



# Privateer Ear

NEWSLETTER OF PRIVATEER YACHT CLUB  
May 2007 [www.privateeryachtclub.org](http://www.privateeryachtclub.org)

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## VIEW FROM THE HELM

May 2007

**“See You on the Water.”** It’s a simple enough phrase, seemingly innocuous, not much subtlety there. If it is in the imperative mode, the sense is certainly restrained rather than commanding. I use it freely in this column because of the image of good will and friendliness it brings. I use it as a call for all our members to gather together---on Saturday, Sunday afternoons, Tuesday and Wednesday evenings, and other more spontaneous times---to sail, dine, work, and relax.

Yet, the heart of the message is aimed at our beloved pastime: **sailing**, that is, *being somewhat in control of a vessel that answers to a complex set of physical principles that guide the progress our sailboats make as we launch, sail, and return to port.* PYC’s mission statement suggests that we are, in fact, a sailing club. Which should mean that “See you on the water” is a given, a fact of life for PYC members.

However, for the past two years I wonder if many of you thought that I had joined our illustrious club just for the occasional appearance at club functions when the spirit moved me. I’m sure that a few of you appreciated the workdays when I sawed, raked, piled, and pounded with other members to take the grounds from frowsy to well-dressed.

So, where was Steve when the horn sounded and the skippers shot their sailboats across the starting line toward a distant buoy? It seemed to me that every time I showed up at the club, people remembered

me, but vaguely, as you might recognize an old companion at a high school reunion.

The problem, if I may be so blunt, was **Argo**. She’s a Mirage 5.5 that was gifted to McCallie School, but as the school’s sailing program was in its death throes, she became an unwanted item on the balance sheet. I retrieved her from a backyard on Lookout Mountain and was immediately taken with her perky lines---reminds me of a Dutch slipper.

Though she was a bit down in the tooth, I dreamed, as most of us do at one time or another, of bringing back her charm, then hidden under three coats of peeling, flaking paint. I made a trade for some extra soccer coaching, and she was mine. She was really Priscilla’s and mine, but my wife wasn’t on board yet. It would take a while for that.



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It usually starts that way, doesn't it: a sorry, old sailboat and a sparkle in some dreamer's eye? I remember being asked by well meaning PYC members, "When do you expect to have her in the water?" "In a month or two, three at the most," I responded in an earnest attempt to show that I was making progress. My answer indicates how naïve I was about the process of boat restoration. **Mike Seeber** let it slip at one point that he didn't think I even owned another boat, that my story was a concoction to keep others from wondering why I wasn't at the start line jockeying for position. Maybe, he added, it was a fear of competition, a fear of exposure in front of my peers.

And, while there may be some truth to his conjectures, it was more than that. What had started merely as a bottom paint job had turned into a full-scale restoration. **John Hearn** reminded me on several occasions that I didn't need to fix everything on the boat in order to sail and race her. I knew that. But his sound advice fell on deaf ears. I was on a mission and wouldn't be denied the torture, pain, and anguish I put myself, and others, through during the long and laborious process of "putting Humpty-Dumpty back together again."

Well, almost two and a half years passed as I labored on **Argo**. Several people, including my dear wife, have helped me with hours upon hours of real work. Now it's **Wednesday, May 16**, time for the **CSC JAM Race (7:00 start)**. I was in the **Clubhouse Lot** by 4:30 to get **Argo** ready for launching. **Pete Snyder** offered his services as crew. Remember that I had never put **Argo** in the water since I dragged her off the mountain. Would she float? An image arose in my mind: **Tom Clark, Bill Robertson, and Mike Seeber** standing on the rigging dock and laughing heartily, as **Argo** sank slowly beneath the surface and I dog-paddled to the mast sticking out of the water. But, we backed the boat and trailer into the water, and after a mighty push on the bow she was floating. It was a sight to make her owner peacock proud.

In the midst of our preparations I realized that I'd

never rigged **Argo** before. I had removed all of the hardware and put back only the essentials, like jib tracks, winches, and cam cleats. I had installed a new Harken traveler with a windward sheeting car that I didn't even know how to operate. My recently purchased mainsail didn't seem to fit the boom, and there was no grommet at the tack to draw it tight. Someone watching on the dock asked, "Isn't your mainsail supposed to have battens?" Pete lowered the sail, and I sheepishly began to put in the battens. But, the battens seemed too long for the pockets. Did it require some specialized tool we didn't have? I'm sure my mounting frustration was plain to anyone watching.

The next problem was a newly purchased used outboard motor that had no owner's manual and which I had never used. Since Pete had been successful with the motor on his Catalina 22, I coerced him into trying to start the Yamaha. Each time he asked what a particular button or knob was for I responded meekly, "I'm not really sure."

However, we did some creative problem solving and were soon leaving the harbor. I leaned on Pete to take the helm, and I'm not sure that I could explain why I didn't want to be the one to captain her first outing. Maybe it was the gnawing feeling in my stomach that things weren't quite right, that a shakedown cruise, or several, should have come before venturing into a racing situation. We hoisted the sails, shut off the motor, and **Argo** heeled into the stiff breeze. Though the weather looked a bit threatening, the wind was good, and the clouds seemed high enough that we might get the race in without enduring a soaking. As we sailed toward the other boats, I noticed that it was nearing the 7:00 start time, yet we hadn't seen the committee boat leave harbor — not a good sign.

After some time had elapsed and no committee boat or race committee was to be seen, the word spread that **Walt Jenison** would conduct a rabbit start at the pumping station buoy. We headed off in that direction with most of the other boats following Walt's. As we neared the buoy — which one is it??? — **Guy Campbell**, sailing his Catalina 22 with his willing

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## VIEW FROM THE HELM - continued from page 2

but “slightly terrified” wife, shouted at us, but we couldn’t understand him at all. Then Walt tacked and turned back upriver leaving several boats wondering what was going on. We followed---what else was there to do? When we were again opposite PYC, we saw that the committee boat had appeared and was setting a start line. Thank you **Steve Sherman** and crew. Was Steve on race committee or had he stepped up to the plate as a volunteer seeing our plight? I didn’t know and still don’t.

Just before the five minute sequence began I heard Pete say, “Steve, we might have a problem.” “Pete,” I answered sharply, “this is no time for jokes.” I glanced up in the direction he was looking and saw the top batten sticking out of its pocket. “Should we lower the main or get on with the race?” he queried, “We could lose that batten.” This put the decision right where I didn’t want it, with me, and the seconds ticking their unrelenting march toward zero. Decide, Steve, quickly... “Lower the main.” We had the main in our laps when the starting sequence began, and boats started to jockey for position.

By the time we got that issue settled we were finally able to reach the starting line, but in the confusion of dealing with the pesky batten we had forgotten to look at the course posted on the back of the committee boat (oh well, we’ll just have to follow the distant and vanishing flock). We were, of course, the last ones to start.

Then Pete and I were stunned by a new sound: our big jenny was flailing away to port. Pete had a similar “soft shackle” problem once on his boat and told me to take the tiller. He climbed up onto the foredeck and somehow wrassled that wildly flapping jenny into submission. Then he climbed back over me and resumed the helm. This really cost us some time. We managed to come close to crossing a couple of boats, and nearly passed one. But, as it turned out, by the time we crossed the finish line in eighth place — there were eight boats — the sun had sunk as low as our spirits.

Then we switched positions, and I took Argo’s helm

for the sail home. Wow! Now, with the race pressure off, I felt her responsive joy beneath my hand on her tiller and all was well with the world. The fact that her top batten was again sticking half out of its pocket, that her mainsail didn’t fit her all that well, and that her crew had made a mess of her first race faded from consciousness. This was now; **Argo** was a happy sea sprite, and I knew that she would race again in better conditions.

Of course, we still had to get her out of the water. I had never pulled her from the water, but watching the Catalina 22’s slip easily onto their trailers, it didn’t seem that this could be much of a problem. However, we were at a bit of a disadvantage because we had stayed out longer than we should have, and now were waiting in line in the growing darkness. When our turn finally arrived, I retrieved the trailer and backed it down the ramp into the water. Our issue was trying to place Argo’s swing keel into the narrow slot on the trailer’s bed. Several attempts only revealed the improbability of turning this maneuver into reality. I silently cursed the idiot who had designed and made this trailer.

Even when **Guy Campbell** offered his assistance and jumped into the water to help position **Argo**, it still wouldn’t go. I finally pulled Argo up the ramp, my Ford Ranger’s clutch giving off an odor resembling a burning tire pit, with the keel firmly positioned *outside* the slot. Then, I thought, I still have to back Argo into her narrow dry-slip space in total darkness. At that point I would have given the boat and trailer to anyone who wanted her and maybe bought them a six-pack for their trouble. I finally bedded **Argo** for the night. Tired to the point of exhaustion, sore, soggy, and suffering a bruised ego, I left an empty clubhouse grounds for the lonely drive home.

So, what’s in a phrase? Sometimes a lot more than you realize. **“See you on the water.”**

**Steve George, Commodore**

# UPCOMING EVENTS

Check the PYC website for most current info on events.

June 2	Race - C22 only	10 am Saturday
June 3	Dinghy Race	2:30 pm Sunday
June 6	CSC JAM Race	7 pm Wednesday
June 9	Race - Cruiser & C22	10 am Saturday
	C-22 Measuring Day (rescheduled)	1 pm Saturday
June 10	Dinghy Race	2:30 pm Sunday
June 11	Board Meeting	7 pm Monday
June 12	CSC Covered Dish Dinner	7 pm Tuesday
June 13	CSC JAM Race	7 pm Wednesday
June 16	Race - C22 only	10 am Saturday
June 17	Dinghy Race	2:30 pm Sunday
June 20	CSC JAM Race	7 pm Wednesday
June 23	Race - Cruiser & C22	10 am Saturday
June 24	Dinghy Race	2:30 pm Sunday
June 27	CSC JAM Race	7 pm Wednesday
June 30	Race - C22 only	10 am Saturday
July 1	Dinghy Race	2:30 pm Sunday
July 4	Cookout (Door Prize) Independence Day	Wednesday
July 7	Race - Cruiser & C22	10 am Saturday
July 8	Dinghy Race	2:30 pm Sunday
July 9	Board Meeting	7 pm Monday
June 10	CSC Covered Dish Dinner	7 pm Tuesday
June 11	CSC JAM Race	7 pm Wednesday
July 14	Race - C22 only	10 am Saturday
July 15	Dinghy Race	2:30 pm Sunday

## M<sup>c</sup>CALLIE SAIL CAMP

Director: Tom Makepeace

Instructor: Tom Coleman

Monday through Friday, June 4 through June 8,  
and Monday through Friday, June 18 through June 22.

## IMPORTANT NOTICE!

If there is a NO SHOW for the RACE COMMITTEE, the names of those who did not show will be posted on the CLUB BULLETIN BOARD. If you have a substitute, be sure they are dependable!

## EDITOR'S TACK

Peter Snyder — pfsnyder3@bellsouth.net

- Take note of the discussion in the minutes about the future of South Cove. The plan is to eliminate permanent cruiser slips there, then improve and expand dinghy docking, launch and retrieval. Speak to a Board member to include your input.

- Fascinating sailing videos? Go to these sites:  
<http://www.sailrocket.com/gallery-movies.htm>  
<http://www.hydroptere.com/accueil/images/videos/var/lang/FR/rub/19.html>  
<http://www.sailingscuttlebutt.com/media/07/0108/>



## **CHOO CHOO REGATTA**

April 28-29, 2007

**The Choo Choo Regatta** for **Flying Scots** was held on April 28 and 29th 2007 at Privateer Yacht Club. This year's regatta marked the **50th Anniversary** of the design of the Flying Scot sailboat and was accordingly recognized with a 50th Birthday party on April 27, 2007 at PYC.

The festivities were inaugurated with the vibrant sound of a **Scottish Bag Pipe** echoing throughout the woods of Privateer Yacht Club as **Edward Merritt of the City of Chattanooga Pipe and Drum Band** serenaded sailors who arrived at the clubhouse for appetizers and cocktails.

Especially appreciated by the seven out of town boat sailors was the eerie Bag Pipe rendition of **"Rocky Top"** played numerous times live, and captured on audio by **Jack Everett** and replayed even more times on Saturday. Jack played Rocky Top more times than the Pride of the Southland band does at a Tennessee versus Vanderbilt football game.

This year's regatta was attended by **15 boats** from Tennessee, Alabama, and Illinois. The winning skipper was PYC's own **Rob Fowler** who earned four bullets in four races. Saturday's winds were a shifty 10 to 15 knots from the North-Northwest which made setting a square course a challenge for **John and Gracia Slater** our PRO. John and Gracia traveled from Lake Norman to run our regatta and contributed magnificently to our regatta, their professionalism and excellence were appreciated by all.

On Sunday the wind died and left the fleet drifting in a sultry breeze from the north for the majority of the race but **Lake Shiffta-Mauga** came to life and

filled some sails oddly throughout the fleet leading to some interesting last minute place changes in the fleet.

**Ed Craig** sailing with his son **Danny Craig** garnered second place and the always competitive **Wilson Jenkins** from Alabama captured third place. This race marked race number one of the **Dixie Scot Challenge** with PYC again starting in first place with two regattas to follow in Muscle Shoals, Alabama and Montgomery, Alabama later in the season.

A regatta is not complete without food and drinks, and a lovely **Down Home Southern Comfort** foods buffet was served to the delight of all on Saturday. The Flying Scot fleet would like to thank **Carol Coffield** for her superb support in handling all meals, registration and administrative functions, without you we could not have concentrated on the sailing. Thank You.

The Fleet also thanks the scores of volunteers who manned chase boats, assisted race committee and helped with getting out of town sailors set up at the club. This regatta is truly a special event at PYC and the 50th year of the Flying Scot sailboat looks like it will be the best yet for the fleet. Come sail with us on Sunday afternoons and experience the thrill of sailing in a US Sailing recognized Hall of Fame boat.

Enjoy **Mike Rasbury's** photos, following pages.

**Paul Healy, Regatta Chairman**

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all photos by Mike Rasbury

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continued from page 6 - **Flying Scot Regatta**



all photos by Mike Rasbury

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# SCOWABUNGA REGATTA

May 19 - 20, 2007

<http://www.mcscow.org/>

(See website, above, for story of the weekend.)

photos by jack everett



SCOWABUNGA WINNERS



Pl	Skipper	Div	Club/ST	Sail	R 1	R 2	R 3	R 4	Total	2007 Bl Ch	
1	Sherman	Steve	GM	PYC/TN	1863	4	1	1	1	7	1
2	Harestad	Scott		SLYC/MI	2352	1	3	3	4	11	0.5
3	Meyers	Jeff	M	LLSC/GA	2099	3	4	2	2	11	0.5
4	Cyrul	Chris		PYC/TN	2046	2	2	7	5	16	0.5
5	Gray	Jim	GM	LLSC/GA	1790	6	6	5	6	23	0.5
6	Varnell	David	GM	PYC/TN	840	5	7	8	8	28	
7	Wiberley	Spencer		PYC/TN	839	7	10	9	7	33	
8	Adams	Scott		PYC/TN	1341	DNF	11	6	3	34	
9	Stadele	Kurt		LLSC/GA	2067	OCS	5	4	DNF	37	
10	Hearn	John		PYC?YN	2315	9	8	10	DNF	41	
11	Lee	Scott		PYC/TN	12	12	12	12	9	41	
12	Klein	Barry		PYC/TN	1699	OCS	9	11	DNF	48	
13	Stuart	Gary	GM	PYC/TN	1573	DNF	DNF	DNF	DNF	56	





all photos by Mike Rasbury



## Orders of the Day from Cap'n PYC's Head

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

### Ahoy Mateys!

Welcome 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!*

Now seeing as how ye shanghaied sailors is new to the sea and Cap'n PYC's cabin, I'll tell ye this but once – Me name is spelled **P – Y – C**, but it's pronounced **PIKE** !! Now gets it right or there'll be lashes from the cat for ye.

Now, to get your naughty-cal education underway so's that I can put youse on the watch schedule, I needs you to tell me why the masthead light is not on the masthead and why the anchor light is not on the anchor?

Naw, wait now, that's too hard for ye ... let's start with something simple, how is this one?

Back in '02 me vessel was crossing the shipping lanes in the Gulf, getting ready to assault the fort at Mobile Bay, when, the crows nest lookout reports a vessel two points off of the starboard bow with a black ball over a black ball. Puzzled by this, the second mate watches as the day's light fades and then to her amazement sees a red light over a red light appear! The chief boatswain and the first mate and the second mate confirmed with the navigator, and they decided that they were seeing;

- a) A UFO afloat.
- b) an amphibious police car.
- c) A ship not under command.
- d) A ship aground.
- e) A minesweeper setting mines for pirate ships

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# PYC BOARD MEETING

Minutes — May 14, 2007

Meeting called to order 7:34 PM by Commodore George.

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

Observers present:     Robertson     Snyder

Minutes of April meeting approved.

## OLD BUSINESS / OFFICER REPORTS:

### Walt Jenison, Vice Commodore:

- Reports that two regattas, the Chattanooga Challenge and the Choo Choo Regatta were very successful. The Whaler is in the shop for engine work with an estimate of \$600 to complete the work needed.

### Pete Duvoisin, Rear Commodore:

- Ongoing problem with members not showing up for race committee assignments. **Plan to post a “No-Show” list on bulletin board in the future.**

### Fred Koch, Treasurer:

- Treasurer Report shows cash balance of over \$30,000. Capital improvements undertaken by the Club since 1999 total over \$368,000.
- Delinquent dues in excess of 180 days down below \$500. Harry Erwin appears to have moved away and attempts to contact him have been fruitless. Motion by Kuberg, seconded by Mullen, to remove Erwin from membership.

### Dick Mullen, Dockmaster/Dry Storage Director:

- Received an estimate of \$1100 to clean up wood on the ground around the South cove parking exten-



## Cap'n Pyc's Answer

(continued from page 9)

Feeling a little paranoid, the chief boatswain and the second mate thought that it was an amphibious police car. But a new deck hand, working his way through junior college, produced a small book containing the “**Rules of the Road**” and cited **Rule 27(a)**:

A vessel not under command shall exhibit:

- two all-round red lights in a vertical line where they can best be seen;
- two balls or similar shapes in a vertical line where they can best be seen;
- when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

Now Mateys, I gots to tell ya, a ship not under command is far easier pickings than a well defended Fort, and so without further Adieu, we changed course anew....A double ration of grog for the lad, **Arrrgh!!**

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sion. Will schedule a work party to clean up this area.

**Paul Healy, Membership Director:**

- Proposed John Kabosky, Mullen second, for full membership. Approved.
- Proposed Sandra Vanden Branden (Healy, Jenison) and Andy Duke (Healy, Graham) for associate membership. Accepted.

**Dieter Kuberg, Social Director:**

- Notes that the scheduled Crawfish Boil has been re-scheduled for May 26.

**Van Polidoro, Building & Grounds Director:**

- Reports on findings of electrician who looked into the reasons for the high electric bills the Club has been paying. He found that there were 170 volts on each of the two 120-volt lines. Corrected by EPB. Should produce savings. Reports of electrical problems on “B” dock to be checked. Kirby Sweatt also reported finding non-code wiring in the store room and will hard wire the store room to code. Discussion of problems with the ice machine using too much power. Brainard Cooper will check with David Rehring about possible solutions.

**Tom Clark, Past Commodore:**

- Discussion of rigging dock reconfiguration. Approval of plan to move the rigging dock closer to the launching ramp eliminating drop-off between the ramp and the dock.
- More discussion of replacement dock for the South Cove. Duvoisin reported on his visit to E-Z Dock in North Carolina. Some debate on whether a new dock should be primarily for dry sailors or be used as revenue-producing dock space. Currently PYC realizes 54% of its income from dues and 24% from dockage charges. Cooper motion, Kuberg second, for Clark to investigate and acquire hard estimates

for dock replacement in the South Cove. One bid will be from E-Z Dock.

**NEW BUSINESS**

- Polidoro reports problems with the Club House roof on the south east corner. To be looked at.

Meeting adjourned 8:39 PM.

**Brainard Cooper, Jr., Secretary**



**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
Peter Snyder, Newsletter Editor (non-voting):	706-891-0858



## 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](http://www.privateeryachtclub.org)

Privateer Yacht Club

Privateer Rd.

Hixson, TN 37343



May 2007