



photo by jim davis



# Privateer

NEWSLETTER OF PRIVATEER YACHT CLUB

Lake Chickamauga

June 2014

Peter Snyder, Editor

Hixson / Chattanooga, TN

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## VIEW FROM THE HELM — June 2014

It has been a busy exhausting month at PYC. Your Commodore has snuck away for some R & R and taken a vacation with his grandson. Today we were in the City of Water, Venice, Italy. When we return, barring any problems, we should be close to occupancy of the Clubhouse. But there are still many little details to complete before we unload the storage trailer, hang pictures and make it our new home. Regardless, the Fourth of July race, and the celebration picnic will take place and it looks to be one of the best yet.

A few weeks ago, PYC created a charitable fund called “The PYC Sailing Education Fund. It is under the umbrella of the **Community Foundation of Greater Chattanooga, CFGC**. For years we have considered creating a 501C3 organization to allow tax deductible donations to our Learn to Sail programs. Joining CFGC will have almost the same benefits without the annual IRS requirements and expense of documentation. Already, \$5000 has been anonymously donated to start the fund. It will be used for such expenses as sending our counselors to US Sailing’s training seminars, some salaries, upkeep of the equipment, and liability insurance, to name a few areas.

A three member Board has been created with staggered terms of service. The first Board members are Linda Lind, Scott Lee and myself. Leadership is not limited to PYC members but someone from the PYC Board will always be included. We’ll add a section to the website that better explains the structure, goals, gifting, forms and examples of what is considered to fall under the fund in terms of spending. In the meantime if you would like to donate to the fund make your check out to the **PYC Sailing Education Fund** along with the form which can be found at <http://www.cfgc.org/>. The mailing address is on the form - or better yet, send it to our P.O. Box. Gifts can be given to honor or in memory of someone. The form will soon be available on our web site.

The **Learn to Sail** program has just acquired 8 kayaks and 4 paddle boards to be used on days of no wind. Rock Creek Outfitters will be giving our counselors a short course in teaching paddling. These boats, along with a new 30 hp Honda 4 stroke engine, were again donated to the club. When not being used by Sail Camp, these paddle boats are available for Club member use. The motor completes a plan to replace all club motors with efficient Honda 4 cycle gas motors.

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# COMING EVENTS

Check the PYC website [CALENDAR](#) for more info.

## JULY

01-July-14	COPS	6:15 pm Tuesday
02-July-14	PHRF Races	7 pm Wednesday
04-July-14	Long Distance Pursuit Race	6 pm Friday
05-July-14	Keelboats & C22 Races	1 pm Saturday
05-July-14	Independence Day Celebration	3 pm Saturday
06-July-14	Dinghy Portsmouth Races	2 pm Sunday
09-July-14	PHRF Races	7 pm Wednesday
12-July-14	Keelboats & C22 Races	1 pm Saturday
12-July-14	Full Moon Raft Up	Saturday night
13-July-14	Dinghy Portsmouth Races	2 pm Sunday
14-July-14	Board Meeting	6 pm Monday
15-July-14	COPS	6:15 pm Tuesday
16-July-14	PHRF Races	7 pm Wednesday
19-July-14	Keelboats & C22 Races	1 pm Saturday
20-July-14	Dinghy Portsmouth Races	2 pm Sunday
23-July-14	PHRF Races	7 pm Wednesday
26-July-14	Keelboats & C22 Races	1 pm Saturday
27-July-14	Dinghy Portsmouth Races	2 pm Sunday
29-July-14	COPS	6:15 pm Tuesday
30-July-14	PHRF Races	7 pm Wednesday

## AUGUST

02-August-14	Dog Days Regatta	10 am Saturday
02-August-14	Dog Days Social	6 pm Saturday
03-August-14	Dinghy Portsmouth Races	2 pm Sunday
05-August-14	COPS	6:15 pm Tuesday
06-August-14	PHRF Races	7 pm Wednesday
09-August-14	Keelboats & C22 Races	1 pm Saturday
09-August-14	Full Moon Raft Up	Saturday night
10-August-14	Dinghy Portsmouth Races	2 pm Sunday
11-August-14	Board Meeting	6 pm Monday
13-August-14	PHRF Races	7 pm Wednesday
16-August-14	Keelboats & C22 Races	1 pm Saturday
17-August-14	Dinghy Portsmouth Races	2 pm Sunday
19-August-14	COPS	6:15 pm Tuesday
20-August-14	PHRF Races	7 pm Wednesday
23-August-14	Keelboats & C22 - VW Regatta	1 pm Saturday
24-August-14	Dinghy Portsmouth Races	2 pm Sunday
27-August-14	PHRF Races	7 pm Wednesday
30-August-14	Keelboats & C22 Races	1 pm Saturday
31-August-14	Dinghy Portsmouth Races	2 pm Sunday

**VIEW** - continued from page 1

The paddling boats will also help with what I alluded to in my last View from the Helm. If we are to build the sport of sailing, it must be fun and exciting to newcomers. For young adults, it needs to be an adventure. US Sailing calls it “**Adventure Sailing.**” Racing appeals only to a small segment of participants. Since 1980, we have lost 10 million sailors, while snow

sports have grown in numbers. Why? Ski resorts never mention competition. They provide a variety of ways to have fun on the snow.

Sailing has just as many fun activities. Where these have been introduced, young adults have increased in numbers. A percentage do take to racing. This concept hit me like a brick.

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# RACE COMMITTEE ASSIGNMENTS

## Scott Irwin— Race Committee Chairman

Date	Time	Day	Fleet	PRO	Assistant	2nd Assistant
<b>JULY</b>						
2	7 PM	WED	PHRF	Lind, Linda Knudson	Matthews, Chris	Mashburn, James
4	6 PM	FRI	PURSUIT RACE		Rob Fowler	
5	1 PM	SAT	KEEL BOAT	Mason, Brant	McCrosky, Cindy	Locke, Rick
6	2 PM	SUN	DINGHIES	Ives, Bob	Rathjen, John	Hughes, Frank
9	7 PM	WED	PHRF	Mentgen, Mark	Mies, Jonathan	Koch, Fred
12	1 PM	SAT	KEEL BOAT	Myers, Terry	Morgan, Chuck	MacLean, Richard
13	2 PM	SUN	DINGHIES	Irwin, Scott	Morgan, Steve	Martin, Jay
16	7 PM	WED	PHRF	Polidoro, Van	Ostrander, Kristoffer	Matthews, Chris
19	1 PM	SAT	KEEL BOAT	Overbeck, Kent	Phillips, Peter	McCrosky, Cindy
20	2 PM	SUN	DINGHIES	Prevost, Tom	Powell, Steve	Mies, Jonathan
23	7 PM	WED	PHRF	Roberts, John	Queen, David	Morgan, Chuck
26	1 PM	SAT	KEEL BOAT	Parvin, Tad	Rawlings, Peter	Morgan, Steve
27	2 PM	SUN	DINGHIES	Ralston, Richard	Reed, Jeff	Phillips, Peter
30	7 PM	WED	PHRF	Rathjen, John	Richards, Bill	Polidoro, Van
<b>AUGUST</b>						
2	TBA	SAT	Dog (single hand regatta)		Chris Cyrul	
3	2 PM	SUN	DINGHIES	Rasbury, Mike	Ives, Bob	Powell, Steve
6	7 PM	WED	PHRF	Seeber, Mike	Shepherd, Jan	Queen, David
9	1 PM	SAT	KEEL BOAT	Robertson, Bill	Stewart, Gary	Reed, Jeff
10	2 PM	SUN	DINGHIES	Rodgers, John	Sweatt, Kirby	Richards, Bill
13	7 PM	WED	PHRF	Sherman, Steve	Teasdale, Pat	Shepherd, Jan
16	1 PM	SAT	KEEL BOAT	Snyder, Pete	Thomas, Chris	Stewart, Gary
17	2 PM	SUN	DINGHIES	Spohn, Doug	Jordan, Dale	Sweatt, Kirby
20	7 PM	WED	PHRF	Smith, Gary	Thompson, Bobby	Teasdale, Pat
23	1 PM	SAT	KEEL BOAT	Tschetter, Chett	VandenBranden, Sandy	Thomas, Chris
24	2 PM	SUN	DINGHIES	Varnell, David	Weidner, Jude	Pollard, Herschel
27	7 PM	WED	PHRF	Wiberley, Spencer	Barnes, Jeff	Thompson, Bobby
30	1 PM	SAT	1:00PM	Cline, Scott	Barnes, John	Vanden Branden, Sandy
31	2 PM	SUN	2:30PM	Rasbury, Mike	Garverick, Tom	Weidner, Jude

**NOTE:** IF YOU DISCOVER A PROBLEM WITH ANY OF THE COMMITTEE OR CHASE BOATS, PLEASE NOTIFY SPENCER WIBERLEY **ASAP** (423-432-6512)

NOTE: Only one family member is listed, above, but if another member of the family could help, it would be good!

**IN CASE YOU CANNOT DO YOUR RC DUTY, BE SURE TO GET A DEPENDABLE SUBSTITUTE.**

**RC's be sure to fully identify boats & skippers when recording race results. List name of skipper, type of boat and sail number for each boat.**

**VIEW** - continued from page 2

For 50 years I have worked to increase the number of boats on the starting line. I became owner of McLaughlin Boat Works to promote my passion for sailing. Building thousands of Optimist Dinghies has allowed me to fulfill my goal. But of the thousands of children trained each summer, very few enjoy racing. My three sons are a good example. They love to sail, but have little desire to race. If we can reclaim a portion of the 10 million we have lost, sailing will be healthy.

Privateer is well on its way. This month we are up to 153 members. Our socials, new Clubhouse, hiking trail, kayaking and even our playground swing set all attract families who will grow the sport and in turn grow the number of members on the starting line.

I hope to see you on the 4th and 5th!

*See you on the water!  
Steve Sherman, Commodore*

### CHATTANOOGA SAIL & POWER SQUADRON COURSE OFFERED IN JULY

The free Summer Seminar Series given by the Chattanooga Sail and Power Squadron will continue in July with Using VHF & VHF/DSC Marine Radio. The seminar will be conducted on Saturday, July 12th, from 10 - 11:30 AM at Lakeshore Marina. Please go to [CSPS.signup@gmail.com](mailto:CSPS.signup@gmail.com) to reserve a seat.

The First Annual  
Independence Day

## PURSUIT OF HAPPINESS

Evening Pursuit Race for All Boats  
Friday Evening – July 4<sup>th</sup> 2014



**Who: Open to all boats, dinghy or keel**  
**How much? CHEAP - \$10.00 per boat**

**What: A time-on-distance pursuit race around Lake Chickamauga**  
**How: PHRF based**

**(Portsmouth Yardstick numbers converted to PHRF)**  
**Where: PYC**

**When: Skippers meeting at 6:00 PM, First start at 7:00**  
**(Race course will be set to approx. 2 hour duration)**

**All those interested need to contact Rob Fowler by Thursday evening,**  
**July 3rd, by phone or e-mail,**  
**to tell me what boat you are sailing,**  
**and how many crew will be sailing with you.**  
**After race champagne and snacks will be served**

**Call or e-mail Rob Fowler with any questions**  
**423-468-0149 cfwler410@comcast.net**



celebrate

join us on Saturday, July 5<sup>th</sup> for food, family, and friends

food tickets	8.00	• hamburgers and
food/alcohol	10.00	hotdogs
under 10	6.00	• classic picnic salads
		• fresh baked
		apple pie
		• ice cream

- festivities begin at 3:00
- dinner at 4:00
- live music at 5:00

## JOSH'S LAMENT — or, "WHAT I DID WRONG"

by Josh Landers

**After** the complete pasting that we received last night from the highly competitive and recently created PHRF Spinnaker fleet, I promised (jokingly) that I would write an essay titled "What I Did Wrong" and email it to the crew as a form of penance for my misdeeds as skipper of the Impulse 26 "Anonymous" during the last Wednesday night PHRF race.

I should begin this narrative by stating that the forecasted winds of 10 mph from the dreaded "over-the-hill" West direction had not materialized and was in fact beautifully blowing 10 from the south which means PUMPING STATION (PS). Now I must admit that PS mark almost caused a divorce between myself and my spinnaker trimmer (wife of 8 yrs) back in the early days of our sailing together. There was a heated discussion that included me screaming something along the lines of "JUST FIND THE \$%#@#%\$ MARK!" which can be quite hard to find if you don't know what you are looking for or where it actually is. We have since identified several landmarks in that vicinity that keep us pointed in the right direction. But I digress, it was beautiful night and we were all excited about sailing.

We began our pre-start shakedown of the course as we always do by telling stories about binge drinking in Ireland and making fun of each other's hair styles. Once the formalities were over, we noticed that the wind was stronger in the middle of

the course and was lifted on the port tack because the wind was slowly shifting East. As most Lake Shiftamuaga sailors know by now, going left early on a PS course usually pays because the constant left shift never really gets you to the mark and you end up short tacking the weird puffs coming from the shore at the mark. Not to mention it seems to be better to take the knock early while there is plenty of breeze, then take the long lifted tack almost all the way to the mark. With our game plan made, we dwindled down the final pre-race minutes by again making fun of Annie's new purple highlights.

The five minute gun blew and up went our genoa for some last minute course and starting line checks. It was quickly apparent that the committee boat end was heavily favored and we wanted to go left so the plan was to start at the committee boat...and go left. I placed the boat in my preferred starting spot and tacked at the one minute mark just in time to notice that the wind had dropped and shifted about 15 degrees to the left. I was now behind the fleet and in point mode just to make the starting line. The gun went off and I watched my competition (the venerable Wavelength 24 and nimble Melges 24) nail the start and sail my intended course on top of me. As I am so often doing, I had to weigh the option of taking a clearing tack (slow) or staying in bad air (slower). I heard Corey say, "Man, this sucks! We gotta get out of here." Since good air is more fun to sail in than bad air, I cleared onto port tack and went



the opposite way than what I wanted. The few good decisions of the night were made on this upwind leg while I worked my way back left and crossed just behind the Wavelength 24 while the Melges 24 sailed almost to Goldpoint (GP) for some strange reason. We easily rounded the upwind mark in second and hoisted the chute for the long reach to Fairview (FV).

The Impulse's ancient (circa 1997) symmetrical spinnaker is not fond of reaching since its preferred sailing shape was beat out of it many moons ago. It is as soft as an old t-shirt and has more patches than the pathetic blue jeans I was wearing that night. I groaned at the thought of the whooshing sound that we would soon be hearing when the Melges 24 decided to sail the same course we were on and take advantage of her prime sailing conditions. Somewhere near Booker T, the Melges decided to rejoin the race and screamed by us with her bow haughtily up in the air. The two captains on that ship were obviously complementing each other for the job well done because we heard much load incomprehensible verbal dialogue drifting over the waters from their vessel. We then had plenty of time to discuss our new spinnaker sheets and the new blocks for re-routing them while the two afore mentioned boats sailed away from us.

It is however worth mentioning that while we were coaxing every last knot out of our Viking-era spinnaker, that one member of Team Melges was so confident in their team's victory that he decided to pause the race and go for a refreshing swim in the waters of Lake Shiftamauga. While I am sure that gybing an asymmetrical spinnaker is different than what we are used to, I just don't understand how swimming during the gybe is faster. It must be faster, because even with all of the theatrics on that boat, we never caught them...

Oh yeah, the race. So the wind was slowly dying and the two lead boats (not us) were sailing up to catch the last puff toward the leeward mark. I commented how we should also sail up to that puff while I continued to languish in apparently the only spot on the lake with no wind. I was again reminded of the old saying that it is better to sail where there is wind. At what point do I need to quit learning that lesson. We eventually made the leeward mark (FV). As we rounded the mark, the two lead boats had again decided to go left since the breeze

had been coming from that direction all evening and common sense would say that that would be where it would fill back in — if in fact it did fill back in. Generally, in one-design racing if the fleet goes left, you go left to at least keep them in reach. When taking a flyer in the opposite direction, you will either win big or lose big. I commented on such and decided to go the opposite direction since, “Hey, why not?” is great strategy.

This long painful slow beat to the finish was marked with many observations about “Hey, the wind did in fact fill in over there,” and “Wow, this was a really bad decision,” and, “At least I brought enough beer this time.” We could tell in the distance that the Melges and Wavelength had finished and that many boats had caught up to us, namely one black J22. By the way, since we had so much time to talk while everyone sailed away from us, we decided that I would name my next boat after my generation's greatest gift to society and my personal hero; **Bill Brasky**. However, it will be spelled **BRASSKY** for more emphasize on his fortitude. We eventually finished the race in good spirits and laughed at how bad my decision making had been, but at least we were out sailing on a beautiful night.

Since last night's crushing defeat, I have had plenty of time to formulate my thoughts about my inadequacies as a skipper. Most of them have been captured above, and I think that it adequately addresses my shortcomings. However, I have learned that good leaders do not end things on a negative, but learn from them and attempt to focus on the positive. With that being said, **What I Did Right:**

- A. Befriended and married a life-long crewmember and agile pit gal/spinnaker trimmer whose green eyes have depths that only rival her patience with me and ability to forgive, no matter how egregious the matter.
- B. Trained the best bowman that PYC has ever produced (sorry Jon). A willing partner in boat prep; a person of great purpose even if that purpose has not yet been clearly defined.
- C. Encouraged a young talented jib and guy trimmer, a person who, after several dedicated seasons on the team, will soon leave to explore the beginning of her new life on some distant shore.

~

## Annual Dock Party, May 31, 2014



photos by Barbara Snyder

**The Annual Dock Party**, May 31, 2014, sponsored by the COPS (Chicks on the Pond Sailing) was a great success, and enjoyed by all who attended. It was a beautiful evening. **Angelika Ecker** won serious competition to complete sixteen questions regarding the eight boat hosts. The hosts included **Jane and Kent Overbeck, Marilyn and Scott Irwin, Joani and Fred Koch, Cindy McCrosky, Michele and Earl Chandler, Walt and Marcia Jenison, Katye and Rick Locke and Sandy Vanden Branden**. The food included a large assortment of dishes brought by the attendees and the COPS group. As we walked down the docks visiting the hosts, everyone enjoyed food and beverages and good conversation.

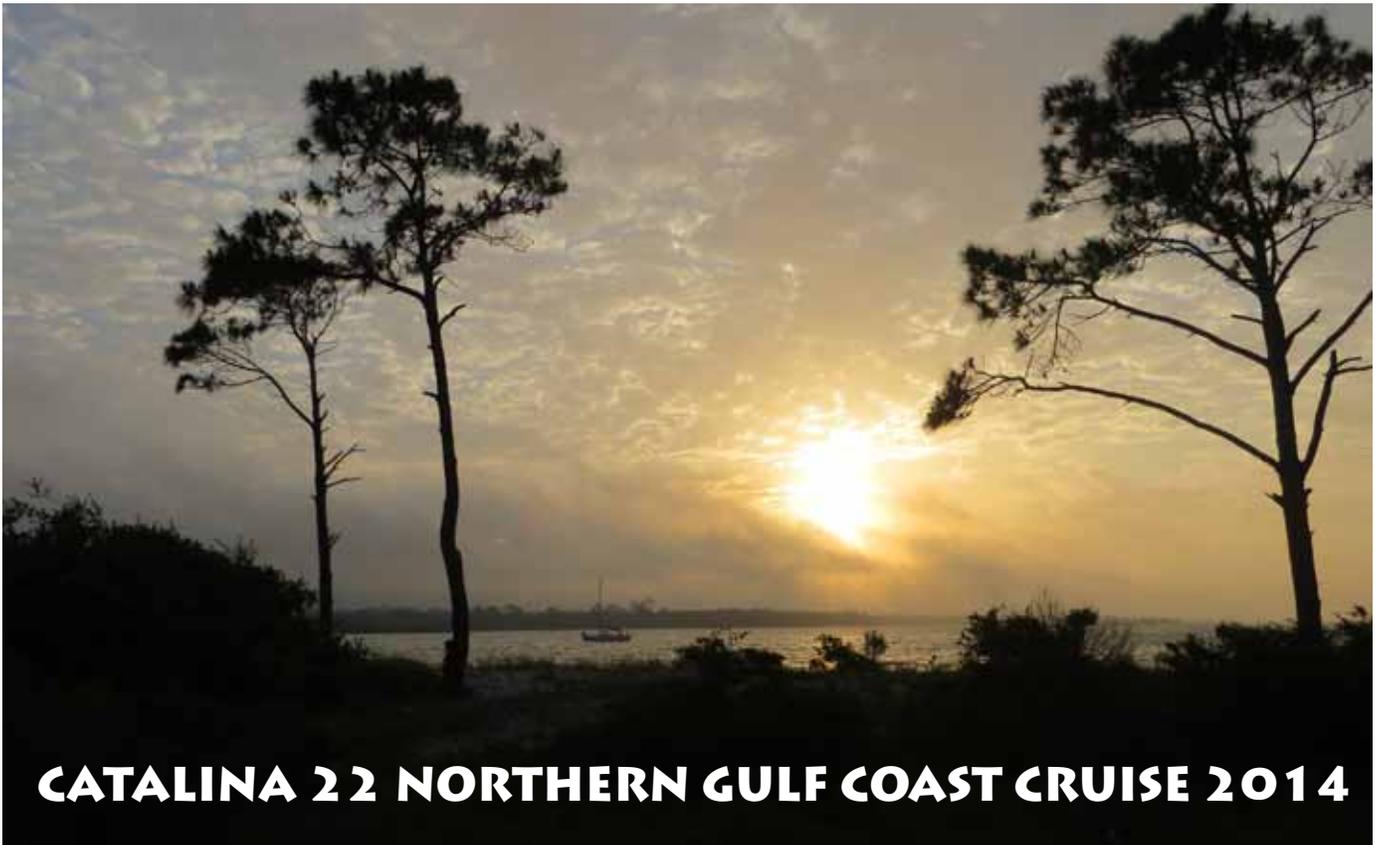
When the food was consumed the crowd moved to the porch

where they were treated to the sounds of our own **Tom Baumgartner's** band, *The Crosswinds* (previously known as *The Wagon Wheels*). They played a wonderful variety of country western and blue grass music with a contemporary flare. The music resonated on the water, while many remained on their boats enjoying the cheerful and pleasant sounds of the band.

It was a great event enjoyed by all who attended. Special Thanks to **Tom Baumgartner** who sponsored the band, to the **COPS** who performed the set up, planning and organized the clean up, to the boat hosts who invited all the guests aboard, and to all who brought the fabulous food and joined the festivities.  
~ **Sandy VandenBranden**







## CATALINA 22 NORTHERN GULF COAST CRUISE 2014

**The Catalina 22 National Association's annual Northern Gulf Coast Cruise**, sponsored by Fleet 77 of Ft. Walton Beach, is an event greatly anticipated by some of the regulars, dreamed about by those who would like to do it, and achieved by those who have worked hard to get themselves and their boats ready for whatever challenges may arise. This year's Cruise was no exception, and then again, it was exceptional — exceptionally challenging for some.

Last year's cruise was blessed with near perfect weather nearly every day. This year's had some of the most challenging wind and waves that any cruise has experienced. Everybody goes with high hopes of wonderful, scenic beauty, fair winds blowing from just the right direction for 26 mile tacks along the Intracoastal Waterway, and crisp, cool nights under a bright moon for great fellowship around the bonfires. We had all of that this year, but also encountered some excitement.

At least one boat ran aground under full sail, two or three boats were damaged by large wakes throwing them up and under a rigid pier, one lady fell overboard, a few wives huddled in their cabins wondering if they could hang on long enough to make it, one double whammy knock-down came from a storm microburst, white-out rain conditions blinded a group of five boats, and for those with a purist sailor bent, tacking in place for an hour on the outgoing tide by the Pensacola Pass was challenging, as was a near broach in three to four foot waves.

We had 18 boats on the cruise this year, five from PYC. After the fourth day, the group split up with some going further west to Alabama Pirate's Cove and Barber Marina and some sailing to Palifox Pier and the old section of Pensacola. So, not everyone had the same experience. But, everybody did enjoy the unmatched Gulf coast beauty, some fair winds, sunshine and full moon island campfires. And, everyone enjoyed seeing old friends and meeting new. All in all, it was a very memorable cruise.

~ Pete Snyder





photos by Pete & Barbara Snyder



# NEW MEMBER BIOS

## ANKERS

Adam and Peyton Ankers live on Signal Mountain. Adam works for Gilbane Building Company and Peyton works for Compass group. They sail a Thistle.

Adam has 25 years of sailing experience. He started Junior sailing at Western Carolina Sailing Club and bought first Thistle at age 15. He skippered a 36' keelboat in a NJ offshore series during high school. He was Captain of the Clemson Sailing Team 1999-2002 and SAISA President in 2003. He raced J-22's and other keelboats in Annapolis after college. He bought a Thistle in 2008 and became a member of Nockamixon Sailing Club in Bucks County, PA.

Peyton stated junior sailing at Harbor Island Yacht Club and raced Lightnings. She was Captain of the UT sailing team in 2002 to 2003, VP of SAISA 2002-2003. She sailed Thistle's after college and is a US Sailing Instructor Trainer. She also became a member of the Nockamixon Sailing Club.

They are moving to Chattanooga and want to join PYC to continue racing their Thistle and become involved in the local racing community.

## LINN

David and Carol Linn live on Lookout Mountain. David works for Sulzer Pumps and Carol in a retired School Nurse. They have 2 older children, Eric and Amy. They do not have a boat at this time. David is interested in MC Scows.

David has been racing since he was 15 years old. He grew up in Long Beach, CA and actively sailed in the local area. He attended the California Maritime Academy and was Captain of the Sailing Team and President of the North California Inter-collegiate Sailing Association. He is a past member of the Seal Beach Yacht Club and the Alamitos Bay Yacht Club. He was fleet Captain for the 470's and routinely worked as a race committee member. He has raced on the following boats: Sabot, Kite, FJ, Shields, Pearson 35, 470, Coronado 25, Cal 28, 29 and 34, Snipe, Santa 22, Catalina 22 and 27, Santa Cruz 27, Capri 25 and NA 40 and J24.

In 1992 he moved to Houston, TX and did not sail due to location and heat. In 2012 moved to Chattanooga area.

They want to join PYC to get back into sailing. They both grew up around the water and enjoy the social and sporting aspects of sailing. The description of the typical member of the MC Scow Fleet on the website fits David to a "T".

## HOYE

Terry and Collen Hoyer live in Ooltewah, TN. They are retired and would like to sail their Hobie Getaway.

They began sailing/racing as members of Lake Champlain Yacht Club about 1991. Colleen was Social Director. They

moved to Chattanooga in 1999 and joined PYC and sailed a MacGregor 26 until they sold it in 2007. They would like to just crew on other boats until they find a proper racing yacht.

They want to rejoin PYC to get back into sailing. Since retirement, they feel they have more time to devote to club activities.

## STRANG / NELSON

Bob Strang and Janet Nelson live in Knoxville, TN. Bob is retired and Janet works for UT. They have one older daughter and one younger daughter. They like to sail on their Flying Scot.

Bob has 20 plus years of sailing and racing Flying Scot as an owner and skipper. He also crews for larger boats and sailed beach catamarans. He has been an instructor for Flying Scots and 26' cruisers. He and Janet have been on 7 day Cruises, twice, on Catamaran's in the Caribbean. Janet took the NIH Sailing course in 2002, has been racing in Flying Scots since 2003. She has raced some keel boats.

They are moving from Maryland where they were very active in Flying Scot Fleet 42 at Selby Bay Sailing Center. They want to continue racing their Flying Scot at PYC. They enjoy the social aspects of sailing, and want their daughter to continue learning to sail. They hope to maintain fleet growth in Flying Scot Fleet 13 and become active supporters of PYC.

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"When he established the force of the wind and measured out the waters, when he made a decree for the rain and a path for the thunderstorm, then he looked at wisdom and appraised it; he confirmed it and tested it. And he said to man, 'The fear of the Lord--that is wisdom, and to shun evil is understanding.'"  
~ Job 28:25-28

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# PYC BOARD MEETING MINUTES – JUNE 9, 2014

**Members Present:** D. Bergevin Y. Craig  
R. Fowler K. Harper  
S. Irwin L. Knudson Lind  
T. Prevost D. Queen  
S. Sherman S. Wiberley

**Guests Present:** P. Clark B. Strang  
J. Nelson

The meeting was called to order at 6:04 p.m. by Commodore Steve Sherman. The agenda for the meeting was as follows:

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**PRIVATEER YACHT CLUB SHIP'S STORE**  
available through Coral Reef Sailing  
Go to this website:  
[http://www.coralreefsailing.com/index.php/privateer-yacht-club.html?\\_\\_store=pryc](http://www.coralreefsailing.com/index.php/privateer-yacht-club.html?__store=pryc)  
Check back later for member discounts during promotional sales on all types of apparel and gear, even outside the range of customized pieces.

**CRSA**  
CORAL REEF SAILING APPAREL  
888-224-0641 or [www.coralreefsailing.net](http://www.coralreefsailing.net)

**Board Meeting Minutes** - continued from page 10

**Secretary's Report:** The minutes of the previous meeting were approved as written.

**Treasurer's Report:** David Queen distributed the month's financial reports, including a balance sheet, profit and loss statements (calendar to date), and a running account of members payments. He observed that PYC's financial health continues to be very good. The board accepted the report.

**Commodore:** Steve Sherman shared two letters. One was an acknowledgment from **Harrison Gill** upon his becoming an honorary member of PYC (he and **Edna** met at PYC and joined in 1960; he served as Commodore in 1976). The other was from new Associate members who were praising the welcome received from PYC's COPS.

**Racing Director (Vice Commodore):** Scott Irwin noted that racing continued as winds permitted. He is still working with race committee assignments as several have required different dates, but that members are being cooperative.

**Director of Clubhouse and Grounds (Rear Commodore):** Linda Lind said she would defer to Rob Fowler's later clubhouse report, adding that the water leak near the gate was being addressed.

**Membership Director:** Yvonne Craig had Bob Strang and Janet Nelson introduce themselves as new associate members. She then introduced three new associate member couples (Adam & Peyton Ankers, David & Carol Linn, and Terry & Colleen Hoye) who were not present. She said that Coleman Keane had requested Out of Town Membership, and it was granted by the Board. There were no new family members added. With these additions, PYC's family members remain at 135; associate members, 18.

**Dock Master:** David Bergevin stated that a water line was completed to the marine railway, two cleats installed on A Dock for the RC boat, and a tow eye added to the RC boat. He also noted that the water supply to A Dock and B Dock will be restored when the clubhouse is complete.

**Social Director:** Keith Harper said the recent Dock Party was a success and under budget, and then announced that there will be a July 5th Social. He also received board approval for Britta Kindervater's request for a VW Regatta on August 23, 2014.

**Director of Club Boats/ Junior Programs:** Spencer Wiberley distributed financial sheets he had received from Steve George, showing 2013 summaries and a recent weekly budget of the 2014 PYC Sail Camp. He underlined the fiscal health of the program and acknowledged the generosity of both Steve George and Bob Bissell in their contributions. He also referred to Steve Sherman's contribution of a 30hp Honda 4-stroke motor for the RIB, along with 4 paddle boards, 4 kayaks, and carbon fiber paddles. Rob and Patricia Fowler have contributed a dock for the RIB. The 45hp Honda 4-stroke motor that came with the RIB will be placed on the PYC Boston Whaler.

**OLD BUSINESS:**

**Status of Clubhouse Construction:** Rob Fowler distributed a construction cost summary (not final, but anticipates being within 5% of the budgeted total). The probable finish date is now expected to be around the third week of June.

**Fundraising Report:** David Queen reported that all but \$4,100 has now been collected from original amounts pledged.

**CFGC Guidelines Subcommittee:** Steve Sherman reported that Scott Lee is working on documentation for this means of tax exempt contributions - Community Foundation of Greater Chattanooga. Materials were distributed that showed the development of a statement of purpose, a formal name, and qualifying requirements for contributions. He also shared that a \$5,000 check from an anonymous donor has already been received for use through the CFGC channel when it's ready.

**Master Membership List Maintenance:** In light of the absence of Pete Snyder, this discussion was postponed.

**NEW BUSINESS:**

**Clubhouse Use Policy Review:** After some discussion, Rob Fowler offered to draft a policy for the board to consider adopting.

**Club Boat Discussion:** Keith Harper noted that Tom Clark had donated a winch assembly for the club Flying Scot. There was a review of the status of the J Lift.

There being no further business, the meeting adjourned at 7:27 p.m.

**Respectfully Submitted,  
Tom Prevost, Secretary**

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**CONTACT YOUR BOARD MEMBERS**

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## Privateer Yacht Club

was organized on July 25, 1940, in order to promote sailing in the Chickamauga Lake area and particularly in Chattanooga; to teach its members to talk the language of the sea and build up a marine tradition for "The Great Lakes of The South;" to help promote water safety and a code of ethics for the waterways; to form a social and activity nucleus for people in the area interested in sailing; and to develop an active relationship with other sailing and boating organizations to promote racing and other boating activities.



The new PYC Clubhouse - photo above by Barbara Snyder

Joani Koch, one of our COPS, practicing with the Koch's new (to them) O'Day 302. - photo below by Barbara Snyder

*Private Ear* NEWSLETTER

[www.privateeryachtclub.org](http://www.privateeryachtclub.org)

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