Another year and another Annual Banquet behind us. The past couple years have demonstrated to me the depth of the talent, dedication, and heart of the Board of Directors and Membership of Privateer Yacht Club. I’m humbled to have served with and now lead such group.

Your new Board of Directors is another talented group, and with the Clubhouse complete we will be focusing on the rest of our Club assets in preparation for PYC’s 75th Anniversary Celebration this summer.

I joined PYC in the spring of 2006, and Marilyn and I have lived on the grounds since the spring of 2009. People still ask me occasionally if I still like living here. Yes! We do! The last few years we have seen many people have a vision and set out to see it completed. Others have come along beside them and teams, committees and work parties formed. Trails were cut, bridges were built, several docks were put together and floated and one rose out of the mud to hold most of the dinghies used by the youth. Our Youth Sailing program was forged out of nothing by one man’s dream and handed off to another.

Each year men and women step up and hear the call, see the vision and dedicate themselves to taking it to the next level. This year will be our 75th Anniversary. Our new Clubhouse is complete. The stage is set. Please help us to make this a shining moment in PYC’s history.

You can be expecting different Directors to be forming teams and committees and work parties in the near future. So, if you are called upon, please volunteer to share the load. Many hands make light work, and you may make a few new friends. Your new Board of Directors can be found listed with their phone and e-mail addresses on the website and at the end of every Private Ear.

I look forward to serving you as your Commodore this year.

See you on the water!
Scott Irwin, Commodore
COMING EVENTS
Check the PYC website CALENDAR for more info.

FEBRUARY
01-February-15 Frostbite Race # 5 - cancelled 2 pm Sunday
09-February-15 Board Meeting 7 pm Monday
12-February-15 STARSS Meeting 6:30 pm Thursday
14-February-15 Valentines & Burning-In Party 6 pm Saturday
15-February-15 Frostbite Race # 6 2 pm Sunday
22-February-15 Flying Scot Fleet Meeting & Potluck 6 pm Sunday
26-February-15 STARSS Meeting 6:30 pm Thursday
28-February-15 Racing Season Meeting 10 am Saturday

MARCH
09-March-15 Board Meeting 7 pm Monday
12-March-15 STARSS Meeting 6:30 pm Thursday
14-March-15 St. Patrick’s Day Race 1 pm Saturday
14-March-15 St. Patrick’s Day Party 6 pm Saturday
21-March-15 Keel Boat Race 1 pm Saturday
26-March-15 STARSS Meeting 6:30 pm Thursday
28-March-15 Keel Boat Race 1 pm Saturday

Catalina 22 Fleet 95 met Saturday, Jan 24, 2015, to elect a Fleet Captain for 2015 and discuss our Fleet’s business for the upcoming year. The meeting was well attended with at least 12 Catalina 22 boat owners and/or crew. The interest and participation by all attendees should prove to lead to a very active and rewarding year for our Fleet.

First order of business was to vote on the 2015 Fleet Captain. The attendees nominated and voted in Guy Campbell as Fleet 95 Captain.

Racing Format was discussed and for 2015 it was decided that we would use the lowest 12 scores or half of the races sailed, whichever was the most. All races over 12 will be throw outs. In addition, Bob Bissell volunteered to serve as Cruising Captain, and an effort will be made to have at least 3 Cruising participants committing to race a minimum of (8) races. Regarding PHRF races, the Fleet hopes to maintain separate spinnaker and non-spinnaker fleets and also propose that PHRF races be shortened. Catalina 22 Fleet agrees that the 1 pm starts on Saturdays should remain. A Call Committee chaired by Dee Harwell was established to help encourage more Catalina 22 participation on race days.

Flying Scot Fleet Meeting and Potluck Sunday, February 22nd.

The fleet meeting will be at 4:00, with the potluck immediately after. Anyone interested in attending is invited. Please bring a dish to pass and your own beverage.

The Catalina 22 Fleet 95 will be hosting the Chattanooga Challenge Regatta this May 2nd and 3rd. Bill Robertson agreed to be Regatta Chairman and advertisement for this event will be available in the near future. Most of the positions were immediately filled for the various responsibilities associated with a Regatta, but we still need a few more volunteers. Contact Bill Robertson at brobertson@epbfi.com if you would like to help.

Respectfully,
Guy Campbell
Catalina 22 Fleet 95
Forget Knot #136
“Oooo....I’ll have a quiche....that’s French, right?”

“Oooo....Load my plate with a petite salmon cup, a slab of Brie, and a dab of Mushroom pate’. Pate’ has an accent mark. That makes it French, right ?”

“Oooo....CREPES? They’re basically French pancakes, right?”

On December 31, 2014 Privateer Yacht Club was transformed into a romantic Parisian street scene from the 1920s as we hosted our Midnight in Paris New Year’s Eve Party. During their brief, chilly walk across PYC’s graveled parking lot, partygoers left present cares of the 21st century behind as they were whisked away to a time and place where brooding authors drank excessively in dimly lit bistros waxing poetically of the allure of a better, gilded generation. Coco Chanel, Gertrude Stein, Ernest Hemingway, and a cast of dozens were greeted by an (almost) exact replica of the Eiffel Tower. A 1920’s Peugeot Type 176 automobile was available for all visitor to drive the narrow city streets and explore the cobblestoned side passages.

Artists painted Renaissance-themed caricatures as learned sculptors modeled their clay into lifelike, 3 dimensional representations of flapper girls and debonair, machismo-filled men who never shied away from a barroom fight. The brawn was balanced by a sophisticated section of Paris night life where intellectual games were played and puzzles were solved beneath streetscape lamps that eeked out barely enough light for participants to see their game pieces.

Far too many New Year’s Eve parties end at 12:01 AM. However, PYC members, unwilling to accept the coming of 2015, remained in party mode until 2:00 AM. But alas, eventually, even the staunchest reveler admitted that we sometimes remember the beauty of the past but are never content to live there permanently.

Happy New Year to all !!!

Le passé ne est pas mort . En fait, ce ne est même pas passé.

Keith Harper
2014-15 PYC Social Director

photos by jim davis
2014 BRITISH VIRGIN ISLANDS TRIP
By Terry Hoye

In June 2014, Barry Cole was back in Chattanooga visiting family and friends. It was in the Bones restaurant on E Brainerd Rd with him that a December sailboat trip to the British Virgin Islands was hatched with Brainard Cooper, Dan Williams, and Pat Crowe. As the deadline approached, Pat was unable to make the trip, but I was able to join the group, which by then also included Barry’s son Blake. This is an excerpt from my personal journal, which chronicles the trip.

Thu. 12/04/14 Flight to STT - Up @ 5:00 am. Met Brainerd & Dan on the plane & had breakfast at TGI Fridays in ATL with Barry & Blake. Easy flight to STT. In-flight movie was “100 ft Journey”. Finally made to our boat. Veracruze II, 46’ catamaran 2 – 3 years old. Very spacious.

Fri. 12/05/14 Tortola BVI We are on “Island Time”. Still in port, waiting for our food & supplies - supposed to be on board when we arrived. So we’re having breakfast in the coffee shop. It is a big, nice and new boat. As last guy to join the group, I get to sleep on the table, but, like on Starlight (recent trip to San Diego), I have the biggest cabin on the boat. Sleeps ok when you’re tired.

Yesterday was overcast & rainy, but today is sunny. Temps are 85 day, 75 night & pretty humid. Our boat ride from St Thomas to Tortola took an hour & 15 minutes and it took an hour and a half to get through customs and then had to wait for our transport to the marina. The restaurant here is good, but expensive and they have nice shower facilities - more like an expensive yacht club or country club. Loaded on deck SUP boards & a kayak.

Sat. 12/06/14 Marina Cay – Leverick Bay Last night I slept on a cushion on the trampoline. Stars were bright, but the full moon made it bright as day. Weather was warm & at times a little windy and about 5:30 the sky opened up and I barely made it to the cabin without getting soaked. Beautiful, sunny day with wind. Motored in the lee of Great Dog Island (on Virgin Gorda side) for snorkeling and SUP. This is truly some of the best snorkeling ever. Warm water, lots of fish (more 2 ft barracudas), coral & fans & even some boat wreckage. Lunched on Red Stripe, and got off mooring @ noon. Under sail w 12kt wind & 6kt SOG. Moored up @ 14:15 in Leverick Bay, Virgin Gorda just behind (Richard Branson’s) Mosquito Island & his big motor yacht. Marinating steaks for supper tonight & may go ashore for showers. Probably sleep on the tramp again tonight under the stars – no rain. Steaks & taters were great.

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Sun. 12/07/14 Leverick Bay to Anagada. - Beautiful morning. Breakfast on the boat with biscuits & sausage. We had a short Pearl Harbor moment at 7:30 (which was really about midnight in Hawaii). Barry & I took the dinghy ashore for internet and ice. Left mooring @ 9:25 & motored out to open sea to set sail for Anegada. Wind a bit lighter today. Spotted a rainbow on the horizon as we motored past Richard Branson’s house leaving the harbor. Motor-sailed to Anegada Island Anchored at 13:00. Black Barry came out to greet us & invite us to lobster dinner at his place (Whistling Pines), but tradition said we would eat at Neptune’s Paradise. Anyhow, Barry had a beer with us told us he was “spiritual” since his grandmother breathed her last breath into his mouth [ew] and told me I need to just “let go” whatever is troubling me. We dined on grilled chili dogs & beer then all took naps until we took the dinghy ashore about 16:00. I saw a spotted stingray get out of our way just in front of the dinghy. Took a taxi to see flamingos (far, far away) Barry, Blake & I hiked back to Neptune’s where we had drinks and a leisurely dinner of giant lobsters topped off with key lime pie. Service very slow & the lobsters way bigger than you could eat. Home to bed @ 20:30.

Mon. 12/08/14 Anegada to Cane Garden Bay, Tortola. Another beautiful morning. Night clear and calm. Wind today flat. Up @ 7:30, dined on pancakes. Blake & I paddled the SUPs on a glassy bay. Very shallow & clear. Blake saw a small shark & a sea turtle. No wind. Motored the whole way to Monkey Point inside edge of Guana Island (see the iguana head photo). Great snorkeling – puffer fish, sea urchins, lots and lots of colorful fish. Dropped mooring @ 13:45. Motored to Cane Garden Bay. Arrived @ 15:00. Played Jimmy Buffett songs about Cane Garden Bay – 26 miles to St. Thomas, GE doing its best…. Blake, Brainard & I took trash to shore & picked up some supplies. Went in to Mayatt’s bar for a drink but all the tables were reserved for the cruise ship. So we just left & went back to the boat for drinks and snacks. Barry grilled chicken & rice for supper. I liked it as much as the expensive lobster last night. Light wind tonight. Maybe visit Callwood rum distillers tomorrow. To bed @ 8:30. Cruise ship party till 12:30. Shoulda gone in to check it out. Next time…

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Tue. 12/09/14 Cane Garden Bay - Jost Van Dyke. Only 2 more days in paradise. Up & ready as usual. Blake made bacon & scrambled egg sandwiches. All ashore @ 8:00 for Bloody Marys @ beach bar. Tried to get on internet to no avail. Onward to Callwood distillery for a supply of local rum. Back on board @ 11:00. Motored (w jib) to Long Bay (Diamond Cay, Green Cay, Sandy Spit) Jost Van Dyke snorkeled & had a sandwich at Foxy’s (internet) & then to natural spa. Pretty amazing. www.youtube.com/watch?v=vmAemGL7ua4

Wed. 12/10/14 Great Bay – Norman Island -  Sailing with old men: “Oh, look, look!.. Hurry! Boobys off the port bow!...Oh! wait, it’s just pelicans.” Another beautiful morning. Listening to Jimmy Buffet & watching pelicans hunting in formation as we drink our coffee. Breakfast on bacon & egg sandwiches. Cleaned the dishes & boat then Blake & I paddled ashore for gmail. Foxy was strumming on his guitar. So I laid in the hammock a while & soaked in the sounds & smells & scenery. Paddled back to the boat (Barry dropped the first
ratchet handle in 30 ft of water. We looked but could not really see the bottom. Probably not the first one down there. Dropped mooring @ 10:30 & set sail for Norman I. 5.6 kt – 8 kt on 8 -11 kt wind. Toward Great Thatch & then tack to Thatch Island Cut. Many tacks through the Cut, but wind is steady and it is good to be sailing. Moored up about 15:30 made up some drinks. The Bight on Norman Island had lots of boats moored up and a small cruise ship anchored just outside the harbor. We moored just in front of Symmetry – a beautiful 96 ft sloop with a 130 ft mast and a red light on the top. Lots of traffic past our boat, so Barry ferried Blake & me toward shore for some snorkeling. Supper about 18:00.

About 21:00 Blake & I took the dinghy ashore to The Willie T – an old Chinese junk made into a night club. Lots of young women dancing in bikinis. Blake & I parked ourselves at the bar where we could watch all the action. The guy next to me looked like Mel Gibson & introduced himself as captain of the Symmetry. The owner was not here & he & his crew were ashore for some R&R. I told him we were moored next door & had been admiring Symmetry. He told us all about his boat, said he had been captain for 5 years & invited us all to coffee tomorrow at 10:00. One of his crew was the drunkest girl in the bar & Blake and I figured she would completely pass out any minute now. Out of the corner of my eye I saw a body fall from the roof to the water & a big splash. Then another. Then a couple of wet girls in bikinis were up on the dance floor. Mel left after a while to mingle & dance and this young blond doctor flirted with me at the bar.

Thu. 12/11/14 Norman I. Bight – Road Town. Last day before heading home. - Cap’n Dan Williams: “Life just doesn’t get much better than sailing up Sir Francis Drake Channel on autopilot with 12 kts of wind and a cold Heineken in your hand.”

My shipmates say it rained a little last night, but I was sound asleep on the tramp & did not notice. Another beautiful day in paradise. About 9:30 we were sitting on deck waiting for our 10:00 coffee appointment on Symmetry when the crew came up, weighed anchor & she was gone. I guess captain Mel forgot about our date-or maybe they just had to run to town to get cream for our coffee. We were watching pelicans fishing off Symmetry’s stern and when she left, the fish and birds came to our boat and we watched dozens – maybe hundreds of big fish off our stern. We motored over to Treasure Point for some cave snorkeling. The wind was up, so we dropped mooring at Treasure Point about 11:00 & sailed on 12 kt wind out into Sir Francis Drake Channel and up to Cooper Island for “painkillers” @ 14:00 and a wi-fi fix. Then back on the boat sailing wing-on-wing, 6 kts in 12 kt wind. Back to Moorings @ 16:30. What an adventure!

Dan bought drinks and dinner for all at the Fort Burt Hotel overlooking the harbor. Back to boat & bed @ 21:30. Band played at dock party ‘til 2:00. My last night under the stars.

Fri. 14/12/12 Road Town – STT - CHA “Home to Momma.” Another beautiful morning. Showered again & packed up @ 7:30. Breakfast on leftovers – (lots to choose from) & checked off the boat (left it kind of a mess). Girl on the boat across the dock is wearing a string bikini. I think everyone is happy to be heading home. 10:00 fast ferry back to STT & endless customs line. 4800 cat on next dock looks lots bigger.

**BVI trip in general:** Overall great trip. Wind was 0 – 90 degrees most of the time, and strong enough to sail at least half the time. Moorings were all sheltered & snorkeling was great. We saw rays & sea turtles, big fish and small. Explored caves, baths, and a natural spa. Checked out lots of bars & restaurants. Napped in the sun, slept under the stars and drank in the views. Only thing better would have been for Colleen to be there to share it. I shall return.

A Booby is a seabird in the genus *Sula,*
2015 ANNUAL MEETING at the Walden Club
January 17, 2015 - photos by Pete Snyder
The meeting was called to order at 8:00 p.m. by Commodore Steve Sherman at The Walden Club. After the invocation by David Varnell, the agenda for the meeting was as follows:

**Commodore’s Report:** Steve Sherman started by expressing appreciation for the opportunity to lead in this past challenging year, focusing on the completion of the new Clubhouse and improvements around the docks and grounds. Before introducing the Board members for their reports he recognized six individuals: David & Jan Varnell, who originally asked for the expansion of kitchen and bathrooms, with David showing up almost daily for the construction; Pete Snyder, who as an architect himself and in addition to his website and newsletter duties, studied all that was being done, occasionally offering suggestions, such as the expansion of the main parking lot; Eddie Graham, who as a craftsman added unique features to the Clubhouse, such as the fireplace mantels, hearths, surround, and bookshelves, along with the salvaging of the knotty pine walls from the original Clubhouse for the entryway, the kitchen service counter, and the bar; and Rob Fowler, Past Commodore, who for three years worked tirelessly to make the new Clubhouse a reality…..and finally thanking Patricia Fowler for her input all along and ‘loaning Rob’ to the Club.

**Vice Commodore/Director of Racing:** Scott Irwin noted that trophy presentations would be later in the program, but thanked first Josh Landers and his ‘co-facilitator’ Katie Landers for organizing, and administering the Frostbite Series again this year. He then expressed appreciation for all the help, encouragement, and participation of all those involved in the racing events of the past year.

**Rear Commodore/House and Grounds:** Linda Lind thanked Eddie Graham, Rob Fowler, Steve Sherman, and David Bergevin for all their remarkable involvement in not only the building of the Clubhouse, but the development and maintenance of the grounds.

**Secretary’s Report:** Tom Prevost first thanked the Board for its helpfulness with information and corrections that made the minutes ‘somewhat’ accurate. Then he added that the work of the Records Review Maintenance Committee continues, with Pat Crowe and David Queen assisting him in pulling together known minutes and records from 1940 to the present. As a Committee they thanked Ed Ford for his significant contribution to organizing and digitizing many of the early re-

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cords. Stating that there had been no corrections to the previous minutes, as printed in the December 2014 Private Ear, he recommended their adoption; the minutes were unanimously accepted.

Treasurer’s Report: David Queen presented the year’s financial reports, including profit and loss statement and balance sheet. Featuring the excellent net income, he affirmed the excellent financial status of the Club.

Director of Club Boats / Junior Programs: With Spencer Wiberley’s absence, Steve George, presented the report of Privateer Youth Sailing 2014. While the year’s ending financial balance was about nine thousand dollars less than the beginning balance, there was the purchase of a RIB and dock for over fourteen thousand dollars, plus the added expenses of operating without a fully functional Clubhouse the first half of the season. There were 113 sail campers. Out of nine staff members, five had US Sailing Level 1 certification. In addition to the fine ‘homegrown’ talent (Lucas, Erica, Rob, Brandon, Hunter, & Daniel), he noted Lauren Yapp of Atlanta and thanked Josh and Katie Landers for housing her. He ended his report expressing appreciation for the opportunity to serve, but recognizing it was time for him to cut back on his role, he recommended to the new Commodore that a committee be formed quickly to appoint a committee and to study and implement the 2015 program. Though absent, Spencer’s written report noted the missing RIB key, getting Brian Holloway as the new Boat Director up to speed, and highlighted the new agreement with UTC (soon to be at the Club under direct supervision with their learn-to-sail program. He added thanks for the help with many projects, noting Steve Sherman, Steve Morgan, David Varnell, and Rob Fowler for getting the RC boat up and running; Steve George, Lucas Kindervater, and Bob Bissell in helping swap motors on the Whaler and RIB; and the Board, for being dedicated and inspiring.

Membership Director: Yvonne Craig reported two new associate members: Marilyn Mc Murry; Chris & Amanda Edwards. There being three resignations (Frank Knight, family; Nicolas Davis, junior; Erik & Tanya Jansen, associate), the present membership totals are: Family, 134; Associate, 28; Junior, 19. Having made 154 changes to the roster this year, she thanked the members for their input. PYC had a booth at Coolidge Park in April, signing up around 100 people with interest in PYC, and she was helped especially by Michael Seeber, Steve George and Keith Harper. Since March 2014, PYC has added 25 new associate members.

Dock Master: David Bergevin was absent, but sent this written report (edited): Before I took office, Pete Snyder called about a water leak on way to C Dock spraying in the air, requiring replacement of polybutylene pipe with PEX. The marine railway started getting a lot of attention in January/February, and I got dragged into the team for resetting and leveling the rails. Team Leaders John Roberts, Eddie Craig, Gary Smith and an awful mess of 10 others helped redo that setup with concrete mixed on site. Then Steve Sherman insisted that the hoist slings needed to be refurbished and made arrangements to have new covers made for them (Thank you, Steve, for noticing and especially for dealing with it); he also felt that it was important to get water over to the marine railway for working with and so that also occurred when no one was looking. (Thank you, Steve, for the push).

A Dock had the dock joints inspected and cables tightened. Some dock fender boards were replaced, and 16 new cleats were installed for more secure docking. Chris Cyrul noticed the outer breakwater dock posts sliding around the fasteners and those too were retightened (Thank you, Eddie, for helping me break loose rusted fasteners with heat). Meanwhile the water for A and B Dock came on line in June and immediately required water line repairs for A Dock.

Jim Davis helped me with electrical safety issues, starting with correctly installing or replacing GFCI breakers. A Dock had the surface run Romex replaced with conduit and the old junction box to the original walkway removed and bypassed; all circuits were checked and tested for proper function. B Dock had 2 arc fault protectors instead of GFCI breakers which were designed for electrical load safety not shock safety. These were replaced, and we found one boat had a defective battery charger causing repeated tripping, one boat had heaters plugged in exceeding breaker capacity, and one cord was actually hanging underwater and whenever a good intending person would plug it in, it tripped. (It took forever to figure that one out, and thank you, Scott Cline, for finding it with me). C Dock had the lights and electric receptacles sharing a common ground/neutral and shorting half of the dock to only 60 volts available. No protection at all, as it was never wired correctly. The feed to D and E Dock also shared a common neutral so was also compromised. These were all resolved over months of every Wednesday working for 4-6 hours each day. (Thank you, Jim Davis, for your dedication to seeing this exhausting project through).

The J lift had a chain hoist failure in September and, fortunately, John Rathjen survived the boat falling directly onto the trailer without too much damage and he was unscathed. We determined that the hoist pinion gear had failed due to a circular clip becoming dislodged (bad design). Spencer Wiberly had donated both of the 6T hoists that he had used for his Tanzer 25 to replace the poor quality hoists that we had on hand. (Thank you, Spencer). Eddie Graham had tried to get an inspection and repairs done several years ago and after actually having a failure; we made the hoist safety a priority. After approval to raise the existing frame and adding welded continued on page 11

PRIVATEER YACHT CLUB SHIP’S STORE available through Coral Reef Sailing
Go to this website:
Check back later for member discounts during promotional sales on all types of apparel and gear, even outside the range of customized pieces.
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hoisting eyes, the work was done in November after the Pig Regatta. Inspections of the old framework revealed several of the clamps holding the beam across the top had rusted away and were just not there, all has now been welded. Additional safety chains for the chain hoist to eye connections were installed and we should be fine for years to come. (Thank you, Eddie, for your diligence in coordination and seeing a much needed project to completion).

The Junior Sailing Program had purchased a RIB and donated a floating dock for it. This addition allows for rapid response to any situation that may be needed. (Thank you, Chris Cyrul, for doing the install). We added two dry sail slips to the Clubhouse lot to increase launch access for boats regularly used. This was done when the new parking lot was created up on the hilltop by the J Lift. The actual spaces under the J Lift had gravel added and were leveled out. There are plans for adding a storage container behind the lifts for storage and workshop for boat and dock repair as well as storage of tools and miscellaneous things currently taking up space in the main Clubhouse utility room.

There is not a waiting list for wet slips at this time, all slips are currently assigned. There are trailers/boats in dry sail slips with no names (this is a no/no). There are several Associate Members that will be looking for wet slips this year; there is always activity in motion and thus far have been able to accommodate every request. The one exception is for more desirable locations for existing tenants.

Social Director: Keith Harper was absent, but sent this written report by text: “YAY! Thanks to everyone who chipped in to help with all the socials. Keep an eye out for notification on our February social.”

Awards Presentations: Scott Irwin made the Fleet Racing awards. Chris Cyrul won first place in five categories – MC Scow Fleet Championship, Portsmouth Dinghy Championship (John Wesley Trophy), PHRF Wednesday Series Spinnaker Fleet (Henk Zander Trophy), & 2013-14 Frostbite Series. Bill Robertson won first place in three categories – C22 Overall Fleet Championship, PHRF Wednesday Series Non-Spinnaker Fleet (John Wesley), & PHRF Saturday Series Non-Spinnaker Fleet (Henk Zander). Rob Fowler won first place in the Flying Scot Fleet Championship. Trophies were given to all who achieved at least fourth place in the respective divisions. Scott further announced that Steve Sherman was voted ‘Outstanding Race Committee PRO’ and Linda Lind was voted ‘Outstanding Regatta Chairman,’ and then Steve George had Lucas Kindervater make the ‘Outstanding Junior Award’ to Gigi Barringer.

Steve Sherman presented the ‘Commodore’s Award’ to Walt Jenison, listing his many contributions this year, and adding, “Walt was your Commodore in 2008, but quietly every year, Walt has done projects around this Club just because they needed to be done, and he had the skills to do it.”

Linda Lind announced that the only two nominees for the Brainerd Cooper Memorial Award (voted by the Board to persons who have exhibited outstanding attributes in the promotion of sailing and sportsmanship, contributed significantly to the activities of the Club, and demonstrated proficiency and improvement in sailing ability) this year were Rob Fowler and Steve Sherman. After extolling their tremendous abilities and contributions, she announced that “we did what any ‘political’ body might do, we compromised and named them both winners.”

There was no old business. The only new business was the Nominating Committee Report, made by Walt Jenison, who mentioned that Pat Crowe and Bill Robertson were the other two committee members. Nominated were: Commodore, Scott Irwin; Vice Commodore, Linda Lind; Rear Commodore, Van Polidoro; Secretary, Tom Prevost; Treasurer, Jude Weidner; Director/2 years, Brian Holloway; Director/2 years, Gary Smith. Steve Sherman called for a vote on the slate of nominees, and the affirmation was unanimous; he then presented the new flag officers with their flags. Finally, he turned the gavel over to Scott Irwin who called for a vote to adjourn, and the response was unanimously in favor.

The meeting adjourned at 9:10 p.m.

Respectfully submitted,
Tom Prevost, Secretary

Boat U.S. stories of summer thunderstorms & boats:

CONTACT YOUR BOARD MEMBERS

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Steve Sherman, Past Commodore: 423-432-6501
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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.

Early morning fog at Privateer, above and below. Photos by Barbara Snyder.