



Privateer

NEWSLETTER OF PRIVATEER YACHT CLUB
November 2008 www.privateeryachtclub.org
Peter Snyder, Editor pfsnyder3@bellsouth.net

FROM THE HELM

November 2008

My next to the last **Helm**. Hard to see how fast the year is going. At the outset, the position of Commodore can seem overwhelming. Keeping a bunch of skippers on the same track? No way, but guess what, everybody pitches in, readily accepts responsibility and good things happen.

We undertook the **Opti South Eastern Championship Regatta** with some trepidation, and thanks to **Steve Sherman** and 77 club members, pulled off our largest regatta ever in style. We made money, not the goal, but that allowed us to purchase three more Optis for the Junior sailing program. I am proud that we have reactivated the Junior sailing program.

Gary Jobson, world renowned sailor, noted in the Nov/Dec "Sailing World" that the average age of yacht club members around the US and the world is 60 plus. Are we to become the Shakers and fade away? (They didn't believe in procreation, not a good plan for growth.)

We have 14 Associate members at present, and the Catalina 22 fleet, now over 40 boats, believe it or not, is the largest in the world! Some 25 years ago, I had C22 #2223, the only one in the club. It was scratch PHRF, so I gave it up, and bought **Tivoli**, **Dean Hearn's** O'Day 25. Then came some C 22's from Columbia, SC to one of our regattas. They wet sanded their boat bottoms with #800 paper and won it. What's this about? Then came **Kent Overbeck**, and as they say, "the rest is history."

I know fleets come and go, but for the moment the **C22 fleet** has reactivated the keel boat fleet, all to the good. So I'm back out with C22 # 1804, *Lil*

Buoy Blew, chasing the hot folks around the course. We also have stalwarts like **Richard Ralston's** S2 7.9, **Pete Duvoisin's** invincible J24, *Bruiser*, and **Mike Seeber's** Impulse 26 who will sail in anything the lake offers. Stay away from them on the starting line!

This is what we are about folks, and those of you who don't get out much don't know what you are missing. Winning is great, but being in the game is what's most important.

See you at the **Annual Meeting, January 17**, at our usual venue, **The Valley Brook Country Club**, invitations to follow.



photo by Mike Rasbury

UPCOMING EVENTS

Check the PYC website for more info. Note that all CSC events are for all PYC members.

Dec 6	PYC Christmas Party - Door Prize!!!	Saturday
Dec 8	Board Meeting @ Commodore's Home	7:00 pm Monday
Dec 31	New Year's Eve Party	Wednesday

IMPORTANT NEWS from the DOCKMASTER

Dieter Kuberg

The board has recently passed a **Wet Slip Policy** and a **Dry Storage Space Policy**. In them, you will find assignment priorities and minimum requirements for boats in the wet slips and dry storage spaces. These will be posted on the PYC web site by the time you get this.

The main requirements of which you need to be immediately aware are the **registration and insurance requirements**. As of March 1, 2009, all boats on club property (wet slips or dry storage spaces) must be registered with the state and have a current decal on it. The second requirement is that you must be insured and a certificate of insurance must be submitted to the Dockmaster.

Any person requesting a new space or slip is required to submit the certificate of insurance with the request.

Request for a new slip or space, request for a different slip or space, or dropping a slip or space must be made in writing on the form attached to each policy.

If you are not insured and registered by March 1, you need to remove your boat from Privateer property.

Finally, review Section 5 on violations. Under this section the board will ask you to remove your boat if you are in violation of these policies.

These policies originated two years ago to make our club a more orderly and safe environment for our members. They are now part of our rules. Please cooperate with us to make it a better place for all.

See the **Wet Slip Policy** on pages 8-9 of this newsletter. **The Dry Storage Space Policy** will be printed in *The Private Ear* next month.

A LITTLE ELF
SAYS IT'S TIME FOR THE

PYC CHRISTMAS PARTY

SATURDAY, DECEMBER 6TH

SOCIAL HOUR AT 6:00 PM
(BYOB * BEER OR BOTTLE)
PYC WILL PROVIDE TEA & COFFEE

COVERED DISH DINNER AT 7:00 PM
HAM & TURKEY PROVIDED BY PYC
DONATIONS APPRECIATED

CHINESE AUCTION TO FOLLOW

PLEASE BRING ONE WRAPPED GIFT
FOR EACH PERSON PARTICIPATING
IN THE CHINESE AUCTION.
IT MAY BE SOMETHING NEW
OR SOMETHING
FROM YOUR HOUSE OR BOAT
THAT YOU DON'T NEED
AND SOMEONE ELSE DOES!
BE CREATIVE!

PLEASE BRING AN UNWRAPPED TOY
TO SUPPORT THE
"TOYS FOR TOTS" CAMPAIGN

Elves in charge:
JAN SHEPHERD
JAN VARNELL



**'08 HALLOWEEN REGATTA
PRIVATEER YACHT CLUB**
photos by Mike Rasbury (u.n.o.)



continued page 4

HALLOWEEN REGATTA cont' from page 3



photo by Werner Slabber



photo by Werner Slabber



THANK YOU
HALLOWEEN REGATTA VOLUNTEERS
- Ed Ford, Regatta Chairman

The Halloween Regatta has come, and now gone, after two months of slowly ramping up the project task list and ending in a great crescendo of good racing, good eating, and a good costume party. And, if my input is correct, not just good, but a really great Regatta, dinner and party!

And it all happened because of you, the Halloween Regatta volunteers.

Lorraine and I owe all of you many, many thanks. And speaking of Lorraine I must thank her first because without her I could not have attended to all the project details and communications by myself... She truly was my right-hand woman. Thanks a bunch, **Lorraine!**

And going down my project task list from top to bottom, let me thank that unsung hero of our website, **Bill Robertson**, for putting together the website write-up, the notice of race, and doing the scoring for both days of racing. Without these communications it would have been a poorer Regatta.

Richard Ralston (with an assist from **Scott Irwin**) was a real trooper helping me clean and put the porch into a semi-closed-in state when we realized on Thursday that otherwise it would have been too cold to eat out there... not to mention no one would have wanted to eat cold food.

And that would have been a great disservice to the cooking efforts of the **Oktoberfest** kitchen crew led by **Britta Kindervater** and assisted by **Lorraine, Barbara Snyder, Jan Shepherd, Steve Adams, and Rhonda Seeber** (in absentia with her Dirt Dessert). Thanks to you Britta, and your entire crew, the authentic German food came out really super. There were many well-deserved compliments. **Jan Varnel** used her experience and expertise with SYSCO to obtain certain food items that Britta then combined with her efforts to cook for over 65 people. It was extremely well executed ladies & gentleman.

But, I'm getting ahead of myself a bit. After the porch was cleaned and closed in, we had fun helping **Joanie and Julie Koch** with the decorations. What a transformation of the club. Wow, it just looked super.

At the end of the evening's festivities what went up had to come down and what got dirtied, had to be washed; so thanks to **Dawn Townson** and her mom, **Garrett Schmitt, Tina Campbell, Deborah Arnold, Beverlee Bergevin, Kent Kindervater, Jan Shepherd, Lorraine**

and Brita, and the Koch Family for porch and kitchen cleanup. Also, Tina did a great job on the kitchen pots and pans that were brought to her by the kitchen cleanup crew.

Despite a late-breaking change in plans, **Paul Healy** still managed to handle the high priority job of stoking the beer furnaces with Oktoberfest and Yingling, both delicious beers. And **Stu Penrose** had one of the more critical jobs Saturday - keeping the Oktoberfest beer iced down while the sailors were out racing. All of the beer drinkers are thankful for your efforts. Thanks to both of you.

Looking around the clubhouse during the Saturday night party, I noticed a really large number of (good-looking) witches - was this really a coven who had heard of **Molly Cox's** good tasting witches brew? We were very pleased to see how many people had opted for the costume option. One of the more interesting events of the evening was the hip-blocking and jostling by a mermaid (**Marilyn Irwin**) and a beer-garden Frau (**Tina Campbell**) over 1st and 2nd place for the costume judging. Thanks to **Dieter Kuberg** for daring to help with the judging for that event!

Just as there would be no Regatta without planning, communications that got the word out, and good wind...there wouldn't have been the well-conducted races (on both days) without a good set of race committees. So thanks from all the sailors for making it a regatta to: the Saturday PRO, **Steve Sherman and his son**, and his crew: the **Rosenthals, Quade Campbell and friend, and Mike "digital eye" Rasbury**.; and to the Sunday PRO, **Richard Ralston** and his crew: **Ralph Bush, Curtis and Keith Campbell**, and once again, **Mike Rasbury**, and **Kent Kindervater** for joining me on the chase boat. And yes, it did prove to be necessary.

Also thanks to the **Registrars: Deborah Arnold** (Mike and Deborah left their boat upriver and rented a car just to be here and help) and **Bill Berry**. And, thanks to the guy who, on Friday night made sure the RC boats would work, thanks a lot, **John Rathjen!**

And, finally, for the trophy towels obtained by **Bob and Faye Ives**, who went out of their way to get them regardless of not being able to attend, thanks from us and from the award recipients for your efforts.

Once again, Lorraine and I are very appreciative of everyone's efforts and hopefully have not inadvertently missed anyone. So, thanks once again.

Sea Ya
Ed and Lorraine Ford





40TH ANNUAL JOHN'S PIG REGATTA

photos by Mike Rasbury



MYSTERY PASSAGE

WHERE HAVE YOU READ THIS?

“They were strange shoulders, still powerful although very old, and the neck was still strong too and the creases did not show so much when the old man was asleep and his head fallen forward. His shirt had been patched so many times that it was like the sail and the patches were faded to many different shades by the sun...”

(answer next issue)

SAILING VIDEOS OF INTEREST

CHICAGO-MAC RACE:

<http://www.sailingscuttlebutt.com/media/08/1017>

RULE CHANGE NEEDED?

<http://www.sailingscuttlebutt.com/media/08/1126/>

TANGLE AT THE WINDWARD MARK:

<http://www.sailingscuttlebutt.com/media/08/1126a>

CHINESE GYBE BY TEAM RUSSIA:

<http://www.volvoceanrace.tv/page/NewsDetail/0,,12573~1459739,00.html>

WET SLIP ASSIGNMENT POLICY

1. NEW ASSIGNMENT OF SLIPS

A. Slips will be assigned to sailing craft only. The only non-sailing-craft storage allowed in the harbor is Club-owned race committee boats, rescue boats and workboats.

B. Application for a wet slip assignment must be made in writing on the attached form to the Dockmaster. The application must include information about the boat, including but not limited to current registration number, the builder, length overall, beam and draft. It must also have a current insurance certificate attached.

C. New wet slip assignments will be awarded first to Family Members in good standing, whose capital assessment has been paid in full. Associate Members and Family Members who have not yet paid their capital assessment in full may apply for wet slips if there are no capital-paid Family Members on the waiting list, with the understanding that if a capital-paid Family Member applies for a wet slip, they may have to immediately give up their slip to that Family Member.

D. Boat owner is responsible for acquiring and maintaining liability insurance on boats stored on Club property. An insurance certificate must be provided to the Dockmaster each year.

E. In the event that there is more than one Family Member or Associate Member requesting a wet slip, the order of priority of assignment will be determined by the Dockmaster, with direction from the Board of Directors. The first assignment will be awarded based on two factors: 1) earliest application date, and 2) anticipated boat usage. These two factors are equally weighted unless a majority vote by the Board of Directors makes one factor predominant. For example: The Board might decide that a very active sailor's application could result in their receiving a preferred assigned slip ahead of an earlier-dated application by a member that does not sail their boat.

2. APPLICATIONS FOR REASSIGNMENT OF SLIPS

A. Current holders of wet slips may apply for reassignment to a specific slip that is currently being held by another member if that member's boat is obviously not being used.

B. The Dockmaster will deem such application justified only if one of the boats is totally inactive and has not been used for a long period of time. It is not to be deemed justified if both boats are used with reasonable frequency and one boat is only marginally more active than another.

C. If such an application is made and the Dockmaster deems the request justified, and if both slips will adequately accommodate both boats in terms of depth and width, a letter will be sent to both parties informing them of the request for reassignment. A decision will be made by the Board at the next board meeting. Both members may attend and may make their case in favor of or opposed to the reassignment. The final decision will be made by the Board, based on the perceived usage of both boats and in the best interest of the Club.

D. A member may also request a general reassignment to another slip and will be placed on the waiting list with the applicants for new assignments when a vacancy occurs. His order of priority on the list will be determined in the same manner for all members on the list.

3. CURRENTLY-ASSIGNED WET SLIPS

A. The boat must be maintained in seaworthy condition and be capable of being sailed.

B. The owner must maintain adequate dock lines and fenders to safely secure his boat without risk of damage to surrounding boats and/or docks.

C. The boat and related equipment, such as lifting devices, must be adequately attached to the dock.

D. Neither the boat nor related equipment can restrict normal navigation channels.

Wet Slip Policy - continued from page 8

E. The boat must have registration number affixed to the bow as prescribed by the state and there must be a current decal.

4. GENERAL SLIP ADMINISTRATION POLICY

A. Members may not reassign their wet slip to another member. The Dockmaster shall be the only authorized person to make assignments.

B. No member shall be assigned more than one wet slip.

C. Only one boat may be stored in each wet slip.

D. No one may live on any boat stored in any wet slip.

E. A members must inform the Dockmaster in writing of his intention to leave his assigned wet slip vacant for more than 60 days (with the exception of boats stored elsewhere on Club property). After 60 days without notice, the Dockmaster, with Board of Directors' approval, may send a written notice to the member, informing him that a written statement of his intentions is required within 30 days. If no appropriate response is received, the Board of Directors may inform the Dockmaster that the slip is available for permanent assignment to another member.

F. A member who removes his boat from the assigned wet slip for more than 90 days shall notify the Dockmaster in writing of his intent to do so. A member whose slip remains vacant beyond the 90-day period must obtain written approval of the Board of Directors in order to maintain their assignment. Notification to the Board must be done in writing.

G. A member who sells his boat to a non-member must notify the buyer that it is mandatory that he remove the boat from PYC within two weeks of the sale.

H. PYC members purchasing another member's boat must apply for a new slip (or the same space if the seller is willing to part with it) in the same manner as anyone else requesting to bring a boat into the harbor, unless the purchaser can store their new boat in a slip that has already been assigned to them. Both the seller and the buyer must submit the attached form for a transfer of the slip. The purchasing member will only be assigned that slip if he meets the priority requirements of paragraphs 1.C & 1.E and there is no one on the waiting list with a higher priority.

I. Boats sold to other members of PYC may not be jointly owned by both members for the sole purpose of maintaining the slip assignment. If the appearance of such an arrangement takes place, the Board may request both members to provide evidence that the boat is, in fact, jointly owned and used by both members. If in the opinion of the Board of Directors the joint ownership is for the purpose of retaining the slip, the Board may void the slip assignment and require a new application for slip assignment.

J. Slip assignments will be posted on the Club bulletin board and on the web site.

K. The Dockmaster will periodically update the posted slip assignments.

5. VIOLATIONS

A. Members whose boats violate any of the requirements set out in the slip policy will receive written notification of the violations and will be given 30 days to correct the problem.

B. If they fail to correct the violation within the 30 day period, they will forfeit the right to keep a boat or trailer on Club property for one year.

C. Members currently in assigned wet slips are allowed until March 1, 2009 to come into full compliance with this policy. This policy will apply in full to any changes or new assignments after the approval date.

Respectfully submitted,

The Dock Committee:

Dick Mullen, Dockmaster

Van Polidoro

Bill Robertson

Approved 10/9/06

Revised by Dieter Kuberg

Revised policy approved by the board on 11/19/08



DRY STORAGE SPACE OR WET SLIP ASSIGNMENT AND CHANGE REQUEST FORM

DATE: _____

Member Name: _____

Type of Vessel: _____

Length: _____

Sail Number: _____

Boat Registration Number: _____

Type of Request (Check One): New: _____

Change: _____

Drop: _____

Previous Assigned Location: _____

Attention, member:

After completion of your portion, please forward to the Dockmaster who will assign your location and forward to the Treasurer and Membership Chairman.

Location Assigned by Dockmaster: _____

Effective Date: _____

Dockmaster Initials: _____

Treasurer Initials: _____

Membership Chairman Initials: _____

All members who have a trailer on club property, must have the owner's name clearly marked on the trailer.

PYC BOARD MEETING

Minutes — November 10, 2008

Meeting called to order at 7:08 PM by Commodore Jenison.

Members present:	D. Bergevin	C. Cofield
	W. Jenison	D. Kuberg
	J. Rathjen	P. Snyder
Observers present:	S. Cofield	S&M Irwin

Minutes of September meeting were approved. Rathjen moved. Kuberg seconded.

OLD BUSINESS

- **Kent & Britta Kindervater** submitted price to replace club-house sofa cushions for \$970. Lesley moved to accept this bid & Bergevin seconded. After brief discussion, motion passed.

- **Kuberg** stated that we need a budget established for next year and **Lesley** agreed. **Walt** lamented that we still have no long range plan to establish priorities for next year. **Rathjen** commented that we did not need a long involved process to establish priorities for next year - it could be done in a month.

- **Fire Hydrant & Cabin Fire Protection** – Walt has not yet met with the Hixson Water Resources representative, but a two inch waterline serving the cabins has been identified as far up as the Brown's cabin. A two inch line is great for domestic water service, but not capable of delivering the 650 gpm required for a fire hose. **Rathjen** asked about cost of installing water meters and a hydrant. Water meters are affordable, but a hydrant may be cost prohibitive. Walt stated that the fire protection issue is up to the cabin owners, not the club. The **Crowe** cabin is the only one that is completely out of range of fire truck hoses, and Pat Crowe is checking with his insurance company to see how much a hydrant would save him in premiums.

- **Kuberg** is still working on getting all the trailers marked. The dry slip policy is to be reviewed this evening under Officers' Reports. He has a price for concrete curbs to mark trailer spaces - \$25 apiece. We have about 113 spaces, which would come to almost \$3,000. **Bergevin** suggested that an extruded curb might be a possibility, especially if we wanted them placed at the back of each space. An extruded curb would be continuous. Pressure treated landscape timbers cost about \$5 each and railroad cross ties about \$9 each. One of our priorities for next year should be paving the gravel areas down at South Cove, and Dieter will look into using an extruded curb there.

- **Steve George and Paul Healy** were not available for comment on their action items.

- **Bryson Lesley** has injured his foot, which is keeping him from some of his action items, like moving the dirt by the J Lift and taking down the old flagpole. The hot water heater will be replaced soon.

- Carol will be mailing out letters to those with overdue dues.

OFFICER REPORTS:

David Bergevin, Rear Commodore —Membership:

- **Sarah Schwartz** is changing her membership from Family to Out of Town.

- **Garret Schmidt** had his vote for Family Membership deferred a couple of months ago. Bergevin moved that Garret now be accepted for Family Membership and Kuberg seconded. Motion passed.

- **Bob Bissel** has been an exceptionally active Associate Member and time has come for him to be considered for Family Membership. Bergevin moved and Snyder seconded. Motion passed.

- Two new Associate memberships have come in: **Pat Dugan and Adam and Stephanie Rosenthal**.

- **We now have 122 Family Memberships & 13 Associates.**

Pete Snyder, Secretary — Editor, The Private Ear:

- All the available **club burgees** have been sold, so Pete checked for a price with Prestige Flags, who has done all of our flags lately. Discussion came up about **Coral Reef Clothing** doing shirts and hats with the club logo for sale. Perhaps they could handle sale of the burgees, with Prestige manufacturing them. Pete will contact **Paul Healy** to follow up on this, as well as the use of our letterhead (and Private Ear) logo that has the "PYC" letters and "Privateer Yacht Club" and a more complete ship graphic than the burgee design. Comments were made that the letterhead logo would be preferable to some, rather than the burgee logo.

Carol Cofield, Treasurer:

- Carol gave her report and it was accepted. Snyder moved and Lesley seconded.

Dieter Kuberg, Dock Meister & Dry Slip Director:

- The **Wet Slip Policy** was approved in October '06. Dieter passed out copies of an updated **Dry Storage Space Policy** which was begun back in '06, but never approved. Discussion brought on a few more changes, and Snyder moved that it be accepted as amended. Lesley seconded and the motion passed. The Wet Slip and Dry Storage policies will appear in *The Private Ear* and the handbook that Paul Healy is preparing for the Annual Meeting.

John Rathjen, Land Chairman & Club Boat Director:

- The **Rosenthals** have volunteered to help with repairs of the 40 HP motor.

- The **small committee boat** gear shift assembly needs to be overhauled.

- The **large Committee Boat** has at least one leaking pontoon. Even if it is pumped out, water is still held inside by old style flotation foam. John plans to cut the ends off the pontoons

continued on page 11

and remove that old foam, then seal the pontoons back up. He questioned how it might be pulled out of the water, because the RR lift is unavailable for the winter since the water is too low. A trailer may be rented to bring it up the boat ramp and put on blocks in the upper lot. It should be placed out of the way of race boats, since **the ramp has been dredged and dry sailors will have now have access to the lake all winter.**

Bryson Lesley, Director of Building, Grounds and Docks:

- **The SEC Opti Regatta** did better than we thought. It made \$3,500, which Bryson will put into buying the three Opties that are owned by Steve Sherman but kept at the club.
- Bryson passed out some notes he took from an article in the latest *Sailing World* by **Gary Jobson** on recruiting youth for sailing. Here are some of the salient points: **Average age of most yacht clubs is over 60.** The challenge is retaining young sailors after college. The American Yacht club is open to non-members for club races, and they have radically altered their dues structure to attract young members. The New York YC has also altered its fee schedule to attract young sailors. The Annapolis Yacht Club purchased a fleet of 29ers to attract high school sailors – speed sells. South Carolina YC had found that sailing instruction is another good way to attract young people, and it also increases adult sailing. They are forming a couple of high school sailing teams. The Buckaneer YC in Mobile allows Juniors to become members without being voted in. They also have the University of Alabama keeping boats at their club.

NEW BUSINESS:

- **Scott and Marilyn Irwin** were present and wanted all to know that they have successfully bid for the **Lamb cabin.** There will be some earthmoving on the uphill side of the cabin in the near future so that the basement walls can be water-proofed. Kuberg moved that this be approved. Bergevin seconded and motion passed.
- Walt made the point that the “trench” on the right, descending side of the boat ramp needs to be cleaned out and filled with concrete. Snyder commented that the edge of the pour needs to be deep enough to stop water infiltration from the side, which has been undermining the ramp out in the center.
- Walt commented that the **electrical circuitry** around the club needs to be documented, showing breaker locations for areas served, and meter locations. Bryson is working on this with an electrician.
- There was a short discussion on the need to **activate more members** in the maintenance and running of the club. Some of the board members, especially those dealing with club boats, building and grounds, docks and dry storage areas need more than one person doing the work. Each section is too much for one person. Plus, teams of workers would provide continuity from year to year as the board members change periodically.
- Motion to adjourn by Bergevin, second by Rathjen – passed.

Meeting adjourned 9:26 PM.

ACTION ITEMS:

- 1) **Walt** will still meet with the Hixson Water Resources representative. But, the cabin owners have the responsibility of getting a hydrant on site, if they want one.
- 2) **Kuberg** will continue to work on getting trailers marked. **Snyder** will publish the Wet Slip and Dry Storage Policies in *The Private Ear*. Kuberg will check into extruded concrete curbing.
- 3) **George** will refine the Long range Planning questionnaire.
- 4) **Healy** is working on the **PYC Handbook**. Board members will need to get items from their area of responsibility to Paul for printing in the Handbook.
- 5) **Lesley** will move dirt to eliminate water ponding by the J Lift. Also, edge of boat ramp will be concreted.
- 6) **Cofield** will be mailing letters out to members with overdue dues.
- 7) **Lesley** will replace the clubhouse water heater.
- 8) **Pat Crowe** to work with **Bryson Lesley** to take down the old flagpole.
- 9) **Snyder** will send PYC logo to **Healy** for use with Coral Reef Clothing. Healy will order Burgees, also.
- 10) **Rathjen** will investigate renting a trailer to pull the large Committee Boat and set it on blocks in the upper lot for pontoon repairs.
- 11) **Lesley** will be working with an electrician to document the club’s electrical layout.

**Respectfully Submitted,
Peter Snyder, Secretary**

CONTACT YOUR BOARD MEMBERS

Walt Jenison, Commodore:	423-886-5655
Brainard Cooper, Vice Commodore:	423-622-6081
David Bergevin, Rear Commodore:	423-843-1443
Steve George, Past Commodore:	423-667-2493
Carol Cofield, Treasurer:	706-517-5689
Peter Snyder, Secretary:	706-891-0858
Bryson Lesley, Bldg and Gnds Director:	706-375-8750
Dieter Kuberg, Slip Director:	423-842-6714
Paul Healy, Social Director:	423-892-1838
John Rathjen, Club Boat Director:	423-843-1718
Dick Mullen, Honorary Director:	423-875-9998



Photos by Mike Rasbury: Halloween Regatta above - see pages 3-5
Spencer Wiberly's gleeful crew below in the Pig Regatta - pages 6-7

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
4713 Privateer Road
P.O. Box 1041
Hixson, TN 37343

