



photo by Jim Davis



Privateer

NEWSLETTER OF PRIVATEER YACHT CLUB
Lake Chickamauga
Peter Snyder, Editor
NewsletterEditor@privateeryachtclub.org
Chattanooga, TN
August 2018

VIEW FROM THE HELM — August 2018

Tuesday, August 21, 2018, Privateer Yacht Club was featured in a segment on **Tom Ehman**'s national broadcast called "Tuesdays with TFE (Tom F. Ehman). You can get there on your computer with the link <https://goo.gl/T21KwD> or Google, Sailing Illustrated PYC. Once there, scroll ahead in the video to 1:09:15. Tom, after seeing a video presentation produced by PYC's current Membership Director, **Keith Harper**, boasted of PYC as a club that is all about being the "Heart and Soul of the Sport of Sailing". This is a program that comes out of San Francisco, CA and has already had over 1,200 views.

Tom also mentioned on his show that he would like to go sailing here at PYC and I think it should be offered with much enthusiasm so that we can personally show Tom, Sailing Illustrated and the rest of our Sailing Peers just what it takes to have "Heart and Soul". Please send Tom your personal invitation to tfe@tfehman or sailingillustrated@gmail.com.

Keith's video was produced as a promo of the Flying Scot Women's North American Championship to be held here at PYC from September 14 thru September 16 of this year. Keith put a lot of time and effort into this marketing tool to help promote this Championship Regatta. It is this type of volunteerism from Keith and many other members of our club that make us known for our "Heart and Soul" attitude. Thanks Keith, for helping our club obtain this honorable reputation in the Sailing Community. You can view Keith's video at:

<https://player.vimeo.com/video/285837443>

It's Fall Time at PYC.

John Ward's "It's Football Time in Tennessee" chant does something to me. My heart starts pounding and I hunger for some football. Well, as fall weather comes on with the lower temps and lower humidity, a similar feeling overcomes me and I want to get outdoors and pursue my favorite hobby - *sailing*. And September offers us plenty of chances to feed this craving.

September 12, Last Wednesday Night Race. We raced all five Wednesday Night Races in August so let's finish up by sailing the only two left for the year. The races are going to be short as Mother Nature is turning off the lights earlier now, but the temperatures are dropping and the winds should be picking up. These last two races might prove to be the most exciting yet.

continued on page 2



COMING EVENTS

Check the **PYC website CALENDAR** for more info.

SEPTEMBER

1-September-18	Power Squadron Advanced Piloting Class	9 am Saturday
1-September-18	PHRF Racing	1 pm Saturday
2-September-18	Dinghy Racing	2:30 pm Sunday
5-September-18	Evening PHRF Racing	7 pm Wednesday
7-September-18	Jan Shepherd Celebration	6:30 pm Friday
8-September-18	Opti Race Clinic	9 am Saturday
8-September-18	PHRF Racing	1 pm Saturday
9-September-18	Dinghy Racing	2:30 pm Sunday
10-September-18	PYC Board Meeting	6 pm Monday
12-September-18	Evening PHRF Racing	7 pm Wednesday
14-September-18	Women's NAC Flying Scot Regatta	12 pm Friday
15-September-18	Women's NAC Flying Scot Regatta	1 pm Saturday
16-September-18	Women's NAC Flying Scot Regatta	10 am Sunday
22-September-18	Power Squadron Advanced Piloting Class	9 am Saturday
22-September-18	PHRF Racing	1 pm Saturday
23-September-18	Dinghy Racing	2:30 pm Sunday
29-September-18	Power Squadron Advanced Piloting Class	9 am Saturday
29-September-18	PHRF Racing	1 pm Saturday
30-September-18	Dinghy Racing	2:30 pm Sunday

OCTOBER

6-October-18	Power Squadron Advanced Piloting Class	9 am Saturday
6-October-18	PHRF Racing	1 pm Saturday
7-October-18	Dinghy Racing	2:30 pm Sunday
8-October-18	PYC Board Meeting	6 pm Monday
13-October-18	Power Squadron Advanced Piloting Class	9 am Saturday
13-October-18	PHRF Racing	1 pm Saturday
14-October-18	Dinghy Racing	2:30 pm Sunday
20-October-18	Opti Regatta	TBD Saturday
20-October-18	PHRF Racing	1 pm Saturday
21-October-18	Dinghy Racing	2:30 pm Sunday
27-October-18	Halloween Regatta	TBD Saturday
28-October-18	Dinghy Racing	2:30 pm Sunday

VIEW - continued from page 1

September 14 - 16, Flying Scot Women's North American Championship Regatta. Expect to see nationally known women racers excited to visit the mountains of Tennessee and experience the beauty of the Chickamauga Lake here in Chattanooga, TN. They are expecting not only great racing, but the highest of hospitality standards, the best of the best southern eats, a well trained race committee, and of course the Million Dollar Porch. Please come out and volunteer and let's fill the porch with spectators to cheer on the participants. A commentator will be provided to add to the excitement.

September 29 and 30, TVCC Regatta at Concord Yacht Club. Pack up your boat and crew and go spend a couple of days racing in nearby Knoxville, TN. What a great place to visit in September (home of the Tennessee Volunteers).

We've raced against each other all summer long in our club races. Now it's time to go show those in our region just how much better racers we are. This trophy has come home to PYC more than any other club, and my challenge is to bring it home again this year. Let Josh Landers, PYC Racing Chairman, know of your intentions to pursue this.

The Whole Month of September. If you're a cruiser this is getting into prime cruising season. Let's plan on some long days cruising the Tennessee River, enjoying the scenery by day, the sunsets as night falls, and the amazing sunrises one finds after a restful night spent on the boat. Don't forget to share your plans with other members of the club so we can join you.

Get out and sail!

Guy, Commodore 2018

KNOT YOUR ORDINARY FUND RAISER

Hosanna Community's annual fund raiser dinner is scheduled for Thursday evening, September 20th at PYC. This is a fun evening with live music and a variety of dishes from some of the best restaurants Chattanooga has to offer. More food than you can possibly sample in one meal. The proceeds of this event support **Hosanna**, a Non-Profit Hixson housing project for people with disabilities. Their mission statement is to foster Independence for adults with disabilities living together in Community. PYC Families are invited to participate.

RACE COMMITTEE ASSIGNMENTS

Josh Landers — Race Committee Chairman

Date	Day	Start Time	PRO	Asst PRO	Assistant
SEPTEMBER					
09/01/18	Saturday	1:00pm	Steve Sherman	David Linn	Carl Dyer
09/02/18	Sunday	2:30pm	David Bergevin	Pete Duvoisin	Anthony Disanto
09/05/18	Wednesday	7:00pm	Brainard Cooper	Scott Lee	John Dildine
09/08/18	Saturday	1:00pm	Monty Humphreys	Walt Jenison	Jim Davis
09/09/18	Sunday	2:30pm	Paul Healy	Dieter Kuberg	Jeff Culler
09/12/18	Wednesday	7:00pm	Spencer Wiberley	Pete Snyder	Michael Crowe
09/15/18	Saturday	Flying Scot Women's NAC		Rob Fowler	
09/16/18	Sunday	Flying Scot Women's NAC		Rob Fowler	
09/22/18	Saturday	1:00pm	Josh Landers	Ed Buiel	John Chatelain
09/23/18	Sunday	2:30pm	Linda Lind	John Rodgers	Earl & Michele Chandler
09/29/18	Saturday	1:00pm	Brian Holloway	Jack Everett	Chuck Castleman
09/30/18	Sunday	2:30pm	Brainard Cooper	Mitchell Kohlmann	Thomas Carrin
OCTOBER					
10/06/18	Saturday	1:00pm	K & B Kindervater	Chett Tschetter	Nan Brooks
10/07/18	Sunday	2:30pm	Corey Blair	Stewart Cofield	Eric Brooks
10/13/18	Saturday	1:00pm	Josh Landers	Frank Hughes	Michael Campbell
10/14/18	Sunday	2:30pm	Monty Humphreys	Barry Klein	S VandenBranden
10/20/18	Saturday	1:00pm	Steve Sherman	Kevin Gersch	Chris Brockman
10/21/18	Sunday	2:30pm	Paul Healy	Mike Rasbury	Mary Bricker-Jenkins
10/27/18	Saturday	TBD	Halloween Regatta	Keith Harper	PRO - TBD
10/28/18	Sunday	2:30pm	David Bergevin	Bob Rupe	John Barnes

RC's be sure to fully identify boats & skippers when recording race results. List name of skipper, type of boat and sail number for each boat.

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

NOTE: IF YOU DISCOVER A PROBLEM WITH ANY OF THE COMMITTEE OR CHASE BOATS, PLEASE NOTIFY TOM BUMGARDNER ASAP (423-838-1977)

If you would like to crew on a race boat, or if you have need for crew, go to the PYC website **CREW NEEDED** page: <http://www.privateeryachtclub.org/racing/crew-needed>

PYC JUNIORS TAKE TOP SPOTS IN BIRMINGHAM OPTI REGATTA

11 pyc sailors competed in Junior Olympics at BYC. We took 4 of top 5 spots out of 24 optimists competing.

Will Buiel 1st
Kaulaini Sherrie 2nd
Mya Sneiderman 3rd
Lane Henley 4th



A DAD, A ‘MIRACLE’ BABY AND A BAYVIEW MACKINAC RACE FOR THE AGES

George Stoia, Detroit Free Press

Chris Cyrul stood on a sailboat in the middle of Lake Huron in 2006. His boat, the “*Chippewa*,” was in first place in the Bayview Mackinac Race. More than 250 miles away, at Munson Medical Center in Traverse City, his wife, Marji, had gone into labor one month early.

Their plan was a home birth in Tennessee. Not in a hospital in Michigan. Their plan was for Chris to be with his wife, not on a boat in the middle of Lake Huron. Nothing went according to plan. But deviating from the plan likely saved their son’s life — and gave the Cyrul family a story to last a lifetime.

On July 17, 2018, Michael — nicknamed “MAC” — competed in the Bayview Mackinac Race on the exact date his father received that call in the middle of Lake Huron. He won the race — the slowest in decades because of light winds — alongside his dad, who went to extraordinary lengths to be present for his son’s birth 12 years earlier.

“It’s quite the amazing story, it really is,” Chris said. “It’s a part of our family now and something we’ll never forget.”

Sunday, July 16, 2006 — 4 a.m. While her husband was racing to Mackinac, which he did every year, Marji was staying with Chris’ father in Waters, Michigan. She rushed to her father-in-law’s room in the waking hours Sunday. Her water had just broken, exactly four weeks before she was due...

“Think about the worst thing that could be happening, and that’s what’s happening,” she told her father-in-law and two children, Erica and Christian.

The day of the race — which starts at Port Huron and ends at Mackinac Island and typically takes a couple or more days — Marji joked with Chris that he should leave his cell phone on, just in case the baby came early. She had no idea that was actually going to be the case.

She was rushed to Gaylord Community Hospital before moving to Munson Medical Center in Traverse City. Her sister and mother stayed with her throughout labor, while she frantically tried to get in contact with Chris.

Meanwhile, Chris and his crew were somewhere between Port Austin and Saginaw Bay, which happens to be the only place along the race route where everyone’s radio goes silent.

“What you don’t realize, is when someone is in the middle of a race and in the middle of Lake Huron, you can’t call the police — I didn’t know how to get ahold of him,” Marji said. “I couldn’t really figure out what to do until I got ahold of the Lake Huron Race Committee.”

July 16, 2006 — 9 a.m. The *Chippewa* was reaching the tip of Alpena when their radio finally turned back on.

“Why is the Coast Guard hailing us,” crew member Donnie Robinson asked. The Coast Guard said someone’s wife was having a baby, and everyone turned to Chris, who shrugged and said, “Well, there’s nothing I can do.”

The crew proposed ideas to get him to shore. Chris wanted to jump out of the boat and float while he waited for the Coast Guard to pick him up; this way the boat wouldn’t have to stop. The crew also had to factor in the rules of the race.

“You are obligated to start and finish the race with the same people,” said Lance Smotherman, the race’s chairman in 2006. “But the only way this stuff comes up, is if another boat protests you... In the case of someone whose wife is in the middle of delivering a baby, I would think the competitors are pretty good people and say, ‘Go be with your wife, dummy.’”

“We were in first at the time,” Chris said. “It’s hard to pull out of a race, especially when there are only six people running a 34-foot-tall sailboat. But obviously I had to go, it was just how?” The Coast Guard decided to meet the boat in the middle of the lake and quickly pick Chris up without slowing the boat down. The only other issue they faced was the 20-to-30 mph winds and 4-to-5 foot waves.

“It was a rough day on the water, but I knew I could get on the boat. So they just pulled up alongside and I jumped in,” Chris said. “They did a fabulous job not hurting either boat and transporting me in... It’s unique, for sure, but it wasn’t some big rescue. It was just the Coast Guard doing their job.”

As the boat sped toward the shore on an almost two-hour journey back to land, Chris became nervous. What if he didn’t make it in time? Chris’ race to Mackinac Island had suddenly become a race to see the birth of his son. He reached land roughly three hours after getting the initial call from the Coast Guard, and it took another three hours to drive to Munson Medical Center from the Coast Guard station in Alpena, where he exited the water. “I had a perpetual fear he wasn’t going to make it,” Marji said. “He was an integral part of the birthing process.”

July 16, 2006 — 5 p.m. Chris stepped into Munson Medical Center wearing the clothes he had been sailing in. He smelled bad, looked pale and was exhausted. But he had a job to do. “He was a dirty, sweaty mess. He had been sailing for 24 hours,” Marji said. “But I was just so relieved when he walked into the hospital room. He instantly became a supportive husband.”

“I don’t remember what he was wearing, but the second he walked in, he was like, ‘The race is behind me, I’m here, what can I do?’” Marji’s sister, Annie, said. “He immediately switched from being on the boat, to being the father-to-be.” Everything seemed to be going according to plan, until Marji’s placenta detached from the womb. Doctors rushed in for an immediate C-section.

“That made it all the better that I was in a hospital with people who knew what they were doing,” Marji said. “If we had done it from home, like planned, I don’t know if I or Michael would



have made it.”

Monday, July 17, 2006 — 2 a.m. Michael Anton Cyrul was born at approximately 2 a.m. on July 17, 2006 — roughly 16 hours after Chris was picked up by the Coast Guard. Michael was named after the race, with his initials spelling “MAC” for Mackinac.

Michael Cyrul stands between his older sister Erica (left) and brother Christian (right). (Photo: Provided by Marji Cyrul)

“He’s our little miracle baby,” Marji said. “I kept thinking, if we would have been at home, we would have died. I think God knew the only way he was going to get me in a hospital was to put me in my father-in-law’s house.”

Chris immediately notified his crew on the boat, which was nearing the end of the race. “We were ecstatic. That baby was more important than any race,” Robinson said. “We were like, ‘Yes, he made it. He’s not going to be in the doghouse the rest of his life.’”

The Chippewa finished third, falling behind once Chris was taken away. But the crew wasn’t upset. “Who knows what we would’ve done if he hadn’t been pulled off,” Robinson said, “but we’ll take Michael and third place over first any day of the week.”

Monday, July 16, 2018 — 10:08 p.m. Exactly 12 years after his father went to extraordinary lengths to be at his birth, Michael reached the shores of Mackinac Island alongside his dad and their crew. They took first place in their class and first overall. “It’s a once-in-a-lifetime opportunity,” Chris said about Michael, who turned 12 the next day. “A lot of people do it their entire lifetime and never get a first place overall, let



PYC members Chris Cyrul (far right) and his son Michael, middle, were part of the *Blitzkrieg* crew that won the 2018 Bayview Mackinac Race, First in their class, as well as First Overall. (Photo: Marji Cyrul/Special to the Detroit Free Press)

alone first in their class.”

The Cyruls celebrate Michael’s birthday each year on Mackinac Island and retell the story of July 16, 2006. The story has now come full circle, and while the Cyruls have been boat racing their entire lives, they never thought they’d have a story quite like this.

The once-premature baby — who might have survived only because a birth plan was disrupted — whose father took an incredible journey across a Great Lake and the state of Michigan to witness his birth, is now part of the winning team of the very race that inspired his name. “It’s just one of those things no one will ever forget,” Robinson said. “This is a story we’ll be telling the rest of lives.”

AFT WORD BY CHRIS CYRUL

Michael, like others on the *Blitzkrieg*, gravitated toward their strengths and wove the fabric of a winning team. Specifically, Michael utilized math and spatial relationships combined with intuition. He was keenly aware of the polar diagrams, the velocity prediction chart combined with a keen sense of the sail inventory. He made several tactical calls for sail changes when the Garmin instruments indicated minor changes in True wind angle, True wind speed, velocity made good combined with boat speed. He gained the respect of the other sailors when he was first to speak up to make the boat go faster.

The loads on a 40 foot boat were such that physical sail adjustments were an impossibility for Michael, so he stepped up in other ways. He definitely was a help with morale. He was just enjoying himself, and it was contagious, as there are times in racing when things go the other way and attitudes plummet. Lastly, on the last day it was upwind, and we knew we were doing well so all the crew was on the rail and he never stopped getting up and down to get things for everyone. He was just 65 pounds of energy while the exhausted, hungry and thirsty crew were getting needy. He got them what they needed from below so the boat continued to sail fast.

Bottom line is that he set the standard. Nine guys came together and a were held accountable by an 11 year old who had his head in the game, worked hard and had a good attitude for three days straight. Again, I was a proud dad and without being there and seeing how it all transpired, the story might just overlook the role of an 11 year old who was born during the race 12 years prior, named after the race, participated in his first Mac race and won it overall in style. Yeah, there were ten but Michael’s presence was a divine intervention which gave us 11.

And, this will send a real chill to up your spine.... The boat owner lost his 17 yr old son to a tragic snowmobile accident two and a half years earlier. He and his son always talked about doing the MAC Race together. This race was participated in a divine way a second time when you think of his son’s spirit with us. I believe we really had a crew of 12 with God and his son Jake.

2018 CATALINA 22 LAKE ERIE CRUISE

by Josh Landers

Continued from last month's *Private Ear*

Guy and Tina Campbell (*Forget Knot*), Katie, Ike and I (*Per Diem*) had been planning a trip to the Northern Gulf Coast, Pensacola Bay area, for weeks. But, tropical storm Alberto made us change plans. On Wednesday we had a new plan, *Lake Erie!* Katie and I had been to Put-In-Bay, Ohio, in our younger days when we lived in Pittsburgh. It was a really cool island with lots of bicycles, golf carts, and night life.

Day 5: (South Bass Island)

Today was supposed to be a rainy day but turned out beautiful. We messed around on the playground and at the marina until the golf cart rental place opened. Guy secured us a killer deal for the day and off we went. We first went to Perry's cave to see firsthand the destruction that the original owner did to the cave. After that we checked out the Butterfly house next door. A certain wife and youngster cheated by rubbing oranges on their hands and arms to attract the inhabitants. Hangry set in and we drove down the road to the Goat restaurant where Tina and I won the day with some Perch Tacos.



Back to Perry's Cave for some mini-golf, where Ike showed his hockey and water hazard blocking skills. Then across the street to Heine-man's Winery to tour the world's largest geode which was in fact pretty cool. It is actually a large cave with geodes on every

surface. We ended up spending the rest of the afternoon driving around the island to make sure we had seen every square inch. We wolfed down some pizza at Frosty's and went down early again.

Day 6: (South Bass Island to Kelleys Island)

The wind had finally abated a bit and turned more SW, so we left the harbor in puffy conditions. We started with main only since we were running with the wind and wanted to round the island before we finalized the headsail choice. We rounded the NE corner of the island to meet with nice 2-3 ft waves and the wind was just right for a close reach to the island.

It was blowing 10-15 mph at this point, and we were making no headway whatsoever in the waves with just the main. We rolled out about 2/3 of our new Blue Star headsail and blasted off immediately making gains on Kelleys. We had an awesome 3 hour sail in 10-20 mph winds with nice, big rolley waves. The waves calmed down a bit as we got between Kelleys and the mainland. With Cedar Point in the background, we found



Seaway Marina with no problem and cooked an awesome lunch on the boat.

The team spied a beach beside the marina and headed off with beach towels in hand. Ike showed off for the little girls by practicing karate. Guy and I were on golf cart duty again and headed to town. The locals were not going to cut us a deal for a 2 day rental so we tucked tail and headed back to the marina. On the way back, we threw out our thumbs to hitch hike and were picked up by Gary, the owner of the Village Pump restaurant. We recounted our saga with him, and he said that he had 2 golf carts for rent and would cut us a deal. SERENDIPITY! We showed up to the beach in our new whip and spent the afternoon playing on the beach. That night we again cooked on the boat and ate like Vikings.

Day 7: (Kelleys Island)

Exploring was the mission for today. We finally did get some rain, so we hung around the boats a bit waiting for it to stop. It did stop and we headed for town checking out Inscription Point on the way. From there we hit the little shops in town before heading to the north side of the island to see the Glacial Grooves rock formation and the sandy beach. We explored the old quarry in the center of the island, which was strangely interesting and hauntingly beautiful.



We found an art studio in the middle of nowhere, but didn't have \$17k or room on the boats for the sculptures. Plus, Guy already had a sweet piece of art he found several days earlier that looked remarkably like these sculptures. Who knew he was an art genius? From there, you guessed it, we found another winery, which seems to have been the only commerce on the islands in the 1800's. The food there was awesome and then everyone was ready for some more beach time. We dropped the team off at the beach while Guy and I drove around the rest of the island.

The coolest thing we saw was a group from the Sea Grant program pulling handfuls of snakes out of a tree. A lady on the team pulled 50 water snakes out of a nest and shoved them into a pillow case. Good grief! This place really was snake central.

We ate dinner that night at the Village Pump to pay back Gary for his golf cart deal and crashed early. It blew like stink that night and I seriously thought the docks were going to grind themselves into oblivion.

Day 8: (Kelleys to Catawba Island to Chattanooga)

We woke up bright and early to get going before the wind "built." We had a short, six mile jaunt across the lake back to the mainland. We figured we would just motor since the wind looked light and we could pack while underway. We rounded the SW end of the island and were met full on by a cold northerly. The waves started out small around 2 ft, then built to 2-4 ft with some random larger ones coming through. Katie had to come up from packing since it was so rough, but Ike slept in the v-berth the whole time without waking up. Tina swears she saw the back of our keel once and I seriously thought about cutting the kayak loose after it flipped over.

We made it to the breakwater no worse for wear and beelined for the marina. Katie got tickled at the breakwater as we watched a fishing boat come out, turn 180, and head back after seeing the wave height. We pulled the boats and packed up, ready to hit the road at 1130. One funny incident was attempting to maneuver Forget Knot around a well placed light pole on the boat ramp. Guess they don't launch many C22s there. We put the pedal to the metal and got back to Chattanooga right around dark without incident.

Epilogue: We discussed in great detail on the way home as to what we would say if someone asked if we would do this trip again. The answer we decided on is that yes we would definitely do it again if we had never done it before. We have discovered that an adventure is never the same the second time and you can't relive firsts. What I hoped this trip would do is open the door to the next trip - the next sense of excitement and trepidation that comes with exploring a new place.

~Josh Landers s/v Per Diem

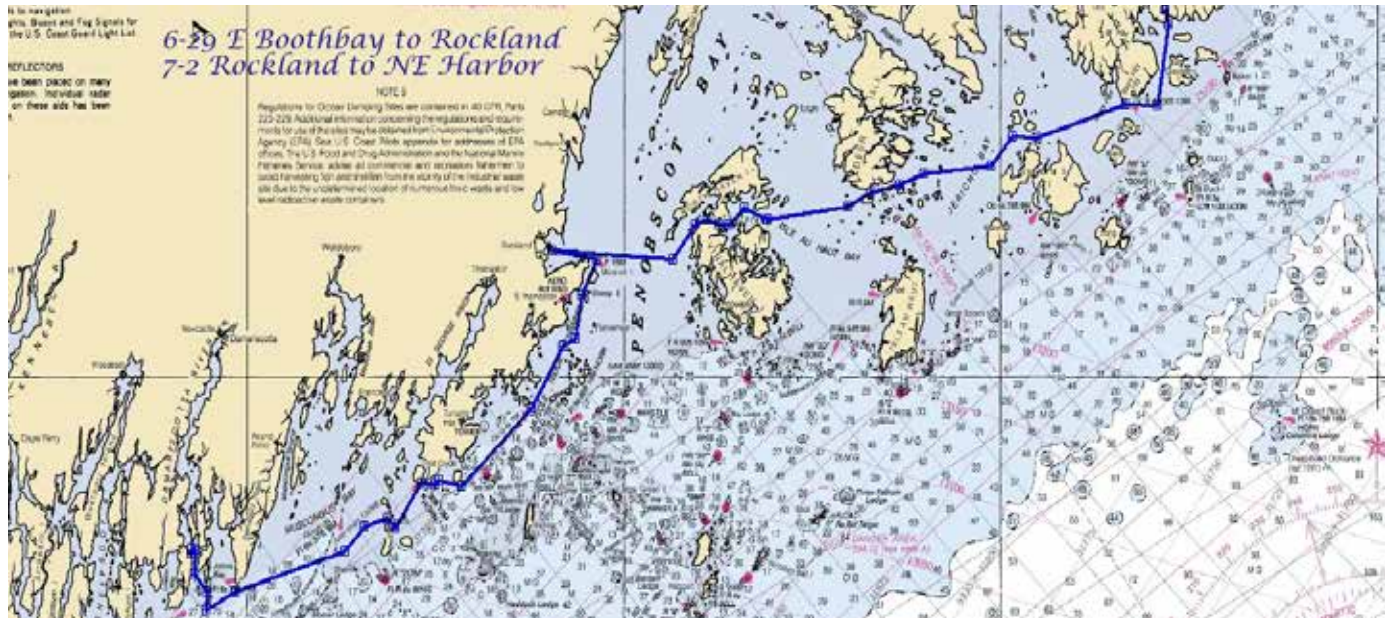


WINGIN' IT WITH TRISH & ALAN WINGER

Alan & Trish Winger are long time members of PYC, currently listed as Out-of-Towners. Guy and Tina Campbell have the cabin that Alan & Trish used to own. Now, the Wingers winter in Florida and cruise New England during the summer. Trish is the author and this is a continuation of their story that was in *The Private Ear* last month.

the lame Captain (referring to his foot!) and his Mate wanted to sail!

We arrived at our northern destination in Northeast Harbor, Maine on Mt. Desert Island, just outside of Acadia National Park on July 2, 2018. The harbor was only moderately crowd-



We spent 2 days, June 28 and 29, in E Booth Bay on our friends mooring. Thursday, the 28th was calm inside the little harbor, as the winds and seas raged outside. Friday, the seas were still higher than we wanted to face. Saturday, we headed for Rockland, ME, dividing the remaining miles to NE Harbor into 2, ~40 miles each day. We are averaging 5 knots (5.5 mph) now with wind dead ahead and moderate seas. Since Alan was still hobbling on his foot, we found a couple of restaurants in Rockland, just to get us off the boat each night.

As you can see from the chart, we are now traveling inside Maine's shredded coastline, heading ENE. Around 25,000 years ago, Maine was covered by a mile high glacier of ice. As the glaciers melted, they did not glide: they ripped and tore, cut and ground out the terrain as they crossed southward to the sea. Remember, what you see above sea level often continues under sea level.

All of the mountains and ridges that make Maine so picturesque march down to the sea and beyond. Some submerged mountains are the beautiful tree-covered, rock-bluff islands; on others the tops peek just above sea level to make "Egg Islands;" and the submerged ridges, aka ledges, are visible only by the waves surfing over them. There are also numerous spots where the depths rise quickly from 250 feet to less than 6 feet, which could be a problem for our 6' deep keel if we don't remember "Constant Vigilance!" We motored with the cold wind in our faces rather than sailing and tacking: the winds were too light and the direction changes more numerous than

ed, due to the cold weather and the recent high winds and seas.

My first objective was LAUNDRY! My second was LOBSTER! It was nice when the crew of Nomad, a lobster boat we had dealt with last year, hailed us as they came by in their dinghy. (The Captain's last name is Damon, Nomad spelled backwards!) We asked how the haul had been and commented we would like to buy about 6 in the next day or so. They said they were not sure when they would be in the next day. Normally, we watch for them to come in, dinghy over with our bucket, and get them as they sort. Today Nomad came in early. They hailed us from their dinghy at 11 am as they were heading ashore for the day, delivering 6 lobsters to our boat!

They had already had a hard day since Alan heard them head out of the harbor at 4:05 am. They had remembered us from last year, came by to say hello, AND the next day delivered the fresh catch to our boat. Mainers are normally reserved and a bit "stand-off-ish". Either we have a rare rapport with these guys, or we are paying too much for their lobster! Of course, it may have been the brownies, cookies, and banana bread I delivered to THEIR boat last year... Smile.

We are now moored for about 6 weeks. There may be more to come if life gets "interesting" enough!

Thanks for sailing with us!

Trish & Alan



Welcome New PYC Members



Tim and Lynn Chambers completed their Associate Membership requirements. They were voted in as Family Members during the August Board Meeting.

Tim and Lynn are active racers on "Maniac" their J29.



Associate Member Jan Niec is new to Chattanooga.

He comes to us from Pittsburgh where he was an active sailor at the University.

Jan is already crewing on PYC keelboats and wants to become active in the dinghy fleets.

Friends of the Hooch!

In a few months (Nov 3-4), we have another Head of the Hooch regatta and we are starting to notify our contacts to recruit launch drivers. It is always an enormous effort to get 100 drivers for these two days...

The volunteer sign up is open on September 29: www.head-of-the-hooch.org



Every year we need **over 100 Launch Drivers**, who support referees and safety on the course.

We need you!

It is a great opportunity to have an exclusive close up view of the races. Contact: HoochLaunchDrivers@gmail.com

HeadoftheHooch.org

LETTERS TO THE EDITOR

Peter, Just a quick note thanking you for the many newsletters over the years. I've been an out of town member since the late 70's (I think), and it's really wonderful to see how the club has grown, and what my old sailing buddies have been up to.

What a great job you've done, and you have certainly earned a well-deserved respite from being the editor. I know from experience, editing a club newsletter is a very time consuming job.
~ **Andrew F. Spittler**, Virginia Beach, VA

Pete – another great newsletter! And so comprehensive. I appreciate all you do on this. And for 12 years! That's genuine dedication, but then again you have been teaching the junior boys at church longer than that! You are an inspiration.

The newsletter has been my primary contact with the club these last several months. Between traveling and dealing with some health problems I have not been able to get out there very much. I hope that changes in the next few weeks. Thanks for all you have done. I appreciate you!

~ **John Barnes**, Lookout Mountain, GA

PYC BOARD MEETING MINUTES – August 13, 2018

Board Members Present: Adam Ankers Tom Bumgardner
Guy Campbell Keith Harper
Gary Harwell Bob Ives
Josh Landers Bill Robertson

Visitors Present: Carl Dyer Marv Martin
Pete Snyder

The meeting was called to order by **Commodore Guy Campbell** at 6:03 pm, with **Pete Snyder** recording the minutes

Secretary's Report: The July 9, 2018 PYC Board minutes were approved unanimously as written.

Commodore's Report (Guy Campbell): The Education Committee has completed the 2018 Sail Camp with 125 students. They have done a very good job.

Holly Gregory has completed the Landscaping project that she volunteered to do. It's looking good.

The **RC's** have been doing a great job, in spite of the difficulties caused by of lack of wind.

Treasurer's Report (Gary Harwell): The report again updated new member initiation fee progress, accounts receivable, monthly profit and loss and comparison to the budget. Hershel Pollard was found to be more than three months behind in payment of dues, so the Board voted to rescind his membership. A letter will be sent advising him that he has 30 days to remove his boat, or it will be removed by the club.

Gary had a question about UTC being behind in their payment. Guy said that this needs to be turned over to the Sailing Education Board for them to establish communications with UTC and develop a working relationship.

The question came up re payment for the hot dogs and their "accessories" consumed during the after-race gatherings on Wednesday nights. It was decided that was a good thing for the club, and since the budget for it would be about \$400, that doesn't require a vote by the Board.

Vice Commodore's Report (Josh Landers, Racing): The really big news is that **Chris Cyru**, along with his son, **Michael**, **Paul Healy**, **Terry Reid** and **Chris Edwards** crewed on the boat that placed First Overall in the **Lake Huron Mackinac**. They were also First in their Fleet and First in their Division. Then they competed in the Chicago Mackinac

MINUTES - continued on page 11

	<p>PRIVATEER YACHT CLUB SHIP'S STORE available through Coral Reef Sailing Go to this website: http://www.coralreefsailing.com/index.php/privateer-yacht-club.html?__store=pryc Check back later for member discounts during promotional sales on all types of apparel and gear, even outside the range of customized pieces.</p>
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and won First in their Division!

The **DOG** Single Hand Regatta is coming up on August 18th. Keith will be providing a complimentary breakfast on Saturday morning. Brainard Cooper will be the PRO for the DOG, as well as for the upcoming Women's Flying Scot North American Championship.

TVCC will be at Concord Yacht Club in Knoxville on September 29th-30th. The NOR and sailing instructions are posted on the front page of the website. We need more Catalina 22's for the TVCC.

An e-mail will go out to the remaining Wednesday evening PRO's re shortening course, which has been used a lot this season. Hopefully this will clarify this procedure for the rest of the season.

It should be noted that **Brad Russell** won the **Thistle National Championship**. He won the Brown Jug Thistle Regatta recently held here at PYC. And, Brad was the tech who built our new website back in 2011.

Rear Commodore's Report (Keith Harper, Membership): **Jon Niec** has submitted an application and has two sponsors, but has not presented a check. **W.V. Farnam** has also submitted an application, but is lacking sponsors. Since Pollard has been dropped from the roll, an opening is provided for a new Family Member. **Tim Chambers** is next in the rotation, so he was voted in by the Board. This brings our official counts to: Associates: 17, Family Members: 150, Out-Of-Town: 19, Junior: 21, and Honorary: 6.

Past Commodore's Report (Bill Robertson): The **PSEF** will be having a meeting to establish short and long range goals. They would also like to increase the number of Board members. The IRS has still not yet completed the approval process for the 501(c)3. **Spencer Wiberley** has been working with the **Opti Race Team**, and they are coming right along with several practices to get prepared for some out of town Regattas this fall, including Birmingham and Lake Lanier.

Building & Grounds Director's Report (Adam Ankers): The Work Party this past Saturday had a great turnout. There were at least 30 volunteers Saturday and another 20 who came at different times. Guy is wanting to get a price from the cleaning service for a deep cleaning of the bathrooms and the kitchen floor.

Social Director's Report (Rob Fowler): In Rob's absence, Guy reported that the September Social will be in conjunction with the **Women's Flying Scot NAC** on Friday night, September 14th. The Lookouts Ballgame Social is coming up on August 27th, and Marv is heading up that.

Guy also reported that Rob is looking into an upgrade for our Audio and Video system. The system manufacturer he is considering is Sonus, which would work through the club Wifi system. The Power Squadron has said that since their courses are being taught in the clubhouse, they would split the cost of a newer, bigger flat screen TV to put on the long blank wall.

Discussion led to sound absorption panels and a need to get some numbers on all this. So, the matter was tabled until some numbers can be identified.

Dockmaster's Report (Bob Ives): The scheduled refurbishing of D dock by Chattanooga Dock Builders is about to begin. They brought up a barge they will use just this afternoon. The temporary transition piece at the junction of the rigging dock will be rebuilt before the NAC.

Josh and Guy have been working to clean up Peter King's Newport 27 so that it can be sold. The asking price will be around \$7,000. He also has a C Scow that will be sold.

Club Boat Director's Report (Tom Bumgardner): The registration for the new rib finally came in. Repairs need to be made on the old RC pontoon boat, probably between the Women's NAC and the PIG. The Honda on the old RC boat really needs lift. Tom will be looking into this. Tom also commented that the Sail Camp folks did alright with the motor boats this year. He was pleased.

OLD BUSINESS: None.

NEW BUSINESS: None

Unanimously approved, adjournment was at 7:12 pm.

**Respectfully submitted,
Pete Snyder for Tom Prevost**

Whatever the LORD pleases, He does, In heaven and in earth, in the seas and in all deeps. He causes the vapors to ascend from the ends of the earth; Who makes lightnings for the rain; Who brings forth the wind from His treasuries.

~ Psalm 135:6,7

CONTACT YOUR BOARD MEMBERS

Guy Campbell, Commodore	423-421-2329 Commodore@privateeryachtclub.org
Josh Landers, Vice Commodore, Racing	412-303-4219 RacingDirector@privateeryachtclub.org
Keith Harper, Rear Commodore, Membership	423-847-7690 Membership@privateeryachtclub.org
Gary Harwell, Treasurer	423-605-0370 Treasurer@privateeryachtclub.org
Tom Prevost, Secretary	423-580-6980 Secretary@privateeryachtclub.org
Rob Fowler, Social Director	423-468-0149 SocialDirector@privateeryachtclub.org
Bob Ives, Dockmaster	423-624-4261 Dockmaster@privateeryachtclub.org
Tom Bumgardner, Club Boat Director	423-838-1977 ClubBoatDirector@privateeryachtclub.org
Adam Ankers, Building & Grounds	814-574-6177 Building-Grounds@privateeryachtclub.org
Bill Robertson, Past Commodore	423-987-1235 PastCommodore@privateeryachtclub.org



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.

Michael Cyrul, center, with the First Place Flag of the 2018 Bayview Mackinac Race. Read the amazing story of his participation in the race on pages 4 & 5. Photo above by Marji Cyrul. (The story was picked up by USA Today and The Associated Press.)

The **Adult Learn to Sail** program has moved back “in-house” with the Privateer Sailing Education Foundation managing the lessons. Fall Dates are: Sept. 8,22,29, Oct 6,13,20. Cost is \$450/ Contact Tim Chambers at 423-718-3704 or go to the PYC website: <http://www.privateeryachtclub.org/sail-edu/learn-to-sail/adult-sailing-education>

Private Ear NEWSLETTER

www.privateeryachtclub.org

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



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