



Privateer

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

FROM THE HELM

May 2008

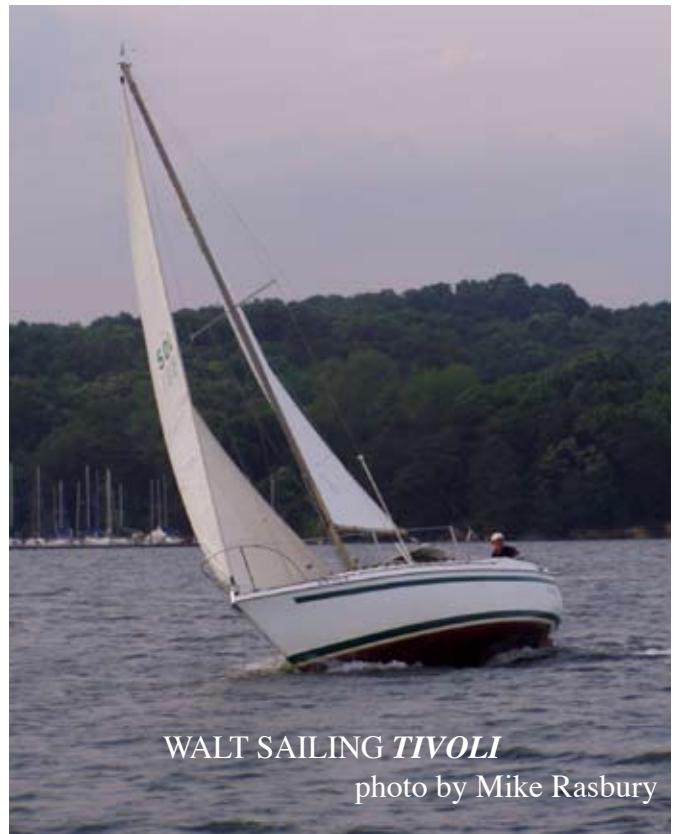
OK, I don't invent this stuff to have something to write about, but as is said, *stuff happens*. I was out on *Tivoli*, my 1976 O'Day 25 early this month to watch the Sunday dinghy race with **Marcia** and **Yvonne** who often sail with us, when suddenly the forestay let go. The wind was at most 6 knots. I was out alone several weeks prior in wind over 15 knots. What gives?

Fortunately I was not alone; had I been, the mast would have dropped. I saw what was happening, and called for **Marcia** to immediately turn down wind to keep pressure forward on the mast, and for Yvonne to ease all control lines so I could find one I could use to temporarily replace the forestay. The shrouds on *Tivoli* do not control the mast fore and aft, only laterally. I used the spinnaker topping lift tied to the pulpit to sustain the mast.

A sigh of relief after gaining control. In analyzing the reason for failure, I think I've had too little tension on the forestay and backstay, allowing the turnbuckle tang attached to the jib tack fitting to move back and forth too much and break. O'Day Yachts is long out of business, but lucky for me, I was able to order the part I needed from a company in New England that bought out the O'Day inventory.

Now, on to the **Scowabunga MC Scow Regatta** last weekend. I was back out on *Tivoli* on Saturday with several folks to watch the racing, including a friend who had offered to crew for Steve Sherman if the wind warranted crew. Long story short, *Tivoli* became a chase boat, towing in two scows, Scott

Adams who lost a forestay, **Steve Sherman** who dumped before a start (crew Steve?), and the small committee boat with a dead battery. It was an interesting way to spark up a leisurely afternoon sail!



WALT SAILING *TIVOLI*
photo by Mike Rasbury

On Sunday morning the wind was still up, and **Guy Campbell** launched the whaler to assist with several more overturned boats. Good work Guy! I suggest that if the wind forecast is for ten knots or above for a dinghy race, that we have a club chase boat on the water. It may be a good idea for a chase boat regard-

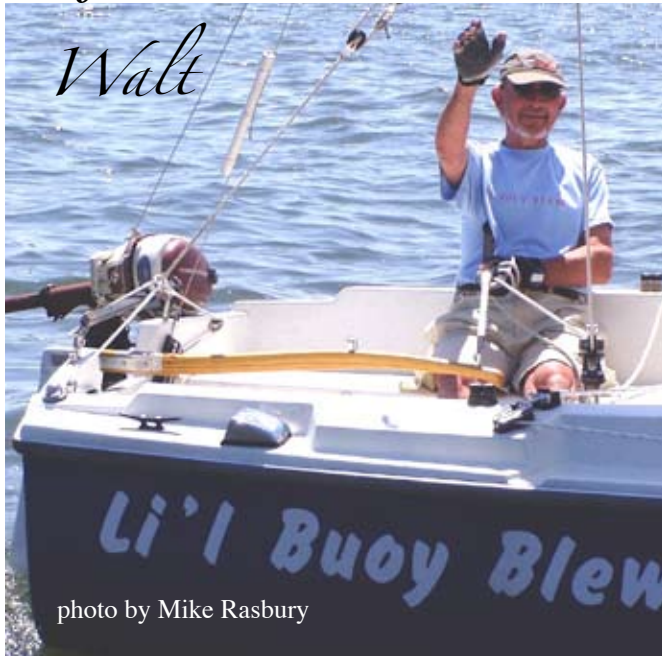
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less of wind prediction. I realize that puts pressure on the race committee, but that's why we have the chase boats.

Hats off to **Dianne Hickey** for flowers on the porch, and to **Sandy Vanden Branden** for the patio roses. The club is looking good.

See you on the water,



**PRIVATEER YACHT CLUB
2008 SUMMER YOUTH
SAILING PROGRAM**

FOR AGES 8-14

This is open to the community in general. If you have neighbors or friends with children 8 to 14 years of age please tell them about the availability of the camp sessions.

June 9-13	Beginners & Intermediates
June 16-20	Beginners & Intermediates
June 23-27	Beginners & Intermediates
June 30-July 5	Intermediates / Advanced

For additional information: Bryson Lesley
(706) 375-8750

Cruising Fleet News

by Rob Fowler

On Saturday evening, May 3rd, the **PYC Cruising Fleet** met for a cook out and season kickoff meeting. About 20 people showed up to have fun and discuss the future of the fleet. After dinner, fleet captains **Rob and Scott** reviewed the results of a survey sent to the members of the fleet. Although the number of responses was disappointing, the results were fairly informative. Some of the more consistent replies included:

- Put the cruising fleet schedule out early, and don't change it!
- Handicaps should be reviewed and adjusted on a regular basis.
- Racers prefer a mix of long and short courses.
- By a 3-1 margin, respondents did not believe their Portsmouth handicap was fair.

Other comments from the fleet members included "Try more **pursuit style races**", "Use e-mail, cards and phone to contact fleet members", and "Be more proactive in adjusting handicaps to keep the fleet competitive."

A copy of the results will be sent to the editor of the *Private Ear* for posting.

After reviewing the results of the survey, attendees discussed the survey, and some possible changes that might be helpful in the "pursuit" of better attendance in fleet racing. The first suggestion was to move the fleet back to **PHRF** from Portsmouth Yardstick. **Pete Duvoisin** made the motion; it was seconded and carried unanimously in favor. **Rob Fowler** was elected to be in charge of handicap assignments.

The second discussion involved the inclusion of **Catalina 22's** into the cruising fleet, and how scheduling and scoring would be handled. **Brainard Cooper** mentioned that the schedule for RC was already set, with starting times, and should not be changed.

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Cruising Fleet - continued from page 2

Another discussion about race types was heard, and it was agreed that the fleet would try **pursuit racing** a lot more often, and as part of the fleet racing schedule. The advantages of the pursuit format were discussed, and all agreed that it had the potential to motivate those sailors who do not regularly place in fleet races. It also has the added benefit of allowing those who are intimidated by a crowded starting line to start with less anxiety. **“Pursuit Saturdays”** will be included in the schedule, and racers will be notified by e-mail and web site of the dates. The Fleet was also in agreement with the following guidelines for Saturday racing;

1. Start times will be as posted in the race committee schedule.
2. The fleet will start as one group, doing away with the Red and White divisions.
3. Catalina 22's will be scored for Cruising

fleet results at their established PHRF number.

4. For pursuit racing purposes, it was suggested that the Catalina 22's Gold and Silver fleets have different starting times. This will be coordinated with the Catalina fleet.

5. Rob Fowler will establish a base PHRF handicap for all active racers, and will set a schedule for review of those numbers. Base PHRF will be derived from the numbers used by other similar lakes such as Lake Lanier in Atlanta, and Percy Priest Lake in Nashville.

After discussion of racing rules was completed, the fleet captain opened the floor for nominations for this year's fleet captain. Several nominations were made, but after two nominees declined to serve, Scott Cline volunteered to run the show for the third consecutive year. Scott's first command was that dues should be assessed at \$5.00 per skipper, and that fleet members who want to be scored or vote on racing related issues will need to be paid up.



Report Submitted by **Jeff Annis** (visiting PYC!)

This was my first **Scowabunga**. They told me how great the view from the porch is, how pretty the Tennessee mountains are, and how good the food is, but I just could not get it on my schedule due to conflicts.

This year was different. My first **Scowabunga!** **Steve Sherman** donated nice door prizes and everybody got to pick, starting with the last place finisher. Nice job Steve. Go to www.optistuff.com or call 800-784-6478 to see and discuss what they might have for you. Hiking sticks, giant face countdown

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UPCOMING EVENTS

Check the PYC website for most current info on events.

JUNE 2008

June 1	Dinghy Race	2:30 PM Sunday
June 4	CSC JAM Race	7:00 PM Wednesday
June 7	Race - Cruiser & C22	10:00 AM Saturday
June 8	Sunday Dinghy Race	2:30 PM Sunday
June 9	Board Meeting	7:00 PM Monday
June 10	CSC Covered Dish Dinner	7:00 PM Tuesday
June 11	CSC JAM Race	7:00 PM Wednesday
June 14	Race - Cruiser & C22	10:00 AM Saturday
June 14	Shrimp Low Country Boil - Door Prize !!	TBA
June 15	Dinghy Race	2:30 PM Sunday
June 18	CSC JAM Race	7:00 PM Wednesday
June 21	Race - Cruiser & C22	10:00 AM Saturday
June 22	Dinghy Race	2:30 PM Sunday
June 25	CSC JAM Race	7:00 PM Wednesday
June 28	Race - Cruiser & C22	10:00 AM Saturday
June 29	Dinghy Race	2:30 PM Sunday

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 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

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 — \$125 each.

Great for improving interior looks and replacing deteriorating particle board tables on cruising boats.

call **David Bergevin**: 423-843-1443

RACE COMMITTEE ASSIGNMENTS

FOR MAY & JUNE 2008

DATE	DAY	TIME	BOAT	PRO	ASSISTANT
06/01/08	Sunday	2:30 PM	Dinghies	Lenfestey, Craig	Healy, Paul
06/04/08	Wednesday	7:00 PM	Cruisers	Kuberg, Dieter	Irwin, Scott
06/07/08	Saturday	10:00 AM	Cruisers	Lesley, Bryson	Jones, Bruce
06/08/08	Sunday	2:30 PM	Dinghies	MacPhee, Bruce	Morgan, Chuck
06/11/08	Wednesday	7:00 PM	Cruisers	McLeod, Ian	Patterson, Curtis
06/14/08	Saturday	10:00 AM	Cruisers	Myers, Terry / Joyce	Pearson, Wade
06/15/08	Sunday	2:30 PM	Dinghies	Overbeck, Kent	Penrose, Stuart
06/18/08	Wednesday	7:00 PM	Cruisers	Ralston, Richard	Prettyman, Jim
06/21/08	Saturday	10:00 AM	Cruisers	Rasbury, Mike	Prevost, Tom
06/22/08	Sunday	2:30 PM	Dinghies	Rathjen, John	Rodgers, John
06/25/08	Wednesday	7:00 PM	Cruisers	Robertson, Bill	Schmitt, Garrett
06/28/08	Saturday	10:00 AM	Cruisers	Sherman, Steve	Seeber, Mike
06/29/08	Sunday	2:30 PM	Dinghies	Spohn, Doug	Stewart, Gary
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

**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 JOHN RATHJEN ASAP.
(423-843-1718)**

Scowabunga - continued from page 3

timers, watches, clothing, pfd's, and many other things are of interest.

The racing was great and challenging for 16 teams. We had boats from Tennessee, Georgia, South Carolina, and Michigan. The wind came right down the river, one of their steadier directions they said. From the center of the wind direction, it could go fifteen to twenty degrees to the left or right. To make it more

interesting, there was a right side shoreline effect that had to be taken into consideration.

The wind was blowing between 8-12 on Saturday, except for one windward leg that was 12-15. On Sunday it was windier and about from the same direction, just a little more from the left side, but the shifts were the same. The wind was 10-16 on Sunday. There were three races on Saturday and

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Scowabunga - continued from page 5

two races on Sunday morning. The courses were modified, windward-leeward's with 2 times around for the first four races and one time around on the last race.

We had 4 different race winners. 1-Jeff Annis 2-Kurt Stadele 3-Jeff Annis 4-Scott Cline 5-Jeff Meyers

Rich Cyrul visited from Flint, Michigan and borrowed a boat from his brother, and has now ended up owning it and is taking it back to Flint to sail. **Scott Cline** borrowed a boat and sailed well, winning a race and finishing 5th. He did this despite a sore back (lawn mower lifting incident) and little MC experience. Lots of folks had crew due to the wind, but Steve Sherman, the smaller of the folks out there did not have crew, and still finished 6th in the regatta.

What seemed to work sailing here is keeping the boat on the lifted tack more than the next guy. Also, keeping an eye out for puffs and big shifts. We had several capsizes both upwind and downwind. When it is so shifty and puffy, you better keep your eyes on the water and be ready. Also, when you are on the wrong side of a shift upwind, you have to decide to stay until it goes back, or take your medicine and

check back in. Downwind it made a big difference if you stayed in the puffs. Lots of mistakes were made with boat handling around the gates and the windward mark. Those magic minutes around the buoys are critical to good finishes. Get used to going from the beat to the run and from the run to the beat with speed by working on it. Practice and experience go a long way. If your finishes are not so great right now, just stick with it and keep on trying and learning.

1st Place (and 1st Master): Jeff Annis
2nd Place: Kurt Stadele
3rd Place: Jeff Meyers
4th Place: Chris Cyrul
5th Place: Scott Cline

1st Grand Master (& 6th overall): Steve Sherman
1st Mega Master (& 7th overall): Frank Pontious

I recommend this regatta to everyone. There is a lot to like about **Privateer Yacht Club**. Nearby hotels, good food, nice clean water, and a real feeling of hospitality there.

Make sure to join the MC Sailing Association (<http://www.mcscow.org>) and US SAILING. Please ask others to join us. This is critical to the growth of our class.

PONDERINGS from the POOP DECK

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

It was still semi-dark when I met **David Bergevin** in the **PYC** parking lot at 7:00 a.m. on Saturday, April 26. I transferred my luggage and gear into his white Chevy Trail Blazer, jumped in, and we were off on what he termed our **Road Trip to Winchester, Massachusetts**. Our journey home would mean a side trip to **Long Island** to pick up a mast for **Tom Clark** and various other Catalina 22 items of interest that David thought he might snag if his bargaining prowess was up to snuff.

At that point I'm not really sure that I understood the enormity of our undertaking, that is, a two-thousand mile trip to pick up a **Catalina 22**, its trailer,

an Evinrude Sailmaster outboard motor, and the assorted paraphernalia the owners had collected in over thirty years of ownership.

From the reports I had gathered from the owner and others the **rusted trailer** might have trouble making it out of the driveway much less the extended trip back to Chattanooga behind David's vehicle. I had visions of the main frame snapping at some point and the boat being unceremoniously dumped on concrete and gravel at seventy miles an hour. The mere thought sent shockwaves through my system and forced me to drink more Diet Pepsi than I wanted to soothe my roiling stomach.

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Hobbit's Journey - continued from page 6

David had suggested that we could bring the both boat and trailer back on a car hauler, which I thought was a splendid idea, and even more so when he said that he could borrow one from a friend.

Now, I'm going to pause right here and let you in on a secret that I think you already know. Where else in the United States would you find the kind of person willing to give up three to five days of weekend and work to help you simply because you needed it?



I did find out later that **David** had further reasons for his willingness to be dragged into my caper, but it just deepened my admiration and respect for his intrepid, can-do attitude. It also added to the lore of the willingness and unselfishness of **PYC** members who will drop whatever they're doing to help someone else. Not for money, not for recognition, not even for the thanks they receive---but simply because they're good people who see a need and are willing to step forward and offer a hand.

While I learned much about **David** on the trip, what came as a surprise was his love of music. In fact, it was lucky for me that I also shared his passion, for early on he mentioned, "I brought some CD's for the trip." Little did I realize that his offhand comment meant that we would be listening to the collection of CD's that he brought for most of the trip to **Winchester** and most of the trip home.

The first set of CD's that he sprung on me was a collection entitled *Sailing*. I thought, oh no, I'm going

to be listening to songs like *The Sloop John B* and other sea ditties ad infinitum. What **David** had done, however, was to Google (I'm using it as a verb here) songs and titles with the words like wind, water, air, clouds, boats, waves, sailor, sailing, etc., and then select the songs he wanted to record on a CD. In fact, he had ten CD's of them in this collection. You might suspect that the songs weren't all about sailing but instead ranged over a variety of topics, and you would be right. It turned out to be a neat collection of songs because there was always that thread

which ran through the collection like a subtle theme, and yet the songs were delightful in their different genres, styles, moods, and rhythms. It might be *Aqualung* by **Jethro Tull** or *Both Sides Now* by **Judy Collins** or *Here Comes the Sun* by the **Beatles**.

At first, we just listened and enjoyed the songs. Then **David** began a game of challenging me

to see how quickly I could get the title or artist. I might have surprised him with my knowledge, remembering bits and pieces of most of the songs in his collection. By the way, we made it through all ten CD's and still had time for some **Jimmy Buffet** CD's and one by **Harry Belafonte**.

Pulling into **Bill and Selena Woods'** nice home in **Winchester** was a critical moment for me. There was *Hobbit* resting on her trailer where she had sat without moving since 1993. I liked her lines, although I could tell that she might be feeling only a grudging willingness to move from this spot where years of her life had been spent. I spoke to her from my heart, ran a light hand down her smooth but dingy hull, and let her know that I felt her hesitancy in leaving a family where she had been given much love, though it meant residing in a driveway rather than skipping through the waves for the last fifteen years.

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THE CATALINA 22 NATIONAL ASSOCIATION'S 2008 NORTHERN GULF COAST CRUISE

MAY 10 - 17, 2008



photos by Barbara Snyder, mostly



photo by Jane Overbeck



The Catalina 22 National Association’s 2008 Northern Gulf Coast Cruise is now history. For a while there, I thought I was going to be history! All the last minute preparations just about got the best of me. But, as we got into the cruise, we finally got to relaxin’ and realized we were on vacation!

Three boats from Privateer went together, **Kent and Jane Overbeck’s *Leap Frog*, Eddie Graham’s *Yee Haa***, and our *Windabout*.

Barbara was a bit apprehensive about putting our little boat on such *BIG* water, but she gradually became accustomed to it. In fact, when Jane O. snapped the picture of *Windabout* (at the left), Barbara was sitting on the rail shoutin’ “Yee Haa!” And, she wasn’t calling Eddie... She also took over 340 pictures. You can view over a hundred of them on this

website: <http://picasaweb.google.com/pfsnyder3/2008Catalina22NorthernGulfCoastCruise>

It was a very memorable experience, long awaited and anticipated. It just got over too quickly. We found ourselves often rushing to get ahead of building weather, but we learned to cook a little while underway and adjust to conditions. We were told that the weather was stronger than it has ever been in the eleven year history of the cruise. We even had one layover day with small craft warnings.

But, the scenery could not be matched. The camaraderie was great, the sailing varied from just fine to incredible. And, nothing will rock you to sleep like a boat.

I’ve written a narrative of the story, but it’s too long to publish here, now. Look for maybe pieces of it in future issues if there’s any interest.

—Pete Snyder

PYC BOARD MEETING

Minutes — May 12, 2008

Meeting called to order 7:10 PM

by Commodore Jenison.

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

Several members / observers also present.

Minutes of April meeting approved, except that Steve Adams does not need to apply for membership as he is a Family Member in good standing.

OLD BUSINESS:

- **John Rathjen** brought up a letter from the Lamb's attorney requesting a copy of the lease for Marge Lamb. John will consult with our attorney then forward the lease as requested.

OFFICER REPORTS:

Steve George, Past Commodore: No comments

Brainard Cooper, Vice Commodore — Racing:

- No report.

David Bergevin, Rear Commodore — Membership:

- **David** had no new associates to bring up for membership. During this discussion, it was mentioned that those sponsoring associates should bring them to the board for proper introduction.

Carol Cofield, Treasurer:

- **Carol** submitted her report and it was accepted.

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.

John Rathjen, Club Boats:

- John reported that the second committee boat has been re-decked and can now be used safely. The primary committee boat leaks water into the pontoons and needs to be drained.

Bryson Lesley, Director of Building, Grounds and Docks:

- **Bryson** took 4 kids to the Atlanta Yacht Club for a competition. He said that our kids sailed very well. Our Optimist sail camps are filling up fast.

Paul Healy, Social Director:

- Paul said that the June social would be the **Shrimp Boil**. Beer and wine would be provided. He then opened the floor for anyone that wants to have additional socials for the club to volunteer and then to set it up. **Steve Adams** offered to assist in social events. It was also discussed that associates should be asked to help with and to chair socials so that they could meet people and get to know our members. A discussion ensued on the social calendar. It was discussed that the calendar for the next year should be prepared and provided to the membership at the annual meeting.

NEW BUSINESS:

- Stewart Cofield reported that they ran short \$171.92 on the Flying Scot Regatta. Brainerd moved to reimburse him, Dieter seconded it and then the motion passed.
- There being no further business, the meeting adjourned at 8:15 PM.

Respectfully submitted,
Dieter Kuberg for
Peter Snyder, Secretary

“Long distance sailing is the perfect antidote for age. Everything done on a sailboat is done slowly, thoughtfully and in a rhythm much better suited to the experience of decades than to the inexperience of years. Cruising requires no great expenditure of energy or strength. It is an activity in which hard-acquired skills and subtle bits of information are substituted for the arrogance of young muscle. Old muscle, miserly of its ergs, is perfectly capable of getting all the jobs done that need doing. And when the chips are down and the winds are up and the sea is set on teaching you a lesson, then a young buck is no more capable of addressing the sea's immeasurable force than is an old one.”

Unlikely Passages by Reese Palley

FROM THE DOCK MEISTER

Dieter Kuberg

After taking inventory of our dry spaces, I noticed that many of our trailers did not have the name of the owner on it. Some had been left there so long, I think the names had been there, but rust had peeled back the paint. You need to clean a spot big enough for your name, paint it, and stencil your name on it. The club has a stencil cutter in the storage room.

Many boats did not have current registration in the wet slips or in the dry spaces. You may not know it, but the coast guard can come in here and issue you a citation.

A couple of spots had more than one boat in it. This is not allowed under club rules. We have some dingy sized spaces available.

Another thing I noticed was the fact that some boats are very much neglected and have possibly been abandoned. The covers had rotted away and mold was growing on the fiberglass. Several boats had obviously not been moved for over a year. Some of these should be sold since they are not being used.

I don't know why someone would just let a boat rot away. Why not give someone else the opportunity to sail it? After all, you can maintain your membership without owning a boat.

Next month, we will relocate some of these "abandoned" boats to less favorable spots so that active members will be able to have better access to their boats and the launch ramps.

Finally, if you are being billed for a spot where you had a boat and have sold it, please let me know so we can remove you from the billing. If you are not being billed, I would request that you also notify Carol Cofield or me.

If you have any questions, call me, or e-mail me.

Dieter Kuberg - dwkuberg@comcast.net

Hobbit's Journey - continued from page 7

As we made preparations to get *Hobbit* ready for a new adventure---this one wouldn't be going to Mordor and Mount Doom---I could tell that **Bill** and **Selena** were loath to let her go. **Selena** wondered if I was satisfied with her, and I tried to let her know that *Hobbit* would have plenty of stable mates to cavort with on Lake Chickamauga once she reached her new dry slip in the Clubhouse Lot at **PYC**. I tried to let them both know that I wasn't the sort to buy a boat and then lose interest while the marine environment worked it's dark magic on the gel coat, wood, fittings, and bedding.

My lack of preparation showed in the time it took us---well I have no hesitancy admitting that it was **David** who did most of the work---to get *Hobbit* prepared for the return trip. We spent most of the morning lashing her to the trailer and stowing all we could inside the cabin. It was a lot of stuff. By the way, you remember the trailer's condition. Prior to arriving, **Bill** had sent me a detailed set of pictures of the trailer, so that I could make a decision on whether to use it or junk it.

David and I felt that it was in good enough condition to make the trip with the addition of new tires and new bearings. I contracted to have that taken care of before we arrived, and **John Bosse**, who the **Woods'** used for their trailer work, took on the project. **Bill** was especially helpful in taking the tires off, taking them to John's place, and getting them and putting them back on.

When we pulled out of the **Woods'** driveway with *Hobbit* following close behind, I felt a pride of ownership that I can't put into words. But, the cloud on the horizon was the fact that we were now late for our appointment on Long Island to get Tom's mast. Plus, we had decided to go by ferry from **New London, Connecticut, to Orient Point, Long Island**, and we didn't have reservations. We knew that the ferry quit running sometime in the afternoon, but we weren't sure when. I could sense the unease in **David's** voice as we pondered our options.

To be continued . . .



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

www.privateeryachtclub.org

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



May 2008