



THE ANCHORLINE

HARBOR ISLAND YACHT CLUB

January 2003
Volume 34, Number 12

Officers

Commodore - Joe Ballard
Vice Commodore - Patti Miller
Secretary - Nelson Miller
Treasurer - Fred Beesley
Rear Commodore - Rob Hempel

Board Members

Kent Martin

Harbor Master - Tom Allen
House - Dianne Bronner
Grounds - Kent Martin
Youth Sailing - Bill Killebrew
New Members - Wayne Mashburn

Clubhouse Phone 758-9909

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Commodore's Comments

At the last Board Meeting, two items of note were acted on. First, is relocation of rowing dinghies to the Laser Lot and second, approval for actively sail cruisers to use Lighting Lot during the winter series Regattas. See special notes located elsewhere in the anchor line.



We did not, as a Board, complete a Master Dock Plan, because it is a time consuming process with many opinions. Richard Rust has already presented plans at two different Board meetings. Hopefully, the Board will have a plan to recommend to the members for approval by the second half of this year.

As I exit as Commodore, I want to thank the many people who have helped this year. While I thoroughly enjoyed my year as Commodore, I believe it is a strong point of our Club that we have a new commodore each year. Some don't do this and they tend towards private fiefdoms.

ROWING DINGHIES

Rowing Dinghies must be removed from Seawall and Causeway Docks to allow for demolition of these docks. (The docks must be removed by order of the army corps of engineers)

The Board has passed a motion designating the area between the ramp and the plastic dock as the temporary storage area for rowing dinghies. We request that inactive dinghies be stored at top-of-hill or be removed from Club property. Dinghies not relocated by January 2, 2003, will be moved by others.

A permanent solution for dinghies will be a board priority

Reward for Missing Sailboat Trailer From HIYC Upper Lot

Description: Double axial steel trailer with wood cradle on top for an 25 0DAY sailboat.

We are moving out of state and NEED to sell our boat ASAP. It is imperative that we have the trailer to sell it. Unfortunately, the people who were interested in buying the boat must have the trailer to transport it to a new location.

If you have any information regarding the whereabouts of the trailer,

please call 615-673-3427 (home) or 615-403-4646 (cell). In addition, if you or someone you know may be interested in purchasing our boat please call us.

The Board has passed a motion allowing cruisers to be stored in the Lighting Dinghy Lot during the Winter Regatta Series. The intent is to allow actively raced dry-sailed cruisers in the lot. Subject boats are to be removed from the Lighting Lot at the end of the Winter Series.

Pancake Breakfast

January 11, 9 am

**The annual pancake breakfast sponsored by HIYC cruising Fleet is on!!
Held in conjunction to the first race of the winter series. If you are not racing**

**CHANGE OF WATCH REGATTA
SATURDAY JANUARY 11TH
SKIPPER'S MEETING 11 AM
RACE START 12 NOON**

**CLASSES : LIGHT DISPLACEMENT (J-22, J-24, MELGIS, KIRBY AND
ALL OTHER PLANNING HULL BOATS)**

**HEAVY A DISPLACEMENT (ALL BOATS PHRF OF LESS
THEN 150)**

**HEAVY B DISPLACEMENT (ALL BOATS PHRF OF MORE
THEN 150)**

**CATALINA 22 (WE WILL RUN A CATALINA 22 CLASS IF
WE HAVE A 5 OR MORE BOAT PARTICIPATION. OTHER WISE
CATALINA 22'S WILL BE IN THE HEAVY B CLASS)**

ENTRY FEE \$20.00



HIYC CRUISING FLEET

WINTER SERIES

FIRST RACE JANUARY 18TH

SKIPPERS MEETING 11 AM

RACE STARTS 12 NOON

THE CHANGE OF WATCH IS COUNTED AS THE FIRST RACE OF THE WINTER SERIES. WE WILL HAVE FIVE MORE RACES ON CONSECUTIVE SATURDAYS STARTING WITH THE JANUARY 18TH RACE. FEBRUARY 22 WILL BE HELD AS A MAKE UP RACE IF NEEDED. RACE FORMAT WILL BE THE PHRF TIME ON DISTANCE PURSUIT. THERE WILL BE THE FAMOUS INTERESTING COURSE LAYOUTS THAT THE WINTER SERIES IS KNOWN FOR.

RACE FEE IS \$5.00 PER RACE CRUISING FLEET MEMBERS
\$10 PER RACE NON MEMBERS

NOTE THAT RACES WILL NOT BE HELD IF THE PREDICTED HIGH FOR THAT DAY IS BE LOW 36 DEGREES

RACES WILL BE HELD 36 DEGREES AND ABOVE
CLASSES: LIGHT DISPLACEMENT (J-22, J-24,
MELGIS, KIRBY, AND ANY OTHER
PLANNING HULL BOAT)
HEAVY A DISPLACEMENT (PHRF OF -150)
HEAVY B DISPLACEMENT (PHRF OF +150)
Catalina 22 (we will run a Catalina 22 class if we
can get the participation of at least 5 boats)



The HIYC Fall 50K 2002

There have been some wonderful races in challenging conditions over the years at Harbor Island Yacht Club, but few that I can recall any better, in terms of weather conditions, than this years' Fall 50K. Strong winds arrived, just as forecast, and blew all day, with temperatures warming into the seventies, despite the mainly cloudy skies. On the morning of November 9th, as sailors prepared their boats for what was sure to be an interesting day, the club was abuzz with a flurry of last minute preparations. Adding a sympathetic like crescendo to the already interesting scene, the wind was whistling powerfully through the harbor loudly clanging the riggings, making it difficult to hear over the roar.

Kent Martin was trying to remove a Genoa off the head stay while still in the dock with many expletives but not a great deal of success. He wound up sailing short-handed, but quite well. Others in the Heavy Displacement A Fleet were scurrying to decide whether or not to declare spinnakers, or a lack thereof. Only the J-32's decided to carry their chutes. Still others, shy of crew or experience in high winds were scrambling to shore up, or combine their teams. Marion Maxwell, her daughter, Megan, and Sally Todd, who intended to sail Nautilus without Roger, instead chose to sail with Wayne Mashburn and Richard Rust on Wayne's Albin Vega. Mike Osborn, who was shy of crew, wound up sailing with two of Mandy Hofmeister's throw outs. They flew their spinnaker on Mikes' J-22, and finished in 1st Place!

Sailing with me on Sea-J were our now customary crew, my wife Jane Short on the main, David Deforges as tactical consultant, crew chief, jib and spinnaker trimmer, Matt Allen as the key middleman and Costa Cherunshenko as the unflappable bow man (Rocky lookout). We held our crew meeting, deciding to go with our spinnaker, and got pumped up over our shot at the Harbor Island Grand Slam. This was our chance to win four major regattas in one year, with the Tennessean, Spring 50K, and McDougal already in the bag. But we knew all too well that Bob Cotton and crew (including new hotshots from Memphis), and Chuck Konesky and crew (including the always cantankerous Rob Hempel, not to mention the dead eyed Mark Stanley), would do everything in their power to prevent such a sweep, as would the rest of our fleet, skippered by Scott Howard, Anne Beasley and Rodney Beason.

Totally stoked, and ready to lay the smack down on all those gebronies, we headed in to the skippers meeting. Mark Endicott called us all together and very matter-of-factly described the course and sent us out for our up comings. Just setting the sails out on the water was no simple act, but soon the entire fleet of 16 boats was out sailing rapidly to and fro about the long starting line.

The Regatta was composed of the usual three fleets: Light Displacement (four boats), Heavy Displacement "A" (Six boats), and Heavy Displacement "B" (six boats), with pretty much the usual cast of characters. All fleets started together.

The wind was out of the South to Southeast with the line on the Western shore, a little down stream of the HIYC entrance. This meant that boats could barely get across on Starboard, and would have to tack to port to begin the trek towards the dam.

The course consisted of four marks. We started with a port tack beat that turned into a reach and then a run to the first mark set almost to the dam. We then had a tough beat back around the corner across from Old Hickory Marina, where the second leg turned into a reach to Drakes Creek then a run to the second mark out in the middle beyond Lindsey's Light. Then we had another tough beat past the starting line where the course repeated itself as a port reach, but this time only to a mark near Old Hickory Boat Dock. We then had yet another starboard reach becoming a run back to the Lindsey's Light mark, and finally a beat back to the

finish. This was for a total of over 32 miles counting the slippage of the Lindsey's Light mark.

The committee boat end was heavily favored at the start, with strong winds around 15 MPH. The key was in tacking quickly to port in the cleanest air possible. We were successful in staying up near the committee boat, while everyone else except Joe Ballard slid down to the middle of the line or below, which was easy to do with the boat speeds up like they were. Flopping quickly to port we looked back to see the entire fleet already almost 200 ft behind only twenty seconds into the race! The key from there was to stay high enough not to have to tack in getting around Drakes Creek, which we did. From there it was off to the reaching races with a nice 6-7-boat length lead on Bob Cotton in Water Music and eight knots plus showing up on the knot meter. The two J-32's scorched along, quickly stretching out a substantial lead on all but Chuck Konesky in Tumbleweed, who held on another 10-15-boat lengths behind Water Music. Around the corner across from Old Hickory, out came the chutes. The winds now surged at times well over 20 MPH. Near the mark the gusts became so strong that fear of broaching was on everyone's mind, but both our boat and Cotton's managed to avoid any significant disasters.

We rounded the Dam mark first, but we were only leading by 4-5 boat lengths. As we came about to starboard around the mark our jib sheet came loose, providing Water Music the opportunity she had been stalking us for. Another timely appearance in my rear view mirror pays off. With a clean take down of her own, the crew of Water Music quickly took the inside and the lead by at least ten boat lengths by the time we retied our jib sheet in the now 25 MPH winds. Would this be the end of our winning streak?

Still determined to earn the grand slam, our team set out to catch the streaking J-Boat, with plenty of race to go. Gaining a little tack by tack, we caught back up to dead even by the corner at Old Hickory. Trying to get around the inside corner, but in tight to shore on starboard, Water Music, which was slightly ahead, but leeward, tacked off to avoid running aground, while we let her by, holding our course. The slight lift we were praying for came in just enough time to let us slip by without tacking, which put us back into about a three boat length lead. The bad air off our reaching sails was enough to double that slim lead, which we defended under spinnaker all the way to the second mark.

The battle continued with around a five-boat length separation for another two hours. Cotton and crew were relentless in their pursuit, like a dog waiting under you at the table, hoping for a crumb to drop. Chuck was also looming over both our shoulders from a half-mile back, both of us knowing he carried a large non-spinnaker handicap. We figured we had to beat him by almost 15 minutes, and we looked to be less than 10 ahead. It finally came down to the last spinnaker take down around Lindsey's Light, and whether or not we could execute cleanly. At the time the wind had surged to 30 MPH+, with the boat rolling at over 10 knots, the tip of the boom oscillating from dipping into the water to rising 15 ft. plus above. What a time for the most important take down of our season! Costa, our bowman, looked at me like I was crazy when I told him it was time to go forward to drop the pole and chute. Matt Allen's face reverberated the sentiments that the skipper must be crazy. As Costa was dropping the pole, David's sleeve caught the clutch, releasing the spinnaker halyard prematurely. Fortunately, the winds were so high that the chute fluttered out in front of the boat long enough for Matt to leap to the rescue, with he and Costa getting it in just as we rounded the mark, before it could suck under the boat onto the keel!

With David grinding like a man possessed, and Jane trimming to perfection, now almost four hours

Andy and Cathy Griswold

Sea Scouting is under the Venturing arm of the Boy Scouts. And as we have stated before it is run by the kids. So we never know for sure what activities we will be getting into with them. This month in addition to the normal water related activities, several of our scouts assisted in the running of the Whistle Stop week end at the Science Museum. Drew, Haley, Justin, Mike and Phillip were all involved. It was great fun running the H0 scale trains and also looking at the other scale layouts on display by other groups.

As I reported in the last newsletter, the Sea Scouts decided to assist in putting on the club Christmas party. To accomplish this they spent Monday evening at our house getting things ready. Then Wednesday instead of meeting at Hermitage United Methodist Church, HUMC (Our normal Wed meeting location during the school year.) we meet at the club. There around 3 hours were spent setting up the tree etc. You should look at the new tree. Thanks to Joy Kimbrell for her coordination efforts to raise the money for and to all who made donations for the purchase of a new 9 foot tree we can use year after year. We also had a surprise Wednesday evening. Actually Hannah, our German exchange student, had a surprise. It was her birthday. Her host family brought home made chocolate cake and ice cream around 7:15. All the kids knew it was coming and made sure Hannah was in the board room working so we could sneak the party stuff into the club house. The surprised look on her face was great when we walked in with the birthday cake. After cake and ice cream were finished we all went back to decorating, now with the added assistance of Hannah's Tennessee family. Friday before the party we spent another 4 hours with the kids at the club house plus had a little time left over for our own Christmas a party. The club Christmas party was great and for

2002 Arnold Nye Harbor Island Yacht Club November 16-17, 2001

			Race 1			Race 2			Total Points	Team Finish
	PHRF	TCF (M)	E. Time	C. Time	Place	E. Time	C. Time	Place		
Red Team									47	1
Cotton (J/32)	123	1.0401	10070	10474	4	8275	8607	1		
Cobb (Swiftsure 33)	198	0.9358	10788	10096	1	9734	9109	6		
Ballard (C&C 25)	210	0.9211	11485	10578	5	10423	9600	9		
Mashburn (Albin Vega)	246	0.8794	13102	11522	10	11206	9855	11		
Blue Team									51	2
Hofmeister (Swiftsure 33)	198	0.9358	10832	10137	2	9509	8899	4		
Konesky (C&C 35)	135	1.0219	10084	10305	3	8784	8976	5		
Howard (S2 9.1)	135	1.0219	10462	10691	6	9355	9560	8		
Zimmerman (Hunter 30)	186	0.9511	13498	12838	11	11376	10820	12		
White Team									58	3
Short (J/32)	123	1.0401	DNF	DNF	12	8526	8868	2		
Beesley (J/32)	123	1.0401	10304	10717	8	8545	8888	3		
Griswold (Pearson 30)	174	0.9669	11082	10715	7	9720	9398	7		
Sherwin (Catalina 22)	282	0.8413	12891	10846	9	11652	9803	10		

Another Fair Warning!

The board of governors, as it has done every year since formation of the club, again warns all members that you, your family and your guests use the club at ***your own risk!*** The Board and those volunteer members who labor for the club will make every effort to assure that our facilities are safe, serviceable and reasonably secure, but **it is your responsibility to assure that you, your family, your friends, and your proper are safe and secure.** Whether your boat is at a storage position on a trailer in the parking lot, at the courtesy or private slip, or swinging at a mooring, **you are responsible for inspecting its storage position and making sure it meets your standards for safety and security.** If your boat's storage position does not meet your standards for safety and security, then **you are responsible** for doing whatever is necessary to meet your standards. Consult with our (volunteer) Harbor Master for advice and assistance.

HIYC is a "volunteer" club with no paid employees. HIYC has never offered a warranty against damage to or theft of property at the club.

Likewise, if you are sailing in a race and the wind and sailing conditions reach a state that you consider unsafe for the skill level of your crew and/or the durability of your boat and its equipment, **it is your responsibility to drop out of the race and return to safety.** Other, more durable, boats with higher-skilled crews may legitimately continue the race.

Clarence D. Jr. WALLING (Commodore of HIYC in 1981)

Nashville, TN

December 14, 2002.

The son of Amanda Colville Walling and Clarence D. Walling Sr. Mr. Walling was a native of McMinnville, Tennessee and a long-time resident of Nashville, Tennessee. He lived in Hilton Head Island, South Carolina from 1986 to 1999.

Upon graduation from Central High School in McMinnville, Mr. Walling joined the U.S. Army Air Force in 1943 and served as a pilot during World War II. He was discharged with the rank of second lieutenant in 1945. Following his discharge, he attended Vanderbilt University where he received his BA in 1949. Mr. Walling worked as a lumber inspector for Faris Hardwood Lumber Company in McMinnville for three years before becoming a special agent for the Federal Bureau of Investigation in 1951. He joined the National Life and Accident Company in 1954 as an investment analyst, and in 1966 he was appointed Vice President of the company and manager of its Securities Department. He retired from National Life, then known as NLT Corp., in 1983. He was chairman of the Financial Advisory Committee to the Department of Aviation, Nashville Area Chamber of Commerce in 1968 and 1969. He was a member of the Nashville Airport Authority from 1970 to 1982 and served as its chairman from 1976 to 1979. He was also a member of the Executive Committee of the Middle Tennessee Council of the Boy Scouts of America. From 1970 until his retirement in 1995, he served as chairman of the Board of Directors of the McMinnville City Bank and Trust Company.

Mr. Walling was a member of the Belle Meade Country Club; **Harbor Island Yacht Club**; the McMinnville Country Club; Phi Delta Theta Fraternity; West End United Methodist Church, Nashville, where he served on the Board of Trustees; and All Saints Episcopal Church, Hilton Head Island.

Mr. Walling married Ann Boulton in 1975. His daughter Amanda Ann was born in 1977. In ad-

 NEW YEARS
EVE PARTY
AT
HIYC

COME PARTY THE NEW YEAR IN AT HARBOR
ISLAND. LIVE MUSIC PROVIDED BY KENT
MARTIN'S NASHVILLE WEATHER
START THE EVENING WITH FOOD DRINK AND DANCE. AS THE NIGHT
WEARS ON NASHVILLE WEATHER WILL PROVIDE A CELTIC
RINGING IN OF THE NEW YEAR WITH THEIR NEW 2003 IRISH
CONCERT. PLAN TO JOIN US FOR A GREAT TIME

FREE TO ALL HIYC MEMBERS. ALL GUESTS \$8.00 EACH
PLEASE BRING AN HORS D'OEUVRE OR DESSERT
SET-UPS AND BEER PROVIDED



Flotsam & Jetsam results. Committee chair and PRO, Bill Killebrew and Chan Owen

	Skipper	Boat	PHRF	TCF-L	Race 1			Race 2			Overall	
					E-TIME	C-TIME	Place	E-TIME	C-TIME	Place	Points	Finish
Heavy A	Konesky	C&C 35	135	0.892	5239	4672	1	5183	4622	1	2	1
	Cotton	J/32	123	0.906	5335	4831	2	5316	4814	2	4	2
	Howard	S2 9.1	135	0.892	5420	4833	3	5593	4987	3	6	3
	Beesley	J/32	123	0.906	5377	4869	4	5653	5119	4	8	4
	Beason	Beneteau 345	147	0.878	5848	5136	5	5877	5162	5	10	5
Heavy B	Weingartner	Pearson 35	186	0.837	6349	5316	2	5908	4947	1	3	1
	Shultz	Morgan 30	192	0.831	5939	4937	1	5996	4985	2	3	2
	Sherwin	Catalina 22	282	0.751	7264	5456	4	7046	5292	3	7	3
	Gillingham	Beneteau 285	189	0.834	6482	5408	3	6811	5683	5	8	4
	Boroviak	Beneteau 285	189	0.834	7179	5990	5	6539	5456	4	9	5
	Totten	Cal 24	216	0.808	7889	6377	6	DNF		8	14	6
	Bronner	Pearson 28	192	0.831	DNF		8	DNS		8	16	7
Light	Clare	J/22	174	0.85	5185	4405	1	5137	4364	1	2	1
	Hof	J/22	174	0.85	5229	4442	2	5181	4401	2	4	2

HIYC Burgee Collection

When visiting a yacht club, it is tradition to exchange your Yacht Club's burgee with the other club. Exhibiting these burgees from around the world adds attractiveness and sailing history to any clubhouse. The display is also a shared record and remembrance of individuals' visits to different places. Joy Kimbrell recently obtained Ocean Gate's YC's burgee in Ocean Gate, NJ. This summer Richard Smith visited Sheepshead Bay YC in Brooklyn, NY and acquired their burgee.

It's interesting to know the origin of the burgees in a collection. To facilitate this identification, all of HIYC's burgees have been labeled.

However, the place and/or location of four has not been reliably determined. A picture of these 4 are on the cover of this Anchorline issue. **If you recognize any of the burgees in this picture, please contact Richard Rust in person or at rustr@comcast.net with the information.** (Since the picture was taken, the location of the Highland YC burgee has been learned.)

When you go on a trip, take a HIYC burgee or two with you for an

Wait lists as of this issue of the Anchorline

Wood Docks	Concrete Docks	Plastic Docks	Temporary Slips	Moorings
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Dock Admirals

Allan Mirse Dave Ausbroks P. R Esterling

Dortch	Dortch	Jahrling	Boroviak	None
Maxwell	Jahrling	Vague	Campbell	
Bronner	Beason	Boroviak	Maxwell	
Schiele	Vague	Campbell	Bronner	
Vaughn	Boroviak	Joyner	Schiele	
Todd	Joyner	Maxwell	Todd	
Sullivan	Maxwell	Bronner	Liles	
Liles	Bronner	Schiele	Brewington	
Brewington	Schiele	Tempelmeyer	Anderson	
Mashburn	Tempelmeyer	Vaughn	Smith, Richard	
Smith, Richard	Vaughn	Todd		
	Todd	Sullivan		
	Sullivan	Liles		
	Liles	Brewington		
	Brewington	Mashburn		
	Mashburn	Smith, Richard		
	Smith, Richard			

From the editor:

It is with both a sigh of relief and a bit of satisfaction that I sign off as secretary and editor. As I commented in the early part of the year I cannot think of anything more out of my comfort zone than this gig. It just goes to show that if you put your mind to something you can stuff a square peg in a round hole sometimes. My thanks again to Patti Miller for bringing the modern age to the anchorline.

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HIYC Gate Code

February Anchorline deadline January 10 , 2003

Nelson Miller, Secretary/Editor
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Old Hickory, TN 37138

Important Notice

Top of the Hill

Items at top-of-hill marked for removal will be removed begin-

VISIT OUR WEBSITE!

<http://www.hiyc.org>

Calendar

January 2003

Change of watch regatta	11
Change of watch meeting	12
Board Meetng	14
Winter series Second race	18
Winter series 3rd race	25

—Notice—

Please read an important notice from the board of Governors on



The case of the unidentified burgees (see page 10)