

BOWSPRIT 2012

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Rear Commodore: Chip Spence Editor: Michele King

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Walter Crawford—Commodore

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Another great month at the Bay Yacht Club, and without even a hint of a hurricane, although the dust in the air from the Sahara Desert in Africa has been quite unusual. Weather for the 4th of July celebration, dinner, and fireworks was wonderful. Several of our members took their boats out for a closer and presumably better view of the fireworks. Others watched from the Clubhouse deck and others from boats on the People St. T-Head. A good time was had by all. The cruise to Bastille Day was well attended, either by water, or land yacht. The weather was threatening all day, but in actuality, quite nice. The BYC race was cancelled due to high winds, and limited racers. The first draft of the lease contract looks good and hopefully, we will achieve an agreed lease contract in August.

The last weekend of July yielded a completely remodeled ladies' room. Thanks to Vice Commodore Kaldenbach and all those that helped achieve what the ladies have been asking for several years. The final touches should be done in time to host the 50th Annual Navy Days Regatta registration party the first weekend of August. BYC Club members will put out a spread of food and drink for all participants and a good time will be had by all. Hopefully, this will be the last year to host from our floating barge location. If you haven't participated in the Navy Regatta before, don't miss it. You may participate as a cruiser, land cruiser, or racer. I encourage everyone with a vessel to make the trip, either as a racer, or a cruiser, and honor the service of enlisted personnel and officers.

Our August cruise will be to Island Moorings, and the next race will be the 5th in our summer series. Several of our members will be chartering sailboats to sail the Greek Isles the last week of August. The rest of us will only wish, and ultimately enjoy their photos and stories of a wonderful trip. The Bunco players are taking a summer break, and will resume in Sept. The poker players, hardy as they are, need no break. New players continue to join in, claiming of course that they don't know how to play, as they scoop up their share of the winnings.

If you haven't already made your thoughts for next year's officers and Board members known to the Nomination Committee, please contact Sharon Blair, Larry Haas, Jerry Vaughn, Neil Gallagher, and/or Kevin Herbein. Please be certain that all the doors are locked, and the interior amenities have been stowed and secured properly if you are the last to leave the Clubhouse.

Thanks to everyone for making the Bay Yacht Club enjoyable, entertaining, and educational to all members. Please be sure to regularly check the calendar of events on the website, www.BayYachtClub.org.

See you on the water, the piers, and at the Clubhouse.

Cheers,
Walt
Commodore
S/V Endless Summer

Rear Commodore/Membership News

As we push forward into August, I look back at the previous 7 months. Wow! We have certainly taken BYC into a new era. I will not recount the structure changes being accomplished or those being projected but I am seeing a definite change in our membership. Although we have lost a few members, generally from life changes or job relocation; we are not only holding our own but increasing our numbers with both very experienced and very new sailors. As for the new sailors, just like Brenda and me 5 years ago, they are looking for mentoring. Please try provide valid info for them as they explore their new advocacy. To the best of my knowledge, our experienced sailors are joining to share the camaraderie and just maybe to validate or dispel some of the thought processes we have. I personally welcome new ideas in the sailing environment and especially input into the club as a whole.

Please continue to make all of our new members feel welcome, as you have in the past.

Chip Spence

NOMINATING COMMITTEE NEWS : The names of the Nominating committee are:

Sharon Blair
Neil Gallagher
Larry Haas
Kevin Herbein
Jerry Vaughn

If any club member wishes to nominate someone for board positions, first make sure they are eligible and willing to serve. Then please discuss the nomination with someone on the nominating committee.

Sharon Blair - Chairman

Independence Day Social ** July 4th



The 2012 Calendar
of Events is now
posted on the BYC
website.

[Check It Out!](#)



Fourth of July at BYC was celebrated with traditional American fare—hot dogs, baked beans, potato salad and watermelon! We had a number of guests and extended family members in attendance. Following the meal, BYC'ers watched the fireworks from a variety of venues; on their boats in the harbor, at the club or on friends boats in the marina! The new light show on the Harbor Bridge added to the celebration.

Our other event for July was supposed to be "Dancing Under The Stars" but given the heat and the condition of the roof it was decided to postpone until both are better!

Mark your calendars for the first weekend in August! Navy Regatta! The Social Committee needs everyone to bring large amounts of finger foods to the club on Friday night for the registration party! The party starts at 1800 so please try and bring your snacks to the club by 1730.

The Social Committee

Cruising at BYC

The Gulf of Mexico has been described as a washing machine with its currents going every which way making crossing it a challenge. I myself have used this description after I have crossed the gulf. But after what I think was a well planned trip from Fort Lauderdale Florida to Port Aransas Texas I question if gulf crossings would go a lot easier if just a little thought was put into planning the trip.

The problem with the Gulf of Mexico is that the Gulf Stream flows into the gulf then turns around and flows out of it not far from where it came in. At the same time the majority of rivers in the United States discharge into the gulf. Being surrounded by land on more than three sides and with depths running a deep as 12000 feet, just little over two miles, it is easy to see how gulf seas can get confused.

The Gulf Stream comes up from the Yucatan Channel and into the Gulf of Mexico and then it hooks to the east and then back down and around the Florida Keys before going up the east coast of the United States. The point in the gulf where the stream hooks varies as every now and then it breaks off into a loop that spins off into the western gulf towards Texas. Some times there could be several of these spinning eddies churning around.

I recently got the chance to put my navigating skills to use as I helped Bruce Swart and his friend Chuck bring Bruce and his wife Tammy's new sailboat across the Gulf to Texas. There were no working chart plotters on the boat therefore we would have to hand chart our trip from Fort Lauderdale down the east coast of Florida and then to Texas. Chuck, the Skipper, preferred taking a more northern route across the gulf which required sailing up the west coast of Florida to Tampa before jumping off for the trip to Port Aransas Texas. It was my opinion that since we were going thru the keys we should jump off somewhere in the Keys thus taking a more southern route. Chucks route keeps the crew closer to civilization with northern gulf ports being only a days sail away, not to mention the abundance of oilfield activity that can be found off shore of Louisiana. My southern route would be considerably shorter and with the exception of an occasional ship, we would be alone with little contact with human life or the plethora of oil platforms found in the northern gulf for the majority of the trip.

One of the best things about Chuck, besides his cooking, was his being open to discussion. After meeting the boat in Fort Lauderdale, the plan was to sail down the east coast of Florida and around Key West before sailing north to Tampa. The first discussion we had was my suggestion that we save a day or so by cutting through Boot Key and navigation thru the Florida Bay. Chuck felt that we could not do this without going aground but, later, as we approached Boot Key, the thought of refueling and getting a good nights rest and then feeling our way across the Florida Bay became more attractive to him. 'We will just have to plan on going aground several times, but we will give it a try?' was his call. I have taken the short cut thru Boot Key on a boat that drew more than the Catalina Morgan 45 that we were on and felt there would be no problem.

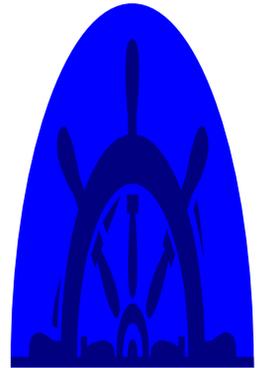


Chuck is also a guy who sizes people up along the way so that he can get maximum benefit out of his meeting them. While fueling the boat just outside of Marathon he put the charm on a lady working the dock and convinced her to allow us to stay the night free of charge. Actually I do believe there was a tip involved when Bruce paid for the fuel. After a hamburger at Burdines, a local hangout, and a good nights rest we left bright and early the next morning.

The sun had just come up and it was time to get underway. So I grabbed a wrench, laid it across the contacts to the starter solenoid and just as quick as the sparks flew across the wrench the diesel was running. (Bruce will have to fix this when we get back). After clearing the bridge at Moser Channel we started our course plotting. Working as a team the three of us made our way across the Florida Bay. I did the charting, Bruce was at the helm and Chuck watched for markers. Water depths were around 8 or 9 feet for most of the day and we crossed the bay without incidence.

As we were feeling our way across the bay I waited for Chuck to decide whether we would head north to Tampa or warm up to my idea of going straight across. Before we left Boot Key I showed Chuck current NOAA Gulf Stream data I had on my lap top. We could aim for a spot in the down bound current where the current was the weakest and then change course to hit the up bound current in a spot to give us the best benefit from it. From there we needed to dodge a large eddy about 90 miles to the west.

(continued next page...)



UPCOMING EVENTS!

Navy Regatta Kick-off Social Aug 3rd

Navy Regatta Aug 4/5th

Friday Dinner Aug 10th

Cpt Cook Masters Class Aug 10-12

Poker Night Aug 14th

Cpt Cook OUPV class Aug 17-19th

Island Moorings Cruise Aug 18/19th

Bunco/Poker Night Aug 22nd

Cpt Cook OUPV class Aug 24-26th

Greece Charter Aug 25-Sept 2

Saturday Dinner Aug 25th

RYC Post Mansfield Race Aug 31-Sept 1st

Cpt Cook OUPV class Aug 31-Sept 2nd

Cruising at BYC

(continued from last page...)

After clearing the Florida Bay the decision was made and we were headed towards Texas and the Gulf Stream. I have to admit that I was a little worried that I might not have made an accurate prediction but what the heck, we are in the Gulf of Mexico, if we head west we will hit land somewhere. As expected the winds were light out of the southeast and we motor sailed the rest of the day and except for a few hours the entire trip. 'Something is not right with this picture', Bruce commented in reference to the fact we were not shutting off the motor and sailing. 'Don't think of this as a sailing trip but rather a delivery', was my response. We had about 900 miles to go and I find the best way to do them is by getting them done.



If you plan to make off shore passages one of the most useful tools you can have is a high frequency radio also referred to as a single sideband. Before leaving the dock in Fort Lauderdale I looked into fixing the ship's HF radio. At first glance I assumed it was non repairable because it had been wet as evidence of the corrosion on it. Nothing would happen when it was turned on and I put two and two together and told Bruce it probable was bad. But I am the kind of person who doesn't like to assume things and as I laid in bed that night, I decided that I would take the radio apart in the morning. Bruce and Chuck went to a Cuban restaurant for breakfast with a friend but I decided to stay behind and play with the radio. After taking it apart I discovered that it looked good inside. I checked a couple of fuses and traced some wiring and soon it would turn on. Later Chuck went up the backstay and re attached the antenna and a test found that it worked but poorly. As we were underway I continued to try to get the radio to work better. I found ground wires hanging loose from the keel bolts so we reattached them insuring the radio had a good ground plane. Unfortunately as much as I traced the wires from the radio to the tuner I did not notice that the antenna wire was not only loose at the backstay but behind the tuner also. As I touched the loose wire to the tuner the radio came alive. As I looked back at all the things I found wrong I think the previous owner did not know all of this was unhooked. In 2007 the owner had a new mast installed and none of the grounds were hooked back up nor was the antenna and he cruised Europe that way, puzzled as to why his radio did not work.

We were underway on my southern route and Bruce felt better knowing that we could talk to the rest of the world and get weather reports. In the evenings I would check in with the Maritime Net on a frequency of 14300. Some days I was lucky enough to talk to my wife Kerry who tried to listen in from our trawler in Corpus Christi Texas. What a treat it was that after I check in to the net I heard; kilo foxtrot five kilo November sierra in her soft voice. She was checking in to the net letting me know she was there.

Along with talking to my wife I was also able to follow a friend of mine who was finishing a single handed gulf crossing from Texas to Florida. He had been caught in a 30 to 50 mile per hour blow with seas around 20 feet a few days earlier and had lost contact with a buddy boat he was with. My wife was able to confirm to him that the other boat was ok as she was following that boats Spot locator. Was a great tool the HF radio is.

Perhaps the biggest advantage of having the HF radio was the ability to get weather forecast. Every day I would tune in a frequency of 13.089 at noon and record the forecast from NOAA. The trick here is to use a voice recorder and record the weather that is pertinent to you. Using Velcro to attach the recorder to the radio comes in handy for this. It takes a little getting use to as they give the weather for areas defined by latitude and longitude. After recording the weather for the area that I am in and the areas surrounding me I play it back repeatedly until I have it written down. For this trip I would bring the recorder, the written forecast and a small hurricane map to Chuck and allow him to study the forecast. He was in charge after all.

I thought about what would have been going through our minds if we did not do take these steps to plan where we would hit the gulf stream and get weather updates. When we were crossing the stream the seas were steep. Cloud cover was heavy, most likely the result of the temperature differences in the water. Would we have made a foolish course change that would have us bucking the stream head on and speculating weather that would never happen? But that did not happen and we made good time as a result of our planning. Lastly, the big advantage of the southern route was being away from most traffic and the hundreds of platforms off of the coast of Louisiana. The boats radar was not working properly which would have made sailing at night amongst the platforms dicey. Except for a few ships and occasional deep water drilling rigs that were lit up like cities we were by ourselves.

Kevin Kaldenbach

Cruising at BYC

I understand there was a cruise in July! I could not be there as I was out of state on vacation. However I have it on good authority that a good number of club members cruised by sea or land to the Bahia Bastille Day Party on July 13th. I am sorry to have missed it.

August is a very busy cruising month for BYC. I will talk about all the events here so you can set your schedule. More information will be available as the month progresses.

The first event is the Navy Regatta August 3-5. Cruisers are welcome at this event and can take military personnel as crew. Because the awards dinner will be at CCYC this year it may not seem quite as cruiser friendly however everyone is welcome and I understand there may be food available at the pavilion at the beach on base for those who don't want to attend the party. I am not 100% this is a sure thing yet so I suggest you check at the registration party at BYC Friday night.

We are scheduled to have a cruise to Island Moorings August 18-19. The plan is to have a potluck dinner in the general area of the pool. I am planning on providing BBQ meats so that what cruisers will need to bring are sides, desserts and a bathing suit! I will need a head count and will send out a members blast later in the month.

The last cruising opportunity is to participate CCYC's Cruise to the End of the Pier August 24-26. This is a unique event because CCYC invites cruisers from other Yacht Clubs to participate. The format is similar to a BYC dock party except I it is not open to the public. Saturday evening from 5-8 PM there will be a contest to see what boat can provide the best appetizers and rum drinks. There will be dessert and an awards party at CCYC from 8-9 PM. The CCYC pool, restaurant and clubhouse are available to participating boats/crews from Friday evening through Sunday evening. RSVP to Rick Bell at richardebell@hotmail.com.

Larry Frank

BYC Bunco/Poker Night ** July 10th

Do you no longer giggle at Gilligan's misadventures on Gilligan's Island reruns? Is some fun in your life as rare as a "good" Pauly Shore movie? Nothing to do in Corpus Christi? Well take heart my little BYC Buddies. You can now go to the BYC clubhouse on the second Tuesday of the month from 7:00-10:00PM and on the same night as Bunco Night from 6:30-9:30PM and have some fun with your BYC buddies on Poker Night. Now how much fun is that? Well for only \$5.00 you can buy \$1,000.00 in poker chips. The buy-in money is put in a pot and the person who finishes the night with the most poker chips gets to take home 50% of that pot. Second and third place gets 30% and 20% of the pot respectively. Sharon "The Animal" Blair has put on a Poker Clinic for the last three games by taking first place every time. Word on the pier is that there are plans to end her run of luck. Who knows, it could be you who ends her luck. So come on down to the club and let's play some poker.

Warm Regards,

Joe Blair

Vice Commodore Report

Several of us spent the last few days working on the women's restroom. We replaced the old water damaged ceiling and floor and added a few fixtures to brighten the place up. I think there is already a buzz going around about redoing other parts of the clubhouse.

Don't forget that this club belongs to all of us and we should keep it in a condition where we can be proud to show it off, this is also important for wooing prospective members. It is my opinion that this is not the case right now and I would like for us to continue making improvements as we can afford them. Also, if you see something that needs repair let someone know or better yet grab some tools and fix it. It is YOUR club after all and our dues do not afford us the ability to contract out a lot of repairs.

So thank you Ed P, Chip, Clinton, Christopher, Joe B, Judy, Walter, Andy, Cathy, Chris, Jim R, Larry H, Jenny and anyone I forgot.

Kevin

August 2012

29	30	31	01 MORF Race, 6:00 PM	02 Full moon Board Meeting	03 Navy Regatta Kick-off Social	04 Navy Regatta Military Cup Challenge
05 Navy Regatta Military Cup Challenge	06	07	08 MORF Race, 6:00 PM	09 Last quarter	10 Friday Dinner	11
12	13	14 Poker Night	15 MORF Race, 6:00 PM	16	17 New moon	18 Island Moorings Cruise with PYC
19 Island Moorings Cruise with PYC	20	21	22 Bunco and Poker Bunco Wednesday MORF Race, 6:00 PM	23	24 First quarter	25 BYC Series Race 5 Greece Cruise Charter Dinner
26 Greece Cruise Charter	27 Greece Cruise Charter	28 Greece Cruise Charter	29 Greece Cruise Charter MORF Race, 6:00 PM	30 Greece Cruise Charter	31 Blue moon Greece Cruise Charter RYC Port Mansfield Race Labor Day Week-end	1 Greece Cruise Charter RYC Port Mansfield Race Labor Day Week-end



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