

THE ANCHORLINE

Harbor Island Yacht Club

GREATER NASHVILLE'S OLDEST YACHTING MONTHLY

April 2009

Volume 42 Number 3



Chloe with a bone in her teeth during the 2009 Warterfield March Winds Regatta

2009 Warterfield March Winds Regatta

Light A Class

Andy Carson

Boat	Race 1		Race 2		Total Points	Place
	Corr. Time	Place	Corr. Time	Place		
J22	8634	1	5344	1	2	1

Heavy A Class

Greg Theriot
Bob Cotton
Chuck Konesky
Anne Beesley
Mike Birk
Rodney Beason
Larry Boroviak

Boat	Race 1		Race 2		Total Points	Place
	Corr. Time	Place	Corr. Time	Place		
J-105	8769	1	5213	1	2	1
J-32	8927	3	5334	2	5	2
C&C 99	9022	2	5450	3	5	3
J-32	9249	4	5551	4	8	4
S2 9.1	9398	5	6041	5	10	5
Beneteau 345	9536	6	6115	6	12	6
Beneteau 35s5	10067	7	6228	7	14	7

Heavy B Class

Cully Cobb
Steve Vague
Jack Benz
Andy Griswold
Norm Worrell
Joe Ballard
Kent Martin
James Dodge

Boat	Race 1		Race 2		Total Points	Place
	Corr. Time	Place	Corr. Time	Place		
Swiftsure 33	8758	1	6100	1	2	1
Nortstar 500	8958	2	6313	2	4	2
O'Day 28	9182	3	6572	3	6	3
Pearson 30	9203	4	6698	5	9	4
Pearson 26	9538	5	6785	4	9	5
Pearson 35	9876	6	6892	6	12	6
Catalina 22	9911	7	7009	7	14	7
C&C 25	12326	8	7217	8	16	8



Dear Sailing Friends.

You probably are becoming bored with hearing about the various facets of my life, but this is a picture of me with my math students. When I first meet my classes at the beginning of the semester the students are mutually exclusive and a little timid. The class is quiet... everyone's a little scared and there is no interaction. As we get about two weeks into the semester, the bolder students begin to sit closer to the front of the room and those who are more timid gravitate toward the back. The front of the room asks a lot of questions, the back takes a lot of notes. About four weeks into the semester I hand out a difficult assignment and walk out of the room. When I return at the end of the hour, I know the class has bonded if there is a lot of noise and lively discussion...the better students are helping those who are less knowledgeable, friends are made over the difficulty of working the problems; phone numbers are exchanged in case someone needs support or assistance at a time other than class. At this point everyone begins to feel comfortable asking questions and gaining insight from those who know the answers, and I am almost invisible and unnecessary as I stand and watch them interact. The bonds get stronger as they work together to master the material and the joy is shared when they are successful!



This cooperative process of learning can be related to sailing. There is so much to learn and it takes a lot of practice for even our very good sailors to master the nuances of the sport. There are many ways to interact with other club members while gaining more knowledge and making friends. Put your name on the crew list, volunteer to help the race committee, attend seminars, hang out at the club after a regatta and soak up the conversation about favored sides, wind shifts, shore effects, mark roundings, and spinnaker snafus. Hopefully we have provided opportunities where you can feel comfortable asking questions about our intricate sport. Get off the back row, stop taking notes, start making noise, share the joy and begin to have lively discussions!

We have only two more regattas in our Spring racing season, the Tennessean Cruiser and the Tennessean Open. Don't be shy about asking to crew on a boat. The Early and Late Summer Series (Thursday nights with a 6:00 pm start) provide relaxed platforms for learning-skippers take out their boats for a fun race with working sails and no spinnakers-a great time to just get on a boat and go sailing. In early June, Lightning Fleet 262 will host the Mississippi Valley District Championships at HIYC. We expect to compete against world class sailors who are trying to qualify for the Nationals. It will be an exciting regatta to watch. Of course the Cheeseburgers in Paradise Party and Independence Day Cookout and Boat Parade are where we celebrate new friends, new knowledge and what we have learned about our sport. Then we get ready to do it all again in the fall!

Let's go sailing!

Barbara

2009 Winter Series Final

Heavy A

	Overall	COW	1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	7th Race
	points	place	place	place	place	place	place	place	place
1st Theriot	9.57	1	2	1	3	1.57	1	2	1
2nd Cotton	10	2	1	2	1	1	2	1	2
3rd Konesky	21	3	4	3	2	2	3	4	4
4th Beesley	24	4	3	4	4	3	4	3	3
5th Boroviak	32	6	4	5	5	5	5	4	4
6th Birk	33	8	4	6	5	4	6	4	4
7th Beason	34	5	4	6	5	6	6	4	4
8th Asgeirsson	35	7	4	6	5	6	6	4	4

Heavy B

	Overall	COW	1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	7th Race
	points	place	place	place	place	place	place	place	place
1st Ballard	9	1	1	1	2	1	3	2	1
2nd Dodge	15	2	2	2	3	3	1	3	2
3rd Waller	16	3	2	3	1	2	3	3	2
4th Vague	17	3	2	3	3	3	3	1	2
5th Fielder	18	3	2	3	3	3	2	3	2

*COW = Change of Watch Regatta, the first race of the Winter Series. Overall Points Above include one throw out.

**SAILING SEMINAR
2009 RACING RULES
FRIDAY, APRIL 17, 2009
7:00-9:00 PM AT HIYC**

**PRESENTED BY
BRUCE RICHARDS & FRIENDS**

*OPEN TO ALL WHO WANT TO LEARN THE
CHANGES IN THE 2009-2012 RACING RULES OF SAILING!*

**Want to add something to the
Anchorline?**

**Email David Desforges @
Secretary@hiyc.org**

**Deadlines are generally 7 days
before the end of the month.**

According to the law:

***“Any Tennessee resident born after January 1, 1989 must show the
TWRA-issued wallet Boating Safety Education Certificate as proof of
successful completion of the TWRA Boating Safety exam.”***

**Harbor Island Yacht club and her Sea Scouts host the Third
Annual Safe boating class**

April 25th 8:30-noon.

**Lunch to be provided by the Sea Scouts. With a short sail to follow.
(Weather Permitting)**

To register please contact Andy Griswold via email: andy@grizzlyweb.com

HARBOR ISLAND YACHT CLUB

THE 2009 TENNESSEAN REGATTAS

Cruiser Regatta April 4-5 2009

OFFICIAL Notice of Race and Sailing Instructions are on the HIYC website at <http://www.hiyc.org>

SCHEDULE: CRUISER REGATTA	
SAT. APRIL 4, 2009 8:00 am: Registration (\$25), Coffee, Donuts 9:30 am: Skippers' Meeting 10:55 am: Warning Signal for start 5:30 pm Social Hour (BYOB) 6:30 pm: Dinner hosted by HIYC	SUN. APRIL 5, 2009 8:00 am: Coffee and Donuts 9:55 am: Warning Signal for Start 3:00 pm: Trophy Presentation

Open Class Regatta April 18-19, 2009

OFFICIAL Notice of Race and Sailing Instructions are on the HIYC website at <http://www.hiyc.org>

SCHEDULE: OPEN REGATTA	
SAT. APRIL 18, 2009 8:00 am: Registration (\$25), Coffee, Donuts 9:30 am: Skippers' Meeting 10:55 am: Warning Signal for start 5:30 pm Social Hour (BYOB) 6:30 pm: Dinner hosted by HIYC.	SUN. APRIL 19, 2009 8:00 am: Coffee and Donuts 9:55 am: Warning Signal for Start 3:00 pm: Trophy Presentation

For more information: Contact J.B. Copeland: 615-443-2112, ext. 122 or 615-948-1678
hiycsec08@aol.com

Junior Regatta Sunday April 19, 2009

OFFICIAL Notice of Race and Sailing Instructions are on the HIYC website at <http://www.hiyc.org>

1:00 pm: Registration (\$10.00) 1:30 pm: Warning Signal for First Race ASAP: Trophy Presentation
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For more information: Bill Killebrew: 615-665-2722 or billkillebrew@bellsouth.net



2009 HIYC Thursday Evening Races

It is time once again for the start up of HIYC's casual Thursday Evening Races. HIYC summer evening racing is essentially a do-it-yourself Race Committee activity. We have extended the racing this year by several weeks, both on the front and rear ends. The following Text from Peter Bennett and Jim Waller outlines the process:

Participants: Racer / Cruiser Yachts. Yacht skippers are reminded that in the interest of promoting sailing and racing participation that any and all persons present wishing to sail be extended an invitation to crew.

Documentation: Sailing Instructions will be produced for the summer sailing series and will be posted on the HIYC web-site. Yacht handicaps and course charts will also be published there.

When to race: Thursday nights, April 2 through October 22. Warning Signal at 6:00 PM. The schedule may be modified by the HIYC Race Committee Chairman.

Race cancelation: As regular HIYC summer series racers know, the summer climate occasionally produces windless days and these days are not ideal for sailing. The HIYC Race Committee will investigate a method to notify competitors of race cancelation due to lack of forecasted wind. This may be by reference to a weather web-site, much like the winter series minimum ambient temperature process, or notification on the HIYC web-site. Further information will be forthcoming.

Courses: Two courses have been established and published using existing navigational marks. There will be no deviation from established courses.

Start / Finnish Line: A start / finish line will be established between existing navigational marks near the entrance to the HIYC channel.

Starts: Starts will be pursuit type starts with the fastest boats starting last.

Starting handicaps: Starting handicaps have been calculated and published for both courses and all potential/registered competitors.

Starting signals: A competitor boat shall sound a published sequence of horn sounds to signal the initiation of the starting sequence. Competitors are responsible to start at their appropriate time.

Finishes: The first place boat is requested to record the finishing order of all boats and forward the information to the series chairperson. Series results will be published on the HIYC web-site.

Social: All participants, and anyone else interested, are encouraged to remain for BYO dinner at the conclusion of racing.

Trophies: Trophies will be awarded for the series, or series portions, at an appropriate venue.

Early Times at Harbor Island

The Place

In the early 1950's when Old Hickory Dam was under construction, a small group of Vanderbilt doctors bought from Mr. Noel Nokes, a twelve acre peninsula (to be) at the northwest edge of what would become the bay of Harbor Island. We had gone over topographical maps of the whole area and then tramped through alot of mud to select the site. Mr. Nokes had a big cornfield extending from Saundersville Road westward to the river bounded by a rising pastured hill to the north and to the south two rocky hills deeply covered with forest. The northern island of about thirty-five acres was to become Harbor Island. Mr. Nokes built a road out to the doctors' tract and named it Vanderbilt Road. A meandering creek, Nokes' Branch, went from Saundersville Road, then a narrow country lane of broken asphalt and gravel, westward to the river. The land rose at the river's edge forming a little canyon about fifteen feet deep where the creek entered with soft earth to the south of the creek and a rounded shell mound to the north. Further to the north lay a larger tree covered hill. The shell mound was a widely known source of Indian artifacts. Cully Ward's father was first to build a cottage in the doctors group and his mother, Nancy, was a champion arrowhead finder with several hundred perfect specimens. Archeologists told the Wards this shell mound was a gathering place for archaic Indians thousands of years before the arrival of the more modern Mississippian people who, themselves, preceded the tribal civilization. The shell mound now lies beneath several feet of water.

The main channel of the river lay just beyond these small hills with rows of stumps along both banks which had been cleared in preparation for the lake. Beyond, across the river, was Indian Lake, which flooded out, along with the Nokes' property when the lake was formed. The other larger wooded hill is now about one-third its original size and has lost most of its forest. A few trees remain, forming a huge rookery for the great blue herons with at least a dozen or more large nests in a tree at the south end of the island.

Mr. Nokes had been in negotiation with the Corps of Engineers about keeping the larger of the two wooded hills to the south of the cornfield which was scheduled to be purchased by the Corps. By building an access causeway he was able to keep the 35 acre wood lot for development.

Along with his farm manager, Johnny Moss, and participation by Jones Brothers Pavers, the road out to the island was constructed. John McDougall and several of his friends and associates formed a group to purchase the island from Mr. Nokes. A surveyor laid out roads and building lots, including the sailing club lot and launching ramp. The handsome entry at Saundersville Road was constructed in stone with a beautiful little lighthouse and a plaque identifying the place as Harbor (Harbour to John) Island. Roads on the island, water, telephone and power were provided. Most of the waterfront lots were quickly purchased and the stage was set for Harbor Island Yacht Club.

Cully Cobb

April 2009

Dock Slip & Mooring Waiting List

Wood Dock Adm: Allen Mirse		Concrete Dock Adm: Dave Desfor- ges		Plastic Dock Adm: Neil Cunning- ham		Causeway Dock Adm: Ken Todd		Temporary Slips DM: Jerry Levine		Moorings HM: Gary Sawyer	
SR #	Name	SR #	Name	SR #	Name	SR #	Name	SR #	Name	SR#	Name
7/16/95	Smokler	7/16/95	Smokler	11/12/99	Hall	5/11/93	Miller	8/15/95	Asgeirsson	11/13/06	Latour
8/15/95	Asgeirsson	8/15/95	Asgeirsson	4/10/01	Fortune	7/16/95	Smokler	4/8/03	Toole	12/12/06	O'Dell
9/12/95	Thomas	4/8/03	Toole	4/8/03	Toole	8/15/95	Asgeirsson	11/11/03	Hardesty		
10/12/95	Osborne	11/11/03	Hardesty	11/11/03	Hardesty	9/12/95	Thomas	12/9/03	Fielder		
4/10/01	Fortune	12/9/03	Fielder	12/9/03	Fielder	10/12/95	Osborne	6/13/05	Robertson		
4/8/03	Toole	6/13/05	Robertson	6/13/05	Robertson	4/8/03	Toole	10/21/05	White		
11/11/03	Hardesty	10/21/05	White	10/21/05	White	11/11/03	Hardesty	10/21/05	Woodcock		
12/9/03	Fielder	10/21/05	Woodcock	10/21/05	Woodcock	12/9/03	Fielder	2/28/06	Poirier		
6/13/05	Robertson	2/28/06	Poirier	2/28/06	Poirier	6/13/05	Robertson	3/6/06	DiCroce		
10/21/05	White	3/6/06	DiCroce	3/6/06	DiCroce	10/21/05	White	4/6/06	Behnke		
10/21/05	Woodcock	4/6/06	Behnke	4/6/06	Behnke	10/21/05	Woodcock	6/13/06	Brannon		
2/28/06	Poirier	6/13/06	Brannon	6/13/06	Brannon	2/28/06	Poirier	7/11/06	Cunningham		
3/6/06	DiCroce	7/11/06	Cunningham	7/11/06	Cunningham	3/6/06	DiCroce	11/13/06	Latour		
4/6/06	Behnke	11/13/06	Latour	11/13/06	Latour	4/6/06	Behnke	12/12/06	O'Dell		
6/13/06	Brannon	12/12/06	O'Dell	12/12/06	O'Dell	6/13/06	Brannon	2/12/07	Andrews		
7/11/06	Cunningham	2/12/07	Andrews	2/12/07	Andrews	7/11/06	Cunningham	3/12/07	Greer		
11/13/06	Latour	3/12/07	Greer	3/12/07	Greer	11/13/06	Latour	4/10/07	Green		M = Harbor Master
12/12/06	O'Dell	4/10/07	Green	4/10/07	Green	12/12/06	O'Dell	4/16/07	Lovelace		D M = Dock Master
2/12/07	Andrews	4/16/07	Lovelace	4/16/07	Lovelace	2/12/07	Andrews	5/11/07	Martin D.		Adm: = Admiral
3/12/07	Greer	5/11/07	Martin D.	5/11/07	Martin D.	3/12/07	Greer	7/9/07	Amos		
4/10/07	Green	7/9/07	Amos	7/9/07	Amos	4/10/07	Green	9/10/07	Knapp		
4/16/07	Lovelace	9/10/07	Knapp	9/10/07	Knapp	4/16/07	Lovelace	10/2/07	Jordan		
5/11/07	Martin D.	10/2/07	Jordan	10/2/07	Jordan	5/11/07	Martin D.	10/3/07	Grissom		
7/9/07	Amos	10/3/07	Grissom	10/3/07	Grissom	7/9/07	Amos	4/3/08	Putnam		
9/10/07	Knapp	4/3/08	Putnam	4/3/08	Putnam	9/10/07	Knapp	7/8/08	Taylor		
10/2/07	Jordan	7/8/08	Taylor	7/8/08	Taylor	10/2/07	Jordan				
10/3/07	Grissom					10/3/07	Grissom				
4/3/08	Putnam					4/3/08	Putnam				
7/8/08	Taylor					7/8/08	Taylor				

Quarterly Meeting and Potluck Dinner

Sunday, April 26, 2009

Social Time 5:30 P.M. Dinner 6:00 P.M.

PROXY FORM

I, _____ an Active member of Harbor Island Yacht Club, entitled to vote at the Quarterly meeting, do hereby constitute and appoint _____ as my proxy to attend the Quarterly meeting to be held on **April 26, 2009**, or the continuation or adjournment thereof, with full power to vote and act for me in my name, place and stead, to the same extent and with the same effect as if I were personally present. Any proxy or proxies I have heretofore given to any person or persons whatsoever are hereby revoked.

Signed _____ Date _____

Mail to: David Desfor- ges, 111 Rea Dr. , Hermitage, TN 37076 email: Secretary@hiyc.org

Go Sailing

If I could offer you only one piece of advice for the future, it would be to Go Sailing. The rest of my advice, on the other hand, has no basis more reliable than my own meandering sailing experience. I will attempt to dispense that advice now.

Enjoy HIYC. Help out as often and as enthusiastically as you can. Be careful. It is a rewarding practice. You might experience a warm fuzzy feeling.

Volunteer, especially at sailing camp. Besides being gratifying, you might learn something. Remember, children are great teachers.

Don't feel guilty if you don't empty the garbage in the kitchen or replace an empty toilet paper roll every time you visit the club. But, do empty or replace at least once a year. You'll feel good about yourself.

Be considerate. Try to park in designated parking areas. Unload in the dinghy lot, but don't park there. Remember, the goal is to go sailing.

Sail as often as you can. Take risks. Ask questions, even stupid ones. They may save you one day. Race. Start well. Go to the juice. Remember, collect them when you can. Maybe you'll win; maybe you won't. Maybe you'll beat --; maybe you won't. Put it behind you if you lose. And always have fun.

Read sailing magazines, but don't believe everything you read. Dave Dellenbaugh has great advice. But don't get discouraged if you score poorly on his quizzes. Question all that you read. Agree to disagree. And remember Stuart Walker will only confuse you.

Make fewer excuses to not go sailing. Make a list of reasons why you should go sailing and act on them. Remember, the sailing season is too short.

Fly your spinnaker as boldly and fearlessly as possible. Maybe you'll go over, maybe you won't. Maybe you'll turtle, maybe you won't. Don't roll gibe in more than 10 knots of breeze. And remember, don't release the guy.

Don't flog your crew, unless of course, they really need it. Don't yell at your spouse, you might be short on crew one day.

Don't be too critical of your crews performance. Holding the tiller doesn't make you God. Sing, stretch, & sail a laser at least once a year. It will show you how good you really are....or aren't.

Accept certain inalienable truths. Some sailors cruise, some sailors race. Some racers win; some racers lose. You, too, will get old. And when you do you'll just get a little dinghy.

Uphold the Corinthian Spirit. Learn from your elders. Do your circles. And remember, even if you've been sailing for more than 40 years, you may still earn "Most Improved".

Drink lots of water, happily wear your life jacket. And remember, wear sunscreen.

See you at the lake.....Mandy

Editors Note: The Above is a re-print from a 1999 Anchorline by our then Commodore Mandy Hoffmeister and her advice still holds true ten years later..... Dave



After a fun visit in Isla Mujeres, Mexico, it was time to continue our way along the southern Yucatan Peninsula to Belize. One of the reasons that we love this lifestyle is the people we meet, and the friends we make. Most of the time, departures are sad, but we also look forward to new destinations and new friends.

The Gulf Stream has a 2-knot current flowing north the entire length of the Yucatan, so the key and challenge is to hug the coast, away from the current and close to the reef. To make it even more interesting, Mexico has not done a good job of surveying its coast. There are sections with limited information, or none at all. One of our waypoints would have put us 3 miles inland! Being that close to shore, with breaking waves across the reef, is a little intimidating at times. On the plus side, we are able to see beautiful coastlines up close, with charming resorts and lovely beaches.

Our first stop was El Sid Marina in Puerto Morelos. We covered the 33 nm with a 15-20 knot NE wind in 7 hours over lumpy seas. The following day, we sailed 30 nm past Cozumel in 6-8 foot seas, to Puerto Aventuras. The entrance is not for the faint of heart, but the facility is very nice. And, at \$18 per day, it's a real bargain.

The next day we sailed 57 nm in 9 hours over 8-10 foot seas. When we dropped the anchor behind Cayo Culebra in Bahía de la Ascension we were dog-tired and salt encrusted. The following day, the wind continued at 20+ knots out of the ENE. We were in a beautiful, well-protected anchorage, so we decided to take a day of rest.

On the second day, we'd had enough solitude, so we departed for our next destination even though the wind hadn't subsided much. Our goal was to cross 70 nm of the Gulf Stream and reach Banco Chincharro (an atoll 20 miles off Mexico's mainland), before dark. The seas were confused when we first got outside the bay at 6:30 am, and then turned to 10 footers as we entered the Gulf Stream. The wind was blowing from the east 15-20 knots. We finally anchored at Cayo Norte on the north end of the atoll at 7:00 p.m. Entering the atoll after dusk was a real nail biter with its narrow entrance and shallow water. We dropped the hook in sand over hard coral. Finding ourselves exhausted, we opened a can of chili and went to bed only to have a storm blow in at 2 in the morning, forcing us to jump up, take up the anchor, motor to a different spot and reset the anchor, all in the blowing rain!

We left early the next morning, sailing along the western side of the atoll (in the lee of the 20 knot winds) and had a great sail into Xcalac (ish kah lock). We formally cleared out of Mexico and went out for a nice dinner at a tiny resort that evening.

The following day, we had a pleasant sail to San Pedro, Belize, where we cleared Customs & Immigrations. We spent two days being tourist and provisioning before heading to Caye Caulker, 7 miles south. This is a fun, palm-clad island, with a Bohemian atmosphere. It's a relaxing, traffic-free place with sand roads, sand floors in the beachfront bars and restaurants, and Rastafarian and Maya people selling their crafts on the roadside. After a couple of days there, we headed for Old Belize a/k/a Cucumber Beach Marina. *Le Ciel* needed fuel, water, and a good boat cleaning since there were salt crystals all over. We also needed provisions, so we went to Brodies, a large, air-conditioned grocery store in Belize City by way of the "chicken bus" for only \$1 BZ or \$.50 U.S. No, there are no chickens on the bus, just lots of people, bags, and boxes. Belize City is one of those places the guidebooks warn you about. Not much to see--poor, dirty, and full of unsavory characters. We found everything we needed, but if it's imported, it's expensive. Local produce is reasonable and purchased at the market next to the bus station in open stalls. The local beer is a 10 oz "Belikin" (pronounced like pelican) which takes some getting used to. It's better if it's really cold.

After a few days in the marina, we rode the bus to San Ignacio, in the mountainous Cayo district (same type of bus, but 2-1/2 hour trip and \$7 BZ). It is a beautiful area with rain forests, wild rivers, and exotic wildlife. We went on an all day canoe trip where we identified over 30 birds, including a Toucan! The next day we went horseback riding, and witnessed the start of the 11th Annual "La Ruta Maya", a 3-day, 170-mile canoe race ending in Belize City.

In the following weeks, we had visits from Molly Hagan (Joe and Maribeth's daughter) and Kathryn Butler (Randall Butler's daughter). Both were on spring break from college. We tried to meet Joe Ballard & Gerri, but were unsuccessful. Consecutively, we welcomed a visit from our friends, Bob Easter and Vikki Vaughan of Mt. Juliet. We explored the Upper and Middle Keys, while doing lots of snorkeling and some scuba diving. Belize is home to the 2nd largest reef in the world, protecting hundreds of islands. The prevailing winds are from the east and an idyllic place to sail. The water can be shallow in places, but it's been that way this whole trip. We are going to spend the next few weeks visiting more of the middle and southern islands, before turning North for "Home Sweet Home."

Sea ya,
Thom & Ceile



Sea Scout News

Ok it's been cold and dark but that's not stopped the learning and fun. If you're going somewhere you need to know how to get there. On land we work with maps. On water... **Charts.**



A little direction and they are off and running. This particular chart is of the Apostle Island on Lake Superior.

A little warmer weather and we start preparing to race.



Keeping the boats clean is a big part of being fast. In preparation for the Waterfield March Winds regatta we worked with two boats. We were actually concerned that we could need a third.

But the Friday night before the race we had been invited to shoot rifles with the Hume-Fogg venturing crew 700.



After some safety instructions

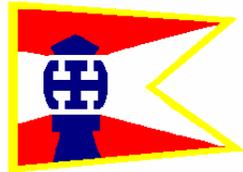
and Safety gear

The shooting started. Followed by Pizza.

The Scouts then had two wonderful days of sailing in the March Winds regatta.

Andy and Cathy Griswold

David Desforges
111 Rea Drive
Hermitage, TN 37076



Harbor Island Yacht Club

Located on Old Hickory Lake

2009 Officers

Commodore—Barbara Ward
Vice Commodore—J.B. Copeland
Secretary—David Desforges
Treasurer—Fred Beesley
Rear Commodore—Larry Boroviak
Senior Governor—Jack Benz
Governor—Greg Theriot
Junior Governor—Jamie Totten

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

TO:



April 2009

Thurs-2 Start of Thursday Evening Races
Sat-4 Tennessean Regatta
Sun-5 Tennessean Regatta
Thurs-9 Thursday Evening Race
Sun-12 Easter
Mon-13 Board Meeting
Thurs-16 Thursday Evening Race
Fri-17 Sailing Seminar Rules
Sat-18 Tennessean Open Regatta
Sun-19 Tennessean Open Regatta
Thurs-23 Thursday Evening Race
Sat-25 3rd Annual Safe Boating Class
Sat/Sun 25-26 Indianapolis Lightning open Regatta
Sun-26 HIYC Quarterly Meeting 2
Thurs-30 Thursday Evening Race

May 2009

Sat-2 KLSC 100K Race
Sun-3 Lightning Fleet Race 1
KLSC 100K Race
Thurs-7 Thursday Evening Race
Sun-10 Mother's Day
Lightning Fleet Race 2
Mon-11 Board Meeting
Thurs-14 Thursday Evening Race
Sat-16 KLSC Governor's Cup
PPYC Grand Ole Open Regatta
Sat/Sun 16-17 Hernando DeSoto Lightning Regatta: Memphis
Sun-17 KLSC Governor's Cup
PPYC Grand Ole Open Regatta
Thurs-21 Thursday Evening Race
Sat-23 Cheeseburger In Paradise
5-22-5-25 Level 1 Sailing Instructor Course at HIYC
Mon-25 Memorial Day
Thurs-28 Thursday Evening Race
Sat-30 CPR/First Aid Training at HIYC