



Palacios, Texas

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"The Rhumb Line"

1995 PYC Awards Dinner

The 4th annual PYC banquet will be held on Saturday, November 18th at Serendipity's "REC-Hall", serving dinner at 6:30pm. And the awards to be presented shortly there after. We have had a great turn out each year and have alot of fun. Join us for this year's meal which will consist of Fried Fish with all the trimmings at \$6.95 a head. There will be a social hour starting at 5:30pm, with snacks and beverages. Call Roberta 512-972-3960 or Lane 409-245-1669 to **RSVP**.

Mariner Races

What a great weekend, we had cool weather, sunny clear skies and plenty of wind. But again only two boats would be able to make the races, so they were called off to save Jose Aliseda the long trip from Beeville. Jose was leading the Fall Series anyhow. We went ahead and hauled *Regalos de Dios* down for the weekend and took Chad Dan, from San Antonio, out for a sail to marker #30 then west for about 2 miles. We calculated the time of our return and decided to head back in order to make supper (aren't GSP units great?). On our return to the channel we noticed a large sail back toward the east near the intracoastal waterway and wondered if they were familiar with that end of the bay. A short time later the sail was no longer visible. As we sat there speculating about mirages and ghost ships, the VHF chatter came alive. It seems that the 42' sloop left the ICW too early and ended up hard aground. The last we heard they were awaiting a commercial tow. Study your charts and you had better take notice of the hazards in our bay system, because they really are there. Same holds true for knowing your safe harbors.

Dolphin Races

The small boat fleet closed out the 95 season with a bang. With ten boats planning to be on the beach, eight Dolphin SR's showed up, even though the winds were steady at 17 mph and gusting. The race for the day was of a new configuration starting at the beach, going over to marker #48 then out to the first wreck mark and back to the beach. Six miles of 3' waves, high-gusty winds, surfing rollers, planing hulls, and "submarine-ing". The race committee positioned themselves at the end of the rr-park-ramp jetty and sighted across to the Pavilion pier for our start line. Roberta and Craig decided that no barging buoy was needed to protect the granite boulders and at 2:00pm the race was on. Pam Smithey got the jump on the fleet as usual and pointed the way to the first corner. But portly skippers ruled the day and I soon caught Pam and passed, just up wind. I endured the rest of the close-reach trying to maintain a heading to the first mark and something less than a 45 degree angle of heel. Upon rounding the first mark it appeared my lead was being cut by Pam and Ed Decoux. The fleet split and began long hammering tacks to the "wreck" mark. Again outright bulk kept my boat moving forward and at the 2nd mark I still held the lead. At this point we began a sleigh ride to the beach, and what a ride! Normally you see your bow wake well forward but on this leg it was spraying amidship. I bailed out my cockpit and raised the centerboard a little and it was like someone "floored the peddle to the metal". My Dolphin SR seemed to jump forward and fish-tail slightly. Then the plowing started, at these speeds "boardboats" tend to overtake the waves ahead. If this occurs at the bottom of a set of large waves you will begin to "submarine" as the bow drives into the next wave. At one point, shortly after bailing, I had the hull buried to

the mast. For some of the other racers who had not been in these extremes, they found themselves flooded to the cockpit. I re-adjusted sail and moved back as the bow reached the next wave to keep from pitch-poling. The next problem to contend with was the "cabbage heads" these solid jelly fish are thick this time of year and my rudder was now sticking straight out due to the impacts. The pressure was of concern to the tiller and my shoulder mussels. I checked to see were Pam was and figured I had time to correct the situation. Sheeting out and turning up-wind, I was able to push the rudder down without capsizing. The race finished with the boats strung out and crossing the line at two minute intervals. For some of our group this was only their 2nd or 3rd race and they should be commended for their effort, as none of them capsized or pitch-poled and every one made the six mile triangle in under 55 minutes. Results: 1st Lane Hollister, 2nd Pam Smithey, 3rd Ed Decoux, 4th Ron Little

END OF YEAR - RESULTS

Mariner Fleet: 1st - Jack Hollister, 2nd - Jose Aliseda, 3rd Charlie Young

Dolphin Fleet: 1st - Pam Smithey, 2nd Lane Hollister, 3rd - Johnathan Bright

3rd Annual PYC Halloween Cruise to Port Lavaca

This is what you get when you complain about the lack of wind. NOAA's prediction for the weekend was off by a country mile and then some. The fleet of 13 boats gathered, hoping for the north wind at 10-15, it would have made for a flat and speedy trip across the bay. But soon after the fleet made the turn at marker #30 it was apparent the wind was going to continue blowing from the east. Ok, we'll set the jib and main "wing-and-wing" and have a speedy, Lumpy trip down-wind. An hour later, winds building to 30mph, Lumpy was becoming Choppy. Five to seven foot seas would soon catch us before the half way point. Most skippers were glued to their tillers as the surfing contest started and any break in concentration brought most boats off the wave and rounded up into the wind. But, what can you do, but keep going? At 11:30 we were over half the way to Port Lavaca Ship Channel. I heard later that the only vessel that

turned back made Palacios harbors at 4:30pm, we arrived Nautical Landings at 1:30pm. Ray Brasseaux (single handed) was in at about 1:15pm with his Newport 33 and the rest of us trickled in for the next 2 hours. Craig Hlavinka (single handed in a 21' Venture) lost a rudder at about Noon, after dropping sail he was motoring toward Magnolia Beach with visions of a sandy berth, but after clearing Keller Bay point the waves subsided a little and Craig followed Warren & Roberta in the *Westerly* to harbor. The Talbert's lost a mast in the Palacios Channel, off of their *Stillette 27*. Wayne was not able to do anything but cut it free, sail and all and motor back to Palacios. They drove over for the BBQ dinner, what troopers. Their were a lot of husband & wife teams (Connors, Whites, Taylors, Talberts, Fitzgeralds) and those wives really should receive the "red-badge-of-courage" for facing this adversity (without much complaining). The last to arrive, and probably suffer the worst conditions were Russell Abshire and the Isle's Brothers in *Leprechaun* and Dr. Johnson in *Chalupa* both of which got a later start. Dr. Johnson's crew was astounded by his easy going nature in handling all that mother nature, mishaps and machinery had to throw at them (They had to anchor in this mess for repairs). Darryl Smith and his group were great at getting everyone safely into slips and tied up. He assured the skippers that if anyone was forced to leave their vessels there would be no charge. Dinner was great as usual and there was plenty of food (5 side dishes w/ the BBQ beef-ribs-sausage). Needless to say no one sailed home Sunday. Those with trailerable boats, shuttled to Palacios and picked up trailers and hauled out for the "asphalt-sail" home. We left 7 of our 13 in Nautical Landings and with the winds singing in the stays it looks like they may be there till next week. These skippers may be looking for stout hearted crew to help return their vessels to Serendipity, so stand by. With previous years taking 9 to 7 hours to complete this 26 mile run, I doubt if anyone will be out to break the 4.5 hour record anytime soon or complain about having lighter winds.

PYC Christmas Party

Plans are in the works for the annual get together. The party, planned for Sat., Dec. 16th, details to follow. Most members bring photos & stories from past adventures & enjoy an afternoon of friends & Christmas tunes.