

# *THE ANCHORLINE*

**Harbor Island Yacht Club**

**GREATER NASHVILLE'S OLDEST YACHTING MONTHLY**

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January 2010  
Volume 42 Number 10



Happy New Year!

# HARBOR ISLAND YACHT CLUB



## A Brick for A Refit

As we celebrate our 50th year in 2010 at Harbor Island Yacht Club, Our **Club House** that was built in the mid 70's needs a **refit**. The house needs new energy efficient windows and doors. The old appliances in our kitchen could do with an upgrade. The sun room needs to be remodeled and put to good use. The exterior could use a new fresh coat of paint. The steps are on their last legs and we could go on and on with the other repairs the house requires.

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How can you help? The Board is asking for a minimum donation (non tax-deductible) of \$100.00 to receive a Brick from the Old Club House Fireplace. Our goal is to raise \$20,000.00 which would pay for these upgrades.

\*\*\*\*\*

With every souvenir brick, you will receive the history of the old club house and a photo copy of Arnold Nye's painting of the house (now hanging in the new club house) which is Suitable for Framing.



HERE IS ANOTHER CHANCE FOR  
YOU TO HELP WITH THE REFIT  
OF OUR CLUBHOUSE AND  
THANKS TO OUR MEMBERS  
THAT HAVE ALREADY HELPED.

**Minimum donation (non tax-deductible) is \$100.00 per brick.**

To order your souvenir brick, please fill out the order form below. Please make checks payable to HIYC and mail to JB Copeland at 3451 Nonaville Rd., Mt. Juliet, TN 37122. If you have any questions, call JB at 615-948-1678 Or E-mail him at HIYCBRICK@aol.com

### ORDER FORM

Name: \_\_\_\_\_ Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone : \_\_\_\_\_ E-Mail Address: \_\_\_\_\_

Number of Bricks \_\_\_\_\_ Donation Amount : \_\_\_\_\_

I will pick my order up at the club. (Please answer Yes or No) \_\_\_\_\_

Optional Shipping: Shipping Cost is \$10.35 Per Brick — Total Amount of Check \_\_\_\_\_

Please keep the brick for another use at the club. I only want the photo copy of Arnold Nye's painting  
And the old club house history. (Please answer Yes or No) \_\_\_\_\_  
I will pick up the picture and history at the club. (Please answer Yes or NO) \_\_\_\_\_

Dear Sailing Friends,

Well, here it is—the tangible historical evidence that the 2009 Commodore of our yacht club existed. Why have I resisted displaying this formal proof of my position at our yacht club all year? Perhaps it is because, in my mind, I did not really exist as your Commodore until the job was a *fait accompli*. This seems like a classic case of existentialism—a theory created by a group of philosophers who generally held the belief that the focus of a person’s philosophical thought should be to deal with the conditions of existence of the individual person through his or her emotions, actions, responsibilities, and thoughts. The father of existentialism, Soren Kierkegaard, maintained that the individual solely has the responsibilities of giving his or her own life meaning as well as living that life passionately and sincerely in spite of existential obstacles and distractions. Existentialism subsequently became fashionable in the post-World War years as a way to reassert the importance of human individuality and freedom.



So where does existentialism fit into the philosophical thought of the leaders of the club? As friends and competitors, we do a pretty good job of displaying our emotions and that is a good thing. Also as friends and competitors, our actions have been quite obvious—competing on the race course, working around the club, helping folks with the vagaries of their boats. I hope it was easy to see that we took the responsibilities of our positions very seriously—decisions were not made quickly or frivolously—and some were made with a great deal of angst. Hopefully we have been transparent about our thoughts behind those decisions and actions throughout the year.

More important is how the existential actions of the HIYC community affect its tone and complexion. Hopefully you have been affirmed as being important as individuals, your ideas and suggestions have been received with respect, and you have felt free to speak up and assert what is important to you as a member. As we move into another year please continue to contribute your thoughts and good deeds to the betterment of the club. I continue to be impressed by the creativity, generosity, and talents I have seen in our members. I sadly leave the position of Commodore with a renewed respect for each of you as individuals, colleagues, and friends.

My wish for you all is that you continue to live and play with passion and sincerity in spite of existential obstacles along the way!

I'll see you at the Club,

Barbara

# 2010 Change of Watch Regatta

(Winter Series Race #1)

Saturday, January 9th

Registration, coffee and Donuts: 9:00 AM

Skippers' Meeting at 10:00 AM

10:55 AM Warning Signal for the first start

This annual event celebrates the start of the new year's regattas by recognizing and saluting the new HIYC leadership, and cementing the club's commitment to sailboat racing, refreshed by a new year, new winds, new directions of intensity and new leadership! This is the first race of the 2010 Winter Series of 8 races which will be held every Saturday in the month of January and February. If the **Friday night Channel 4 ten 0'clock news Website** forecast is for a HIGH temperature of 34 degrees or less, the Winter Series race for that Saturday is automatically cancelled.

*Please plan on attending the*

## HIYC Change of Watch Quarterly Meeting

& Election of Governor

Sunday, January 10th

This is the first Quarterly Meeting for 2010 and is exceptionally important as we are not only welcoming in our new Commodore, Secretary and Junior Governor, but also electing a Governor from a slate of nominees presented by the membership. The nominee receiving the majority of votes at the meeting will be taking over as Governor for 2010.

Social starts at 5:00 PM Potluck Dinner at 6:00 PM

Meeting to start at 7:00 PM followed by Changing of the Guard Ceremony.

If you cannot attend, please complete and send in the proxy below.

### 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 **January 10, 2010**, 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 Desforages, 111 Rea Dr. Hermitage, TN 37076 email: Secretary@hiyc.org

## History of the Flotsam/Jetsam

Besides being blood brothers, Billy Bob and Bubba became best buddies. The brothers' brides, both beautiful belles; Billy Bob's beloved Betty - blond, blue-eyed, big breasted, a bewitching beauty, both bright and bubbly; and Bubba's lovable Barb - a brown-eyed brunette, buxom, with a bulging bosom, beguiling and bashful, but well bred; brought bliss to the brothers by both bringing bouncing baby boys to both brothers' border adobe abodes.

Brad and Brandon were born by Betty to Billy Bob; while Barb bore Billy Big Mouth Bass for Bubba. And so it was as so it is that Billy Big Mouth Bass went on to discover sailing and in particular sailing on Old Hickory Lake. Many a tale can be told. But many more tales can be told about Billy Bass bantering about in his boat.

Billy Big Mouth Bass bantered about, about as much as could be believed. Unfortunately for Billy Big Mouth Bass, he was beguiled, beaten and battered by the ever-present Flotsam & Jetsam.

So it is as so it was, we now gather on the banks of Old Hickory Lake on this date once a year, to pay our respects to Billy Big Mouth Bass. In the immortal words of Billy Big Mouth Bass; TAKE ME TO THE RIVER...

## Official Results

### 2009 Flotsam/Jetsam (Billy Bigmouth Bass extravaganza)

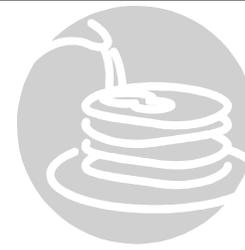
A Heavy Skipper	Boat	PHRF	Finish Time(h/s)	Start Time(h/s)	Elapsed Time(s)	Correct. Factor	Corrected Time(s)	Place
Cotton	J-32	123	1:54:40	11:00	6880	0.9056	6231	1
Konesky	CC99	102	1:53:59	11:00	6366	0.9309	6366	2
Theriot	J-105	99	2:17:24	11:00	8244	0.9346	7705	3
Beesley	J-32	123	2:23:11	11:00	8591	0.9056	7780	4
Boroviak	Bn325	150	2:46:39	11:00	9999	0.8750	8749	5
A Light Skipper	Boat	PHRF	Finish Time(h/s)	Start	Elapsed Time (s)	Correct. Factor	Corrected Time (s)	Place
Fielder	X-25	181	2:37:22	11:00	9442	0.8424	7954	1
B Heavy Skipper	Boat	PHRF	Finish Time(s)	Start Time(s)	Elapsed Time(s)	Correct. Factor	Corrected Time(s)	Place
Weingartner	Per 35	186	2:47:33	11:00	10,053	0.8373	8417	1
Thomas	CC-25	210	DNF	11:00	1,999,076	0.8140	E=Mc2	3

Audited edition

"The audits were conducted by Price Waterhouse in accordance with applicable auditing standards and were supported by appropriate audit evidence."



***Annual Pancake Breakfast***  
**Before Winter Series Race #2**  
**January 16, 2010 9:00 AM**  
**HIYC Clubhouse**



**January**

**Dock Slip & Mooring Waiting List**

<b>Wood Dock</b>		<b>Concrete Dock</b>		<b>Plastic Dock</b>		<b>Causeway Dock</b>		<b>Temporary Slips</b>	
<b>Adm: Allen Mirse</b>		<b>Adm: Dave Desforges</b>		<b>Adm: Neil Cunning-</b>		<b>Adm: Ken Todd</b>		<b>DM: Gerry Levine</b>	
<b>SR #</b>	<b>Name</b>	<b>SR #</b>	<b>Name</b>	<b>SR #</b>	<b>Name</b>	<b>SR #</b>	<b>Name</b>	<b>SR #</b>	<b>Name</b>
7/16/1995	Smokler	7/16/1995	Smokler	9/9/2003	Paule	7/16/1995	Smokler	8/15/1995	Asgeirsson
8/15/1995	Asgeirsson	8/15/1995	Asgeirsson	11/11/2003	Hardesty	8/15/1995	Asgeirsson	11/11/2003	Hardesty
9/12/1995	Thomas	9/9/2003	Paule	12/9/2003	Fielder	9/12/1995	Thomas	12/9/2003	Fielder
10/12/1995	Osborne	11/11/2003	Hardesty	6/13/2005	Robertson	10/12/1995	Osborne	6/13/2005	Robertson
9/9/2003	Paule	12/9/2003	Fielder	10/21/2005	White	9/9/2003	Paule	10/21/2005	White
11/11/2003	Hardesty	6/13/2005	Robertson	10/21/2005	Woodcock	11/11/2003	Hardesty	10/21/2005	Woodcock
12/9/2003	Fielder	10/21/2005	White	3/6/2006	DiCroce	12/9/2003	Fielder	3/6/2006	DiCroce
6/13/2005	Robertson	10/21/2005	Woodcock	11/13/2006	Latour	6/13/2005	Robertson	11/13/2006	Latour
10/21/2005	White	3/6/2006	DiCroce	12/12/2006	O'Dell	10/21/2005	White	12/12/2006	O'Dell
10/21/2005	Woodcock	11/13/2006	Latour	2/12/2007	Andrews	10/21/2005	Woodcock	2/12/2007	Andrews
3/6/2006	DiCroce	12/12/2006	O'Dell	4/10/2007	Green	3/6/2006	DiCroce	4/10/2007	Green
11/13/2006	Latour	2/12/2007	Andrews	4/16/2007	Lovelace	11/13/2006	Latour	4/16/2007	Lovelace
12/12/2006	O'Dell	4/10/2007	Green	5/11/2007	Martin D.	12/12/2006	O'Dell	5/11/2007	Martin D.
2/12/2007	Andrews	4/16/2007	Lovelace	7/9/2007	Amos	2/12/2007	Andrews	7/9/2007	Amos
4/10/2007	Green	5/11/2007	Martin D.	9/10/2007	Knapp	4/10/2007	Green	9/10/2007	Knapp
4/16/2007	Lovelace	7/9/2007	Amos	10/2/2007	Jordan	4/16/2007	Lovelace	10/2/2007	Jordan
5/11/2007	Martin D.	9/10/2007	Knapp	10/3/2007	Grissom	5/11/2007	Martin D.	10/3/2007	Grissom
7/9/2007	Amos	10/2/2007	Jordan	4/3/2008	Putnam	7/9/2007	Amos	4/3/2008	Putnam
9/10/2007	Knapp	10/3/2007	Grissom	12/1/2008	Eubanks	9/10/2007	Knapp	12/1/2008	Eubanks
10/2/2007	Jordan	4/3/2008	Putnam	4/26/2009	Carroll	10/2/2007	Jordan	4/26/2009	Carroll
10/3/2007	Grissom	12/1/2008	Eubanks	5/4/2009	Brandon	10/3/2007	Grissom	5/4/2009	Brandon
4/3/2008	Putnam	4/26/2009	Carroll	8/10/2009	Cerrito	4/3/2008	Putnam	8/10/2009	Cerrito
12/1/2008	Eubanks	5/4/2009	Brandon	9/14/2009	Koch	12/1/2008	Eubanks	9/14/2009	Koch
4/26/2009	Carroll	8/10/2009	Cerrito			4/26/2009	Carroll		
5/4/2009	Brandon	9/14/2009	Koch			5/4/2009	Brandon		
8/10/2009	Cerrito					8/10/2009	Cerrito		
9/14/2009	Koch					9/14/2009	Koch		



**Mooring Fleet Reminder**

This month, the Treasurer will assess each member who has a boat on a mooring the yearly \$30 maintenance fee. This fee is to cover the cost associated with the Courtesy Dock utilities and maintenance.

**REMINDER**

The Gate code to Harbor Island has changed.

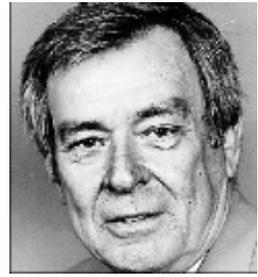
**See Hard Copy**

**Safety Notice:** When you use electricity at the docks, please use only Heavy Duty extension chords made for the marine environment. Using a regular household extension chord can create an electrical hazard.

# HIYC Mourns the loss of two of its own

## Billy Sumner 1923—2009

Billy Sumner died on December 1st, 2009. In his younger days, Billy was one of our most active members. A founding member of Barge/Waggoner/Sumner/Cannon Architects & Engineers, Billy donated his own and B/W/S/C's considerable skill and effort to the design of the water filtration plant formerly located at the back of the old clubhouse until "city water" came to the island.



Billy solved HIYC's problem of liquid waste disposal at our solid-rock Clubhouse site by designing our system for pumping effluent up the hill to an area where there is sufficient dirt for a normal sewage disposal field.

His expert counsel and technical advice (and that of his partners at B/W/S/C) have been a part of almost every important construction project at our Club for over 35 years. He will be missed.

Ranking seventh on our Seniority Role, Billy Sumner is truly one of the finest examples of an HIYC member who has contributed his best efforts to building the Club we all enjoy today.

## Betty Rye Caldwell 1918—2009

George Washington was important to our adolescent nation and was known by all as "the Father of his Country." No one at Harbor Island holds that title, but if you ask any of our older members who is "the Mother of our Yacht Club," no one would doubt that to be Betty Caldwell, our good friend, who died Christmas morning after a lengthy illness. I am 72, but Betty was from an older generation that included her close friend, Cornelia Fort, the World War II US Army Air Force "Delivery Pilot" heroine for whom our little airport in East Nashville was named. In an earlier day, Betty was a gorgeous and glamorous young woman who married Jack, a dashing Pan American Airways pilot and scion of the famous Caldwell banking family that dominated Southern Finance during the first half of the twentieth century.



For a time they lived an idyllic bay side life in the Coconut Grove section of Miami, and where Betty could see Jack taxi in his behemoth "Flying Boats" out the Dinner Key Channel of Biscayne Bay for take-offs to South America. But life moved on and, with Betty, Jack returned to Nashville to found and be the "name" engineer in Architect-Engineer Associates, with future Commodore Arnold Nye being the "name" architect. As a team, they did some of Nashville's best work of the day, and advertisements for their design for "Nashville's first skyscraper," the L&C Tower at 4th & Church, pushed their fame "331 feet closer to the stars." But Betty proved she was not just a pretty face, as she moved into the fast-track world of a reporter at THE NASHVILLE TENNESSEAN, where she eventually became resident expert and Editor of Society and of Cooking.

Members since 1967, Jack and Betty served the Yacht Club in a thousand different ways, but most importantly in constituting the Permanent Race Committee for over twenty years, during which time they were at the starting line in every race, rain or shine, hot or cold, week in and week out...and as the fame of their expertise spread, they were recruited to run other clubs' regattas all over the Central South. There is no job save Commodore that Betty has not done and done exceedingly well, many times over—and her Jack served a term as Commodore.

The passing years were good to Betty. The Club's children of the 70's, 80's and early 90's were fascinated to share her friendship and sponsorship as she aged into the kind, generous and popular "Aunt Goose," who always had time to speak intimately on "most important" subjects with youngsters whose parents were engrossed only in "un-important subjects" such as racing tactics, boat maintenance, and crew recruitment.

Jack's death and her own infirmities denied us her cheerful presence in recent years, but even in absentia, Betty continued to take a lively interest in Club affairs and always had advice for each new set of officers.

Betty symbolized the best among us...truly one of our builders and shining examples. Shortly after Jack's death, their iconic service was recognized when the Board of Governors established Harbor Island's highest honor, "The Jack and Betty Caldwell Award," given only some years when warranted, to that rare couple whose lifetime service to the Club had achieved the superlative traits that past winners of the award could agree would do honor to its namesakes. Hail and farewell, Betty...to a wonderful friend and to "The Mother of our Yacht Club!"

*The following is an article from the Boat US Magazine Seaworthy. It is reprinted with the express permission of Kevin Ritz.*

## **A Preventable Docksider Tragedy**

**By Kevin Ritz**

We were a live-aboard family with three active children at a freshwater marina on a tributary of the Willamette River near Portland, Oregon. Other kids were already swimming in the cove because it was that kind of day—hot and lazy. This was a common practice by adults as well as children during the warm summer of 1999.

Our sons Ian, age 10, and Lucas, age eight, asked to swim with their friends. Permission was granted, subject to close adult supervision by parents including their mother, a graduate nurse. The boys were both wearing Type II PFD life jackets, so it was great fun and a presumably safe to play in the water. Our children were schooled in aquatic safety. Being young professional people, my wife, Sheryl, and I had taken every precaution we could for peace of mind in a water environment.

On the inside of the dock, the kids were having a great time floating down with the river current on an inner tube. Lucas moved away from the others toward his mother, who was keeping pace on the dock with the children's water activity. As he approached the ladder to get out of the water, he let out a loud gasp, immediately rolling onto his back in his life jacket, apparently unconscious. Sheryl yelled to the other kids to help him and jumped into the water herself.

As the kids approached Lucas, they felt a slight tingly sensation in the water and immediately backed off. Upon hitting the water downstream from Lucas, Sheryl's extremities went numb and she experienced extreme difficulty moving her limbs, which, at the time, she attributed to fear. Somehow, Sheryl managed to pull Lucas to the dockside where others assisted in getting him onto the dock.

I arrived moments later after hearing the commotion and, along with another onlooker, started giving him CPR, which we continued until the paramedics took over approximately 15 to 20 minutes later. Our beloved Lucas was pronounced dead at 6:30 pm at Portland's Emanuel Hospital. One moment he was laughing and playing—an instant later, his short life was over, leaving our hearts broken forever.

As parents we suffered agonies of "how did this happen?" This question then turned into "why did this happen?" We relived every moment trying to sort out what we did or didn't do. It was not until the next morning that we were able to start unraveling the pieces of the mystery. The first assumption was that he drowned. However, he was wearing the best life jacket money could buy, which kept his face out of the water even though he was unconscious. He was pulled from a floating position only moments after rolling onto his back and CPR was started immediately. Also, at no time during CPR could we detect a heartbeat and his color was good. Neither of these observations would indicate drowning.

As Sheryl was telling me what had happened, she said she had never been so fearful in her life as to have her extremities tingle and go numb to the point where she could hardly move while in the water. Ian then related to me for the first time that he also felt a tingling as he approached his brother. Upon hearing all this it seemed clear to me that he did not drown, but that somehow, some way, AC electricity was present in the water where the kids were swimming. Our Lucas had been electrocuted.

I then called the County Coroner's office, requesting an autopsy if they had not already done so, because knowledge of the circumstances and common sense pointed to electrocution, not drowning. They argued that there were no burns on his body. I pointed out that Lucas had been in an electrolytic solution, which eliminated the resistance of the skin (ordinarily skin resistance results in burns when an individual is electrocuted on land). To my complete horror, they responded that they would not even know how to test for something like that.

I told them that testing was not difficult and that I was going to test the water in the area. I then called the local Sheriff's Department and left a message telling them my suspicions. With my digital voltmeter, I went to the area where Lucas had been, put the negative lead to a ground, dropped the positive lead into the water, and immediately got AC voltage. I notified the Sheriff's Department, reporting what I had found and that I wanted to get someone to confirm my test. They agreed to send out some deputies while I called in an electrician. He arrived later that morning, tracing the electricity to a powerboat that was in the area where the kids had been swimming.

Concerns about liability soon unleashed a stream of other investigators, all of whom were suddenly interested in determining the source of the current. The local utility company wound up sending a team. The owner and manager of the marina arrived. More deputies were called.

Meanwhile, the electrician and I continued our investigation, focusing on the powerboat. We found a 12V wire lying on top of an AC wire, which had gotten hot enough to melt its own insulation and that of the hot (black) AC wire. This put 120V AC into the entire ground system of the boat, including the engines and propellers. This, coupled with lack of an AC safety ground, forced the voltage and electrical current into the surrounding water.

Freshwater is not a good electrical conductor; therefore the AC was unable to reach ground at a sufficient current to potentially trip the breaker. Because of its high salinity, the human body is a much better conductor of electricity than freshwater. (Saltwater is more conductive than the human body, which explains why electric shock deaths have not occurred in saltwater.) As Lucas approached the ladder, he passed into the field of AC current and, for a brief moment, completed the circuit to ground. His heart was stopped instantly; the insidious path of electrical current took the life of our son.

At first we considered this a freak accident—a unique set of circumstances that just happened to us. But this event completely changed my life and my focus. I was determined to understand how this could happen and to do everything I could to keep it from happening again. I did not want anyone else to suffer the pain we had suffered. I, with the collaboration of my business partner, wrote a couple articles for The American Boat and Yacht Council (ABYC), describing the accident and the action that I have taken to create public and professional awareness of the problem, to provide education and a better understanding of the concepts involved, and to encourage the following of the ABYC standards and the use of ground fault-type devices onboard boats and in marinas.

I determined to enhance my own knowledge so that I would have a solid understanding of the workings of AC currents in freshwater environments. With Andy Tufts, my business partner, we have done that using many different avenues, not the least of which was with ABYC. We are now both ABYC Master Technicians. Also, the thrust of our marine business changed significantly from emphasis primarily on sales to one concentrating on keeping boats electrically safe using ABYC standards. Our business motto became “Safer Boating Begins With A Safe Boat.” On-line, I also started checking out freshwater drownings with the suspicion that many were possibly electrical current related.

Much has happened in the years since and all of it good. The awareness of “electric shock drowning” as a serious freshwater issue has significantly increased. A USCG-funded ABYC grant implemented by Capt. David Rifkin and James Shafer has greatly added to the understanding of how AC current behaves in freshwater.

The truth is that most people electrically shocked in freshwater, unlike my son, *are* drowned. This is because of skeletal muscle paralysis caused by low levels of AC current using the body as part of its return path to its source. This is what Sheryl experienced when she jumped into the water to rescue Lucas. That she didn't drown or get electrocuted was due to the voltage gradient of the electrical current from its source. She entered the water farther from the faulty boat leak than Lucas. Depending upon several bodily factors, a range of say 15 to 30 milliamps (mA) of AC current will create muscle paralysis, and the drowning of even good swimmers is the result. An AC current flow of around 100 mA will put the heart into fibrillation, and death will likely follow within seconds. This is a very serious problem, but it is preventable.

First and foremost, no one should go in the water at a marina. Signs should be posted on every pier warning people to stay out of the water. But, since not everyone will read this article and since people often ignore signs, (as happened in the case of 19-year-old girl in 2005), or may fall into the water accidentally, the only certain cure is to have GFCI-type devices installed on docks and boats that would automatically interrupt the flow of electricity in the case of a fault. There have been at least 60 needless fatalities and 100 unwarranted casualties from freshwater electrically induced faults. The solution in the future may be ELCI's (aka Ground Fault Indicators).

The unfortunate reality is that currently there is no post-mortem evidence available to coroners to ascertain whether electricity was involved in a drowning. Nor do most law enforcement personnel have the technical skills or tools to investigate this type of accident. This lack of knowledge, training, and tools leads to questions about how many deaths have occurred due to faulty wiring on boats. Some time after Lucas's death, two Multnomah County River Deputies and I conducted a random sampling of 50 boats in three freshwater marinas in the Portland area. We found 13 boats leaking potentially lethal electrical current into the water. A ratio of 26 percent of faulty boat wiring leads one to wonder if the number of reported electrical deaths in freshwater is only the tip of the iceberg. If you have any doubts about your boat, it should be inspected by an ABYC-certified technician. Do not depend on an electrician with experience only on land. Let's boat safely and save lives. For more information, contact Kevin Ritz: [kevinritz@gmail.com](mailto:kevinritz@gmail.com)

## Sea Scout News



December was basically a bust for the Sea Scouts this year. Two meetings were canceled due to people being out sick or exams etc and then no meetings during the Christmas/new years break. And two attempted work sessions on the Swiftsure did not go as planned. But we had a fantastic Christmas party. And at that party George Ward played a 14 minute PowerPoint presentation showing all the stuff we've done over the past year. It had great pictures and music that got the whole crowd rocking. And to be honest I had not realized how busy we had been. It also brought back a lot of good memories too.

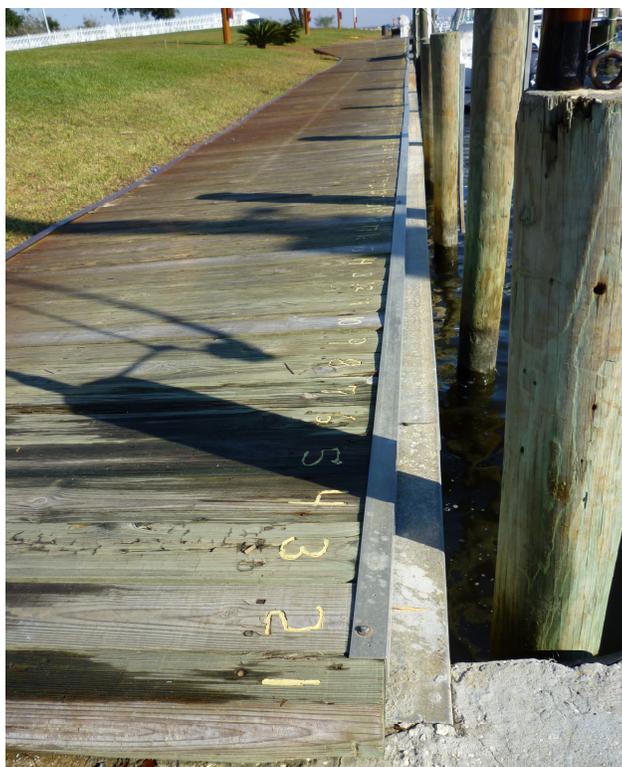
The 100th year of Scouting is upon us. And Harbor Island's Sea Scouts will be involved. There is a BIG 100 year celebration weekend planned for the fall and the Scout office has called and asked us to put on some presentations and create some displays associated with this.

Additionally we're planning on building one or two 'land yachts' to use at that celebration. Basically ice boats on wheels. (Let's just hope we have wind.) All this should be fun and educational as well.

There are now several active Sea Scout ships in the area and we've been able to be involved to some degree with a couple of them. Among our recent contributions was assisting a new ship in Hendersonville to obtain a 19 foot boat for their use. And just last week I was contacted by a new Ship attempting to branch off of Troop 1 in Brentwood. They want to do this but have no idea what to do or how and have asked for our assistance. Thus we've invited them to come meet with us for a few meetings and possibly go on an activity or two with us as well to help get them started. They also are in need of a good sail boat for their use. In the range of 14-19 feet. They have a PROJECT boat but need one that they can actually start using as soon as it gets warm again. So if you have a trailer able boat that you would like to donate. This may be the time.

Wait I said December was a bust!!! Well, maybe it wasn't after all.  
Just a little different.

Andy and Cathy Griswold



### *A Riddle from Paul*

Pictured to the left is a dock at the Pensacola Yacht Club submitted by Paul Latour. The Main Reason they numbered their dock boards are....

1. Helps sailors find the post where they last set their beer.
2. Reminds slip owners the date their fees are due.
3. Helps Skippers relocate their boats after too many Bloody Mary's.
4. To entertain the crew with Hopscotch exercises.
5. To prove to other yacht clubs that they can count.
6. To help the crew count their sundown steps onto shore so they can count back their drunken steps to the right ship at sunrise.
7. All of the above.
8. None of the above.

Email [paulat@comcast.net](mailto:paulat@comcast.net) for other possible answers.

# Memories from 2009



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

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

TO:

## SCHEDULE OF EVENTS

### January 2010

Sun-2 Laser Frostbite Series Race 1

Sat-9 Change of Watch Regatta: Winter Cruiser Series 1

Sun-10 Quarterly Meeting Change of Watch  
Laser Frostbite Series Race 2

Sat-16 Pancake Breakfast  
Cruiser Winter Series 2

Sun-17 Laser Frostbite Series Race 3

Mon-18 Board Meeting

Sun-24 Laser Frostbite Series Race 4

Sat-30 Cruiser Winter Series 4

Sun-31 Laser Frostbite Series Race 5

### February 2010

Sat-6 Cruiser Winter Series 5/ Turkey Trot

Sun-7 Laser Frostbite Series Race 6

Mon-8 Board Meeting

Fri-12 Sailing Seminar Racing

Sat-13 Cruiser Winter Series 6

Sun-14 Laser Frostbite Series Race 7

Sat-20 Cruiser Winter Series 7

Sun-21 Laser Frostbite Series Race 8

Sat-27 Cruiser Winter Series 8