



Private Ear

NEWSLETTER OF PRIVATEER YACHT CLUB
Lake Chickamauga
June 2011
Peter Snyder, Editor

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VIEW FROM THE HELM

June 2011

Junior Sailing Camp is in full swing. So far they have had record enrollment with as many as 24 in one week. All boats were in use. We really need to thank **Bryson Lesley, Steve George** and the rest of the crew teaching or working on this project. By the way, we have made a good enough impression as a club to solicit two new associate applications for membership from the kids' parents. This is what it's all about.

The June social, **A Mid-Summer Night's Dream**, was a lot of fun with good food, beer, wine, a bonfire and s'mores. A special thanks to our Social Chairman, **Britta Kindervater** and those that helped her out, including Guy, Tina and Garret Campbell, Jane Overbeck, Rhonda Seeber, Angelika Eckner, Erica Cyrul, and Richard Ralston. No one won the drawing, so the prize will be \$100 next month. You have to be there to win.

The **Fourth of July Party** is coming up this next Monday and it is actually on the fourth this year. We will have the cook-out with hot dogs and hamburgers by the PYC Associate Members. It was a lot of fun last year and I assure you it will be great this year. Don't forget the **Cardboard Boat Race**. Come on down, build your boat and compete. Who knows, you might win. What better way is there to spend the fourth than with your friends at PYC!!!

One final note: The **Clubhouse Renovation Committee** has been hard at work looking at various alternatives for renewing our clubhouse, as well as ways to finance

such a project. You got a glimpse at one version if you came to the annual meeting in January. There are several other ideas being looked at. We will keep you informed as plans progress.

See you on the water!
Dieter Kuberg, Commodore



Commodore Kuberg above sailing in the 2011 Catalina 22 Region 3 Regatta at Ft. Walton Beach, FL, May 14-15 with David Bergevin as crew. They won the Silver Fleet First Place trophy with 4 bullets, 2 seconds and a third.

COMING EVENTS

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

JULY

2-Jul-11	Race - Cruiser & C22	1 pm Saturday
3-Jul-11	Race - Dinghies	2:30 pm Sunday
4-Jul-11	Cook Out (Door Prize Drawing)	Monday
5-July-11	COPS	6:15 pm Tuesday
9-Jul-11	Race - Cruiser & C22	1 pm Saturday
10-Jul-11	Race - Dinghies	2:30 pm Sunday
11-Jul-11	Board Meeting	7 pm Monday
13-Jul-11	CSC JAM Race	7 pm Wednesday
16-Jul-11	Race - Cruiser & C22	1 pm Saturday
16-17-Jul-11	Overnight Raft-Up	Saturday - Sunday
17-Jul-11	Race - Dinghies	2:30 pm Sunday
19-Jul-11	COPS - Pizza night	6:15 pm Tuesday
20-Jul-11	CSC JAM Race	7 pm Wednesday
21-Jul-11	Land Committee Meeting	7 pm Thursday
23-Jul-11	Race - Cruiser & C22	1 pm Saturday
24-Jul-11	Race - Dinghies	2:30 pm Sunday
27-Jul-11	CSC JAM Race	7 pm Wednesday
30-Jul-11	Race - Cruiser & C22	1 pm Saturday
31-Jul-11	Race - Dinghies	2:30 pm Sunday

AUGUST

2-Aug-11	COPS - Steak Out	6:15 pm Tuesday
3-Aug-11	CSC JAM Race	7 pm Wednesday
6-Aug-11	Race - Cruiser & C22	1 pm Saturday
7-Aug-11	Race - Dinghies	2:30 pm Sunday
8-Aug-11	Board Meeting	7 pm Monday
13-Aug-11	Dog Days Regatta (Door Prize!!!)	TBA - Saturday
14-Aug-11	Race - Dinghies	2:30 pm Sunday
16-Aug-11	COPS	6:15 pm Tuesday
17-Aug-11	CSC JAM Race	7 pm Wednesday
18-Aug-11	Land Committee Meeting	7 pm Thursday
20-Aug-11	DIYRA Portsmouth Championships	Saturday
21-Aug-11	DIYRA Portsmouth Championships	Sunday
24-Aug-11	CSC JAM Race	7 pm Wednesday
27-Aug-11	Race - Cruiser & C22	1 pm Saturday
28-Aug-11	Race - Dinghies	2:30 pm Sunday
31-Aug-11	CSC JAM Race	7 pm Wednesday

PYC CLUBHOUSE RENOVATION COMMITTEE REPORT — JUNE 2011

The **goal** of the committee is to have plans and financing in place in order to have a **completed renovation by 2015, PYC's 75th anniversary.**

Two renovation options have been proposed at this point. Both would enlarge the main area to allow accommodation for the

membership to attend a PYC event. In addition the kitchen facilities and the men's and women's restrooms would be enlarged to allow for projected increased participation in PYC events and Regattas. Floor plans are posted on the club bulletin board.

Financing the renovation was initiated by the 2010 PYC Board of Directors by establishing a building fund account of

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RACE COMMITTEE ASSIGNMENTS

Chris Cyrul — Race Committee Chairman

Date	Time	Day	Fleet	PRO	Assistant
JULY					
07/02/11	1:00 PM	Saturday	Cruisers	Duvoisin, Pete	Cyrul, Chris
07/03/11	2:30 PM	Sunday	Dinghies	Snyder, Pete	Tschetter, Chet
07/06/11	7:00 PM	Wednesday	Jam	Jennings, Bill	Bissell, Bob
07/09/11	1:00 PM	Saturday	Cruisers	Few, Jonathan	Landers, Josh
07/10/11	2:30 PM	Sunday	Dinghies	Fowler, Rob	Coolidge, John
07/13/11	7:00 PM	Wednesday	Jam	Graham, Eddie	Garverick, Tom
07/16/11	1:00 PM	Saturday	Cruisers	Few, Jonathan	Ostrander, Kristoffer
07/17/11	2:30 PM	Sunday	Dinghies	Fowler, Rob	Godwin, Tim
07/20/11	7:00 PM	Wednesday	Jam	Varnell, David	Duckett, Don
07/23/11	1:00 PM	Saturday	Cruisers	Mentgen, Mark	Halley, Mike
07/24/11	2:30 PM	Sunday	Dinghies	Holmquist, Ken	Healy, Paul
07/27/11	7:00 PM	Wednesday	Jam	Humphreys, Bill	Irwin, Scott
07/30/11	1:00 PM	Saturday	Cruisers	Sherman, Steve	Jones, Bruce
07/31/11	2:30 PM	Sunday	Dinghies	Varnell, David	Morgan, Chuck
AUGUST					
08/03/11	7:00 PM	Wednesday	Jam	Spohn, Doug	Jenison, Scott
08/06/11	1:00 PM	Saturday	Cruisers	Kindervater, Kent	Castleman, Chuck
08/07/11	2:30 PM	Sunday	Dinghies	Ford, Ed	Brockhaus, Thilo
08/10/11	7:00 PM	Wednesday	Jam	Kuberg, Dieter	Roberts, John
08/13/11		Saturday	Dog Days Regatta		Bill Robertson
08/14/11	2:30 PM	Sunday	Dinghies	Tschetter, Chet	Tachenko, Michael
08/17/11	7:00 PM	Wednesday	Jam	Ed Craig	David Cox
08/20/11	1:00 PM	Saturday	DIYRA Portsmouth Championships		Scott Cline
08/21/11	2:30 PM	Sunday	DIYRA Portsmouth Championships		Scott Cline
08/24/11	7:00 PM	Wednesday	Jam	Myers, Terry	Stewart, Gary
08/27/11	1:00 PM	Saturday	Cruisers	Lee, Scott	Cable, Tom
08/28/11	2:30 PM	Sunday	Dinghies	Eddie Graham	Rodgers, John
08/31/11	7:00 PM	Wednesday	Jam	Prevost, Tom	Casey, Charlie

NOTE: IF YOU DISCOVER A PROBLEM WITH ANY OF THE COMMITTEE OR CHASE BOATS, PLEASE NOTIFY JOSH LANDERS *ASAP* (412-303-4219)

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

\$50,000. Funds in excess of the yearly operating expenses and a \$ 25,000 buffer are directed to this account. In order to meet the stated goal, finances will need to be obtained from other sources. Possible options are:

- Executing a loan using the PYC property as collateral.
- A special temporary membership dues assessment.
- Bonds issued to the membership to be repaid with interest within a short term.

A combination of these and/or other options may be needed to fund the project. All of these options would require a vote of the membership for approval.

Currently, preliminary cost estimates are being obtained and the floor plans are on the Clubhouse bulletin board for review by members. The Committee requests the membership for input on all aspects of the planning process. Please contact us.

Thank you,

David Varnell, Chairman
Rob Fowler

Bill Robertson
Eddie Graham

[Editor's note: Per Rob Fowler, the smaller scheme utilizes some existing walls, and would not seat 100 people. The larger scheme takes the existing building down to its slab and enlarges the meeting room so it would accommodate 100 people.]

LITTLE GRAND CANYON OF THE TENNESSEE MEMORIAL DAY WEEKEND CRUISE - 2011



photos by barbara snyder

Several of us had wanted to take the trip down through the Chickamauga lock, past downtown beyond Williams Island and into the “Little Grand Canyon of the Tennessee,” but we knew it would take more than a single overnight stay on the boats. This would not be an ordinary cruise, or “raft-up.” But every glimpse of this “Grand Canyon” is so alluring.

It would mean mostly motoring, since the winds are so shift with all those mountain walls right up against the river. And, stories about milfoil fouling the few anchorages and stumps in the shoals started the imagination going on potential problems. We knew that the old rapids were no longer there, since Hales’ Bar and then Nickajack dams had been built, but the lore of the “Suck,” the “Pan,” the “Skillet” and the “Pot” begged for an adventure. Old riverboat men had given the rapids these names because they were reminded of boiling waters on a stove.

But, a few of us just wanted to go. So, we organized a trip. I studied the charts and estimated cruising times between stops, made a few calls for potential overnight slips in only a couple of marinas, and e-mailed the usual cruising crowd to see if any others would want to go.

Lo and behold, Josh & Katie (Catalina 22) and Jonathan & Alison (Catalina 25) had already planned to go on the same weekend. But, they would be staying in a slip every night and wanted to be back on Sunday before Memorial Day.

Scott & Marilyn (Endeavor 40) and Harding and Sandy (Hunter 25) would round out our fleet with Barbara and me (Catalina 22). All five boats left together on Friday, some with a few extra passengers for the trip through the lock and dinner downtown. All five boats spent the night at Ross’s Landing. What a beautiful evening that was! There’s nothing like the night

lights reflecting on the river in downtown Chattanooga. Top it off with a fireworks show from the Lookouts’ stadium, and it’s hard to beat. A downtown restaurant meal makes cookin’ and cleanup really easy, too.

After a peaceful night on board, a quiet breakfast on the boat, and a morning stroll by some, we all shoved off downriver. Like Josh said, his “expectations were exceeded.” The splendor of our river gorge, so close but just out of reach for so many, has to be experienced to be believed. Barbara and I took over 650 pictures, a *few* of which you can see [HERE](#) (click for a link), because it seemed like everywhere you looked it was “purty.” You can also view some of Katie’s pictures [HERE](#).

It seemed like every compass heading we had was straight into the wind, mainly because the strongest wind was caught by our “iron genoas.” Thankfully, no one had motor problems. And some folks we spoke with asked why they never see any sailboats down that way. Not much wind, but plenty of scenery.

We cruised down to Hales’ Bar Marina, where three of our boats tied up for the night. Harding and Sandy had friends come visit for a sail in the wide part of Nickajack, but they returned to the marina for the night. Our 22 and Scott’s 40 footer went on down to a quiet cove just above the Shellmound area where the annual Fall Color Cruise festivities happen. Hales Bar was packed with holiday weekend revelers, but our little cove was disturbed only by a passing train on the far shore.

A liesurely breakfast set us up for the cruise back upriver and through the gorgeous gorge, again. This night we stayed on the back side of Williams Island. The current was swifter there and the anchorage narrower, so we had to anchor and tie up
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accordingly. A cool dip in the river was good, though, so long as you held onto a rope.

Morning brought a little entertainment as a fisherman alerted us to a couple of Volunteer State Marine Rescue boats helping some local folk rescue a cow that had fallen off a steep bank into the river on the other side of Williams Island. We went around to witness “The Great Marine Bovine Rescue!” I was a little concerned we would take too long and the beef would already be in the “Skillet” by the time we got there.

It really wasn’t until we got back to Chickamauga Lock that

we felt a part of the holiday traffic. On the way downstream, our five sailboats were the only boats in the lock. On the way back, there were two large cruisers, a 65 ft houseboat, several Sea Doos, and three of our sailboats. After a trip, home is always a pleasure to see, and Privateer was a welcome sight as we finished our 100 mile round trip cruise.

If you ever get a chance to make this trip, make sure your motor is up to it, and go. We may try to do it again this fall, but not on the busy Color Cruise weekend.

~ Pete Snyder



TEAM OPUS DEI WINS AT CHICAGO NOOD REGATTA



It was 6 am, and we were headed north to Chicago, passing hundreds of cars waiting to get into the Bonaroo festival. We were glad to pass them by because we had 9 more hours to go. **Team Opus Dei** was once again headed to the Great Lakes to represent PYC, sail against some really competitive boats, and get a chance to stretch the legs of the Olson 30. This year's team was **Chris, Christian, and Gregg Cyrul, Paul Healy, Kent Kindervater, Josh Landers, and Jonathan Few**. All but two of us were all stuffed into the team Tahoe ready to do battle at this year's **Chicago NOOD Regatta** hosted by the Chicago Yacht Club (CYC).

It was 80 degrees in the early morning when we left PYC, and when we arrived in Chicago it was a refreshing 55 degrees. Everyone swore it was 95 the day before, but this day we were donning heavy jackets. Paul had flown up the day before to help Gregg launch Opus Dei, and they had just sailed it over when we arrived at CYC.

We were glad to see the boat off the trailer with the stick up, and Paul told us on the sail over they were doing 8 knots under main alone. CYC was buzzing with activity, and I had to help Josh pick his jaw off the ground when he saw all the big boats like the FARR 395's and GL 70's. I can't blame him because I was speechless when I first saw those monsters last year.

Day 1: Wakeup was at 4:00 am. We had stayed at Gregg's house outside of Chicago the night before and discovered negotiating Chicago traffic on a Friday morning, dropping everyone off at the club, finding the parking garage a mile away from CYC, and walking back to the docks was very time consuming. Boat call every morning was 8:00 am because we had to be off the docks at 8:30, and the race course was 5 miles offshore. The weather was a cool 48 degrees with about ¼ mile visibility due to fog. Everyone was really pumped up and a little nervous about starting this big regatta.

Once we found the starting line we remembered we would be the last start in the 4 classes that were on our course. This was a huge relief because we wouldn't have the traffic of the 33 boats in the T10 fleet, 11 J105's, or 6 Level 35's. We had some great starts the first day, but the fog was so thick that trying to find the windward mark was like playing golf at night. With the crowded course, watching for traffic was a key to survival.

We were *almost T-boned* by C&C 38 who was on port. We had to crash tack, but were back on our feet again to beat them fair and square. The only downside to day one was Paul and the boom getting into a fight during an accidental jibe. He was a real

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team player and wanted us to finish the races, but we told him to relax that we were done for the day. We finished well that day — only 1 point out of first and we were ready for day 2.

We came in to CYC and rafted up wherever we could find space, put the boat away, and headed for the tent party. Mount Gay Rum was the sponsor and everyone got a new burst of energy. We completed our day with a 1 mile hike to the luxurious Travelodge in downtown Chicago.

Day 2: We rolled out of bed groaning about aching knees and backs, which was to be expected after the effort put forth the previous day. We knew a dose of ibuprophen and our hike to CYC would get us stretched out. We had a wonderful breakfast at Dunkin Donuts and Paul was given tourism advice from one of the local homeless people.

Back to CYC and ready to head out to the racecourse without Paul. A good compass heading was the only source of direction because the fog had come in and given us less visibility than the day before. The RC put us into a 2 hour postponement because they were having trouble seeing the starting line. Finally the fog lifted and we were able to do 3 races that day.

The 3rd race of the day we beat a C&C 115 straight up by catching some really nice waves downwind! I think they even enjoyed watching us surf so much. Once again Team Opus Dei gave 110% and we came

out in first place, leading by 1 point. The rum tasted a little sweeter that afternoon.

Day3: We knew everything was on the line for the last day of racing. It was a little warmer, but the sun was shining and we were back to full strength with Paul back on the boat after his sabbatical on day 2.

Everyone was working together like we had been sailing together for years and knew that we had to stay in spitting distance of the C&C 115 to take home the win. After the first race the wind began to build, and we dropped back to the No 2 Jib for the next race. Of course the breeze died a little but we sailed Opus Dei flat and fast to finish the regatta. After our last race we knew that we had stayed in first and relished our win on the sail back. The Chicago skyline was a spectacular view while we sailed to the other harbor to take the boat apart and put it on the trailer. We put our work on hold to celebrate our victory and pick up the trophy.

Hands down this was the hardest, but most rewarding, regatta I have ever sailed. Of the 166 boats there was not a single one that was not sailing for first place. We were just fortunate to take it. I want to thank all of Team Opus Dei for a really fun weekend and ask all PYC members to wish us luck when we head back for the **Chicago-Mackinac** race in July.

~ Jonathan Few



EIGHT BELLS



Mildred Elizabeth "Betty" Failing - 1920-2011

She seemed eternal; but of course, in the end, she wasn't.

But for about 30 years **Betty Failing** was in many ways the face of Privateer Yacht Club, sailing in every Sunday race she could as well as taking her **Highlander** to distant regattas regularly. Her unmistakable white hair appealed to photographers of both newspapers in Chattanooga, so her photograph appeared frequently in articles about sailing on local sports pages.

At Betty's funeral, following her death at the age of 90, the Rev. June Johnson, Betty's daughter-in-law (married to son Kent Failing) remarked that the word she always associated with Betty Failing was, "Fierce."

Certainly that would describe the single-minded dedication she brought to every Highlander race she ever sailed. It would be hard to think of someone who sailed more races during her active years with us. Following her death, those of us who had known her only as a competitive sailor, were not at all surprised to learn that in prior years she had been a championship horsewoman, no doubt bringing that same fierce dedication to that sport as well as to ours.

When she and Frank joined PYC in the mid 1960s, their boat was a 16-foot Javelin. At the time, Privateer was primarily a Snipe club with a small fleet of Flying Scots and a smaller one of Columbia Contenders. But in about 1968 Frank St. Vincent came to Privateer with a Highlander; Betty was an early convert to this 20-foot speedster. Within a year or two there was this very active and growing fleet of Highlanders at PYC, racing every Sunday afternoon and with their sailors traveling to regattas all over the eastern US and frequently bringing home trophies, Betty more than most.

A fixture at the Highlander Nationals, she was the **FIRST FEMALE SKIPPER TO EVER WIN A RACE AT THE HIGHLANDER NATIONALS!** Sailing in that regatta at a time when female skippers weren't as commonplace as they are today, against some of the better sailors in America, including very famous sailmakers, she finished 4th, a result so impressive at the time that a trophy was established for the Highlander Class to be awarded each year at the Highlander Nationals for highest-placing female skipper, an award known as the **Betty Failing Trophy.**

Here at home, she was the perennial Highlander fleet champion and was awarded the **Brainard Cooper Memorial Award in 1976** as our "**Yachtswoman of the Year.**" Another high point in her sailing career was in 1981 when she and others in Fleet 33 brought the Highlander Nationals to PYC, but by the time the regatta was held here again in 2003, the years had put an end to her competitive sailing.

As she began to sail less, Betty was able to spend more time in other long-time interests such as in birding, traveling to places like Costa Rica on birding trips, and in leading water aerobics classes at the retirement center on Signal Mountain where she lived after Frank's death.

When told of her daughter-in-law's memories of Betty as "fierce," long-time crew **Ed Chapin** laughed and said, "That's exactly right. I only saw her NOT fierce for about 2 or 3 seconds once up on Lake Erie when she fell out of the boat. She never let go of the tiller extension, so we rounded up with everything luffing. After I pulled her back in, it did take her a couple of seconds to regain her composure, but regain it she did. We had been nearing the finish of a race in second place, and she was able to regroup so quickly that we only lost two boats, finishing 4th."

~ **Brainard Cooper**



NEW PLACARDS FOR RACE COMMITTEE AND, A NEW MARK!

Thanks to **Steve Sherman**, we have new placards for the Race Committee Boat. And, he has updated the diagram of Chickamauga Lake with all the permanent racing marks shown. Since the authorities have recently placed a green buoy just outside of our harbor, Steve has designated it as the “Harbor” buoy, and now the letter “H” calls it out in the race placards.

Steve has also updated the Race Committee Instructions that are on the Race Committee Boat and on the PYC website. Go take a look if you haven’t in a while. Click on “**Race Committee Guide**,” “**Standard Club Race Sailing Instructions**” and on “**Simplified Basic Racing Rules**.”

“The clouds raced with her mastheads; they rose astern enormous and white, soared to the zenith, flew past, and, falling down the wide curve of the sky, seemed to dash headlong into the sea—the clouds swifter than the ship, more free, but without a home.
 ~ **Joseph Conrad**

“Whenever your preparations for sea are poor, the sea worms its way in and finds the problems.”

~ **Francis Stokes**

PYC BOARD MEETING

Minutes — June 13, 2011

Meeting called to order at 7:00 PM by Commodore Kuberg.

Members present:

D. Bergevin	C. Cyrul
P. Fowler	B. Kindervater
D. Kuberg	J. Landers
J. Rathjen	M. Seeber
P. Snyder	D. Varnell

Observers:

T. Clark	S. Cline
P. Crowe	B. & J. Denes
H. Hawkins	B. Holloway
S. Irwin	B. Lesley
J. Mullen	R. Ralston
G. & M. Smith	T. Winger

OFFICER REPORTS:

Dieter Kuberg, Commodore:

- Dieter asked for a motion to approve the May Board Minutes. Patricia had some corrections to the May minutes. The Catalina 22 Regatta made \$356, not the Scot Regatta. The C22 funds were used in part to cover the cost overrun of the Scot Regatta, which went into the red by a couple hundred dollars (trophy costs). Seeber made a motion that the minutes be approved with these corrections and Bergevin seconded. Motion passed.

Pete Snyder, Secretary, Editor of The Private Ear:

- Pete had no report, but asked that folks get their stories and pictures in to him early.

Patricia Fowler, Treasurer:

- Patricia submitted her monthly reports to the Board via e-mail. She added that Bill Robertson sent her a check and a report that the coke machine made a profit of \$1,164 from 2001 until 2011. Seeber moved that her reports be accepted with this addition. Rathjen seconded. Accepted.

Chris Cyrul, Vice Commodore, Racing:

- Chris reported that Wednesday night racing is back to its regular format. Spring District racing is over.
- Two weeks ago Muscle Shoals had their 30th Anniversary

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 <p>CRSA CORAL REEF SAILING APPAREL 888-224-0641 or www.coralreefsailing.net</p>	<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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Regatta, which was won by Chris and Christian Cyrul. Also, Chris showed off his First in Class winner's plate from the 2011 Sperry Topsider NOOD Regatta (Chicago). Paul Healy suffered a minor concussion when the boom hit him during a race. He had to sit out one day of racing, but got back on board the next. He seems fine, now. The crew all got back to Chattanooga at 7 am this morning.

- Steve Sherman has made a new chart of the Chickamauga Buoy locations, updated the Race Committee instructions, and put all new placards on the Committee Boat. He's also put large consecutive numbers on the club Optis, Lasers and Flying Scots. Kudos to Steve!!!
- Chris reported that e-mails and phone calls have been made for race committee every week.

John Rathjen, Rear Commodore, Dockmaster:

- The first "A" Dock hinge joint replacement has been accomplished. It took 4 guys 4-1/2 hours today. John wanted to recognize David Varnell, Tom Prevost and Steve Morgan for their help today. More help for the other joints would be appreciated. He still needs the new cable assemblies for some of the other joints.
- 20 of the 30 unidentified trailers have finally been identified. This needs to be completed because it is an official policy of PYC, it's necessary for proper billing and record keeping, and it's needed if the trailer ever has to be returned to its proper place after work on the grounds. Those boats/trailers which are still unidentified or not in use, may be relocated at the discretion of the dockmaster.
- John has completed a walk down and found 7 items in storage for which PYC is not collecting storage fees. These include the red Snark dinghy upside down on the ground by the boat ramp, the C Scow on a trailer in the cabin lot, an orange pick-up truck, the blue and white Sidewinder dinghy by the boat ramp, a winged racing dinghy in dry slip #71, an old yellow Snipe on the hilltop, and Seeber's kayak trailer in the woods. The owners of most of these were identified at the Board meeting, and Patricia will follow up. The Sidewinder dinghy has been donated to the club.
- David Varnell commented that we need to have affidavits on file for those boats which have been donated to the club, and they need to be on the insurance roster.
- John stated that the Club ought to have a couple temporary dry slip spots for folks who pull a boat out on a trailer and need to do short term work on it. These spots could also be used for visiting out of towners. The area under the pine trees could accommodate 5 or 6 boats, so long as the access is not blocked.
- John made a motion that we reduce the dry storage fee for those trailers on the hilltop because none of them store a boat and it's an out of the way location that's not so easy to access. Seeber said to keep it the same because the amount is so small and we don't want to encourage a repository for junk,

but we need to find a way to maintain the area (probably with a herbicide). John agreed to withdraw his motion if the hilltop storage is maintained properly.

Mike Seeber, Membership Director:

- Visiting this evening are Gary and Mariah Smith, who have restored a 1964 Newport (longtime sailors and racers) (sponsored by M. Seeber & D. Bergevin).
- We have four new Associate Members: John Chattelain, who has a Capri 25 and been racing for 6 years (sponsored by D. Varnell & K. Kindervater); Ralph and Leslie Jakobs, a Laser sailor, (M. Seeber & B. Kindervater); Leonard and Judie Morton, parents of Chris Matthews and long time sailors (sponsored by Chris Matthews & B. Lesley); and Nan Brooks, who is a returning member (George Barber & ??)

Josh Landers, Club Boats Director:

- Josh presented a card he received from the Junior Sailors thanking him for fixing the Whaler.
- PYC club owned boats now have "PYC CLUB BOAT" decals on them, including the two Committee pontoon boats, the Whaler, Carolina Skiff, the 16 Optis, 10 Lasers (6 owned by PYC & 4 loaners) and the 2 Flying Scots.
- Josh has PYC decals for sale for \$5 each.

Britta Kindervater, Social Director:

- There are no new requests for use of the Clubhouse.
- June 25 will be the "Midsummer Night's Dream" dinner.
- July 4th festivities will be managed by our 21 Associate members and will feature the cardboard boat race with a meal afterward.
- The club will reimburse Britta for some needed items she will purchase for the kitchen.
- August 20 will be the DIYRA Regatta and the COPS Steak Out is scheduled for the same night. It will be open to the whole club.
- Carla Pritchard wants PYC to participate in the River Rocks Festival Oct. 1 & 2.
- The Flying Scot Regional Regatta is coming up, also.

David Bergevin, Building and Grounds Director:

- The clubhouse roof leak has been repaired.
- The Marine Railway Lift is still out of commission because of fallen trees.
- We now have a new soda machine with 75 cent sodas and water for \$1.
- The South Cove stair has been repaired.

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- The handrail to A Dock has been replaced.
- The tree swing has been reworked.
- The patio wood strips have been replaced.
- The waterline to the docks blew up Memorial Day weekend, and there was no shut-off. Now, there is a new shut-off for the docks. Also, the tubing that was used for those lines is polybutylene, which has been "outlawed" because of its tendency to deteriorate. So, as different lengths of it need to be replaced, we will do it with Pex tubing.
- The entry gate motor has seized up, and Chuck Morgan is trying to fix it. It may need to be replaced.
- A new umbrella has replaced the old one on the patio which flew out and got busted.
- The clubhouse ceiling fan timers don't work. David plans on replacing them this Wednesday.

David Varnell, Past Commodore:

- David presented two plans being considered for the Clubhouse renovation. He spoke of one as "Big" and the other one as "Bigger." He also presented a report from the Clubhouse Renovation Committee on how the work might be financed and asked if it could be circulated in The Private Ear. Discussion was that the plans might not read well in the newsletter, and perhaps they ought to be posted on the website. Pete will look into this with Bill Robertson. The target date for finishing the renovations is June of 2015, the 75th Anniversary of PYC. The committee would like to have an informational meeting in the next two or three months. There's a lot of work yet to do, including pricing.

OLD BUSINESS

- Brian Holloway introduced Harry Hawkins from Chattanooga State Community College. Harry said that Chatt State is excited about the upcoming sailing classes and is fully behind them. Dieter commented that we are still looking for someone to head up the Adult Sailing Program and a Club Boat Manager.
- Tom Clark brought up the new Key Points document for the new cabin leases. He said what they have done is taken the 1965 lease and clarified it. The Land Committee has been working on it for the last three years with the cabin occupants. The Board voted unanimously to approve the Key Points and pass it on to a lawyer for the legal formatting.
- Dieter called upon Pete to present the Club Sailboat Use Policy he has been working on. David Varnell moved that it be accepted by the board. Discussion followed without a second, and Varnell withdrew his motion because not enough of the Board had read and reviewed Pete's work. So, he suggested that it be tabled until next month when, hopefully, all the Board would have read and reacted to it. Consensus was

to table it until next month.

NEW BUSINESS / NA

Bergevin made a motion that the meeting be adjourned. Josh seconded, and the meeting adjourned at 9:01 pm.

ACTION ITEMS

- 1) All board members still need to review and revise annual budget plan.
- 2) Rathjen will identify two dry slip locations for temporary usage.
- 3) Rathjen to install more rebuilt hinges on A Dock.
- 4) Rathjen to get canvas installed on rigging dock tire bumpers (still need source of canvas).
- 5) Britta will purchase items needed in the kitchen.
- 6) Bergevin to follow up on front gate repair.
- 7) Bergevin to pursue Marine Railway Lift repair.
- 8) Bergevin will replace clubhouse fan timer switches.
- 9) Varnell to follow up on Clubhouse renovation plans.
- 10) All Board members will read and critique the Club Sailboat Use Policy and send their comments and suggestions to Pete before the next Board Meeting.
- 11) Seeber to invite new Associates to come meet the Board.
- 12) Patricia to purchase Workmans' Compensation insurance for all paid club workers.
- 13) Remaining board members to submit their own job descriptions to Dieter.
- 14) Dieter to follow up with Steve Morgan on flagpole.
- 15) Pete will get with Bill Robertson to see about having the Clubhouse renovation plans put on the PYC website.

**Respectfully Submitted,
Peter Snyder, Secretary**

CONTACT YOUR BOARD MEMBERS

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Mike Seeber, Membership Director:	423-298-3433
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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.

Home port, Privateer Yacht Club - photo above by Pete Snyder

Privateer’s own Chris Cyrul Olsen 30 team brings back a first place victory from the Chicago NOOD
See the story on pages 6-7.

Private Ear NEWSLETTER

www.privateeryachtclub.org

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