



Private Ear

NEWSLETTER OF PRIVATEER YACHT CLUB
July 2008 www.privateeryachtclub.org
Peter Snyder, Editor pfsnyder3@bellsouth.net

FROM THE HELM

July 2008

I am gratified that the winds have been surprisingly good, and more boats are coming out, particularly on Wednesday nights. Let's have a great showing for the **Dog Days Regatta** on August 9th.

Bryson Lesley and **Steve George** spearheaded the successful **Opti** sail-training program, with 76 students participating. There are at least 7 graduates who may be racing on Sundays.

I was glad to see **Bill and Martha Berry** cleaning up their Flying Scot which, due to health reasons, hasn't been sailed recently. If you boat owners haven't checked on your boat recently, please do so. There are trailers with low tires, and boats with covers blown off, taking on water and trash. Boats in a neglected condition aren't a good advertisement for an active sailing club. Recall that club rules state that all boats in either dry or wet slips are to be in

sailing condition. Let's have us looking good.

At the risk of sounding preachy, our **Dock Meister, Dieter Kuberg**, hasn't been getting the cooperation he needs to verify that both wet and dry sailed boats are where they should be. There are too many trailers without the current owner's name, and boats are sometimes moved into slips because they are empty, not because they were assigned.

Marcia and I are off to the **Baltic Sea** until the end of the month, and we just discovered that **Dieter and Evelyn** are on the same cruise.

See you on the water!
Walt



photo by Mike Rasbury

MEMBERS NOTICE: If you see someone at PYC who you do not know, approach them and introduce yourself as a member, ask their name and if they are there as members or guests of what member.

“The sail, the play of its pulse so like our own lives, so thin and yet so full of life, so noiseless when it labors hardest, so noisy and impatient when least effective”
Henry David Thoreau



PYC OPTI NEWS

photos by Steve George & John Rathjen

JR SAILING TEAM RACES SUNDAYS

Every Sunday at 2:00 pm, the PYC OPTI Sailing Team will be present at the club. They will be practicing starts and perfecting all points of sailing in anticipation of going to away regattas. Contact Bryson Leslie for more information. 706 375 8750.

Work is continuing on preparation for the South East Optimist Championships Oct 4 and 5 to be hosted at PYC.

CONTACTS NEEDED FOR SEC's

The South East Optimist Championship committee is seeking contributions from the following companies: Coca Cola Bottling, Wal-Mart, Little Debbie Snack Cakes, BILO, Frito Lay, Moon Pie, Krystal, SunTrust, Provident, and Mayfield Dairy. If you have a connection, friend or neighbor that knows someone in management of these companies, please let Scottie Cline know. We have specific items we are hoping to get from each company — mainly food and drink for the meals. Also, if anyone in the club would like to donate, that would be appreciated. Scottie can be reached at 870-2459 or 870-2455:



OPTIMIST DINGHY YOUTH SAIL CAMPS

by Steve George

A dying raccoon, a visiting coyote, and a fear inducing Anaconda... Not normal fare for a youth sail camp experience, you say? Then you haven't been to a **Sail Camp** at **Privateer Yacht Club** this summer.

Yes, I will admit that the Anaconda living under the Optimist dock was a figment of the creative imagination of our counseling staff, and I did not actually see any of the other creatures. However, you can ask **Bryson** about the raccoon, **Diane** about the coyote, and **Luke Kindervater** and **Quade Campbell** about the snake.

Both **PYC** and **McCallie** had successful Optimist Sailing Camps this summer. **Bryson** has gone way above and beyond the call of duty to get the Opti dock area and Youth sailing classroom ready for the first group of summer sailors. It's hard to fathom all that he accomplished working with Walt and others in preparation for the summer camps. Suffice it to say, the whole club owes him a huge pat on the back for his untiring efforts on behalf of Youth Sailing.

Most may not realize that he also has a big responsibility as the **Director of Building and Grounds**, plus he and his wife Linda are in the midst of building a home near the club on Hamill Road. He is one of those 'can-do' people, for sure.

While I can't speak for the PYC camps and the work **Bryson** and his staff did with their group of kids, I know that the two **McCallie Sailing Camps** left me tired but elated after each week.

Both camps were full with waiting lists, and we made full use of the Optis available. Thanks also to **Steve Sherman**, who fully supports the Youth Program. He made sure we had the items we needed when parts were missing or broken.

A sailing camp needs wind and nature was good to us during both weeks. The wind was light when the kids were learning and stronger when they were more accomplished.

A highlight during both weeks was the trip across Lake Chickamauga. The first week we lunched at the small park directly across the river, and the next week we beached the boats and went for a swim. I was so proud of all the kids, even the hesitant ones, who handled their boats well as we ventured across a huge expanse of water.

Part of the reason our camps were successful was the willingness and expertise of the staff. **Christie Cox**, **Bryson**, and I were the lead instructors, while **Luke Kindervater** and **Quade Campbell** were the go-to counselors. We made a good team, and the kids grew in their sailing skills under the staff's tutelage.

The most satisfying thing to me was watching those who were tentative at first become more and more comfortable in the

Optimist sailboat. There was so much to learn that I had a constant fear of overwhelming them with preparatory skills they needed to be successful on the water in any condition. This was supposed to be a fun camp and not drudgery, wasn't it?

The trick was trying to make everything we did a fun activity. I must admit that sometimes it worked and sometimes it didn't. One failure during the first week of camp was not preparing something to do in case the weather was such that we couldn't do the planned on-the-water activities. One ping pong table does not serve a group of nineteen animated youngsters! I was learning as well as the kids.

Both weeks of camp had special days. During the first week of camp we had a *Crazy Hat Day*, and while some forgot and some were embarrassed, many were wildly creative. Even those who didn't have a crazy hat to show off got into the spirit and made up something on the spot. I love the ingenuity and spontaneity of our youth.

The second week's group wanted a *Pirate Day*, so we said okay. I was disappointed when I arrived with my busload from McCallie and realized that only the staff had bothered to do something with a pirate theme. So much for pirate day.

Then a carload of boys arrived and out of the car popped some vicious looking cutthroats. The camp was abuzz with admiration of their outfits and charcoal moustaches. Several of the ones who hadn't bothered to dress up came to me and asked if they could still participate in the pirate activities, and I said not unless you look like one. It was great to see the transformation of the whole group, as inhibitions vanished and inventive pirate outfits appeared.

Basically, the two camps were successful---and I'm sure Bryson would say the same about his camps---because we had a wonderful group of kids. It warmed my heart to see them confidently rig and de-rig their own sailboats, to watch them adjust tension on vang and sprit to get wrinkles out of their sail and produce good sail shape, to correctly tie a hitch to a cleat on the dock, to get their boat in and out of the 'safety position,' to figure out a way to get their sailboat to an upwind mark, and to stay calm in the face of rain and stormy weather.

Would there be any **Ted Turner's** in this group? I don't know and I don't really care. But I do know that Ted got his start with sailing as a youngster at **Privateer Yacht Club** when he was a dormitory student at **McCallie**. You never know. Maybe one of these kids will grow up to race in the America's Cup someday.

Or, more likely, they will grow up to love the feeling that sailing gives to those who are willing to learn the ways of the wind and water. If they do that, I will be happy, indeed.

UPCOMING EVENTS

Check the PYC website for most current info. Note that all CSC events are for all PYC members.

Aug 2	Race - Cruiser & C22	10:00 AM Saturday
Aug 3	Dinghy Race	2:30 PM Sunday
Aug 6	CSC JAM Race	7:00 PM Wednesday
Aug 9	Dog Days Regatta (Door Prize!!!)	TBA
Aug 10	Dinghy Race	2:30 PM Sunday
Aug 11	Board Meeting	7:00 PM Monday
Aug 12	CSC Covered Dish Dinner	7:00 PM Tuesday
Aug 13	CSC JAM Race	7:00 PM Wednesday
Aug 16	Race - Cruiser & C22	10:00 AM Saturday
Aug 16-17	Full Moon Cruise	Saturday overnight
Aug 17	Dinghy Race	2:30 PM Sunday
Aug 20	CSC JAM Race	7:00 PM Wednesday
Aug 23	Race - Cruiser & C22	10:00 AM Saturday
Aug 24	Dinghy Race	2:30 PM Sunday
Aug 27	CSC JAM Race	7:00 PM Wednesday
Aug 30	Race - Cruiser & C22	10:00 AM Saturday
Aug 31	Dinghy Race	2:30 PM Sunday

RACE COMMITTEE ASSIGNMENTS

DATE	DAY	TIME	BOAT	PRO	ASSISTANT
08/03/08	Sunday	2:30 PM	Dinghies	Holmquist, Ken	Duke, Andy
08/06/08	Wednesday	7:00 PM	Cruisers	Humphreys, Bill	Easparam, Mike
08/09/08	Saturday	TBA	Cruisers	Dog Days Regatta	Bill Robertson
08/10/08	Sunday	2:30 PM	Dinghies	Jenison, Walt	Everett, Jack
08/13/08	Wednesday	7:00 PM	Cruisers	Ives, Bob	Ford, Ed
08/16/08	Saturday	10:00 AM	Cruisers	Klein, Barry	Garverick, Tom
08/17/08	Sunday	2:30 PM	Dinghies	Kuberg, Dieter	George, Steve
08/20/08	Wednesday	7:00 PM	Cruisers	Lee, Scott	Godwin, Tim
08/23/08	Saturday	10:00 AM	Cruisers	Lenfestey, Craig	Graves, Mike
08/24/08	Sunday	2:30 PM	Dinghies	Lesley, Bryson	Halley, Mike
08/30/08	Saturday	10:00 AM	Cruisers	MacPhee, Bruce	Healy, Paul
08/31/08	Sunday	2:30 PM	Dinghies	McLeod, Ian	Irwin, Scott

IF YOU HAVE A TRAILER ON PYC PROPERTY, PLEASE MARK IT.

Numerous boat trailers, some with boats, still do not have the name of the current owner on the tongue of their trailer. I repeat again. We have a stencil cutter in the storage shed. Clear off an area about 6 inches longer than your name. Paint this area (preferably white - rust proof). Then stencil your name in black on the center of this space.

On July 1st I posted a current space assignment list (as best as could be determined). This new list is also on the PYC website. Check the assignments to see if you are correctly listed. If you are in a spot not assigned to you, move your boat or trailer to your assigned spot. You are not permitted to change places without the approval of the Dock Master. If you cannot

adhere to this requirement, you might be asked to remove your boat and trailer from the property.

On August 1st, or shortly thereafter, we will place the name on any unmarked trailer as reflected on the list and that person will be billed \$15 for the services.

Please help us out and do it yourself or let me know that you want us to label it for you. dwkuberg@comcast.net is my e-mail address. All trailers on the lot will be labeled by the end of August.

Dieter Kuberg, Dock Meister

PYC at PORT HURON to MACKINAC ISLAND RACE

by Steve Sherman

Wind, rain and hail were the conditions found on **Lake Huron** for the 219 Nautical mile race from Port Huron to Mackinaw Island the weekend of July 12th. This was one of the fastest races in the 84-year history of the event. **Chris Cyrul's Olson 30 "Opus Dei's" time of 34 hours and 24 minutes beat his previous time by over 14 hours.** We averaged 6.44 knots. This was good enough for the crew to place second in their division of 17 boats. **The crew consisted of Chris, his brother Greg, Paul Healy, John Croix, Paul Rieger and Steve Sherman.**

We practiced on Friday in very light, sunny conditions. Even Saturday AM through the first 3 fleet starts it was sunny, tee shirts and shorts weather. Before the third start we noticed other crews putting on foul weather gear and looked toward the west to see a black storm line coming. By the time we started, the rain and winds of 40 mph made the ends of a 1500 yard line invisible. The audible signal shotgun could not be heard unless you were at the pin end.

It was a port, down wind start that overnight turned into a close reach. Chris and Greg had planned to avoid being covered with a port end start. We were the smallest boat in the whole fleet of 276. Fortunately, we were caught at the starboard end while everyone else had a dogfight at the port end. We put up the No. 3 jib using the spinnaker pole as a whisker pole. This was enough to keep the boat on a plane and moved us out front and to leeward.

We crossed paths with *Eliminator*, the eventual winner, several times under spinnaker until they hit the western shore. That was the favorable place to be as the wind lightened for about 3 hours. The first leg was roughly 140 miles long. Most of this was covered in the dark. Hull speed was kept at 5 to 8 knots. **Chris, Greg and Steve** worked in shifts on the tiller with each catching about 2 hours sleep overnight. The last 5 hours of the night, going into the turning mark, we were doing 11 to 12.9 knots and screaming past every near competitor, including boats over 50 feet in length. Not one boat passed us. **Yea Team!**

The final leg was 79 miles long and a port beat all the way. Winds were between 20 and 30 knots. It required everyone on the rail. If you wanted to sleep, you did it on the rail. Seas were 5 to 8 feet with white caps flying. We had the No. 3 up with a 25% reef in the main. It looked like less than a handkerchief, yet we kept the boat at 6 to 7 knots most of the way.

A decision had been made to point above the lay line due to a forecast of the wind going southwest later in the day. We passed many of our competitors who took a lower course and eventually ended up on the Canadian shore 3 miles below us. This included *Eliminator*. *Eliminator* is a C&C 35 Mark II with a crew of 8. This was their 6th first place Mack finish. (By the way, their off duty crew got to watch movies on DVD. Come on Chris you can do better by us can't you?)



Our big mistake that lost us the race was using wind shifts to go up the middle rather than hit one shore or the other. GPS predicted our arrival at 9 pm. We had beaten the predictions up to that point. But in the final 20 miles we lost 45 minutes, which would have easily won the race. *Eliminator* made 2 tacks to cross over from the Canadian shore where we made 10 to 12 tacks. They finished at 9: 41 pm and *Opus* at 9:44 pm.

We were given a great inside berth and decided to leave the boat mess as is until morning. The crew was cold and fatigued. We had good foul weather gear but it failed us miserably. Between the rain and waves occasionally breaking over the entire boat, we spent the night and entire next day in wet clothes. Every wave that broke over us seemed to go down the collar of my foul weather gear.

One attraction at the Port Huron party was getting to see close up the America's Cup Catamaran "*Stars & Stripes*". This 60-foot boat was used years ago when the Aussies tried to pull a fast one on the US going to a 120-foot water line with 3 months notice. *Stars & Stripes* was built in record time. It looks like an upsize copy of a Hobie 16. When the 7 race series took place, the Aussie boat with a crew of over 25 on the rail was no match for the Cat which won in 4 straight races.

The crew can store sails, clothes and provisions in the pontoons but that's about it. Otherwise, they are exposed to the elements 100% of the time. I can't imagine what it would be like to take a dump in the open going 35 mph, which we heard the boat could do. At least the Olson had a chemical toilet!

continued on page 9

PONDERINGS from the POOP DECK

AN INSTRUCTOR LEARNS - by our *Hard Knocked* Past Commodore, Steve George

I returned to Chattanooga from Portland, Oregon on Friday, June 13, after having climbed **Mt. Hood** with a group of friends from my college guidance days. What a remarkable trip and adventure that was, but I couldn't relax and relish the memories, as I had **Race Committee** duty on Sunday, the Best of Preps banquet to attend on Tuesday, and **Bryson Lesley's PYC Sail Camp** to look in on during the week.

Beyond all that, I had to organize the finishing details on my **McCallie Sail Camp**, which began on Monday, June 23. I hadn't done an Optimist camp for several years, but this would be the first one at which I was an instructor as well as camp director.

Bryson and I had both earned our Level 1 Instructor's license from U.S. Sailing in the spring, but he had taken the course in Knoxville, while I traveled to Beaufort, North Carolina for my class.

I had a top-notch instructor, John 'Doc' Griffin, who heads the neuro-science department at William & Mary and who also coaches the W & M sailing team on the side. He pushed us with his highly detailed course plan during four full days of on-the-water drills and classroom instruction.

Just to qualify for the class I had to pass the Tennessee Boater's Safety Exam and get my Red Cross First Aid and CPR certificate. Yes, it was a lot of work, especially reading and studying the four manuals (Start Sailing Right, Basic Powerboating, Safety and Rescue, Teaching and Coaching Fundamentals for Sailing, and Small Boat Sailing Level 1 Instructor Manual) sent to us by U.S. Sailing before the course started. That's over 500 pages of material.

The course was proceeding satisfactorily until we had to demonstrate our on-the-water skills of small boat sailing. We used two person boats provided by the Beaufort Youth Sailing Program. I had no idea how to rig these craft, but I was willing to learn. Not one to hang back, I took a step onto the foredeck, and immediately catapulted into the harbor.

As I, dripping salt water, was helped by some younger members of our class back onto the launch platform, I could no longer reasonably put forward the notion that my advanced age gave me any credibility whatsoever.

The third day of the class we were to be tested on our sailing skills. I had improved my ability to serve as crew and even began to perfect my technique on a 'roll tack', working in harmony with the skipper.

Doc was in a safety boat watching our group tack and jibe on a short course in front of him. It was mid-afternoon and the wind had piped up to better than fifteen knots. I was feeling pretty good until the skipper said that Doc wanted us to change positions. This was not good, as I had been feeling better about the

job I had been doing as crew.

When we went by the safety boat, I yelled out to Doc that I was just getting comfortable and wanted to keep my position in the front of the boat. He wasted no time in dashing my hopes, by yelling back to me to switch my position and take the helm. His tone suggested that there was to be no dialogue about this.

This wasn't what I wanted to do, but he was the instructor and I was his student. I had come too far and done too much and didn't want my insecurity about handling this tricky little boat to keep me from passing the course. The most humbling aspect of all this was the fact that most of the 'brat-pack' in the class--in or just out of high school---could sail the boats as if they been born to it.

Obviously, I didn't take the helm with the proper frame of mind, and the wind continued to build. I managed to negotiate a couple of mark roundings and was passing the safety boat when one of the students on board shouted an instruction at me.

One of the things that Doc required of us during the class was taking part in the instruction. We were to assume we were teaching a group of young sailors and prepare lessons for classroom instruction, land drills, and water drills.

The student in the boat with Doc was in charge of this water drill, and he had to make suggestions to improve our sailing as we moved past him. I think he yelled something about a jibe, but I wasn't sure.

As I was trying to figure out what he yelled and assimilate the information my brain was receiving about where the wind was coming from, where the boat was headed, and what to do about it, two events happened simultaneously: (1) some violent force exploded against my head, and (2) I launched backward up and off the gunwale. With my disheartened crewmate screaming an unintelligible oath at me, the boat came over and settled on top of me. The mast began its slow arc towards the bottom of the harbor.

With throbbing head, instinct took over and I went through the litany of the capsizing drill. Stay with the boat. Check on your crew. "Are you okay?" "Yes." "I'm going to the keel, you stay on that side." "Okay." "Ready?" "Ready."

I reached up and got the keel and pulled with all my strength. It moved a little towards the water. I pushed it down as far as I could and grabbed the rail. Then I stepped up on the keel while pulling backwards on the rail. In the background I was getting all sorts of encouragement from the crew aboard the safety boat, including Doc. Finally, the boat began its slow return to a normal position, and my partner pulled herself in the

continued on page 7

Hard Knocked — continued from page 6

boat as it came upright---just as we had practiced in a previous capsizing recovery drill.

I clambered back in, took the helm, and started the bailing process with my partner. Doc decided he had seen enough and blew the whistle for all to return to the rigging platform. Mad, mortified, and crestfallen, I went through the process of de-rigging but my heart wasn't in it.

At our final conference at which Doc would tell us whether we had passed the class or not I had still not recovered from my gaffs of the day before. Frankly, it hurt to think that while I prospered in some aspects of the course, I had failed miserably at sailing a dinghy.

Doc looked me in the eye and said matter-of-factly, "So, Steve, what did you learn in our four days together?"

"Doc, while I learned so much, so much, I know that I have 'miles to go before I sleep.' When I get back to Chattanooga, I'm going to get in a dinghy and learn to sail the darn thing. I'm going to practice and time my 'chalk talks' beforehand, so I won't run on and on and bore the kids.

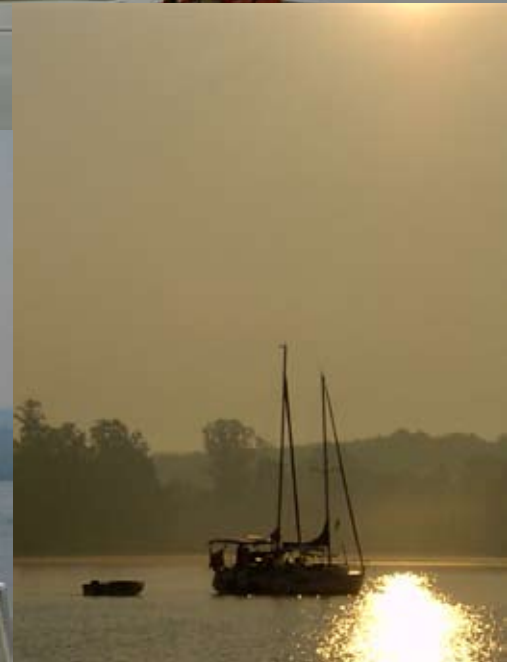
"I'm sure you will; I'm sure you will."

"I guess I mainly learned that this course is just a start on the road to being an instructor."

"Yep, that's right. Oh, by the way, you passed."

FULL MOON OVERNIGHT CRUISE

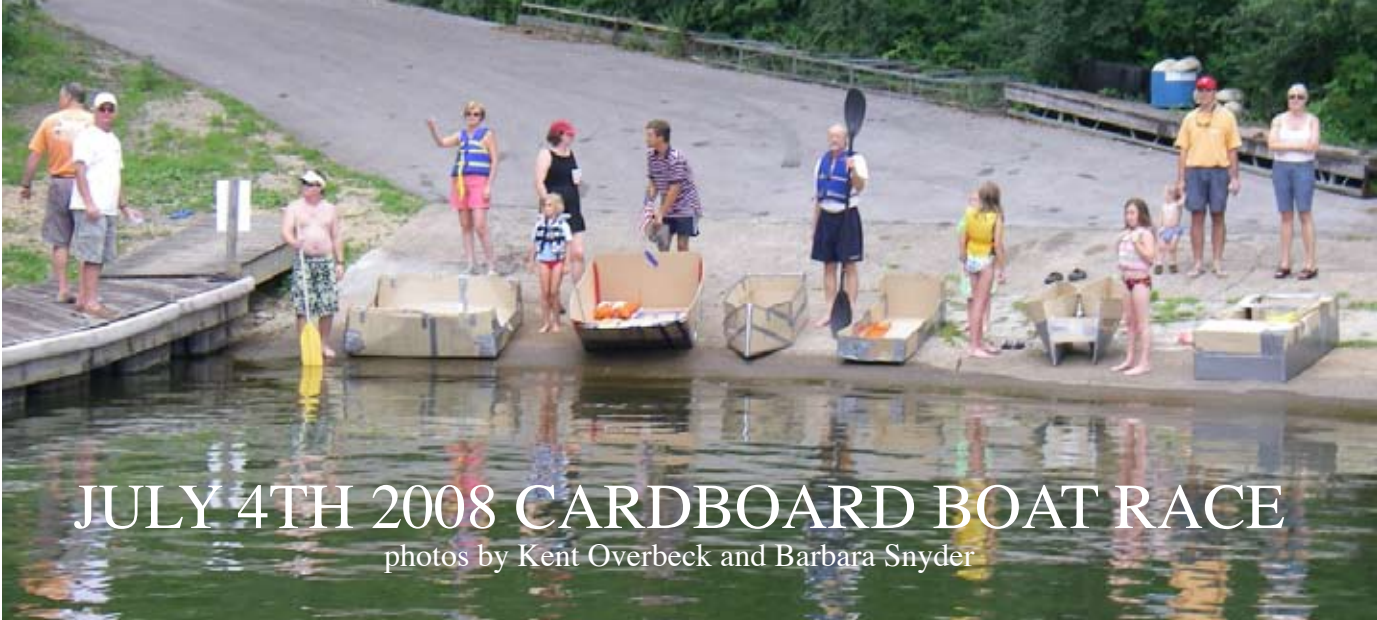
SALE CREEK — JULY 19-20, 2008 — photos by Barbara Snyder



WOW - Women On the Water - SAILING LESSONS

coming soon to a dinghy near you!

Contact Steve George at 423-667-2493, 423-624-7858 or csps6george@bellsouth.net



JULY 4TH 2008 CARDBOARD BOAT RACE

photos by Kent Overbeck and Barbara Snyder





MACKINAC RACE - continued from page 5

The crew hoped to break the existing record time for this race of 29:12 hours, and with these condition would have done it had a fitting holding up the mast not broken. After 2 hours of hard work, the mast and rigging, which cost \$250,000, was left in the lake with buoys marking the spot.

The safety requirements for this type race are very exacting —life rafts, special life jackets and harnesses complement several different man overboard devices. Safety procedures have to be posted in the cabin and sealed in plastic.

I feel very fortunate to have been asked to crew in this race. It has been a dream of mine for over 40 years. The crew worked together flawlessly even in anxious moments such as reefing the main in 30 knots of wind. While we worked hard, there was many a good laugh and now a mountain of memories. Both harbors, start and finish were everything you dream of with hundreds of colored flags flying from masts. It was a once in a lifetime experience.

CHECK OUT THIS VIDEO (click address below):
<http://www.sailingscuttlebutt.com/media/08/0714>

PYC BOARD MEETING

Minutes — July 14, 2008

Meeting called to order at 7:04 PM by Commodore **Jenison**.

Members present: D. Bergevin C. Cofield
 B. Cooper S. George
 W. Jenison D. Kuberg
 B. Lesley J. Rathjen
 P. Snyder D. Mullen

Observers present: S. Cofield S. Cline
 P. Crowe E&L Ford
 S&M Irwin S. Lamb
 K, B & L Kindervater
 J&K Landers T. Myers
 R. Ralston B. Robertson
 K. Simons B. Thompson

Minutes of June meeting were approved. **George** moved. **Rathjen** seconded.

OLD BUSINESS:

- **Walt** passed out to the Board an undated letter from **Stuart Lamb** (attached) re a “Request for Exception to Policy.” The gist of the issue is that PYC Bylaws require Family Membership status for cabin ownership. The last resident, **Marge Lamb**, was a member, but neither of her sons, Stuart or his brother, Kerry, are members. Stuart would like to retain ownership of the cabin. The Bylaws require that a cabin be sold to a member within one year of its being vacated. An exception to allow Stuart to become a Family Member by skipping the Associate year would require a Bylaw change, which takes a vote of the full membership. In April of this year the Board voted down the request, so the question had already been decided. While the Board certainly has great sympathy for Stuart’s request, it was not felt that this exception would be in the best interest of the whole club. Concerns were expressed about how this might affect other cabin owners, past and present. Also, Stuart was encouraged to submit an application for Associate Membership and get back into sailing. (Following Marge’s death, a letter was sent to Stuart and Kerry, outlining the cabin ownership rules, and encouraging them to apply for Associate membership. To date neither have applied.)

continued on page 10

July Board Minutes - continued from page 9

- **David Bergevin** reported that the lowest cost for an AED (Automatic Emergency Defibrillator) is about \$1200. Discussion followed, resulting in a plan for David to research the cost of an American Heart Association instructional program for CPR and use of an AED. It was felt that CPR training should be the first step before obtaining an AED.

OFFICER REPORTS:

Walt Jenison, Commodore:

- Steve Morgan has repaired the 12 ft. aluminum boat, and its engine runs ok. Rathjen will look into its registration.
- **KUDOS** to **Bryson Lesley** and **Steve George** for the great success of the **OPTI** training program. 76 kids participated, one Associate Membership application came from the group, and the hope is to add Lasers to the program next year. Several Laser owners have agreed to loan their boats to the program, but PYC will need to buy sails for a number of them. The OPTI kids will now be on the water every Sunday at 2 pm for intermediate training and race readiness until the sailing season winds down. Thanks also to **John Rathjen** for helping out one week.
- **WOW** (Women on the Water) sailing lessons have been asked about by several of the ladies. Pete will put a notice in the Private Ear requesting those interested to contact **Steve George**.
- The **CSC** name will continue to be used per the agreement documented in a June 2001 letter (attached) to the Board when CSC merged with PYC. All CSC activities are open to all PYC members, and all are encouraged to participate.

- **Walt** discovered that the large committee boat prop was broken – looked like it hit the rip rap. Walt purchased a new prop and installed it. The old, broken one is being kept as it can be rebuilt for \$60.

Steve George, Past Commodore:

- **The Long Range Planning Committee** will be activating soon. Steve is working on a questionnaire that he will have the Board review before sending it out.

- **Steve Adams** reported that he saw someone pouring gas from one of the club gas containers into a truck. Also, Scott Cline's truck had both tanks siphoned out while at the club. Gas is being stolen from the club. Pete will put a notice in the *Private Ear* for members to approach strangers and ask if they are members, or if they are with a member. **Bryson** will construct a lockable wire cage to keep PYC gas containers.

Brainard Cooper, Vice Commodore — Racing:

- There were 17 dinghies racing two Sundays ago. We've held regattas with fewer boats!

David Bergevin, Rear Commodore - Membership:

- We have five less family memberships. Four resigned: **Bill & Rhonda Ruffner**, **Jack Wilson**, **Tyler & Suzi Deierhoi**, and **Mike & Shawnelle Winters**. And, **Mark Newton** was dropped since no one has heard from him for over a year. That leaves us with 123 Family Memberships.
- Two Associates are up for Family Membership. **Tom Prevost** (Catalina 22 owner and winner of the Silver Fleet Chattanooga Challenge) – Rathjen moved he be accepted and Snyder seconded. Passed! **Jody Abrams** (Blade Catamaran owner) Bergevin moved and Cooper seconded. Passed! Now we have 125 Family Memberships.
- We have two new Associate families with us tonight: **Josh & Katie Landers** (Catalina 22); and **Kent & Brita Kindervater** (S-2) with their son, **Luke**, who has been helping with the OPTI program. **David Barrow** is another new Associate Member. He sails a 24 ft Seaward. Now we have 13 Associate Memberships.

Pete Snyder, Secretary — Editor, Private Ear:

- No report

Carol Cofield, Treasurer:

- Carol gave her report and it was accepted. One item of note: **Steve Bontekoe** has been a Junior member, but he's been off to college and not been back since he helped one summer as an instructor. His membership was dropped.
- Carol received a donation from Honorary Member

continued on page 11

July Board Minutes- continued from page 10

Ruth Mitchell, who said she appreciated the good times at PYC. She has been receiving a printed copy of *The Private Ear*.

Dieter Kuberg, Dock Meister & Dry Slip Director:

- We still have a lot of trailers without names. Dieter rewrote the Wet and Dry Slip Policies that were on the website and brought copies for the board to review. But, Carol had a newer version that was written and adopted by the Board in 2006. Dieter will review this and get back to the Board about it.

Bryson Lesley, Dir. of Building, Grounds & Docks:

- The Carolina Skiff is not getting gas. Rathjen will check into it.
- The entry gate area is getting cleaned up.
- Walt has cut some trees down by the road at South Cove and has a few more to cut. Several members assisted him one Saturday.
- **Linda Lesley** has volunteered to clean up the bathrooms, paint them and get new towel and soap dispensers if PYC will buy the paint. She has the go ahead.
- **Jan Varnell** asked for permission to take an inventory of kitchen equipment and purchase things as required for the big upcoming OPTI regatta. Walt gave his ok to her.

Paul Healy, Social Director:

- Walt reported that Paul was returning from the **Mackinaw Race** with **Chris Cyrul**. They came in second in their fleet. Also, Walt said that the July 4th Party was a success, and even made a little money.

John Rathjen, Club Boats:

- The Committee Boat cannon needs repair. John will look into it.

NEW BUSINESS:

- **Brainard Cooper** offered a list he had composed for the Board to consider, or perhaps for the Long Range Planning Committee. 1) Other clubs charge an Activity Fee if a member misses a work party, or they pay higher dues and get a credit if they do participate. It could amount to \$25 or \$50 per quar-

ter. 2) The \$600 capital assessment fee is probably too low. Any increases in the fee would not apply to current members, only to new members. 3) We need to consider having an Honorary or Senior class of membership. There would be some limitations, like these members would not have boats in slips.

- **Steve George** started a discussion about the \$1500 fee **McCallie School** pays for use of the Optimist dinghies for Sail Camps. The PYC Sail Camps are not charged boat rental on the use of the club's Optimists. McCallie lost \$1900 on Sail Camps last year. McCallie pays annually for two family memberships and a dry slip, and has been doing so since the 1980's. McCallie charged \$300 per kid for Sail Camp this year, and PYC charged \$200 per kid or \$300 for two siblings. More of the differences in costs and expenses were discussed. It was noted that the kids in the McCallie Sail Camps are not necessarily McCallie students, and that McCallie does a lot of marketing to attract kids from all over the area. Bryson made a motion that the McCallie fee be changed to \$500 per week for use of the dinghies. Brainard seconded that, and it passed.

- **Scott Cline** mentioned that DIYRA (Dixie Inland Yacht Racing Association) will sponsor instructors if requested.

- **Bill Robertson** showed off a new PYC license tag made from polished stainless steel with a raised laser cut plastic PYC logo. If the club would buy 24 tags at \$22 each, plus \$5 each for the clear plastic covers, then the club could sell them for \$30 apiece, including the plastic cover, or \$25 each without the cover. Dieter moved that it be done. Brainard seconded, and the motion passed.

- We need to have a Work Party to clean up the brush along the roadside by South Cove. No date was set.

- Saturday, July 26th, Fleet 95 will be weighing Catalina 22's in the upper lot to gather information for the National Association's motion to have a minimum weight established for the class.

- Motion to adjourn by Cooper, second by Lesley – passed. Meeting adjourned 8:56 PM.

**Respectfully submitted,
Peter Snyder, Secretary**

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.



PYC at Port Huron to Mackinac Island Race — see page 5

picture below shows Kent Overbeck in his solo dinghy race at Sale Creek
see page 7

Private Ear NEWSLETTER

www.privateeryachtclub.org

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