

THE ANCHORLINE

Harbor Island Yacht Club

GREATER NASHVILLE'S OLDEST YACHTING MONTHLY

June/July 2009
Volume 42 Number 5



Jumping for Joy at Sailing Camp 2009



Independence Day

At

Harbor Island Yacht Club

Saturday, July 4, 2009

Bring all of the family and swim, play and sail the day together.
Games for the children and beer for the adults

Blessing of the fleet

Decorate your boat for the parade at 4:30p.m.

*A casual dinner of hamburgers, hotdogs, cole slaw and baked
beans*

will be served at 6:00 p.m.

Fireworks display will start at dark.

Sparklers are the only other type of firework allowed at the club.



Dear Sailing Friends,

Even though we should be in the summer doldrums, the winds have not been light and the club has not been vacant! It seems to me that our club is being used more than ever. I have seen folks out sailing during the week, cooking out with their families, working on their boats, taking exercise class, and of course, there is sailing camp. I have seen many campers "jumping for joy"... over the past three weeks-into the water to swim on a hot day, into the boats after a capsized, into tie-dyeing t-shirts, and into the line for pizza and ice cream. If you've never experienced the joy of kids tacking back and forth in the harbor, you've missed a real treat. I even heard spontaneous group singing from the back of the fleet last week.



Well, sailing camp cannot last forever (thank goodness) and we must move on to adult activities. The July 4th celebration is coming up-look for details in this issue. This is a fun-filled day which includes kids' games, christening the new committee boat along with a blessing of the fleet, the traditional boat parade and competition, and of course a cookout and fireworks. The summer series continues on Thursday nights with a 6:30 pm start. I have seen 4-5 boats sailing on these beautiful summer evenings. The July board meeting has been changed to Monday July 6th in case you have agenda items or concerns to discuss with the board. Also plan to attend the 3rd Quarterly Meeting on July 12. You will not want to miss the Shrimp Boil on August 15.

Many thanks to Susan Trigg and her committee for a successful Cheeseburger in Paradise party and to Bruce Richards and his committee for chairing the Mississippi Valley Lightning District Championships. Thanks also to Jim Waller and Peter Bennett for organizing the Summer Series and Double Handed Regatta. Sail camp would not have been a success without the hard work of Bill Killebrew. We owe him a debt of gratitude for cultivating the skills of a new generation of sailors.

Don't forget that the island roads and causeway will be paved on Tuesday, June 23. We will not have access to the club from 7 am-5pm on that day. We will also complete several projects at the club this summer -paving the driveway from the entrance to the north lot should take place some time in July. We will begin work on the repair of Green's point and the drainage of the north lot. Several hand rails and an electrical outlet at the launch ramp will be installed. We appreciate all the ideas for improving and updating our club. Keep them coming to the Board!

Happy Summer Sailing,

Barbara`

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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 **July 12, 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 _____

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Recent HIYC Family Losses

Walter England

A deeply loved early member of the Harbor Island Yacht Club died on June 14, 2009, in Stuart, Florida of lung cancer. He had a very short history of illness.

Walter, an engineering graduate at Vanderbilt University, was introduced to the Yacht Club by P.R. East-erling, who was a classmate at Vandy. He was active in sailing, crewing and administration at Harbor Island Yacht Club for many years. He lived in Stuart, Florida with his wife, Kay, and served as the city engineer for Stuart, a position he held at the time of his death. He retained his membership at HIYC throughout his period in Florida. His death has left a void in the lives of his many friends at the Yacht Club.

J. Clarence Evans

Another early member of HIYC, Local Law firm's co-founder, Commanded B-24s with Jimmy Stewart, spent 14 months as POW, served as State Finance Commissioner, helped found KFC, and maintained active legal practice until two years ago died at age 92, a few weeks shy of his 93rd birthday. After graduating from Hume-Fogg High School and attending Vanderbilt University for two years, he received an appointment to the United States Military Academy, graduating in 1939. He then completed two years at Harvard Law School.

On his 25th birthday, June 30, 1941, Evans flew from Boston to Nashville, took and passed the Tennessee bar examination, drove to Tullahoma's Camp Forrest, and reported for active duty in the army. As he finished flight training with the U.S. Army Air Forces, he married Elaine Chittick, a graduate of Nashville's Ward-Belmont College, who survives him after 66 years of marriage. For a complete obituary of this illustrious man, please go to:

http://www.nashvillepost.com/news/2009/5/22/veteran_lawyer_evans_dead_at_92



First Installment of Certificates Refunded May 21, 2009

At the May meeting of the HIYC Board of Governors, 20 of the 80 existing certificates were drawn out of a hat for immediate refund. The Board realizes that many of those whose certificates now are being refunded **did not want to a refund at this time**, but the Board's agreement with the members required prompt payment, and HIYC always has paid as agreed. The Board again thanks all loyal members who purchased certificates, and looks forward to a similar refund next year. Those members now receiving certificate refunds (and an \$8.75/quarter adjustment in dues for each certificate), are: Ballard, Beason (2), Beesley, Finch, Konesky, Latour, Marshall, Miller (2), O'Dell, Pearce (2), Richards, Schiele, Tempelmeyer, Vague (2), Weingartner and Zimmerman.

June 2009 Partial Dock Slip & Mooring Waiting List

Wood Dock Adm: Allen Mirse		Concrete Dock Adm: Dave Desforges		Plastic Dock Adm: Neil Cunningham		Causeway Dock Adm: Ken Todd		Temporary Slips DM: Gerry Levine		Mooring HM: Gary Sawyer	
SR #	Name	SR #	Name	SR #	Name	SR #	Name	SR #	Name	SR#	Name
5/1/89	Martin	7/16/95	Smokler	11/12/99	Hall	5/11/93	Miller	8/15/95	Asgeirsson	11/13/06	Latour
7/16/95	Smokler	8/15/95	Asgeirsson	4/10/01	Fortune	7/16/95	Smokler	4/8/03	Toole	12/12/06	O'Dell
8/15/95	Asgeirsson	4/8/03	Toole	4/8/03	Toole	8/15/95	Asgeirsson	11/11/03	Hardesty		
9/12/95	Thomas	9/9/03	Paule	9/9/03	Paule	9/12/95	Thomas	12/9/03	Fielder		
10/12/95	Osborne	11/11/03	Hardesty	11/11/03	Hardesty	10/12/95	Osborne	6/13/05	Robertson		
4/10/01	Fortune	12/9/03	Fielder	12/9/03	Fielder	4/8/03	Toole	10/21/05	White		
4/8/03	Toole	6/13/05	Robertson	6/13/05	Robertson	9/9/03	Paule	10/21/05	Woodcock		
9/9/03	Paule	10/21/05	White	10/21/05	White	11/11/03	Hardesty	2/28/06	Poirier		

HM = Harbor Master
DM = Dock Master
Adm: = Admiral

RACING IN KENTUCKY

By Brock Short

This May, Harbor Island Yacht Club was represented by two of our three J-32's in the Kentucky Lake Sailing Club's Spring Distance Race and the Governor's Cup Regatta. Blue Heron, skippered by Anne Beasley, and Sea-J, captained by Brock Short, made the two hundred mile river voyage downstream, to sail the big (and deep) waters of Kentucky Lake. Heavy rains lead to strong currents and low bridges, but both boats made it safely. The trip is always interesting, sometimes arduous, and never exactly the same.

Kentucky Lake Sailing Club sponsored an entertaining cookout and registration Friday night. The plan was to split the traditional 100 mile race into two 50 mile legs, with an evening party at Kenlake Marina. By Saturday morning heavy rain had caused the already high lake to rise such that many of the participants would be unable to sail under the Highway 68 Bridge, only sixteen miles into the race. So the plans were changed to finish the first day's leg at the bridge, and shuttle the crews of boats whose masts were over fifty feet by water into Kenlake Marina, which lies just beyond the bridge.

On the water, winds were from the Northeast at 9-12 mph and the skies were cloudy but not yet raining (heavy rain was forecast). The spinnaker class included Chip Riddle on the B-25, a lightweight sloop akin to J-24's; Wayne Cassady on his J-40; and the two J-32's. There were a dozen or more boats in the Jib & Main fleets, plus a no-rules fun fleet of four more boats. A short upwind leg was set to start. Once around the upwind mark, the fleet cracked off on a dashing reach around the Star Lineworks, then deeper downwind to the bridge.

Sea-J won the start, taking inside position on the J-40, getting eight foot of her bow out in front. Our wind shadow was enough to slow the bigger J's superior speed and arrive first to the mark. We arrived on port, but the B-25 managed to arrive simultaneously on starboard, slicing inside for honors at the weather mark. Blue Heron was also there only seconds behind, and she carried her speed better around the mark, wheeling Sea-J back into fourth place. We struggled to launch our asymmetrical spinnaker in air that was simply too tight for the four mile reach to Star Lineworks. We quickly made the sail change back to our genoa, and began picking off Jib & Main boats, one by one. The spinnaker fleet soon led the parade. As the wind died near Star, the B-25 led, the J-40 was next, and the J-32's were neck and neck. Back out came our asymmetrical, this time with the proper angle of wind to carry it. As we furiously worked the spinnaker, we climbed ahead until Blue Heron formed a beautifully tiny shape off our stern. Unfortunately, the J-40 and the B-25 could say the same of us, and to make matters worse, the wind died at the mark, leaving us to drift for twenty minutes, less than two hundred yards from the finish. Nevertheless, we completed the first leg in three hours, just after noon, motored into Kenlake Marina, and tied up before the first drops of rain fell. That evening, around a hundred sailors enjoyed a fabulous Kentucky Derby party and dinner.

On Sunday, the boats gathered back under the bridge around the starting line at 8:00 a.m. Winds were even stronger, 10-14 mph, from the northeast, and not a drop of rain. The fleets quickly got off to an exciting one-tack, sixteen-mile drag race back to the dam. Sea-J went for the outside line, cracking off for speed. All four boats were racing nose and nose. It was an exciting speed race, where trim was everything. After only two hours we crossed the finish line, well before any rain, only two minutes after the J-40, and well ahead of the B-25 and Blue Heron. On corrected time we missed first place on the day by only 8 seconds, but the regatta was scored based on total time, leaving Sea-J with the best HIYC finish, third for the KLSC Distance Race. Two weeks later, on the weekend of May 16 and 17, Jane and I returned to Kentucky to race in the Governor's Cup Regatta. This time, we had to sail short-handed. In light of this, and to sample some new competition, we elected to race in the Jib & Main fleet. So did Blue Heron, which led to some epic boat-on-boat races. On Saturday we got in three races, with Blue Heron winning one and Sea-J winning two.

The first race barely got underway in light air. The start was key, with a skewed line that could not be crossed on starboard. We succeeded with a daring starboard charge down, and slightly away from the line, timed just right to allow us to control the pin, flop on port, and lead start to finish. Blue Heron returned the favor in the second race, winning the start and controlling the rest of the way in a growing breeze. By the time the third race came, winds were building (12-15 mph) in front of a storm. The start went well, getting our nose out by a couple of feet on Blue Heron, and working a small lead in a tacking duel into a big win in the third race. So going into Sunday, Sea-J clung to a slim one point lead in its bid to be the best in Kentucky.

KLSC provided an impressive dinner on Saturday evening, with an astounding number of members participating to serve various homemade dishes, including Chili, Red Beans and Rice, and desserts. The event even included a wine tasting. It was evident that the members put a lot of effort into this event. The event was well-attended and the members went out of their way to make their Tennessee visitors feel welcome.

On Sunday the winds were strong, around 15 mph steady. With only three sailors on board, we chose to fly our jib, while Blue Heron stuck with her genoa. So the fourth race of the regatta, first of the day, proved to be the big show-down. Sea-J won the race to the windward mark, but Blue Heron passed us down wind with her extra sail cloth. The third leg of the triangular course saw both boats heat up to over 8 knots. We ducked below Blue Heron's stern and caught a downhill ride on her wake, with our bow pulpit only four or five feet from her stern. This worked to prevent Blue Heron from stretching a lead to the last mark. So there it was, the regatta would be won or lost on the last short upwind leg, only a mile to go and five feet behind. The jib proved the winner, as Sea-J sharply out-pointed, out-tacked, and out-trimmed her competition to a two hundred yard victory. In the fifth race Sea-J led from start to finish. Sea-J came away the KLSC Governor's Cup champions with four firsts and a second, and Blue Heron was just as solidly in second place for the regatta. We were proud to do so well, short-handed in heavy air, and Blue Heron, also short-handed, certainly did not make it an easy victory. Go HIYC!

Sea Scout News



The second point of **The Sea Promise** is:

To know the location and proper use of the lifesaving devices on every boat I board.

So I ask you. Do you know the locations and proper uses of the lifesaving devices on your boat? Do you know what the lifesaving devices **are** on your boat? Most think of the PFD (Personal Flotation Device) and the first aid kit. But it goes far beyond that. So we'll discuss a few of them.

PFD – How many of us wear them? I know I'm bad about not putting mine on. Except when I single handle our Pearson 30. But if you're in the water without one and you need to put one on. Can you? Try it. Jump in the water. Then take a PFD such as the ones with a zipper on the front and try putting it on. I think you'll find it's not easy. In something like 95% of the drowning deaths on the water the person was not wearing a PFD.

First Aid kit – Take the time to open it and see what's inside. If you've not taken a first aid course. Do it! It could save a life.

But there are a lot of other lifesaving devices on your boat.

The radio – Cell phones are good but you can only contact one person at a time. With the radio many people are likely to hear a call for help.

Flags – These can be used to signal for help. Although the first choice is likely to be the radio.

Line – Yes the lines used to control the sails can be lifesaving devices too. If someone is in the water in trouble you can throw a line to that person. Oh wait! Do you know how to throw a line? It's not as easy as you may think. That is unless you know the proper method. Note that there are several commercial throwing line bags you might consider for your boat. While on that subject. **Reach, Throw, Row, Go.** Only as a last result do you get in the water with a drowning person.

Blanket – A person in hyperthermia needs warmth. Thus even this can be considered as a lifesaving device. And even in the summer a person can get into trouble here.

Block and tackle – Getting a person out of the water can be VERY difficult. A block and tackle and a sling can be used. Your mainsheet or boom vang can be detached at it's base for this purpose. Another thing to try. Let one of your crew jump into the water. Then attempt to bring them back on board the boat with them providing NO assistance. Again you'll find this to be difficult.

A knife – Yes even this.

Ok, enough of that. My purpose here is to get you thinking.

April 25th we held our annual TWRA Boating Safety Class. I was not able to attend but I'm told 15 youth took the class. Afterwards three boat loads of leaders and youth headed out for a great afternoon on the water. It was blowing around 18. Thus the new kids got a great taste of what this sport is all about. Our Catalina 22 and Cal 24 and Randy White's 'White Bird' were used for this event.

Work on the Swiftsure is progressing. A lot of work on the deck has been completed including a new mast step and prep for painting. EVERYTHING inside has been stripped. Down to the bare hull! The old engine is ready to be removed and the new one soon will replace it. Watching Kent Martin and Brian Laidlaw work with the kids is just amazing.

May 14th we did a Sea Scout program presentation held at the Scout Office. My hat is off to Randy White for the Power Point presentation he has put together. And to Toni Crawley and George Ward for their parts in the effort. But likely the best part was when 5 of our Scouts stood up and gave their impressions of the program and the things they have been doing. I found myself getting choked up more than once during the presentations. No I'm not proud. Ok just a little.

Additionally I should note that Sea Scout Will Crawley was presented with the 'Venturing Silver' award after the presentations. This is the highest award given in Venturing. Sea Scouting is part of the Venturing program. Silver is like getting Eagle in Boy Scouting. Oh yeah Will is also an Eagle Scout. So yeah we've got some motivated youth in the program.

As is normal with summer our ranks have grown. And this is a good thing. But sometimes it takes us by surprise. The other week on Thursday evening one of our leaders was figuring we could simply all get on our Pearson 30 'Triad' and enjoy our sail and have our meeting while on the water. Long story short. They kept coming and coming.

We ended up with 4 boat loads that evening and really needed a fifth boat. So we ended up being a little later than normal since we needed to meet about our up coming trip. But I get ahead of myself. We have been busy. The engine that was rebuilt and donated by O.L. Shultz has been taken to a local marine mechanic who will finish it out so as to be ready to drop it in our Swiftsure. Additionally the boat has been completely stripped in prep for building a new interior.

In late May we hosted a local Boy Scout troop for a day of sailing.

And it was a wonderful day with fairly good winds and warm temperatures. Three boat loads of Scouts enjoyed the sailing. And after the wind dropped some they enjoyed a roaring good water fight on the water. Neat thing about that was they also had to keep the boats moving so as not to get too wet. Yeah Right!!! They kept the boats moving quite well as the boats circled each other. And...well... the crew on our Catalina 22 came back WET!!! I somehow came back without a drop on me. Don't know how that happened.

Saturday June 6th Sea Scouter Roy Cecil showed up with his motor boat for the purpose of photographing the Lightning District regatta. With a crew of four scouts we got out and had a fun morning photographing the only race of the day. Although the air was light the competition was very good.

We've got some where between 20 and 25 going to Pensacola Florida for some fun on the water, trip to the Air Force museum and good sea food. The plan is to leave July 18th and return the 22nd. Big change from going up north. But at least in Florida the kids will be able to swim. Updates to follow.

Andy and Cathy Griswold



2009 Mississippi Valley Lightning District Championship

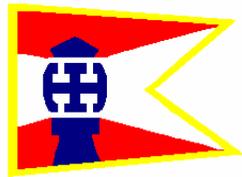


SAIL #	TEAM	CLUB/FLEET	R1	R2	R3	TOTAL	PLACE
15078	Chris LaBorde Duane Hatch Mary Schmid/Kathy Osborne	HIYC/262	2	1	3	6	1
14920	James Chapin Matt Burrldge Ethan Chapin	CSA/266	1	4	2	7	2
15216	Cully Ward Beth Ward Barabra Ward	HIYC/262	3	3	1	7	3
15010	David Young Carly Summers O'Rourke Sandler Passman	HIYC/262	8	2	5	15	4
15206	Becca Hofmeister William Hofmeister Elizabeth LaBorde	HIYC/262	9	5	4	18	5
14766	Terry Burke Carson Menges Courtney Menges	CSA/266	4	6	9	19	6
14533	Robert Mattix Jan Mattix Greg Theriot	HIYC/262	5	7	7	19	7
15169	Batton Kennon Tim Ryan Crit Currie Jr	DSA/274	7	8	6	21	8
14488	William Baxter III Mike Arndt Patrick Smith	DSA/274	6	9	DNS	26	9
14065	Carl Panetta Ron Katz Patrick Kopiwoda	DSA/274	10	10	8	28	10

More of Andy Griswold's photo's may be viewed / downloaded from <http://picasaweb.google.com/SeaScout851/LightningDistrict09#>



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

TO:

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



SCHEDULE OF EVENTS



July 2009

Thurs-2	Thursday Evening Race
Sat-4	Independence Day Festivities
Sun-5	Lightning Fleet Race 6
Mon-06	Board Meeting
Thurs-9	Thursday Evening Race
Sat-11	Beginning of Summer Junior Regatta
Sun-12	Lightning Fleet Race 7 HIYC Quarterly Meeting 3
Thurs-16	Thursday Evening Race
Sun-19	Lightning Fleet Race 8
Thurs-23	Thursday Evening Race
Sun-26	Lightning Fleet Race 9
Thurs-30	Thursday Evening Race

August 2009

8-4 to 8-7	Lightnings Women's, Jrs, Masters, Sodus Bay, NY
Thurs-6	Thursday Evening Race
Sat-8	End of Summer Junior Regatta
Sun-9	Lightning Fleet Race 11
Mon-10	Board Meeting
8-8 to 8-13	Lightning North Americans: Sodus Bay, NY
Thurs-13	Thursday Evening Race
Sat-15	HIYC Shrimp Boil
Thurs-20	Thursday Evening Race
Sun-23	Lightning Fleet Race 12
Thurs-27	Thursday Evening Race