



Private Ear

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

VIEW FROM THE HELM

November 2007

Here it is **November** already, and I'm making plans for the Annual Banquet in January. Where has the time gone? Instead of looking at the tasks ahead, I find myself taking quick, and sometimes longer, glimpses over my shoulder at the year behind.

Has anything been accomplished worthy of note? Did we as a board do more than steer the goodly PYC ship in the least offensive direction? Early in my tenure as Commodore a member told me, after I had made several well-intentioned miscues, "I'd say that you should feel all right, as there have been no major eruptions thus far." Thank goodness for the people who were willing to put up with a Commodore who had and still has a lot to learn.

However, I must say that as I gaze in retrospect at the receding days, a flood of warm memories lift me from the oft dreary routine of day-to-day life. In most cases those pleasant memories occurred with other members of PYC. And, the rewards of shared time together, whether on land or in a boat, lifted my spirit from the dull ache that seems to arise and set in for no apparent reason.

I'm reminded of Robert Frost's "Dust of Snow:"

**The way a crow
Shook down on me
The dust of snow
From a hemlock tree
Has given my heart
A change of mood
And saved some part
Of a day I had rued.**

Many of you have, mostly in an unconscious way, "shook down on me [a] dust of snow." It might have been a conversation we had; it might have been watching something you did as we worked together; it might have been a gift offered with no expectation of my returning the favor; it might have been a kind word, sensing my malaise; or it might have been your willingness to help me solve a problem during a project I'd taken on.

What I want you to know is that I feel blessed to have had the opportunity to serve you this year, though it's been quite a growth experience for me. There have been so many instances when you have "saved some part of a day I had rued." You all have touched my life in ways that go beyond the listing.

And, isn't that what our club is all about? Not about who finishes in the top three; not about receiving a trophy at a regatta; and not about getting "hardware" at the annual banquet. Isn't it more about who we are than what we want? It's about the complex fabric of life woven with different colored threads--some bright, some muted, some subtle, some garish and loud---like the seeming variety of hues I vividly remember in a rose garden at the Mission Santa Barbara in California. The tapestry pulls all the threads together and blends them in an harmonious whole.

What I would want for us as we approach this special time of the year, when sailing is left for those willing to brave the elements and shallows or those who venture to a warmer clime, is to consider the spiritual essence of this season. No matter what

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you believe or even if you don't---that's a religion as well---it is right for us to go beyond the commercialization packaged in glitter and gold, with no charge for shipping if our purchase exceeds a certain amount.

It's a season of light that reminds us of the darkness that is ever present. As we move into a time when

our calendar fills with so many events that cause us to feel as if we're in a whirlwind beyond our control and make us long for a quiet evening at home, let us remember that true joy comes when we touch another heart in a positive way. These gifts do not go unrewarded.

**Steve George,
Commodore**

PYC CHRISTMAS COVERED DISH DINNER & CHINESE AUCTION

Saturday, December 8th

Social hour at 6:00 pm with dinner at 7:00. Meat and dessert furnished by PYC. BYOB!! No reservations needed. Just bring a hot or cold side dish.

Auction: Please bring a WRAPPED item for the Chinese Auction (one per person participating in the auction). This can be something old, something new, or even a re-gifted item from a previous Chinese Auction!

Community: Please bring a new, unwrapped toy for donation to the Toys for Tots campaign.

There will be a PYC drawing that evening and you must be present to win.

Questions? Please call **Jan Shepherd** - 877-9808 or **Jan Varnell** - 875-2387.

WHAT ARE YOU DOING NEW YEAR'S DAY?

For several years, many of us celebrated the New Year by gathering at PYC on January 1st, to eat ham, black-eyed peas, turnip greens, corn bread, cobbler, etc., to start off the new year on the right foot. A big fire, TVs to watch some great football, and 25 cent football pools made the day one to look forward to!

Depending on the weather, some brave folks even got in their first sail of the year on this day! Well.... we're bringing back this tradition, so please join us on Tuesday, January 1, any time after 1:00 pm.

The food and fellowship will be great...and maybe even the sailing! BYOB. Please let **Dianne Adams** (877-4722) know if have questions and if you plan on stopping by so that we're sure to have enough food for all! There will be a minimal charge to cover the cost of the food. **HAPPY NEW YEAR!**

THICK FOG, ANYONE...?

Here's an interesting comment on fog and other topics from George Hite, a Lake Superior sailor and skipper of "Peregrine", a Nonsuch 30 he sails a couple thousand miles a year on the "greatest" of the lakes:

"Yes, there was lots of very thick fog (so thick that when it lifted you could hear the fish falling back into the lake), some gargantuan winds and waves, and a few rock shoals now bear Peregrine's keel signature... About half of the sailing was single-handed, my special joy, but as I count the candles crowding my birthday cake, I sense the growing challenge

and risk of such foolishness. I am reminded of this each of the several times I climb the mast to repair rigging or work my way forward in heavy sea to secure deck gear or sails. There is an axiom shared by seasoned sailors — "One should not attempt to sail tighter into the wind than his age plus ten degrees." If you are a sailor, you recognize that for me that means life is a beam reach — and so it is. Love it!"

EXTREME CATAMARAN SAILING VIDEO

Enjoy some extreme catamaran sailing, complete with wave launches, pitch poling, tumbleweed rolling, crews getting shot out of a cannon, etc...:

<http://www.sailingscuttlebutt.com/media/07/1126>



WOW ~ Women On the Water

Intro by Steve George & journal of a student

In recent weeks a *strangely interesting* and *unique* sailing vessel and crew has been plying the waters of Lake Chickamauga. The sightings have occurred on a number of consecutive Sunday afternoons. The strong wind conditions haven't seemed to affect the willingness of the crew to venture forth.

The surprising thing about this phenomenon is that the male of the species was in the minority. In fact, it seems that only one male was allowed to join in the sailing activities. Was this female intrusion into the male dominated world of PYC sailing an aberration or an indication of some future trend? Where did these intrepid Amazons get their moxie?

Actually, what might have taken a few of us old salts by surprise was a sailing class taught by **Tom Coleman** that was for women only. Tom named the class **WOW: Women on the Water**. The participants were **Gloria butler, Yvonne Derrickson, Elaine Epperson, Rachel Hay, Amy Sherman, and Barbara Snyder**. That the class was a huge success was easily seen by the enthusiasm of the class members when they returned to port.

Kudos to Tom for generating this kind of excitement among a neglected group of potential sailors and for his willingness to push past the limitations we are often comfortable living within. Also, many thanks to **Bob DeHart** for the loan of his Flying Scot for these lessons.

Hopefully, the class will be offered in the future, and the graduates will swell the numbers of racing competitors and cruisers.

By the most fortunate of circumstances I came into possession of a journal written by one of the participants. What follows is part of her account of the events on a number Sunday afternoons this fall.

Sailing Lesson #2

I'm still alive!

Our second sailing lesson has come and gone, but the impression will forever remain. Our first lesson was on rocky water - this week's was even rockier! My body was telling me something was wrong when I could not swallow properly. We set sail, left our peaceful cove, were immediately thrown into unpeaceful waters, and right before our eyes we had to pass a capsized sailboat — two men in the water. Tom Coleman, our instructor, acted like it was nothing. That did not help my swallowing condition.

We sailed across the lake and into an inlet thinking it would be calmer there. It was not, so we went right back out into the white capped waters. I sat in the front corner and was soaked by waves coming over and on top of me. Later, I got to switch to the middle of the boat to let someone else get a soaking. Later, to the stern to man the tiller I went.

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UPCOMING EVENTS

Check the PYC website for most current info on events.

December 8	PYC Christmas Party Door Prize!!!	6 pm social; 7 dinner
December 10	Board Meeting - Commodore's Home	7 pm Monday
January 1, 2008	New Year's Day Gathering	1 pm til...
January 19, 2008	PYC Annual Meeting & Awards -Door Prize!!!	6:30 PM Saturday

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As soon as I took the tiller it was time to turn about and once we got turned, the boat shot forward with such power, I got called a "*speed demon*." Of all the nerve — I declined the compliment, or derogatory remark, blaming it all on the wind. At one point the wind was blowing so hard that I was pulling the tiller with all my might to keep the boat on course. *What weather helm!* What a feeling through my fingers as I could feel the power of the wind and the boat heeled and water swiftly flowed and I noticed the wake flowing behind. I felt like the wind was going to lay us over flat, and I hung on and fought till the wind eased up a bit.

Sailing beside us often was **Walt Jenison** and his wife, **Marcia**, in *Tivoli*. They had only one sail up, so they were just cruising along as if on a lazy Sunday afternoon. They were sitting back, taking life easy, snapping pictures of us, and laughing. Why, Marcia even had velvet slacks on that are not meant to get wet. Something was wrong with that picture.

Still at the tiller, my crew must have gotten relaxed, they couldn't have been bored, and they started talking about apples. The instructor shared that he makes the best apple cake, Rachel retorted that she makes the best apple pie, someone else noted her special recipe for hot apple rum cider, and then they even started making plans for a celebration party the last day of our lessons.

While all this chatter seemed perfectly harmless, I was noticing the shore getting closer and closer, and I had no idea if the instructor was paying attention. So, I hollered, "Hold onto your apples mates, for we are going to turn about." The instructor said, "Well,...ok Captain." And I called, "*Hardalee*," as I

turned away from shore and the sheet crew changed the direction of the sails. *Cool!*

It was then someone else's turn on the tiller and I traded places with a younger gal who was soaked. I had my first spot back and was close to being dried out, when once again, with one dip of the bow, I was drenched.

We were almost back to the club, and I was relieved to see the clubhouse getting closer, thinking we would call it a day, for I still was not swallowing correctly. But Tom called out, "Change of seats!" Another gal took the tiller and oh my, we turned the boat and went across rocky waters to the other side yet another time.

WOWRISOS

(Women on the Water, Relentless Instructor, *Help!*)

Sailing Lesson #3

The day was a beautiful fall day with winds around 8-14 mph. Our lesson began with only three gals — three others committed elsewhere. Tom Coleman, with chalk board and eraser began instructing as usual by drawing pictures of boats, wind direction, sailing direction and invisible lines. While these drawings have not sunk in yet, I am not giving up ship.

Sails ready, one gal manned the tiller, one the mast, another the jib, and that left Tom sitting back and talking us through it. After 30 minutes or so, we gals would rotate. We had the teamwork going.

We learned through trial and error (mostly my errors), and with excited soprano words (somebody

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else's) and lots of questions, some things began to sink in.

The wind, while pleasant most of the time, had its flukes. We managed to not capsize – as Tom promised - but, he was not sailing the boat, so I don't see how he could have kept that promise. From where I was sitting, it almost happened several times. Several other crews on the lake, not having the good fortune of Tom in their boat, capsized.

Tom has to be teaching our class correctly for the WOW are gaining such confidence that their talk is actually taking a 'turn about' toward a race challenge. Any takers out there? Of course, Tom is in our boat! Because of my many errors in sailing this day, I have found yet another name to go with our instructor.

POW — Patience On the Water

Sailing Lesson #4

After our usual classroom discussion, we confidently headed for our ever so faithful, not to capsize, Flying Scot, and sailed out into friendly winds of around 8 – 10 mph — no whitecaps! As the WOW rotated positions, we practiced many hardalee's and jibe-ho's.

I am suddenly taken aback when this "news flash" comes in. Rumor has it that the previous Sunday's sailing race was cancelled because word got out that WOW would be having yet another sailing lesson. A stern word had been given that WOW had better "stay out of our way." Yet another reason for the WOW to be challenging a race. Should we give them a fair lead, gals?

Since we had friendly winds Sunday, one would think the sailing went smoothly. It did. But, after all the whining I've done about rough waters and fluky winds, it's now my heart that seems to be luffing. Was it boredom on smoother waters? Was it bonding that took place in a Flying Scot, and knowing we only had one more lesson that left sadness sinking

in? Was I fearful of the fact that at my age, there may be nothing quite as exciting to ever happen again? Was it the fact I needed to learn so much more about sailing? I'm certain it's a mixture of all four, and so I throw my anchor over to hold me steady in these churning waters and look to the horizon for fresh winds.

Sailing Lesson #5

It was simply providential for the WOW that the



wind was not blowing enough for sailing because if it had been, our goose would have been cooked and it's still four days 'til Thanksgiving. Our instructor, Tom (turkey?), was going to put the WOW in one or two boats and he in a motorboat. A question was asked, "What would happen if the WOW sailed off in different directions?"

So our fourth sailing lesson has been put off 'til spring, and the WOW has until then to get practiced up or have a bunch of nightmares. How Tom is going to split up six gals is going to be a bigger problem for him than trying to teach us how to sail. So, read up on that, Tom — you have until spring.

It was a beautiful afternoon to sit in the sun, eat sandwiches, apple pie, drink hot spiced tea and talk. So we did. Tom had lured us to the fifth class with boasting of being a great apple cake baker only he didn't bring one, blaming it on an evening of baby-sitting instead. Well, apple cake sounds good to me in the spring...."



2007 HALLOWEEN PARTY photos by Mike Rasbury



2007 JOHN'S PIG REGATTA

by Rob Fowler



photo by Mike Rasbury

The 39th annual John's Pig Regatta was held on November 10th, under sunny skies and in a beautiful autumn wind. Sixteen crews participated this year, a somewhat better turnout than the past couple of years. As usual, the focus of this event was the food, and **David Varnell's crew** of skilled pork cookers were hard at work from Thursday night through Saturday morning, stoking fires, marinating meat and of course, having a great time. This year however, Dave V. was not able to actively participate, as he was the victim of a ruptured appendix. He was able to give some direction to his crew from his hospital bed, and **Steve Morgan** filled in as head chef. The barbecue was absolutely amazing, as usual.

As far as racing is concerned, there could not have been a better day to be sailing. Northeast winds around 10 knots prevailed for most of the afternoon, and the pursuit format allowed everyone a chance to be right on the starting line for their particular start. Kent Overbeck's Seaward 26 lead the way this year as scratch boat, followed closely by a Kells 23, two Morgan 22's and several Catalina 22's. By the end

of the first hour, the Seaward, the Morgan 22's and a couple of Catalina 22's were chasing first place. At 15 minutes before the end of the race, there were six or seven boats lined abreast across the lake. 1st place was traded several times before **Chris Cyrul in the Olson 30** finally crossed the finish line first. Chris was the last boat to start the race, 29 minutes after the Seaward 26. He was followed closely by **Bill Simons** and his family in their **Morgan 22**, and then **Richard Ralston in his S2 7.9**.

After the racing was over, barbecue was eaten, flags and thankyou's were handed out and tall tales were told over cups of hot buttered rum, and under a huge harvest moon.

Many thanks to Steve Morgan and crew for the great BBQ, Bill Humphreys with crew Willie for race committee, Patricia Fowler for producing some great looking Pig Flags, and to the Wesley Clan for cooking and serving all the great side dishes. Next year is the 40th anniversary of this event, and there will probably be some special activities scheduled for the 2008 Pig. *See ya'll then!*



INTERNATIONAL SAILING FEDERATION

Estoril, Portugal

by Brainard, Cooper

What a difference a year makes!

At the annual meeting of the **International Sailing Federation** last year in Helsinki there was a blizzard the first morning, and the temperature never got above the low 20s all week. This year at the celebration of **ISAF's 100th year in Estoril, Portugal**, short sleeves were the order of the week.

ISAF holds two conferences each year, the mid-year meeting in May and the annual meeting in November (this year from Nov. 3 – 10). Since my 2004 election to a seat on the ISAF Class Committee as representative of the Snipe Class International Racing Association, Louise and I have attended 5 of the events.

The Annual Meeting is huge. There are about 500 attendees with perhaps half of them accompanied by spouses.

At the event there is a unique opportunity to associate with sailors from all over the world, as well as with European royalty. This year both **King Constantine of Greece** and **King Harold of Norway** were in attendance along with **Crown Prince Fredrick of Denmark**. I had occasion to speak to both kings, who hold the titles of “presidents of honor” of the ISAF, during the week. All three are active sailors who have won medals in the Olympic Games.

Our hotel, a 10-minute walk from the conference center, was full of ISAF members. One morning at breakfast with **Edward Robinson**, president of

the Royal Yachting Association of Great Britain, we discussed youth sailing programs in England, which he feels open our sport up to many who otherwise might not be aware of it. He and I both attended a “Connect to Sailing” seminar the day previous dealing with much the same subject. The British have pretty much dominated Olympic sailing in recent years, and Edward feels their programs will help them continue their Olympic success.

The next morning we breakfasted with **Julian Brethwaite**, the brains behind both the 49er and the 29er skiffs. I was curious about the decision of the 49er class recently to change from aluminum to carbon fiber masts, about performance, and about cost and construction methods. Dan Williams and I both know the executive director of the 29er class quite well, and Julian was highly complimentary of her work for that class.

This year there were 272 submissions that came before the varying committees of the ISAF for recommendation, plus some that were deferred from previous meetings. Many of them were considered by several committees. At the end of the conference, the Council of the ISAF (composed of 41 members -2 non-voting - from around the world) meets for 2 or 3 days to consider the recommendations and then make decisions that affect our sport for the coming years.

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This year the decision that most racing sailors will notice was swallowed up by the drama of the selection of which boats are to be sailed in the 2012 Olympics.

The decision all racing sailors will see is the change in Racing Rule 18.2 (b) increasing the two boat-length circle at a turning mark to three boat lengths.

The Olympic selection won't affect many sailors, but the drama was intense and continues. I was present as an observer at the Council meeting when it rejected the recommendation of the Events Committee by a bare majority. When the vote total went up on the screen, there was a collective and audible **gasp** from the 100 or so observers.

The Events Committee had recommended dropping keel boat competition from the Games. After rejecting this recommendation there followed a lengthy and sometimes heated Council debate over what face to put on our sport for the television cameras in 2012 at the Olympics. When finally everyone on the council except King Constantine had spoken, a vote was taken that eliminated multi-hull competition in favor of keel boats.

The selections of the Council were: (men) windsurfer (RX-7), one-person dinghy (Laser), one person dinghy, heavy (Finn), two person dinghy (470), two person dinghy, high performance (49er), keelboat (Star); (women) windsurfer (RX-7), one person dinghy (Laser Radial), two person dinghy (470), and keelboat-match race (Yingling).

This selection has occasioned much comment, almost none of it positive on "Scuttlebutt" and in the yachting "blogisphere." It is generally thought that a US member from Chicago made a deal with Far-eastern representatives that if the latter would vote for keel boats (the Star), the Americans would vote for the two person dinghy (470). Coming in on the heels of this vote was the Yingling for women.

After listening to a couple of multi-hull representatives, I personally spoke to the US representative who (as rumor had it) engineered the vote and told him I was hearing his name taken in vain. His re-

sponse was. "Are they ready to shoot?" I told him that it was more like he had gotten the shift this time, but they would get the next one.

At any rate, expect the decision to be challenged. The arguments can be summed up thusly: the International Olympic Committee wants colorful excitement (49ers and Tornado catamarans), and the IOC wants to promote stability and yachting personalities and heroes (the Star and Yingling – the female Sailor of the Year is a female match racing champion). The IOC has demanded that sailing reduce the number of competitions from the 11 that will be sailed in Chingdao this year to 10 in 2012.

Some will ask what **Louise** was doing all this time with me in meetings all week? She and Kathy Bookman, wife of David Sprague of Canada, a former Lightning president and member of the ISAF Council, and a few other wives spent the entire week touring this historic part of Europe, with Roman and Moorish ruins in many of the towns and medieval churches in all of them.

In addition to couple of ladies' events early in the week, a tea one afternoon and the launching of an ISAF Cookbook the next, there were two official banquets during the week. The first held in a castle nearby honored the first inductees to the ISAF Sailing Hall of Fame. It included a 5-course meal along with the inductions of luminaries such as **Paul Elvstrom** and **Olin Stephens** (who, at 98 or 99 years of age, still packs a punch in his speech), round-the-world sailors **Robin Knox-Johnson** and **Ellen MacArthur**, New Zealand's windsurfing whiz **Barbara Kendall**, and the late French single-handed pioneer **Eric Tabarly**.

The second banquet was held at the Estoril Casino, the largest in Europe, was sponsored by Rolex and featured the naming of the Yachtsman and Yachtswoman of the Year as well as another sumptuous meal and a performance by Cirque du Soleil. Yachtsman of the Year honors went to **Ed Baird**, winning helmsman of **Alenghi** in the last America's Cup; France's **Claire LeRoy**, champion women's match race skipper.

All in all, it was a very busy week for us both.

PYC BOARD MEETING

Minutes — November 12, 2007

Meeting called to order 7:02 PM by Commodore George.

Members present: S. George W. Jenison,
 F. Koch D. Mullen
 P. Healy D. Kuberg

Observers present: B. Lesley P. Snyder
 T. Prevost

Minutes of October meeting approved with one exception as discussed. Change minutes to read under New Business: Plans to remove the old docks from the South Cove, and the rigging dock next to the Opti Dock approved. Motion by Koch, second by Healy.

- In opening remarks, **S. George** asked that **Bryson Lesley** be allowed to speak first under

NEW BUSINESS:

- **Bryson** is developing a Youth Sailing Program. He hopes to have 35 kids enrolled next summer. There will be 3 Summer Sailing Camps for basic, beginning sailors, including the McCallie group. Then there will be one Summer Sailing Camp for Advanced Racing, which will meet on Sunday afternoons to avoid conflict with Saturday ball teams. Bryson believes that he can make things work if each kid pays a \$35 membership fee. He is planning on 26 Sundays from May through October. He anticipates a deficit of \$590, which he hopes Privateer will provide. Privateer needs to register with the National Optimist Association. And, he hopes to have an Opti Regatta in June with 50 boats participating. He showed a sketch of the Opti Dock area with the Opti Rack moved closer to the lake and lower on the hill, with a deck in front of it so that the boats can be pulled out toward the lake. He's also looking at putting up a small pavilion roof over a deck for outdoor instruction.

- **W. Jenison** made a motion, **D. Kuberg** second, that \$2000 seed money be approved for the **2008 Opti Program**, including construction of the Opti Dock reconfiguration, paid instructors and supplies. The \$2000 is to be apportioned by Bryson as he sees fit. And, he may come back for more. Passed unanimously.

OFFICER REPORTS:

Dick Mullen, Dockmaster/Dry Storage Director:

- **South Cove** trailer parking area has a ditch running through it. Dick wants to order 10 tons of crusher run to fill the ditch. It was suggested that the existing surface needs to be compacted, as well as the new crusher run. Dick will look into costs for compacting the area.

Paul Healy, Membership:

- **One new Associate Member: Robert Bissell**, sponsored by Paul Healy and Walt Jenison.

Fred Koch, Treasurer:

- Currently PYC has \$37,000 cash on hand and \$7,934 in receivables. Cash flow looks OK.

- Discussion of TVCC regatta led to board decision to send Muscle Shoals Sailing Club \$250 from regatta proceeds to help defray the costs they incurred in helping with the regatta. George motion. Jenison second.

- The electrical usage is down, since recent work on the system.

- We have 125 family members and 9 Associates (not counting Bissell). And, the wet slips are full.

Walt Jenison, Vice Commodore:

- Not only do we have a new Opti Program, but we also have women's sailing lessons - WOW (Women on the Water). Hopefully, this will happen again next year.

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- The club boats are generally OK, but the large committee boat needs to be pulled this winter for work on the pontoons. The starboard tank is leaking badly.
- Tilt mechanism for the outboard on the Whaler is OK for now...

Dieter Kuberg, Social Director:

- Susanne Lockemann will have the Community Reconciliation Group here on Sunday, December 2nd.
- Brandy Mayo has asked to use the Club for a private party on Tuesday, December 4th.
- Curtis Patterson has asked to use the Club for a private party on Wednesday, December 12th.
- Scot Irwin and Marilyn's reception will be on Saturday, December 15th.
- **All of these have been approved.**
- Our Christmas Party will be Saturday, December 8th, with dinner at 7 pm.
- Scot Irwin won the \$50 door prize drawing at the Pig Regatta social.

OLD BUSINESS:

Many thanks to Bryson Lesley, Walt Jenison, John Rathjen and Fred Koch for all their hard work removing the old South Cove docks.

NEW BUSINESS:

- S. George read a card from **Bob and Trish Endicott**: "It's so great to see a club that embodies all the qualities a true yacht club should have... All the ideals from competition to cooperation. Your kindness in allowing us to commence and complete our once in a lifetime journey at PYC shows that you all don't just talk the talk... You walk the walk! Please accept this modest donation to your Christmas Party (or wherever you can best use it). Bob and Trish Endicott." Their \$100 donation was warmly received. See their blog at <http://pogopelli.blogspot.com/>

- S. George made a plea for lighting on all the docks to be made functional.

- P. Snyder asked for help expediting the muck cleanup below the ramp. Kuberg and Jenison volunteered.

- F. Koch brought a model and cost/utilization analysis of two options for the configuring the South Cove dock. One option connected to shore at both ends of the dock and allowed boat access to one side of a 255-foot dock. The other option connected to shore at one end of the dock and allowed boat access to both sides of a 190-foot dock. The difference in cost of the two options was estimated at about \$9,800, i.e. the shorter dock costing less. Other configurations were discussed. After discussion of the two options, many of the board members thought that being able to use both sides of the dock had merit since rigging and mooring space is especially needed for regattas. It was decided to seek input from the board members not in attendance before making a decision about the configuration of the South Cove dock.

- **Meeting adjourned 9:39 PM – motion by Kuberg, second by Jenison.**

- **Note: The December 10th Board meeting will be at Commodore George's residence.**

Respectfully submitted for
Brainard Cooper, Secretary
Peter Snyder



**AVAST, YE
SWABS !!!**

WHERE HAS Cap'n PYC LANDED?
Anyone seen the bloke ???



Scott Irwin with most of his crew that ferried his new (to him) Endeavor 40 up the Tombigbee from Florida

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 its 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

Privateer Yacht Club

Privateer Rd.

Hixson, TN 37343



November 2007