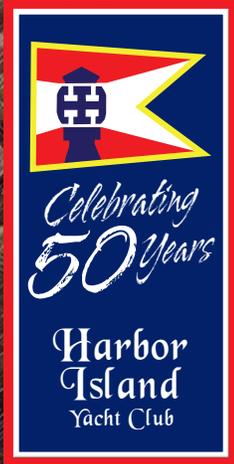


THE ANCHORLINE

Harbor Island Yacht Club

GREATER NASHVILLE'S OLDEST YACHTING MONTHLY

November/December 2010
Volume 43 Number 8



*Wishing Everyone
that Special Moment
you've Always
Dreamed!*



You and your family are invited to the Annual

*Harbor Island Yacht Club
Christmas Brunch*



*Sunday, December 12, 2010
11:00 a.m. – 2:00 p.m.*

*Come join us for Brunch at the Club-hosted this year by your
2010 Board of Governors.*

*There is no cost to club members, but please call or
Email your RSVP by 12/10/08 to
Trina Desforges @
444-6619 or
desforges2@comcast.net*



Commodore Comments



First, I want to thank all the volunteers that came out on Fall Cleanup Day and spent their Saturday getting the club ready for all the fall events. One of the best events of the year is the Bluenose Lightning Regatta. This year's 45th Annual Bluenose Lightning Regatta was a success thanks to Rob Hempel and Bruce Richards and the team that worked so hard during the regatta and dinner.

Second, I want to thank Governor Peter Bennett and his volunteers for putting on a wonderful evening during the Down East Lobster Boil. Plus, thanks to the Race Committees and Regatta Chairs that ran the Beesley 50K Regatta and the Arnold Nye Regatta.

Now that November has passed us by again and most of us are looking forward to December, I enjoy looking back on my years as a child to all the wonders of the Christmas Holidays that we will be celebrating in the days ahead. It is a hectic time for most folks, both young and old. The little ones have wistful eyes and tender hearts as they set their minds to all the colored lights and the exciting sounds of Christmas. The grownups usually get caught up in all the hustle and bustle of the season. There is the shopping and the decorating and the many parties that must be attended. Some of us pack the family car with the kids and gifts and travel many miles to see family and close friends. Others brave the airports and the security lines to get to their destination for the Christmas Holidays. Some folks stay close to home and enjoy a Tennessee Christmas. Whatever your plans are this year, my wish for you is that your Christmas is full of joy, happiness and peace as we celebrate our Savior's birth.

Merry Christmas,
JB

From US Boat:

Underwater fittings, which are the number one cause of sinkings at the dock, are never more vulnerable than in winter. Water freezes and expands with the potential to damage a fitting. And even a tiny crack that's below the waterline has the potential to sink a boat if it's ignored long enough. According to Bernoulli's equation for fluid mechanics, a 1/8" hole that is 6" below the waterline will leak .17 gallons of water into the boat per minute. Even if the boat has an automatic bilge pump, the constant on/off cycling will eventually wear down the battery and sink the boat. A word to the wise...



Thanksgiving Sail

November 25, 2010 Bruce Richards, Laser #185555, SECONd CHILdHOOD,

The outing began at 09:28:28 off the end of the concrete dock on a screaming plane out of the harbor in a southerly gust and I wondered for a moment if I could handle twenty miles of this. But there was not much time to think as I passed the Wards' dock and enjoined the real breeze on the lake. And the seeds had already been planted...

Duane had loaned me The Boat Whisperer DVD's two weeks before and I had watched them repeatedly during my daily elliptical training...so much that I can still hear echoes of English Laser sailor Steve Cockerill's exhortations to keep my "buum" out of the water upwind, to hike off my toes with my knees locked "like a ballerina", to keep my "ruudder" in the middle, to steer by "dropping sheet" and using my body, to sail by the lee along the back of big waves in 35 knot winds looking for low places to cross them, to let the boat go where it wants to go... I was keen to try!

Ann Beesley and I had visited Tuesday, observing that it would be a great day to "do the Twenty Miler" and lamenting that another gorgeous day of strong southerly breeze had slipped away...

We had enjoyed our Thanksgiving gathering with friends and family Saturday. Sherrie had to work Thursday, Kiri was with my parents and sister in DC, Kim and Isaac were spending the day with Steve's family, and I was off...duly noting the forecast for winds out of the south at 15 with gusts to 25 building in the afternoon, chance of rain and thunderstorms, high of 65. These would definitely be radial rig conditions but would afford perfect opportunities to apply Cockrill's techniques, perhaps for twenty miles.

The wind was whistling through clanging halyards as I rigged SECONd CHILdHOOD. For once, the forecast was an UNDERestimate! (The NWS recorded winds 22-28 and gusts 30-39.) Enthusiasm and determination aside, I had to consider that this was arguably crazy...sailing alone on a holiday in conditions that have sent me swimming to the point of exhaustion before (17 times on my first attempt in 1975!) Robert Mattix and Dock Frazier kindly agreed to monitor my progress, or possible lack thereof, on VHF channel 68; I packed a waterproof VHF radio and a Zip-Loc bagged cell phone in one dry bag, spare gloves and a hood and granola bars in another, packed three bottles of Gatorade and secured them all to the hiking strap. (Apart from a few gulps of Gatorade during lulls, I never had a chance to touch anything I packed during the three hours of sailing that followed!) I layered my PFD over spray top over ¾ length hiking pants over wetsuit over polypropylene, pulled the legs of a thick old wetsuit over my calves to cushion them against the edge of the cockpit while hiking, tied my frosbiting hat on, pulled hiking boots over Sealskinz socks and Home Depot industrial rubber gloves over Sealskinz gloves, bladed the main out with Cunningham and outhaul as we 60 kg sailors must and cast off...radioing my start time to Robert and Dock.

I thought it wiser to round the green can upstream from Lindsey's light first: it was downwind and if I was tiring or overpowered on the beat back I could tuck safely back into the harbor and call it a day. But downwind in breeze comes with rediscovery of the ragged edge (of death rolling) and the boat and I were a bit wobbly in the first few gusts, especially in the lifts that folded the leach toward me when by the lee seemed the place to be. We ultimately settled, planing past and over waves at times, waved to the Cottons' estate, rounded the can smoothly and set up for the beat back. With enough vang to bend the boom to near deck level, eased main and concession of a few degrees of pointing we were able to sail fairly flat and manage most of the waves and gusts comfortably. I had to remember to ease vang going into tacks so I could get under the boom and to ease main a lot coming out of tacks to keep the boat moving and on its feet. Pointing toes and locking knees was effective (though I resorted to old hiking habits at times) and I did not feel tired or out of control. So at the harbor entrance at about 1000 I decided to press on to the dam.

I was lifted clear of the island at the mouth of Drake's Creek in a series of monster gusts and thought there might be some reprieve beyond with a chance to bear away a bit toward the channel at Old Hickory Boat Dock. I was wrong! The stretch from Drake's Creek to the DuPont factory was wildly treacherous as gusts blasted down from crazy directions that ignored any semblance of or respect for "prevailing breeze". And the first part of the stretch was a close reach to reach, the toughest for light guys as we can only bleed power into speed and on the front edge of a gust we're sometimes not going fast enough, or we don't ease the main enough, or we have too much vang on so that a little more heeling buries the end of our boom in the water and then we're climbing over the windward rail onto the centerboard, releasing the vang from that position, clambering back aboard and starting over again with renewed resolve and a little less vang...as I did twice in that stretch in gusts that came with 20-30 degree lifts, once downstream and once upstream. Above the dam the lake opens up; the waves were bigger and became delightful playmates as Cockrill suggested they would be. Wind and gust direction were similar and with vang on hard I could sail by the lee along the back of waves, pick a spot, trim in and plane over them on a reach. The boat hummed and vibrated with pleasure and stayed perfectly flat even in the monster gusts. The joy ride ended at the far bollard and my initial hope that I could clear the Hendersonville point without a tack was dashed by a 40 degree "face plant" of a header and a tea bagging that dumped me entirely out of the boat. The beat back from the dam to Old Hickory Boat Dock was some of the toughest sailing I've done. The tea baggings were worse than the capsize; the windshifts that came with gusts on top of gusts elicited one uncharacteristic spontaneous "damn" on my part. The boat and I shuddered through gusts, once to a halt, sailing off little more than the clew patch. I had to adopt a fighting mode with an oh-no-you-don't attitude toward the wind in some of the blasts that felt like an invisible hand pushing me down, "dropping a lot of sheet" quickly and then trimming it in just as quickly to avoid a tea bagging after the gust passed. The dividend came as we bore off at the bouy above Old Hickory Boat Dock—a mile of uninterrupted planning!

The lake became friendly again at Drake's Creek with Harbor Island in sight and even a little sunshine breaking through fast-moving low clouds. We planed in a few gusts rolling down the shore below Shute's Branch and in the breeze that always seems to funnel out of Shute's Branch...and then had to deal with the lee of Harbor Island...shifting gears to sail in calm, and then wind eddies, and then gusts in the harbor alternatingly coming over the island and the causeway. I didn't shift gears quickly enough for one and capsized once more (in the harbor!) before passing the concrete dock at 12:37:00.

Dock kindly met me at the dock, made me fast and welcomed me back. Rick Smith asked me if I was coming or going, and for a moment I thought about going out again. But I was thankful enough for one Thanksgiving day and it was time to come home.

The weather radio alarm was sounding when I opened the door at home: "Significant weather advisory. Wind warning. Wind warnings are issued when winds 20 to 25 miles per hour with gusts 30 to 40 miles per hour are expected. These could displace unsecured objects...and could make driving difficult."

No kidding! Smooth sailing to all,

Bruce Richards, Laser #185555, SECONd CHILdHOOD, 11/25/10



HIYC Racing Page

LOTSAs LASERS

September 25-26, 2010 (*Appologies for not getting this story to you sooner...editor's note*)

Laser sailors enjoyed a glorious fall weekend on Old Hickory Lake though the conditions were as tough as the competition that included four alumni of the Kansas State University sailing team, in town for a bachelor's party at Chris LaBorde's invitation: Scott Dalin, Tim Fitzgerald (Midwest Thistle District Champion), and John Warlick. Shifts and soft spots shuffled much the fleet especially in the first and fourth races Saturday but Chattanooga's Pete Gregory found lanes and pressure consistently. Sunday morning's brisk northeasterly provided a "wake up and hike hard" call to those who had enjoyed Nashville's entertainment the night before. Dave Young gave chase in the first race and Scott Dalin left everyone behind in the second but Pete came back from "deep" at the leeward gate to complete an impressive 1-1-2-1-1-2 series. Only six points separated the next five places! Hof sailed two stellar light air races to finish fifth. Patrick Kopiwoda sailed Saturday as a junior and celebrated his 18th birthday Sunday with finishes that helped him avoid the MOP (middle of the pack) that he won last year (Ted Chapin's honor this year).

Thanks to Jim Waller (who again graciously volunteered his Northstar for RC duty), son Dave Waller who drove it and helped me square the starting lines, Gary Sawyer, Andy Kopiwoda; to Barbara and Cully Ward on the weather mark boat; to Peter Bennett and Gene Lovelace and Jim Milliman on the line boat; to Kathy Osborne for handling registration singlehandedly ...to William Hofmeister for IT support; to Bill Killebrew for providing safety boat support...to Patty Grissom and Cindy Lovelace for preparing dinner and to all those who helped out in the kitchen...and also to Peter Bennett for representing the Board and conveying HIYC's support of Laser racing to an appreciative fleet in thought, word and deed.

Smooth sailing,

Bruce Richards, PRO and regatta organizer

LOTSAs LASERS 2010

Sail No.	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Net	Place	CAT
16429	Gregory, Pete	1	1	2	1	1	2	8	6	1	
165927	Dalin, Scott	4	8	1	12	6	1	32	20	2	
185555	Warlick, John	3	5	6	3	5	5	27	21	3	C
8	Fitzgerald, Tim	5	6	9	4	4	4	32	23	4	
184607	Hofmeister, William	10	2	5	2	12	6	37	25	5	GM, C
170378	LaBorde, Chris	2	4	14	15	3	3	41	26	6	
181213	Young, Dave	6	10	4	14	2	9	45	31	7	
177194	Kopiwoda, Patrick	7	7	13	7	11	7	52	39	8	J
164291	Clare, Sean	9	3	11	11	7	10	51	40	9	AM, C
2778	Chapin, Ted	14	9	7	13	8	14	65	51	10	AM, C
11	Osborne, Mike	8	13	16	9	13	8	67	51	11	M
0	Hofmeister, Mandy	16	16	3	6	15	12	68	52	12	L, F, M
9	Hofmeister, Lucas	12	11	8	4	19	19	73	54	13	
144344	Jones, Steve	18	14	10	10	9	13	74	56	14	
181266	Carson, Andy	15	15	12	8	10	15	75	60	15	GM, C
515	Bebensee, Doug	13	18	15	16	14	11	87	69	16	GM, C
137154	Andrews, Eric	11	17	17	17	16	17	95	78	17	
none	Colby, Denis	17	12	19	19	19	16	102	83	18	GM

J=Junior (17 and under)

L=Lady

Net=Total less worst score

AM=apprentice master (35-44)

M=Master (45-54)

GM=Master (55-64)

C=Clydesdale > 80 kg

F=Featherweight < 60 kg



**2010 Beesley 50K Nov. 13
PRO Greg Theriot**

SKIPPER	BOAT		PHRF	Elapsed	Corrected	Place
Bob Cotton	J-32 Spinnaker	A	123	14070	14634	1
Chuck Konesky	C&C 99	A	102	14036	15069	2
Anne Beesley	J-32 Spinnaker	A	123	14505	15087	3
Larry Boroviak	Beneteau 32s5	A	150	16140	16140	4

Cully Cobb	Swiftsure 33	B	168	16738	15663	1
Jim Waller	Northstar 500	B	228	17954	16153	2
Steve Vague	Northstar 500	B	228	19088	17173	3
Andy Griswold	Pearson	B		17968	17372	4
Gerry Levine	Columbia 29	J	231	DNF		5

Andy Carson	J-22	L	174	15842	15317	1
Jim Spears	Santana 20	L	225	18264	16496	2
Tim Naeser	J-24	L	168	DNF		3

December 2010

Dock Slip & Mooring Waiting List

Wood Dock Adm: Allen Mirse		Concrete Dock Adm: Dave Desforges		Plastic Dock Adm: Neil Cunningham		Causeway Dock Adm: Stephen Mitchell		Temporary Slips DM: Gerry Levine	
Mbr since	Name	Mbr since	Name	Mbr since	Name	Mbr since	Name	Mbr since	Name
7/16/95	Smokler	7/16/95	Smokler	12/9/03	Fielder	7/16/95	Smokler	8/15/95	Asgeirsson
8/15/95	Asgeirsson	8/15/95	Asgeirsson	6/13/05	Robertson	8/15/95	Asgeirsson	12/9/03	Fielder
9/12/95	Thomas	11/11/03	Hardesty	6/13/05	Taylor	9/12/95	Thomas	6/13/05	Robertson
10/12/95	Osborne	12/9/03	Fielder	10/21/05	White	10/12/95	Osborne	6/13/05	Taylor
11/11/03	Hardesty	6/13/05	Robertson	10/21/05	Woodcock	11/11/03	Hardesty	10/21/05	White
12/9/03	Fielder	6/13/05	Taylor	3/6/06	DiCroce	12/9/03	Fielder	10/21/05	Woodcock
6/13/05	Robertson	10/21/05	White	11/13/06	Latour	6/13/05	Robertson	3/6/06	DiCroce
6/13/05	Taylor	10/21/05	Woodcock	12/12/06	O'Dell	6/13/05	Taylor	11/13/06	Latour
10/21/05	White	3/6/06	DiCroce	2/12/07	Andrews	10/21/05	White	12/12/06	O'Dell
10/21/05	Woodcock	11/13/06	Latour	4/10/07	Green	10/21/05	Woodcock	2/12/07	Andrews
3/6/06	DiCroce	12/12/06	O'Dell	4/16/07	Lovelace	3/6/06	DiCroce	4/10/07	Green
11/13/06	Latour	2/12/07	Andrews	5/11/07	Martin D.	11/13/06	Latour	4/16/07	Lovelace
12/12/06	O'Dell	4/10/07	Green	7/9/07	Amos	12/12/06	O'Dell	5/11/07	Martin D.
2/12/07	Andrews	4/16/07	Lovelace	9/10/07	Knapp	2/12/07	Andrews	7/9/07	Amos
4/10/07	Green	5/11/07	Martin D.	10/2/07	Jordan	4/10/07	Green	9/10/07	Knapp
4/16/07	Lovelace	7/9/07	Amos	10/3/07	Grissom	4/16/07	Lovelace	10/2/07	Jordan
5/11/07	Martin D.	9/10/07	Knapp	4/3/08	Putnam	5/11/07	Martin D.	10/3/07	Grissom
7/9/07	Amos	10/2/07	Jordan	12/1/08	Eubanks	7/9/07	Amos	4/3/08	Putnam
9/10/07	Knapp	10/3/07	Grissom	4/26/09	Carroll	9/10/07	Knapp	12/1/08	Eubanks
10/2/07	Jordan	4/3/08	Putnam	5/4/09	Brandon	10/2/07	Jordan	4/26/09	Carroll
10/3/07	Grissom	12/1/08	Eubanks	8/10/09	Cerrito	10/3/07	Grissom	5/4/09	Brandon
4/3/08	Putnam	4/26/09	Carroll	9/14/09	Koch	4/3/08	Putnam	8/10/09	Cerrito
12/1/08	Eubanks	5/4/09	Brandon	11/11/09	Allegra	12/1/08	Eubanks	9/14/09	Koch
4/26/09	Carroll	8/10/09	Cerrito			4/26/09	Carroll	11/11/09	Allegra
5/4/09	Brandon	9/14/09	Koch			5/4/09	Brandon		
8/10/09	Cerrito	11/11/09	Allegra			8/10/09	Cerrito		
9/14/09	Koch					9/14/09	Koch		
11/11/09	Allegra					11/11/09	Allegra		



Sea Scouts News



October 8-10 over 11 thousand Scouts converged on the Wilson County Fair grounds to celebrate 100 years of Scouting in the USA. This was the Middle Tennessee Centennial Jamboree. Included in the 11 thousand were Tiger Scouts, Cub Scouts, Boy Scouts and around 150 Venturing Scouts. Sea Scouting is under the Venturing umbrella.

There were several activities areas. Some were based upon the age of the youth involved and other areas were open to all ages. Included within the open activities area was a display of 3 sail boats and a land yacht. The Sea Scout's Oday 17, Kent Martin's Oday Mariner and Brian Laidlaw's Venture 25. And the land yacht which despite winds of less than 5 knots climbed a 2 percent slope under it's own power. Note that most trains can only climb around a 3 percent slope. It was a great weekend. And while everyone else was camped in tight quarters in the camping area. We enjoyed two peaceful evenings away from the crowds and camp fire smoke. We slept on the boats. But then we are Sea Scouts.



Approaching the weekend of the McDougal regatta the Scouts needed to make a decision as to what they would be doing. Racing or doing an overnighter. I was hoping to race but the kids choose to do an overnighter instead. As it turned out the weather could not have been any more perfect including the full moon to light up the night for us in our cove. It was a good choice

and everyone had a great time and learned a lot. And they are already talking about when to do the next overnighter.



On 11/13 Triad raced in the Beesley 50k. For two of the three scouts on board it was their first race. Clearly it will not be their last race. It was a wonderful day of racing.

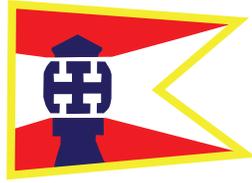
Then on 11/20 we hosted a crew of 11 Venture Scouts for a day of sailing. This was the second time this crew has sailed with us. The first time being in November of 2009. Triad and our Cal 24 were used for this adventure.



With the shorter days ahead we have turned our Thursday evenings back to training sessions. But come the weekends be watching for us on the lake.

Andy and Cathy Griswold

Rick Smith
321 Harbor Drive
Old Hickory, TN 37138



Harbor Island Yacht Club

Located on Old Hickory Lake

Visit us OnLine at www.HIYC.org

2010 Officers

Commodore — J.B. Copeland
Vice Commodore — David Desforges
Secretary — Rick Smith
Treasurer — Fred Beesley
Rear Commodore — Barbara Ward
Senior Governor — Greg Theriot
Governor — Peter Bennett
Junior Governor — Mike Birk

to:



Schedule of Events



December 2010

Sat-4 Flotsam Jetsam Regatta
Sun-5 PPYC Kamikaze Regatta
Sat-11 Lightning Fleet Christmas Party
Sun-12 Christmas Brunch
Mon-13 Board Meeting

January 2011

Sun-2 Laser Frostbite Series Race 1
Sat-8 Change of Watch Regatta: Winter Series 1
Sun-9 Quarterly Meeting Change of Watch
Laser Frostbite Series Race 2
Tues-11 Board Meeting
Sat-15 Pancake Breakfast
Cruiser Winter Series 2
Sun-16 Laser Frostbite Series Race 3
Sat-22 Cruiser Winter Series 3
Sun-23 Laser Frostbite Series Race 4
Sat-29 Cruiser Winter Series 4
Sun-30 Laser Frostbite Series Race 5