

# *THE ANCHORLINE*

**Harbor Island Yacht Club**

**GREATER NASHVILLE'S OLDEST YACHTING MONTHLY**

**August/September 2012  
Volume 45 Number 6**



**"Most Patriotic" four time winner, FINALLY, awaits start of 4th of July Parade**

# Boating Safety

## On the fifth anniversary of tragic summer 2007 in the Masurian Lake District in NE Poland by Rafal Ablamowicz

On August 21, 2007, there were great sailing conditions in the wonderful lakes of the Masuria, “the great lakes” in North-East Poland simply called “Mazury”, in Polish. This area of “one thousand lakes” has recently been submitted as a candidate for the global competition for the new 7 wonders of the world. <sup>1</sup> The weather that day was warm but humid; the air was “heavy” but breezy; there were lots of sailboats on the lakes: all in all, a great day for sailing.

Suddenly and unexpectedly, at 2:27 p.m., the weather broke: the sky became black and it seemed to have merged with the lake water, and a huge white squall began to race across the lakes. Witnesses reported damaging winds –later they were clocked at 130 km/h, or 12 in Beaufort scale--, boats overturning in an instant many of which were sailboats, sails shredding to pieces, people fighting for their lives in the water in very poor visibility, high waves reaching 9 feet, and a howling wind. Twelve people were killed; over forty boats were overturned; seventy people were pulled from the water by the rescuers. <sup>2</sup>

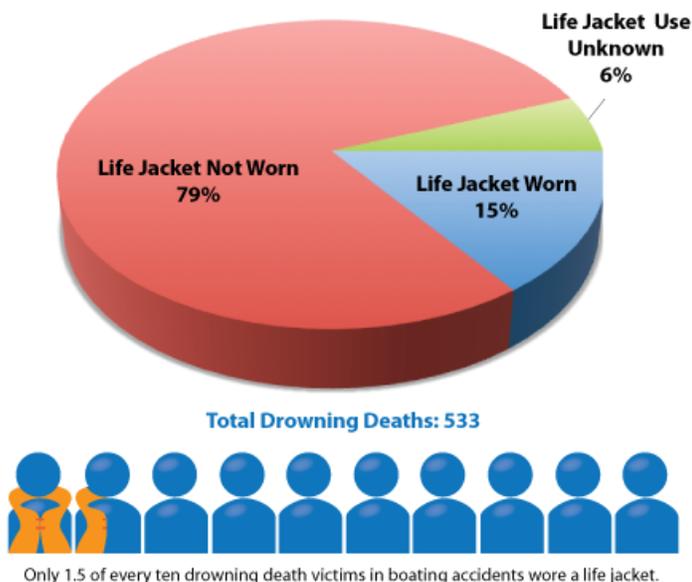
Later, after the rescue was over, the rescuers were complaining about lack of preparedness of the sailors: life jackets were not worn; and some early signals like building winds and waves, darkening skies, had all been ignored. When the squall hit, there was no time to do anything like dropping sails or turning boats into the wind – many boats were broad-sided by the wind and the waves. There was no time to run to the shore as is a common practice there since many lakes are narrow.

Since this tragic summer, a new warning system was installed in the district: seventeen towers were put on shore in strategic locations with lights flashing to warn sailors about incoming strong winds or a dangerous break in the weather. To watch videos from the squall, the rescue itself, and the damage, go to [www.tvnmeteo.pl](http://www.tvnmeteo.pl) and scroll down to “12 St. Beauforta”.

Footnotes:

1. See <http://www.votemazury.org/en.html>
2. Go to <http://www.tvnmeteo.pl/index.html> and scroll down to “12 st. Beauforta ...” (in Polish)

### 2011 Recreational Boating Drownings



### Wearing a Life Jacket is Still the Most Important Step Boaters Can Take to Ensure Their Safety on the Water

Boating fatalities jumped 12.8 percent in 2011 and are now at the highest level since 1998, according to the U.S. Coast Guard's just released report [2011 Recreational Boating Statistics](#).

Last year, 533 of the 758 boating fatalities resulted from drowning, with 84 percent of the drowning victims not reported as wearing a life jacket. The Coast Guard is urging recreational boaters to make sure everyone on board wears their life jacket at all times on the water.



## Commodore's Comments



Greetings HIYC

Below is a letter received from the COE regarding our ability to work on boats at HIYC. If HIYC wishes to allow anyone to do major repairs (Sanding, Stripping, Painting, Fiberglass, etc.) of boats on COE property, we must submit a plan that must be approved and monitored by the EPA to construct a specific enclosure whereby ALL materials and chemicals will be contained, reclaimed, and disposed of as approved and tested by the EPA.

The HIYC Board does not believe we will be able to pursue this endeavor based on three fundamental reasons: Aesthetics, Cost, and Island Regulations.

Therefore the Board is making the following part of this notice:

“HIYC intends to fully comply with the determination of the COE that we will NOT be allowed to do Major Repairs (Sanding, Stripping, Painting, Fiberglass, etc. on COE Property. Should any future inspection by the COE or the EPA find violations of this agreement that would cause HIYC to receive citations and fines, the cost of these fines will be the responsibility of the person caught in violation.”



DEPARTMENT OF THE ARMY  
NASHVILLE DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1070  
NASHVILLE, TENNESSEE 37202-1070

IN REPLY REFER TO

Real Estate Division

Harbor Island Yacht Club  
ATTN: Rich Smith, 2012 Commodore  
321 Harbor Drive  
Old Hickory, Tennessee 37138

Dear Mr. Smith:

This letter is in response to your request dated May 16, 2012, regarding the compliance inspection findings at the Harbor Island Yacht, located in Wilson County, Tennessee.

This office is unable to approve your request as submitted to allow boat maintenance (to include sanding and painting) on Government owned fee property within your lease area. Your request is not consistent with the Corps of Engineer guidelines or best management practices for a marina or yacht club. In accordance with the U.S. Environmental Protection Agency (EPA) Region 2, it is the environmental policy of marinas to protect the health of patrons, staff, and the environment by minimizing the discharge of pollutants to the water and air. All major repairs (sanding, stripping, fibreglassing, etc.) must be performed in a Vessel Maintenance Area and all runoff shall be kept from entering surface waters of the United States.

If you have further questions or additional information please contact Ms. Amy Lord of my office at (615)736-7184.

Sincerely,

Michael T. Abernathy  
District Chief of Real Estate  
U.S. Army Corps of Engineers  
Nashville District

# WELCOME NEW MEMBERS

## Mark and Renee Lane



Mark was born September 10, 1960 in Beverly, Massachusetts, and lived his childhood years in Hamilton, Massachusetts. He attended Western Kentucky University in Bowling Green, KY from 1978 – 1982, where he majored in Music and Mathematics and met Renee. Renee was born March 4, 1960 in Louisville, Kentucky, and she lived her childhood years in Cave City, Kentucky. Renee attended Western Kentucky University from 1978 – 1982, majoring in Psychology. Mark and Renee were married August 28, 1982 after both graduated from college. We both started attending graduate school in 1982, Mark in Mathematics at Vanderbilt University and Renee in School Psychology at Western Kentucky University. Mark was awarded the PhD degree and Renee the Masters in May of 1986.

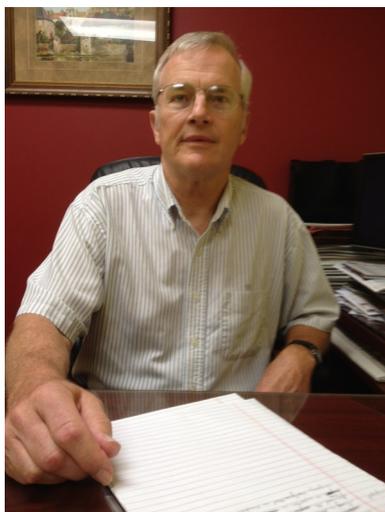
Mark and Renee have two sons, John born on October 25, 1987 and Christopher born on August 20, 1990. We settled in Massachusetts from 1986 – 1995, when we moved to Franklin, Tennessee, where we still live. John graduated from Dartmouth College in 2010 and Christopher from Boston University in 2012. John lives and works in Manhattan, New York City, where he is an analyst for Morgan Stanley, and Christopher lives and works in South Florida, where he just started working as an analyst for Nextera Energy Resources. Mark now works with a software development company in Austin, Texas, where he is a lead developer of the back-end software that involves Operations Research and Optimization. The company solves the short-term and long-range planning issues of clients with large mobile work forces. Renee works part time with the Williamson County Schools.

Mark joined the MIT Sailing Club while living in Massachusetts from 1989 – 1995, where he sailed Tech Dinghies, Lasers, and Rhodes 19s on the Charles River Basin between Cambridge and Boston, Massachusetts. In 2011 we bought a 1983 Pearson 32'3" mono-hull sailboat and keep it at Black Jack Cove on Old Hickory Lake. We joined Harbor Island Yacht Club in July of 2012 with the hope of learning to be better sailors and to enjoy the camaraderie of the club. We are interested in sailing in all classes of boats, love the setting, and are excited about the opportunities that the club has to offer!



## Brian, Robin, Kim and Callie Rafferty

Brian and Robin grew up in New Orleans, LA, and have 2 children together. After Hurricane Katrina, Brian's work was relocated to Nashville. Robin sailed at SYC in New Orleans growing up, and Brian sailed from Ocean Springs, MS, in the summer. Robin's dad, Ray Fretz, who sailed alongside 1968 Olympic gold medalist, Buddy Friedrichs and Barton Jahnce, and her brother participated in GORC races for years. It was a tradition to cruise along the Gulf Coast in the spring and summer as the boat was along the coast at that time for the GORC.



## Roger and Camille Blume

Roger Blume is a new member and is also relatively new to sailing, having just purchased Ken Tempelmeyer's S 2 6.7. Although new to sailing, Roger and his wife Camille have enjoyed living on the lake in Hendersonville for 18 years. Roger looks forward to improving his sailing skills this fall. He is an avid tennis player and is a partner in a trucking and warehousing company headquartered in Nashville.

## Markley Gordon and Julie Stamey



Hello, my name is Markley (a Scottish name meaning man who sails a thousand Lochs). Julie, my fiancé, and I are very happy and excited to be accepted into your beautiful yacht club. I am new to the Nashville area having only moved here in March from Orange County, California to end the torture of a long distance romance with Nashvillian Julie.

Julie and I grew up together on the island of Coronado in San Diego, CA. Her brother was my best friend and I use to pine for her but she would have nothing to do with me cause I wore glasses and didn't drive a car. She moved to Tennessee after high school and I was condemned to sail the seas without her until fate took over six years ago. That is when I bought my current Catalina 25, Moxie on eBay. It was in Annapolis and I drove cross country to pick it up. When I stopped in Tennessee to visit her brother, Julie

was there and upon realizing I no longer had glasses and now drove a Mercedes (she didn't find out till later that it was a Mercedes work van), instantly fell in love with me. It took four more years for her to contact me (via Facebook of course) but here we are now, together in Nashville.

I have been interested in anything that floats since my days in Coronado where I would build rafts, I only lived ½ block from the bay. I bought my first sail boat, a Catalina 22 right after college and owned it for 11 years. I was even the regional Commodore for the Catalina 22 south west division. I have chartered and crewed all over the Caribbean and Tahiti and have sailed Mexico and the entire U.S. west coast.

Julie loves the water and has had numerous boats but is new to sailing and is very enthusiastic about learning. Her first sailing experience was to Catalina Island in California where we encountered very rough seas yet she still loved it. That's when I knew she was a keeper. She is also

## Mike Harper and Deborah Woods



Mike and Deborah are new to sailing. We are excited about this chapter in our lives and are happy to be members of Harbor Island where we can learn to sail and make friends. Mike works at Pioneer Coach and Deborah owns The Fabric Junkie and Interior Fabrications. Deborah has two boys Austin Woods, 17 and Jake Nixon, 19.

Want to sail HIYC's club Catalina 22?

Contact Gary Cerrito to get "checked out" on the boat and to make reservations by calling him at 804-7345 or by emailing him at [tennesseerackl@comcast.net](mailto:tennesseerackl@comcast.net).



## SHIP'S STORE

CONTACT SUSAN VAUGHN

[susant@franciscom.com](mailto:susant@franciscom.com)

(615) 259-3676 ext. 224

(615) 259-3638 fax

(615) 424-4312 Cell



# ***The Konesky Great River Race***

***September 8, 2012***

*Harbor Island Yacht Club cordially invites you and your crew to attend the Konesky Great River Race*

9:00 am: Registration, Coffee and Donuts

10:00 am: Skippers' Meeting

11:00 am: Warning Signal for the first start

See Race Instructions at : <http://www.hiyc.org/Regatta/KoneskyRiverRace/KoneskyRaceNorSi.pdf>

## **LOTSA LASERS NOTICE OF RACE**

Harbor Island Yacht Club invites you to sail in the thirty-seventh annual Lotsa Lasers Regatta on Old Hickory Lake September 22-23, 2012. We plan short-course races following **three**-minute starting sequences governed by the *rules* as defined in The Racing Rules of Sailing with changes made to RRS 29.1 (Individual Recalls will be hailed), A2 (Scoring to exclude a "throw out" if six or more races are completed) and 67 with respect to 42 (Propulsion will result in an excludable disqualification) as detailed in the sailing instructions. These may be reviewed at the website, [www.hiyc.org](http://www.hiyc.org) (.Regattas .LotsaLasers) along with directions (.About HIYC .Driving Directions and .Map) and weather. Breakfast and lunches will be provided and there will be a lasagna dinner Saturday night. And there will be awards...for the top three juniors (age 17 and under) and for the top "new junior" (sailing in a district Laser regatta for the first time)...for the first lady...apprentice master (35-44), master (45-54), grand master (55-64), great grand master (65 and over), featherweight (under 60 kg), Clydesdale (over 80 kg)...and for the top four finishers overall. All will be eligible for the dreaded MOP (middle of the pack) and for the highly prized Bookend Award (presented to the skipper who starts in every race and finishes with the highest point total). **Radials** will compete as a separate class for "top three" awards.

The registration fee will be \$35 which includes lunches Saturday and Sunday, dinner Saturday night and breakfast Sunday morning. ILCA members will receive a \$5 discount. Please present your ILCA membership card when you register! Juniors will also receive a \$10 discount. Saturday only sailors' fee \$20. Sunday only sailors' fee \$15.

Please call Bruce Richards at (615) 383-8749 ([rich4302@comcast.net](mailto:rich4302@comcast.net)) if you have any questions or if we can assist you with your planning. If you plan to arrive Friday night, you will need to call to obtain the combination to the gate across the causeway. If you would like to use one of HIYC's boats to sail in this event, contact Greg Theriot (615) 578-3084.

### **SCHEDULE**

SATURDAY SEPT 22	1000 HOURS	Registration
	1130	Skippers' meeting
	1145	Lunch
	1300	First race with others to follow
	1830	Dinner
SUNDAY SEPT 23	0800	Breakfast
	1000	More races (no starts after 1230)
	1330	Lunch and trophy presentation



# SAILING ADVENTURES

**Chris DiCroce**



Melody and I are coming up on the two-month mark since we left Nashville on our journey to the East Coast aboard our CAL 35, Sonrisa. I still wake up every morning and pinch myself to make certain I'm not living some far-out fantasy or still lingering in dream land. I couldn't dwell there too long anyway as Jet, our fifty-pound, four-legged crew member lets me know he's got some business to attend to. As we walk the grounds of Spring Cove Marina in Solomons Island, I know I must at some point try to put this all into words but boy where to begin? How do I get it all down? Well, here goes.

Some folks don't even know we've left town. But we have. I've been a member at HIYC since late 2005, early 2006 and have loved every, single minute of it. I learned so much there and met so many wonder-

ful people but as 2012 closed in, I was faced with an employment situation coming to an end and a parent who's health was deteriorating at a rapid pace. I had been in Nashville over 20 years and was contemplating a move out of state. I had always wanted to live aboard my sailboat but my girlfriend couldn't really get her head around it just yet. I had recently finished a two year refit on my Tartan 27 and was content to sail that beautiful boat until further notice. I was resigned to the fact that we'd move somewhere closer to the East Coast to be near my family in Philadelphia and my Tartan 27, "Moose" would be joining us. One day my lovely and I found ourselves in the discussion about selling the house in Nashville and renting a place up on the Chesapeake Bay for summer and then warmer climates, possibly Florida for the winter. We discussed rent, deposits, insurance and the process of turning on the electric and water services. We tried to find a place we both liked but always found ourselves saying, "Nah, it's just not the right neighborhood" or "the place is really small for how expensive it is" and well, you know the drill. I tossed out the idea of just buying a bigger boat? Living aboard and checking out several places this summer and ultimately going wherever we wanted. We'd discussed this in the past but Melody just didn't want to part with all of her stuff. She had beautiful clothes, shoes, furniture and belongings she just didn't want to get rid of. What can I say to that. End of discussion. I certainly didn't want to force her to move into 150 square feet and then be miserable. And that thought of paying for a storage unit to keep stuff we obviously don't need was not really what we wanted to do either. So I let it go. Until that is, a couple days later when she said to me, "I'm not really sure what I'm so afraid of. What the heck am I holding onto this stuff for anyway?" Then she said those magical words that become the point to this long-winded paragraph, "Let's do it."

Yep... she said it and "do it" we did. I listed the house for sale May 1, 2011 and listed the boat (my treasured Tartan 27) in October. None of it seemed real. It was petrifying but I wanted to be in control of my employment situation as much as possible and certainly did not want to get caught in an unexpected layoff which would force us to spend our savings on mortgage and contingency plans. So this felt right. Mel had a great job with a fantastic company who loved her so she was going to approach them about working remotely when the time came. Me? Well, Mel and I also own and run small organic clothing company called, Happy 2be Here and that would be my focus. Once the dust settled, I would spend my time ramping H.2.B.H up. In the mean time we had a house to sell and a boat to worry about selling. My fears were unfounded. I sold the boat in November. Gone. New member purchased her and I tell you, it broke my heart to hand over the keys but we kept saying, if it didn't happen, we wouldn't be able to take the next step. So we trusted in the universe taking care of us... I know, sounds all new-agey and hippie... sorry.

The house sold in February of 2012. We were set to close on March 30. The whole time we had it listed, Melody and I had been searching for the next boat. I don't know about you but I constantly look at sailboats online. I'm a little obsessed with it. I analyze designers, layouts, ketch vs. cutter rigs and it paid off because we had a good start on our boat search. We dialed it into the 35 foot range. Good pedigree. Less than six feet of draft. Less than fifty-five feet of mast. Good storage. Sailing ability was a must and Melody really wanted a shower. She didn't ask for much else except storage and a shower. With our budget, we had come down to a few different contenders. The Ericson 35 Mk III, Pearson 365, Dufour 35 and a CAL 35. We ultimately decided on the CAL 35 and went to look at several on the market. I'll cut to the chase here and after much back and forth, decided on one in Panama City, Florida. We followed the usual protocol of survey, sea trial, self-doubt, second guessing and then when the house closed, we pulled the trigger on Sonrisa and we haven't looked back.

I know... long-winded! Get to the sailing right?! Over the next several weeks, I made trips to PCB in the truck taking tools, clothes, books, pots and pans and tons of crap we later decided we had absolutely no need for! On May 25, 2012 we boarded for good and that following Monday, Memorial Day we set out for Marathon Florida. Melody had boarded our faithful companion Jet at his favorite facility and joined me for the first week at sea and the maiden voyage to our first port of call. Not so fast... Mother Nature had other plans. Every weather report we had stated, "Hi's in the upper 80's with a 20% chance of thunder storms." Passage weather reports were for winds out of the NE at 10 knots for the week! Perfect. Let's go. The first day out was spectacular sailing. We checked all the systems out. Reefed our sails so we

knew what the heck we were doing when the time came and performed several other drills to familiarize ourselves with our new vessel. That proved to be time well spent. As the sun set, to our North was a line and let me say, a very low, dark and frightening line of clouds. We were well off-shore and there was no way to duck in once we passed San Blas light. All week long we'd been watching Hurricane Beryl and worried about it turning south from Georgia and pinning us in Florida. The reports had it moving NNE Sunday night and nowhere near us by Monday morning. Well... so much for reports. NOAA weather said the same, NNE and well off-shore by Monday. That may have been the "report" but by 10 PM on Monday night, the outer bands of Beryl unleashed rain, wind and lightning like I've never seen. We were reefed down and the headsail was all but a sliver. The boat was handling it much better than I was and when all was said and done, we were fine. We thought. After a couple hours of this battering, I spotted my headlamp up the main just to make sure all was still well and... well... it wasn't. My main split at a seam. Just above the insignia, the 25 + year old sail let go. Now we had to get her down before any more damage occurred... not fun.

Getting to Marathon was not going to happen. We decided to detour into Tarpon Springs and assess the sail and any further stitching issues that might be in question. We met a guy on the fuel dock named Herman who had a canvas loft. He went over my main and my genoa for the next seven hours and reinforced as much as he could with the time he had. I appreciate him very much. We set out that afternoon, made it to Little Shark River and anchored for the night. We made Marathon the next day and Melody set off for Nashville. She was going to drive our truck up to Philly and hang with my family until I arrived. I had another friend board to help with the remainder of the trip. Steve Maseda is a friend JB Copeland introduced me too. He's a seasoned sailor and a dear friend. He must be because the rest of the trip was just like the beginning. We got hit continually as we headed out into the gulf stream and after putting into Cape Canaveral for fuel and provisions, lost the main again in a horrendous "micro burst" which split the main from luff to leech before I could get around the dodger to douse. Fast, furious and gone in an instant. This time, the cloth split just below the second reef point. We were faced with the decision of just going back in and sending him home while I waited to get a new main, going up the ICW or just continuing on with the main tied into the second reef. Steve didn't have the time to do the entire ICW and I didn't either. We decided to stay out and go on up to Morehead City, NC. We got slammed again and several more times after that resulting in my poor mainsail being slit into ribbons and us motor-sailing to Morehead with just the Genoa. The boat did fine. Rolling like mad at times and screaming on a reach at others. Ultimately, we got into the ditch and ran out of time. As we hit Atlantic Yacht Basin, on June 7, we found that a front was marching down the Chesapeake from the North with winds 25 to 30, gusting to 40! We were going nowhere. It got worse... that front wouldn't be clear for three, possibly four days! Steve had to be back in California for Father's Day and there was no way I'd get in the way of that. My whole purpose for doing this trip at this time was to be with MY dad on Father's Day and now I wasn't going to be able to pull that off either. You see, my dad has Parkinson's and it's getting bad. It has been for the last two years and the main reason we undertook this whole crazy journey was to be closer to my parents this summer. Not being there on Father's Day was tough to take. Now, I was alone and I still had a long way to travel.

After three days of sitting. I left out of AYB bound for Norfolk and the Chesapeake. The weather had the winds at 10 - 15 from the NE, shifting E and then S late in the day. It would be late in the day before I got anywhere close to the bay so I decided to leave. I got through Great Lock ok. The lock master said I was "brave" for heading North as she thought the front was still poking around up there. I told what I'd heard and she sent me off with a discomfiting "good luck." I don't much like that sentiment anymore. But... she was right. When I stuck my nose out into the bay at Thimble Shoals light... I got hammered. It was the worst day of the trip. After all the storms and wind on the Gulf and Atlantic, this chance. South? Yeah... in your dreams. And I beat into it for three hours before I regained my senses and turned around to find safe harbor. Stupid. Amateur and dangerous. Old Point Comfort... you are that indeed. I sat... again. For three more days.



In the end, I landed on the fuel dock at Spring Cove Marina at around nine o'clock at night on June 19th. I was slated to arrive here on the 11th or 12th. Melody and Jet met me that night with some soggy turkey sandwiches that she'd been holding all damn day and a bottle of wine. I can't tell you how happy I was to see them. So many mixed emotions. I learned a lot about the boat, the weather and my abilities. I tried not to be heavy handed and to heed the warnings and advice of older, more seasoned captains and sailors. I tried to listen to the voice of reason and trust my instincts, green as they still are. I made some terrible decisions. Thankfully they didn't cost me my life, limb or vessel. It was some of the most difficult sailing I've ever done. I was more afraid than I've ever been and never more elated than when I saw the green entrance buoy at the mouth of the Patuxent River. Our CAL 35 will get a new sail. She's all cleaned up and ready for our next destination. Her captain is a little wiser as well... we hope. Check sail? Yeah, you could say that.

You can follow us along on our journey at [www.mondovacilando.com](http://www.mondovacilando.com)



# Sea Scout News



I've said for 19 years that it works best when "I Sit down and shut up and let the kids to it." But after 19 years I still have a hard time applying this simple concept. During a recent Thursday evening meeting we were going to be sailing around marks in the harbor using the smaller boats. In this case we were using the Scout's Oday 17 and Cal 24 and the club's Catalina 22. I was involved in launching the Oday but then stepped back and watched. And as I suspected it was pure disorganization. At my suggestion the Scouts rigged the Oday first. Then as one crew rigged the Catalina 22 another used the Oday to shuttle out to the Cal. Once at the Cal two rigged the boat and sailed it back to the dock while one Scout sailed the Oday back. We started the process at 5:30 and it was 7:00 before the three boats left the dock to sail around the marks. So much for having a good long evening sail. Only 45 minutes later we had everyone head back to the club. The Oday going to the dock and the Cal to it's mooring. Oh yeah! We also had two visitors that evening. And I had to wonder if it was a good experience for them. But as we meet at the club house to discuss the evening all I heard was pure joy from all and how much they had learned. And the visitors, yes they will be back. Ok I hear ya!!! But it's so hard to keep my mouth shut.

September 14-16 we are holding a nationally recognized Sea Scout 100 yr. celebration at HIYC.

**We will be taking over the club for the entire day of Saturday the 15th. Set up starting a couple of days before hand.**

I don't know at this point how many have registered to come but I do know that we have a lot that will be going on that day.

I'll start at the South end of the water front and work my way North:

- In the area between the cause way and the dock there will be funyack tug-of-war going on.
- On the other side of that dock will be caterpillar survival suit races along with canoe hockey.
- Sunfish will be set up for any one to take out in the launching ramp area.
- The R.C. boats will be racing on the north side of the launching ramp.
- And at the end of the wood dock Vanguard 15's will be taking Scouts out for very short races on a course set in the harbor.
- On shore there will be competitions such as knot tying and life sling throwing.
- The Coast Guard, US Navy and Ingram barge will be represented.

And there will be food.

The day will start with an opening ceremony early in the morning and end after dark with a live band "Ten Shades".

The Fraternal Order of Police has been gracious enough to allow us to put people up free of charge at their facility which is located around three miles from the club. There will be participants at their facility both Friday and Saturday evenings. Yes there is still a lot to do but we're getting real excited about the event.

Although we will be taking over the grounds for the day we would like to encourage HIYC members and Island residents to come check out the event. And if you have a little time on that Saturday we could always use a little help at the different event stations too.

Andy & Cathy Griswold

## BOATS FOR SALE

Sea Scouts have boats for sale, Contact Andy for details on Pearson 35.

Used dinghy w/oars for sell for \$350. Contact Jack Benz at 859-4720 or 482-4327 or email:

[jackbenz@comcast.net](mailto:jackbenz@comcast.net)

Tom Mason is selling his 28' 1981 S2 8.5. Anyone interested in more information can call him at 615-828-8502 .



# Announcements



*Rear Commodore Dave Desforges is seeking nominations from the membership for HIYC members to serve as next year's Secretary (and eventually Commodore) as well as Junior Governor. Per Article VII, SECTION 5 of the HIYC Constitution, the Rear Commodore shall function as chairman of the Nominating Committee. During the month of August, all members of the Club shall be urged to make suggestions as to who should be nominated as the various Club officers for the next year. They should address such suggestions to the Rear Commodore. The Rear Commodore shall call a meeting of the nominating Committee during the month of September. All past Commodores shall meet and consider those who have suggested by the membership, along with others they may feel qualified for the jobs. The committee shall then act by majority vote of those present.*

*Please submit your suggestions to Dave no later than September 17th by emailing him at [rearcommodore@hiyc.org](mailto:rearcommodore@hiyc.org) or by calling him at (615) 310-6732.*

## **A Brief Note from the House Chairman**

I hate to say it, but in the past few months I've seen evidence of some lazy people in our clubhouse. People who don't clean up after themselves in the kitchen. People who won't empty the trash when it's full. People who won't even change the toilet paper or paper towel roll when it's empty!

Maybe these people think we have a professional cleaning service coming in every night to clean up after them and do those little jobs. We don't.

So who IS cleaning up after these people? Members who care. Members who realize what a great, unique club we have and who are willing to do a little extra to keep it that way.

Please – be one of those members.

Thank you.

Howard Toole

## **DOCK SAFETY**

**We have been asked by the Board to be aware of two things to help with safety issues on our docks. 1– Please don't park your boat with the bow sprint over the dock. We had a child walk into an anchor that was over the walkway. 2– We are asked not to run cords across the docks to prevent people from tripping over them. Most marinas have rules regarding these, but the Board is just asking your cooperation in being a good neighbor.**

## **Update Your Information**

**We are finding that many of us have not updated our information for the Directory or Website in quiet a while. Please check your info. in both of these listing to be sure it is up to date. Changes in the Directory should be sent to Fred Beesley and you can change your information on the Website by following the directions on the Home Page at [www.hiyc.org](http://www.hiyc.org)**

## **Reminder**

**Reminder to the Mooring Fleet of \$70 billing and our new Mooring Fleet Admiral is Decho Iliev**

**Submissions for the Anchorline are due by the 20th of the month.**

David Brandon  
6016 Foxland Dr.  
Brentwood, TN 37027



## Harbor Island Yacht Club

*Located on Old Hickory Lake*

*Visit us On-line at [www.HIYC.org](http://www.HIYC.org)*

### 2012 Officers

Commodore—Rick Smith  
Vice Commodore— John Robertson  
Secretary— David Brandon  
Treasurer—Fred Beesley  
Rear Commodore—Dave Desforges  
Senior Governor—Mike Birk  
Governor— Gene Lovelace  
Junior Governor—Drew Griswold

TO:



### Schedule of Events



#### SEPTEMBER 2012

Sat - 1 Summer Series Race  
Mon - 3 Labor Day  
Sat - 8 Konesky River Race  
Tues - 11 Board Meeting  
Fri - 14 - 16 Sea Scouts 100 Yr. An.  
Sat - 22 - 23 Lotsa Lasers  
Sat - 29 Summer Series Race  
Sat - 29 - 30 V-15 Event

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#### OCTOBER 2012

Sat - 6 McDougall Cruiser  
Chili Cook Off  
New Member Orientation  
Quarterly Meeting  
Sun - 7 McDougall Cruiser  
Sat - 13 - 14 McDougall Open  
Sat - 27 Fall Clean up Day  
Nov. 3 Bluenose Regatta

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