

THE ANCHORLINE

Harbor Island Yacht Club

GREATER NASHVILLE'S OLDEST YACHTING MONTHLY

September 2008
Volume 41 Number 7



The Perfect Sunset Cruise to the HIYC Shrimp Boil

2008 SHRIMP BOIL

BIGGER AND BETTER THAN EVER

No heat wave this year. Turnout was tremendous. Almost 90 dinners were served up. Several new members were actively involved in the preparations. I hope it was everything you expected.

The winds were extremely favorable to sail to the appointed anchorage. It looked like a regatta was underway. I never took an actual count, but I think we had 25 or more boats rafted up.

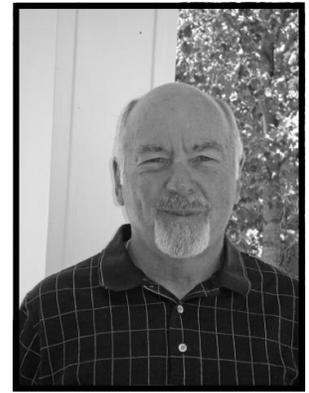
The dinners started with an hors'd'oeuvre of cream cheese topped with mango chutney on crackers, followed by a very generous portion of large shrimp, pineapple pecan coleslaw, rosemary potatoes, and finished with a dessert of two decadent cookies, strawberries and mini peppermint patties. Thank you Jeanette Levine our procurement specialist.

Special thanks to our fearless shrimp boilers, Al Bronner and Roger Maxwell, and their new assistants Cully Ward and new member Gary Markey. Quality control was ensured by Barbara Ward. A great time was had in the kitchen assembling the dinners. It was a team effort of veterans Donna Copeland, Diane Bronner, Barbara Ward, Sherry Haught with new additions Natalie Markey, Carol Vaughn, Kathleen Dubuque and Kat Zimmerman. How can you not have a good time with a crew like that. Once again, thanks to Susan Trigg for providing the souvenir cups. Thanks everybody, couldn't have done it without you.

Until next year, bon appetite!



Many boats rest at anchor during the Shrimp Boil Festivities on
A beautiful summer evening with the full moon in the background.



COMMODORE COMMENTS

*In the August issue of the Anchorline, I made reference to the United States Coast Guard Vessel Safety Check Program (VSCP). The US Coast Guard Auxiliary, Nashville District, locally conducts the program. A trained Vessel Examiner checks for compliance with state and federal laws and also discusses recommendations beyond the minimum legal requirements of the vessel. The safety check takes from 10 to 30 minutes to complete, depending on the vessel. **THIS IS NOT A LAW ENFORCEMENT ACTION AND THERE IS NO PENALTY FOR FAILURE TO PASS.** The safety check provides feedback to the boat owner on boat equipment requirements by the state and federal government, based on the size and type of boat. The program is voluntary, and offers boat owners that pass the safety check a possible 30% discount on their boat insurance. Additional program information may be found at: <http://safetyseal.net/>*

Arrangements have been made to conduct the VSCP on Saturday, September 20th, from 9:00 am to 12 noon. The safety checks will be conducted at member slip locations; for boats at mooring, a location on the Courtesy Dock will be designated. Pre-registration is necessary to provide adequate staffing for the event and eliminate waiting time by members participating in the safety check. Interested members must register no later than September 13th by e-mail (larryb777@tds.net) or leave a telephone message at 754-0311.

Preliminary plans and estimates for the new entryway and landscaping continue slowly. The project has been divided into three phases which include: 1) the new entryway, 2) the parking lot (old clubhouse and adjacent parking area), and 3) top of the hill parking lot. The cost of this required and expensive project will determine what can be accomplished this year and what needs to be deferred until next year. The search for the Race Committee boat is moving forward, as the committee has narrowed the search and hopes to make an offer on a boat of its choice very soon.

Earlier in the year, I made comments about volunteerism and its importance to HIYC -- Are you a “doer” or do you choose to be a “spectator”? A few weeks ago I was walking on the Courtesy Dock with non-resident member, John Smittle. He happened to lean against one of the power pedestals, which rocked back and forth. He asked to borrow a wrench and proceeded to tighten the lag bolts on each loose pedestal on the dock. In a short five minutes, a simple but important repair was completed. If you see something that needs **repair**, or an **unsafe** situation anywhere and you can't fix it, please report it to the appropriate chairperson or any member of the board. **You may save someone from injury.**

Speaking of “Volunteers,” how about the great “Shrimp Boil” event last month put on by Marian Maxwell and her crew of: Diane & Al Bronner, Donna Copeland, Gary & Natalie Markey, Carol Vaughn, Sherry Haught, Kat Zimmerman, Katherine Debuque, Susan Trigg, and cook, Roger Maxwell. As we exited Harbor Island while unfurling the jib, I counted more than twenty boats sailing to the event. The winds were great and the food was superb. Thanks “volunteers,” for a great event!!

Your Commodore, Larry Boroviak

Nomination of HIYC Officers for 2008

Each fall a Nominating Committee, consisting of all past commodores who are active members, selects nominees for the offices of (a) Secretary and (b) Junior Governor. The Nominating Committee is seeking recommendations from the membership for individuals to fill these two offices.

(a) The Secretary serves a four-year term rotating through the offices of Vice Commodore, Commodore and Rear Commodore: The duties of the Secretary include publishing a monthly newsletter; keeping a correct roll of the members and yachts in the Club; keeping full records of the proceedings of each meeting; maintaining custody of all reports and documents connected with the business of the Club; giving notice of all meetings; and conducting the correspondence of the Club.

(b) The Junior Governor serves a three-year term: The duties of the Governors include the responsibility of actively participating in the business of the Club; serving as the Chairperson for various regattas and Quarterly Meetings each year; and carrying out special assignments identified and assigned by the Board.

If you wish to recommend an active member for one of these two positions, please contact the Chair of the Nominating Committee, Ken Todd by phone at 615-292-1581 or by email at Sassea@bellsouth.net. prior to October 1, 2008.

Nominations may also be made from the floor by any active member at the Fall Quarterly Meeting when the new officers will be elected.

History of the Iron Skillet Regatta

The Iron Skillet Regatta was established on the questionable premise that a winning skipper can be a winning chef. Each year, the winning skipper and crew are given an "Iron Skillet" trophy to be used the following year to prepare dinner for all regatta participants. The winner also serves as regatta chairman the next year. The finishes are often bizarre, since many boats often stack up around the finish line until someone gets pushed over and declared winner. While the results may not always rank in Betty Caldwell's top ten for culinary excellence, recent winners have spared little effort in making up with expedience what is lacking in elegance.

2008 Iron Skillet is scheduled for Saturday, September 20

Co-Regatta Chairmen are Chuck Konesky and Steve Vague, 2007 A and B Fleet Winners. **Registration opens 9:00 AM, skippers meeting 10:00 AM with first start planned for 11:00 AM, see NOR.** Dinner will be served immediately after the race. It is the intent of the Regatta Chairs to have racing completed by approximately 3:30 PM if possible. Don't miss this opportunity to prove your sailing and culinary skills!

Sea Scout News

Thursday August 7th we held what is know as a Bridge of Honor. Basically is it a Sea Scouting Awards Ceremony. The following awards have been earned:

Apprentice

Steven, Christopher, Nick, Danielle, Zack, Angelica and James.

Ordinary

Will, Cory and David.

Additional recognitions were given for

Scuba certification

Zack, Will and David

Lifeguard certification

James and David

Water Safety Instructor

Will

Small Boat Handler/Boater Safety Course

Danielle, Angelica, Will, Cory, James and David

Venturing Leadership Award

Will



We're really proud of these young men and women. But then I guess you knew that already. After the ceremony was finished we noted that the wind was blowing quite well. So... well I guess you know what happened next. And a great evening sail it was too.

In other news:

The mast still is not up on the Cal. At least at the time I'm writing this. In early August Kent Martin put the new bulkhead in place with fiberglass tape. The next Saturday afternoon several of the leaders arrived at the club to do some final installations so the kids could raise the mast at the August 14th meeting. But we found that the resin had not set up. Thus everything had to be taken back out, cleaned, resealed etc. Apparently the hardener was bad which was not Kent's fault. But after our work session...yeah the wind was blowing again. Well what do you expect? We've got to do more than just work on the boats! I think most of us got home around 11:30 that night. Tired but refreshed. And the raising of the mast may only be set back for one week.

With college starting up again we're loosing several of our scouts. Most notably is Danielle Levine. She has been with us for several years now and her smiling face, great disposition and wonderful work ethics will be missed. Other scouts that came back for the summer but are leaving for college again are: Steven White, Nick Internicola and Will Crawley. Although they leave a hole it will hopefully soon be filled by new youth. And the fun starts all over again.

Andy and Cathy Griswold

United States Coast Guard

Vessel Safety Check Program

Administered by: US Coast Guard Auxiliary

Harbor Island Yacht Club

Saturday, September 20, 2008

9:00 AM to 12:00 PM

See Commodore Comments for details
or go to <http://safetyseal.net/>.

HIYC Handbook

Your 2008 HIYC Handbook is
available for pick up in the
Clubhouse.

Thanks, Marian Maxwell

LOTSAS LASERS NOTICE OF RACE

Harbor Island Yacht Club invites you to sail in the thirty-third annual Lotsa Lasers Regatta on Old Hickory Lake September 27-28, 2007. We plan short-course races following **three**-minute starting sequences governed by the *rules* as defined in The Racing Rules of Sailing with changes made to RRS 29.1 (Individual Recalls will be hailed), A2 (Scoring to exclude a "throw out" if six or more races are completed) and 67 with respect to 42 (Propulsion will result in an excludable disqualification) as detailed in the sailing instructions. These may be reviewed at the website, www.hiyc.org (.Regattas .LotsaLasers) along with directions (.About HIYC .Driving Directions and .Map) and weather. Breakfast and lunches will be provided and there will be a lasagna dinner Saturday night. And there will be awards...for the top three juniors (age 17 and under) and for the top "new junior" (who has not sailed in a district Laser event before)...for the first lady...apprentice master (35-44), master (45-54), grand master (55-64), great grand master (65 and over), featherweight (under 60 kg), Clydesdale (over 80 kg)...and for the top four finishers overall. All will be eligible for the dreaded MOP (middle of the pack) and for the highly prized Bookend Award (presented to the skipper who starts in every race and finishes with the highest point total). **Radials** will compete as a separate class for "top three" awards.

The registration fee will be \$35 which includes lunches Saturday and Sunday, dinner Saturday night and breakfast Sunday morning. ILCA members will receive a \$5 discount. Please present your ILCA membership card when you register! Juniors will also receive a \$10 discount. Saturday only sailors' fee \$20. Sunday only sailors' fee \$15.

Please call Bruce Richards at (615) 383-8749 (rich4302@comcast.net) if you have any questions or if we can assist you with your planning. If you plan to arrive Friday night, you will need to call to obtain the combination to the gate across the causeway. If you would like to use one of HIYC's boats to sail in this event, contact William Killebrew (615) 665-2722 (billkillebrew@bellsouth.net).

SCHEDULE

SATURDAY SEPT 27	1000 HOURS	Registration
	1130	Skippers' meeting
	1145	Lunch
	1300	First race with others to follow
	1830	Dinner
SUNDAY SEPT 28	0800	Breakfast
	1000	More races (no starts after 1230)
	1330	Lunch and trophy presentation

**...from Highland Yacht Club on Woods Reservoir
at Arnold Air Force Base, Tullahoma, TN,
Nolan Richards' Spring Regatta Report...**

Filial foreword

Dad and I last sailed in a Laser regatta more than ten (maybe twenty) years ago at AYC, sailing *Manutaki*--the boat he gave me when I finished college, and *Special Delivery* --the boat I gave Sherrie instead of an engagement ring (a ploy that its current newlywed owner Drew Griswold wisely avoided)...until he blew out *Manutaki*'s maststep in 20+ knots and came aboard *Special Delivery* as much-appreciated crew. So it was with equal measures of excitement and trepidation that I contemplated our return to the regatta circuit, he as an Olympian (over 75) and I as an out-of-shape master (45-54). By way of preparation I bought Dad the current Laser upgrades that make the boat safer and more manageable, especially in breeze, for his 77th birthday: a 15:1 purchase vang, a clew sleeve, deck-mounted outhaul and Cunningham controls...as his determination to sail my sister's thirty year old graduation present, #46079, seemed irrepressible and I wanted to minimize the potential for calamity. Then there was the issue of place, where Woods Reservoir seemed the perfect choice; it's small, clean, quiet and nearly equidistant from our home ports...and where HYC reminds me of the original site of MSSC—a pavilion that Dad and his co-workers built on the shore of Lake Wilson in 1960 in the pre-Porta Potty days (it would be correct to infer that we had an outhouse!)...a place that was all about racing and the camaraderie born of sharing the stories that followed under one roof over food and drink. Finally there was the issue of time, where there is no time like the present. I reassured Mum that I would keep an eye on him, so I panicked a minute before the start of the first race when I could not see him in the mass of Coronado 15's and Lasers approaching the start on starboard, nor amongst those behind me on port. I peered under the boom, relieved and smiled. There he was, a boatlength to leeward, looking for his hole; like father, like son. I had planned to follow him around the racecourse to make sure he was OK, so when he tacked into his hole, I followed at a respectful distance on his weather hip...watched him win the start at the pin, and was impressed that his boatspeed was at least equal mine. I soon became the meat in an untenable Coronado 15 sandwich and tacked away, pretty sure that he would be OK. When I tacked back he was ten boatlengths ahead—of all of us! At that point I abandoned my plan to follow and finish behind him; we were racing once again!

Highland Yacht Club Spring Regatta

HYC proved hard to find. My directions ended up at a detour on the Arnold Engineering Air Force Base and I had not a clue how to get to Woods Reservoir. I knocked on the door of a country house and would you believe, the gentleman said "I'll lead you there although I'm a little unsure myself!" Such kindness still prevails! Well, after about 12 miles around the south side of the lake and across a causeway, he showed me "Old Brick Church Road" on the north side and sure enough, I found HYC. There, I was glad to see Bruce who was one of the reasons I decided to dust off my Laser and try the waters at Woods Reservoir.

The sailing water east of the dam is fine, especially with a westerly coming over it. The facilities are about the same as MSSC had at the old Donegan Slough site; an adequate launching ramp, an open pavilion, but they had "portaloos". However, from this open pavilion and with portable BBQ's, they were able to serve very satisfying meals; brunch, dinner and breakfast.

The regatta hosted open catamarans, cruisers (with a fleet of Catalina 22's), open dinghies and the largest fleet, eight Lasers. Winds were 10 -20 all weekend with quite a bit of chop. I was concerned about how much I might recall about driving a Laser but with help from Bruce, I became appropriately rigged. Funnily enough, I won the first start and was in a nice position at the first mark! But that did not last long as the other Laser sailors' downwind skills were far superior. The trend is to go downwind very much by the lee and let the boom far forward. Bruce says, "It's fast". Surviving three hard races on Saturday had its cost; aching groins and knees at day's end due to age and "hiking/riding" the gunwales in and out to maintain optimum trim.

Sunday, medication told me I could sail one race only against these younger folk. Well, fortunately there was only one race in which I had the fun of again being in the lead approaching the first mark. However, I missed my tiller on the tack for it and fell backwards out of the boat! Sheepishly and embarrassed, I righted her and crawled back in while two laughing skippers* flew by! Then there was that scary downwind leg where the Laser wants to go into a "death roll" so with a combination of lowering the board sometimes and talking to her sternly, we stayed upright. The Laser is an exciting boat and I had both fun and scares but the price of having sore knees for a week was pretty severe.

John Coolidge of Privateer Yacht Club won with Bill Hofmeister, HIYC&HYC, second, Bruce Richards, Harbour Island Yacht Club, third, Mandy Hofmeister fourth. I think I was about fifth but participation and discovery were the goals, not placement.

I think Gar Bouse, Brenda Anding and maybe Willson have been to HYC but you might consider it because the water is good and you'll really appreciate the amenities we already have at MSSC.

Nolan Richards, 28th May 2008

*Filial footnote

I was not laughing. It was blowing 15+ knots and I was trying to tame a full rig upwind when a Coronado 15 headed back downwind after rounding the mark passed to windward of me; I survived the subsequent tea-bagging but the blast off its leech was too much. My boom end hit the water and I was climbing over the windward rail on my way to the centerboard, looking up to make sure Dad was OK in this monster gust as he had been in the lead of a tight four-boat approach to the weather mark.. He was OK all right, in the water, climbing back into his boat and off to the races again, way ahead of me...

Bruce Richards

Laser # 185555

SECONd CHILdHOOD (my 50th birthday present from Sherrie)

August 2, 2008

RE: Clean Boating Act Signed into Law!

Dear Boat U.S. Member,

Thanks to some great teamwork, the threat of a new EPA discharge permit for all your boats is gone! On Tuesday night, President Bush signed into law "The Clean Boating Act of 2008", which gives recreational boats a permanent exemption for the court imposed EPA discharge permit.

I thank each of you for helping create this victory for boating. Every time we asked for your help, you were there to push the legislation further down the path towards successful passage. You contacted your Members of Congress and helped them understand the importance of boating in your life. And Congress heard the loud voices of tens of thousands of boaters!

Nice work!

Enjoy the rest of the summer on the water!

Margaret Podlich

Vice President of Government Affairs

Boat U.S.

Govaffairs@boatus.com

USE OF THE WASTE PUMP-OUT SYSTEM

If you have a holding tank or porta -potty, on your boat please read this.

A week or two ago the HIYC waste pump-out system ceased functioning correctly. After about two hours work by three or four club members, the problem was traced to paper towels, which were not water soluble, blocking the discharge line at the dock. Someone had apparently flushed paper towels down their boat head, and they became lodged in the bronze hydrant on the dock. This took the system out of service to all club members who needed to use it.

Could we suggest that everyone follow a common rule-of-thumb used by boaters world-wide which you may want to post in your head as a reminder and for guests on your boat:

"Don't put anything into your boat head that you haven't eaten of drunk first with the exception of marine toilet paper,"

And, keep an ample supply of marine toilet paper which is water soluble in your head compartment. Thank you.

On a second matter, the State of Tennessee inspects our pump-out system each Fall to assure that we are using it the way that it is licensed to be used. A part of that inspection is to check our usage log book. Over the past six weeks there were 20 tokens in the token box but only 9 or 10 entries in the log book. Everyone please take that extra minute to log in your pump-out. It helps us demonstrate that we are using it regularly and will aid us in providing better service of the system.

Thanks again.

Ken Tempelmeyer

GREAT SAILING IN SOUTHWEST FLORIDA

Fred and I were blessed to meet some great sailing friends, Bill & Vicki Welsch, from St. Louis over 15 years ago. We have chartered boats with them over the years and sailed with them in Greece, the Abacos, and the Leeward Islands. In addition, they have visited us in Nashville and sailed with us at Harbor Island Yacht Club.

Bill & Vicki have now retired and have moved to beautiful Punta Gorda, Fl. They have a 35 ft. Catalina that they keep at Burnt Store Marina on Charlotte Harbor on the Gulf of Mexico. They live so close by that they ride their bikes over to the marina! Since they have relocated there, we have been down to visit several times and have done some great sailing with them. For instance, a couple of years ago, we have a fabulous trip sailing from Punta Gorda to the Dry Tortugas.

This year, we went down in early March and spent a week on their boat. There is great sailing right in Bill and Vicki's "back-yard" with wonderful anchorages in Charlotte Harbor (I believe we could have spent the entire week there!) Instead, we decided to explore some of the beautiful coastal areas in southwest Florida (often referred to as "The Paradise Coast.") The first day we sailed to Ft. Myers Beach and overnighted there. Ft. Myers is set-up well for cruisers with plentiful mooring ball fields. It's an easy dingy ride to go in to the restaurants and shops.

We then sailed south to Marco Island and anchored in Smokehouse Bay. Imagine taking your dingy to the grocery store that has its own dingy dock! There were many wonderful restaurants to choose from there. Marco Island is the largest of Florida's Ten Thousand Islands in Southwest Florida. It has been described as Magical, Mystical and Alluring (I would agree).

The next day, we had a wonderful day of sailing on the Gulf in a brisk 20 knot breeze with some gusts up to 25 knots. Bill and Vicki have a real cruising state of mind and wanted to reef the sails. Since Fred and I have a little (or a lot) of the racer mentality, we convinced them to leave the sails up and play the main sail to keep the boat on its feet. It was a fun day.

We then headed to Captiva Island. We stayed at the marina at the South Seas Island Resort. This resort is positioned at the end of the small island of Captiva. You feel like you are at a luxurious, tranquil island in some far away place yet you are right off the coast of Florida. Since we were guests at the marina, we had full access to all the resort amenities. We did do some relaxing by the pool while sipping some adult beverages that had little umbrellas sticking out. Needless to say, we thoroughly enjoyed our stay on this beautiful island and actually extended our stay another day. Check out Captiva at <http://www.cnn.com/2008/TRAVEL/getaways/03/21/captiva/index.html>.

From Captiva Island, we sailed over to a private island, Useppa Island. You can only visit Useppa if you are a guest at the resort there. Bill and Vicki had learned a "little local knowledge" that allowed boaters access to the island. We made a reservation to visit the public museum on the island and had lunch at the Collier Inn. Useppa is a beautiful island with an interesting history. It has beautiful foliage and quaint private homes and has been described by a travel magazine as "one of the top 25 true island retreats in the world--serenity, great facilities, fishing and no cars."

From Useppa, we sailed to Pine Island. Vicki's sister, Brenda and her husband Pat live on a canal on Pine Island. We have been friends with Brenda and Pat for a long time and we enjoyed staying at their dock on the canal overnight and having a nice visit with them. Pat is a gourmet chef and always feeds us well.

Our last night out we spent at one of our favorite anchorages, **PELICAN BAY at the south end of Charlotte Harbor. It was recently listed on MSNBC as having one of the top 12 secluded beaches in the world.** http://www.msnbc.msn.com/id/23504847/?pg=8#TRAVEL_SecludedBeaches_Concierge

I hope I have described the beauty of the sailing in southwest Florida in such a way that you will want to try it. It's simply a fantastic place to cruise and explore.

This website lists many of the wonderful anchorages in southwest Florida. If you click on an anchorage you are interested in, it describes it in detail.

http://flseagrant.ifas.ufl.edu/anchorage/anchorage_inventory.php

Fair winds,
Joy Kimbrell

CONJURESS - 36' Cutter

Lord Nelson Design

Jack Hill of Kingston, New York decided to build a boat after a boat show in Detroit during the winter of 1979. The show brought back memories of his youth in Rochester - of skimming along Lake Ontario in power boats, and on water skis. He bought the plans from Ron Hankinson of Bellflower, California for \$178 and paid a naval architect and additional \$200 consultation fee. Jack improved the design by using steel ribs and 5 inches of PVC foam sandwiched between ½ layers of fiberglass to form her hull. Construction began in 1980 culminating with a September 1985 launch. Jack named the boat CONJURESS while constructing the hull supports in his backyard. He wife asked him "Jack, what are you conjuring up now?" He paused and named her on the spot.

Jack sailed Conjuress frequently from HIDEAWAY Marina in Kingston New York to Florida and across the Atlantic. In 1998 Jack sold the boat to a man named Clayton in Marathon, Florida. Clayton sailed Conjuress allover the Caribbean and Florida Keys. After deciding he should spend more time with his grandchildren, Clayton docked Conjuress at Old Hickory Marina where Kevin and Beth purchased her in September 2007.

Description: LOA 36', LWL: 33', Beam: 11'1", Draft 5', Mast 48', Displacement 17,000#, and Ballast 6,500

Materials: Fiberglass roving & mat over Airex core; Fiberglass over plywood decks, Sitka spruce spars; 7X7 stainless spliced rigging; interior hand crafted & carved cabinets; extensive bronze fittings above and below deck, 2-50G stainless steel water tanks, 40G fuel tank, 20HP center mounted diesel, dual propane Gimbale stove and two 80 watt solar panels to power the refrigerator.



Article and pictures of "Conjuress" A Lord Nelson Design are provided by the owners Kevin and Beth Knapp. Kevin and Beth were award the 2007 Thweatt New Members Award and Kevin is also our HIYC webmaster.

J.B. Copeland
3451 Nonaville Road
Mt. Juliet, TN 37122



Harbor Island Yacht Club

Located on Old Hickory Lake

2008 Officers

Commodore—Larry Boroviak
Vice Commodore—Barbara Ward
Secretary—J.B. Copeland
Treasurer—Fred Beesley
Rear Commodore—Ken Todd
Senior Governor—Steve Vague
Governor—Jack Benz
Junior Governor—Greg Theriot

VISIT OUR WEBSITE!
[HTTP://WWW.HIYC.ORG](http://www.hiyc.org)

TO:



September 2008

Mon - 1 Labor Day
Tues - 2 HIYC Board Meeting
Thur - 4 Thursday Evening Race
Sun - 7 Lighting Fleet Race #13
Thur - 11 Thursday Evening Race
Sat - 13 Match Race Challenge HIYC / PPYC
KLSC Watkins Cup
Sun - 14 Match Race Challenge HIYC / PPYC
KLSC Watkins Cup
Thur - 18 Thursday Evening Race
Sat - 20 Iron Skillet Regatta
Thur - 25 Thursday Evening Race
Sat - 27 Lotsa Lasers Regatta
KLSC Commonwealth Cup
Sun - 28 Lotsa Lasers Regatta
KLSC Commonwealth Cup

October 2008

Sat - 4 PPYC Octoberfest Regatta
Sun - 5 PPYC Octoberfest Regatta
HIYC Quarterly Meeting
Tues - 7 HIYC Board Meeting
Thur - 9 Thursday Evening Race
Sat - 11 McDougall Cruiser Regatta
HIYC Wine Tasting/Piano Bar
Sun - 12 McDougall Cruiser Regatta
Thur - 16 Last Thursday Evening Race
Sat - 18 McDougall Open Regatta
KLCS Riddle Cup 50K
Sun - 19 McDougall Open Regatta
Sat - 25 Fall Cleanup Day
PPYC Equalizer One Design @HCM
Sun - 26 PPYC Equalizer One Design @HCM
Daylight Savings Time Ends