



Private Ear

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

VIEW FROM THE HELM

September 2007

The CLOD & the PEBBLE

“Love seeketh not Itself to please,
“Nor for itself hath any care,
“But for another gives its ease,
“And builds a Heaven in Hell’s despair.”

So sang a little Clod of Clay
Trodden with the cattle’s feet,
But a Pebble of the brook
Warbled out these metres meet:

“Love seeketh only Self to please,
“To bind another to Its delight,
“Joys in another’s loss of ease,
“And builds a Hell in Heaven’s despite.”

William Blake from *Songs of Experience*

What a refreshing time we spent on Saturday, September 15 at the dock party hosted by Jan Shepherd and Cathy Groff. A perfect fall evening that seemed made for a cornucopia of food, refreshing beverages, and delightful conversations.

The whole day had spectacular winds for racing and sailing, and the hint of coolness in the evening air provided welcome relief from the heat of summer. What a joy it was to be among friends and those members we didn’t know as well, and to share the bounty and blessings of our lives in the beautiful setting of our club.

I especially enjoyed walking the docks (A & B) and visiting the boats that were available for tours or smaller more intimate cockpit conversations. When

we returned home after the party, Priscilla said that she particularly enjoyed getting to know another member’s wife whom she hadn’t met before, as they talked in the cockpit of our Nor’Sea 27 tied up on B Dock.

Of course, I relished the chance to show off our boat’s interior. It was what had drawn me to the boat in the first place, as she sat, forlorn and frumpy, with no mast at a dock in Anchorage Marina in Guntersville, Alabama. Her interior wood and joinery caused a swelling in my breast and a lump in my throat that lured me to dream big.

The only miss-step of the evening occurred when I ‘came aboard’ the Committee Boat where the hostesses had laid out a veritable feast for our partaking. I remember that the invitation stated that the members bring a finger-food, but the items on the tables were certainly more than variations on the theme of chips and salsa. This quantity of tempting hors-d’oeuvres meant that a number of people had gathered there. What I didn’t realize in my anxiety to get to the scrumptious offerings was that too many of the feasters were standing near the bow of the boat.

In the excitement of the moment I launched myself onto the boat rather than stepping gingerly as I should have as the dignified Commodore of our yacht club. This resulted in the submerging of the Committee Boat’s bow and a concomitant force in the other direction when the pontoons sank as far as they would. People around me floundered and grabbed for something to keep from sliding into the

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water near the launch ramp. Most were luckier than a large platter of veggies and dip that leapt off the edge of the table and splattered on the deck.

Someone made the perceptive comment that from a simple veggie platter I had created a tossed salad. However, it was nice to know that others felt my pain and jumped to my rescue in the cleanup phase, picking up assorted veggies from all corners of the boat. My job was cleaning the gooey ranch dip from the deck, which I completed before anyone did an impromptu “moonwalk” in front of all the bystanders.

In retrospect, I think that the Dock Party was a smashing success. Maybe it was the fact that there seemed to be lots of small groupings that changed members frequently. People didn't just ‘hang’ with their friends but formed new, intimate groups where connections were more probability than possibility and barriers to meeting someone new melted in the easy, encouraging banter.

Unfortunately, that lovely time is set against another more troubling one. Several days ago I received a call at home around 8:30. Priscilla never answers our home phone but lets it go to the message mode. Smart gal.

The call came from a PYC member who wanted permission to borrow an item from the club. I began to question the member about the request because I remembered another instance when someone wanted to borrow something and the Board of Directors had a discussion on the pros and cons (we ended letting the member borrow the items).

The member on the phone took issue with the fact that I was even questioning the request, and I noticed a marked change of tone. The member had assumed that there would be no problem with the request because he had volunteered to help PYC in an upcoming event. He thought that his service would make a proper exchange for the borrowed item. So, he was approaching the issue as a ‘no brainer.’

I tried to explain that PYC is mainly a volunteer or-

ganization, and that many of its members volunteer all the time and expect no compensation or even “favors.” He barked something to the effect, “You just let me borrow the item, and if anyone objects, tell them they can come and see me. I'll set them straight.” At this point his tone was belligerent, aggressive, and accusatory.

The point of this story is that I felt really bad when our conversation ended. The whole scenario played in my mind and wouldn't be easily put to rest. I felt this was a completely inappropriate way to make a request for something the member wanted. It didn't sit well and still doesn't.

Which brings me back to Blake's deceptively simple poem. Since becoming a member of PYC, I have witnessed many scenarios in our gatherings that have warmed my heart and others that have left me wondering about man's “heart of darkness.”

Given the choice of being either a Clod of clay, trampled under the cattle's feet, or a Pebble of the brook, sweetly singing its river song, I wonder how many of us would choose the former. Not I, for most of my early and middle life.

Yet, Blake makes it clear that the lowly Clod builds a Heaven on earth and causes Hell to lose hope in its grand plan of devouring all good.

While the lovely sounding Pebble, seeking to please only itself, builds a Hell on earth and causes Heaven injury and outrage.

The images of the Clod and the Pebble are appropriate on a deeper level, suggesting on the one hand a soft, malleable, and compelling sensitivity, i.e., a compassionate heart. On the other hand, suggesting a hard, inflexible, and disturbing self-interest.

It's the tension between these two elements that define Man's legacy on earth. It will produce the legacy of our club, as well. And, while I can't control what others do, I can control my own heart of stone. Or, I think I can. It's a more difficult task than one can imagine.

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We are at a crucial time in Privateer's development, as we begin to formulate what the future will look like for our club. My hope is that the Clods will trump the Pebbles.

See you on the water!
Steve George, Commodore



DOCK PARTY & RACE
September 15, 2007 photos by Mike Rasbury



see more photos on page 4

DOCK PARTY & RACE continued photos by Mike Rasbury



DOCK PARTY & RACE continued

photos by Mike Rasbury



2007 GONE WITH THE WIND REGATTA

LAKE LANIER, GA SEPTEMBER 22-23

photos by Quade Campbell

Catalina 22 Region 3 competition was held September 22-23 at Lake Lanier, GA, and sponsored by Fleet 58 at Flowery Branch, GA, Lake Lanier Sailing Club. Fifty One boats registered to make this one of the largest gatherings of Catalina 22's. Three races were held on Saturday with three fleets, Gold, Silver and Cruising. Sunday brought all the boats out again, but there was not enough wind to race. Nine skippers from PYC competed, including David Bergevin, Guy Campbell, Tom Clark, Stew-

art Cofield, Barry Klein, Bryson Lesley, Kent Overbeck, John Rathjen, and Bill Robertson.

Lake Lanier is down 11 feet below average, and dropping at a rate of one inch per day. However, by mid October, it's expected to be down another five feet. We were told that this is the lowest the lake has been since it was first filled. Some of the local sailors told us that if it gets that low, they won't be able to use the launch ramps. And, of more concern, the lake supplies drinking water for Atlanta.



RIVER TRIP — CHICKAMAUGA TO JOE WHEELER

Four men and two kids decided to take a trip down the Tennessee River and deliver Chris Cyril's Olsen 30 to Wheeler Lake for the Tennessee Valley Challenge Cup, to be held October 5, 6 & 7, 2007. It was a 195 mile river cruise, and they went at it non-stop.

On-board photos were taken by Mike Rasbury, the one from atop the mast was taken by Bill Simons, and the shot from shore was by Jack Everett. Scotty Cline also went with Chris and his two children. What a trip!!! Thanks for all the photos.



UPCOMING EVENTS

Check the PYC website for most current info on events.

October 6	TVCC (Joe Wheeler State Park)	Saturday
October 7	TVCC (Joe Wheeler State Park)	Sunday
October 8	Board Meeting	7 pm Monday
October 9	CSC Covered Dish Dinner	7 pm Tuesday
October 13	Race - Cruiser & C22	1 pm Saturday
October 16	Dinghy Race	2:30 pm Sunday
October 20	Race - Cruiser & C22	1 pm Saturday
	Overnight Cruise to Sale Creek	Saturday afternoon
October 21	Dinghy Race	2:30 pm Sunday
October 27	Halloween Regatta (Cruisers) Door Prize!!	CSC - TBD
October 28	Halloween Regatta (Dinghies)	CSC - TBD
November 3	Race - Cruiser & C22	1 pm Saturday
November 10	John's Pig Regatta Door Prize!!	Saturday - TBD
November 12	Board Meeting	7 pm Monday
November 13	CSC Covered Dish Dinner	7 pm Tuesday
November 17	Race - C22 only	1 pm Saturday
	Power Squadron Chili Dinner	7 pm Saturday
November 23	Thanksgiving Day	
November 24	Race - C22 only	1 pm Saturday
December 8	PYC Christmas Party Door Prize!!!	Saturday
December 10	Board Meeting @ Commodore's Home	7 pm Monday
December 31	New Year's Eve Party	Monday
January 19	PYC Annual Meeting / Awards - Door Prize	Saturday

The Care and Feeding of Marks

Taming the Inflatable Beasts by Paul Ulibarri, International Race Officer, U.S. SAILING

It goes without saying that buoy races wouldn't happen without buoys. Over the past 30 years, inflatable marks have become the standard because they are lightweight, easy to use and easy to store when deflated. However, not everybody knows the tricks to the care and feeding of these beasts. With each mark costing upwards of \$300, it's worth taking the time to review the basics.

Inflating

If you blow up the marks in the cool morning, what happens by mid-afternoon when it gets hot? They get fat because the air expands as it heats up. When a mark gets too fat, it starts to leak. Leaky marks don't float that well. The lesson? Leave the mark a little "floppy" when you inflate it. Better yet, when buying new marks, get the "dump" valve option – it's only a few dollars more.

While some inflators cost over \$100, an inexpensive and versatile mark inflator can be found at your local camping store. Ozark Trail and Coleman both make rechargeable mattress inflators that run off a 12V cigarette lighter outlet and 120 VAC household current for \$19 (Wal-Mart).

Ground Tackle

How you anchor your marks depends a lot on the water depth and the bottom conditions. However, most one-design races are run in less than 50 ft. of water and the bottom is either sand or mud. If the wind and wave action is light, a small mushroom anchor may be sufficient. At the 2004 Hobie 16 Worlds in Mexico, where the wind, waves and depth were extreme, we used 100 pound blocks of concrete that we didn't mind leaving behind. How-

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RACE COMMITTEE ASSIGNMENTS

FOR OCTOBER & NOVEMBER

DATE	DAY	TIME	BOAT	PRO	ASSISTANT
10/06/07	Saturday	NOON	TVCC	Brainard Cooper	Dan Williams
10/07/07	Sunday	10:00 AM	TVCC	(Check Privateer website for details)	
10/13/07	Saturday	1:00 PM	Cruisers	Jenison, Walt	Thompson, Bobby
10/14/07	Sunday	2:30 PM	Dinghies	King, Peter	Alfred, Joe
10/20/07	Saturday	1:00 PM	Cruisers	Klein, Barry	Andrews, Dan
10/21/07	Sunday	2:30 PM	Dinghies	Kuberg, Dieter	Cline, Bo
10/27/07	Saturday	TBD	CSC Halloween - Cruisers		CSC
10/28/07	Sunday	TBD	CSC Halloween - Dinghies		CSC
11/03/07	Saturday	1:00 PM	Cruisers	Overbeck, Kent	Cofield, Sewart
11/10/07	Saturday	TBD	John's Pig Regatta	Rob Fowler	
11/17/07	Saturday	1:00 PM	Cruisers	Ralston, Richard	Cox, Lloyd
11/24/07	Saturday	1:00 PM	Cruisers	Rasbury, Mike	Crowe, Pat

WORK PARTIES!!! SATURDAY 8 AM
 OCTOBER 13 - 20 PEOPLE NEEDED
 NOVEMBER 3 - EVERYBODY NEEDED!!!
 Call Van Polidoro, 423-870-4467, so he can plan.

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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 ever you attach the mark to the bottom, make sure you have enough scope – at least 10% to 20% of the depth. Make sure the anchor is heavy enough and the right type for the bottom to keep marks from dragging. Also, in consideration of rudders and daggerboards, tie a small (at least 2 lb.) weight to the anchor line about 6 ft. from the mark. That will make the anchor line go straight down from the mark and prevent snags.

Setting

For a weather or reaching mark, setting is easy – just lower the anchor and toss the mark over the side. The person handling the mark and ground tackle needs to be very conscious of the position of the anchor line relative to the boat's propeller. Nothing will bring things to a grinding halt faster than a prop fouled by an anchor line. The best way to set weather and reaching marks is to put them over the bow or side of the boat while reversing slowly.

Setting start / finish pins and gates requires more precision. These marks must be placed within

feet of a desired spot. That's not as easy as it sounds, since the anchor line allows the mark to drift downwind (and down current) from where the anchor sits on the bottom. Fortunately, there are a couple of tricks in getting a mark to end up exactly where you want it.

The first trick is fairly common knowledge: trail the mark behind the boat, keeping only the anchor in the boat. The person holding the anchor line holds it high, out of the propeller. The mark boat driver then heads slowly upwind / up current at the proper distance for setting a start / finish line or gate. When the mark is in the right place, drop the anchor over the side. The mark will remain stationary while the anchor swings down to the bottom.

How do you know when the mark is in the right place, though? Here's where the second, lesser known trick comes in. As you trail the mark behind you, pretend the mark boat is the mark. It's much easier to judge a square gate or line from the boat's perspective. When the mark boat is where the mark should be, "burp" the throttle (a very short burst).

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This will do two things – it gives the boat a quick push and it leaves a very visible swirl in the water. When the mark gets to the windward side of the swirl, drop the anchor. Your mark will end up where the boat was a few seconds ago.

In summary, feed your marks less air, keep them away from sharp objects (like anchors) and remember to “burp” the throttle for accurate placement. When you have mastered these techniques, you may be eligible to become a member of B.I.M.B.O. (The Brotherhood of International Mark Boat Operators).

Thanks to U.S. Sailing for this article.

SPECIAL NOTICE

Remember the **WOMEN’S LEARN TO SAIL SCHOOL** at PYC!!! Tom Coleman will be teaching the course. Contact Steve Sherman ASAP: steve@optistuff.com or call 423-875-4040.



OPTIMIST PRAM DAY

Saturday, October 13, 2007
9:00 am until 3:00 pm

Young people (14 years of age and younger) interested in learning to sail Opti’s are invited to the Privateer Yacht Club on Saturday, October 13, 2007.

Expert instruction will be given by Tom Coleman (McLaughlin Sails) and Christy Cox.

Lunch will be provided.

Life Jacket Required for Everyone.

Laser’s and SunFish are welcome, too.

Please RSVP (706) 375-8750 Bryson Lesley

PYC BOARD MEETING

Minutes — Sept 10, 2007

Meeting called to order by Commodore George at 7:03 PM.

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

Observers present: P. Snyder D. Spohn
T. Garverick J. Shepherd

Minutes of August meeting approved as published.
Jenison moved. Healy seconded.

OLD BUSINESS:

- **Commodore George** reported that Jan Varnell’s proposal for Sysco food service involves no contract. All that needs to be done is set up an account, and they can be called on or not. Jenison moved. Kuberg seconded. Passed.

- **David Varnell’s** proposal that a Long Range Planning Committee (LRPC) be established. Discussion revolved around how this might be done: who; how many; time to respond with initial plan; potentially canvass whole membership... Jenison suggested including Commodore. Clark suggested each talking with a group of family members, and a very diverse group representing all interests in the club. The last LRPC was back around 1999. George asked for suggestions of who might be on the LRPC, and consensus was that the board needed to look over the membership list and e-mail suggested members to George, who will appoint the committee. If a member has an interest in serving on the LRPC, contact Steve George.

- There needs to be a club member functioning as a liason between the Sail Camp programs and the club who can expedite filling needs of instructors and students as required. Will try to find an interested member.

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- **Tom Clark**, re South Cove: The docks can be here two weeks after ordering. Need to get the old docks out. Need to find someone who will want the steel for salvage. Kuberg will call a demolition contractor he knows who might be interested in hauling it out.

OFFICER REPORTS:

Tom Clark, Past Commodore:

- The hand switch on the dinghy hoist is broken. Tom suggests installing a parallel switch, permanently mounted to the swing arm, in case the mobile one goes bad again. Also, the old hoist motor should be switched back in because it works so much more quickly than the newer one. Then, a good waterproof cover needs to be installed. Jack Everett will do the electrical work, but will need help changing the motor. Board approved this action.

Dick Mullen, Dock Master, Dry Storage Director:

- Tree trimmer will be here this week to clear out overhanging branches at South Cove, Cabin Lot, and over the road to the ramp.
- The street lamp bulb down by the ramp needs to be replaced. Discussion (including after the meeting) re how this might be accomplished. Suggestion made to rent a scaffold and get this done during the earliest work party.

Paul Healy, Membership Director:

- Tom Prevost put in his application for Associate Membership back on July 7, 2007. Approved.

Fred Koch, Treasurer:

- About \$51,000 on hand in checking and savings. About \$7,400 outstanding in receivables, of which \$214 are over 180 days old.
- Regattas and Socials losing a little, but attendance has been good. Member participation is of primary importance. Regatta chairmen should only aim to break even.

Dieter Kuberg, Social Director:

- Wood Turners Club has requested use of the clubhouse on December 1. Approved.
- CSC will host an October Fest on the evening of the Halloween Regatta. Approved.
- **Van Polidoro**, absent, sent an e-mail requesting use of clubhouse Saturday, November 24, for a family gathering starting around 2 to 4 pm. There will be a cruiser race that day. Approved.

Walt Jenison, Vice Commodore:

- Installed guides on both chase boat trailers. Use with caution, as they are flexible.
- Commend Steve Sherman on the laminated guides for Race Committee on RC Boat.
- The Catalina 22 fleet may not want to have long distance races until the wind returns.

Meeting adjourned around 8:20 pm.

**Respectfully Submitted for Brainard Cooper,
Pete Snyder**

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

El Paparazzo strikes again!!



photo by Mike Rasbury

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.

Private Ear NEWSLETTER

www.privateeryachtclub.org

Privateer Yacht Club
P.O. Box 1041
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Hixson, TN 37343



September, 2007