



Mainsheet

OFFICIAL PUBLICATION OF THE

Port Arthur Yacht Club

INCORPORATED

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Founded 1965

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Commodore's Corner -Lynette Gillenwater



Greetings,

Imelda hits SE Texas – Hope everyone has recovered from the storm and did not incur the damages some of us had with Harvey. I know our own **Kelly Perez** had some water in her house and our prayers are with her and her husband. I lost my little Prius. I was just beginning to like that car, but that is just stuff.

I understand the Treasure Hunt was a big success and the party after was well attended. Thanks to all who covered for Dennis and me in our absence, as we were dealing with family health issues in Arkansas.

Special meeting: We will have a special meeting on November 12 before the Eatin' Meetin' at 1830 (6:30PM). There is a three-part motion before the membership. If you cannot attend, please cast your vote by emailing secretary@payc.us. The motion is as follows: 1) Give sufficient notice to members to discuss, and take action, at the special meeting for the purpose of temporarily suspending the by-laws; 2) To discuss and take action on the expenditure of refitting *Bout Time* or replacing the club boat; 3) To keep the motion open for 90-days. If no action is taken then the proposal is null and void and no other action will be taken.

Nominations for the leadership and for awards are up! This year's ballot is attached to this Mainsheet. We will reveal the winners of the awards at our annual banquet which will be held on January 25, 2020 at 1800 (6PM). We will be casting our votes at the Eatin' Meetin' on Tuesday, November 12 at 1900 (7PM). [As stated earlier, please come early to cast your vote at the special meeting.] The club will provide the turkey (cooked by **Paul Vera**) and ham (heated up by yours truly). **Butch Neely** has volunteered to bring the cornbread dressing. So bring a side or dessert and join us in this very important meeting. If you cannot attend, please cast your

vote by emailing secretary@payc.us.

Harvest Moon Regatta was another great event with very pleasant weather conditions! **Judy Walters** went to the Poop Deck in Galveston to watch the start and got some cool pics and video when the weather was nice. They are on our Facebook page if you haven't already seen them. *Trilobyte's* crew this year was **Russ Myers, Ted Mahavier, Trent McBride, Andrew Brooks and Terry Shipley**. The log Terry posted on Facebook begins on page 3. *Trilobyte* came in 3rd place in their class and 3rd place overall!

Fellow club member **Steve Romeis** was also on the race. He and **Louis Clifton**, who some of you may know, crewed on *Electric Gypsy* and they finished 2nd in their fleet. They were on a monohull, so they encountered a lot rougher weather than *Trilobyte* did. Steve's log begins on page 5.

The Halloween Social turned into an Astros watch party – we are leading 3-2 now!!! Go Astros!!! Take it back!! We had great food and fellowship before the game and during the game. As always the food was delicious and way too much!

Up next is our Seventh Annual Red Fish Tournament on Saturday, November 2, 2019. Skippers meeting at 0900 (9AM). This is always a great time. The tournament will end at 1500 (3PM) so you must have your entry in before then! Be there or be square!

Barbara Smith has been talking about redoing the flower beds around the club. Let's get together and see if we can come up with some ideas and clean up our area and make it a pleasant sight! Who is with me??? Let me know if you are able to help while the weather is nice and we can get it ready for spring planting.

Fair Winds,
Your Commodore,
Lynette Gillenwater

Upcoming Events



November 2019

- 2 (Saturday, TBD) – Redfish Tournament
- 12 (Tuesday, 1900) – General and Board Meetings and Thanksgiving Eatin' Meetin'
- 16 (Saturday, 1000) – Single Handed Race

December 2019

- 7 (Saturday, 1000) – Last Race of the Year
- 10 (Tuesday, 1900) – General and Board Meetings
- 14 (Saturday, 1800) – Christmas Party/White Elephant Gift Exchange
- 21 (Saturday, 1800) – Lighted Boat Parade
- 31 (Tuesday, 2000) – Annual New Year's Eve Pajama Party

(The complete calendar for 2019 is posted on the [PAYC website](#).)

Cruising - Kelvin Franks

No cruise is scheduled for November; however, note the article about the Redfish Tournament on November 2. Also, stay tuned for details about the Lighted Christmas Parade on December 21.

Junior and Adult Sailing - Ted Mahavier

JUNIOR SAILING: Due to the Harvest Moon Regatta, not much has happened on the Junior Sailing front this past month. **Rodney Champagne** hauled off the containers which we appreciate very much. The next major activity will be spreading crushed concrete and constructing metal covers for the boats. **Russ Myers** has promised to create the list for metal covers with me if I ever get time. **Rodney** has promised to help spread crushed concrete. Boaters Resale brought in \$138.49, thanks to Paul Vera's contributions of some nice spear fishing guns. Don't forget, we have boats for sale for a song –

- \$1,500 OBO for the Compac with sails, trailer and motor;
- \$200 for a Windmill with sails and trailer;
- \$200 for an O'Day 22 with trailer (no sails or paperwork yet);
- \$200 for a Venture with trailer (no sales or paperwork yet).

ADULT SAILING/FLEET: The Compac 16 has not been used much, so she should come out of the water for winter storage at some point. There are ideas bouncing around such as a fund raiser to get a boat that would be a better choice for recruiting...maybe another J/22 or J/24 which could train racers and recruit members. Nothing is solid yet.

Your Fleet Flunky,
Ted

Harvest Moon aboard *Trilobyte*- Terry Shipley

Thanks, **Judy Walters**, for the great footage of our start in Galveston.



Unfortunately, that was the last moment for favorable conditions we had for the rest of the run. In fact, right before the race started, we were experimenting with a new (read **massive**) headsail. We rigged it up, hoisted it, fine-tuned it, and took off, like fast enough that we knew we're going to have to change directions to increase the time before the starting gun, which is a penalty. Then, one of the lines blew out and let go...like literally snapped in half. So we pulled it down and re-rigged

the smaller headsail which we feared would compromise our start. We gathered it up and made ends meet without much fuss.

The weather was nice, but the swells were increasing along with the winds as the

day goes on. It's also coming in more from the South instead of SSE as predicted. We are making great speed and try to settle into a groove. By nightfall, the swells have more than doubled in size, and the wind is now steadily rising. At this point, it's a salt water rodeo. One of the tradeoffs for this boat being capable of so much speed is the light weight and lack of creature comforts. Picture five guys hanging off the side of a park bench, launching off 8-10' waves (at this point) with the salt water blasting into our faces almost constantly. When it's not bucketing to the face, it's a mist spray at high speed. Nothing is dry, and won't be for another 12 or so hours. Again, we are carrying great boat speed and hanging with the front runners of our fleet....some of which are faster boats to begin with.

The other fleets, which started ahead of us since our fleet starts last, are now miles behind us. The leader, which is a far more capable rig, is ahead of us and it's all we can do just to keep him in sight. But we dice for 2nd and 3rd with another boat for around 90+ miles. We catch them several times, but it's hard to pass in two closely-matched sailboats. There are things the leading boat can do, legally, that can thwart your plans. We finally pass them and pull away, only to have them return the favor a few more times until they head up more to the wind which is slower going. But they aren't dropping off in speed too badly. We go another 30 miles and they continue heading up until we can barely see them.

It's night, but the moon is bright when clouds don't block it. But when they do, it's pitch black except for lighted drilling rigs. I mention lighted because many ARE NOT. Some are just well heads, a single pipe rising from the pitching sea...painted black, in the dark. It's tough to see anything with the salt water being constantly shot to the eyes.

And now the winds have increased, turning the seas into confused monsters averaging 15 or so feet high. We regularly levitate on the side hull/trampoline only to be slammed back down on the next wave. We've been tethered to the boat since dark. We and the boat are taking a beating now. The boat is a strong design and made for the abuse it's seeing, but everything has its limits. And this kind of action will seek out and find the weak links. We're miserable, tired, haven't eaten or drunk anything since about 1700 the day before, and still hauling ass. We are essentially in second place overall with, I don't know, 130 or so boats behind us.

We know we can't catch first place, and we are ahead of 3rd by a little. But they are way high of us. When we are a few miles from the finish, we start trying to zero our navigation equipment to be certain where the finish line is. We got nothing. We're flying blind, well, almost. Ted has a wristwatch GPS, and he remembers what the coordinates are for what we think is the rig/marker being used to mark the finish. There's a ton of second guessing and questioning is going on between us and everyone is half out of their minds, delirious.

About that time, the number three boat that had been heading up has fallen off the wind heading she was on, which increases speed, and now was rifling across the front of us. We finished 4 minutes behind them, losing second in the last mile or so. LOL

But there's no shame in our game. The competition was the first to congratulate us with the fight to the end. That tiny bit of information, you know, like where you're

supposed to go, is pretty important at the end. 😊

All in all, it was a chance-of-a-lifetime experience - something few people would ever have a chance to do...or even want to do! Seriously though, the weather is what it is. It could have been a pleasure cruise the entire way. But what fun would that be? 😊

Ok, I'm going to sleep. I've been up for 36 hours and beaten the hell out of my fat butt. Sorry, but there are no pictures. I'd tell you there was no time for them. but you'd probably think I was exaggerating.

Thanks to

- **Dr. Sam Showalter** for loaning us your machine and your wonderful grandson. **Trilobyte** took us over the edge and still delivered us to safety. And **Andrew** -- what a fine young man you have there!
- **Russ Myers** and **Ted Mahavier** for your experience and for inviting me to go along. I honestly don't know many people I would duplicate that trip with.
- **Trent McBride** for your sail tuning and sails to liven up the pressure cooker (lol).
- **Dennis and Lynette Gillenwater** for driving the chase vehicle and for all your support. Couldn't have done it without you.
- **God** for answering my prayers while out there.

Harvest Moon aboard *Electric Gypsy* - Steve Romeis

Crew: Captain Donald Thornton, Louis Clifton, James Moseley and Steve Romeis

Boat: *Electric Gypsy*, a beautiful Hans Christian 39



We sailed out of Waterford Marina, where Captain Don lives aboard the cutter-rigged *Electric Gypsy*, and made our way past the Kemah boardwalk and onto Galveston Bay before sunrise on Thursday morning. There were no crowds of people enjoying the boardwalk fun or dining at the fine eating places which were all closed at this early hour. All was quiet. That would not be the case as we sailed through the night that was yet to come.

The planning and preparation was over and it was finally time to get some water flowing under the keel and make our way to Galveston and offshore to the starting line of the Harvest Moon Regatta.

None of us had actually sailed the Harvest Moon race before. I had just recently met the captain, who had never "captained a regatta" but as we communicated and prepared in the few weeks before the event I gained much confidence in him as I saw his attention to detail in the preparation of the boat.

Crew member James Moseley was very new to sailing and I had only met him one time prior to the race. He was green but eager to learn and excited for the opportunity.

The other two misfits, Louis Clifton and me, have sailed many miles together in a variety of conditions on several different boats, including multiple offshore and overnight trips. This was an opportunity for us to team up for another adventure on the high seas and add to our treasure chest of memories.

As the first light of morning slowly escorted the darkness away by painting the eastern horizon with a combination of soft orange, yellow, pink and rays of light blue, it made for some great photo opportunities of silhouetted crew members, Louis and Don, working the sails on the foredeck.

We had a start time of 1400 and were in position and ready when the time came. We stuck to our plan of taking a conservative approach at the start. I was busy but took time to enjoy the great view of Galveston Island's pleasure pier, the beaches, and seawall, all while being surrounded by a large group of wind-filled sails that powered the great variety of boats all around us.

As the hours passed we saw less and less of the 130 boats that had entered this year's regatta. The winds continued to build but stayed manageable. With a full main, headsail, and the staysail we cruised along at 7+ knots in the 17 to 24 knot winds. The boat handled the 6+ foot seas well, and we sailed hard thought the night keeping a sharp eye for things that go bump in the night...things like other boats, private and commercial...things like the many gas and oil rigs that are scattered throughout the water we were sailing in.

Often times, people who have not ever sailed a boat will comment on pictures that I share. They see pretty sunsets and pretty sails on motionless boats. They comment on how quiet and peaceful it must be. That is true sometimes, and I love the moment when the engine stops and the wind in the sails is all that is needed to glide the boat through the water. Yes, it is sometimes a quiet and smooth ride. Then there are times that the wind is blowing and the seas are moving with such a force that you can't hear your shipmate yelling at you from just a few feet away. The quiet boat can have sounds and noises you've never heard before. The videos and pictures never really tell the whole story, but those who have been there know. Those that haven't can just enjoy the bliss and peace of the pictures.

I don't know how many gas and or oil rigs we didn't see, but I do know we saw plenty that had no lights or sounded devices. Thankfully we didn't bump into any, even though James and I spotted one just after we passed it about 200 feet astern off the starboard side.

I knew the breaking swells were higher than six feet when I looked to my side and saw white water coming at me that was over my head as I stood at the helm. The boat just slithered up and the swell passed under us. Not that we didn't catch some spay from time to time, or have a wave give us a good slapping that kept us on our toes, and even though I buried the rail a couple times, I must say for the conditions the boat was relatively dry. Oh, and there was that big swell that managed to find an opening in a top hatch that gave me a good soaking as I was taking a nap down below. That got me up and back on deck before my watch.

I love being at the helm and sailing through the night. I also love the time, after a

long watch, when I get to go below and catch a nap as the boat sails up and down the seas. I could feel the downward pull on my body as the boat climbed up a swell. I would try to guess the height of the swell by the amount of time I felt the weightlessness as the boat dropped under me on its way down the crest of the sea. The time stopped when the boat reached the trough and slammed back into the sea before the process began all over again.

At one point through the night, Don and Louis were on watch and they battled it out with another boat for several hours. They eventually caught them and overtook them. By the time I came back on watch, their lone opponent was no longer in sight. I think that was one of the highlights of the whole trip for them.

We heard lots of calls on the radio throughout the night as several boats communicated with the Coast Guard with calls for help. I know of 10 people who were rescued off two separate boats. The Coast Guard sent a helicopter after the crew of one boat and they sent a boat after another crew whose sailboat was in trouble. Four adults and three children were rescued from another sailboat. Thankfully no lives were lost, but a couple of sailboats were abandoned.

Before the race ever took place we had discussed the weather and knew there would be a cold front coming in at some point, bringing some strong winds and possible rain and thunderstorms. Rather than try to guess the exact time it would hit us, we just decided that whenever the wind stopped blowing from its somewhat southerly direction we would reef the sails. At around 1015 Friday the wind stopped. We executed our plan and reefed the main, rolled up the jib and left the stay sail. At 1027 we were floating with no steerage and one minute later, at 1028, someone flipped a switch. The wind instantly went from 0 to 30 knots and the temperature dropped 20 degrees. We were ready. The boat just smiled and took off. We hung on for the ride to the finish. I later visited with several sailors who waited until the front hit before they reefed and it cost them some sails that were shredded in the high winds. I saw 35+ knots of winds and seas to 10 feet. Others reported higher winds and seas to 14 feet. The really fast boats that finished before the front hit had plenty of spirited sailing through the night at speeds our boat wasn't capable of, and it was good timing for them to get into Port Aransas, hopefully, in more favorable conditions than what we had.

We did better than I had hoped and outlasted several boats in our fleet. The Captain and crew were pretty excited when we realized we actually finished second place.

One of the greatest challenges came after the finish line when we made our way through the jetties. The winds were blowing, the swells were breaking, and the current was flowing, all against us as we motored sailed in from the gulf. It took both sails and motor carry us to port against Mother Nature's good hearted attempt to keep us at sea. Our team met the challenge and our seaworthy boat brought us in. We were all thankful for a great race and to be safely rafted up in the marina.

Our crew was being followed on the Internet by several classes of students where I teach and it was a joy to return to school on the Monday after the race and be greeted by cheers from students and a couple of fellow co-workers who had

tracked our progress on Thursday and Friday.

There is a special bond between those that go to sea together and witness the sunrise and sunset with no land in sight. Those that enjoy the journey together and meet the challenges along the way look forward to the time when they can once again set sail. Others leave the boat and go by a camper to become a land lubber.

Seventh Annual PAYC Redfish Tournament - Greg Lynd

The Seventh Annual PAYC Redfish Tournament will take place on November 2.

Note that this tournament is scheduled during a time when one of the country's best-known redfish fishing lakes is at its prime. Indeed, Sabine Lake is known as one of the best "red fishing" spots in Texas.

Our sailboat-only tournament registration will occur at 0900 hours on November 2. There is a \$10 participant fee, the proceeds of which will go to the winners. The tournament check-in (ending) time will be 1500. Participants are required to text a picture with the participant ticket and measuring device to Greg Lynd no later than 1500.

Catch and release is encouraged as the longest fish wins.

I hope to see you on November 2.

Greg Lynd

Racing - Russ Myers

See the Meeting Minutes for the November race results and the upcoming races.

Hope to see you on the water -
Russ Myers, Race Chairperson

Notice of a Special Meeting - November 12, 2019, 1830

SPECIAL MEETING WILL BE FOLLOWED BY OUR TRADITIONAL EATIN' MEETIN'. Turkey, dressing and ham will be provided by PAYC. Please bring a side dish or dessert.

There is a motion before the board that requires membership input. As you may or may not be aware, there are ongoing discussions about a committee boat. **'Bout Time** is not in working order, and there are several people who feel it is time to get a committee boat back up and working for the club.

Discussions have been to spend approximately \$12,000 of capital funds (which are slated for buildings and land according to the by-laws) to refit or replace **'Bout Time**.

That being said, the following three part motion is before you:

1) Give sufficient 14-day notice to members to discuss, and take action, at the special meeting for the purpose of temporarily suspending the by-laws;

2) Discuss and take action on the expenditure of refitting '**Bout Time** or replacing the club boat;

3) Keep the Motion open for 90-days. If no action is taken, the proposal is null and void and no other action will be taken.

If you are unable to attend this special meeting, we need your input. Please email your vote to secretary@payc.us.

PAYC Meeting Highlights -October, 2019

NOTE: This is a summary from the minutes of the membership and board meetings for the month. For the complete and official minutes, check the [PAYC website](#) or contact secretary@payc.us.

* **Members Present:** Lynette Gillenwater, Commodore; David Bradley, Vice Commodore; Mike Givens, Treasurer; Judy Walters, Secretary; Chuck Devenzio, Greg Lynd, Art Lynd, Russ Myers, Rodney Champagne, Dennis Gillenwater, Paul Vera, Ted Mahavier, Butch Neely, Mike Wise, Richard Hughes, Mark McConnell

* **Membership:** PAYC has lost eight (8) members during 2019.

* **Treasurer:** There was a problem with Quickbooks this month. Contact Mike Givens in you have a question. BBVA added David Bradley as a signatory on the bank accounts and Mike Wise has been removed.

* **Harbor Master and House and Grounds:** Butch Neely reported there are 54 boats in the marina with 35 being PAYC Members (64% usage). Back door in the kitchen is not closing or locking properly. Tracy gave a bid for \$379.96 to replace the door. It was accepted. Men's bathroom door is also bad but it can wait.

* **Racing:** Russ Myers reported the results of recent races:

* Full Moon Race on September 14: (Racers) 1st – Richard Hughes, 2nd – Ken Rutty, 3rd – Paul Vera; (Cruisers) 1st –Ted Mahavier, 2nd – David Bradley, 3rd – Art Lynd, 4th – Mike Givins

There was plenty of wind for the long distance race on September 28. Ryan Miller from Seabrook raced on a J/24. Results: 1st – Richard Hughes, 2nd – Paul Vera, 3rd- Ken Rutty

Upcoming Events: Ted Mahavier, Russ Myers, Terry Shipley, Andrew Brooks, and Trent McBride will represent PAYC in the Harvest Moon Regatta on *Trilobyte*.

* **Social:** October 26, 1800, is the Halloween Party at the Clubhouse. Costumes are optional. On November 2 is the Red Fish Fishing Tournament. Only sailboats only can participate. November 12 there will be a Thanksgiving Dinner served at the Meet & Eat before the November General and Board of Directors Meetings. Paul Vera will cook the turkey. Bring a side or a dessert and join the Meet & Eat and stay for the meeting.

* **Cruising:** No report

* **Junior Sailing:** Junior Sailing scrapped a boat from its fleet and Ken Rutty bought the mast for \$40. Paul Vera reported that Sea Scouts in Seabrook are

losing their slip space and they have suitable boats to sail. Jimmy Dike said "A" row was available to Sea Scouts to store the boats if necessary. Ted Mahavier sent a personal thank you to Rodney Champagne for removing the containers.

* **Adult Sailing:** No report

* **Fleet:** No report

* **Sea Scouts:** The mother ship *Point Glass* will come to PAYC next spring, possibly during Sail Daze. *Point Glass* will be point for the Harvest Moon Regatta from Galveston to Port Aransas on October 10th.

* **Lamar Sail Club:** No report.

* **Safety:** The timbers around the walkway to the back patio have rotted. It was suggested that on the next work day the lava rock be shoveled and dumped in the sink holes or replace the timbers.

* **PIAB Report:** Russ Myers reported (1) There is no money allowed for landscaping on the island. (2) The grass cutting needs to be divided on the island. The current grass cutter cannot keep up. (3) Golf Course – Vehicles not recognized will be removed. The locks will be changed. They want to put security cameras installed inside of the Club House at the Golf Course. (4) Cell Towers – The contract for the cell towers was discussed. They want a 15-year lease for \$262,000.00 to be paid up front and then pay monthly. There was a discussion that the money should be put towards covering "A" Row in the marina. (5) A Pleasure Island Advisory Board has been established.

* **Old Business:**

- Chuck Devenzio has been working on the nominations for the 2020 Officer and Board Elections and for the 2019 Honor Awards. The ballot is attached. Contact Chuck if you would like to serve as secretary. Please vote and return your ballot to Secretary@payc.us if you are unable to attend the November 12 meeting at 1900.
- A special meeting will be called regarding the refit of *About Time* or the purchase of a different boat to be used for Club purposes, racing and junior sailing. A Boat Committee was formed to determine the best solution for having a Club boat. Those committee members are Rodney Champagne, Paul Vera, Ken Ruddy, and Richard Hughes. A 14-Day Notice will be sent to the Members to attend a Special Meeting to suspend the By-Laws for the purpose of refitting or purchasing a Club boat. If you have any questions, you can contact a member of the Boat Committee. The Special Meeting will begin on November 12 at 1830 at the Clubhouse.
- Judy Walters updated the "Rock the Dock" event. It is scheduled for April 25, 2020, from 11a to 5p and she will be asking for some assistance as the event gets closer.

* **New Business:**

- The Galveston Director of the J24 Racers developed a "Beginners Class" to build up the J24 Race Circuit.
- Judy Walters and Chuck Devenzio suggested a Lighted Boat Christmas

Parade before the Christmas part on December 14. If weather permitting, all lighted boats motor out into the lake and parade for about 45 minutes to an hour and then come back and have the Club Christmas party. All are encouraged to decorate and participate.

Selling Sheet

Description	Name	Photo	Price	Contact
2000 Pathfinder w/1999 Yamaha PX 150 and trailer			\$14,999	Craig Bellaire 409-543-2794 cbcanct@yahoo.com



(Ballot appears on the next page.)

2020 Officers and Board Elections and 2019 Honor Awards Ballot

Port Arthur Yacht Club

Nominees for Officers and Trustee

(Vote by circling for each position)

Commodore: Paul Vera
Vice Commodore: David Bradley
Secretary:
Treasurer: Mike Givens
Trustee: Art Lynd
Nominees for Board: (Vote by circling four)
Ken Rutty, Ted Mahavier, Lynette Gillenwater, Rodney Champagne

2019 Honor Awards Selection Ballot

(Vote by circling one nominee each)

Novice of the Year – Criteria: Is a new sailor (less than one year as a member of PAYC). Shows a willingness to accept responsibilities in promoting club activities and demonstrates improved sailing abilities through participation in major and minor sailing activities both in the lake and surrounding waters.

Nominees: Kelly Perez, Andrew Brooks

John Ardoin – Yachtsman of the Year – Criteria: The John Ardoin Yachtsman of the Year award shall be conferred annually by the Port Arthur Yacht Club to a member in good standing who embodies the Corinthian Spirit both on and off the water. The recipient will be an individual who displays honor, integrity, sportsmanship, generosity, courtesy, seamanship and love and respect of yachting and the sea as recognized by his peers.

Nominees: Paul Vera, Ken Rutty

John Blair Memorial – Criteria: Provides outstanding service to the club.

Nominees: Judy Walters, Butch Neely, Ted Mahavier, Rodney Champagne, Paul Vera

Skipper of the Year – Vic Scalco Memorial – Criteria: Participates in a majority of club activities, demonstrates racing skills and abilities by placing well in fleet or class and displays sportsmanship and a positive competitive attitude.

Nominees: Ken Rutty, Paul Vera, David Bradley, Richard Hughes

Cruiser of the Year – Chilton O'Brien Memorial – Criteria: Participates actively in the cruising program of PAYC; promotes PAYC not only in the club but in other ports as well; and is recognized as a sailor.

Nominees: Russ Myers, Kelly Perez, Andrew Brooks, Matt Jones

Cruising Crewperson of the Year – Criteria: Participates actively in the cruising program of PAYC, exhibits a positive attitude toward the skipper, is recognized as promoting PAYC not only in the club but in other ports as well.

Nominees: *Racing* – Mark McConnel, Greg Lynd, David Bradley
Cruising – Judy Walters, Ruth Lynd, Art Lynd, Greg Lynd