



THE ANCHORLINE

Harbor Island Yacht Club

GREATER NASHVILLE'S OLDEST YACHTING MONTHLY

AUGUST 2006
Volume 39, Number 7

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SEA SCOUTS TRAVEL TO APOSTLE ISLANDS

This photo was taken outside a Dairy Queen just outside Bayfiel, WI. The taking of a group picture at this location has become a tradition. This was the 4th trip to the Apostle Islands for the Sea Scouts in the past five years.



Front row L to R: Jody Martin, Julie Mackey, Hunter Poirier, Lauren Jordan, Daniell Lavine, Steven White, Angie Bosio, Cathy Griswold.
Back row: Andy Griswold, Steven Delius, Kent Martin, B.J. Tidwell, Nick Internicola, Ryan Tidwell.

Sea Scout Log from the Apostle Islands Trip Summer 2006

Saturday June 24

After several months of preparation we're finally off for Lake Superior and the Apostle Islands. We've got more scouts and leaders on this trip. (Continued, See Sea Scouts page 5).

CRUISING FLEET

SHRIMP BOIL

SAT AUG 12TH

Pick up reserved meals
in the clubhouse and plan
to sail by 5:30. Raft-up in
the cove across from
Lindsey Light. We'll see
you there!!!

Cruising Fleet Members \$7.00 a person

Non Cruising Fleet Members \$10.00 a person

RESERVATION DEADLINE MONDAY AUG 7TH

Please send your reservation & check (pay to HYC Cruising Fleet)
Beverly Caldwell 123 N Main St Dickson TN 37035

Name _____

attending

amount

Cruising Fleet Members \$7.00

Non Cruising Fleet Members \$10.00

Total Paid

COMMODORE'S COMMENTS - August 2006



I feel sure that you have noticed that summer has arrived. The hot weather and afternoon thunderstorms have slowed down activities at the club. The 4th of July activities seemed to initiate the hot weather, as I suppose it should. Steve and Pam Vague did a super job of organizing it and the fireworks were just great!! Steve may have just started a second career.

Work on upgrading our mooring field is essentially complete and assignments have been made for all of the moorings. Many thanks to our Harbor Master, Roger Maxwell, and his crew for getting this work done. However, we still have a couple of new members on a mooring wait list.

The Board of Governors has approved an expanded slip assignment policy to include assignments to moorings. You will be receiving a copy of this expanded policy shortly. Because of the limitations on spaces in the water members may be assigned and use only one mooring or slip. As a reminder, I also need to point out that the club owns all of the slips and moorings and all assignments can only be made by the Board or the Harbor Master. Penalty assessments have always existed in the club's dock policy. Due to our limited spaces in the water and to be as fair as we can to everyone, I have asked the Harbor Master to enforce the penalty assessments to those who are not complying with the slip and mooring rules.

We have finally received a signed copy of our grant proposal to install a dock pump out system. The grant will provide 75% of the cost of the system. The Corps of Engineers has been contacted and has approved our plans to install the pump-out station on the Courtesy Dock and the tank on C of E land in the grassy area near the flagpole. We have applied to the State Water Pollution Control Division for a permit to operate the system and are now waiting for them to provide the names of sewage haulers licensed to dispose of marine wastes. It seems like this has been a long term process but we do seem to be making progress.

J.B. and Donna Copeland have been working on updating the HIYC Handbook. This hasn't been done in several years and it has been a bigger task for them than we imagined. The new slip and mooring assignments rules will be included together with a lot of additional information.

As normally occurs in the summer months, our water usage rates have increased dramatically. This is more important to us now because our water use rates have recently been raised significantly. Everyone is reminded to turn the water off on the docks when you are not using it and to be sure that it is off when you leave. Thank you.

Keep in mind a couple of good Cruising Fleet events coming up: River Cruise (Downtown and Back) on Sept. 23/24 and a Pig Roast on October 14th.

May you always be going with the current and have the wind at your back to stay cool,

Ken Tempelmeyer, Commodore

RACING NEWS

2006 Double Handed Regatta

Results

<u>Boat</u>	<u>Skipper</u>	<u>Actual Time</u>	<u>Actual Seconds</u>	<u>Corrected</u>	<u>Place</u>
J 22	A. Carson	73:35	441	3764	1
S2 9.1	M. Burke	89:07	5347	4768	3
J 100	B. Short	93:19	5599	5282	4
Pearson 30	A. Griswold	93:25	5595	4753	2
Beneteau 32s5	L. Boroviak	113:29	6809	5958	6
Albin Ballad 30	K. Martin	105:23	6323	5294	5
Mariner	Jody Martin	(Finished in place, stopped race)			7

Safety Notice

Did You Know? Only a few milliamps of 120-volt electricity in the water that is escaping from the boat or marina's electrical system may cause a swimmer's muscles to seize so that he or she can't move. Some experts believe the problem is more widespread than is generally recognized, since local authorities will typically attribute the accident's cause to drowning without suspecting that electricity was involved.

While it may be worthwhile to have your electrical system inspected if you suspect a problem, the only sure-fire way to be safe is to stay out of the water while a boat is at a dock. If you do have to go into the water, to retrieve something lost overboard, you should unplug your boat from the 120-volt dockside electrical system. A boat's 12-volt system, incidentally, does not, by itself, present a shock hazard when someone is in the water. (***Seaworthy July 2006***).

Sea Scouts Apostle Islands Continued from page 1

Very soon after hitting the road the kids discover that the TV with DVD player will not work. Thus they have to interact with each other instead of watching movies the entire trip. What a concept! I'm actually pleased to see this. We're in a 15 passenger church bus provided by Hermitage United Methodist Church. Along for the trip are leaders: Andy and Cathy Griswold, Kent and Jody Martin and Angie Bosio. The scouts are: Steven White, Steven Delius, B.J. Tidwell, Ryan Tidwell, Nick Internicola, Hunter Poirier, Julie Mack-ey, Daniell Lavine and Lauren Jordan. 5:30 PM finds us in Janesville, WI.

Sunday June 25

We hit the road early and arrive in Bayfield around 2:30. Hook up with the charter company and start loading gear onto the boats. The only problem is a recent storm has damaged the marina and some of the boats. One of our boats a Beneteau 34 is being replaced by an Islander 36 at no additional cost for us. Sweet!!!

Monday June 26

Coordinating three boats and crews is a challenge thus our planned morning departure is postponed till around 1:00 PM. But the area is wonderful and the scouts are quickly learning their boats and roles. We arrive at our first anchorage around 5:00 PM. Some of the kids venture to shore for a short walk before supper. We are not being allowed by this charter company to raft up our boats so the Islander 36 gets used this evening for our dinner. 14 people on a 36 foot boat is a little tight but we have a great time. After clean up the respective crews head back to their boats to turn in early. We have a big day planned for Tuesday.

Tuesday June 27

We get started fairly early. We've started swapping up kids between the boats so they can get experiences on other boats and with other crews. All three boats head out together and set sails. Today we do some real sailing and navigating. The winds are at around 12 with a temperature of around 70. Sailing past some of the islands with their cliffs etc is like being in a post card. But the camera just does not capture it like actually being there. All agree this is worth the drive. This day puts us a Rocky Island and within striking distance of Devils Island and the Sea Caves on Wednesday. After dinner some of the kids try jumping in the water to wash up and find the water quite cool. The baths are quite quick.

Wednesday June 28

All 14 load onto the Islander 36 for a day together at Devils Island. It takes around 2 hours to get there. My greatest concern while in route is that the wind and waves may prevent us from going into the caves. But about the time we arrive the wind and waves calm. Entering these caves must be done with caution but when done correctly it's as good as any ride you'll experience at Disney World. After playing in the caves around 2 hours we eat lunch and then head to shore to visit the light house and tour the island. We arrive back at Rocky Island in time to go to shore to take baths in the shallow and not quite as cool water before dinner. This evening I notice that the kids all seem to be ready to head to bed by around 9:00 PM. Guess we wore them out!

Thursday June 29

Again crews get swapped for a day of sailing. We make our way back to a marina to pump out before heading on to our next destination of Madeline Island. All agree the sailing this day proves to be the best of the trip. While on our trip we have a couple of traditions to up hold. One being an ice cream run the other that the girls do a special dinner the last night of the trip. This all takes place this evening. No one wants the trip to end.

Friday June 30

We sleep in a little and then head in to visit the town on Madeline Island. We walk around and tour the museum. Around 2:00 PM we dash back to the marina to turn in our boats. After clean up we head to an underground Dairy Queen for supper. Another tradition. That evening at the hotel some 20 miles away, is spent with the kids in the pool. This group has really bonded!

Saturday and Sunday July 1 and 2 are spent on the road heading south while everyone wishes we were heading north. We arrive back in Hermitage around 3:30 PM Sunday afternoon. We wish to thank all those who helped make this happen. Including Kent, Jody and Angie. Additionally the Cobb's for the use of their trailer and Hermitage United Methodist Church for the use of their wonderful bus.

Andy and Cathy Griswold

Cruising Fleet News

September event date has been changed. The new date is **Sat Sept 23rd**

JB & Donna Copeland will host what is sure to be an adventure!!

Saturday morning the excitement begins with a boat trip down the river. Our destination is the downtown Nashville riverfront dock which has been reserved for HIYC. After securing the vessels, we will venture ashore for dinner, then return to the dock for dessert & fellowship. We will spend the night at the dock & arise Sunday to make the trip back to HIYC. This event is sure to be one of the highlights of our year. More info to come in Sept. Anchorline, but don't delay...

We are limited to 16 boats at the dock. First come, first served.

E-mail Beverly Caldwell at dcald12825@aol.com for your reservation or questions

“SPECTACULAR Fourth of July 2006”

A SPECIAL THANKS TO PAM AND STEVE VAGUE FOR THE GREAT JULY 4 TH CELEBRATION. THE BOAT PARADE WENT OFF WITHOUT A HITCH HOWEVER, SOME WOULD SAY THE CONTEST WAS RIGGED BY STACKING ALL THE DANCING BABES ON RANDALL BUTLERS SWIFTSURE.

THE FOOD AND BEVERAGES KEPT EVERYONE HAPPY AND IT WAS GREAT TO VIEW THE SPECTACULAR FIREWORKS FROM YOUR BOAT.

CUMBERLAND RIVER NOTICE

THE CSX RAILROAD BRIDGE DOWNTOWN NASHVILLE REQUIRES A 1 1/2 HOUR NOTICE TO OPEN THE BRIDGE FOR BOATS PASSING THROUGH DOWNTOWN NASHVILLE. THE BRIDGE WAS DAMAGED AND THIS IS AN INTERIM SITUATION SO CHECK WITH CSX BEFORE YOUR DEPARTURE.

HARBORMASTER REPORT

As everyone knows, we are restricted to a mooring field count of 40. We are in the process of making sure all mooring balls and chains are in good condition. Presently, we are 95% complete in this task. I would like to apologize for any inconvenience this has caused any of our members. We hope to have this project completed within the next month. **REMINDER:** Members are only allowed one boat in the water at a time. If you have more than one boat in the water please remove any boat above the one boat promptly.

Remember, anything above the water that attaches to your boat is **YOUR RESPONSIBILITY**. Please assure these are safe and secure, no frayed lines, always attach the mooring line to the chain **NOT THE RING**. The rings are for lifting purposes only. Instructions about how to properly to moor your boat is forthcoming to all members.

The mooring field revitalization is an ongoing process. There surely will be some mooring reassignments and beg your indulgence in this process. Please be patient during this endeavor.

Roger

AUGUST 2006 DOCK and Mooring WAIT LIST

Wood Dock Dock Admiral (Allen Mirse)	Concrete Dock Dock Admiral (Mark Stanley)	Plastic Dock Dock Admiral (Neil Cunningham)	Causeway Dock Dock Admiral (Ken Todd)	Temporary Slips Sec'y (Larry Boroviak)	Moorings Sec'y Larry Boroviak
Tempelmeyer 86	Kimbrell 56	Hall 98	Butler 51	Hardesty 129	Trigg 65
Fortune109	Hall 98	Fortune 109	Ballard 64	Levine 131	Rusho 165
Hardesty 129	Hardesty 129	Hardesty 129	Copeland 75	Finch 134	Brannon 166
Levine 131	Levine 131	Levine 131	Toole 117	Cook 135	Plummer 169
Finch 134	Finch 134	Finch 134	Hardesty 129	Nelson 136	G. Cunningham 170
Cook 135	Cook 135	Cook 135	Levine 131	Powell 137	
Nelson 136	Nelson 136	Nelson 136	Finch 134	Warren 138	
Powell 137	Powell 137	Powell 137	Cook 135	Birk 140	
Warren 138	Warren 138	Warren 138	Nelson 136	Robertson 143	
Birk 140	Birk 140	Birk 140	Powell 137	Dodge , D. 147	
Robertson 143	Robertson 143	Robertson 143	Warren 138	Smith, J. 149	

SLIP AWARD NOTICE: NO SLIPS WERE AWARDED THIS MONTH

Notes from s/v Leona

June 2006



Thom and Ceile Garrison

After a wonderful visit at Mystic Seaport, we sailed in cold, rain and fog to Block Island. It was a chance to try out our new radar, which worked great. We were the only boat in Great Salt Pond, an anchorage that can host 1500 to 2000 boats during peak season. The next morning was beautiful as we dinghied ashore. Eight hundred sixty people live here year around. The county has done a wonderful job of setting aside parks and recreational land and mixing it with retail and tourism to maintain a small island feel. We rented bikes and rode to the north end of the island, past sandy, rocky beaches to an 1800's lighthouse on a low spit; then cycled to a lighthouse at the southern end, overlooking 200' high Mohegan Bluffs. It was here in 1590 that a war party of 40 Mohegan Indians were driven off the cliffs to their deaths by the Manissean Indian tribe. The next day we sailed into Narragansett Bay, anchoring off a sandy beach at Goddard State Park. Saturday morning we took a slip for 2 days at Brewer Yacht Yard, on the Apponaug River in Rhode Island. We did laundry, reprovisioned, applied Cetol to the teak, and visited the town of East Greenwich (pronounced, "Greenwitch"). We next sailed east to Bristol and visited the Herreshoff Museum. What a great collection of boating history! They have a special section on the America's Cup, as well as a incredible collection of Herreshoff built boats. The town has kept it's intimate feel while offering many services for the cruiser. After an overnight anchorage at Potter Cove on Prudence Island (beautiful), we headed to Newport. It was foggy as we rounded Goat Island and took a mooring from Oldport Marine. Over the next three days, we provisioned, visited the Vanderbilt summer home, "The Breakers" and enjoyed excellent dining. After enduring the worst rains that New England has experienced in 70 years, we finally had a weather window and headed to Martha's Vineyard. We left at 8:30 am in rain, light fog, and a NE wind. A little later, we were motoring into an E wind, then motorsailing in a light S wind, followed by a foggy 10 kt. SW wind, finally entering Vineyard Haven reefed down in a 20 kt. SW blow. After anchoring out, we took a mooring the next day and enjoyed walking around the town, stopping to get the latest tee shirt from the "Black Dog" store.

On Thursday we sailed to Nantucket. What a great day of sailing as we reached through Nantucket Sound on a 10-15 kt. SW wind. With blue skies, aqua seas, no swell, and the current with us, we reached speeds of 8.3 knots, and our HIYC burgee flying proudly. We spent two days there, walking the cobblestone streets, admiring the historic houses, visiting the Whaling Museum and taking in this special place. We departed Nantucket Channel at 7:30 am and raised our sail in a 20 kt SW breeze. We were on our way back to Martha's Vineyard to spent a couple of days replacing our genoa track which we discovered had corroded from underneath. When we put the transmission in reverse, we heard the sickening sound of the prop hitting the skeg, followed by water rushing into the bilge. Our prop shaft had departed the cutlass tube. With the quick insertion of a wooden plug, and a few phone calls, we determined that the best place to go was Fal-

(Continued Next Page)

It has taken us time to make the transition from Chesapeake Bay to New England sailing. Tides can be four times a day with currents running as high as 3-5 knots, and the weather changes dramatically; fog is a fact of life, the water is cold, deep, and the coast is rocky and unforgiving. On the other hand, the wind always blows, the water is emerald green, the landscape is beautiful, the people are friendly, and the destinations are historic. There is also an appreciation for classic sailboats and the people who sail and maintain them. I'm reminded of the classic tale, *Wind in the Willows*, of Water Rat's reply when asked by Mr. Mole 'what's so special about boats?' to which Water Rat replied, "there is nothing, absolutely nothing, half so much worth doing as simply messing about in boats!"

Sea Ya

OFFICERS

Commodore— Ken Tempelmeyer
Vice Commodore— Ken Todd
Secretary— Lawrence Boroviak
Treasurer— Fred Beesley
Rear Commodore— Kathy Osborne

Board Members

Senior Governor— Robert Moore
Governor— Marty Weingartner
Junior Governor— Steve Vague

2006 Commodore's Cabinet

<u>Committee</u>	<u>Chair</u>	<u>Tel. No.</u>
House	Jerry Levine	443-2400
Harbormaster	Roger Maxwell	754-9116
Racing Program	Chuck Konesky Kent Martin	847-1662 754-4150
Powerboat Mgr.	Leif Asgeirsson	773-2744
Cruising Fleet	Beth Marshall Beverly Caldwell	446-2614 740-7171
Grounds	Kent Martin	754-4150
Membership	JB Copeland	758-3042
Junior Sailing	Bill Killebrew Joy Kimbrell Barb Ward	665-2722 754-7121 665-0335

For Sale "IROS"

Fully restored w/new diesel engine, new electrical & plumbing systems, new paint and interior. Over \$100k invested; surveyed at \$52,950.....will take \$42,000. Contact John Finch at jfinch@powellbuilding.com for information.

NEWS FROM S/V LE CIEL



Thom and Ceile Garrison

July 2006

Ahoy to everyone at HIYC! We've covered about 500 nm in a straight line, but a lot more in terms of experiences. With our prop and shaft repaired and *Le Ciel* back in the water, we headed back to Martha's Vineyard for a reunion with a single-hander and friend, Jim Underwood. We first met in 2001 on the Canary Islands. He was on summer leave from Yorktown, VA, visiting his sister in Mystic, CT. After a day in Tisdale, we sailed together to Edgartown where we anchored in beautiful Katama Bay. The following day, we saw Walter Cronkite on his 62' Hinckley (Edgartown is his hometown) before heading across Vineyard Sound to Naushon Island, anchoring at Tarpaulin Cove. This is a private island owned by the Forbes family, and the anchorage is scenic. A half moon bay, surrounded by sandy beaches, with well placed boulders, an 18th century farm house, rock fences, and a lighthouse on the point. It was one of those beautiful New England postcard days. We parted company with Jim the following day; he made his voyage back to the Chesapeake, and we headed northeast bound for the Cape Cod Canal. After our transit, we sailed due east for Provincetown located at the very tip of the Cape. What a unique town! P-Town is famous for the place the Pilgrims first landed, a major fishing and whaling center, a flourishing artists' colony, and now a thriving gay community.

After Provincetown, we were made 25 miles west to Plymouth. We stayed at the Plymouth Yacht Club, which was founded in 1890, one of the oldest clubs in America. They have Happy Hour every day from 4 until 6 pm, nice showers and laundry facilities. You can bet we took advantage of each amenity ;-). We saw the original Plymouth Rock, the replica of the Mayflower, and saw Miles Standish's swords and other Pilgrim possessions in the Pilgrim Hall Museum.

We decided to pass up Boston, Salem and Marblehead (we've been there before) and spent the night in a rolly anchorage on Nahant Bay, Lynn, MA. (just north of Boston). Next day, we caught a bluefish and sailed around Cape Ann, anchoring in another rolly spot in Rockport, MA. The following day we quickly sailed past the New Hampshire coast and were in Maine. We transited the busy and challenging harbor of Portland and anchored behind Peaks Island. The next morning, we took a mooring for two days at the Centerboard Yacht Club in South Portland. After a night on the town, laundry and provisioning, we headed to Jewell Island, only 8 miles away, but much further in terms of surroundings. Jewell Island is a beautiful state park on the eastern edge of Casco Bay with a narrow anchorage called, "Cocktail Cove". Ceile and I rowed ashore to stretch our legs on the fine walking trails along this mile long island. Continued, page 11.

We were not there long before we were chased off by swarms of mosquitoes. We were quite a sight swinging our jackets over our heads as we ran back to our boat (paradise has a price)!

The wind was light as we motored out onto the Atlantic under fog and light rain. After 33 nm we arrived at the mouth of the Damariscotta River, where we transited 5 miles upriver to Seal Cove. As if to live up to its name, we were greeted by a seal with its head tilted back out of the water, soaking up the afternoon sunshine. We both swore he had a smile on his face as he opened one eye to acknowledge our passing. Departing in thick fog, we kept a close eye on the radar as we negotiated the 39.6 nm to Rockland. After anchoring out in the southern part of the bay, we took a slip the next day at the town marina. We took advantage of the opportunity to clean the boat after a month on the hook, to provision, and make some minor repairs. We left Rockland the first of July and spent a couple of days anchoring out on various islands in the Merchant Row area just south of Deer Isle. On the 3rd we motored a short distance to Billings Cove on Deer Isle and picked up the mooring of some friends we met in Deltaville, Va. We joined them on the 4th for an outstanding parade down main street of this small town. Our next stop was Mt. Desert Island and the Acadia National Park. We stopped briefly at Southwest Harbor for fuel and water, then headed up the only fiord on the east coast, Somes Sound. This five mile long, half mile wide sound, bordered by 800 to 1000 foot peaks, cuts into the heart of the Park. We anchored at the head of the Sound at the village of Somesville. From there we could visit the cities of Southwest Harbor, Northeast Harbor, and Bar Harbor. This also gave us access to the trailheads of the Park on the free shuttle service provided by LL Bean. Our first day was spent in Southwest Harbor, tracking down a new shifting cable. Hinckley Yacht are built here and boating services are excellent. The following day we climbed the two peaks of Mt. Arcadia and Mt. Sauveur (681 and 679 feet), both overlooking Somers Sound. Our last day there, we visited the tourist town of Bar Harbor.

We've heard so much about the fabulous cruising in Maine, and we now understand why. They are remote and mostly untouched. The coastline has been shaped by glaciers, leaving deep channels and broken islands in its path to the ocean. There is no shortage of gunkholing on islands of spruce, fir, and pine trees set upon rocky shores, and lots of protected coves. On sunny days, the air is clear and crisp with pleasant temperatures and a SW breeze most afternoons. The only drawbacks are the thousands of lobster traps, less than 1/4 mile fog, mosquitoes in the early morning and evening, and the short season. To us, it seems a fair trade off.



Harbor Island Yacht Club

HIYC CALANDER OF EVENTS

AUGUST 2006

Thursday 3 Start of Thursday Night Races

Saturday 5 Club Seminar: Sail Trim

Saturday 12 Beginners Regatta

Cruising Fleet Shrimp Boil Raft -up (evening event)

Monday 14 Board Meeting (7 pm)

Saturday 19 Match Race Challenge (HIYC and PPYC)

Saturday 26 No Wind Fall-back date for

SEPTEMBER 2006

Monday 4 Labor Day Holiday

Saturday 9 Iron Skillet Regatta

Monday 11 Board Meeting (7 pm)

Thursday 14 Summer Series Thurs. Eve. Race

Thursday 21 Summer Series Thurs. Eve. Race

Saturday 23-24 Lotsa Lasers Regatta

Cruising Fleet River Trip
Downtown Nashville

KLSC Watkins Cup

Thursday 28 Summer Series Thurs. Eve. Race

