Flag gets their attention as well. It served its purpose after a couple of general recalls on the seventh race.

Thanks to the **Sabine Sail and Power Squadron** for showing up in force. The support boats set the line and made course changes in record time. We didn't have rough seas, so there was no need for rescue efforts, but it was nice to know that we could have handled most situations. They were there to help out and did everything we asked of them.

Special thanks also go to the volunteers on my line. **Greg Lynd** and **Ruth Hoyle** gave their time and boat *Faith* for use as Race Committee boat. **Pris Richardson** raised flags for us while **Greg** helped

with the preparatory flag and spotted the line for starts and finishes. **Carl Drechsel** from LaPorte filled in as time keeper. **Ruth Doyle** and **Deena Gill** recorded start and finish times and helped with the electronic scoring (the first time either of them had seen the racing software). Captain **Ronnie Gremillion** from the SSPS, with the help of **Mike Gill**, manned the leeward pin, recorded mark roundings, and observed fouls and protests. **D J Page** on *Bluestreak* manned the windward pin, with **Art Lynd** recording events as they happened. It takes a lot of people to run a race, and their eagerness to do what was asked was outstanding. I am very grateful for such a great group of people. They made my weekend so much easier!

33rd America's Cup

The 33rd America's Cup was contested between defender Team Alinghi of Genève and challenger Team BMW Oracle Racing of the Golden Gate Yacht Club. Team BMW Oracle Racing won the match 2-0 as trimaran *USA 17* powered by a rigid wing-sail proved to be much faster than catamaran *Alinghi 5*.



What happens next? Larry Ellison, CEO of Oracle said a venue could be chosen within months. Cities in the running include Newport, San Francisco, and San Diego. The 34th America's Cup could be held as soon as 2012. According to Ellison, "The next Cup will be governed by an independent body, not dominated by any one team. The Royal New Zealand Yacht Squadron, the New York Yacht Club, the San Diego Yacht Club -- we want to get everyone involved and have a fair set of rules on which we can collectively agree."

Minutes for February 9, 2010

Board Attendees: Russ Myers, Paul Vera, Jim Pearson, Ricky Richardson, Art Lynd, Mike Wise, Larry Lognion, Pat O'Quinn

Members: Ronnie & Songa Gremillion, Johnny Otto, Steve Swanson, Gene Kohrman, Chuck Devenzio, John Ardoin, Mike & Deena Gill, Alan Aldredge, Farley Fontenot, D J Page

Guest: Ricky Reese, PIC Commissioner

Treasurer's Report: (Email secretary@payc.us.)

Harbormaster: Gene Kohrman reported that the Navigation Training Course held at PAYC had 16 participants with only 2 days notice of the class.

John Ardoin reported there are 2 derelict boats in the marina taking on water and likely to sink (one near the screenhouse and the other near the hoist).

Membership: The following applications for membership were approved: Farley Fontenot, Conrad Woodring, and Donovan Garrett.

Racing: Paul Vera stated there was some confusion about the calendar and if you had a question about what you see online the Racing Calendar rates over the other Calendars. The Moonlight Race/Cruise is scheduled for Feb 27 (Skippers' Meeting at 1800).

Junior Sailing: Paul Vera reported that Ted Mahavier, Chris Reid and Russ Myers built new pram racks. The Mardi Gras Regatta is scheduled for Feb 13-14, with 45 registered and the potential of 60. After the meeting, a Race Meeting was held.

Cruising: Mike Wise reported a light calendar for 2010. There will be a Moonlight Cruise Feb 27. Skippers' Meeting for Contraband will be Apr 29.

House & Grounds: Steve Swanson mentioned the men's urinal needed the flush assembly replaced at a cost of approximately \$150.00. Butch Neely had worked on it, but parts were still needed.

The clubhouse needs to be painted (estimated 5 gallons for the outside and 2 gallons for inside).

Deena Gill reported that a bucket was under the sink in the women's restroom because of a leak.

John Ardoin asked about the hoist functionality. There was buzzing on the extension cord that was used during the construction of the floating dock.

Ted Mahavier asked about the gate, and Russ said he would look at it after the Mardi Gras Regatta.

New Business: Paul Vera moved to approve the loan of 12 portable radios and chargers for use during the Mardi Gras event by United Communications. The motion passed unanimously.

Russ Myers moved to approve the purchase of a flush kit for the men's urinal at approximately \$150.00. The motion passed unanimously.

2010 TSA Mardi Gras Regatta



Answer to Nautical Trivia

In 1995 the New Zealand team led by Peter Blake, Russell Coutts, and Tom Schnackenberg aboard *Black Magic NZL 32* defeated Dennis Connor and team aboard *Young America* in America's Cup XXIX and became the fourth keeper of the America's Cup after New York, Perth and San Diego.

Name

Port Arthur Yacht Club, Inc.
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Port Arthur, TX 77640

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Email

payc@payc.us

Officers

[Russ Myers](#), Commodore
Chuck Devenzio, Rear Commodore
[Paul Vera](#), Vice Commodore
[Ricky Richardson](#), Secretary
[Jim Pearson](#), Treasurer
[Alan Aldredge](#), Asst. Treasurer

Motto

PAYC - The Fun Spot of
Southeast Texas

PAYC is on the Web!

Visit us at:
[***http://payc.us***](http://payc.us)

Board of Directors:

Larry Lognion, Paul Morgan, Pat O'Quinn, Mike Wise,
Art Lynd (Past Commodore)

Trustees:

Ken Ruddy and Steve Swanson

Co-Harbormasters:

[Gene Kohrman](#) and [Paul Morgan](#)

Mainsheet/Website:

[Carolyn Worsham](#)

Reserving the PAYC Clubhouse (Members Only):

Email clubhouse@payc.us or contact a club officer. Visit payc.us for a reservation application after the date is cleared.

Next General/Board Meeting:

Tuesday, March 9, 2010, 7:00 p.m., PAYC Clubhouse
Board Meeting immediately follows the General Meeting.

Request a PAYC Roster:

Email roster@payc.us.

Mainsheet Delivery:

Email mainsheet@payc.us or contact the PAYC Secretary to move from USPO delivery to email delivery or vice versa.

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