



Private Ear

NEWSLETTER OF PRIVATEER YACHT CLUB
March 2007 www.privateeryachtclub.org

IMPORTANT NOTICE: It was decided at the March PYC Board meeting to send out one more full paper issue of *The Private Ear* to everyone, as well as e-mailed Adobe pdf copies to everyone with e-mail capability, but with this notice prominently displayed. This will be your last paper issue of *The Private Ear*, unless you contact the editor, Pete Snyder (706-891-0858 or pfsnyder3@bellsouth.net), and let him know that you want to continue receiving paper copies. Ten members have requested paper copies to date. The e-mailed version is in color, but the paper version is black and white. If you have difficulty opening the pdf file, go to <http://www.downloadadobe.net/adobe-reader-download/> and download the free Adobe Reader.

VIEW FROM THE HELM

March 2007

Spring Break is over, and as **Eddie Graham** says, I'm back in the saddle. Yet, looking forward, I know that beyond this year the phrase 'Spring Break' will lose much of its meaning for me: its ability to bring lots of anticipatory excitement during the oft morose winter months when sailors long for sun and balmy breezes. My life will turn into a Spring Break of sorts. Or, will it? It's been said that retirement can be much busier than one might expect. I hope that many of my days will be spent getting boats ready to sail, sailing them, and enjoying the 'camaraderie of sea folk' afterward.

Of course, being on Sanibel Island in Florida on March 17 meant that I missed the first regatta of the year. From the sound of the reports it seems as if our year of racing got off to a good start with thirteen boats on the line. I also heard that **Past Commodore Tom Clark** did an exceptional job heading up the **Race Committee** for the regatta. And, to top off the day, **ninety-eight people** attended the "spread" hosted by **Kathy Robertson** and the Flying Scot fleet.

The board decided that our most pressing issue is the **B Dock Extension--Right Rigging Dock**. **Fred Koch** will work with **Tom Clark** and others to get this project off the ground. After that is ac-

complished we will turn our attention to the **South Cove** and reconfiguring the dock space so that the dinghies will be able to launch and retrieve with relative ease.

I placed orders for two slings and six boat stands for the **J-Lift**, and they have arrived. I still need to get two spreaders made (the slings attach to them). When this project is finished, the two J-Lifts will provide a safe workplace for various sailboat projects.

In the past the area around the J-Lifts has been unsightly, with trash strewn on the ground and junk left in piles nearby. I would like for this area to be a clean and tidy place for boat work rather than something resembling a used car junkyard. To that end, properly dispose of the items you don't want. If the waste receptacle is full, take the time to put the garbage bag in the dumpster, as there is no person on the grounds who has the responsibility for bagging the trash in the J-Lift area.

Our moderate cost structure is based on members taking responsibility for these tasks. Of course, a big thanks to all those members who give their time and energy for the small details that make our club such a wonderful place to spend time.

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At the end of the board meeting **Fred Koch** brought up a list of items for consideration. You'll find them in the minutes. I appreciate the impetus that generated this list, for it comes from wanting our club to be better in the future than it is now. With that in mind, I think it behooves us to remember our past and the sentiments and vision that brought us to where we are today. Then, we should make an honest appraisal of the current status of **PYC**. Finally, we should look to the future and dream.

What might the club look like in five years? Ten? Twenty? This should generate lots of discussion and lots of ideas, and it should give us a direction to plot our course into the years ahead.

Enjoy the facilities; relish the sport of sailing, gather with friends, speak to those you don't know, and give thanks for the spectacular beauty of our lake.

Steve George, Commodore

2007 ST. PETERSBURG NOOD REGATTA

St Petersburg Yacht Club, Florida Feb 16-18, 2007

by Rob Fowler

Mid February is not the usual or ideal time of the year to be planning a regatta trip. Even so, over 200 boats and hundreds of sailors attended the **2007 NOOD Regatta** at St Petersburg Yacht Club on Tampa Bay (http://www.sailingworld.com/nood_regatta.jsp?location=597). NOOD, or National Offshore One-Design, is a series of events held around the country that brings some of the best sailors in many of the major one design classes together for a long weekend of serious racing — and serious partying. The St Pete event was sponsored by several major sailing gear outfitters including Sperry, but the main sponsors were Heineken Beer and Mount Gay Rum, of which there was plenty.

About a week before the regatta I received a call from **Chris Cyrul** inviting me to crew for him on his Olson 30. Chris is usually seen leading the PYC MC Scow fleet, but he recently purchased the Olson in order to do some big boat racing around the country. Chris informed me that we would be leaving for St. Pete after work on Thursday evening, and would drive straight through and race on Friday morning.

Well, I guess my sense of adventure and a general lack of good judgment got the best of me, because I said **yes**. A week later I was headed south with Chris, Scott Adams and several cases of beer. All the right ingredients for a good time.

After a very long drive and a brief nap in the van parked in front of the club, we got our foulies

on and headed out to the race course. Its 8:30 AM, I basically haven't slept in 24 hours, its overcast and 40 degrees (welcome to sunny Florida!), blowing 20 knots plus, I've never been on an Olson 30 before, and have never sailed with this crew before. All the right ingredients for a good time.

Chris and his brother Greg co-own the boat, and they switch hit driving, while brother Rick trims the jib. Scot was our foredeck, and I was calling puffs. Our first race was a little rough at the start, but we quickly jelled as a crew and pulled off a solid second place in our fleet of six Olsons. After taking turns to warm up below, we started a second race in very windy conditions. After the start we pulled out to an early lead and held it all the way to the last downwind leg, where a series of mishaps and gear failures cost us the lead. We finished in second place.

The third and final race on Friday had the best breeze, and with the temperature dropping, some of us really began to get cold. Scott Adams complained about his hands, which had been unprotected all afternoon, and later that evening he would start showing some signs of mild frostbite.

Our third start was not very good, but we worked our way through the fleet and rounded the first mark in first place. The wind was really up, and once the chute was up, the boat popped up on a **screaming, fire hose plane**. There were a couple of

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UPCOMING EVENTS

Check the PYC website for most current info on events.

March 31-April 1	Spring Regatta	1 pm Sat & 2 pm Sun
April 7	Cruisers & C-22 Race	1 pm Saturday
April 8	Easter	
April 9	Board Meeting	7 pm Monday
April 10	CSC Covered Dish Dinner	7 pm Tuesday
April 14	Work Party / Cruisers & C-22 Race	8 am / 1 pm Saturday
April 15	Dinghy Race	2:30 pm Sunday
	Fleet 95 C-22 Measuring Day	2 pm Sunday
April 21	Catalina 22 Chattanooga Challenge	1 pm Saturday
April 22	Catalina 22 Chattanooga Challenge	9:30 am Sunday
April 28	Flying Scot Choo Choo Regatta	1 pm Saturday
April 29	Flying Scot Choo Choo Regatta	9:30 am Sunday

CATALINA 22 MIDWINTER CHAMPIONSHIP

February 22 – 25, 2007 Lake Monroe, Sanford, Florida

by Bill Robertson

John Rodgers and I left at about 5:00AM on Thursday morning to go down to sunny Florida for the C22 Mid Winters. Walt and Tom left with us so that we could caravan on the way down. The regatta was also attended by Barry Klein, with Paul Healy as crew and Bryson Leslie with his son as crew. We arrived at Lake Monroe about 3:00PM Thursday afternoon.

The event is hosted by Willie Blevins who is the owner of FUN Marine Academy. He owns several boats that he rents and teaches sailing from. Five of these are Catalina 22's. Four of them were sailed by his students and made up the majority of the 7 boat Silver Fleet. He has a small office built on a dock right beside the launch ramp, which is where he held the skippers meeting and awards.

This is an excellent venue. It is the location where the Florida Citrus Sailfest was held for about 10 years until it got so big that they couldn't run it any more. At its peak, they had 600 boats in attendance. I went to it for 4 or 5 years; 1st in the Hobie 18, then the Flying Scot, and the last couple of years, I crewed with a friend on a Corsair 24 trimaran.

When I heard that the Mid Winters was going



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to be at this venue, I had to go. The lake is huge. It is easily 4 or 5 times as wide as Lake Chickamauga. There are no hills surrounding it, so it gets steady, consistent winds. The only problem with the lake is that it is fairly shallow. I think it averages about 8 to 10 feet. You had to be careful and be aware of the channel while leaving the marina or you would be aground for sure. The good thing was that the bottom was soft sand, so if you hit, it did no damage.

The facilities around the lake are also excellent. There is a large parking lot right beside the 4 double wide launch ramps where you rig. The motel where everyone stayed is right behind the parking lot. There is a restaurant beside the motel called "Oscars" that has excellent food. There is another restaurant/bar called "Wolfies" along the seawall at the entrance to the harbor. The motel is old, but it is clean and nice for its age. Once the boat was launched, you didn't need your car for the rest of the weekend.

The Regatta started on Friday with the Spinnaker fleet races and practice races for the Genoa Gold and Silver fleets. The wind on Friday was a perfect 10 to 15 with a high temperature in upper 70's. There were only 5 or 6 boats out for the practice race.

We had a problem with the leech of our genoa at the start. It had torn on the spreaders, exposing the leech line which had caught on a mast fitting. We went head to wind and finally got it cleared and proceeded to try to catch the fleet. Tommy Smith from Keowee in South Carolina was also racing in his Dennis Slaton boat # 50. We managed to catch the fleet and finish 1st in the practice race. We went in after the 1st race because we didn't want to damage the genoa further and wanted to get some repair tape from the marine store that was on site.

It turns out that all of the PYC boats had some sort of mechanical problem that weekend. Walts was the worst, but more on that later. I can't remember what Barry's problem was, but he was late getting out and missed the practice race. Bryson was ok on Friday.

The real racing started on Saturday. The

wind and temps were almost a carbon copy of Friday...Perfect! The winds built a little during the day and were in the 15's later in the day. All of the PYC boats registered for Gold Fleet, which was the largest fleet with 24 boats. We had a bad 1st race and ended up 12th. I can't tell you what we did wrong, but somehow we got beaten by a lot of boats. However the next two races were much better. We got a 3rd and a 4th.

We were sailing upwind in the 3rd race and got a huge header. The shifts, other than this one were generally pretty small, so if you weren't paying attention, this was an "auto-tack" kind of shift. Fortunately, I was able to adjust, kept moving and tacked on it. However, we looked back and saw that *Later Gator*, a Florida boat, had gotten backwinded in the shift and was fully knocked down. The mast was in the water and the keel was out. They stayed there for several seconds before the weight of the keel took over and finally brought them up. Fortunately, no one was hurt, the boat was not damaged, and they went on to finish the race.

I went up to them after the race and told them that they had "scared the crap out of me" with that knock down. They replied with "You should have been on the boat".

While we were putting the boat away, we saw Walt take his boat around to the ramp and pull it and didn't know why. It turns out he was sinking and had 50 or so gallons of water in the boat and couldn't figure out where it was coming from. It turned out there was a crack in the hull right in front of the centerboard trunk. As the boat heeled in the strong winds, the leverage of the keel on the crack opened it up and allowed water into the hull. Walt was through for the weekend and packed up.

The Saturday night dinner and social was a catered affair at the Chamber of Commerce building about 2 blocks away from the Motel. It was an easy walk. The food was good and they had free beer and rum and had lots of giveaways. Unfortunately, none of the PYC people won anything. Their grand prize was a cruising spinnaker from Catalina Direct. Ironically, it was won by a Catalina boat dealer who was sailing a new Sport.

Sunday, the winds were even stronger than
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Saturday. They were consistently 15 to 20, with some puffs even higher. I considered reefing the main, but no one else did, so we followed the crowd. It turned out to be the right thing to do. We were luffing the main a lot and pinching, but had we reefed, it would have killed us down wind. We had a pretty good race in the 4th race and got another 4th.

The winds stayed up for the 5th race, but we had another problem with the leech of the genoa and had to clear it in the middle of the last race which cost us 5 or 6 boats. We ended up finishing the last race in 8th. We had a total score of 31 points for the regatta, one point out of 5th place and the silver. This was a very strong field with several former national championships in attendance. I was very pleased and proud of our finishes.

The highlight of my weekend was getting the 3rd place finish in the 2nd race and beating Joe Waters in that race. He is a sail maker and one of the best sailors in the class. We finished one place ahead of last years' mid winter champion, Don Lasky. If

our 1st race had been a 4th instead of a 12th, we would have finished in 2nd!

I know we had a lot of people wondering who the heck that was in the green boat. I give much of the credit to John Rodgers, my excellent crew. He has quickly learned the boat and his downwind work on the bow was excellent, keeping our boat speed as good as or better than anyone's.

This was a very well run event. We all had great time and I plan to be there again next year. I would strongly encourage any Catalina 22 sailor to consider traveling to this event next year. It is a great learning experience for anyone, and I will guarantee you will have a good time. It felt good to get the shorts on in the warm weather after a cold winter in Chattanooga. To read more about the event and for a full list of results and more pictures, go to http://www.funma.com/html/_catalina_22_.html.

Bill Robertson
Blind Hog
Catalina 22 # 569



**EVEN A BLIND HOG
FINDS AN ACORN ONCE IN A WHILE**

ST. PATRICK'S DAY RACE & DINNER

Saturday March 17, 2007

What a great day at PYC!

At the **Cruising Fleet Meeting** that morning, we decided to **schedule** long distance races March through May, short course races June through August and long distance races September through the Pig regatta. We decided to score the races as one season in the same format as the CSC Wednesday night series. We also voted to start all races at 1:00 except for June through August when the races will start at 10:00 am with no start after noon.

The St. Patrick's Day Race started shortly after 1:00 with thirteen boats on the line. The temperature was moderate with winds covering a wide range of headings and velocities.

In the end, **Pete Duvoision** was first in the Red Fleet followed by **Tom Clark** and **David Varnell**. **Barry Klein** won the White Fleet followed by **Dieter Kuberg** and **Walt Jenison**.

The St. Patrick's dinner was prepared by **Kathy Robertson** and her crew on behalf of the Flying Scot Fleet. Not only was it an excellent dinner, but they served **98 people**, one of the largest crowds for a dinner we have ever had. **Tom Clark** also burned his name into the Commodor's Door. The pot for the monthly drawing was \$600 and the name drawn was once again **Peter King**, who was once again not present. So, *the drawing at the next social will be for \$650.*



THE SEASON HAS BEGUN!



PETE DUVOISIN'S J24, *BRUISER*



BARRY KLEIN'S C22, *TWILIGHT ZONE*



DAVE VARNELL'S MERIT 26



VAN POLIDORO'S CATALINA 26



TOM CLARK'S FUN BOAT



TOM CLARK, PAST COMMODORE

all photos by Mike Rasbury

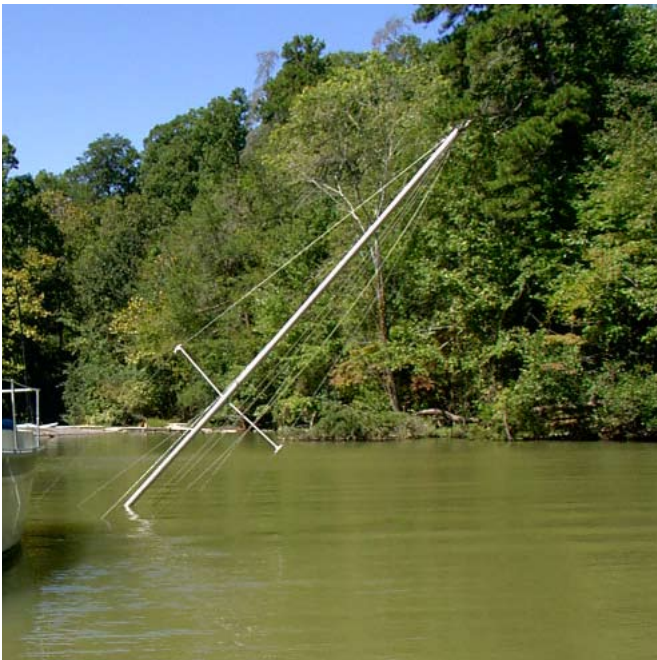
PYC VOLUNTEERS AT WORK

In the last issue of *The Private Ear*, a call was sounded for volunteers to help sailors with seemingly unsurmountable tasks on their boats. Well, two masked men showed up and worked very hard at this sad task, dismantling an old boat that was beyond repair. Everyone would have rather seen this boat salvaged, but alas... And you thought those masked bandits scurrying over the docks at night were racoons! Not hardly.

However, it is rumored that these particular two really are just as adept at putting things together as they are at taking them apart. Thanks to John Rathjen and Walt Jenison for doing what few others could, or would.



WHO IS THAT MASKED MAN?



BUSY AS . . . BEAVERS?
(photos by Fred Koch)



Seriously though, if you have a task with your boat, large or small, that has been keeping you from sailing, **ask for help**. There are so many capable sailors who have been there and done that. You can tell that their tee shirts are even worn out!

Contact any member of the Board or your newsletter editor and ask for help. We will put out the word! Many in our club would have great joy in helping a fellow sailor get an old boat back underway, or even just work out a few kinks in the running rigging. It would be a great thing if every boat in the harbor were seaworthy — or at least “lake-worthy” — and every sailor enjoying the sun, wind and water.

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moments when we thought the boat would plant the bow into the face of a wave and pitch pole, but Chris had everyone as far back in the boat as possible.

Looking back at the windward mark we could see the rest of the fleet trying to get chutes up, then trying to stay in control. It was pretty messy behind us, and we were glad to be clear of the chaos.

Our last race was a **first place by a wide margin**, and we sailed back to the harbor cold, but in good spirits. After a really hot shower, we were all ready for a good meal and some great rum.

Saturday's racing was much more sedate as warmer temperatures and a moderate breeze set the stage for three more races. Our first race on Saturday looked like it would be another win, but at the last minute, 5 boat lengths from the finish line, a Hobie 33 tacked to windward of us and held us long enough that the second place boat crossed the line just ahead of us.

The second race of the day proved to be our **Waterloo**. Holding second place on the last downwind leg, we were rolled by another Olson, and then forced into a wide rounding at the bottom mark by a Hobie 33. While letting the Hobie driver know that we were a little upset, we missed the dark blue Olson rounding wide outside of us who had evidently turned the boat so hard he parked right in front of our bow. I guess I don't need to explain that when 18" of your bow is inserted into the aft end of another boat, someone is going to have a **bad day**.

We quietly finished fourth. The final race was another fourth place, and by the point totals, we were just barely in first place. That was before the **protest hearing**. After three hours or so of deliberation, the committee tossed both us and the boat that we had hit, leaving us with a seventh place for that race, and tied for first place in the regatta.

As fate would have it, Sunday's racing was abandoned because of **too much wind**. I knew it was over when I saw someone's coffee get sucked right out of their cup by a 30 knot gust. Only five hours later we had the boat out of the water and on the trailer, ready to head north. We lost the tiebreaker and ended up second place overall, but came away with some really nice hats, shirts, wind burn and a mild hangover. Yep, all the right ingredients for a great time.

PYC BOARD MEETING

Minutes – March 12, 2007

Members Present: Clark, Duvoisin, George, Healy, Jenison, Koch, Kuberg, Mullen, Polidoro.

Members absent: Cooper

Also present: Scot Cline, Pat Crowe, Jack Everett, Craig Lenfestey, Bill Robertson, & Pete Snyder.

Meeting called to order at 7:07 pm by Commodore **Steve George**.

MINUTES of the Annual Meeting and the February Board Meeting were approved as published.

OLD BUSINESS:

a. **Holes in the concrete ramp** have been patched by **Fred Koch, Peter King, and John Rathjen**. It took 18 bags of sack-crete. Good work, guys!

b. **Walt Jenison** is the Chairman of the **Spring Regatta** (March 31-April 1)

c. **J Lift Boat Removal:** Thanks to **Walt Jenison** and **John Rathjen** for removing the old boat that was occupying one of the J Lift bays. Note that there is a sign up sheet in the Club House for those wanting to use a J Lift.

d. First issue of the new *Private Ear* looks great! Kudos to **Pete Snyder!** After a short discussion, it was decided to send out one more full mailing of the *Private Ear* to everyone, with the notice prominently displayed that only those without e-mail, or those who ask for it, will receive paper copies of the newsletter.

e. **Valentine's Social:** Kudos to **Dieter Kuberg** and family! Good party.

f. **Fred Koch** has mailed certified letters to some members with past due balances.

g. **Bill Robertson** contacted Jon Bell about his hydro hoist. Jon has had a stroke and is interested in selling his boats, an S2-7.9 and a Flying Scot. Bill has already sold the hydro hoist for him and may have a buyer for the Flying Scot.

h. **Steve George** has done some research on equipment needed for J Lifts, including six stands, two slings, and two spreaders. He will get these ordered. A short procedural manual needs to be de-

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veloped for use of the J Lifts, explaining how they work, safety concerns, and care and maintenance of the equipment. Steve will work on this, or recruit someone to do it.

OFFICER REPORTS:

Walt Jenison, Vice Commodore:

Spring Regatta coming up fast (March 31-April 1). We have a race committee. Details to follow.

Pete Duvoisin, Rear Commodore:

Only a few of the **Associate Members** are logging their time in the Associate's Notebook. It is kept in the clubhouse near the phone, and every Associate Member needs to log in every time they spend time at the club, listing their activities. The Board uses the Associate's Notebook as a factor in consideration of full family membership. This needs to be mentioned periodically in The Private Ear and in the welcoming letters to new Associates.

Tom Clark, Past Commodore: no report

Fred Koch, Treasurer:

The **fees for Waste Management** have been climbing. So, Fred called them to ask about it. They suggested a three year contract with a fixed fee of \$75 per month. To get out of it would mean six months fee would be due. The Board voted and approved this contract.

Financial Report showed that we have \$24,000 on hand and \$6,300 in receivables.

Dick Mullen, Dockmaster/Dry Storage Director:

South Cove dry storage is full except for a couple of small spots.

One wet slip will come open when the water rises. The cruisers in South Cove will be moved out.

Van Polidoro, Building and Grounds Director: no report

Dieter Kuberg, Social Director:

Kent Overbeck applied to reserve the Clubhouse July 7th for a family reunion. This was approved by the Board, noting that there will be a Cruiser race that day.

Question: Dieter asked whether we should have more social events. It was brought up that certain social events are primarily for those participating in a race event, and invitations aren't sent to the full membership. With this in mind, it was suggested that Dieter could schedule other events for all PYC members. He agreed to look into it.

Paul Healy, Membership Director:

Introduced new Associate Member Craig Lenfestey. He has a Hunter 285 at Sale Creek, but is interested in buying a Catalina 22. His wife sails with him, and they have two grown children. Craig wants to crew in Catalina 22's until he has his own. He was sponsored by Dieter Kuberg and Steve George.

Paul spoke with Ruth Cartlidge of "Chattanooga Outdoors," Chattanooga City Recreation Department (<http://www.outdoorchattanooga.com/>). That agency has a Seafarer 24 at Sale Creek which needs repairs to make it seaworthy. She would like assistance with that and for their staff & volunteers to be introduced to sailing. **Jack Everett** has also spoken with her and volunteered to help with their boat. The suggestion was made that they move their boat to Goldpoint, so that it would be closer to Chattanooga for them and for our members to assist.

Outreach discussion ensued. The average age of our members is getting higher. We need to attract younger members. Activities planning and facilities need to be oriented to this goal.

Tim Godwin was voted in a full family member.

Bill Robertson noted that his co-worker, Harold Robertson (no relation), just bought a Catalina 22 and will be applying for Associate Membership.

NEW BUSINESS:

a. **Tree overhanging E Dock:** Steve George spoke to this. Dick Mullen will get a price for taking down and removing it.

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b. **Boat Ramp Repair:** the right edge near the top has washed out. Fred Koch will enlist some help to form a concrete edge and dig a swale to divert surface runoff over to the other side of the right rigging dock. Several poles on the ground need to be moved to allow water to get into this swale.

c. **South Cove:** Bill Robertson spoke to this, proposing that the existing dock be removed. It was a salvaged dock from Loret Marina 30 years ago and is falling apart. Replacing it would be two docks, one on each side of the cove with boat access from the center of the cove. The thought at this point is that South Cove would be for dinghy sailing, and no cruisers would be moored there. All boats that are currently permanently moored there will be re-assigned to permanent slips in the main harbor as soon as they come available. The new dock configuration will not have enough water to dock boats on the outside. Pete Snyder will draw this layout and Fred Koch will assemble some ballpark pricing based on our past experience with options on doing part of it this year and more next. Some bottom dirt will need to be moved for the dock on the right side to ground evenly in the winter. The boom lift will need another arm attached to the other side, or need to be replaced entirely. **Tom Clark** will head up this project.

d. **The B Dock Extension/Right Rigging Dock:** Flootation needs to be replaced, but the wood decking is in good shape. Discussion led to Fred Koch being volunteered to get pricing on new encapsulated foam flotation and engineering how this might be accomplished. Discussion showed that this has high priority. Tom Clark will propose a hub design for the junction of B Dock, pedestrian ramp and the rigging dock.

e. **Secondary Rigging Dock (Opti Dock):** This needs to be replaced, but when & what priority remains open for discussion.

f. **Hilltop between J Lifts and Lake:** Eddie Graham has volunteered to clean out underbrush to make this area more desirable for camping and visi-

tors' dry sail storage. He will recruit helpers. The old, rusty behemoth trailer up there will be cut up and removed.

g. **B Dock Power** is on again, off again. Breakers need to be checked.

h. **Van Polidoro** will develop a prioritized "**Honey Do List**" for PYC that members can jump on whenever they have time. It will be posted on a bulletin board in the clubhouse.

i. **Fred Koch** listed several other items to be considered for repair, replacement, or addition. (Discussion of these items was inconclusive):

Stereo system in the clubhouse

Cable TV

Additional Dry Storage

Increase parking capacity

Paving

Water line to Marine Railway

Second Story on Clubhouse

End of Boat Ramp soil removal for low water use

Add break water between A dock and the lake

Also mentioned after the meeting:

Open up narrow path to E Dock

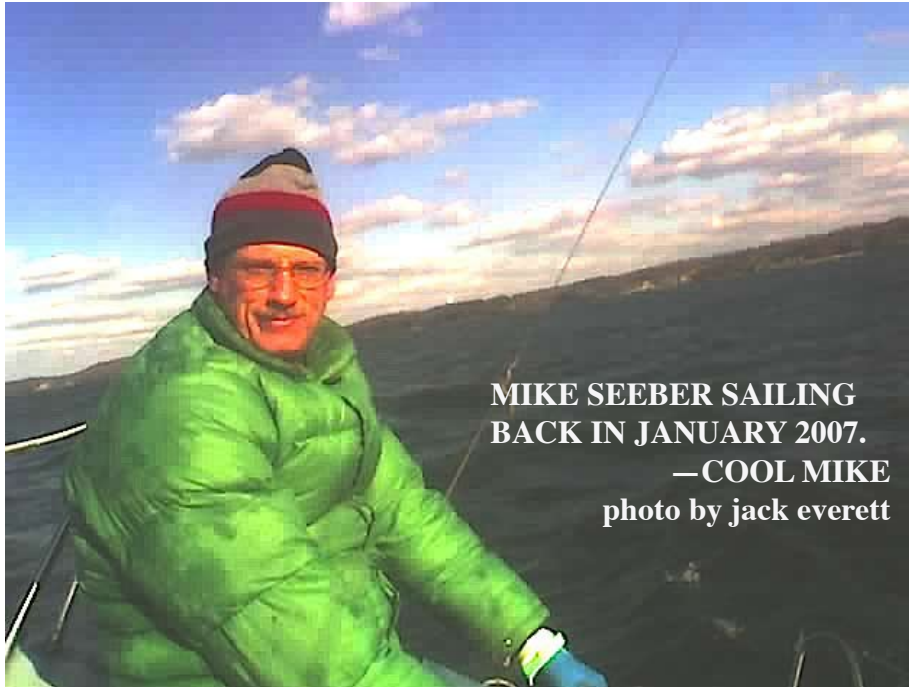
Rip Rap on shore by E Dock

k. **Pat Crowe** asked about the **Flag Pole**, which is in sorry shape. After discussion, it was decided to get a price on a new, aluminum pole, including erection costs.

The meeting was adjourned at 8:54 pm.

Respectfully Submitted for Brainard Cooper,
Peter Snyder





MIKE SEEBER SAILING
BACK IN JANUARY 2007.
—COOL MIKE
photo by jack everett

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.

Privateer NEWSLETTER

www.privateeryachtclub.org

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Hixson, TN 37343



March 2007