



Privateer

NEWSLETTER OF PRIVATEER YACHT CLUB

October 2008

www.privateeryachtclub.org

Peter Snyder, Editor

pfsnyder3@bellsouth.net

FROM THE HELM

October 2008

The last two months have really shown what PYC can do. We retained the **Tennessee Valley Challenge Cup** by winning again at **Joe Wheeler Resort** in Alabama in September. See the trophies on the fireplace mantel at the club.

Hosting the **SEC Opti Regatta** earlier this month was a triumph for PYC. SEC Regatta Chair **Steve Sherman** got help from 77 club members. Shows what volunteers can do. Both events were a challenge, and we excelled in both.

There is only one more regatta to go this season, the **Pig** on November 8. This has always been a highlight of the year. Let's see how many boats we can get out. It's hard for me to believe how fast the year is going.

Mark your calendars for the **Annual Meeting**, January 17, 2009, at the Valley Brook Golf and Country Club, details to follow.

It's gratifying for me to see so many new people around the club. We now have 16 active Associate members. That's what we need to keep us active and strong. The latest Associate members are **Adam and Stephanie Rosenthal**. Their son **Seth** won the Opti green fleet at the SEC. Adam repaired the shift control on the Whaler chase boat for the cost of parts. Welcome Rosenthals! Great way to start a membership.

At the Halloween Regatta a gear failure put my crew, **Sandy**, overboard. Trooper that she is, she got back on board and finished racing, dried out by the last race.

See you on the water!
Walt



photo by Werner Slabber

UPCOMING EVENTS

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

NOVEMBER

Nov 8	John's Pig Regatta - Cruiser & C22	1:00 pm Saturday
Nov 10	Board Meeting	7:00 pm Monday
Nov 11	CSC Covered Dish Dinner	7:00 pm Tuesday
Nov 15	Race - Cruiser & C22	1:00 pm Saturday
Nov 22	Race - Cruiser & C22	1:00 pm Saturday
Nov 22-23	Overnight Raft Up	Saturday & Sunday
Nov 29	Race - Cruiser & C22	1:00 pm Saturday

DECEMBER

Dec 6	PYC Christmas Party - Door Prize!!!	Saturday
Dec 8	Board Meeting @ Commodore's Home	7:00 pm Monday
Dec 31	New Year's Eve Party	Wednesday

RACE COMMITTEE ASSIGNMENTS

DATE	DAY	TIME	BOAT	PRO	ASSISTANT
11/01/08	Saturday	1:00 PM	Cruisers	Graham, Eddie	Snyder, Peter
11/08/08	Saturday	TBA	Cruisers	John's Pig Regatta	Rob Fowler
11/15/08	Saturday	1:00 PM	Cruisers	Craig, Ed	Alfred, Joe
11/22/08	Saturday	1:00 PM	Cruisers	Cyrul, Chris	Andrews, Dan
11/29/08	Saturday	1:00 PM	Cruisers	Duvoisin, Pete	Bissell, Bob

EDITOR'S TACK

Peter Snyder — pfsnyder3@bellsouth.net

There has been so much going on at PYC lately, and so many photographs have come in for use in the newsletter, that there is no way to fit even a sizeable sampling of the great pictures. I want to thank all who have sent pictures and written something this year. This newsletter would be nothing without the many generous contributions of members' time and talent. Please keep it coming!

The **Halloween Regatta** and **Oktoberfest** pictures will be in next month's issue. Mike Rasbury and a few others have done marvelously, again! We should give credit to those who have had their pictures taken, too! This landscape is pretty without people, but our members are awfully entertaining!

On another note, I've been asked to mention that the care and feeding of **club boats** needs the attention of every

member who uses them. Check the fuel level when coming in from race committee duty. Close the vents, return the keys, etc... If the tank is low, refill it, and with the appropriate mix of oil, too.

It ought to be obvious, but **BE CAREFUL**. The large Committee Boat has been backed into the rocks and the propeller broken more than once. Lights have been left burning. Spring lines have been forgotten. The Alumi-craft has been found drifting away.

Treat the club boats as if they were your own. We tend to be hard on them, and it's quite a job to keep them up. In fact, **John Rathjen** will probably be recruiting a team to help look after them. Contact him if you would like to help - 423-843-1718.

And, one other thing needs attention. The four club VHF radios are "missing" along with the chargers. They have not been seen since the Scowabonga Regatta. Check to see if you have them and bring 'em in. Thank you!

UNITED STATES OPTIMIST DINGHY ASSOCIATION

2008 **SOUTHEAST CHAMPIONSHIP**



**PRIVATEER YACHT CLUB
CHATTANOOGA, TENNESSEE**

We have received numerous e-mails complimenting PYC on the fantastic job we did hosting the **Southeastern Championships** October 3-5. They speak of our hospitality, the beauty of our club and most of all how much fun they had during their stay.

We had 89 competitors on the starting line. Sailors came from Texas, glad to get away from the mess of hurricane Ike around their homes. Competitors arrived from the Bahamas, Connecticut, Nova Scotia, Wisconsin, Michigan, Florida, New York and New Jersey to name a few other places.

We served over 200 people 5 meals. We parked over 100 cars and power boat trailers with room to spare. Plus, we got off 8 races in nearly 0 mph winds. **Wow!**

Over 77 PYC members volunteered to help with this event. Some gave time, and some gave money. As Regatta Chair Person I want to thank all of you for making this such a great success. There are too

many to list, here, but the following deserve special recognition.

The **Board of PYC** had the faith that we could pull this event off. **Linda and Bryson Lesley**, who did everything from redecorating the restrooms to running the Junior program this year. We cannot thank them enough! PYC sailor **Seth Rosenthal** took first place in the Green Fleet! **Jan Varnell** and crew served all those meals. **Brainard Cooper** was PRO for the race committee. **Patricia Fowler** did registration. She had no idea what she volunteered for! **Bill Robertson** scored the event and did the Web work. Scores were posted on line before the participants got home Sunday night. **Tom Coleman** worked with the kids, made the trophies and much more. The **Staff of Mclaughlin Boat Works** stayed extra busy, too.

THANK YOU, ONE AND ALL !!!

Steve Sherman

(see pictures on pages following)

SOUTHEAST OPTI CHAMPIONSHIP — PYC OCTOBER 3-5, 2008

photos by Mike Rasbury



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FULL MOON OVERNIGHT CRUISE

PATTON ISLAND — OCTOBER 11-12, 2008 - photos by B. Snyder



PONDERINGS from the POOP DECK

THE FIRST RACE OF HOBBIT'S JOURNEY — by Steve George

Okay, so the newly outfitted and race-ready **Hobbit** didn't finish her first race challenging PYC's other Catalina 22's for top billing.

But, finishing dead last in both races??!!!!

It was almost enough to send a dejected helmsman to the nearest computer to log onto e-bay and list the lethargic boat for cents on the dollar... *What happened?*

I'll admit to feelings of trepidation as **David Bergevin** and I inched ever closer to getting **Hobbit** rigged for her debut. With David's extensive knowledge of Catalina 22 boats and their idiosyncrasies, plus his thoughts on setting the boat up for racing, I knew we would have a worthy product, maybe even a thoroughbred. Though I must admit that trying to follow his explanations of the theory behind much of what we were doing left me feeling like a fish out of water. It was the way I felt in my first philosophy class as the professor led us through discussions of Kant, Heidegger, and Kierkegaard.

The trepidation I felt was a nagging sense that while we had created a remarkable racing machine, we had also set ourselves up for colossal expectations. Expectations that I would be required to deliver. *Aye, there's the rub.*

Since David would be crewing for **Ed Ford** on **Sea Ya**, I gave **Pete Snyder** a call and he said that he would be delighted to offer his services. I wondered if Pete remembered our outing on **Argo**, the Mirage 5.5 that I had restored before **Hobbit**. You might remember the story that I recounted in an earlier *Private Ear*---another first race for a restored sailboat. I never sailed the boat again. It sits in my driveway waiting on a new and more compatible owner.

For those of you who weren't in attendance the day I put **Hobbit** in the water for her first race you should know that the wind was a-blowin' 15 – 25 mph out of the North. Not the conditions I envisioned or wanted for my fist race. I had to borrow a smaller jib from Pete, as the conditions didn't warrant using the powerful genny, the only foresail I had.

Again, Pete and I had trouble making the starting line in a timely fashion. Keep in mind that the wind buffeted us the whole time, with loose sails snapping and clattering in the high winds.

Several problems surfaced to keep us engaged in trying to get **Hobbit's** sails up. First, as Pete was about to raise the jib, I heard him shout, "The main has pulled away from the mast — out of the luff groove." I looked forward and saw the main swinging freely, only attached to the mast at the head of the sail and the clew. He went forward to lower the main and feed the bolt rope back up the groove.

"Keep us pointed into the wind," he called. But, I was having difficulty with that because his weight forward had caused the transom to lift, which pulled the Yamaha's prop slightly out of the water. With little steerage, the wind was in control, not me.

We finally got the main reattached, and the second problem surfaced when Pete asked if we should reef. After the trouble we'd had, I was inclined to let it go, but the wind and white caps had shaken my confidence. I sure didn't want to be at the helm of a boat that had me at the edge of control. So I told him, "Yeah, let's do it."

David had installed a double line reef system, with help from me---mainly handing him tools and trying not to sound foolish when he asked me questions. Pete asked me how this one worked. I told him I wasn't really sure. "Can you figure it out?" I meekly asked. Problem solving in these chaotic conditions seemed more than my psyche could handle.

Then, I noticed astern one of the larger cruising boats heading for the line. She was heading right for us. As she neared, bearing down on us while heeling over and throwing a mighty bow wave, I felt helpless to respond, like a floundering boat in the cross-hairs of an ocean going tanker. Did the helmsman not see us? Was he waiting for me to turn to port or starboard? Her spray covered me as she drove by and quickly vanished.

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Finally, the reef was in and Pete asked, “Do you want me to raise the jib, now?” I hesitated. “Pete, this is my first real experience at the helm of this boat. I’m not sure how everything works, and the conditions aren’t making me comfortable. Maybe we should head back and call it a day.”

“Naw, let’s try it,” he quickly responded. “We don’t have to race, we can just sail.”

So, I headed towards the Committee Boat. The starting sequence had begun, and we didn’t even have a tack under our belt! I managed to get **Hobbit** behind the start line, but we were last to cross. Luckily, the first pass behind the Committee Boat had given us a glimpse of the posted course.

For some reason, the other boats kept getting further and further ahead of us. At this point, however, I was glad to be sailing and feeling a little more in command of things. We rounded the upwind mark well behind the nearest competitor and set the whisker pole. Things were going better, at last.

Pete asked, “Do you think we should take out the reef.” I hesitated. While going downwind did seem calmer, did I want to chance losing the bit of control I had gained? A debate raged in my head. “Well, okay, if you think we’ll be all right.” What Pete and I didn’t realize, however, was the inappropriateness of shaking out a reef while running downwind.

When he tried to pull on the halyard, the main would not budge. “This seems like it’s awfully hard,” he offered. Though I didn’t say it, I thought---but you’re the one who wanted to shake out the reef! He took a couple wraps of the halyard around the starboard cabin top winch and pulled: a little progress but not much. He strained and yanked and tried various maneuvers to get the testy main aloft. Slowly, bit by bit, the main inched up the mast. Finally, it was home. The reef was out. We took out our lunches, relaxed, and enjoyed the long, downwind leg.

When we came to the mark, the pole was still out. Pete wrestled it off, and we got it stowed down below. Fortunately there was no one to see one of the worst mark roundings ever: shuffle here, dodge there, fall a little and climb back up. We headed

back upwind.

As we came within sight of the line, I noticed all the other boats reaching back and forth waiting for us to finish so they could start the second race. I felt badly but continued to sail for the finish. The ultimate disgrace was that a new starting sequence began just before we crossed. But, we were right at the line, so it gave us an opportunity to jump in the fleet of boats focused on getting a good starting position for race number two.

Unfortunately, again we had little time to think about what we were doing and didn’t have a good sense of the starting time. I ducked behind the last boat---I should have tacked in front of him but waited too long to make a decision — and headed to the line. The horn sounded before we reached the Committee Boat. Yet, we had a better start than in the first race.

I was actually ahead of some boats for a while. Again the fleet began its separation, but more gradually this time. Maybe it was the shortened course, but I felt as if we were part of the race, instead of sailing all by ourselves. We finished last again, but much more a part of the pack. Pete said, “If there were a third race, we would finish ahead of somebody!” Maybe, I thought.

This was definitely not how I had imagined my first race aboard **Hobbit**. It had been quite a journey since pulling her back to Chattanooga from **Winchester, Massachusetts**. David and I had invested no small amount of time and energy to rig her for this day. Maybe I thought this boat would be a winner automatically. Yet, as I turned toward the PYC docks and thought about the day’s races, I realized that there was more to the story than a boat’s readiness to compete.

What about readiness of the helmsman? It slowly dawned on me that I was the problem that day, not the boat. What right had I to expect a good day on the water when all I had invested had been on land? With silent apologies to the **Hobbit**, I promised that I would make her proud someday — maybe not in the next race or the next, but someday. We just needed to spend lots of time together — **on the water**.

(see photo on last page.)

PYC BOARD MEETING

Minutes — October 13, 2008

Meeting called to order at 7:00 PM

by Commodore Jenison.

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

Observers present: S. Cofield P. Crowe
L. Lesley J. Shepherd

Minutes of September meeting were approved.
George moved. Lesley seconded.

OLD BUSINESS

- **Fire Hydrant & Cabin Fire Protection** — **Walt** has not yet met with the Hixson Water Resources representative.
- **Kuberg** is still working on getting all the **trailers marked** and renewing the wet & dry slip policies. He will also get prices on the concrete curbs for marking trailer spaces.
- **The Long Range Planning** questionnaire is not done yet. **Steve** will have a draft of it by next board meeting.
- **Healy** will e-mail board members for their input on the **PYC Handbook** that he's working on for the annual meeting.
- The next **Work Party** will be in December and the leaves in drainage ditches will be cleaned out then.
- **Bryson Lesley** and **Pat Crowe** (with help) will take down the old flagpole. They are also looking into what can be used to replace it. Pat got some preliminary prices for Aluminum Nautical flagpoles, including a 30 footer for \$5400, not installed.
- **Carol** will be mailing out letters to those with overdue dues.

OFFICER REPORTS

Walt Jenison, Commodore:

- Walt and Marcia visited Betty Failing. She was a hot Highlander sailor years ago. She has had hip replacement surgery and is recovering.
- Walt said he is proud of PYC. The SEC Opti Regatta turned out to be the largest regatta our club has ever hosted. 89 boats competed, and many of the young sailors were with parents and siblings.
- Walt commented that we have done a lot this year, but there are still some things undone that need attention.
- The small aluminum boat was found drifting in the harbor by Richard Ralston, who retrieved it. Club members who use club boats need to treat the club boats like they are their own.

Steve George, Past Commodore:

- **George** commented that when the **Opti Regatta** was first being discussed, there was a bit of hesitancy. But, Brainard encouraged the board and now Steve is glad we went ahead with it.

David Bergevin, Rear Commodore-Membership:

- We have two new **Associate** members: **James Christensen** (Catalina 32) and **Ralph Bush** (Catalina 22). **Wade Pearson** has changed his membership status to "Out of Town." We currently have 121 Family Memberships and 14 Associates.

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

- No report.

Carol Cofield, Treasurer:

- Carol gave her report and it was accepted. Snyder moved and Bergevin seconded.

Dieter Kuberg, Dock Meister/Dry Slip Director:

- Dieter will mark any trailers that are still unmarked,

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based on their location and the assigned slots.

- Dieter will price **concrete tire stops** for marking trailer spaces.

John Rathjen, Land Committee Chairman & Club Boat Director:

- **The Land Committee** had a meeting last week. They had a "Master Plot" drawn up from the Hamilton County GIS website. It has been signed by John and Walt and the cabins are shown on the property. John will have it scanned so that it can be preserved electronically. There has been a Land Policy approved by the board in 2000, 2002 and 2003. So, there are three versions. The cabin owners have met once to review these and are working with the Land Committee to revise, consolidate and update these into one Policy. They will meet a couple more times for this. All the leases will expire in 2010. They will all be reviewed at that time.
- One of the cabin owners has requested permission to have a tree taken down. **Walt** will meet with her and see what needs to be done.
- Club Boats: No registration has been found for the aluminum jon boat. Walt will find it. **Adam Rosenthal** has fixed the **Boston Whaler** for the cost of materials.
- John commented that we are really **hard on the club boats**. *Members should treat these boats like their own. If they empty a gas tank, it needs to be refilled, and they should do that.* Perhaps a notice in the Private Ear would help. Every race should be started with a skippers' meeting so that the race committee knows who will be in the race, and the racers can get some last minute instructions from the RC.
- It was suggested that John establish a committee for taking care of the club boats. It's too big a job for one person, and if that person rotates off the board, there is no continuity in the care of those club boats. A committee would help in both ways.

Bryson Lesley, Director of Building, Grounds and Docks:

- Bryson has put a solar light on A Dock to see how visible it is. He plans to add more to make A Dock more visible at night. Some lights that have gone out need new ballasts.
- The club house water heater is still broken. Bryson will replace it with a new 80 gallon heater.
- Bryson has put a new aluminum pennant at the front gate.
- The utility room accessed through the Men's room will soon have a lock on it. There needs to be some lockable cabinets in the kitchen, also.
- The SEC Opti Regatta made \$2,000 which Bryson would like to put into buying the three Opties that are owned by Steve Sherman, but kept at the club. It will take \$1,600 more to do that. That will bring the club's fleet up to 16 Opties. Bergevin moved that this be done, Kuberg seconded, and the motion passed.
- Bryson expressed a desire for additional bathrooms on top of the hill for visitors who may be camping on our property. He suggested four toilets and two showers. They don't have to be more than very simple structures with concrete floor and fiberglass showers. Paul Healy suggested that they be added onto the end of the clubhouse and tied into the plumbing there. This is something that needs to be looked at by the Long Range Planning Committee.
- Comment was made about the dirt behind the J Lift causing some ponding in rain storms. Bryson will be moving that soon.

Paul Healy, Social Director:

- Paul reminded the board of upcoming events, including the Octoberfest and the Pig Regatta
- Paul spoke about the Club Handbook he has begun to pull together. He intends to have pages in small looseleaf binders with, among other things,

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the PYC Constitution and various club policies and procedures.

- Paul has also started talking with Coral Reef Sailing for PYC to sell some of their tee shirts and hats with the PYC emblem

NEW BUSINESS

- **Stewart Cofield** congratulated **Linda and Bryson Lesley** on the great improvement in the **Men’s and Ladies’ Rooms**. A round of applause rose from the board.

- **Walt** commented that the TVCC Regatta was won by PYC, again. Also, a bid will be sent out for PYC, Joe Wheeler and Mussel Shoals to host the Catalina 22 Nationals in 2010 at Joe Wheeler.

- Motion to adjourn

ACTION ITEMS:

- 1) Walt is to meet with the Hixson Water Resources representative.

- 2) Kuberg will continue to work on getting trailers marked. He will also renew the 06 Wet and Dry Slip Policies, and price concrete tire stops for marking trailer spaces.

- 3) George will refine the Long range Planning questionnaire.

- 4) Paul Healy is working on the PYC Handbook. Board members will need to get items from their area of responsibility to Paul for printing in the Handbook.

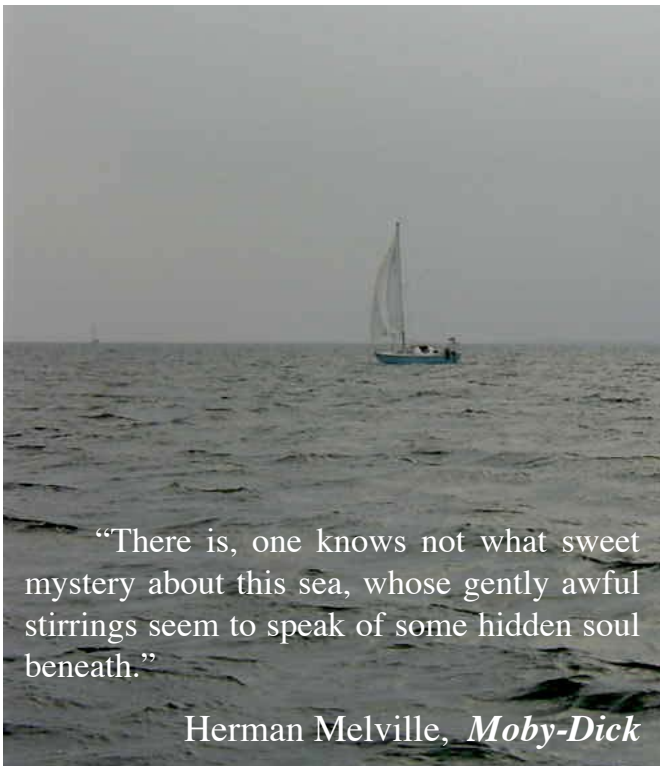
- 5) Bryson will move dirt to eliminate water ponding by the J Lift.

- 6) Carol will be mailing letters out to members with overdue dues.

- 7) Bryson will replace the clubhouse hot water heater.

- 8) Pat Crowe to work with Bryson Lesley to take down the old flagpole.

**Respectfully submitted
Peter Snyder, Secretary**



CONTACT YOUR BOARD MEMBERS

- Walt Jenison, Commodore: 423-886-5655
- Brainard Cooper, Vice Commodore: 423-622-6081
- David Bergevin, Rear Commodore: 423-843-1443
- Steve George, Past Commodore: 423-667-2493
- Carol Cofield, Treasurer: 706-517-5689
- Peter Snyder, Secretary: 706-891-0858
- Bryson Lesley, Building and Grounds Director: 706-375-8750
- Dieter Kuberg, Wet & Dry Slip Director: 423-842-6714
- Paul Healy, Social Director: 423-892-1838
- John Rathjen, Club Boat Director: 423-843-1718
- Dick Mullen, Honorary Director: 423-875-9998



photo by Mike Rasbury

THE FIRST RACE OF HOBBIT'S JOURNEY - see page 7

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



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