



Privateer Ear

NEWSLETTER OF PRIVATEER YACHT CLUB
July 2007 www.privateeryachtclub.org
Peter Snyder, Editor pfsnyder3@bellsouth.net

VIEW FROM THE HELM

July 2007

A phrase I often heard in my youth was “You got what you bargained for.” I remember it mainly from my dad who never passed up on an opportunity to put me in my place. I suppose I acted as if I were pretty big stuff in my teen years.

While I’m not sure that I “bargained for” the Commodore’s position at **PYC**, I didn’t put up much resistance when the nominating committee came calling. I thought, what could be that difficult about running a number of meetings during the year? Since I was about to retire, I would be at home more and would be able to make all our Monday evening gatherings. Plus, I had served under two highly competent commodores, and they never seemed stressed out or unsure about handling any problem that came their way.

What has proved to be more than I bargained for, however, is trying to figure out how to be a proper steward of our club’s resources. It’s no easy task to provide the right kind of leadership in order to serve the best interests of *all* of our club members. It is especially problematic when there’s such a refreshing diversity of opinion among us.

Even the Board itself is not above the kind of haggling that would do justice to a One-Day-Sale-Event at Dollar General. Yet, this is as it should be. We need the ideas of those who have opinions different from our own, even strong ones. Growth is not easy — never has been. Often slow and tortuous, it moves forward in fits and starts, not in the shortest distance between two points.

My current concern for **Privateer Yacht Club** isn’t in taking care of the myriad details that foster the smooth functioning of our organization. That part is time consuming but still enjoyable. The larger questions weigh more heavily.

Where are we headed in the future? Part of our mission is to promote sailing in the Chickamauga Lake area, to form a social and activity nucleus for people in the area, and to develop an active relationship with other sailing and boating organizations to promote racing and other boating activities.

It seems to me that we’re doing all right in this regard. We have a near capacity membership with scheduled sailing events (mainly races) every Saturday, Sunday, and Wednesday throughout the sailing season. Our monthly social events are well attended, and the special regattas draw both our own and out-of-town participants. Our members travel to regattas all over the Southeast and further.

Wouldn’t it be interesting to keep a log of those who (1) attend work parties, (2) come to social events, and (3) sail in races and regattas. I wonder how many club members wouldn’t make that list at all in a given year. Wouldn’t it be interesting to log the use of sailboats in the wet slips and dry slips.

The question might be asked: does it really matter? These folks contribute to the kitty that benefits all club members, especially the more active ones. In

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VIEW FROM THE HELM - continued from page 1

fact, it could be argued that **PYC** needs some of its members to do little more than make quarterly contributions.

Yet, it still doesn't sit well with me that walking the docks and dry slip areas usually produces a sense of semi-nausea at the wastefulness and ill-use of the neglected and derelict boats. It gave that same feeling to the editors of *Good Old Boat* magazine who visited **PYC** a few years ago, and some of our boats' pictures were featured in an article on sailing the "Great Lakes of the South."

One issue that has been repeatedly brought up is the aging membership of our club. Though the information is only anecdotal at this point, it sure seems as if **PYC** isn't attracting a lot of young families. More to the point, our youth sailing program lacks the vitality it should have. This is an issue that the Board is currently addressing.

We have deferred maintenance issues that need constant attention, and while we have undergone some major dock improvements in the past several years, others (South Cove, the opti dock, and the rigging dock) need upgrading. The end of the ramp has some badly worn concrete areas, which tend to become a problem only when the river is low in the winter.

This leads to the question of how we appropriately distribute the club's financial resources. What projects are the most important? Whose interests are being served by our decisions? Are we taking into account the **long view needs** rather than **short term desires**?

You've nominated and elected a Board of Directors to make decisions. That is our responsibility, and we take it quite seriously. However, we would love to get input from the membership on issues you feel are important. Fred Koch has felt very concerned about the future of the club and initiated a survey on his own. This seems to have stirred some interest from those who have perhaps been part of the "silent majority." We will need to analyze that survey input and see what it yields. We may do another.

Fred has heard back from about 20%. It seems

that the old 20 / 80 rule may apply: 20% do 80% of the work in most organizations. Yet, to be really healthy, we need more than just opinions. We need more participation. If only a few are busy working for the club, it will go in the direction they take it. Truthfully, it's time for more of our members to become involved in club activities and take responsibility for the betterment of **PYC**.

See You On the Water.

Steve George, Commodore

EDITOR'S TACK

Peter Snyder — pfsnyder3@bellsouth.net

Well, I'm going to stick my neck out here on two issues. I've been Editor only since January, and still feel like a newcomer to **Privateer**, but maybe that's an advantage. It is a great club, to be sure. The one thing that most makes it great is the people — the other thing is the sailing.

People make all the difference. My dad used to say, "There are two kinds of people: "THING people and PEOPLE people." One group does really well working with things, and the other does really well with other folks. What's really nice is finding someone pretty well balanced and able to do both. We have a few like that around the club, and they are so refreshing — great sailors and great to be around. I would just like to thank them for their personal gifts to all of us. They are such an encouragement.

The other thing is the sailing, and all the boats. Having just spent a few days at a really classy yacht club up on Lake Erie, I saw a very distinct difference with our club. Every boat at that club was seaworthy. I did not see one boat in shambles, with mold, encrusted crud, green shoots coming up from the waterline, and sailcovers in tatters. We have that here, and it's really sad. Is this a testimony of the state of sailing here at **PYC**?

It may be that up north since they have to haul every single boat out in the winter, every boat gets a good going over. They may have a rule about it. Or, maybe it's just a matter of economics. Maybe activity has a value. Whatever it is, if we need slips for active sailors, this would be a place to look.

HOUSTON, WE HAVE A PROBLEM...

by John Rodgers

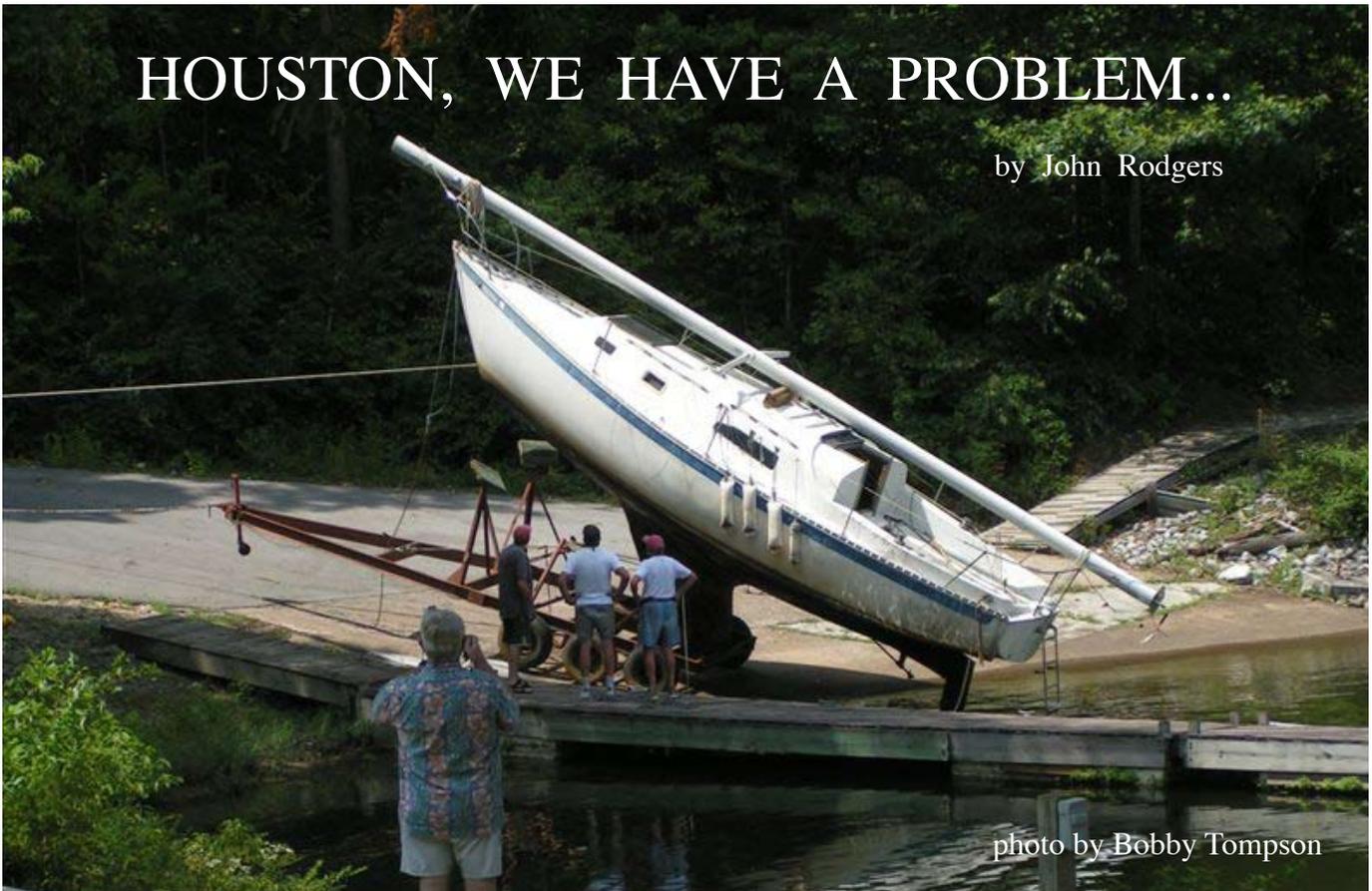


photo by Bobby Tompson

Anyone lucky enough to be at PYC between the hours of noon and 1900 this past 4th of July was treated to a rare and special sight. On the occasion of our nation's birthday, we arranged the first ever public viewing of the soon to be announced **PYC long range suborbital shuttle vessel**.

Cleverly disguised as a 28' Irwin sailboat [in moderate disrepair], our new shuttle will bring the advantage of rapid transport for members, guests, and distinguished visitors to and from our club from almost any where in the world. In top secret meetings our leaders voted for the project in the hopes that it would broaden our membership by making PYC accessible beyond the general Chattanooga area. The project is totally funded by private resources, and will not result in an increase in your club membership dues. When not in flight operation, the shuttle will require dock space which may inconvenience those members on the waiting list for a slip.

The sailboat design serves multiple purposes. First, it will draw much attention to our club. What better look for a high speed transporter associated with a sail club than a sailboat? Second, on return flights

we will touch down in the river close to the club house. We were pleased to get this area approved as our landing zone by both TVA and the Army Corps of Engineers because we anticipate fantastic views from the club porch. Following the required distance to get the shuttle stopped, we plan to make the final leg of the shuttle experience a short sail back to the club docks. What lucky members saw on July 4th was the **launch gantry alignment test** for our new shuttle.

Seriously, what happened on Wednesday the 4th was a very scary thing that could have resulted in tragedy for both my boat and potentially anyone nearby. What happened was the result of several things going wrong at exactly the same time. I accept full responsibility because I obviously did not prepare as well as I thought. While having pulled, transported half way across the country, and re-launched this boat several times, I have never done so from the PYC basin. Bill Robertson and I successfully moved my boat from the South cove to the rigging dock with no real difficulty. A 50' chain attached between the trailer and my truck allowed us to get the trailer in deep enough water to load the boat.

UPCOMING EVENTS

Check the PYC website for most current info on events.

August 1	CSC JAM Race	7 pm Wednesday
August 4	Race - Cruiser & C22	10 am Saturday
August 5	Dinghy Race	2:30 pm Sunday
August 8	CSC JAM Race	7 pm Wednesday
August 11	Dog Days Regatta - Door Prize	TBD
August 12	Dinghy Race	2:30 pm Sunday
August 13	Board Meeting	7 pm Monday
August 14	CSC Covered Dish Dinner	7 pm Tuesday
August 15	CSC JAM Race	7 pm Wednesday
August 18	Race - Cruiser & C22	10 am Saturday
August 19	Dinghy Race	2:30 pm Sunday
August 22	CSC JAM Race	7 pm Wednesday
August 25	Race - Cruiser & C22	10 am Saturday
August 26	Dinghy Race	2:30 pm Sunday
August 29	CSC JAM Race	7 pm Wednesday
September 1	Race - Cruiser & C22	1 pm Saturday
September 2	Dinghy Race	2:30 pm Sunday
September 3	Labor Day	Monday
September 8	Race - Cruiser & C22	1 pm Saturday
September 9	Dinghy Race	2:30 pm Sunday
September 10	Board Meeting	7 pm Monday
September 11	CSC Covered Dish Dinner	7 pm Tuesday
September 15	Race - Cruiser & C22	1 pm Saturday
September 15	DOCK PARTY - Door Prize!!	7 pm Saturday
September 16	Dinghy Race	2:30 pm Sunday
September 22	Race - Cruiser & C22	1 pm Saturday
September 23	Dinghy Race	2:30 pm Sunday
September 29	Race - Cruiser & C22	1 pm Saturday

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With the help of several additional friends including John Rathjen and Walt Jenison, we successfully floated the boat onto the trailer and pulled it out of the water. A quick survey of the boat's position on the trailer convinced me that the entire rig needed to go back into the water so the boat could be moved farther forward on the trailer. This is where the not-so-much fun started.

While freeing the trailer from the wheel chocks and trying to ease the rig back into the water, several very abrupt jerky motions were made during what should have been a relatively smooth transition.

One of these "jerks" on the chain resulted in the boat sliding backwards on her fixed keel and squatting down with its rudder hard aground. She came to rest with the bow pointing toward the afternoon sky, like a space shuttle prepared for lift off.

The entire episode is a testimonial to the strength of fabrication of this boat. I couldn't believe that the rudder was the only thing keeping the entire boat from doing a back flip that would have been most memorable and devastating at the same time.

The rest of the afternoon was spent trying to secure the boat back to the trailer, keep it from hurting anyone or it self, and hopefully get it re-floated. By
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RACE COMMITTEE ASSIGNMENTS

FOR AUGUST & SEPTEMBER

DATE	DAY	TIME	BOAT	PRO	ASSISTANT
08/01/07	Wednesday	7:00 PM	Cruisers	Overbeck, Kent	Ford, Ed
08/04/07	Saturday	10:00 AM	Cruisers	Ralston, Richard	Francis, Henry
08/05/07	Sunday	2:30 PM	Dinghies	Rasbury, Mike	Garverick, Tom
08/08/07	Wednesday	7:00 PM	Cruisers	Rathjen, John	George, Steve
08/11/07	Saturday	TBD	Dog Days Regatta	Bill Robertson	
08/12/07	Sunday	2:30 PM	Dinghies	Robertson, Bill	Godwin, Tim
08/15/07	Wednesday	7:00 PM	Cruisers	Sherman, Steve	Graves, Mike
08/18/07	Saturday	10:00 AM	Cruisers	Spohn, Doug	Healy, Paul
08/19/07	Sunday	2:30 PM	Dinghies	Varnell, Dave	Irwin, Scott
08/22/07	Wednesday	7:00 PM	Cruisers	Bergevin, David	Kabosky, John H
08/25/07	Saturday	10:00 AM	C22 only	Clark, Tom	Lee, Scott
08/26/07	Sunday	2:30 PM	Dinghies	Cline, Scott	Lesley, Bryson
09/01/07	Saturday	1:00 PM	Cruisers	Cooper, Brainard	McLeod, Ian
09/02/07	Sunday	2:30 PM	Dinghies	Craig, Ed	Mullen, Richard
09/08/07	Saturday	1:00 PM	Cruisers	Cyrul, Chris	Myers, Terry
09/09/07	Sunday	2:30 PM	Dinghies	Duvoisin, Pete	Patterson, Curtis
09/15/07	Saturday	1:00 PM	Cruisers	Fowler, Rob	Prettyman, Jim
09/16/07	Sunday	2:30 PM	Dinghies	Graham, Eddie	Rodgers, John
09/22/07	Saturday	1:00 PM	Cruisers	Hearn, John	Reed, Brandy L.
09/23/07	Sunday	2:30 PM	Dinghies	Holmquist, Ken	Seeber, Michael J.
09/29/07	Saturday	1:00 PM	Cruisers	Humphreys, Bill	Snyder, Peter
09/30/07	Sunday	2:30 PM	Dinghies	Ives, Bob	Sweatt, Kirby

IN CASE YOU CANNOT DO YOUR RC DUTY, BE SURE TO GET A DEPENDABLE SUBSTITUTE.

NOTE: IF YOU DISCOVER A PROBLEM WITH ANY OF THE COMMITTEE OR CHASE BOATS, PLEASE NOTIFY WALT JENISON ASAP. (423-886-5655)

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late afternoon members began arriving for the club picnic. With additional help from Mike Seeber, Scotty Cline, and many others, we were able to apply enough weight to the tongue of the trailer to pull both it and the boat back down from their lofty positions to the ramp.

A very coordinated effort got my boat and trailer back into the water. Following some adjustments the boat came out as it should have the first time,

and I am happy to report, is safely at home where I have started the clean-up so that restoration can follow.

My sincere thanks to everyone involved in the effort to rescue my boat from what was almost a total loss. Without the willing help of so many people I know my boat would have been a pile of fiberglass rubble.

Thank you all.
John Rodgers

JULY 14-15, 2007 RAFT UP



Saturday afternoon, a group of six boats motored up to a cove above Harrison Bay State Park (two more than in the picture). Kent Overbeck led the way on *Jeremiah*, Kirby Sweatt and his wife were aboard *Dream Chaser*, Scott Irwin and Marilyn came on *Maximum Obesity*, Gary and Linda Stewart came on *Volare'*, Pete and Barbara Snyder were on *Windabout*, and Fred and Joani Koch stayed for a while on *Dove*. Fred has a way of finding his way home after dark... A good time was had by all, swimming and talking into the night. We even found ourselves racing a thunderstorm home, with *Windabout* towing *Maximum Obesity* after MO's motor konked out. MO could stand to lose some more weight...



Orders of the Day from Cap'n Pyc's Head

That's pronounced **PIKE**, ye landlubbers!

Ahoy Mateys!

Welcome again to Captain Pyc's head. Where the women are fair, the rum and beer is always on tap, and the trades is always blowing...**Arrgh**

Ah, yes, I can tell yer here to listen to another story of the sea... And learn another lesson.

Hmmm. Did I ever tell ya about the time that I was sitting in the Portsmouth Prison, drinking me rum-coffee and eating beignets [ed: bayn yay; Southern U.S. in southern Louisiana, a square doughnut that has no hole in the center] while waiting for me crew to spring me loose? Dem beignets reminded me of the time my crew and I was working the N'awlins area. And the N'awlins area reminded me of da

time I tried going inland up the Mississippi River to maybe see how pickins were at Red Stick (that's Baton Rouge to you non-Frenchies)!

Now's I gots to tell ya, that lower Mississippi and the whole New Orleans area can be a dangerous place for a little ol' pirate ship (Arrgggh, I mean legally-sanctioned privateer)... what with floating trees, wayward alligators and BIG seagoing freighters.

But, one of the biggest river dangers is from dem dern tug boats. Dey have a powerful stern suction and wash and can throw ya up against the river bank (or worse) if yer not minding the helm real good. Now, no one's gonna accuse me of being overly concerned with the law and other legal niceties, but on the water I never forget the "Law of Large Mass"

And mates, ya can take it from Cap'n Pike - one of the biggest dangers be from dem "innocent looking" ones that aren't hip-towing or push-towing - That's right, I means da pull-towing ones! They be kind of all sneaky-like with their barges way behind 'em on the end of a cable tow line. And that's a mean line, it is!

Why those cables have been known to suddenly come real taught and jump out of the river and slice a craft right in half, they have!

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2007 CATALINA 22 NATIONALS—JULY 22-26

NORTH CAPE YACHT CLUB, LaSalle, Michigan, on Lake Erie



Four Catalina 22's from PYC competed in the 2007 Catalina 22 Nationals up on Lake Erie, July 22-26. Bill Robertson's *Blind Hog*, Walt Jenison's *Li'l Buoy Blew*, Dieter Kuberg's *Wind Chaser*, and John Rathjen's *Dragon Fly*. Crews included John Rodgers for *Blind Hog*, Sandy Vanden Branden for *Li'l Buoy Blew*, Pete Snyder for *Wind Chaser*, and Bob Ives for *Dragon Fly*.

The races were hosted by the North Cape Yacht Club of LaSalle, Michigan, north of Toledo, Ohio, and south of Detroit, Michigan. It was a very well run regatta, done by a club which hosts several regattas each year. They had just done a Hobie 33 regatta not long before we arrived and are looking at a Thistle championship, soon. There are 150 boats in club docks that reach the lake through a dredged channel shared with the adjacent Toledo Beach Marina.

They have full kitchen facilities for members and outside caterers to do special events. The clubhouse supports parties up to 200 people. The large patio and roof-deck have great views overlooking the beach and Lake Erie. For many more pictures and further information about NCYC and the regatta, go to <http://www.ncyc.net/newNCYC/index.cfm>.

Competition was very stiff, as was the wind the first few days. Our teams were not used to dealing with four foot waves at the outset, but eventually adapted to the different conditions. The locals called the waves two footers because from mean lake level to the crests was two feet and down to the troughs

was another two feet. Now, that's *four feet* in my book!

You couldn't exactly sail by the telltales like you can on Chickamauga. The tales rose and dove with the waves. And with the waves, you couldn't see the windward mark at the start, either. The sails had to be powered up to keep moving into the chop. Hydro dynamics were probably more important than aero dynamics.

There were twenty boats in the gold fleet, including several previous national champions. Twelve boats made up the Silver fleet.

Rathjen and Ives kept gnawing away at the Lake Erie waves and finished with a very respectable second place in the Silver Fleet. Kuberg and Snyder finished fifth in the Silver Fleet. Jenison and Vanden Branden finished first in the very last race and nailed down seventh place, overall, in the Silver Fleet. And, Robertson and Rodgers captured sixteenth place in the Gold Fleet.

One of the best quotes I heard came from **Dennis Slaton**, a past national champion who had a description of sailboat racing I had never heard. He said it's like playing baseball where all the players' positions are constantly moving — and the field is, too.

For detailed information on the race results and more photos, see <http://www.c22nationals.org/>

Pete Snyder

enjoy the pictures - continued on page 8

2007 CATALINA 22 NATIONALS - JULY 22-26

NORTH CAPE YACHT CLUB, La Salle, Michigan, on Lake Erie

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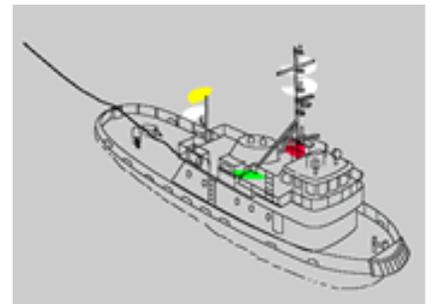


Classified: Used Hobie 18 main & jib wanted for a friend. Jib is rigged now for a roller furler. Contact Pete Snyder 706-891-0858.

RULE 24: TOWING AND PUSHING

- (a) A power-driven vessel when towing astern ...shall exhibit:
- i. ... two masthead lights in a vertical line.
 - ii. sidelights;
 - iii. a sternlight;
 - iv. a towing light in a vertical line above the sternlight; ...

(ed ref: <http://www.navcen.uscg.gov/mwv/navrules/rules/Rule24.htm>)



Cap'n PYC'S Answer:

Well, when I was but a young swashbuckler, I learned me a good set of rhymes to help me lengthen me days as an honest crook and I'll just pass 'em on to ya now... here 'tis:

Yellow over White
My Tow Cables Tight

Now, when it comes time to quiz ya, here's what I wants ya to know:

So Mateys,
kindly remember
what 'ol Cap'n
Pike tells ya
– if yer trying to
sneak up behind
a vessel showing
a set of yellow over white lights late at night, pray
dat da cable don't go tight!!

Arrgghh. Praise the Lord and pass the ammunition
beignets.

PYC BOARD MEETING

Minutes — July 9, 2007

Meeting called to order 7:06 PM by **Commodore George.**

Members present: S. George W. Jenison,
F. Koch D. Kuberg
D. Mullen V. Polidoro
B. Cooper T. Clark

Observers present: P. Snyder J. Abrams
B. Robertson

Minutes of June meeting approved as published.
Koch motion, Kuberg second.

OFFICER REPORTS:

Van Polidoro, Building & Grounds:

- Van commented on the successful July 4th party and thanked **Dieter Kuberg** for his volunteering to oversee the event. There was no drawing winner, and the drawing award now stands at \$150. The July 4th party income exceeded expenses by \$82.89.
- He would like to purchase two wooden picnic tables from Lowes for \$75 each to replace the ones on the patio. Approved.
- There is no estimate on repairing the roof yet. The storage room has been re-wired, and the plumber has cleaned the stopped-up drain.
- It was noted that the plumbing is being checked on. A dock and that B Dock is experiencing electrical problems. Electrical power usage continues to be approximately 10% higher than last year.

Jennison, Vice Commodore:

- Tennessee registration numbers have been installed on both chase boats and that he is working on placing the registration papers in a secure location on both boats. The committee boat has new navigation lights and a new consol counter top.

- **Bryson Leslie** has offered to make new registration number boards for the committee boat.
- Guide posts are available from Boaters World for the chase boat trailers. Total cost \$180. Approved.
- Walt also asked that he be notified when problems are experienced with any of the Club boats so that the problems can be addressed in a timely manner.

Fred Koch, Treasurer:

- Fred presented treasurer's report showing \$36,602 cash on hand.
- Discussed late dues. A total of \$306 is in excess of 180 days.
- Members Jeff Davis and Chris Pesce resigned.

Dieter Kuberg, Social Director:

- Dieter reported member **Jan Shepherd** will be in charge of the **September Dock Party**. Member **Bill Robertson** will be regatta chair for the **Dog Regatta**.
- A new gas grill has been purchased (cost \$173.93), and it is asked that Club members be reminded NOT to put charcoal or briquettes in it.

Dick Mullen, Dockmaster, Dry Storage:

- Dick reported that the South Cove clean-up will be this weekend.
- He led a discussion of boats in the J lot being blocked by people parking cars and trailers in front of them over July 4. Signs to be posted requesting that trailers and boats only be parked in J- lot and cars only in the lower lot.
- It was noted that there are tree limbs in the South Cove that hang over boats damaging mast-head flies and making boats hard to move around.

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Paul Healy, Membership Director:

- **Paul** presented a prospective Associate Member for approval: Jody Abrams (J-24, Catamaran – proposed by Diane Hickey, Jan Shepherd) Approved.

OLD BUSINESS:

- **Steve George** led discussion of having a **Junior Sailing Camp** before school starts. **Jenison** and **Bryson Leslie** to oversee if an instructor can be arranged and a budget prepared.

- **Tom Clark** motion (**Kuberg** second) to remove South Cove dock and replace with 250 ft. by 5 ft. floatable pier from Shoco (distributor of EZ Dock), complete with hardware for **\$32,316**. The new dock will extend the dock along the left side of the South Cove with a left-hand bend out far enough to be connected to the north bank of the cove near the sea wall. Once again a lengthy debate ensued, centering on the purpose of Privateer Yacht Club: racing or cruising, rigging dock or revenue-producing dock space. Are we becoming a marina? And the balance between all of these. Motion passed with Koch opposing.

- Meeting adjourned 9:00 PM.

Brainard Cooper, Secretary

FRIENDSHIP

by Walter E. Isenhour

Friendship is a mighty ship
That weathers many gales,
And leaves a blessing to the world
In every place it sails.
It helps the dreary, cheers the sad,
And drives dark clouds away;
It gives a helping hand to those
Who've fallen by the way.



a couple more shots from the C-2 Nationals
by Beth Eischen



CONTACT YOUR BOARD MEMBERS

- Steve George, Commodore: 423-667-2493
- Walt Jenison, Vice Commodore: 423-886-5655
- Pete Duvoisin, Rear Commodore: 423-894-5191
- Tom Clark, Past Commodore: 423-870-1243
- Fred Koch, Treasurer: 423-877-3140
- Dick Mullen, Dockmaster/Dry Storage Director: 423-875-9998
- Van Polidoro, Building and Grounds Director: 423-870-4467
- Dieter Kuberg, Social Director: 423-842-6714
- Paul Healy, Membership Director: 423-892-1838
- Brainard Cooper, Secretary: 423-622-6081



photo by Beth Eischen

Privateer Yacht Club

was organized on July 25, 1940, in order to promote sailing in the Chickamauga Lake area and particularly in Chattanooga; to teach it's members to talk the language of the sea and build up a marine tradition for "The Great Lakes of The South"; to help promote water safety and a code of ethics for the waterways; to form a social and activity nucleus for people in the area interested in sailing; and to develop an active relationship with other sailing and boating organizations to promote racing and other boating activities.

KUBERG'S *WIND CHASER* ON LAKE ERIE — CATALINA 22 NATIONALS

Privateer NEWSLETTER

www.privateeryachtclub.org

Privateer Yacht Club

Privateer Rd.

Hixson, TN 37343



July, 2007