



Privateer

NEWSLETTER OF PRIVATEER YACHT CLUB

July 2010

www.privateeryachtclub.org

Peter Snyder, Editor

pfsnyder3@bellsouth.net

VIEW FROM THE HELM

July 2010

Welcome aboard!

VOLUNTEERS !! (not the ORANGE kind) That's what keeps PYC going!!.

Many thanks to **David Bergevin** and **Mike Arnold** and his trusty Kubota miniature backhoe for entrenching a French drain along the side of the clubhouse kitchen to prevent rain water from leaking through the foundation and damaging the floor and dry wall in the kitchen.

The **Fourth of July** social was a great success with over 100 members and friends attending. Earlier in the day, keel boats loaded up crew and sailed off to find **Patten Island**, and then return home. The winner was **Eddie Craig**....Just prior to dinner, the **cardboard boat race** took place. It was exciting to see so many boats make it all the way to the front dock while others soggly sank on the way. **Natalie Graham** was the runaway winner. **Cole Kuberg** won the kid's division. Thanks to **Rob Fowler** for handling the races and to **Jonathan Few** for supplying the cardboard. Many thanks to **Brant Mason** and all his helpers for a rip roarin' Fourth of July dinner!

The last PYC sponsored **Junior Sailing Camp** will be held July 26-30. Thanks to **Bryson Lesley** and all of his instructors and volunteers for a very successful summer of Junior Sailing Camps.

The Dog Days of summer are here, and to pay homage to the heat, the **Dog Days Regatta** will be held on August 14. This is a single hand event open to Keel Boats and Dinghies, so whip your bad self into shape and get out there and race!

Congratulations to **Chris Cyrul**, and his mostly PYC crew, on winning **First Place** in his class in the **Bay-view-Mackinac Race** in just under 62 hours.

During the summer there is more activity at the club. We all want have fun and enjoy the facilities. Please

be courteous and remember to read and honor the Club rules. These can be found on the website – click on “Membership Information,” then click on “Welcome to PYC.” And, they are posted on the clubhouse wall next to the kitchen door.

Opportunities to participate in PYC activities abound — **Club Racing, Cruising, and Socials**. Please participate and honor your responsibilities to PYC. Remember, this is your Club. **Thanks to all of you** for your dedication to Privateer.

Now, let's get out and sail !!!
David Varnell, Commodore



“The Pessimist complains about the wind, the Optimist expects it to change, and the Realist adjusts his sails.”
~ Author Unknown

COMING EVENTS

Check the PYC website for more info. CSC events are open to all PYC members.

AUGUST

1-Aug-10	Dinghy Race	2:30 pm Sunday
3-Aug-10	COPS	6 pm Tuesday
4-Aug-10	CSC JAM Race	7 pm Wednesday
7-Aug-10	Race - Cruisers & C22	10 am Saturday
8-Aug-10	Dinghy Race	2:30 pm Sunday
9-Aug-10	Board Meeting	7 pm Monday
11-Aug-10	CSC JAM Race	7 pm Wednesday
14-Aug-10	Dog Days Regatta - Door Prize !!!	TBA Saturday
15-Aug-10	Dinghy Race	2:30 pm Sunday
17-Aug-10	COPS	6 pm Tuesday
18-Aug-10	CSC JAM Race	7 pm Wednesday
21-Aug-10	Race - Cruisers & C22	10 am Saturday
21-22 Aug-10	Full Moon Raft Up	Saturday - Sunday
22-Aug-10	Dinghy Race	2:30 pm Sunday
25-Aug-10	CSC JAM Race	7 pm Wednesday
28-Aug-10	Race - Cruisers & C22	10 am Saturday
29-Aug-10	Dinghy Race	2:30 pm Sunday

SEPTEMBER

1-Sep-10	CSC JAM Race	7 pm Wednesday
4-Sep-10	Race - Cruisers & C22	1 pm Saturday
5-Sep-10	Dinghy Race	2:30 pm Sunday
7-Sep-10	COPS	6 pm Tuesday
11-Sep-10	Race - Cruisers & C22	1 pm Saturday
12-Sep-10	Dinghy Race	2:30 pm Sunday
13-Sep-10	Board Meeting	7 pm Monday
18-Sep-10	Race - Cruisers & C22	1 pm Saturday
18-Sep-10-11	Full Moon Raft Up	Saturday - Sunday
19-Sep-10	Dinghy Race	2:30 pm Sunday
21-Sep-10	COPS	6 pm Tuesday
25-Sep-10	Race - Cruisers & C22	1 pm Saturday
25-Sep-10	South of the Border Fiesta - Door Prize!!!	TBA Saturday
26-Sep-10	Dinghy Race	2:30 pm Sunday

RACE MANAGEMENT SEMINAR

A national race officer, Hal Smith, has agreed to teach a one day **Race Management Seminar at PYC** on Saturday , February 19, 2011. At present there are only two certified race officers in PYC, Brainard Cooper and Richard Ralston. We need several more.

We recommend that all members who race join US Sailing and take this course to learn the current racing rules (they have changed). After taking the course we would like for you to take the test (\$5 if you pass) and become certified club race officers. The requirements to become a certified race officer are given below.

If you would like reservations for this seminar please let me

know. (Richard Ralston at 877-7830 or rwralston2@aol.com).

Richard Ralston & Brainard Cooper

CLUB RACE OFFICER

A Club Race Officer is expected to be able to properly run any race normally conducted at his or her local sailing organization, including organizing the race committee, writing correct sailing instructions, and doing the scoring.

In order to qualify as a Club Race Officer, a person must:

- be an individual or family member of US SAILING;
- be at least 18 years old;

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RACE COMMITTEE ASSIGNMENTS

Dieter Kuberg — Race Committee Chairman

Date	Time	Day	Fleet	PRO	Assistant
AUGUST					
08/01/10	2:30 PM	Sunday	Dinghies	Varnell, David	Morgan, Chuck
08/04/10	7:00 PM	Wednesday	Cruisers	Spohn, Doug	Duckett, Don
08/07/10	10:00 AM	Saturday	Cruisers	Cline, Scott	Castleman, Chuck
08/08/10	2:30 PM	Sunday	Dinghies	Ford, Ed	Brockhaus, Thilo
08/11/10	7:00 PM	Wednesday	Cruisers	Kuberg, Dieter	Crowe, Pat
08/14/10	10:00 AM	Saturday	Dog Regatta		Bill Robertson
08/15/10	2:30 PM	Sunday	Dinghies	McPhee, Bruce	Johns, Alan
08/18/10	7:00 PM	Wednesday	Cruisers	Ed Craig	David Cox
08/21/10	10:00 AM	Saturday	Cruisers	Pete Snyder	Queen, David
08/22/10	2:30 PM	Sunday	Dinghies	McLeod, Ian	Seeber, Mike
08/25/10	7:00 PM	Wednesday	Cruisers	Myers, Terry	Stewart, Gary
08/28/10	10:00 AM	Saturday	Cruisers	Lee, Scott	Prevost, Tom
08/29/10	2:30 PM	Sunday	Dinghies	Eddie Graham	Rodgers, John
SEPTEMBER					
09/04/10	1:00 PM	Saturday	Cruisers	Overbeck, Kent	Sweatt, Kirby
09/05/10	2:30 PM	Sunday	Dinghies	King, Peter	Vanden Branden, Sandy
09/11/10	1:00 PM	Saturday	Cruisers	Ralston, Richard	Wiberly, Spencer
09/12/10	2:30 PM	Sunday	Dinghies	Rasbury, Mike	Leslie, Bryson
09/18/10	1:00 PM	Saturday	Cruisers	Rathjen, John	George, Steve
09/19/20	2:30 PM	Sunday	Dinghies	Robertson, Bill	Andrews, Dan
09/25/10	1:00 PM	Saturday	Cruisers	Ives, Bob	Landers, Josh
09/26/10	2:30 PM	Sunday	Dinghies	Klein, Barry	Bumgardner, Tom

NOTE: IF YOU DISCOVER A PROBLEM WITH ANY OF THE COMMITTEE OR CHASE BOATS, PLEASE NOTIFY GUY CAMPBELL *ASAP* (423-421-2329)

IN CASE YOU CANNOT DO YOUR RC DUTY, BE SURE TO GET A DEPENDABLE SUBSTITUTE.

RACE OFFICER - cont' from page 2

- own a copy of the current version of "Join the Race Committee Team;"
- own a copy of the current version of the "Race Management Handbook;"
- have experience as a racing sailor (no time limit);
- have served at least twice in each race committee job, including scorer;
- be recommended by a flag officer (or equivalent) of his local sailing organization, which must be affiliated with US SAILING;
- be recognized as having outstanding personal character;
- have been the principal race officer at least four times in the USA;
- have had the experience necessary to properly run races for the types of boats, competitors, racing formats and events run at his local sailing organization;
- have attended a complete, approved basic or advanced race management seminar;
- have successfully passed the basic test, or the advanced race management test;

- be approved by his Area Race Officer.

All of the experience (except the racing) must be during the four years ending at the time the complete application is received by the Area Race Officer. The minimum experience requirements must be met at events in the USA. In addition, it is recommended, but not required, that applicants be qualified in CPR and small boat handling.

Note that you can take the course and if needed take 2 or 3 years to complete the other requirements. Also your service on race committee should be entered in the SOARS section of the web site.

For sale: A set of **Bartlett** sails (Main and 150 Genoa) for a Catalina 22. Used for two National Championship Regattas and a couple of other races. Almost brand new. \$1,150.

Dieter Kuberg Phone 423-842-6714 Cell 423-421-4471

"You know you must be a redneck if your boat hasn't sailed in 15 years and serves as a wildlife refuge." ~ porch sittin' author

EIGHT BELLS

Elmer H.E. "Bud" Sipe, Jr., age 82 of Athens, TN, passed away Friday, July 23, 2010. A native of Knoxville, former resident of Spring City and Chattanooga, he was a former resident of Athens and moved back there 8 years ago. He was a veteran of World War II, having served in the U. S. Navy. He was a member of the First Baptist Church of Athens.

An avid sailor, he was a former **Commodore** of **Privateer Yacht Club**, where he and his wife lived for 10 years. He built the cabin where Judy Mullen now lives. He sailed Snipes, a Morgan 22 and owned an Erickson 27. He once planned a trip to New Orleans in the Erickson 27 and fully provisioned it for the voyage. He and Marie sailed off and got as far as Kentucky Lake before they decided to turn around and come home. He was also a pilot and an avid ham radio operator.

[Editor's note: I didn't know he was a newspaperman when he e-mailed me back in March '09. He said, "Plucked your e-mail address from the *Private Ear* which I truly enjoy as my link with the club as an out of town member who just doesn't get around much any more... thanks for a great job with the *Private Ear*. You do a very nice editing job. Happy sailing.]

Bud served as Editor of the *Athens Press* newspaper, the *Daily Post Athenian*, and the *Chattanooga Times*. He was a marketing specialist with Preston Inc. of Cleveland and Richard Industries Advertising Firm.



Bud is survived by his wife of 64 years, Marie Byrd Sipe of Athens, TN; two daughters & sons-in-law, Karen & David Perry of Athens and Teresa & Hal Coleman of Roswell, GA, four grandchildren and spouses, Tonasa Cawood of Niota, Tritina and Phillip Forde of Oak Ridge, Talania and Jeff Cook of Knoxville, and Greg and Lynnette Baines of Athens; seven great-grandchildren, Jordan Baines, Elijah Baines, Alex Cook, Garrett Cook, Cameron Cook, Brady Cook, and Aspen Cook.

His graveside service was held Monday, July 26, at Cedar Grove Cemetery with Rev. Jeff Wright officiating.

"Happy sailing (do it while you can)." ~ Bud Sipe

JULY 3, 2010 ROUND PATTEN ISLAND RACE

photos by Jane Overbeck



JULY 3, 2010 CARDBOARD BOAT RACE

photos by Barbara Snyder



THE BEST OF TIMES THE WORST OF TIMES

A TRIP TO GREECE

by Steve Sherman



Between Italy and Turkey lies a group of 3000 Islands belonging to Greece. From May 25 through June 8th, four of my friends and I toured Greece and sailed among these Islands. Our crew consisted of PYC's **Sandy Van Branden**, **Gloria Butler** (my better half), **Don Fancher** (an MC sailor from Florida / Wisconsin) my grandson, **Garrett Sherman**, and me.

We took a direct flight from Atlanta to Athens. Since the boat, a **47 ft. Beneteau**, was berthed in Athens we went right to the marina, unpacked and got our shake down talk by **Socrates**, McLaughlin's dealer in Greece and owner of the boat. We inventoried all the equipment, learned about the operation of the engine, sails, dinghy and such. Last we finalized our itinerary of which islands and ports we would visit. We chose our route based on the fact that later in the next week the **Northern Meltemi Wind** would come in at 5 to 6 on the Beaufort scale [16-26 knots]. We found a restaurant that we loved and provisioned the boat.

Next day we took the high speed train and subways downtown to the **Parthenon** area. We also went to the new **Parthenon Museum**. This unique building was designed to be slightly bigger than the Parthenon itself. Beginning on the 4th floor, the inner rectangular wall is home to what remains of the top 10 feet of art work from the actual monument. Either the original or copies of all the decorative artwork are displayed as if they were on the monument itself. Each floor below this is also done in this format as if you were taking an elevator from top to bottom. The ground floor has clear acrylic flooring, which allows you to look down on ancient ruins of the foundation of a temple that was discovered on this site. In all it is a "must see" wonder of the world.

We then walked through huge botanical gardens in the center

of Athens and even accidentally found ourselves mixed into a crowd protesting outside the **National Parliament** building. This became apparent as we came up against police carrying full body shields and wielding billy clubs.

The next day we sailed and motored to the end of the Grecian peninsula where we anchored below the **Temple of Poseidon**. While climbing to the Temple we met the owner / family of **Island Packet Yachts** who keep one of their boats over in Europe for summer vacations.

Day 3 found us motoring to the **Island of Kythnos** and a small port town of maybe 150 people. At this point we experienced docking as it is done in all harbors of Greece. You back toward a sea wall that has no finger docks. Somewhere from 2 to 4 boat lengths out, you drop anchor and use reverse and the anchor windlass to back up, attaching 2 stern lines to cleats on the wall. A gangplank is then put down between boat and shore. If you get to the harbor between 2 and 3 o'clock, this maneuver is unobstructed — any later and you are threading a needle.

We did this day after day with ease until the last day Don and I decided to switch places just for the alternate experience. After 6 attempts and abandoned landings we went back to our original job descriptions. It should be noted that when you pull anchor each morning there is a good chance you have crossed anchor lines with one or more other boats. This leads to exciting and sometimes hostile exchanges with your neighbors.

But as it turned out, we were not about to leave Kythnos. Our generator had burned up and the batteries had not been charging. Long story short, a day later a local mechanic came up with the exact part we needed. The 175 euro price tag seemed a bargain.

During our wait while watching Garrett swim, a family asked if the writing on my tee shirt meant I was from Chattanooga, TN. This was the **Ann and Charlie Casey** family. They were on a vacation celebrating their daughter's graduation from GPS. Small world! I have invited them out to PYC. They want to learn to sail and crew for anyone that will have them. (757-0001) They were sailing a 51-foot Lagoon Catamaran with a Captain and Cook aboard. Their next destination was **Santorini**, a popular scenic island we wanted to visit but thought otherwise when we found out it is not very safe for boats drawing over 2 –3 feet.

The Captain of their boat recommended a different itinerary of islands and harbors to visit. This led to the adventure described in the title of this story. Our fourth day out we finally got some strong winds from the south, put the rail down and sailed from **Siros** toward **Mykonos**. We'd been told about a beautiful cove on an outlying desolate island called **Rinia**.

Sure enough, once we passed through the narrow entrance, we found this quaint little harbor with a beautiful private sand beach. We chose a spot to anchor off the beach in about 8 feet of water. The harbor is on the north side of the island, which makes it perfect for a southern breeze anchorage.

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A SEA STORY YOU WON'T FORGET

as told to Pete Snyder by Olivier Dupont-Huin

If you haven't read **Olivier Dupont-Huin's** story that was in last month's *Private Ear*, you should go back and read it. Olivier read it and sent a couple of corrections / revisions, which I am reporting here.

He built his boat, *Breskell*, back in 1985-86. The hull is built of one layer of strip planking on a double layer of wood, cross grained and glued with West System epoxy. It has fiberglass epoxy over the whole hull and she weighs 12 tons. Included here are a few pictures of her that he sent, also. He had her on a Virginia farm recently where he did a major overhaul. She is now back in the water.

He said when the boat descended so quickly that he felt weightless, *Breskell* was going down by the stern and Olivier remembers saying to himself, "For us it's over." Also, the gas discharge they sailed into was probably methane.

~ Pete Snyder, Editor



**PYC'S CHRIS CYRUL TAKES FIRST PLACE
2010 MACKINAC, LAKE MICHIGAN
IN HIS OLSON 30**

**PYC'S LUCAS KINDERVATER 3RD PLACE
2010 SCOWLUKI, CRAB ORCHARD LAKE, IL**



TIMES - cont' from page 6

Garrett spent the early evening learning to start and drive the dinghy by himself. We hiked above our beach and explored rock walls like those we had seen built on almost every island. They are thousands of years old and mark land ownership, as best we could tell.

That evening we put out a feast of fruits, cheeses and breads we'd acquired on Siros, drank lots of wine and watched the sun set on our peaceful anchorage. About 8 miles north of us was the island of **Tinos**, which we would not be visiting. I watched with interest as it grew dark, and the lights of a small city appeared on that distant island. The city could be seen directly through the entrance of our anchorage. Anywhere else it would have been out of sight due to the rocks that protected our harbor. At 2 am this fact became extremely important. That was the hour the **Meltemi Wind** finally came out of the north.

We had made a terrible mistake in not getting a weather report for the next couple of days. We awoke to thuds, which turned out to be our keel bouncing on the sand below. We had **swung anchor 180 degrees** and now were in about 4 feet of water **with building wind and waves.**

Don and I hit our stations within 30 seconds. Don used the windlass, and I used the engine with the wind laying us over on mast alone, which allowed us to get off the bottom and into deeper water. Realizing the waves would soon be in the 6 to 10 foot range, I decided to not re-anchor. It was pitch black, raining and the wind was building. Getting into the harbor was somewhat dangerous. Getting out was going to be **terrifying!**

That's when I looked up and could still see some light from the city on Tinos. I headed straight for it, watched my depth gauge and prayed. We missed the rocks on the way out. I had decided to try and motor to the south side of the island, which should have been protected from the wind. The waves had already built to the point that our dinghy with motor alternately flipped upside down and then right side up. We had not studied the shoreline of this island, only the harbor we had just left.

After moving into unknown coves that seemed to offer no protection, I finally found a 40 foot tall rock just off shore that had navigable water around it. I could nose up to the rock and hang there out of the wind and waves. So, despite being very cold, tired and having torrential rain, we motored behind the rock until daybreak when we could get our bearings.

During the storm we lost the dinghy, oars, and outboard motor, plus our anchor had jammed in such a way that we either needed to cut away a section of the anchor well hatch or use bolt cutters to cut the shackle, freeing the anchor.

We headed downwind in huge rolling seas to **Paros**, which had facilities to make repairs. We were doing over 9 knots and had porpoises jumping on both sides for about half the trip. By this time the girls were ready for a hotel and solid ground. Lovely rooms overlooking the ocean on the islands could be found for around 30 euro a night with no reservation required. The

previous night had thrown such a fear into the crew that we made sure we had weather reports everyday from that point on. While on Paros we rented a 4 wheeler and took turns exploring the island and its mountains.

The people of Greece were extremely friendly and helpful. While the language and writing were impossible to interpret, and every name could be spelled four different ways, we really had no trouble finding our way. Maybe it's why the expression, "That's Greek to me," exists.

Every port had half a dozen tempting restaurants with seating along the shore line, and rarely a proprietor who did not offer us a free dish above what we had ordered. The owner or chef usually came out sometime during the meal and sat with us. People in Greece eat very late. We usually waited until after 8 pm and were still the first ones seated. The food was plentiful and very well prepared. Surprisingly, steaks were one of the less expensive entrees. Most menus were subtitled in English. The translations were at times hilarious. While the country seemed to be arid, there were always plenty of fresh vegetables. Later in our trip, when we drove into the heartland of the country, we found large agricultural development.

Every port of call, no matter how small, had a bakery. At the very least, they baked wonderful bread for all the restaurants. The better bakeries had pastry, delicious breakfast rolls, and even home made candies. For those who know me, I am addicted to ice cream. Europe is known for **gelato**. Only I know how many times I snuck away to indulge. On the islands where you would expect facilities such as restrooms to be rustic, they were immaculate. We saw something I doubt any of you have seen — self cleaning toilet seats! Yes, when you stand up, an electric eye flushes the toilet. Then the toilet seat would rotate into a housing that brushed, washed and dried the seat. Simply amazing! Leave it to the Greeks to put a new spin on the world.

Most harbors had free internet access. Hardware stores had it pretty easy inventorying paint. Every building was painted white with blue trim, the colors of the Greek flag. The homes, streets and businesses were well kept, immaculate, and everyone had flower gardens in front.

We had great wind as we sailed from island to island on the way back to Athens. Due to another oncoming Northern Meltemi Wind, we returned 2 days early. On the way into Athens we saw over 80 keel boats, spinnakers flying, racing to **Mykonos**. We also saw Optimist Dinghies practicing in the harbor.

For the last 2 days we rented a car and drove to **Delphi** where the **Temple of Apollo** stands overlooking a valley 4000 feet below. Every part of this drive was beautiful and educational. We decided for convenience to keep the car and drop it off at the airport the following morning.

As we lifted off and watched Greece disappear below the clouds we realized this was a once in a lifetime experience.

Lots of pictures from the trip can be seen at:
<http://picasaweb.google.com/gloriaandsteve>

NEW WOMEN SAILORS

by Marilyn Irwin

Since I have been a part of PYC for almost 3 years, I have had the opportunity to sail both big boats and little boats, crew during races and play during raft-ups. I have rowed my own boat, paddled a kayak, sculled on an ocean shell and even took out an Opti without incident!

Needless to say, I felt I had come a long way. It wasn't until **Barbara Snyder** got her own little sailboat that I realized I didn't really know how to sail! Here was my friend going out sailing and I was stuck on shore. Then **Katie Landers** took out a Sunfish. There she was sailing! Katie is very young compared to me, and Barbara did take the **Women on Water** sailing lessons, but in my mind, I felt I too should be able to handle a boat.

Just as I was about to resign myself to being really good crew for Scott, I heard that my two friends were going to sail **"The Dog!"** How could this happen? I started rethinking my whole idea of just being crew. This led to thoughts of my own little boat....

The internet became my friend. So many cute boats out there; My research took me to Montgomery, Bauer, Vagabond, Victoria 18, cat boats... you name it, if it was small and cute I looked at it. My imagination was limitless and included having my own little boat that I could just sail away on... "a big adventure," as Barbara would say.

Well, as luck would have it, the "real sailors" happened to be on the PYC porch one evening waiting for the wind to entice them. I mentioned that I was looking for a small sailboat and rolled off my ideas. That opened up a can of worms. Everyone had an opinion of what boat would be best for me. Someone even mentioned trying out an MC Scow. All the boats I had mentioned were shot down. They were too tippy, too small, not comfortable, difficult to handle, a dog in the water and on and on it went.

Soon these words would fill my head, "Flying Scot, Flying Scot, Flying Scot...great boat, not tippy, fun, try it, you'll like it." Being skeptical was an understatement. To quiet the masses I decided that I would try the Vagabond and the Flying Scot. At least then an informed decision could be made. **Brant Mason's Vagabond** was my first choice. Such a small boat... How hard could it be?

We put it in the water and I stepped on, hmmm, a little tippy.

I took the helm and Scott became my crew. What a switch. The winds were light and I certainly was not impressed with my driving skills. The harder I tried, the worse I got. I was so disgruntled that thoughts of giving up filled my head. There was no way this female would be able to sail **"The Dog."**



Marilyn in the Flying Scot



Barbara in her C-Lark 14

Scott encouraged me to at least try the Flying Scot. The two of us went out one evening on a Scot. He drove and I crewed. The winds were great and my spirit was revitalized.

When **Jane Overbeck** offered to crew for me several days later, there was no hesitation on my part. Scott would follow in the Catalina should I need help. The gory details of trying to get out of the harbor are not worth repeating, but Jane remained calm — even as I came pretty close to her beautiful big boat!

The winds were pretty good which allowed me to get a feel for the boat. However, I didn't really know what I was doing as driving with a tiller needs more time and practice in order to become proficient. Jane would tell me to head up and fall off. I can only say I did my best.

I found a good tack, rounded a mark, heeled the boat, and managed to sail by Scott without running into him. It was even more fun when I got to yell **"Starboard"** a couple of times. I had fun and Jane was great!

Now the question still remains: to sail **"The Dog"** or not to sail **"The Dog?"** I love the Flying Scot, the real sailors were right. I am doing my best to learn the ins and outs. Being crew still seems to be more comfortable for me. The verdict is still out as to whether my confidence will allow me to take the boat out alone. Time will tell...

What about the rest of you ladies? Want to sail **"The Dog"** on August 14th and be a part of **a great adventure???**

	<p>PRIVATEER YACHT CLUB SHIP'S STORE available through Coral Reef Sailing Go to this website: http://coralreefsailing.net/privateer_yacht_club_ If you haven't looked in a while, go check it out, now. Several PYC emblems and even Catalina 22 Fleet 95 emblems are available. GO TAKE A LOOK !!!</p>
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PYC BOARD MEETING

Minutes — July 12, 2010

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

Members present: D. Bergevin B. Cooper
 C. Cyrul P. Fowler
 S. Irwin D. Kuberg
 M. Seeber P. Snyder
 D. Varnell

Observing: P. Crowe B & J Denes
 R. Ralston M & S Tachenko

Commodore Varnell asked **Richard Ralston** speak about the **Race Officer Clinic** to be led by **National Race Officer Hal Smith and Brainard Cooper** that will be held at PYC on Saturday, **February 19, 2011**. We need more certified race officers at PYC, since now we have only Brainard and Richard. It would cost \$5 per person for up to 25 or 30 taking the test. This would be for a first rung, local club officer. A person who qualifies must be a member of U.S. Sailing (\$60/yr). A study guide can be downloaded from the US. Sailing website, http://training.ussailing.org/Online_Education.htm. It should be filled out before the class.

OFFICER REPORTS:

David Varnell, Commodore:

- Motion to approve June Board Minutes by B. Cooper. Second by M. Seeber. Approved.

Pete Snyder, Secretary & Editor of The Private Ear:

- No report, but Pete again requested that newsletter columns, stories and pictures be submitted a week or two before the end of the month.

Patricia Fowler, Treasurer:

- Patricia reported that she had not heard back from the two members whose dues and fees are most in arrears, even after having sent them certified letters. Varnell asked the board what should be done. Seeber said he had spoken with some commercial marina owners about what they do. They stated that it is crucial to have a signed lease agreement or contract, which has not been our practice. Patricia will get another letter out to those in arrears.

- Patricia had submitted several reports to the board via e-mail. Snyder moved that they be accepted. Irwin seconded. Accepted.

Vice Commodore Dieter Kuberg, Race Director:

- Dieter reported that race committees have been reporting for duty.

Chris Cyrul, Dock Master:

- Chris reported that there is a Hunter 27 or 28 on D Dock that he does not recognize. Chris will put a note on the boat for the owner to get in touch with him.

Mike Seeber, Membership Director:

- Two family members have resigned, **Curtis Campbell** and **Adam Rosenthal**.
- Two Associates are up for Family Membership. Seeber moved that **Jeff & Laurie Reed** be accepted as a Family Member. Kuberg seconded. Passed.
- Seeber moved that **Brant and Linly Mason** be accepted as a Family Member. Snyder seconded. Passed.
- Seeber reported that we have three applications for Associate Membership: **Michael & Sharon Tachenko**, **John Mies**, and **Scott Jenison**.
- As of this evening, we have 120 Family Members, 8 Associates, and one Junior Member.

Guy Campbell, Club Boat Director (absent):

- Varnell reported that the outboard on the Carolina Skiff won't idle properly. The Whaler was found full of water and won't start. And, after a short discussion, consensus was that new dock lines need to be bought for all the club boats.

Scott Irwin, Social Committee Chairman:

- The July 3rd Social was a BIG success – over 100 people showed up!
- Tom Clark will be using the Clubhouse for a graduation party the evening of July 17th.

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July Board Minutes - cont' from page 10

- There will be a **Full Moon Raft Up July 24th**.
- July 25th marks the **70th Anniversary of PYC**. Discussion led to a consensus that some kind of a celebration / recognition was in order. Scott will follow up, but probably for a later date.
- The **Dog Days Regatta** will be held on **August 14th**. The door prize is up to \$550. Bill Robertson is in charge of the regatta.

David Bergevin, Building and Grounds Director:

- Bergevin reported that the entry keypad post is still at Steve Morgan's shop for repair.
- We had some pretty good downpours with little or no erosion down at South Cove since **David, Chuck Castleman** and a few other volunteers spread new gravel.
- Bergevin has a price from a concrete finisher of \$1.86 per square foot of concrete, installed. If we do 5,000 sf of South Cove, it will come to around \$9,000. Seeber motioned that we pave the lower section first, below where the phone pole is laid. After some discussion, Seeber withdrew his motion. D. Varnell said to get specifications of what we want first, then get bids – to be sure of what we are getting.
- Bergevin plans to get with **Mike Arnold** this coming Wednesday and dig out the upper foundation of the clubhouse kitchen and install a foundation drain.
- The **streetlights** need to be repaired, as they are not lighting. C. Cyrul volunteered to see that this gets done.

OLD BUSINESS:

- Dieter Kuberg motioned for the **cabin leases** of Cyrul and Irwin be extended for another month while the new lease format is being forged by the Land Committee. Snyder seconded and the motion carried.
- Snyder submitted a written motion for Pre-Construction Requirements as follows:

“The PYC board requires for any structure to be built on club grounds that copies of scaled drawings with a cost estimate be submitted to the board for approval. Drawings should include proposed plan and elevation views with any important details adequate-

ly diagrammed, dimensioned and labeled for determination that the construction will meet the needs of the club and be acceptable to local code officials. Furthermore, if a permit is required by local authorities, then a permit shall be applied for after approval by the board. Construction shall not start until after receipt of the permit.”

Cyrul seconded the motion, which passed. Varnell stated that the text of the motion should be repeated in an article in *The Private Ear*, in addition to appearing in the minutes.

NEW BUSINESS:

- Seeber submitted a motion that the Board approve a change to the PYC Constitution so that wet slips, if available, could be leased to Associate Members with the understanding that they could be bumped out of their slip by a Family Member needing a slip. Snyder seconded. Varnell explained that this was not the proper procedure, that this is something that would have to be voted upon by the whole membership. Varnell spoke in favor of leaving the PYC Constitution as it stands, especially since we have been having some difficulty collecting dues, slip rental and capital assessment fees from some members. Upon voting, the motion failed.
- Motion to adjourn was made by B. Cooper, seconded by C. Cyrul – passed. Meeting adjourned at 8:57 pm.

**Respectfully submitted,
Peter Snyder, Secretary**

CONTACT YOUR BOARD MEMBERS

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Brainard Cooper, Past Commodore:	423-622-6081
Dieter Kuberg, Vice Commodore - Racing:	423-842-6714
Chris Cyrul, Rear Commodore - Dockmaster:	423-322-2330
Patricia Fowler, Treasurer:	423-605-0612
Peter Snyder, Secretary - Editor, Private Ear:	706-891-0858
David Bergevin, Bldg & Grounds Director :	423-843-1443
Scott Irwin, Social Director:	423-802-5277
Guy Campbell, Club Boat Director:	423-421-2329
Mike Seeber, Membership Director:	423-899-3042



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.

No, this isn't Patten Island, above. It's an island off the coast of Greece. Read the great story by Steve Sherman on page 6.

Not enough wind to race? Take a break and raft up 3 Catalina 22's out in the middle of Lake Chickamauga and set a spinnaker. Here's Anorexia, Cat's Paw and Fuzzy Logic still having fun, below.

Private Ear NEWSLETTER

www.privateeryachtclub.org

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