

THE ANCHORLINE

Harbor Island Yacht Club

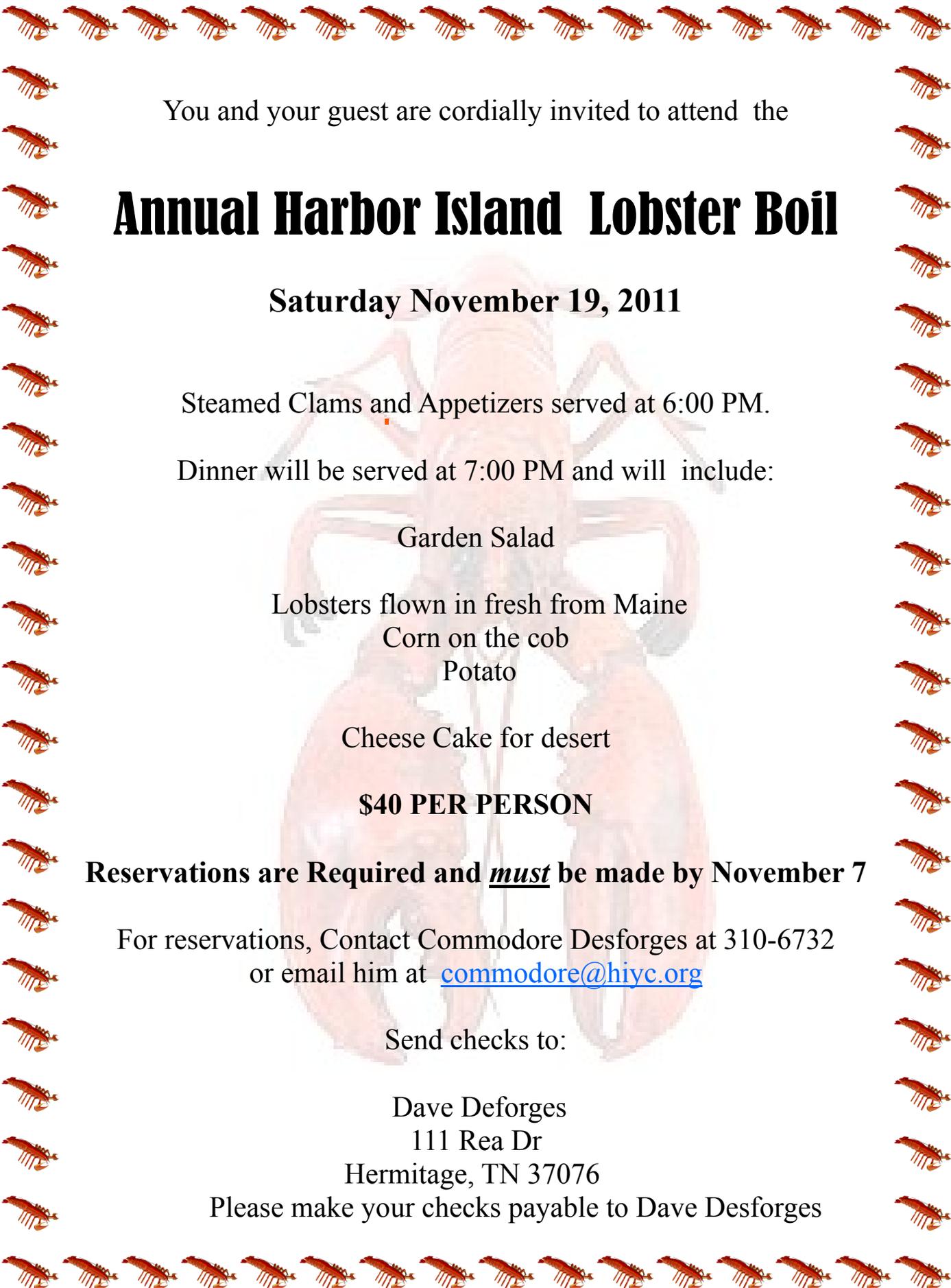
GREATER NASHVILLE'S OLDEST YACHTING MONTHLY



November 2011
Volume 44 Number 8



Paul Latours Team "SCRATCH" at the Canadian S2 Championships



You and your guest are cordially invited to attend the

Annual Harbor Island Lobster Boil

Saturday November 19, 2011

Steamed Clams and Appetizers served at 6:00 PM.

Dinner will be served at 7:00 PM and will include:

Garden Salad

Lobsters flown in fresh from Maine

Corn on the cob

Potato

Cheese Cake for desert

\$40 PER PERSON

Reservations are Required and must be made by November 7

For reservations, Contact Commodore Desforges at 310-6732
or email him at commodore@hiyc.org

Send checks to:

Dave Deforges

111 Rea Dr

Hermitage, TN 37076

Please make your checks payable to Dave Desforges

Friends & Fellow Sailors,

As you receive this month's edition of the Anchorline, HIYC is in its last minutes of preparations for one of its signature events; The 46th Annual Bluenose Regatta. For months now, our friends have been writing sailing instructions, planning for meals and registration, designing and procuring the legendary T-Shirts, among the countless other details it takes to pull off this historically successful regatta. Although participation throughout the last few years may be down (*as it is, unfortunately, with all aspects of our sport and pastime of sailing*), the hospitality HIYC has been known for over the past 4 decades still attracts world-renowned sailors, sail makers and boat builders alike. Thanks to the hard work of the many volunteers at our club, I have no doubt that this year's regatta will be every bit as successful as the past 45.



The following weekend, Saturday, November the 12th, Senior Governor Peter Bennett will be hosting the Beesley 50K, and the very next weekend is HIYC's Team Racing event, The Arnold Nye Regatta. These are the last two major Regattas of the year, so plan on coming out and racing in both. As is tradition, following the Arnold Nye is the Annual Lobster Boil. As you may have noticed on the previous page, the price has increased \$10 from last year. This is due to the increased cost of the food, and the fact that we had a surplus of funds from 2009 which we do not have this year. I still think \$40 is a deal for a full three-course Lobster Dinner with all the trimmings. I have asked Robert & Donna Moore to come out of retirement, and cook the Lobsters and clams this year, and they have agreed! Be sure to get me your reservations by the 7th so we'll have a lobster for you. I sincerely hope you will join Trina and I for Dinner on November 19th.

Our Club Catalina 22 is up and running and ready for our members to sail her. Frazier Fielder and Gary Cerrito have both graciously volunteered to manage this wonderful asset for us. They will be keeping the reservation list, as well as checking out members who wish to use the boat, showing them the particulars of how to sail it as well as answering any questions. If you'd like to check it out for an afternoon, contact Frazier Fielder.

After attending the US Sailing Summit in Chicago this past April, Vice Commodore Smith and Former Commodore Rodney Beason came back with a renewed spirit of revitalization. This fresh enthusiasm was also shared by Nashville Sailing Foundation's Marc Fortune. These three asked for a meeting between me and PPYC's Commodore Charlie Brown and Vice Commodore Michael Miller to discuss the possibility of HIYC and PPYC hosting a Regional Sailing Summit for Yacht Clubs in the Southeast. The thought was that by getting other Sailing Clubs from our region together, we could discuss ideas to solve some of the problems each club is facing, sharing ideas of what has and has not worked for other clubs, and begin to develop an active relationship with these other sailing organizations in our region.

After a couple of meetings, I felt this idea had some real traction, and presented it to the Board of Governors, asking for their Support as well as a \$500 contribution to preliminarily fund this endeavor, with the understanding that any leftover proceeds at the end will be reimbursed to HIYC. Commodore Brown did the same thing at PPYC and both clubs agreed to support this venture. We were also able to get the same commitment from the Dixie Inland Yacht Racing Association, an organization both HIYC and PPYC have been members of for many years. US Sailing has also offered their support, so the ***Southeast Regional Sailing Summit*** has been born. The summit is scheduled for the weekend of February 11th and 12th, and reservations are beginning to roll in from clubs around our region. As of this writing, we have all but secured Nick Hayes as the keynote speaker. Nick is the author of the book [Saving Sailing - The Story of Choices, Families, Time Commitments, and How We Can Create a Better Future](#), and has given many presentations on the decline of participation at sailing clubs around the country as well as the overall decline of our sport and pastime.

I'll keep you all informed of other details as they are worked out; until then, see you at the club.

Dave Desforges

“If one does not know to which port one is sailing, no wind is favorable. “

Lucius Annaeus Seneca (Roman philosopher, mid-1st century AD)

Iron Skillet Regatta Results

Skipper	Boat	Class	Elapsed	Corrected	Place
Chuck Konesky	C&C 99	Heavy A	8,884	8,270	1
Greg Theriot	J-105	Heavy A	11,312	10,579	2
Anne Beesley	J-32	Heavy A	13,751	12,453	3

Jim Waller	Northstar 500	Heavy B	12,532	9,992	1
Stever Vague	Northstar 501	Heavy B	12,687	10,115	2
Joe Ballard	Pearson 323	Heavy B			DNF

Rafal Ab-lamowicz	Seafarer 23	JAM	14,946	11,484	1
Gerry Levine	Columbia 29	JAM	14,465	11,666	2
Kent Martin	Cape Dory 36	JAM	14,409	12,153	3
Dan Haskell	Catalina 22	JAM			DNF

Hail and Farewell!...1987 Commodore Frank Kurzynske

After serving in numerous other important Club capacities, Frank led HIYC as our Commodore in 1987. He and Edna shared 63 years of marriage and traveled together to visit and enjoy over fifty different countries. They had five sons, one of whom sailed at Harbor Island.

Frank was a Professional Engineer and led his own consulting engineer firm from 1957 until his retirement in 2000. But he was not ready to rest. Being of Polish ancestry, and concerned about the need for expert engineer knowledge in present-day impoverished Poland, he told us he felt it was time to "give back" and so he went to Poland for an extended stay as an unpaid volunteer where he provided his expert technical services to improve the land of his ancestors.

A success in every field he tried, Frank will be remembered as one of the many who have built HarborIsland Yacht Club.

Submitted by Fred Beesley

November 2011 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 Harbor Master: Greg Theriot		Moorings	
Mbr since	Name	Mbr since	Name	Mbr since	Name	Mbr since	Name	Mbr since	Name	Mbr since	Name
5/30/1990	Sawyer	7/16/1995	Smokler	3/6/2006	DiCroce	5/30/1990	Sawyer	8/15/1995	Asgeirsson		
7/16/1995	Smokler	8/15/1995	Asgeirsson	11/13/2006	Latour	7/16/1995	Smokler	3/6/2006	DiCroce	5/15/2011	Iliev
8/15/1995	Asgeirsson	11/11/2003	Hardesty	12/12/2006	O'Dell	8/15/1995	Asgeirsson	11/13/2006	Latour	(Needs Double Block)	
9/12/1995	Thomas	3/6/2006	DiCroce	2/12/2007	Andrews	9/12/1995	Thomas	12/12/2006	O'Dell		
10/12/1995	Osborne	11/13/2006	Latour	4/10/2007	Green	10/12/1995	Osborne	2/12/2007	Andrews		
11/11/2003	Hardesty	12/12/2006	O'Dell	4/16/2007	Lovelace	11/11/2003	Hardesty	4/10/2007	Green		
3/6/2006	DiCroce	2/12/2007	Andrews	5/11/2007	Martin D.	3/6/2006	DiCroce	4/16/2007	Lovelace		
11/13/2006	Latour	4/10/2007	Green	7/9/2007	Amos	11/13/2006	Latour	5/11/2007	Martin D.		
12/12/2006	O'Dell	4/16/2007	Lovelace	10/2/2007	Jordan	12/12/2006	O'Dell	7/9/2007	Amos		
2/12/2007	Andrews	5/11/2007	Martin D.	10/3/2007	Grissom	2/12/2007	Andrews	9/10/2007	Knapp		
4/10/2007	Green	7/9/2007	Amos	4/3/2008	Putnam	4/10/2007	Green	10/2/2007	Jordan		
4/16/2007	Lovelace	9/10/2007	Knapp	12/1/2008	Eubanks	4/16/2007	Lovelace	10/3/2007	Grissom		
5/11/2007	Martin D.	10/2/2007	Jordan	4/26/2009	Carroll	5/11/2007	Martin D.	4/3/2008	Putnam		
7/9/2007	Amos	10/3/2007	Grissom	5/4/2009	Brandon	7/9/2007	Amos	12/1/2008	Eubanks		
9/10/2007	Knapp	4/3/2008	Putnam	8/10/2009	Cerrito	9/10/2007	Knapp	4/26/2009	Carroll		
10/2/2007	Jordan	12/1/2008	Eubanks	9/14/2009	Koch	10/2/2007	Jordan	5/4/2009	Brandon		
10/3/2007	Grissom	4/26/2009	Carroll	11/11/2009	Allegra	10/3/2007	Grissom	8/10/2009	Cerrito		
4/3/2008	Putnam	5/4/2009	Brandon	3/7/2011	Cullen	4/3/2008	Putnam	9/14/2009	Koch		
12/1/2008	Eubanks	8/10/2009	Cerrito			12/1/2008	Eubanks	11/11/2009	Allegra		
4/26/2009	Carroll	9/14/2009	Koch			4/26/2009	Carroll	3/7/2011	Cullen		
5/4/2009	Brandon	11/11/2009	Allegra			5/4/2009	Brandon	5/15/2011	Iliev		
8/10/2009	Cerrito	3/7/2011	Cullen			8/10/2009	Cerrito				
9/14/2009	Koch	5/15/2011	Iliev			9/14/2009	Koch				
11/11/2009	Allegra					11/11/2009	Allegra				
3/7/2011	Cullen					3/7/2011	Cullen				
5/15/2011	Iliev					5/15/2011	Iliev				

PRIVATE DOCK AND MOORING POLICY

Per the HIYC Private Dock and Mooring Policy, Only the Board of Governors has the authority to assign or reassign private dock space. All request to swap docks between members must be submitted to, and approved by the Board of Governors in advance, which will follow the HIYC Private Dock and Mooring Policy in regards to Seniority, and those members who's names are properly posted on the Dock Wait list . Dock Admiral's have the ability to relocate currently assigned members on a particular dock at the members request, or for various other reasons and according to club policies.

The pump out station will close for winter on November 13th

TEAM RACING INSTRUCTIONS

The Arnold Nye Regatta

November 19 and 20, 2011

1. **INVITATION** – Harbor Island Yacht Club cordially invites you and your crew to attend the Arnold Nye Regatta on Old Hickory Lake in Old Hickory, TN.
2. **RULES**
 - 2.1. The race will be governed by the *rules* as defined by The Racing Rules of Sailing (RRS).
 - 2.2. Changes to the following RRS sections will be made for this event: 29.1 (Individual Recall), 35 (Time Limit and Scores), 42.3(g) and 42.3(h) (Propulsion-Exceptions), 44.2 (Two-Turns Penalty), 60.1 (Right to Protest), 61.1 (Informing the Protestee), 62.1(a) (Redress), A2 (Series Score), Race Signal AP (Postponement), US Sailing Prescriptions for RRS 60 and 63.2.
3. **SCHEDULE** – The official time will be kept by the Race Committee Clock above the coffee maker in the clubhouse ashore and by the PRO's watch (synchronized to the RC Clock) on the race committee boat on the water.

SATURDAY November 19, 2011

8:30 am: Registration, Coffee and Donuts
10:00 am: Skippers' Meeting
11:00 am: Warning Signal for the first start

SUNDAY November 20, 2011

10:00 am: Warning Signal
3:00 pm: Trophy Presentation (Approximate time)

4. TEAMS

- 4.1. The Regatta Committee, in its sole discretion, will select teams of three or four members comprised of boats and skippers with similar aggregate PHRF ratings and past performance characteristics.
- 4.2 Teams will be designated by a color and each boat must display a ribbon of that color from its back stay (supplied at the skippers' meeting).
- 4.3 There will be a single start for all boats in each race.

PRIZES – Trophies will be awarded to the team with the best series score.

FURTHER INFORMATION – For further information please contact Jim Waller (615) 828-3997 or by email to: jimwaller@bellsouth.net.



Sea Scout News

Late September and early October were for me very busy including a lot of out of town travel. As a result I only attended one weekly Sea Scout meeting and no weekend activities in a 4 week period. But due to excellent leadership on the part of our Adults and Youth, operations continued very smoothly.

We've been working on making this organization youth lead. The way it is supposed to be. I've said for years that it works best when I sit down and shut up. Problem is I have a hard time doing just that. In August we had elections for officers of the ship. We are supposed to do this once every six months. But we realized that it had been 18 months. Way too long. Gina, Sarah and James were elected as Boatswain and Boatswain's mates. Gina as Boatswain went from 'Just being there' to 'Being in charge'. And this was a change I saw at the first meeting. All three of these youth are very organized and doing a fantastic job in their positions. They come to the meetings with notes and agenda ready to go. Way Cool!!!

Additionally most of our youth are working real hard on rank advancement. In fact we appear to have a bit of a competition underway to see who can fulfill certain requirements first. This is fun to watch and very satisfying for the adult leaders. We're planning on holding a 'Bridge of Honor' ceremony in early December. It looks like a lot of deserving awards will be presented at that ceremony.

In other news:

John Taylor stepped up to the plate in a big way when a derelict Buccaneer 25 was donated to the Scouts for the purpose of cleaning up and selling. With the assistance of several scouts they cleaned and cleaned until it looked little like the derelict that was handed to us. I should point out that James and Hunter put in more time than any of the other scouts. Their efforts are really appreciated.

While all this was going, on Daniel Taylor served with several other Venturing youth on staff for a wood badge training that was held at Boxwell Boy Scout reservation.

And on Sunday September 25th, former Sea Scout Chaney Knowlton received his Eagle award. The highest rank in Boy Scouting. I should point out that Chaney and a friend were struggling with attending Boy Scouts and Sea Scouts at the same time. They felt that their loyalties were being split. My suggestion at the time was to go get your Eagle. Then return to Sea Scouts and work on advancement here. Talking to one of the mom's at the ceremony I was told that Chaney's friend is about to get his Eagle and both were planning on returning to Sea Scouts. We look forward to their return.

Andy and Cathy Griswold

HIYC CLASSIFIED DEPARTMENT

1984 Merit 25, \$2,000 call Rick Smith 615-482-0840 or email rsmith@gobbb.org

For Sale is a half spool of 3/8 Samson AmSteel Blue Line. Single-Braid, Sk-75 Dyneema .SK-75 has low creep and is good for high static-load jobs. 3/8 has a 19,600 lb. tensile strength and weighs 3.72 lbs. per 100 ft. Excellent for halyards, big boat lightweight sheets, vang's etc. This line retails for \$ 3.55 per foot. It can be yours for \$ 1.50 per foot. Contact John Robertson @ jdrobertson@tds.net or 615-351-8070.

1984 Hobie 16 – White with blue trampoline, 2 sets of sails and trailer. \$ 1750.00 call John Robertson 615-351-8070 or email jdrobertson@tds.net

1970 Tartan 27: Total Stem to Stern Re-Fit over the last 2 1/2 yrs. Too much to list.
\$ 12,500 contact Chris DiCroce for info on this Classic Cruiser 615-478-2417

Autohelm Depth Finder, used (deck mount meter only)	\$50.00
Viking Anchor w/ 6 1/2 ft of galvanized chain.	\$ 60.00
Jack Benz (H) 615-859-4720 © 615-482-4327	

Anyone wishing to submit a classified add for future Anchorlines send to John Robertson at jdrobertson@tds.net

46th Annual Bluenose Regatta For Lightnings

Saturday and Sunday November 5th & 6th

Registration begins Friday evening and the club will be bustling with activity as
sailors from all

over the South and Mid West will converge upon our club for this annual event.

Notice of Race and Sailing Instructions can be found at

www.hiyc.org/Regatta/BlueNoseNew/

If you have any questions, please contact Regatta Chairman Rob Hempel
at hempel@att.net or at 615-742-6206.

The Beesley 50k Race

November 12, 2011

1. INVITATION - Harbor Island Yacht Club cordially invites you and your crew to attend the *Beesley 50k Race* on Old Hickory Lake in Old Hickory, TN.

2. HISTORY - Fred and Anne Beesley joined HIYC in 1965. They have been an integral part of the club and together have worked on almost every regatta, committee and in every elected position. They have been competitive racers in Lasers, Lightning's and are a force with which to reckon in their J-32, Blue Heron. Fred has served for many years as our club treasurer and you can always be assured that Anne will be out on the water racing in all regattas. Their names can be found on every perpetual trophy and Club award. HIYC has aptly honored Fred and Anne by putting their name on the Fall 50k; a regatta that requires endurance, adept boat handling, great tactical skills, and a love

3. RULES

3.1. The race will be governed by the *rules* as defined by The Racing Rules of Sailing (RRS).

3.2. Changes to the following RRS sections will be made for this event: 29.1 (Individual Recall), 32.2 (Shortening of Course after the Start), 35 (Time Limit and Scores), 42.3(g) and 42.3(h) (Propulsion - Exceptions), 62.1(a) (Redress), A2 (Series Scores), A4.1 and A4.2 (Low Point Scoring System), A11 (Scoring Abbreviations), Race Signal AP (Postponement).of sailing!

5.SCHEDULE - The official time will be kept by the Race Committee Clock above the coffee maker in the clubhouse ashore and by the PRO's watch (synchronized to the RC Clock) on the race committee boat on the water.

SATURDAY, November 12, 2011

8:00 am: Registration, Coffee and Donuts

9:00 am: Skippers' Meeting

10:15 am: Warning Signal for the first start

5:00 pm: Trophy presentation

6. CLASSES - The following classes are anticipated for this event.

6.1 Heavy handicap class A: displacement above 5000, PHRF ratings of 150 or less.

6.2 Heavy handicap class B: displacement above 5000, PHRF ratings of 151 or more.

6.3 Light handicap class A: displacement below 4999, PHRF rating of 150 or less.

6.4 Light handicap class B: displacement below 4999, PHRF rating of 151 or more.

6.5 JAM (Jib and Main): provided the skipper has not won a major HIYC regatta in the entered boat in another fleet within the last three (3) years.

FURTHER INFORMATION - For further information please contact Jim Waller (615) 828-3997 or by email to: jimwaller@bellsouth.net.

The 2011 S2-7.9 Nationals CCR

We call this event the "Class Championship Regatta", CCR, or the "Internationals" because it includes Canadians and Americans. It is an annual event attended by about ten core competitors who always show up and another five who are intermittent attendees and another five more it less new to the event. I have been a regular; this year was my tenth CCR. I love to sail and I love to competition!

By way of history, the S2-7.9 was S2-Yachts' most successful production and spawned out of Holland, Michigan. So that is the area where most of the S2s are located (but that civic is changing) and the CCRs are conducted in Holland half of the time, about every other year, and the others done elsewhere based on who else participates and wants to operate the event. So, I have attended CCRs at Holland plus Sarnia Ontario, Wayzata MN, Racine & Milwaukee & Menominee WS, Lake Erie (Toledo), and others, plus we orchestrated one here in Nashville.

My CCR results fit my experience. The first event on Lake Erie had 30 boats and we finished thirtieth. Going into that first CCR, the crew and I thought we were reasonably competent race-sailors, but the depressing result proved to be a valuable, but this year forgotten, wonderful lesson. We were humbled. I did not know how to sail the boat at that level of expertise, I did not understand racing techniques (still don't), was a poor starter, did not know how to sail waves, etc. But we kept going back (stubborn), improving our finishes ranging from 20th to 4th and eventually won a trophy as the first place amateur / third overall (pros first and second). Hooray, we finally arrived! All of these were done on my older 7.9, ITCH, number 231 built in 1985.

Having a newer 7.9, number 545 which I judged as a bit stiffer and quicker out of the tacks, I decided to use SCRATCH to chase the top spot. So we towed her to Sarnia, Ontario for their Canadian Nationals which was followed two weeks later by the CCR also in Sarnia. Great practice opportunity! While prepping SCRATCH, several HIYC member-passersby entertained my spirits while I worked on configuration details of SCRATCH (bottom fairing and paint, aft-led vang, epoxy hole leaks, instrument wiring, remounted the outboard motor bracket, and on) and their warm comments urged me on.

The CCR launched out of Sarnia on Lake Huron, just north of the mouth of the St. Clair River which feeds Lake St. Clair to the south, and explains a frequently not-insignificant current all over the course I find perplexing and unpredictable. Racing in the Canadians, against eight boats, we were equal to the quickest, pointed as high as or higher than the others, had good starts, worked-out most of our mark rounding kinks, made tactical goofs but learned from them and finally placed near the top. We came away feeling too good about the boat, sails, and ourselves, ready to tackle the "big boys" and go for the gold. I should have realized that a touch of over-confidence had drifted into our psyche, and that is never a good thing.

Having parked the boat, we returned to Sarnia two weeks later for the CCR. We enjoyed a fun diversion in their Wednesday night all-comers race, typically about five miles long I think, and similar to what we do here in Nashville. I hopped onto a behemoth (to me) Pearson 43 operated by a jovial crew having a wide ranging makeup including males, female, young, old, inexperienced, and experienced. Sarnia consistently has 40-80 boats weekly, but of course their sailing season is mighty short.

During the CCR, Sarnia's weather was very "Nashville-Fall" nice (until it was all over and departure time which was justice for our performance; we got soaked) but light air the rest of the time. Unlike at the Canadians, shore currents proved very important, but all else was to our liking. But I had only one good start and that was our one good finish out of seven races in 2½ days. Suffering from over-confidence and the subsequent confidence-crash, the rest of the races required constant effort to work back into the race and weathered the crew's patience. The fleet this year contained the closest competition yet, with less difference between first and last than ever before, and the first ten boats always close together. My competitors have been getting better while I have not! Bottom line; we finished 12th of 19 competitors. No Hooray's this year. I was gladdened to witness James O'Dell from Nashville finish seventh. He and his crew did us proud, but James too has found the transition into the trophies difficult. As is so for much in life, sailboat racing teaches that the leap from 20th to 10th or from 10th to 5th is a bunch easier than from 2nd to 1st.

Thank you to my crew; Craig Dooley, Stephen Chambers, Mike Miller and Mike Willoughby. They are terrific friends, troopers, and fabulous sailors who exhibit an inhuman level of patience and I love and appreciate them.

Paul Latour



John Robertson
114 Lakeshore Dr.
Old Hickory, TN 37138



Harbor Island Yacht Club
Located on Old Hickory Lake
Visit us On-line at www.HIYC.org

2011 Officers

Commodore—Dave Desforges
Vice Commodore—Rick Smith
Secretary—John Robertson
Treasurer—Fred Beesley
Rear Commodore—JB Copeland
Senior Governor—Peter Bennett
Governor—Mike Birk
Junior Governor—Scot Thomas

TO:



Schedule of Events



NOVEMBER 2011

Sat - 5	Bluenose Regatta
Sun - 6	Bluenose Regatta
Sun - 6	Daylight Savings Time begins
Sat - 5	PPYC Fall-Off Regatta
Sat - 12	Beesley 50k Race
Sat - 19	Arnold Nye Regatta
Sat - 20	Arnold Nye Regatta
Sat - 19	Lobster Broil
Thurs - 24	Thanksgiving Day

DECEMBER 2011

Sun - 4	PPYC Kamikaze Regatta
Tues - 6	HIYC Board Meeting
Sat - 10	Flotsam Jetsam Regatta
Sun 18	HIYC Christmas Brunch
Wed - 21	Hannukah
Sun - 25	Christmas Day