



# Private Ear

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

Chattanooga, TN  
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## VIEW FROM THE HELM

May 2011

**Thanks** to your input, and as we approach the middle of the year, the Board and I are well aware of items that we need to address to provide you with a better, more efficiently run club.

- We need to develop and approve a Club Boat Use Policy for the club sailing fleets and club motor boats. Uncontrolled use has caused considerable damage to our boats. Once developed, we need a person to oversee our club boat use.
- We need an adult sailing program to assist new members in learning the techniques and responsibilities of sailing. We are looking for a director of this program.
- We need to revise the boat slip and storage policy so that persons using our property are aware of our policies and maintain the responsibilities of keeping a boat on PYC property.
- As we need more dock space (we actually have a waiting list these days), we need to develop a policy for space assignment based on use. This method is common in most yacht clubs around the country. We do not need a place to store little used or unused boats.
- We need a more modern, interactive web site so we can better communicate with our members and through which they can communicate with us.
- We need a long term plan for the next five years so that we all know and agree upon what we are trying to accomplish.
- We need to set up a budget so that we can meet the financial long range goals that have been set for the club.

These are the key items of which I am aware. If you can think

of any others or if you have any ideas on how to accomplish these items, I would appreciate hearing from you. My personal e-mail is [dieterk67@comcast.net](mailto:dieterk67@comcast.net)

*See you on the water!*  
*Dieter Kuberg, Commodore*



photo by  
Monika Luepkes

**LATE BREAKING NEWS:** Commodore Kuberg won the 2011 Catalina 22 Region 3 Silver Fleet trophy at Ft. Walton Beach, FL, May 14-15 with 4 bullets, 2 seconds and a third. *Welcome to the Gold Fleet, Dieter!!!*

# COMING EVENTS

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

## JUNE

1-Jun-11	CSC JAM Race	7 pm Wednesday
4-Jun-11	Race - Cruisers & C22	1 pm Saturday
5-Jun-11	Race - Dinghies	2:30 pm Sunday
7-Jun-11	COPS	6:15 pm Tuesday
8-Jun-11	CSC JAM Race	7 pm Wednesday
11-Jun-11	Race - Cruisers & C22	1 pm Saturday
12-Jun-11	Race - Dinghies	2:30 pm Sunday
13-Jun-11	Board Meeting 7:00 pm	7 pm Monday
15-Jun-11	CSC JAM Race	7 pm Wednesday
16-Jun-11	Land Committee Meeting	7 pm Thursday
18-Jun-11	Race - Cruiser & C22	1 pm Saturday
18-19-Jun-11	Cruisers Full Moon Overnighter	Saturday - Sunday
19-Jun-11	Race - Dinghies	2:30 pm Sunday
21-Jun-11	COPS - Bring a friend	6:15 pm Tuesday
22-Jun-11	CSC JAM Race	7 pm Wednesday
25-Jun-11	Race - Cruiser & C22	1 pm Saturday
25-Jun-11	Club Social (Door Prize!!!)	6 pm Saturday
26-Jun-11	Race - Dinghies	2:30 pm Sunday
29-Jun-11	CSC JAM Race	7 pm Wednesday

## 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
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	1:00 Saturday
31-Jul-11	Race - Dinghies	2:30 pm Sunday

## SAFE SAILING SAVES LIVES By Joe Hummel

Last Wednesday, May 11th, we took my C&C 110 'Archimedes II' out sailing on Lake Michigan. It was early evening, typical May (i.e. windy and cold), the water temp in the low 40's, and thunderstorms had just rolled through but the weather now looked clear.

As we closed in on 8 pm, the sun was starting to set, and we saw a roll cloud approaching --- with dark, dark storm clouds behind.

We decided to drop sails, put the boat in order, and head back to the harbor. As skipper, I was very focused on getting the boat in order, and after a quick survey of the horizon in front of me, saw only one other boat very close to the harbor entrance.

The first cell hit, not a big one, 25+kts, and lasted a minute or two. But another was coming, and you could see it on the water, and in the sky. The second cell hit with rain, hail, and 40+kt winds.

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# RACE COMMITTEE ASSIGNMENTS

Chris Cyrul — Race Committee Chairman

Date	Time	Day	Fleet	PRO	Assistant
<b>JUNE</b>					
06/01/11	7:00 PM	Wednesday	JAM	Cooper, Brainard	Bezcor, Bob
06/04/11	1:00 PM	Saturday	Cruisers	Crowe, Pat	Kirby Sweat
06/05/11	2:30 PM	Sunday	Dinghies	Williams, Dan	George Barber
06/08/11	7:00 PM	Wednesday	JAM	Abrams, Jody	Garverick, Tom
06/11/11	1:00 PM	Saturday	Cruisers	Bergavin, David	Ostrander, Kristoffer
06/12/11	2:30 PM	Sunday	Dinghies	Rogers, John	Godwin, Tim
06/15/11	7:00 PM	Wednesday	JAM	Rathjen, John	Lind, Linda
06/18/11	1:00 PM	Saturday	Cruisers	Overbeck, Kent	Miles, Jonathan
06/19/11	2:30 PM	Sunday	Dinghies	Clark Tom	Graves, Mike
06/22/11	7:00 PM	Wednesday	JAM	Cline Scott & Cindy	Halley, Mike
06/25/11	1:00 PM	Saturday	Cruisers	Cofield, Stewart	Oberkircher, Fred
06/26/11	2:30 PM	Sunday	Dinghies	Craig, Ed	Irwin, Scott
06/29/11	7:00 PM	Wednesday	JAM	Wyberly, Spencer	Jones, Bruce
<b>JULY</b>					
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

**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.**

I was close to the harbor entrance but it was too risky to enter, so we did circles until it passed.

It lasted 5+ minutes, and then started to abate. As soon as it was safe, we rigged fenders and dock lines, and headed in to dock. I counted my blessings, and felt we handled it well. The boat we had seen earlier was likewise in and safely at dock.

Turns out all was not well out on the lake. Before the cells had hit, and afterwards as we prepared to head in, we had failed to see a Rhodes 19 that was also out sailing, seen the storm approaching, and likewise heading back to the same harbor. They ended up capsized, unable to right the boat, and floating in the water (wearing lifejackets) for almost 45 minutes.

Luckily, the skipper's wife was at the yacht club, was ex-

pecting her husband at 8 pm, and when he failed to show (and seeing the storm come through), commandeered the YC's whaler, some volunteers, and went out onto the lake to rescue her husband. Her efforts (and those of many others) saved the life of her husband and the others in the water. All involved are fully recovered and doing well.

The lessons are many, but paramount in my mind are the following:

- Make sure someone knows your schedule, and what to do if you are late.
- Before/ after a storm passes through, look around for those less fortunate than yourself.
- **Lifejackets, lifejackets, lifejackets !!!**

~ from *Scuttlebutt*



## **SCOWABUNGA 2011**



photos by Katie Landers

**The 2011 edition of Scowabunga** featured 27 sailors from New York, Michigan, Florida, Georgia, Ohio, Missouri, Illinois, North Carolina, South Carolina, Tennessee of course.... Thanks to... the members of Privateer who made this a great weekend and showed us true Southern Hospitality.

Saturday May 14, the weather people called for 10-15 from the southwest and pretty much hit it. **Bill Robinson** and RC crew contended with some shifts to set the course and those shifts set the stage. Southwest is the most favorable wind direction for Privateer and allows for the longest possible courses. The wind is straight down the pipe. The courses were twice around Modified WL on Saturday and WL on Sunday. The pre-race conditions were light and checking the course was difficult. Just before the first start the breeze arrived and soon we were off to the races fully hiked...

Spencer mentioned a geographic starboard lift and I noticed this about two thirds up the leg. I was able to tack below the lay line and made the weather mark comfortably as the starboard lift continued. Those coming in from the left though were knocked and had a tough time in traffic coming across. I was just above the lay line and avoid any congestion. This allowed me to move from eighth into second at the mark.

Downwind staying in the breeze on the water and steering low and around waves seemed to work well. I had moved in to what appeared to be 1st place. Spencer and Christian Cyril as crew, who where way back in the pack, went very low and

found an amazing streak on the shore down the left side. I was surprised to see them when I jibed to port. They came screaming in on starboard as we neared the gates and I couldn't catch them. Over the next 2 legs I was able to regain the lead with a comfortable margin at the finish.

...Speed helped me out of tough spots. I think speed comes from letting a sail find its own shape without forcing it and also from a sense of speed. By sense I'm talking about a feeling of whether the boat is moving or not, knowing when a setting results in better or worse speed, and adjusting until the sense of speed is satisfied. I think use of controls should be limited and be applied only as the air velocity increases. I started with few controls of the sail and then adjusted for speed and comfort. I was sure not to over trim and looked often at the leach streamers. As the velocity increased I felt more comfortable tightening the main sheet and the sail didn't look flat because the stronger velocity put a curve in the leach...

~ **BOB COLE**

Overall Winner (Vice Commodore of MC Class)

**SPENCER WIBERLEY :** All I did last weekend was try to focus on speed and listen to my crew, but if you want the expanded version, read below. Most of the credit goes to my crew. Since neither I nor my crew had a good feel for the boat (a borrowed Johnson MC), we both knew we had to create opportunities on the course and not get wrapped up in drag races. We assumed that most of the fleet would have us beat on speed. This forced us to really think about the course and



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when ever possible lead the pack rather than cover. We always wanted to be creating an opportunity, not covering the fleet. When starting, for example, we always set up on the side of the line that we wanted to play upwind, and we approached the line conscious of who we had to windward and leeward. We assumed we would always be going slower and lower off the start so we did not want to be in a position where we had to beat a boat to tack. We wanted to be able to take the side we wanted quickly.

We also spent a lot of time talking about why we wanted to play a particular side and mentally walked ourselves through what we thought would happen as we sailed the course. By doing this, we were able to check our strategy and ask ourselves if what we were seeing was what we had anticipated to happen. It also helped us to know what to do when we got the header or lift. My crew really helped keep me focused on speed and not freaking out over the little things and second guessing myself by saying "this is what we said would happen, keep going."

We also did this during the races for the next leg so when we hit the mark we would know where to lead the pack. Once again, this helped us constantly create opportunities rather than follow people to the side we wanted to play. For example, we knew the right shore line would give us a geographical shift upwind, so when I would sail into the header, my crew would remind me not to tack, but to take it so we could get the lift for the entire layline. It was the same thing going down wind. We always tried to determine the passing lane before actually sailing the leg, so when we hit the mark we knew we had to

jibe or just sail fast. This forced others to cover us rather than the other way around.

**Side Note:** Spencer has been coaching 12 year old Christian Cyrul in the **Optimist Dinghy** for over a year. As a result through practice and hard work Christian has excelled like his dad Chris as a racer. They were the only 2 man Scow out on the course even when it looked like light wind. It was heart warming to see them sailing together as a team.

This was the second year that the weatherman gave discouraging early weather reports. In both years that weather turned out to be perfect, Big wind - no rain. **Fleet 82** prides itself in being great hosts. We put people up: in homes, in boats and the camping was great. We loaned our extra boats to out of town skippers and other club members. We kept a major supply of repair parts and were able to keep every boat on the water for all races. There was plenty of liquid refreshment. Chris Cyrul's gallon of Jack Daniels created some happy skippers who kept us rolling in the aisles. **Jan and David Varnell** once again improved upon perfect meals. This year the steaks were bigger & better with more toppings including smothered peppers and onions. The Kailua cake and ice cream was out of this world. Sunday Breakfast of grits, gravy, home made biscuits, eggs and fruit hit the spot. Everyone once again chose from a prize table provided by Optiparts and Blue Star Sails. This was a fleet effort, and from all the thank you notes and warm e-mails from competitors this was the best Scowabunga yet! See you May 19 & 20, 2012

(See more pictures by Katie Landers: [CLICK HERE](#) )





**DOCK PARTY** MAY 21, 2011  
HOSTED BY THE "COPS" ("Chicks On the Pond, Sailing")







Fleet 95 participants from PYC included Kent & Jane Overbeck, Robert & Kathy Bissell, Scott Irwin, and Pete Snyder with Robert and Tyler Row. For more of Jane's pictures click [HERE](#), and for Robert & Pete's go [HERE](#).



**CATALINA 22 NORTHERN GULF COAST CRUISE**  
**APRIL 27 - MAY 7, 2011** *Ft. Walton Beach, FL, to Bear Point, AL, and back*



## UNITED STATES OPTIMIST DINGHY ASSOCIATION TEAM TRIALS — SAN FRANCISCO BAY



**On Saturday**, April 30th, I flew to **San Francisco** to participate in the **2011 Optimist Team Trials**. Out of the 225 people who qualified, only 172 sailors went. The goal of Team Trials is to get a spot on the National team, the World team or the North American team. I qualified to sail in the Team Trials by finishing in the top 25% at two regattas I attended in the summer and fall.

The time before getting on the water usually has a basic routine. My Mom and I would drive to the yacht club, and she would drop me off. For breakfast, I would buy a breakfast burrito that they were selling at the yacht club. After devouring this massive meal, I would rig my boat. Following this, my teammates and myself would warm up with our coaches (Spencer and Cristian) and then have a morning briefing. We would then have a skipper's meeting.

Quickly after the skipper's meeting ended, the harbor gun would go off. With 172 boats trying to dolly their boats down a single-lane ramp, this chaotic procession took over 30 minutes. The relief of finally getting in my boat on the water was great. I sailed out of the marina where I met up with one of my two coaches. Each coach would tow a group of sailors for 45-60 minutes out to the race course. On the last day of racing, we had to wait for 30 minutes while a freighter passed in front of us.

After finally getting untied from the tow line, we would evaluate the wind conditions with a few drills. Each day, the wind was lighter in the morning. But after doing the drills and sail-

ing down to the starting line, the wind would have picked up.

On the very windy days, I had very bad starts. I would almost always be in the second row. It was almost nearly impossible, with all those competitive sailors, to be in the very front. The course we sailed was a trapezoid, which is typical for any advanced Optimist regatta. On the very windy races, just getting to the windward mark would be a relief because I knew the next 2 legs in front of me (the reach and the downwind) would be lots of fun.

After surfing many waves downwind, I would have to prepare myself for going upwind again. Because of my small size and inability to bail, by the time I got to the windward mark my boat looked like I had capsized. After finally crossing the finish line, I would celebrate just for finishing the race.

But in the lighter races it was totally different. I would usually get a better start and would have better boat speed. In one race that was light I got a 26 out of 86, and in the really heavy air I got a finish in the 80's.

The great experience I had at time trials was an exciting adventure. I learned a lot on how to handle heavy air and I really got better in the conditions. I had lots of fun touring San Francisco, meeting lots of new people and sailing in the Bay. Overall, my time at Team Trials was one of the best experiences I've ever had.

~ **Christian Cyrul**



# NEW DOCKS ... MORE LASERS ... LOTS OF OPTI'S...

**Summer Sail Camp** is going to be a busy setting, thanks to the Board and a lot of effort by **Chris Cyrul** and many others. Privateer now has the best dock system in the DIYRA. This will enable the boats to be launched and taken out without damage or scratches. Also, this is a much kinder surface for the students to utilize.

Enrollment in the **OPTI's** is terrific. We have two weeks that are full and are still receiving applications daily.

We need more **LASER** sailors to get on board. This is the group that really had a great time last year. The **LASER** is a fun boat to sail and teaches lots of technique. We have our **LASER** fleet in good repair and have purchased new parts for several of the boats. Thanks again to **John Coolidge** for the two **LASER's** that he donated to the Youth Sailing Program.

We have updated the **OPTIMIST PRAM'S** with the generous help of **Steve Sherman and McLaughlin Boats**. The sixteen **OPTI's** are ready for the summer. **Brian Holloway and Lucas Kindervater** are returning to instruct the sailors plus four of our maturing junior sailors will be helping with the instruction.

*We look forward to our best summer, yet !!!*

**Happy Sails,  
Bryson Lesley  
423 580-4436**

**Monday thru Friday ~ 8:45am until 4:00pm**

**For Beginner and Intermediate Sailors**

**Session 1 : June 6th - June 10th**

**Session 2 : June 13th - June 17th**

**Session 3 : June 27th - July 1st**

**Session 4 : July 4th - July 8th**

**Session 5 : July 11th - July 15th**

**Session 6 : July 18th - July 22th**

<http://www.pycyouthsailing.com/index.html>

“The three major factors to consider in a successful crewman are attitude, attitude, and attitude.”

~ **Dennis Conner**

# PYC BOARD MEETING

## Minutes – May 9, 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	

**Observers:**

S. Cline	P. Crowe
B. & J. Denes	R. Fowler
P. Healy	S. Irwin
B. Ives	B. Robertson
J. Shepherd	D. Spohn

### OFFICER REPORTS:

#### Dieter Kuberg, Commodore:

- Dieter asked for a motion to approve the April Board Minutes. Bergevin made that motion and Patricia seconded. Motion passed.

#### Pete Snyder, Secretary, Editor of *The Private Ear*:

- Pete noted that the April issue will be out soon. He's been on the Catalina 22 Northern Gulf Coast Cruise.

#### Patricia Fowler, Treasurer:

- Patricia submitted her monthly reports to the Board via e-mail. Snyder moved that they be accepted. Landers seconded. Accepted.

#### Chris Cyrul, Rear Commodore, Racing:

- Paul Healy was recognized and announced that there will be a Flying Scot Dixie Lakes District Championship Regatta at PYC on October 1 & 2.

- Rob Fowler was recognized and gave a report on the April Flying Scot Regatta. Eleven boats participated, and the regatta made \$356, which will be used to maintain the club Flying Scots.

- Scot Cline was recognized and announced that the DIYRA

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### PRIVATEER YACHT CLUB SHIP'S STORE

available through Coral Reef Sailing

Go to this website:

[http://coralreefsailing.net/privateer\\_yacht\\_club\\_](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 !!!**

## **May Board Meeting Minutes - cont' from page 9**

Spring Regatta has been changed to August 20-21, which is the same date as the COPS Steak Out. Britta commented that both events could be merged in terms of the evening meal. The new name of the regatta will be "DIYRA Portsmouth Championship Regatta."

### **John Rathjen, Dock Master**

- John displayed a diagram of the A Dock joints which are requiring some maintenance. Half of the joining cables and all of the rubber donuts in the joints need to be replaced, and all of the recesses for them will be filled with new ones. Currently, only half of the donut recesses are filled. Comment was made that Ashley Sling Co. on 43rd St. in Chattanooga could make new cables for us. John was wondering if he could get a copy of the ten year old plans for A Dock with a detail of the cable and donut joints. Ian Mcleod or Terry Myers might have a copy. John recommended that a spring and fall inspection program be implemented to monitor A Dock.
- John wants to bring in 20 tons of crusher run gravel next week to even out the Clubhouse Boat Lot. \$450 was approved for this use.
- John still needs to find a source for canvas to put on the rigging dock.

### **Mike Seeber, Membership Director:**

- Joe Robbins is resigning from PYC due to lack of participation.
- There are five new Associate Members with checks! Mary Rickert Jenkins, Ralph and Debbie Cavazos, Ben Edwards, Gary and Maria Smith, and Frank and Maria Hitchings. Britta added that she knows of another about to submit an application.
- Seeber would like to put a large banner on the clubhouse porch rail to be seen from the lake. The board concurred.
- Mike has rearranged the old wooden Opti docks to provide space to tie up and possibly store the club Flying Scots. They span the distance between the new Opti docks and C Dock. He has also personally purchased three small hydro-hoists which he plans to modify for storing the club Flying Scots. This is an experiment, and he just wants to see if it might work. Comment was made that if it does work and is useful to PYC, he should be reimbursed for the cost of materials. He is also looking at ways to better store the club Lasers.

### **Josh Landers, Club Boats Director:**

- The Carolina Skiff is back in service, and the Whaler is, also.
- Josh has made some decals for club boats very similar to

decals that have been made before, but added "CLUB BOAT" underneath the PYC logo. He has also made some for general use that are of the same format, but with "HIXSON, TN" under the logo. These are available for \$5 each.

- A discussion developed re checklists for club boats, which Josh intends to make. Chris commented that the shut down procedure for outboards should include running all the gas out of the carburetor.

### **Britta Kindervater, Social Director:**

- Britta reported that the April 30 Italian Social was open to our Open House guests and cleared a profit of \$350, which will be donated to the American Red Cross for tornado victims. The club has added to that the \$50 which would have gone toward the door prize.
- The next social will be a Dock Party on May 21 hosted by the COPS, with a door prize of \$150.
- COPS will also host the August 20 supper for PYC and the DIYRA Championship Regatta.
- Scowabunga is coming up this weekend, and David and Jan Varnell are in charge of the meals.
- Barbara Snyder has requested the clubhouse for a 7 pm family gathering this coming Sunday. Approved. Bill Humphries also has reserved the clubhouse for an afternoon family gathering right after Scowabunga.
- Bob Bissell has requested a shift from his July 9 reservation to July 30. Approved.
- Marji Cyrul has a school function to be held May 22, from 5-7 pm. Approved.
- Bill Humphries has another event with about 100 people to be on October 22. Approved.
- Gloria Hartshorn would like to use the clubhouse on July 16 or 17. Date needs to be clarified.
- The June Social will be on the 25th. The theme has not yet been established.
- The Chattanooga Power Squadron has submitted a check for \$130 to PYC in appreciation for use of our clubhouse.

### **David Bergevin, Building and Grounds Director:**

- Action Items: The South Cove power may be repaired by Saturday and Scowabunga. The front gate is not functioning due to damage from the storm power outage. The beer dispenser has been repaired with a new tower and CO2 tank.

**May Board Meeting Minutes - cont' on page 11**



## May Board Meeting Minutes - cont' from page 10

- The Clubhouse roof leak is still persisting. David is going to attempt another fix.

- The Marine Railway is out of commission due to multiple trees falling on it. The donkey engine shack is gone, but the engine may be ok. David will need help clearing the trees and replacing the shack.

- Many thanks to the many club members who showed up after the storm and helped clear downed trees all over the club.

- David brought up the soda machine issue. Several in the audience came to the meeting for this. Rob Fowler reported that he had 35 people respond to his e-mail, and all but one want a coke machine. After some discussion, Bergevin moved that Rob investigate the cost of replacing the machine and having a company service the machine plus find out how much the sodas would then cost. The cost of a new machine not to exceed \$850. Seeber seconded. It was decided to hold off the vote until Rob could research the issue and have a vote later in the month by e-mail.

- The stairway down to South Cove was demolished by a fallen tree. David moved that it be replaced for \$800 or less. Snyder seconded. Passed.

## OLD BUSINESS

- Dieter brought up the Workmans' Compensation Insurance issue. He stated that 1099 contract labor should have their own insurance and verify that with documentation, but that still leaves us open if we have no WC insurance. \$750 would cover all workers at PYC. Patricia moved that PYC buy WC insurance. Seeber seconded. Passed.

- Dieter then brought up club boat insurance. Liability coverage costs only \$35 per year per boat. Then, for comprehensive coverage of a Flying Scot it would cost \$37.50 per year. For a Laser it would cost \$12.50 per year. Patricia Fowler moved that PYC purchase liability insurance for the 10 Lasers and 2 Flying Scots. Seeber seconded. Motion passed.

- Seeber then moved that PYC cover all the club boats with comprehensive coverage. Cyrul seconded. Motion passed.

- Dieter reported on the flagpole. Steve Morgan has all the parts to fabricate a base for the pole. He just needs to know where it will be planted. Discussion led to a location beside the dock stairs, on land, which can be seen from the clubhouse and from the lake. The base would be made of aluminum, with four large bolts set in concrete. Steve will determine size of the concrete foundation.

- Chris Cyrul stated that he did not want to draw up the Club Boat Use Policy or be responsible for the Adult Learn to Sail Program. Seeber said he would work on the Club Boat Use Policy and follow up with Brian Holloway on the Adult Learn

to Sail Program.

## NEW BUSINESS N/A

## ACTION ITEMS

- 1) Patricia to send \$400 to the American Red Cross to help tornado victims.
- 2) All board members still need to review and revise annual budget plan.
- 3) Rathjen to order gravel and have it spread over Clubhouse Boat Lot
- 4) Rob Fowler to investigate new Coke machine arrangement. Board to vote by e-mail.
- 5) Bergevin will still attempt another roof leak repair.
- 6) Bergevin to follow up on front gate repair.
- 7) Bergevin to pursue Marine Railway and South Cove stairway repairs.
- 8) Varnell to follow up on Clubhouse renovation plans.
- 9) Seeber to follow up with Holloway on Adult Sailing Program and establish use policy for club boats.
- 10) Cyrul and Seeber to put finishing touches on OPTI docks.
- 11) Seeber to invite new Associates to come meet the board.
- 12) Seeber to get list of Open House names and addresses to Snyder for e-mail of newsletter.
- 13) Rathjen to install rebuilt hinges on A Dock.
- 14) Rathjen to get canvas installed on rigging dock tire bumpers (still need source of canvas).
- 15) Patricia to purchase Workmans' Compensation insurance for all paid club workers.
- 16) Patricia to purchase liability and comprehensive insurance for all club boats.
- 17) Remaining board members to submit their own job descriptions to Dieter.
- 18) Dieter to follow up with Steve Morgan on flagpole.

**Respectfully Submitted,  
Peter Snyder, Secretary**

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## CONTACT YOUR BOARD MEMBERS

Dieter Kuberg, Commodore :	423-842-6714
David Varnell, Past Commodore:	423-875-2387
Chris Cyrul, Vice Commodore - Racing:	423-322-2330
John Rathjen, Rear Commodore, Dockmaster	423-843-1718
Patricia Fowler, Treasurer:	423-605-0612
Peter Snyder, Secretary - Editor, Private Ear:	706-891-0858
David Bergevin, Bldg & Grounds Director :	423-843-1443
Mike Seeber, Membership Director:	423-298-3433
Britta Kindervater, Social Director:	423-596-1745
Josh Landers, Club Boat Director:	412-303-4219

## 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.



MC Scows enjoyed great racing at the 2011 Scowabunga - story pages 4-5 - k landers photo

Two of Fleet 95's Catalina 22's from PYC beach anchored at Big Lagoon, Perdido Key, Florida - see page 7 - j overbeck photo

*Private Ear* NEWSLETTER

[www.privateeryachtclub.org](http://www.privateeryachtclub.org)

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