



Privateer

NEWSLETTER OF PRIVATEER YACHT CLUB
September 2010 www.privateeryachtclub.org
Peter Snyder, Editor pfsnyder3@bellsouth.net

VIEW FROM THE HELM

September 2010

Welcome aboard!

While the much anticipated cooler winds of September have yet to materialize, PYC Sailors have been traveling all over to participate in a myriad of regattas.

Chris Cyrul and **Jonathan Few** headed back to Michigan, September 11 to take third place in the Michigan Champions Regatta sailed in Ultimate 20's.

At the **Lake Weiss Catalina 22 Regatta**, **David Bergevin** took 8th in the Gold Fleet and **Deiter Kuberg** took 2nd in the Silver Fleet.

At the **Highland Yacht Club** in Tullahoma **Jody Abrams** was 1st in the Catamaran Class, and in the Catalina 22 Class **David Bergevin** placed 1st and **Josh and Katie Landers** were 2nd with **Guy and Tina Campbell** finishing 4th.

At the **Dixie Scot Challenge** in Muscle Shoals **Scot Cline** was 2nd with **Bill Robertson** 3rd and **Tom Clark** 4th.

Bryson Leslie took a bunch of Junior Sailors to Birmingham's **Rock Scissors Paper Regatta** where **Christian Cyrul** was 2nd in the Green Fleet.

A contingent of 8 Catalina 22 Sailors from PYC invaded the **Lake Lanier Sailing Club** for the **Gone with Wind Regatta**. Winds were light with over 40 boats competing. **Bill Robertson** finished 8th and **Kent Overbeck** was 11th. And everybody else had a good time.

Whew!!! That's a lot of traveling.

Upcoming in October are the **MC Scow Nationals** at **Lake Lanier SC** and the **TVCC** on Lake Wheeler in Alabama

Your Board of Directors in working on a policy for the use of **club sail boats** and an **Adult Learn to Sail Program**, so if you would like to have input please talk to me, **Chris Cyrul**, or **Brainard Cooper** or Email your comments and suggestions to us. Your input would be appreciated.

Just a heads up, the fall season brings out a lot of **varmint**s. So, please be sure that you close all doors and turn out the lights when you leave the Clubhouse. Also, if you use the kitchen facilities or gas grills, please be sure that you have turned off all stoves and the propane tanks on the grills.

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

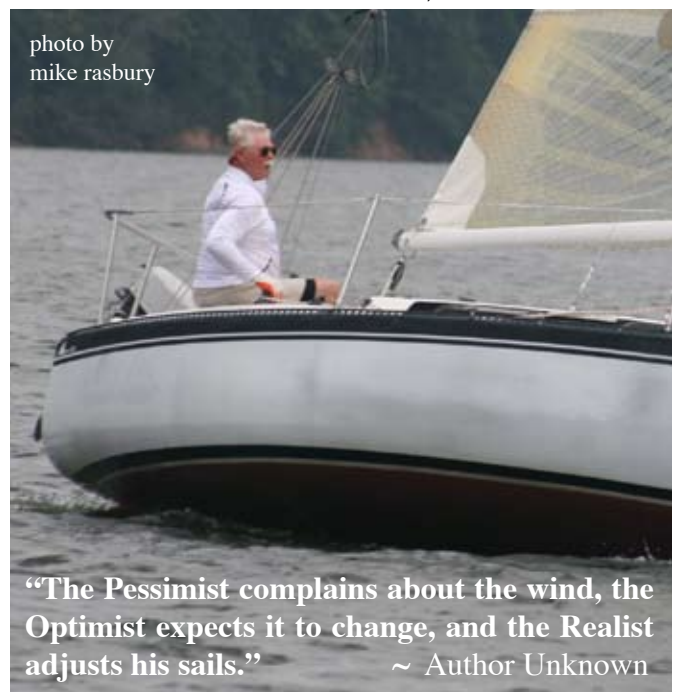


photo by
mike rasbury

"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.

OCTOBER

2-Oct-10	Race - Cruisers & C22	1 pm Saturday
3-Oct-10	Dinghy Race	2:30 pm Sunday
5-Oct-10	COPS	6 pm Tuesday
9-Oct-10	Race - Cruisers & C22	1 pm Saturday
9,10-Oct-10	TN Valley Challenge Cup (TVCC)	Saturday - Sunday
10-Oct-10	Dinghy Race	2:30 pm Sunday
11-Oct-10	Board Meeting	7 pm Monday
16-Oct-10	Race - Cruisers & C22	1 pm Saturday
17-Oct-10	Dinghy Race	2:30 pm Sunday
19-Oct-10	COPS	6 pm Tuesday
21-Oct-10	Land Committee Meeting	7 pm Thursday
23-Oct-10	Race - Cruisers & C22	1 pm Saturday
23, 24-Oct-10	Full Moon Raft Up	Saturday - Sunday
24-Oct-10	Dinghy Race	2:30 pm Sunday
30-Oct-10	PHRF Halloween Regatta - Door Prize!	1 pm Saturday
31-Oct-10	PHRF Halloween Regatta	2:30 pm Sunday

NOVEMBER

6-Nov-10	Race - Cruisers & C22	1 pm Saturday
8-Nov-10	Board Meeting	7 pm Monday
9-Nov-10	COPS - Wine Tasting	6:30 pm Tuesday
13-Nov-10	John's Pig Regatta - Door Prize !	Saturday
18-Nov-10	Land Committee Meeting	7 pm Thursday
20-Nov-10	Race - Cruisers & C22	1 pm Saturday
20-21 Nov-10	Full Moon Raft Up	Saturday - Sunday
27-Nov-10	Race - Cruisers & C22	1 pm Saturday

RACE COMMITTEE ASSIGNMENTS

Dieter Kuberg — Race Committee Chairman

Date	Time	Day	Fleet	PRO	Assistant
OCTOBER					
10/02/10	1:00 PM	Saturday	Cruisers	Jenison, Walt	Campbell, Guy
10/03/10	2:30 PM	Sunday	Dinghies	Cooper, Brainard	Cline, Bo & Libby
10/09/10	1:00 PM	Saturday	Cruisers	Crowe, Pat	Cox, Lloyd
10/10/10	2:30 PM	Sunday	Dinghies	Williams, Dan	Thompson, Bobby
10/16/10	1:00 PM	Saturday	Cruisers	Abrams, Jody	Esperam, Mike
10/17/10	2:30 PM	Sunday	Dinghies	Bergevin, David	Adams, Steve
10/23/10	1:00 PM	Saturday	Cruisers	Carscaddon, Bruce	Campbell, Michael
10/24/10	2:30 PM	Sunday	Dinghies	Kuberg, Dieter	Vanden Branden, Sandy
10/30/10	1:00 PM	Saturday	PHRF	Halloween	TBD
10/31/10	2:30 PM	Sunday	PHRF	Halloween	TBD
NOVEMBER					
11/06/10	1:00 PM	Saturday	Cruisers	Clark Tom	Castleman, Chuck
11/13/10	1:00 PM	Saturday		John's Pig Regatta	Rob Fowler
11/20/10	1:00 PM	Saturday	Cruisers	Cyrul, Chris	Barber, George
11/27/10	1:00 PM	Saturday	Cruisers	Graham, Eddie	Simons, Ken

THREE SIMPLE *GO-FAST* RULES

by Steve Hunt

Write these three easy-to-follow rules on your deck before your next race. Stick to them, and I guarantee they'll never steer you wrong. "From the Experts" in *Sailing World Magazine* July/August 2010 issue, by way of *Scuttlebutt*.

It's easy to overcomplicate sailing, because it can be a pretty complex sport if you want it to be. That's why, come race day, I stick to a few simple rules that keep me focused on the things that really matter. I have three rules that have never failed me, and I continually drill them into the young minds of the Point Loma High School sailing team. And if the rules can work for a bunch of fast-sailing teenagers, then they ought to work for you, too, right? Let's review them one at time.

1) SAIL IN MORE WIND

If you ask someone who has never been on a sailboat, how to make one go faster, they could probably tell you without much thought, "sail in more wind." That's true, and it amazes me how many racing sailors do not give this one fact utmost priority. If you gain nothing else from this article, please make "sailing in more wind" your top priority this year.

How do you do it? Remember this basic tenet: dark patches on the water represent more wind. Wearing polarized sunglasses really help you see the distinction between puffs and lulls on the water. Before a race, I like to stand on the boom and scan the course for the most wind—if you're dinghy sailing, simply stand up to get a higher vantage point. Ben Ainslie looks for wind when he's at his highest point during a roll tack in his Finn. Just as he hits the hiking straps and is fully extended in the air, he gives the course a quick scan.

The key here is to be constantly asking your self, "Am I sailing in the most wind available?" If not, make a change.

Having an open lane (with no other boats disturbing the wind in which you're sailing) gives you more wind as well, probably more than you can imagine. Wind follows the path of least resistance; it will

flow over and around groups of boats, just as it does around a building or a mountain. The key point to remember is: the bigger the group, the greater the effect, so avoid packs of boats, and you'll have more wind. That's pretty simple, right?

If someone tacks or jibes on you and closes down your lane, don't sit there going slow; do something about it and find a better lane. Often, people sailing in open lanes appear faster and you wonder whether it's their sail trim or sailing technique that's giving the edge. It's not—they have more speed because of their lane. (Think of it like driving on the freeway: when you're stuck in a cluster of cars you can only go so fast, while the guy in the open passing lane is blazing past.) The only time I consider sailing in a bad lane is when the wind is very shifty and the potential gain from the next shift outweighs the loss of speed from sailing in bad air. A 20- to 30-degree shift with pressure may justify sailing in bad air briefly. The other 98 percent of the time, make sure you're sailing in a big lane.

2) SAIL TO THE MARK

Now that you're sailing in the most amount of wind and avoiding big packs of boats, you should be sailing toward the mark.

Typically, your heading on one tack or jibe will point your bow more toward the mark than the other. This is the lifted tack upwind and the headed jibe downwind. The fundamental rule of thumb is to tack on the headers upwind and jibe on the lifts downwind. Doing so puts you on the "long tack" to the mark. The greater the windshifts, the easier it is to see which tack is longer. Sometimes, if the course is set well and the wind direction is steady, it's difficult to tell which tack is favored. If that's the case, you've got one less thing to worry about because each tack is pretty even, so stick to Rule No. 1.

If the wind is shifting or the course isn't square, which happens often, I always ask myself, "If I were to tack or jibe right now, would I be aiming more toward the mark?" This helps me make sure I am

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Go Fast Rules - continued from page 3

always on the long tack. If I am not sailing the long tack, I make sure there is a very good reason. Actually, because I adhere so much to the above rules, an internal alarm goes off when I'm not sailing toward the mark. "Warning, warning, you are not sailing toward the mark. You better be right because this is often bad!" The longer I sail away from the mark, the louder the alarm.

When do you not sail toward the mark? There are, of course, exceptions to the long tack rule (as with any other): You can sail the short tack when: You're sailing toward more wind, getting a better lane, or sailing towards a significant gain, such as favorable current or a geographic shift. The other exception is sailing into a heading persistent shift, but these are somewhat rare. The exceptions occur about 10 percent of the time, the other 90 percent of the time you should be sailing toward the mark.

3) KEEP IT SIMPLE

Keeping it simple means avoiding crowds, not tacking or jibing too much, and avoiding drama. Most good races are clean and simple. Minimizing maneuvers is pretty straightforward—they often slow you down, so doing fewer of them will help you go fast. In other words, sail straight and sail fast.

Drama can rear its ugly head in a myriad of situations. By way of explanation, I'll give an example of something all too familiar. You're sailing downwind on starboard jibe. You're in a nice puff and aiming towards the mark. Life is good. Then, there's a boat approaching on port that can almost cross you but can't quite make it. Rather than heading up to go behind them and waving them across, you holler, "Starboard!" and at the last second, you bear away, crash jibe, and hail, "protest." You get tangled up with the port boat, and after a bit of arguing they spin, while you jibe back onto starboard and continue on towards the mark. Nice job. Now what exactly did you just gain?

You may have won the skirmish, but you've made an enemy and lost sight of the big picture. While you were messing around, exercising your rights as a starboard tack-yacht, and feeling good about your-

self, the rest of the fleet was sailing fast toward the mark. The point is: minimize the drama and have fewer maneuvers. You'll get around the course in less time (you'll also have more fun and maybe even pick up an "I owe you" for later.)

Next time you find yourself looking for a game plan, or stressing too much about the minor stuff like the jib-lead position, or one turn on the lowers, make sure you are in the most wind and aiming at the mark before you do anything else! You don't have to be perfect; just stick to these three rules and you'll find yourself on the podium more often.

Pro Tip

What if you're on the long tack but there is more wind somewhere else. Should you leave the long tack for more wind? This is often a tough call, and you have to weigh the gain from the wind versus the gain from staying on the long tack and heading towards the next shift, if any. These types of decisions are tough, and you have to do the best you can and base your decision on what you've experienced. If you don't think the wind will shift back much, go for the wind; if the long tack will take you toward a nice shift, stay on the long tack.

The **COPS**, "**Chicks On the Pond, Sailing**," will be having a **Wine Tasting** on Tuesday, November 9, 2010 at 6:30. This is open to all women who might be interested in joining with the COPS for more fun sailing and socializing. Significant others will also be tasting the wine, so it should be a fun time for all. Contact **Joani Koch** at 423-877-3140 if interested.

Thanks to Mike and Debbie Arnold for donating books to the "Library"/bookcase that folks might be interested in perusing while at the clubhouse on a rainy day or when there isn't any wind!

Books added are: Comeback-My Race for the America's Cup, Dennis Conner; On the Wind's Way- the Story of an Alaska Race, Wm. Smith; All in the Same Boat - A Family Living Aboard and Cruising, Tom Neale; Fatal Storm- Tragic Story of the Sydney-Hobart Race, Rob Mundle; The Proving Ground, G. Bruce Knecht (about the Hobart Race); Understanding Boat Design, Ted Brewer; Cape Horn to Starboard, John Kretschmer; Calamity Cruise with Bright Spots, Ethel R. O'Mara; Tuning the Rig-A Journey to the Arctic, Harvey Oxenhorn; The Prudential Book of Sailing. A Guide for Young People, Gary and Steve Kibble.

SOUTH OF THE BORDER FIESTA

September 25, 2010 — photos by Barbara Snyder

Our Vice Commodore, **Dieter Kuberg**, with the help of his wife and daughter, put on a festive fiesta feast at the club for the September social event. **El Meso** catered a soft and hard taco buffet with beef and chicken that was really good. Dieter even managed to find some fun Latin

music on CD's and had **Scott and Marilyn Irwin** set up a Margarita Bar. **Eddie Graham** was blessed by the door prize, which was up to **\$600!** **Joani Koch** outdid herself again with all the festive decor. There were over 75 reservations, and everybody had a great time!





Mike Rasbury Captures a Day of Fall Sailing through His Lens





“RELAX, IT’S ONLY A RACE”

by Barbara Snyder



August 29, 2010, was the day of my most exciting sailboat race. The wind was blowing around 15 knots! It reminded me of my first sailing lessons in a Flying Scot about 3 years ago with 6 other gals and **Tom Coleman** as our instructor. Seems like every Sunday afternoon, for a month, the wind was really blowing, and my stomach was always in knots.

This particular Sunday afternoon, **Paul Healy** came around the corner of the club and announced he needed crew in his **Flying Scot**. Instantly my hand shot up. He said, “Good, we leave in 30 minutes.” And he added, “This is the wind you learned how to sail in when you took lessons!”

I should have known this would be a memorable sail after he said that. I told him I would like to be able to sail some and not just crew. He agreed and actually let me stay at the tiller the whole time!

At the very beginning, Paul said, “**Barbara, we’re out here to relax and have fun. I only have three rules. No running into anybody. No getting knocked down. And no coming in last.**” We hadn’t been out of South Cove over a minute and I heeled the boat so much it dumped Paul’s cooler and his drinks and ice flew everywhere. So much for relaxing.

We got over to the race committee boat and practiced tacking. A bass boat was parked right in the middle of the course. Paul kept saying, “Go behind him, go behind, no, not front, go behind.”

Well, the tiller was all the way over to the left and we weren’t turning right. We were going to slam right into the middle of the boat, so at the last moment I slung the tiller to the right and we flew around in front. Did I really see, or only imagine, two fishing rods floating in the water as they sped away? I’m sure those guys headed for the restroom, or no longer needed to. In the back of my mind the thought was surfacing, “Paul must have meant once the race starts, it would be time to relax.”

The race was going to start in 8 seconds. Every boat in the race was down at one end and we were at the other — all heading straight toward each other. All that chicken I played on my bicycle paid off. We were getting really close and Paul kept telling me to stay the course. I did. It seemed like all time stopped and everything was in slow motion as I was beginning to imagine what it would feel like to smash into all the boats coming our way.

“**Well,**” Paul said, “**Don’t run into anybody...**” We were just going to run into *everybody!* Does that count or not? I was getting confused about his rules and feeling light-headed with all the wind. Finally Paul yelled, (in his non-yelling voice) “**Turn!**” I did. Oh my, what a rush...

Paul seemed pleased with our start. I began thinking, “Maybe this is where the relaxing begins,” Oh no, we tacked and turned and turned and tacked so much I was getting *dizzy*. At one point, I was on my knees, reaching for the deck to pull myself up as I knew not where my feet were — while holding onto the tiller.

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We made it around the first mark and Paul was still pleased. His words, **“Surprisingly pleased!”** Whatever that meant. By then, he was sitting off to the side having a drink. I’m thinking, “Maybe Paul meant he was out here to relax, not me.” We managed to finish the race, and he was still pleased.

During the race, I had occasionally pointed out to Paul that a puff was on its way. He would reach up and adjust the sails just before it hit us. That kept us from heeling over more than we already were. I had not seen this done before.

When boats were too close, Paul called, **“Starboard!”** We managed to slip in between boats and the marker often, making an exciting ride. Paul was constantly adjusting the sails. He would adjust the main sheet, the jib sheet, the lazy sheet, and who knows what else! I had never seen anyone do so much adjusting and even asked him what all that was about. He told me he was optimizing the sails for best speed or pointing. After learning Paul was a sailing instructor in college, I realized I was in good hands. Or, *was* I?

When the **second race** started, we did not have as good a start as the first, and it was not near as exciting. But, that was ok with me. We made it around the first mark, and as Paul was trying to get the spinnaker up he gave me orders. “Keep the boom on starboard side. *Keep the boom on starboard side.* **Keep the boom on starboard side!**”

I assured him I would, and as I was afraid to turn the tiller to the other side at all, I kept the boom to the right side all the way down into the water as we took a knock down. Oh dear, rule number two broken.

I was afraid to look at the boom or Paul, wondering what he would say. He calmly told me to climb up the side of the boat and hang on and in about 5 seconds Flying Scot was telling us we were still in the race as we shot off! Well, maybe I just imagined Paul saying the “relax” word.

We went around the second mark and flew back the other way. As we passed the com-

mittee boat, it honked several times and kept it up for several more boats. I thought that rather odd and turned to see the committee boat and most of the other boats were moving toward the club. A marker had been blown away so the race was cancelled.

Finally, time to relax.... No, Paul began making more adjustments of the spinnaker and told me to head straight for the clubhouse. He moved to the aft seat and said, *“We are planing! We are going as fast as this boat will go! This is only my third time to do this!”* The tiller felt like it suddenly had power steering as the clubhouse got larger and larger. I’m thinking, “Maybe planing will make up for the knockdown, but I wonder what’s going to make up for crashing into the clubhouse dock?”

He finally spilled the spinnaker and told me to turn. I managed to get us headed toward South Cove. We found 4 boats tied at the end of the dock and no room for us. We sailed into the cove two times only to go back out. The third time we tried, I was told to take it on out again. But, it wouldn’t go, and we got blown to the other side of the dock.

Good thing we did all that relaxing because now we really needed all our energy. We had to fight to keep the boat from getting blown over into the trees and fight to save the sails from getting torn up on the large pole at the end of the dock. Paul was suddenly all over the place. It was like watching an action packed James Bond movie. I tried to help, and a guy ran over to help, but it was Paul who managed to save the boat and the sails.

I finally decided Paul had a different definition than I for relaxing. I was exhausted, and it took me three days to recuperate from the adrenalin overdose.

Bulletin to all COPS: Be sure and sail with Paul Healy. Or, if you see him sailing toward your boat, get out of his way!

	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 !!!

PYC BOARD MEETING

Minutes — September 13, 2010

Commodore Varnell called meeting to order at 7:05 pm.

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

Observing: P. Crowe P. Healy
 B. Holloway B. Kindervater
 B. Robertson

OFFICER REPORTS:

David Varnell, Commodore:

- Varnell asked for approval of the August Board Minutes. Seeber motioned, & Irwin seconded. Approved.

Pete Snyder, Secretary & Editor of The Private Ear:

- No report, but Pete asked to have newsletter columns, stories and pictures in early, as usual.

Patricia Fowler, Treasurer:

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

Vice Commodore Dieter Kuberg, Race Director:

- Dieter reported that Wednesday racing was over, and that Saturday races start at 1 pm, now.

- Varnell spoke up to recognize the third place overall winner in our midst of the 2010 Ultimate 20's September 11th **Michigan Champions Regatta, Mackinac Invitational Round Robin Challenge, Chris Cyrul**, with **Jonathan Few** as crew. A round of applause and words of praise rang out.

- **Bergevin** added that at the recent **Lake Weiss** regatta he, himself, won 8th place in the Gold Fleet while **Dieter** won 2nd place in the Silver Fleet. Also, at the Tullahoma regatta, **Jody Abrams** captured first place in the cataraman division. In the Catalina 22 division, **Guy and Tina Campbell** were 4th, **Josh & Katie Landers** snagged 2nd in a borrowed boat, and **Bergevin** claimed 1st.

- **Brainard Cooper** reported that in the **Dixie Scot Challenge at Muscle Shoals Scot Cline** won 2nd place, **Bill Robertson** won 3rd, and **Tom Clark** got 4th place.

- **Chris Cyrul** reported that PYC sent 12 of our Junior sailors to Birmingham's **Rock Paper Scissors Regatta**

with **John Holloway, Tom Coleman and Bryson Lesley**. **Christian Cyrul** won 2nd place in the Blue Fleet, while 7 others sailed in the Green Fleet. The rest were sailing Lasers.

Chris Cyrul, Dock Master:

- The Hunter 27 or 28 on D Dock has been identified as to its owner!
- The light on B Dock has been fixed, as well as the one at South Cove.

Mike Seeber, Membership Director:

- **Brian Holloway** is a new Associate Member. He has been a U.S. Sailing Certified Instructor.

- One Associate Member was up for voting into Family membership, but he had not been active since the spring, so Kuberg motioned that the vote be postponed until next month so Seeber could check with him. Cyrul seconded. Passed.

- **Brainard Cooper** moved that **Spike Carscaddon** be elevated to **Honorary** membership as he has been battling cancer recently and cannot be an active sailor. Seeber seconded. Passed.

- As of this evening, we have 119 Family Members, 10 Associates, and one Junior Member.

Guy Campbell, Club Boat Director:

- Guy reported that all the club power boats are good to go. He will purchase new dock lines for all these boats.

Scott Irwin, Social Committee Chairman:

- **Britta Kindervater** will organize the **Octoberfest** meal in conjunction with the October 30th **Halloween Regatta** that **Seeber** will head up.

- Britta also submitted a request from **Volkswagon** to have a picnic and **match racing event** at PYC for some VW and PYC people, probably as many as 80 or 90 folks, on Sunday, October 24th. This event was approved, noting that there will be regularly scheduled dinghy racing that afternoon.

- The "**South of the Border Fiesta**" is September 25th! The door prize is up to \$600. Reservations are needed. Dieter is coordinating the event.

- There is a Full Moon Raft Up scheduled for Saturday, September 18-19, but that is the same weekend as the Gone With the Wind regatta at Lake Lanier and 8 or 9 Catalina 22's will be going from PYC, including several

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September Board Minutes - cont' from page 10 of the regular cruisers. 46 boats are pre-registered!

- The COPS will have a wine tasting event on Nov. 9th.

David Bergevin, Building and Grounds Director:

- Bergevin was very grateful to PYC volunteers as he reported: B Dock water is fixed, thanks to **Fred Koch**; **Chris Cyrul** fixed the light fixtures at B Dock and South Cove; **Van Polidoro** replaced warped deck boards on B Dock; and **Steve Sherman** and **Walt Jenison** repaired a water leak on A Dock.

- **Bergevin** also repaired the skewed roof turbine, installed dimmable soft fluorescents inside the clubhouse, repaired the clubhouse gable end panel and installed a ring game in the BBQ shed.

- David Varnell reminded all that the last one out of the clubhouse at night should close all doors and turn out the lights, as well as check to be sure the stove is off and propane tank valves have been closed.

OLD BUSINESS:

- **Brainard Cooper** has been working on a written policy for use and maintenance of **club owned sailboats**, including storage, defining who can use the boats, members and/or non-members, etc... He has begun to wonder if a paid position might be in order. The question of reservations came up, and two approaches were suggested, advance reservation or casual, "as available" use. He suggested a log system for people to sign out the boats that might be located in the clubhouse with keys to the boats. Operators would need to be checked out in advance. Our insurance carrier needs to be consulted, and U.S. Sailing should be asked about coverage we may already have. A suggestion was made to have large PYC lettering added to the club sailboats for easy identification. David Varnell asked Brainard to form a committee to refine the policies and procedures and look at club protections. He commented that we also need to have a power boat policy written.

- **Varnell** has been looking into an **Adult Sailing Protocol/Policy**, which would eventually be a **501-C3 Sailing Foundation**. A committee is needed to develop this idea, also. **Seeber** volunteered to head it up. **Cyrul** will contact Bayview (Michigan) Yacht Club and Detroit Yacht Club to see how their programs are set up for Flying Scots, obtaining a copy of their policies for reference.

- Britta Kindervater was recognized and she commented that there is a Chattanooga watersports celebration coming up in October called "Rockin' on the River" and

sailing is not even mentioned in the advertising about it. Varnell reported that he had been contacted about having a few sailboats go down the river and sail by downtown with full sails and spinnakers. He has not pursued it.

- David Varnell passed out copies of a form he developed for an **Adult Sailing Instructor Agreement** and asked for a motion by the board to accept it. Cooper made the motion and Bergevin seconded. Motion passed.

- Varnell also asked for a motion to approve the Sailing Instruction Program that has been started but that it be amended according to the newly developing sailing program for adults. Snyder made the motion and Seeber seconded. Motion passed.

NEW BUSINESS:

- Paul Healy was recognized to present a new "Frostbite" race series that would have a race on the Sunday directly after each of these social events: 1) The Christmas Party; 2) The Annual Meeting; and 3) The Burning-In Party (Valentine's). Cyrul made the motion and Seeber seconded. Motion passed.

- Healy also requested use of the clubhouse for an FBI social party on December 4th. This was approved.

- Seeber reported that he has been clearing brush on top of the hill above the cabins to see how much area might be available for placing unused trailers in order to free up dry slips for more sailors and more parking spaces for cars. Since the hour was so late, there was almost no discussion of this idea.

- Motion to adjourn made by B. Cooper, seconded by C. Cyrul – passed. Adjourned 9:06 pm.

**Respectfully submitted,
Peter Snyder, Secretary**

CONTACT YOUR BOARD MEMBERS

David Varnell, Commodore:	423-875-2387
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.



Highland Yacht Club Fall regatta 2010 Catalina Fleet 1st, 2nd, and third place finishers; from left to right: David Bergevin/Don Jones, Josh and Katie Landers, Kevin and Vicki Baker.

Tom Clark (below) flying his Flying Scot Spinnaker on a great day for sailing this fall.
photo by Mike Rasbury

Privateer NEWSLETTER

www.privateeryachtclub.org

Privateer Yacht Club
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