



Private Ear

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

FROM THE HELM

June 2008

Hard to believe, but I'm at the halfway point. Time has gone so quickly.

The **Opti** training sessions are going well, thanks to **Bryson** and **Linda Lesley** and **Christy Cox**. **John Rathgen** has pitched in too. He and **Brainard** watched proudly as their grand kids took to the water. It's gratifying to see how fast some kids catch on. On the second day, half the class sailed across the lake and back. I asked one boy at lunch what he liked best, and he said, "sailing all the way across!" Then I asked what he didn't like, and he said "sitting in class tying knots!" McCallie's two classes will follow PYC's.

At the **Catalina 22 Nationals** in Grapevine, Texas, recently, a crew member suffered a **heart attack** and died. There was much discussion following on whether the race committee was properly prepared for such an event. There was discussion at our last Board meeting about whether we are properly prepared. A member last year suggested PYC purchase a **defibrillator**.

This might be a wise thing to do, but it raises a number of questions. The cost is in the range of \$2000, but that isn't the real issue. If we bought one, where would it be kept, should we have a chase boat at every race with it on board, should it be on the committee boat, if so, how would the stricken boat contact the committee boat, etc? To be effective, a defibrillator needs to be applied within a few minutes of a heart attack, and is only useful for certain kinds of attacks we are told. There is risk in racing as there is in life in general. There may be as much risk at a social event as on the racecourse. This will be

discussed further.

On a lighter note, it was great to see so many boats out for the Wednesday night **JAM** race on June 18th. It looked like a regatta with fourteen boats scoring and a couple others just out sailing. What a night, good wind, gorgeous sunset, and a full moon rising when we got in. Couldn't ask for more. Those who were there enjoyed it, those who weren't missed it! I was glad to see **Dan McFarlan** out in his Morgan 27 this week. Let's see more of the "elder racers" getting the moths out.

I was recently the victim in a port/starboard encounter in **L'il Buoy Blew**. I was starboard, Ken Simons on port. Nobody's fault really, we were both concentrating heavily on our line to the windward mark, and neither crew saw it coming. **Buoy Blew** is in recovery at McLaughlin. I hope to get her back next week. As is said on the TV segment of sports misadventures, "and nobody got hurt!"





PYC OPTI NEWS

photos by Brainard Cooper

Our **2008 Summer Youth Sailing Program** began bright and early on Monday morning, June 9th to an enthusiastic group of young sailors. We had an even distribution with six boys and six girls in attendance.

Tommy Coleman was the lead instructor and **Christy Cox** assisted with the coaching. PYC was well represented in this group with many children and grandchildren of our members participating. During the capsizing practice, a student was heard to say, "This is the most fun I've had in my whole life."

Thursday found them sailing all the way across the lake and finding a cove to swim in as a reward for a job well done. The students were well behaved and very polite during the entire program. The parents should certainly be proud of their conduct.

Friday's award ceremony was topped off with a certificate of achievement and a bright yellow **OPTI** tee shirt for each student. I would like to thank **Luke Kindervarter and Quade Campbell** for their skilled assistance throughout the entire week. The second week of Camp began this week and I will give you a report in the next *Private Ear* concerning our progress.

Wishing You Wind in Your Sails,
Bryson





ONE AFTERNOON'S DINGHY RACES

photo essay by Barbara Snyder



UPCOMING EVENTS

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

JULY 2008

July 2	CSC JAM Race	7:00 PM Wednesday
July 4	Hamburger & Hot Dog Cook Out (Door Prize!!)	TBA Friday
July 5	Race - Cruiser & C22	10:00 AM Saturday
July 6	Dinghy Race	2:30 PM Sunday
July 8	CSC Covered Dish Dinner	7:00 PM Tuesday
July 9	CSC JAM Race	7:00 PM Wednesday
July 12	Race - Cruiser & C22	10:00 AM Saturday
July 13	Dinghy Race	2:30 PM Sunday
July 14	Board Meeting	7:00 PM Monday
July 16	CSC JAM Race	7:00 PM Wednesday
July 19	Race - Cruiser & C22	10:00 AM Saturday
July 19-20	Full Moon Cruise	Saturday overnight
July 20	Dinghy Race	2:30 PM Sunday
July 23	CSC JAM Race	7:00 PM Wednesday
July 26	Race - Cruiser & C22	10:00 AM Saturday
July 27	Dinghy Race	2:30 PM Sunday
July 30	CSC JAM Race	7:00 PM Wednesday

AUGUST 2008

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

BOATS FOR SALE:

MC SCOW #839 - Totally reregged, new top cover,

new tires on trailer \$3000 - call Jim Prettyman

S-2 7.9 1986 model - \$15,000 - call Jon Bell

S-2 7.9 #430 1985 model, race ready with trailer
\$17,500 OBO - call Bill Robertson

Tables for old style **Catalina 22** boats (pre-'86).

Oak veneered plywood with hardwood frames and hardwood trim inserts; great for improving interior looks and replacing old particle board tables on cruising boats. — \$125 each. Call **David Bergevin:** 423-843-1443

RACE COMMITTEE ASSIGNMENTS

FOR JULY & AUGUST 2008

DATE	DAY	TIME	BOAT	PRO	ASSISTANT
07/02/08	Wednesday	7:00 PM	Cruisers	Varnell, Dave	Sweatt, Kirby
07/05/08	Saturday	10:00 AM	Cruisers	Abrams, Jody	Vanden Branden
07/06/08	Sunday	2:30 PM	Dinghies	Bergevin, David	Wiberly, Spence
07/09/08	Wednesday	7:00 PM	Cruisers	Carscaddon, Bruce	Snyder, Peter
07/12/08	Saturday	10:00 AM	Cruisers	Clark, Tom	Alfred, Joe
07/13/08	Sunday	2:30 PM	Dinghies	Cline, Scott	Andrews, Dan
07/16/08	Wednesday	7:00 PM	Cruisers	Cofield, Stewart	Bissell, Bob
07/19/08	Saturday	10:00 AM	Cruisers	Craig, Ed	Bumgardner, Tom
07/20/08	Sunday	2:30 PM	Dinghies	Cyrul, Chris	Campbell, Guy
07/23/08	Wednesday	7:00 PM	Cruisers	Duvoisin, Pete	Cline, Bo
07/26/08	Saturday	10:00 AM	Cruisers	Fowler, Rob	Cox, Lloyd
07/27/08	Sunday	2:30 PM	Dinghies	Graham, Eddie	Crowe, Pat
07/30/08	Wednesday	7:00 PM	Cruisers	Green, Herman	DeHart, Bob
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

FEDERAL DISCHARGE PERMIT PLAN WOULD AFFECT MILLIONS OF BOAT OWNERS

“For 34 years the federal Environmental Protection Agency (EPA) has exempted discharges from recreational boats from the Clean Water Act permit system. Regretfully, a fall 2006 U.S. District Court ruling cancelled this permit exemption. EPA is now required by the court decision to develop and implement by September 30, 2008 a national permit system for ALL vessels in the United States for a variety of normal operational discharges. . . . Without passage of the Clean Boating Act (H.R. 5949/S. 2766) before Sept. 2008, boaters will face yearly fees, bureaucratic red tape, confusing and potential state-by-state regulations, citizen lawsuits and \$32,000 per day penalties for non-compliance. These permits would apply to deck runoff, bilge water, engine cooling water and any other water-based, operational discharge from a recreational boat, which have never been considered pollutants in 35 years of the Clean Water Act. The Environmental Protection Agency, due to a sweeping court order, is already writing this unprecedented new regulation for these everyday overboard water discharges.”

http://www.boatus.com/gov/default.asp?WT.mc_id=400024

If the status quo stands -- the law as it stands today, as interpreted and handed down by the court -- then government permits (and the accompanying fee) are necessary for us all starting in October.

<http://capwiz.com/boatblue/issues/alert/?alertid=11423171>

Unless Congress passes the Clean Boating Act before September 30, 2008, every recreational boater in the country will have to obtain a federal or state permit just to operate their boat.



FULL MOON OVERNIGHT CRUISES

photos by Barbara Snyder

Catalina Fleet 95 has initiated **Full Moon Overnight cruises** for this summer. But, they are open to any PYC member with any kind of a sailboat — not just Catalina 22's. **Kent Overbeck** has been the guiding light, until the moon shone its light! Now others have jumped on the raft-up idea with enthusiasm. There have already been some up in covers just above Harrison Bay, and one near the cliffs above Big Ridge. Future plans for July and August include

a two night trip through the lock, past downtown and into the Little Grand Canyon of the Tennessee. Also, some are planning on going to Sale Creek for a night. **Get in touch with Kent** and let him know you are interested. These pictures are from the June 21-22 Cruise above Big Ridge. A couple of passing thunderstorms caused several boaters to drop out. Those who stuck it out had a lot of fun. See the Upcoming Events Calendar (page 4) for dates. —Ed.



PONDERINGS from the POOP DECK

A HOBBIT'S JOURNEY - by our Illustrative Past Commodore, Steve George

As you recall, we had picked up *Hobbit* at the Woods' home in Winchester, Massachusetts and were heading for the car ferry from New London, Connecticut to Orient Point, Long Island.

had chosen a course and would stay with it even though we knew there might be complications? If we missed the last ferry of the day, the night's lodging would add to the mounting expenses of our trip.



photo by David Bergevin

The concern on David's face and in his voice let me know that being "off schedule" didn't sit well with his sense of a tightly organized way of doing things. The message he had received from Eric in Shirley, New York, from whom we were to pick up the mast Tom had pre-purchased, read: "You may want to take the New London (CT) to Orient (NY) ferry. It may save you some time, but probably more importantly, it will save you the headache of taking the long way around. I've added you to my calendar for April 27 between 10 AM and 1 PM."

The problem for us was that we had arrived at the Woods' later than we expected and with all the preparations in getting *Hobbit* ready to go, it was about noon when we left for New London. We would have to let Eric know we would be late and then hope for the best when we got to the ferry. We discussed the merits of not taking the ferry and going the long way around but decided against it.

Was it our sense of adventure or the fact that we

I whispered a silent prayer and tried not to let my anxiety surface.

It was a two and a half hour trip to the ferry and we didn't have reservations. We pulled into the waiting line for the loading. When we went to purchase tickets, we were told that no reservations were available until much later in the day; we would have to queue up in a different line and wait to see if there was room after those with reservations had pulled onto the ferry.

We didn't make the first ferry, and my fears began to creep to the surface. David worried about the time it would take to reach Eric's home and if he would even be there when we arrived. The pressure kept us off balance. Though the morning rain had stopped, the temperature dropped as the wind picked up. I wasn't able to fully enjoy the beauty of the New London seaport as I was powerless to keep the worry worms at bay.

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Seeing the dock worker wave us into the yawning mouth of the second car ferry lifted our spirits out of the doldrums. We were traveling once again.

It was late afternoon when we made it to Eric's. After some light conversation, we went to his backyard to get Tom's mast. As we carried it to our vehicle, David paused and said, "Eric, this isn't the one that Tom ordered."

What happened after that was pure **Bergevin**: problem solving at its finest. We discovered that Eric had misrepresented the details, though he feigned surprise. What to do? We were in the middle of Long Island with a mast that Tom wouldn't want and yet had already paid for. Evening was advancing and we still had to traverse New York City.

David went through a variety of emotions as he walked around Eric's back yard and thought about what to do. Anger and frustration were two of the most visible. We conferred and decided to call Tom. Luckily, we got him on the cell phone---what wonderful inventions they are.

The upshot was that I would buy the only oval mast that Eric had, but not rigged the way Tom wanted, and we would hopefully sell it and repay Tom for the money he had already spent.

The highlight came when David entered into his "bargaining" mode and landed a bunch of miscellaneous Catalina 22 parts from a much chagrined Eric, who knew he was being bettered in the deal but must have decided that it would be wise to get us off his property and on the road as soon as possible.

After this, David and I were feeling pretty good, but night was gaining and New York loomed ahead. David had printed out directions from Shirley to Privateer Yacht Club on Mapquest---he had a set for each of our destinations---and I navigated as we pulled *Hobbit* through her first encounter with this sprawling, concrete jungle. . . at night.

This hazardous adventure would be the only other time I saw anger surface in a normally calm and upbeat David. He shouted at me to quit talking and get my eyes on the map and give him precise instructions as we wove through a serpentine course of intersections, exchanges, and a bewildering array of road signs. Looking from a travel atlas road map to the Mapquest directions in the dim light of his truck's reading lamp caused me to be late in giving the vital information that he needed to keep us from merging onto a wrong lane and losing ourselves in the bowels of a New York borough.

Hobbit managed just fine, though her owner and helper were showing signs of stress from weariness and the day's events. Eventually, we made it through New York and stopped in Allentown, Pennsylvania, for the night. Had we squeezed all that we had accomplished thus far into just two days? It seemed as if we'd been on the road a week since Saturday morning.

On Monday, there were only two other complications. First, David's Blazer overheated, and we had to pull off the highway and wait for the engine to cool down. Oil had splattered under the hood, and we at first assumed the worst. David discovered that the transmission fluid dipstick had not been properly seated. Also, he blamed the overheating on his excessive speed in a hilly region of our drive.

Second, David noticed something amiss, and he pulled off the highway once again. This time his inspection revealed that a support for the boat trailer's fender had broken. He asked if I had a bungee, which I did. He fashioned a quick but competent fix and we were on the way. Isn't American ingenuity great! What would we do without bungee cords and duct tape?

Our last consideration was whether we should stop for the night and finish our trip on Tuesday or try to make NYC on Monday. Three days on the road had us whipped, but the thought of home and sleeping in our own beds was a strong pull. I had awakened in the morning with soreness in my throat that pro-

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gressively got worse during the day. I remembered sleeping close to the air conditioner both nights we stayed in hotels and being too tired to get up and change the setting.

When we sailed across the Tennessee state line from Virginia, it was still light, and that made our decision for us. We would grab some fast food rather than sit for a good meal. Like horses heading for the barn at the end of the day, we pointed toward Chattanooga and pushed on.

Coming into the parking lot at PYC was a true homecoming, though no one was there to greet us. We emerged stiffly from the Blazer and gave each other a bear hug. We had done it. The Road Journey was complete. *Hobbit* was parked in the clubhouse park-

ing lot so that she could see the river, harbor, and grounds that would be her new home when the sun arose on Tuesday.

How does one thank a friend for taking the time to make a trip like this? I'm not sure I know. I do know that experiences like the one we took promote a friendship as West System epoxy bonds a fiberglass hull. I learned much from David and appreciate the quality time we spent together.

Before leaving PYC for home, I walked over to *Hobbit* and let her know that I was impressed with her steadiness and composure on the long road trip. I let her know that soon, soon she would ride the waves once again. Was it just the wind or did I sense a murmur of satisfaction?



SEA FEVER

by John Masefield

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's shaking,
And a gray mist on the sea's face, and a gray dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way, where the wind's like a
whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

PYC BOARD MEETING

Minutes — June 9, 2008

Meeting called to order 7:16 PM

by Commodore Jenison.

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

Observers present: S. Cofield P. Crowe
H. Green Jonathan Few
Matt & Dawn Townsend

Minutes of May meeting were approved. Rathjen moved. Cooper seconded.

OLD BUSINESS:

- **John Rathjen** is looking for a pump to empty out the leaking pontoon on the large committee boat. Bryson has a hand bilge pump he can try.

OFFICER REPORTS:

Walt Jenison, Commodore:

- During the Scowabunga Regatta, Walt was already out on *Tivoli* and used her as a chase boat (none were launched) to pull in two scows. We should have a chase boat launched for each regatta, especially if the winds are 10-12 mph or more. The whaler is much more effective than the skiff in greater wave action.

- At the Catalina 22 Nationals this year in Grapevine, TX, a 51 year old crew member of a racing boat had a heart attack. They took the man to shore as fast as they could, but he did not make it. They would have possibly done better with two chase boats, one to transport the victim and the other to fetch an EMT from another competitor's boat. Also, the presence of an Automatic Emergency Defibrillator (AED) may have improved the victim's chances. Should we have an AED available at the clubhouse, or on a Race Committee boat?

- Comment was made that the "Good Samaritan Law" affords protection to laypersons and medical technicians and nurses, but not to doctors.

- An AED costs \$1200 to \$2400, depending upon the bells and whistles. They are fully automatic and will not administer a shock if the victim would not benefit from the jolt. They work only on heart rate and rhythm problems, not on arterial blockages.

- Erlanger is adding AEDs to other areas in the hospital to supplement existing conventional defibrillators because the AED's can be used by anyone, not just by professionals.

- There is a battery issue. The battery does need to be kept charged.

- Rathjen commented that we can get CPR lessons at the club for free, and CPR is often the best thing even with an AED. Also, we should have at least one chase boat on duty for any regatta.

- What about the club hand-held VHF radios? Tom Clark keeps the four at home and brings them in for large regattas to be used by the Race Committee for race management.

- Bergevin agreed to research the AED question and make a recommendation at next month's Board meeting.

Brainard Cooper, Vice Commodore — Racing:

- Brainard had planned on discussing these safety issues, including emergency awareness.

- Please note in the newsletter that the CSC is the old **Chickamauga Sailing Club**, but it is now the CSC in name only. It is now, in fact, the keel boat "cruising fleet" and is open for all PYC members and associates. The CSC has been having monthly Tuesday night dinner meetings with a program for 15 years. This used to be one of the most attended gatherings each month. Hopefully, it will be again. More people should come — they just need to bring a pot luck dish.

David Bergevin, Rear Commodore — Membership:

- We have two Associate Membership applications. **Matt & Dawn Townsend** (Erickson 29) and **Jonathan Few** (looking for a Catalina 22). The families attended the meeting and the Board accepted their applications. Now we have 12 Associate Members.

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- Bruce Jones was voted in by the Board as a full Family Member. Now we have 128 Family Members, with a cap of 130. Garret Schmidt will continue on as an Associate Member for another year.

Dieter Kuberg, Dock Meister & Slip Director:

- **Names** need to be **on trailers**, or slots with no-name trailers will be vacated. There are stencils in the club storeroom.

Peter Snyder, Secretary-Editor, *The Private Ear*:

- No report except to thank **Dieter** for doing the minutes last month and say that the past year's worth of *The Private Ear* is now available on the PYC website.

Carol Cofield, Treasurer:

- Carol gave her report; Dieter moved that it be accepted, and David seconded. Report was accepted

Dieter Kuberg, Dock Meister/Dry Slip Director:

- We still have a lot of trailers without names.
- **Rathjen** made a motion that trailers have identification markings and be in their correct spaces by the end of July. If by then any trailers are still unmarked and/or occupying someone else's space, PYC will relocate them at the club's discretion to open up dry slips for proper occupants. Snyder seconded, and the motion passed.

Herman Green, Chattanooga Power Squadron and PYC member, entered the meeting and asked to speak with the Board. He offered to conduct a condensed power boat course at no cost to PYC members so that they might be better versed on the use of Committee and Chase boats. This would entail 3 meetings, some classroom and some on the water training. He is a certified U.S. Sailing Instructor. The Board thought this would be good to do in July, August or September. Herman will set some dates and notification will go out in *The Private Ear*. Also, Pete will run the Power Squadron class schedule in *The Private Ear* if Herman will supply it.

John Rathjen, Club Boats:

- Ground tackle sets, including mushroom anchors, have been lost from both committee boats. Cooper commented that the RC should have access to 8 sets of floats and ground tackle at all times, which could be split between both committee boats. The wooden anchor line "spools" are so old they are getting rotten — as are the ropes. John will replace them with new anchors and lines as needed.

- \$200 worth of gas for RC boats was purchased this past month, but there's no way that much could have been used. Makes one think it's being stolen. **Bryson** will get a price on a cage for keeping spare gas cans under lock.

Bryson Lesley, Director of Building, Grounds and Docks:

- The new Shoko Docks are in place for Opti use and the left rigging dock.
- The new Opti Pavilion is done. (Hearty round of applause!!!) Kids used it today.
- **Dan Cook** wants to help with the Opti program. **Bryson** will work him in.
- The clubhouse A/C was turned on today for the first time.

NEW BUSINESS:

- None at this time.
- Motion to adjourn by **Rathjen**, second by **Cofield** — passed. Meeting adjourned 8:37 PM.

Respectfully submitted,
Peter Snyder, Secretary

Who says racers don't reef? Hint - click on this, and
TURN IT UP!!

<http://www.youtube.com/watch?v=84-ttQsIgO0&eurl=http://video.sailinganarchy.com/embed/content/SDZ80HR092M5ZM8F/CCCCCC/w400>

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.



Privateer NEWSLETTER

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June 2008