

THE ANCHORLINE

Harbor Island Yacht Club

GREATER NASHVILLE'S OLDEST YACHTING MONTHLY

December 2011
Volume 44 Number 9



2011 Bluenose Regatta on Old Hickory Lake

You and your family are invited to the Annual

*Harbor Island Yacht Club
Christmas Brunch*



Sunday, December 18, 2011

11:00 a.m. – 2:00 p.m.

*Come join us for Brunch at the Club-hosted by your
2011 Board of Governors.*

*There is no cost to club members, but please call or
Email your RSVP by 12/12/11 to
Trina Desforges @
444-6619 or
desforges2@comcast.net*

Friends and Fellow Sailors,

'Tis the season, the time of the year where we come together with family and friends, to celebrate Christmas, and then the beginning of the New Year. I often get caught up in the all the running; between Christmas parties, shopping, decorating, going from house to house to celebrate with extensions of our family, I feel like I literally run throughout the entire month. It seems that every year I must step back and make a conscious effort to remind myself what it is all really about to keep from losing my mind. Keeping with that ritual, and before I go on, let me pause to wish each of you a Merry Christmas, and a very Happy New Year.



Speaking of Christmas parties, HIYC's annual Christmas Bruch is Sunday, December 18th. This yearly tradition was started by long time member, and former Commodore, Donna Moore. A couple of years ago, Commodore Barbara Ward refined it a bit by suggesting the Board of Governors take over, and serve the membership this annual brunch. We have done it this way since, and this year's Board is planning continuing the tradition. I sincerely hope you will plan on joining us in this HIYC Celebration.

Thanks to fabulous efforts of Robert & Donna Moore, Rick Smith, Kathleen Calligan, my lovely wife Trina, Susan Trigg and Patty Grissom, this years Lobster Boil was a huge success! We even had an un-expected helper in long time member Paddy Funk who was in town so her and her husband could sail in the Arnold Nye Regatta with Fred and Anne Beesley. Without these wonderful volunteers, events like this could not happen at HIYC. Thank you all!

As I mentioned last month, HIYC, PPYC and DIYRA will be hosting a Southeast Regional Sailing Summit in February. This event is starting to come together and there is a notice in this month's Anchorline. Anyone may attend this two day summit, and I encourage all who are concerned about growing our sport to mark their calendars for February 11th & 12th. Hopefully by next month, the final details will be ironed out, and we will be sure to forward them on.

Dave Desforges

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.-William A. Ward



IMPORTANT ANOUNCEMENT

It is time again for the annual code change to the Harbor Island entry gate.

See Hard Copy

The old code will only continue to work up through January, 2012. Reminder, there is also a "Contractors Code" that can be given out to people who may be performing work on your boat. It is only valid daily between the hours of 5AM and 6 PM. This Contractors code remains unchanged and is xxxx. Remote controls to open the gate can be purchased for \$50 by contacting Rick Smith at (615) 482-0840, or by emailing him at rsmith@gobbb.org .

<u>McDougal</u>							
REGATTA	<u>Cruiser</u>						
DATE	<u>10/22/2011</u>						
PRO	<u>Jack Benz</u>						
FLEET START TIME (24 hour)	Hour	Minutes					
	10	20	0				
Wind "L" "L"= < 8, "M"=8-14, "H"=> 14							
				LIGHT	ELAPSE D	COR-RECTED	PLACE
SKIPPER	BOAT		PHRF	TCF	TIME (sec)	TIME(sec)	
Bob Cotton	J-32 Spinnaker	A	123	0.9056	16037	14523	1
Anne Beesley	J-32 Spinnaker	A	123	0.9056	16665	15091	2
Chuck Konesky	C&C 99	A	102	0.9309	16946	15774	3
Greg Theriot	J-105	A	99	0.9346	17035	15921	4
Cully Cobb	Swiftsure 33	B	198	0.8255	17883	14762	1
Jerry Levine	Columbia	B	218	0.8065	18600	15000	2
						#REF!	
Tim Naeser	J-24 OD	L	168	0.8557	13880	11878	1
Ted Chapin	J-24 OD	L	168	0.8557	13888	11885	2

NOTICE OF RACE

Flotsam / Jetsam Regatta

Saturday, December 10, 2011

With notorious PRO Steve Vague

Originated by Betty Caldwell (*and named by Cully Ward*) the regatta was created to enable the Club to distribute some old trophies that were not awarded due to no wind or lack of a class, the Flotsam/Jetsam Regatta is scheduled in the late fall after the winds have settled down a little. While the temperatures can be anywhere from 35 to 75, this is always a great time to get out one last time to stave off cabin fever for as long as possible.

Registration 8:45—9:30 AM, Skippers Meeting 10:00 AM, Race Warning Signal 11:00 AM, Trophy Presentation (approximate) 3:30 PM

No Entry Fee

December 2011 Dock Slip & Mooring Waiting List

Wood Dock		Concrete Dock		Plastic Dock		Causeway Dock		Temporary Slips		Moorings	
Adm: Allen Mirse		Adm: Dave Desforjes		Adm: Neil Cunningham		Adm: Stephen Mitchell		Harbor Master: Greg Theriot			
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

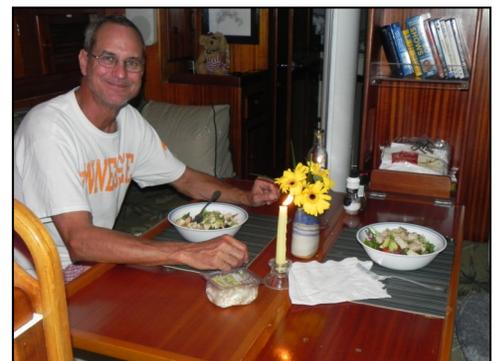
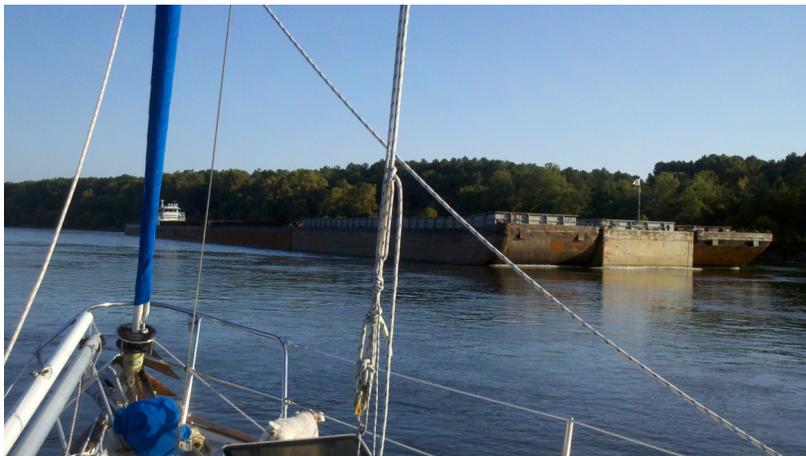
Per the HIYC Private Dock and Mooring Policy, Only the Board of Governors has the authority to assign or reassign private dock space. All request to swap docks between members must be submitted to, and approved by the Board of Governors in advance, which will follow the HIYC Private Dock and Mooring 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.

News from "Le Ciel"

We departed GTB at 4pm on Monday the 26th of September with an extra crew member, our dog, Foxie. After loading "Le Ciel" with lots of gear, water, food, and fuel, we sailed and anchored in Duncan Bay. We had also replaced our 2 three-year old Group 31 batteries. Slipping the lines and leaving is the hardest part of any adventure including saying goodbye to family and friends because we were leaving our "comfort zone". We break the trip up in to 200 mile segments, with a day at a marina at the end of each segment, which usually takes 4 days. The first segment is the Tennessee River, against current, to Pickwick Lake. Next is the 11 lock section to Demopolis, Alabama with a small helpful current. Last is the snaky section to Mobile, with a stop at Dog River. We keep a loose one hour watch schedule.



We got up early the next morning, anchoring at 5pm after motor sailing/sailing 53 miles to mile marker 88 on the Tennessee River. After passing under the RR lift bridge at New Johnsonville, the river narrows down and the current picks up a little. That night, after motoring 60 miles, we anchored at Double Island. Next morning it was froggy! It's the bane of any river traveler this time of year. It can mean a 9 o'clock start instead of a 7 o'clock. Fortunately for us a light wind blew it off by 7:30. As we made our way to Pickwick lock, the current picked up to 2 mph. Progress was slow as we covered the last 60 miles on the Tennessee River, locking thru at 5:45 pm. We quickly made our way to Boyer Branch on the north side of Pickwick lake to anchor, which was absolutely beautiful. With a 7 am departure, we motored the 6 miles on Pickwick Lake to the entrance of the Yellow River and the waterway at mile marker 450. Very quickly, it becomes, the Ditch, a 30 mile narrow canal with no place to stop. The only thing good to say about the "ditch" is that is rarely a nun or a can...you just stay in the middle. The buoys change here because of the opposite water flow, and that was a little difficult for Ceile to rethink the navigation. By 2 pm we were sitting at anchor on scenic Bay Springs Lake in Mississippi Finger Cove. In our cruising guide, "Tennessee River, Tenn-Tom Waterway, and Lower Tombigbee River", anchorages are rated from 1-5, with 5 being the best. Seldom do I see a 5-star, but this place has four such places in one bay! A worthy destination in itself.



The next day was full of locks. Over a 48 mile stretch we cleared 6 locks. After over 75+ times of passing through dams/locks, it's very casual process. At 5:30pm we anchored in a cutoff of the Tombigbee River in 20 feet of water...the deepest we'd seen all day. Many stretches are only 10 feet deep and narrow. Meeting a barge requires quick communication, so you quickly learn the "1 or 2 Whistle" system. One (1) for a port to port pass, and two (2) for a starboard to starboard pass. With a 7:30 am start, we cleared Aberdeen lock and can relax a bit, knowing the next lock is 30 miles away. After clearing Stennis Lock we anchored at 5:47 pm at the Pickensville North Cut Off at mm 309, just above Bevill Lock. With a 7:45 am start, we quickly cleared Bevill Lock, clearing Heflin Lock at 3:30 pm. Below Heflin, the anchoring option are few. We anchored at 5:45, just off the river, at mile marker 252.5, with bow anchor up river and a stern anchor holding us against the shore. We also broadcast our "security" call on VHF for safety.

Some people don't like doing the Tombigbee, but I find it to be a great way to get into any voyage. In the 2 to 3 weeks it takes to make this trip, we've worked out our storage, resolved small maintenance issues, honed our boat handling skills, developed a loose daily schedule, and start to relax. We've even been able to complete a few projects that were saved for this trip. Yes, there are periods of boredom, but there are also times that take your breath away.

The next morning, we got an 8:30 am start for a 30 mile day to Rattlesnake Bend, just before Demopolis, Alabama. We saw the bright white cliffs of Epes, Alabama and passed a Corp. of Engineer's dredge, the "Leonard J", followed by more white cliffs. Dramatic! We reached mm 223 at 1:30 pm and anchored in the bend of a Tombigbee River cutoff. We were docked at Demopolis Yacht Basin the following morning by 10 am with a full day of provisioning and laundry.

The 7th of October we got an early start, clearing Demopolis Lock by 8:30. After a 61 mile day, we anchored on the side of the river with a stern anchor at mm155. The weather on this trip has been outstanding, with mid-80's during the day, and 60's at night. The skies have been clear and sunny, as we've enjoyed the influence of a high pressure system. Our following morning was clear of fog early, so we tried to get a 6:30 am start, but we had snagged a large tree the night before, and had to spent 30 minutes getting it untangled. We locked thru Coffeerville Lock at 1 pm and anchored at 4 pm along the side of the river at mm100, in the mouth of a small creek, having completed 54 miles. On the 9th of October, we anchored after a 63 mile day on the Tensas River. The following day, we finished the last 40 miles and enter Mobile Bay at 1:30pm, taking a slip at Turner Marine on the Dog River just as dark clouds and wind approached.

We were at the marina for 2 days, converting "Le Ciel" from her "river" mode, to her "ocean" mode. We cleaned up, reorganized, dined out, and provisioned for our next jump west to New Orleans.

Sea Ya,

Thom and Ceile Garrison
s/v Le Ciel

REGATTA Beesley 50 K

PRO Jim Waller

WIND h "L"= < 8, "M"=8-14, "H"=> 14

FLEET START TIME (24 hour)	Hour	Minutes	Seconds						
	10	20	0						
FLEET START TIME (24 hour)	Hour	Minutes	Seconds						
	10	26							
SKIPPER	BOAT	FLEET	PHRF	Hour	Min	Sec	ELAPSE TIME (sec)	CORRECTED TIME(sec)	PLACE
Bob Cotton	J-32 Spinaker	A	123	14	4	53	13493	16484	1
Brock Short	J-100	A	87	13	57	21	13041	16999	2
Chuck Konesky	C&C 99	A	102	14	4	26	13466	17076	3
Anne Beesley	J-32 Spinaker	A	123	14	13	18	13998	17101	4
Greg Theriot	J-105	A	99	14	6	1	13561	17291	5
FLEET START TIME (24 hour)	Hour	Minutes	Seconds						
	10	35							
Steve Vague	Northstar 500	B	228	15	5	54	16794	17339	1
Cully Cobb	Swiftsure 33	B	198	14	54	44	16124	17418	2
Drew Griswold	Tanzer 22	B	231	15	27	54	18114	18619	3
Larry Boroviak	Beneteau 32s5	B	162	15	0	21	16821	19240	4
FLEET START TIME (24 hour)	Hour	Minutes	Seconds						
	10	50							
Tim Naeser	J-24 OD	L	168	14	32	35	14255	16146	1
Jim Spears	Santana 20	L	225	15	24	30	17370	18013	2
FLEET START TIME (24 hour)	Hour	Minutes	Seconds						
	10	50							
Kent Martin	Cape Dory 36	J	180	13	33	26	11246	12496	1
Andy Griswold	Pearson 30	J	174	13	32	55	11215	12581	2
Rodney Beason	Beneteau 345	J	135	13	27	34	11254	13466	3
Gerry Levine	Columbia 29	J	218	dnf					
Gene Lovelace	O'Day 25	J	234	dnf					
Rafal Ablamowicz	Seafarer 23	J	261	dns					
Judy Netherton	Catalina 22	J	270	dns					
Bob Koch	Benetau 26	J	207	dns					
Scott Howard	C&C 38	J	123	dnf					

Ahoy Southeast Sailors,

We are pleased to invite you to join other sailors in a groundbreaking event to promote our sport and the organization of sailing in the Southeast.

This past April several representatives from DIYRA, including the Harbor Island and Percy Priest Yacht Clubs, and the Nashville Sailing Foundation, attended the Inaugural Yacht Club Summit in Chicago. The two day program was sponsored by the U.S. Sailing Association, and focused on issues that most clubs are currently facing: building membership; engaging younger sailors; and increasing participation in racing.

We returned from Chicago with a national perspective and lots of good ideas. The Chicago program, however, was attended by 185 clubs from across the nation and could not focus on the opportunities and issues unique to our experience of year-round sailing on inland lakes and rivers. Consequently, we are planning a Regional Summit in Nashville, on February 11 and 12, 2012, and we welcome your participation. Together we can enjoy an event that will increase inter-club communication, re-invigorate club racing, and strengthen regional planning to sustain our clubs for the future. We are confident that by sharing our successes, competencies and commitments, we will all learn and be better leaders and sailors.

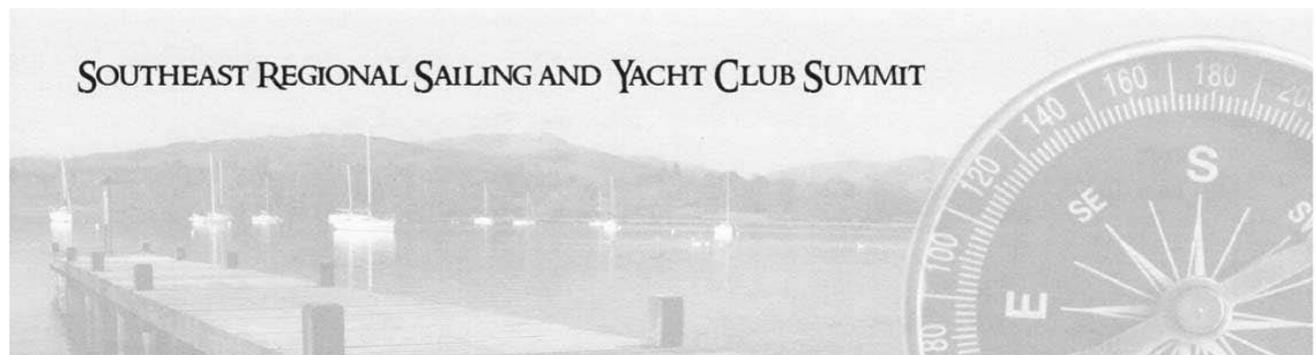
The Southeast Summit planning committee is currently in the process of securing a venue for the February 11-12 summit, with a reception on Friday evening, February 10th. We have secured two noted speakers to address our gathering. Along with Jack Gierhart, Executive Director of US Sailing, Nick Hayes, author of "Saving Sailing," will be on hand to address the group. If you're not familiar with Nick, check out his website at www.savingsailing.com.

The following headline topics will be addressed at the February summit:

- Governance Issues
- Challenges with Membership
- Racing
- Social Programs, especially Signature Events
- Youth and Educational Programs
- Community Partnerships
- Communication and Branding

Any and all yacht club members are welcome. Spread the word and keep your calendars open for the February summit in Nashville. It's sure to be informative and fun. More details will be coming soon.

- Rodney Beason, Past Commodore, HIYC
- Dave Desforges, Commodore, HIYC
- Rick Smith, Vice Commodore, HIYC
- Charlie Brown, Commodore, PPYC
- Michael Miller, Vice Commodore, PPYC
- Carl Reigart, Commodore, DIYRA
- Rusty Clanton, Treasurer, DIYRA
- Marc Fortune, Chairman, Nashville Sailing Foundation





Sea Scout News



The weekend of October 22nd was the McDougall Cruiser Regatta. For this race the Sea Scouts had been invited to participate in the JAM fleet which is growing wonderfully due to the efforts of Gene Lovelace. (Note that the JAM fleet only races one day even in two day events.)

On Thursday Before the race the Scouts decided to use Triad instead of one of the Scout's official boats. This mostly due to Triad having a fairly clean bottom. Before leaving that evening the bottom had been scrubbed in an attempt to make her even faster. And a skipper for the race was chosen. In this case it was James Von Dolan who is one of the Ship's youth officers. Come race day there was NO wind. But we went out on the race course along with all the other competitors. Every one was sitting, going now where. But we decided to try out the saying of 'Light air, go to shore'. In this case the lake is cool and the shore is heating up with the early rays of the sun. Thus the raising air on shore pulls air from the lake making a light breeze. And it works. Again while all the other competitors set motionless in the middle of the lake we sailed up and down the lake a couple of times. All the while staying within a boat length of shore. Pretty cool. And I think we turned a few heads too.

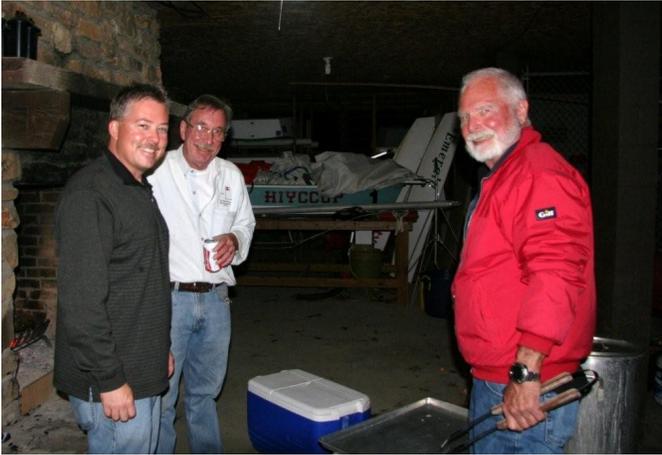
Then the weekend of November 5th we had our 'Fall' overnigher. Eight youth and four adults used Triad, White Bird and the Kelly's Tartan 27. We were later leaving the dock Saturday than we had hoped for. But by the time we had boats secured in Safety Harbor Sarah had supper almost ready. She was cooking on Triad's stove while we ran lines to shore and rafted the boats together for the night. Newly developed skills for rowing the Scout's dingy came in real handy while running the lines to shore and then retrieving them the next day. After dinner, card and word games were played below on Triad. "That's a lot of people for the interior of a 30 foot boat." Sunday, after a wonderful breakfast made by the girls and a short Church service, we sailed towards the dam in a building breeze. Using Triad we dropped the hook in the last cove before reaching the dam. There we rafted up again and had a very nice lunch this time made by the boys. A very fast and fun sail back to the club was followed by a thorough clean up of the boats. This was the first time we've done an overnigher where we stayed out through and after lunch. But it's clear it will not be the last time we do this as it was wonderful.

November 12th was the Beesley 50k and again the Scouts were racing in the JaM fleet. Sea Scout Hunter Poirier skippering Triad this time. Nine boats were registered in this fleet. But there was a fair amount of wind and before the start two had withdrawn. And all day long boats kept dropping out. By the end of the race only three boats were in the JaM fleet. Kent Martin took First, The Scouts took Second and Rodney Beason took Third. A lot was learned that day in addition to having a lot of fun.

I would like to note that after the awards were over Kent decided to disqualify himself from the race and gave the First place trophy to the Scouts. Officially Kent still won but the Scouts have accepted the Trophy as a gift. The trophies for this race being fleece throws. The Scouts have placed the first place fleece throw on Triad for use this winter. Thank you Kent, it is appreciated. Oh wait!!! Why did Kent disqualify himself? The JaM fleet is really for beginners. Like myself, Kent is fairly experienced. He thus decided that he was out of place racing in this fleet. So next time Kent put an inexperienced person on the helm and come race in the JaM again. We might even let you 'Borrow' a Sea Scout.

Andy & Cathy Griswold

2011 LOBSTER BOIL



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—Gene Lovelace

TO:



Schedule of Events



DECEMBER 2011

Sat - 3	Decorate HIYC Clubhouse
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

JANUARY 2011

Mon - 1	New Years Day
Sat - 7	Change of Watch
Tues - 10	Board Meeting
Sun - 15	Laser Frostbite
Sat - 21	Winter Series Race
Sun - 22	Laser Frostbite
Sat - 28	Winter Series Race
Sun - 29	Laser Frostbite