



Private Ear

NEWSLETTER OF PRIVATEER YACHT CLUB
Lake Chickamauga
Peter Snyder, Editor
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Chattanooga, TN
July 2018

VIEW FROM THE HELM — July 2018

Work Hard So You Can Sail Harder.

Saturday August 11, 2018 from 7 am 'til 11 am we will have a **WORK PARTY** and I'm inviting all our members and anyone else they want to bring. So dust off those weedeaters, blowers, pruners, garden sprayers and rakes you haven't used since spring and let's make the place look really great. Be sure and bring your gloves, safety glasses and sturdy shoes as we battle the brush, the weeds and anything else that gets in our way. **Tom Bumgardner** and I can help if you need direction or motivation.

"Every Dog Must Have His Day." Johnathan Swift

... and our Dog's day is **Saturday August 18**. The annual **Dog Day Regatta** is fast approaching. This year we are expecting a large turnout as the Fusions join our normal cast of boats. In addition to the usual boats, we've spotted several sailors and a lot of them females out practicing on these colorful Fusions. So set your sails for some stiff competition, breeze or not, and afterwards settle in for a social, Texas style.

Five Alive It's Wednesday Nights.

August offers a special treat ... 5 Wednesday Night Races. I'm betting \$100.00 cash that no skipper can make it to the line for all five. This may prove to be some of our best Wednesday night sailing as the days get shorter and the

thrill of evening races dwindle. Must make the five starts, finishes are optional. If more than one skipper meets this challenge, there will be a backwards draw to award the \$100.00.

September Heads Up ... Flying Scot Women's Nationals.

This is a big one. **September 14-16** PYC is hosting the Flying Scot Women's Nationals. PYC was able to place a bid for and receive the honor to host this first time event. Let's all chip in and prepare our clubhouse to receive these women sailors and their families. **Lynn Bruss** and **Rob Fowler** have done the leg work to get them here and now they need our support in making this one event to remember. So volunteer to help with all the things necessary to pull this off and don't forget to come out and cheer on these sailors.

Get out and sail!
Guy, Commodore 2018



COMING EVENTS

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

AUGUST

1-August-18	Evening PHRF Racing	7 pm Wednesday
2-August-18	Advanced Piloting Class	6 pm Thursday
4-August-18	PHRF Racing	1 pm Saturday
5-August-18	Dinghy Racing	2:30 pm Sunday
8-August-18	Evening PHRF Racing	7 pm Wednesday
9-August-18	Advanced Piloting Class	6 pm Thursday
9-August-18	Tiller Time	6 pm Thursday
11-August-18	WORK PARTY	7 am Saturday
11-August-18	PHRF Racing	1 pm Saturday
12-August-18	Dinghy Racing	2:30 pm Sunday
13-August-18	PYC Board Meeting	6 pm Monday
15-August-18	Evening PHRF Racing	7 pm Wednesday
16-August-18	Advanced Piloting Class	6 pm Thursday
18-August-18	Dog Days Regatta	TBD Saturday
19-August-18	Dinghy Racing	2:30 pm Sunday
22-August-18	Evening PHRF Racing	7 pm Wednesday
9-August-18	Advanced Piloting Class	6 pm Thursday
23-August-18	Tiller Time	6 pm Thursday
25-August-18	PHRF Racing	1 pm Saturday
26-August-18	Dinghy Racing	2:30 pm Sunday
29-August-18	Evening PHRF Racing	7 pm Wednesday

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
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

Tiller Time

We are enjoying cruising and learning during Tiller Time. If you weren't able to make it in July; join us on August 9 and 23.

We will always meet 2nd and 4th Thursdays @ 6 pm during the summer. Everyone, all skill levels and all type of sailboats are welcome.

Tiller Time is a time for PYC friends to get together and cruise without the pressure of racing. A time to improve your skills and socialize with PYC friends.

Please contact me to let me know you are coming, so I can assure you have someone to sail with.

THANKS! Dee Harwell ~ sailor wannabe

Email: di8tician@aol.com

cell 423-240-4550

REMEMBER TO SIGN OUT CLUB BOATS!



RACE COMMITTEE ASSIGNMENTS

Josh Landers — Race Committee Chairman

Date	Day	Start Time	PRO	Asst PRO	Assistant
AUGUST					
08/01/18	Wednesday	7:00pm	Ed Craig	M & O Gregory	Alan Johns
08/04/18	Saturday	1:00pm	Harding Aslinger	Steve George	Arch Howell
08/05/18	Sunday	2:30pm	David Varnell	Bryson Lesley	Terry Howe
08/08/18	Wednesday	7:00pm	Scott Cline	Bill Derrickson	Rich Heinsman
08/11/18	Saturday	1:00pm	Tom Clark	Randy Tilly	Harry Hawkins
08/12/18	Sunday	2:30pm	Linda Lind	Eddie Graham	G & D Harwell
08/15/18	Wednesday	7:00pm	Spencer Wiberley	Doug Spohn	Mike Halley
08/18/18	Saturday	Dog Days Regatta		Melges 14/MC Scow Fleet	PRO - TBD
08/19/18	Sunday	2:30pm	Brian Holloway	Chris Edwards	Mike Graves
08/22/18	Wednesday	7:00pm	John Rathjen	Bill Derrickson	Martina Guilfoil
08/25/18	Saturday	1:00pm	Bruce MacPhee	Steve George	Ben Edwards
08/26/18	Sunday	2:30pm	Keith Harper	Bob Rupe	Johann Ecker
08/29/18	Wednesday	7:00pm	Rob Fowler	Mike Rasbury	Michael Easparam
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 Buil	John Chatelain
09/23/18	Sunday	2:30pm	Linda Lind	John Rodgers	Earl & Michele Chandler
09/29/18	Saturday	1:00pm	Brian Holloway	Jack Everrett	Chuck Castleman
09/30/18	Sunday	2:30pm	Brainard Cooper	Mitchell Kohlmann	Thomas Carrin

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>

ADVANCED PILOTING CLASS TO BEGIN THURSDAY, AUGUST 2, 2018

PYC member and United States Power Squadron (USPS) member, Bob Rupe, will be teaching the United States Power Squadron's "Advanced Piloting" class. Classes will be 6:00 to 8:00 on Thursday evenings through August 23. The class will then switch to Saturday morning classes (9:00 to 11:00). If you want to continue your boating education, this will be a great class. Please let Bob Rupe know if you are interested (rrupes@comcast.net).

Advanced Piloting is the final part of the USPS inland and coastal navigation series. The material continues to build on the base developed in Piloting, and includes practical use of additional electronic navigation systems and other advanced techniques for finding position. Among topics covered are: finding position using bearings and angles, collision avoidance using GPS and RADAR, what to do when the electronics

fail, tides, currents and wind and their effect on piloting, and electronic navigation with GPS, chart plotters, RADAR, autopilots, etc. Application of course lectures takes place through practical in-class and at-home exercises.

Cost for the class is \$75 for PYC members/associates and \$100 for non-members.



Privateer Yacht Club
Lookouts Night

Lookouts vs Jacksonville

Monday evening - 7:30 PM
August 27th 2018

Contact: Mary Martin
marvini@gmail.com
for more info.

Gather on the third
base side of the
stadium



EIGHT BELLS

Janice Ellen Shepherd
JULY 26, 1939 – JULY 6, 2018



Janice Thurston Shepherd (MeMe), 78, died peacefully at Hospice of Chattanooga on Friday, July 7. Born to Howard and Helen Day Thurston in Skowhegan, Maine, she lived her early life as the second to youngest of 11 surviving children on a farm in Cornville Maine, and later moved to Connecticut.

In her high school years she was an award-winning sharpshooter and outdoor enthusiast. She enjoyed sports and was a huge fan of the Lady Vols. Jan married Wesley Welton “Skip” Shepherd, U.S.N. and had two sons, Terry and Wesley Jr. (“Kip”). Her young family moved across the country to Ohio but settled in Chattanooga, Tenn., where she, her husband and the boys put together a Westsail 32 sailboat kit in their backyard. Jan was an absolute perfectionist and varnished all the interior woodwork. Skip and Jan joined Privateer in the early ‘80’s and cruising the river from the club. Together they spent much time exploring coastal waterways, taking the boat down to the Gulf of Mexico, staying in New Orleans for a while, then sailing to Sarasota, and back to Chattanooga. Skip took the boat up to Connecticut and still sails it there.

Jan stayed in Chattanooga, working for Fred Lockeman in his

Solar Bear company for years. She also cleaned the old clubhouse for about 15 years until it was demolished to make way for the new clubhouse. She put in many hours in the club kitchen, helping with socials. In fact, she was at the club almost whenever she wasn’t at work or home. She seemed to know everybody, engaging everyone with friendly conversation and a great sense of humor.

Jan had a natural affinity for both animals and people, but most especially babies. A more beloved daughter, mother, aunt, sister and grandmother will never be found. She believed that work is good, but a life without play is not a life worth living, and you could always find her at a family event by looking for where the crowds of children were gathering. She is survived by three sisters, Marilyn Newcombe, of Rockfall Conn., Ruth Bugai and Marian Newcombe. She also leaves behind her two sons; daughter-in-law; three grandchildren, Duncan, Sophie, and Ruby Jane; and numerous nieces, nephews, grandnephews and grandnieces who will miss her forever. Plans for Jan’s service are underway, and there will be a service in the Privateer clubhouse on **Friday, September 7**. More details will follow.

Bruce Judson Jones, Dec 22, 1947 - July 3, 2018

Bruce Jones, 70, passed away peacefully on the morning of Tuesday, July 3 at Erlanger Hospital after a lengthy illness.

He was born Dec. 22, 1947, to Judson and Ruby Jones. He married Teresa Jones in 1968, and they happily celebrated their 50th anniversary in June of this year. Bruce truly lived life to the fullest, sailing, creating model trains with his friends and grandchildren. He was a Coast Guard veteran, railroad worker and enthusiast, police officer, insurance investigator, devout Christian; and an amazing husband, father and grandfather. His dry humor, fascinating stories, and endless outpouring of love and support for all his many brood will be profoundly missed. He is survived by his wife, Teresa Jones; daughter,

Samantha Cashen, 14 grandchildren, as well as many cousins, in-laws and other extended family.

Bruce was a member of PYC for about ten years and sailed a Catalina 25, which Tom Bumgardner now owns. Bruce bought Ian McLoed’s Cal 28 and had great plans to take it down the Tombigbee to sail the Gulf, but never got to do that because his daughter died unexpectedly, and Bruce and Terry took up homeschooling and caring for her five children. He sold the Cal 28 up at Sale Creek.

Family, friends and others whose lives were touched by Bruce held a service at Hixson Presbyterian Church on Saturday, July 7. Please share your thoughts and memories at www.chattanoogaorthchapel.com.

FOURTH OF JULY PICNIC

by Rob Fowler

Our annual Independence Day celebration at PYC is always a lot of fun, and I think this year was no exception. We had plenty of good food, some games and a lot of fellowship with fellow sailors during the afternoon, capped off by an impromptu pursuit race. With over 100 club members in attendance, this was probably one of our largest July 4th events in recent memory. Fortunately we have some very talented and hard working associate members to make it all happen.

T.J. Reid was our grillemaster, serving up perfectly cooked burgers with his secret sauce, and lots of hot dogs as well.

Shannon Johnson grilled the Silver Queen corn, and **“Woody” Wood** made sure we had cold beer on tap. **Dave Anich** and his family decorated the clubhouse and porch areas and **Brent Songer** set up the corn-hole tournament. Although she’s not an associate, **Linda Lind** made sure we had lots of yummy desserts to top off the meal. Many thanks to **Tina Campbell** and **Van Polidoro** for pitching as well.

Next month’s social will be on Saturday, August 18th in association with our annual **Dog Days Singlehanded Regatta**. The theme will be a Texas style barbecue provided by **Eric Brooks** and **Linda Lind**. More information will be available on this event soon!



PSEF TO DATE & BEYOND

by Josh Sneideman

Privateer Sailing Education Foundation (PSEF) has been hard at work. Sail Camp ended a week ago. We had 135 students over a 6-week period. 29% were PYC: Children, relatives or friends. We even had 2 students whose families were visiting Chattanooga from Northern Spain.

For the second year PYC hosted a **US Sailing Level 1** certification course. Having this course has lifted our number of US Sailing Level 1 instructors to 12. I doubt very many programs have half that number because the course is very difficult to pass. In total, we had twenty volunteers, counselors and instructors. **We owe them all a big Thank You.**

Shown: Bob Bissel, Brendan Roberts, Lane Handley, Eliah Prevost, Erin Maxwell, Hunter Dinger, Steve Sherman, Luke Kyle, Daniel Locke, Claire Lindeman, Tim Chambers, McK-ayla Locke

Not shown: Josh Sneideman, Ross Binder, Eva Binder, Caleb Hendren, Will Stamper, Pax Poggi, Marv Marvin and Walt Jenison.

We disposed of our aged Laser fleet and will soon sell the FJ’s. 10 new Fusion Sailboats were acquired and used in every week of camp. That gave the added dimension that like the Optimist, all sailors were single handing their own boat.



2018 CATALINA 22 LAKE ERIE CRUISE

by Josh Landers

“Yeah, it’s looking like rain all next week in Pensacola which stinks because we are headed there to cruise the Bay for a week.”

“Well that’s because tropical storm Alberto is forming in the Gulf.”

“What tropical storm...”

So this was the conversation that I had with Josh Sneideman on the Tuesday before the Saturday that we were scheduled to leave for Pensacola Bay. Guy and Tina Campbell (*Forget Knot*), Katie, Ike and I (*Per Diem*) had been planning this trip for weeks. 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. I spent the day on the phone with Chris Cyrul talking about the places that they had been cruising for the past 2 years on their Olson 34. After another discussion with Holly Gregory who grew up cruising there, we had a solid itinerary and the weather was looking great!

Day1: (Chattanooga to East Harbor Catawba Island, Port Clinton OH)

We left Chattanooga that Saturday morning around 0630. The drive through the mountains of northern Tennessee and Kentucky was beautiful but also about all my poor truck cared to do towing our heavy cruising boat. We white knuckled through Cincinnati (I hear it is a beautiful town) and the construction in Dayton. We finally got off the interstate and drove through Ohio farmlands. At last we arrived at 1645 with a whole 15 minutes to spare before the Midway Marina office closed. They acted like they had no idea we were coming, but were more than happy to give us slips for the night. We straight away started setting up boats and splashed our little weekend getaways around 2000 hours. Then we had our first of many Lake Erie water snake sightings. Ike was beside himself and wanted to catch one real bad. We persuaded him that it was a bad idea, drove to the nearest restaurant, destroyed some food, bought some groceries and went straight to bed. That was a long day.

Day 2: (Port Clinton OH to Pelee Island, Canada)

We woke up early as it seems cruisers do and finished up the rest of the preparations for a week of cruising, showered, got ice and left the marina around 0830. East Harbor is tucked way inside Catawba Island and it took us about half an hour to get out to the lake. As we exited the breakwater, we were greeted with a fleet of fishing boats and fog. Yikes, now I was a little nervous for the first time. Luckily for us, Chris Edwards had suggested the Navionics app for my phone which allowed me to use charts and GPS without cell service. I punched in our destination and it routed us straight to the Scudder Marina harbor. Normally this sail could be done line of sight, but not this day! We cautiously sailed through the fishing boats trawl-



ing for delicious lake perch and walleye. As soon as we hit the Canadian border, we were all alone in the fog. We sailed with *Forget Knot* for 4 hours on a beam reach and 2 hours wing and wing through the fog. Ike had a blast battling the black flies and made a huge mess littering the leeward side of the boat with fly guts. The North end of PeLee Island slowly revealed herself and the wind shut down so we motored the last half hour to the harbor. We were graciously met by dock hands who welcomed us to Canada! Customs is a little strange here. You simply call a 1-800 number from the marina office, answer a lot of questions, and done. With that all sorted, Ike, the great hunter, attempted to catch some spawning carp in the 50°F (10°C) water. This proved to be entertaining as Guy, Ike, and I all ended up swimming just to say that we did. Then Ike tried unsuccessfully to catch another snake. After the refreshing dip, we loaded up into a “cab,” blasted down a gravel road to the west side of the island only to find out the winery was closed. We made do and ended up having a great time hanging out on the local VFW’s picnic benches. By now we were hungry, called the “cab” again and headed to the restaurant close to the marina which was also closed or didn’t have any customers. We ended up at the local dive spot down the road and had some sweet greasy fried bar food. There was an awesome beach behind the dive bar where we watched the absolutely most amazing sunset that I had ever seen in my entire life. We oohed and aahed through the magic light show. Ike swears he saw the green flash, but that cannot be independently verified.

Day 3: (Pelee Island, Canada, to South Bass Island to Middle Bass Island)

Happy Birthday Tina! Ike and Katie decorated *Forget Knot* with balloons and a festive birthday sign. We were pumped to have another nice sail only to see that the lake looked like glass. We motored for several hours only to be greeted back in American waters by the customs and border patrol boat. They interrogated *Forget Knot* (covered in birthday balloons) first then headed our way. Katie and I had already coached Ike



about not saying a word about anything unless he was directly asked a question by the officers. The officers asked if we had anything to declare and the first thing out of his mouth was, "Just this bag of carrots." Luckily they didn't hear him and Katie took him down below for a different type of interrogation. They nicely chatted us up and sent us on our way. We had to check back into the states at Put-in-Bay, OH, on South Bass Island before we could go to our destination on Middle Bass. This was Memorial Day and Put-In-Bay was a zoo. Huge power boats, meatheads in tank tops and some interesting cut off jean shorts on the "ladies". The dock guy was totally stressed out and not helpful. We called customs from the video phone at the bath house and got the heck out of there post haste. The State Park Marina on Middle Bass Island was only a 30 minute motor away. The marina had cleared out that morning and we basically had it all to ourselves. We all walked across the street to JF Walleyes so Ike could play in the kiddie pool lagoon. We all ended up in it and had a relaxing afternoon other than the water snake that was also in the pool hiding under a rock. We struck up a conversation with a member of the Middle Bass Island Yacht Club who graciously invited us into the clubhouse for a tour and some air conditioning. We ended up cooking steaks on the club's grill and celebrated Tina's birthday on their awesome back deck. We caught another awesome sunset on a state beach and then called it a night.

Day 4: (Middle Bass Island back to South Bass Island)

We were now in full cruising mode going to bed and getting up with the sun, but since we only had to go 30 minutes back across to South Bass, we decided to do some exploring. We had obtained some local knowledge the day before about a glass beach near the marina. We eventually found it and had a wonderful time sifting through the pebble beach and finding

small pieces of smoothed glass. Ike says that the blue ones are the rarest. After filling baggies with glass and laughing at Guy's "art" wad of rusty metal he found, we meandered through the ruins of the Lonz Winery next door. As usual, it was closed and the grand reopening was scheduled for the next week. Regardless, it was a great morning and we slowly headed towards Put-In-Bay. Put-In-Bay was now a ghost town. We literally had the whole Park Place Boat Club Marina to ourselves. What a difference a day makes. By now we were in full on tour mode and headed straight to the Perry Monument which is taller than the Statue of Liberty and built to commemorate the War of 1812 centennial. This provided a stunning view of the islands and our home for the next 2 days. Guy and I scouted golf cart deals while Ike and the girls shopped the many stores. We played on the beautiful playground in the center of town and then wandered down the road along the water. Believe it or not we found a winery that was open and hung out underneath their shade tree behind the building. The Put-In-Bay Yacht Club was just down the street and we invited ourselves in. A staff worker let us look around and gave us some history on the place. By now we were all pooped and headed back to the boats. *Per Diem* had been dragging a kayak for 3 days now and I was determined to use it. Katie, Ike and I loaded up and headed for Gibraltar Island in the harbor. The wind was blowing pretty hard by now and the fetch was up. We got blasted going across the little bay and finally made landfall by the "Private Property DO NOT ENTER" sign. After a quick looky-loo, we kayaked down the lee of the island past the Ohio State University research facility. Ike needed a quick break so he hopped ashore to take care of business. Quickly after this we got yelled at for trespassing and were asked if we were ok because there were no other kayakers out with this much breeze. We apologized and blasted back to the marina. That evening we destroyed some Lobster Bisque at the Boardwalk and went to sleep fat and happy.



... to be continued next month!

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.

Moving fast now!

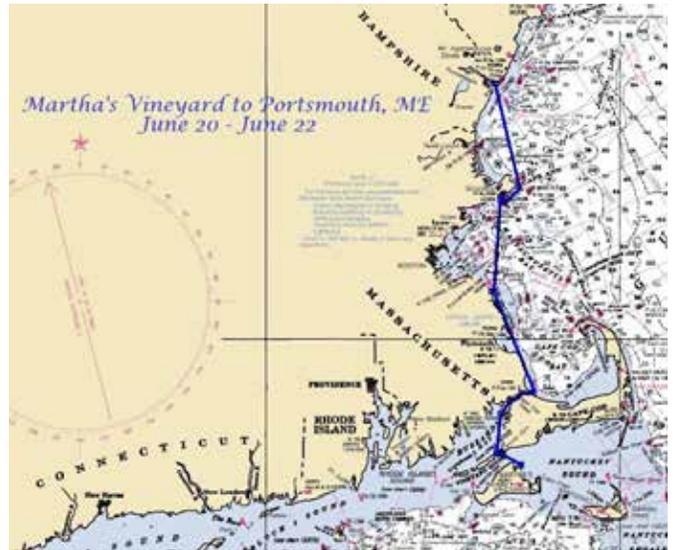


After a week in Martha's Vineyard, we began to look for a suitable weather window in which to "sail on." That day came on June 20, and we dropped the "beloved" mooring in Oak Bluffs. We had checked the currents and found that there was a small window to get great current going northwest in Vineyard Sound and Woods Hole, then still have it going strong east in Buzzards Bay and through the Cape Cod Canal! --Most of the time they flow the same direction. Go figure!

The Elizabeth Islands are a string of 16 islands stretching 14 miles east to west separating Buzzards Bay and Vineyard Sound / Martha's Vineyard. There are 4 major islands, of which Cuttyhunk is the only one that is not privately owned. Three cuts (holes) between the islands are commonly used by deeper draft boats, each with strong currents and several doglegs making navigation anything from interesting to downright scary! Woods Hole separates the Island archipelago from Cape Cod, and is used constantly (it seems) by the high speed ferries going to and from the villages of Martha's Vineyard, Nantucket, and Cape Cod. The ferries can add another challenging dimension to the navigating!

Buzzards Bay is a name familiar to all who have taken the US Power Squadron's courses. The current, buoys, lighthouses, points and necks all give great variables for creating lessons and problem solving. The Bay begins just east of the RI / MA state line and ends further east at the Cape Cod Canal. The Cape Cod Canal cut runs 7+ miles, and was 300 years in the making, from the time its benefits were recognized to its completion on July 29, 1914. The private canal had serious issues, and was purchased by the US government in 1928, after appreciating its military benefits after WWI. Today it is the world's widest sea-level canal, with a dredged (30' deep) length of 17.4 miles, and a width of 480 feet! (The additional length is the dredged rivers which the cut canal connects.) Boats time their entrance for the current that runs either direction at about 6 knots. Remember? Six knots is our boat speed. Bad timing leaves us standing still with engine roaring!

We moored 57 miles from Oak Bluffs in Scituate, MA, just south of Boston, and the next morning, took a small weather window crossing 25 miles of Massachusetts Bay (Boston) and in to Gloucester on Cape Ann. Just outside the entrance, Alan cried, "WHALE!" We watched it porpoise several times, and then with a flip, he gave us a perfect tail shot and dove. Minutes later, we were intrigued by a large 30' white elliptical spot on the water just 30 yards off our starboard bow. It grew



brighter, looking like a giant Alka Seltzer fizzing; then a whale emerged from it, having expelled most of his air below the surface creating the "white disc" of air bubbles! After several sightings, it again dove with a perfect tail shot. AWESOME!

Gloucester is a town we could really explore! But Alan had broken a toe 6 weeks earlier in NC kicking a mean old bed leg. After days of pain, he yanked on the toe, resetting it. Though an x-ray showed the toe had healed, he had traumatized the bridge above it 'til it was severely swollen. Then his foot slipped navigating the cockpit and he fell, skinning his shin, landing on the outside blade of the same foot AND MY PEPPERMINT PLANT. The plant is fine. Alan is still limping. So our exploration of Gloucester included only the menus of 2 restaurants. (Great Lemon Ricotta Pancakes!) Checking the weather, it made sense to move on to our next port of Portsmouth, NH on June 22.

In addition to cutting through Cape Cod, we rounded Cape Ann on this part of the journey. A "cape" is a point of land that sticks out into the water giving a view on three sides. A cape can be a part of a peninsula or not. It is easy for a landlubber to assume all water drops off evenly from any land. This is DEFINITELY a misconception. Capes for instance, are notoriously surrounded by shallow water and reefs that have been the demise of countless ships over the centuries. FYI, Cape Cod is not a "cape" but a peninsula! Some argue it is an island, but the canal was man-made, so it is still considered a peninsula, which literally means "almost an island."

The next stop really offered 2 options: Portsmouth, NH on the SW side of the Piscataqua River; Kittery, ME on the NE side -- Strong current in either choice. The Piscataqua River is the 3rd fastest flowing navigable river in the world! After WWII, 4 German subs surrendered here and were towed up the river! Weather dictated we didn't leave the boat and we were able to leave at 5:30 am on the 23rd for Pott's Harbor.

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From Portsmouth, on June 23rd, we motored 53.5 nm NE to Pott's Harbor, located on Harpswell Neck south of Brunswick, ME. It is at this point that the glacial shredding of the shoreline becomes evident, like a cat that had played long and hard at the bottom of your draperies! We watched for more whales—Alan may have seen another. Mostly they appear as a black lump. It is rare you see them breach or their tails.

When underway, our 3rd crew member is Otto the Auto-Pilot. He doesn't complain, he doesn't need sleep, and he doesn't eat much. With Otto, we steer the boat to the proper compass heading, then hit "Pilot" and Otto faithfully follows that heading. He does not adjust for current, lobster buoys, other boats or land masses. Nor does he know when a wind change will make the sail flog, so we tell him to add or subtract a few degrees, or 10 or 20 frequently. Sometimes, we put him on standby until we can again trust the boat to his simple logic. Sigh. Otherwise, he is perfect! Well, on this leg, Otto passed out! Alan was an electronics technician during his Army (ASA) days. He checked Otto's major systems to see if it were merely a connection, but there was no quick fix, so we hand steered the last 5 hours. Not too bad—sailors have done it for centuries. It is more difficult with just one or 2 on board, as it can be tedious and tiring. Of course this occurred on a Saturday, so it was Monday before Alan could check with Ray Marine's Tech department. Alan told the tech guy each procedure he had used to diagnose the problem and the tech guy said Alan had done his job for him with all the tests he would have recommended. He then agreed with Alan's diagnosis that the problem was the control head and not the computer, and assured Alan the new part would "plug and play" (ie the connectors were all compatible.) We ordered the new \$600 part (from Defender Industries) for delivery on Tuesday.

Now on a boat, few repairs can be done standing up, or just kneeling down. Most repairs require extensive unloading of a compartment then crawling and/or contorting into a position God never intended for us to get into. I helped with that part. We were delighted and relieved when the part arrived Tuesday morning—but the connectors did not match. Today's first tech support said the only remedy was a converter—which was out of stock. Alan explained that he could cut the connectors off the new and old cables and then hand-splice the new connec-

tor cable to the old cable IF the tech could tell him the wires would match up. I said, "That's a \$600 part you are cutting up!" The tech said, "You can't do that!" Alan said, "Get me another tech guy." The third higher level tech of the day heard Alan out and said, "Sure, that'll work." Thirty minutes of cutting, taping and soldering later, the bandaged (insulated with shrink wrap) wire and connector made its connection and Otto was alive and kicking!

We were distracted with the Auto-Pilot problem. We checked weather when we first arrived and knew there were some issues later in the week. After Otto recovered we checked again to see when we could depart. Oops. Weather had greatly changed. Wednesday would be a tough go to Booth Bay. Seas and wind would be building-- to 35 mph and 8' seas by 5pm. However, Thursday was 90% rain, 36-50 mph South winds, and 10', 7 seconds seas! (The seconds refers to the time between wave crests.) We did not want to stay in Potts Harbor which is mostly open to the South given that forecast, even with their daily 8 am delivery to the boat of wonderful Blueberry Muffins and coffee. We decided to get up at 5 am Wednesday and head for Booth Bay. Fortunately, we called friends Winn and Inga Russell who told us that the Booth Bay Windjammer Days had just started and the town was packed. They offered us their mooring in E Booth Bay. We gladly accepted! At 5 am, the seas were 3', 4 seconds rollers. They are called rollers because if they hit you broadside, they "roll" you. If you hit them head on, they can stop you in your wake, from the rear it is a sleigh ride, unless you get pooped! Our headings were such that we only got badly rolled once (my bad). Even within the storage areas, the crashing sounds from below are always unnerving!

Our friends mooring is fully protected from the south, and far removed from the Booth Bay Windjammer Days. It is typically Maine: pristine, tranquil, haunting.

AND we have 4G and Wi-fi! I am now caught up to date on my writing!

From here, all future ports will be "down east," referring to the decreasing longitude going east.

More to come next month with pictures that wouldn't fit this issue, plus links to better show their anchorages.

minutes were approved unanimously as written.

Commodore's Report (Guy Campbell): After a reminder about the **Flying Scot Women's Nationals** to be hosted by PYC, September 14-16, 2018, he focused on the recent death of **Jan Shepherd**. A celebration of her life opportunity will be determined soon.

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. There was agreement to zero out the \$247.33 on PYC's books in the Community Foundation account from last year's Sail Camp and make it like a donation to PSEF. Copies of letter of appreciation for the earlier \$2,906.51 donation to the Privateer Sailing Education Foundation (PSEF) were distributed to the Board members, too.

Vice Commodore's Report (Josh Landers, Racing): Wednesday, Saturday, and Sunday races are being well attended (when the weather co-operates). A big thanks go out to the race committee assignments who have been dutifully fulfilling their roles. We would not be racing without their volunteerism. PYC was represented at the **Melges 14 Nationals** at Lake Geneva Yacht Club (Buddy Melges Sailing Center): Congratulations to **Peyton Ankers** with top female sailor, along with **Adam Ankers** who tied for 10th (lost the tiebreaker and took 11th), and **Josh Landers** with an 8th place finish. Congratulations also to **Britta Kindervater** who won the July 4th pursuit race.

The Dog Single Hand Regatta will be held on August 18th. **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 our website.

Rear Commodore's Report (Keith Harper, Membership): After discussion, the Board supported moving **Marilyn McMurray** to Out-Of-Town membership, and then **Marc Simons** was voted in as Family Member. **Brennan Smith** was accepted as Junior Member. This brings official counts to: Associates: 17, Family Members: 150, Out-Of-Town: 19, Junior: 19, and Honorary: 6

Past Commodore's Report (Bill Robertson): **Josh Sneideman** gave an update on PSEF, noting that the financial balance is good, the IRS has not yet completed the approval process for the 501(c)3, and the FJs have not yet been sold.

Building & Grounds Director's Report (Adam Ankers): In Adam's absence, the Commodore led with a description of the need to replace the inoperable keypad at the gate for up to \$300.

Social Director's Report (Rob Fowler): First, a recommendation that the **Power Squadron** be given permission to hold an **'Advanced Piloting Class'** at PYC on Thursday evenings (6-8) during August and Saturday mornings (9-11) from September 1-October 13 was approved. Then there was a review of E.G. Knight's well-received performance on June 23, and the successful 4th of July social with special appreciation ex-

pressed for the work of Associate members **Shannon Johnson, T. J. Reid, Brett Songer, 'Woody' Wood**, and the **David Anich family**. **Tina Campbell, Linda Lind**, and **Van Polidoro**, though not Associates, made significant contributions, too.

The August social will be a **Texas BBQ** presented by **Eric Brooks** and **Linda Lind**. It will be on August 18th, right after the **Dog Days Regatta**.

Dockmaster's Report (Bob Ives): 2 summer slips are available at present on C dock. The scheduled end of August refurbishing of D dock by Chattanooga Dock Builders will require a down payment in late June.

Club Boat Director's Report (Tom Bumgardner): A discussion of motors for the RIB and the blue RC pontoon led to the decision to stick with those on the boats now. A review of logbook matters resulted in a consensus that a logbook be set up in the South Cove lot, in addition to the one next to the boat ramp. There will be **Small Motorboat Training** on July 14. It was agreed that the blue pontoon boats bimini did not need to be enlarged.

OLD BUSINESS: None.

NEW BUSINESS:

Pete Snyder announced his desire to relinquish the editorship of *The Private Ear* as early as January, 2019. The Board affirmed his 12 years of service and discussed looking for his replacement. Pete will continue to manage the website, though, and the Board approved his recommendation of upgrading the security of the PYC website by going from http to https.

Unanimously approved, adjournment was at 7:33pm.

Respectfully submitted, Tom Prevost

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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.

Chris Cyrul, Paul Healy, TJ Reid and Chris Edwards (above) were part of the 10 person crew that placed First Overall in the Lake Huron Mackinac. The boat was a J122 named “Blitzkrieg”. They got first in their Fleet, first in their Division and first overall! They did the Cove Island Route, Class E : http://www.bycmack.com/results_cove.cfm Overall: http://www.bycmack.com/results_overall.cfm Division I: http://www.bycmack.com/results_overall.cfm?Div=Division%20I%20-%20Cove%20Island

If you haven't tried out the new Fusion club boats, you don't know what you're missing. They can be sailed with main only, or with a jib, or you can add a spinnaker (see below).

Private Ear NEWSLETTER

www.privateeryachtclub.org

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July 2018