



Tell Tale



March 2021

The Newsletter of the The Shreveport Yacht Club, 2905 Municipal Pier Rd., Shreveport, LA 71119

Commodore's Comments



It has been a trying time for all of us for the past several weeks, and the Club has not been spared from all this weather as well. But first, I hope all of our members have endured this unusual weather for our area, and each of your families, friends, and others are all doing well.

As for the Club, we suffered some weather related lost construction time as expected, placing our work progress a little behind the original schedule. Our construction/expansion team continues to work diligently with the contractor(s) to keep work moving, and get us back on track as soon as possible. The weather did cause some water line breaks on the piers due to exposed pipes, but our staff has those scheduled for repairs in the next several weeks. That said, and if you have a chance, please come out to the Club and look over your boats and related equipment to make sure something does not need attention after the lengthy freeze.

Also, we are currently working on security at the Club to protect your membership investment and your property. The board and staff are discussing the addition of cameras and video for each pier, and the same will be added for the Club and the gate once construction is completed. Remember, we are now cooking out of the food truck with normal dining and bar hours, so please come out and enjoy the food and drink with friends and support our staff who work diligently to serve you.

As always, if any of you have additional concerns or comments, please let Rick or myself know so they can be timely addressed. Thank you, and see you at SYC soon.

Steve Craig, Commodore

Manager's Message



I'm sure that I am not the only one who is anxious to get back to some normalcy. Between the weather, construction and Covid, it has been a tough couple of months. I hope everyone made it through the snow storm okay. We had a terrific regatta last week as the J-22 Circuit came

to town and everyone had a great time. It is always nice to see the out of towners here at the club enjoying themselves.

With daylight savings time beginning this month we hope to see more and more people on the boats and at the club.

Club construction is coming along nicely and we are very excited to see the final result! The improvements to this club will be substantial and something that the membership can be very proud of.

Looking forward to a great rest of the year!

Rick Hutson, General Manager

Welcome New Members!
 Please join us in welcoming
 the following new members to SYC:

- Lindsey Reeves
- Santi & Julianna Parks

Ask Captain Curmudgeon

Dear Capt. Curmudgeon,

How did you get to be a captain? Were you in the Navy? And why is a Navy captain a much higher rank than an Army captain?

Signed, Inquiring Minds

Dear Inquiring Minds,

You sure are noisy. I'm a captain because I own a boat and I'm current on Yacht club dues. Or as Popeye says "I yam what I yam." Actually, for private boats, there is no rule. The word "captain" comes from the Latin word caput, meaning "head." That is also the place most people read the Tell Tale Newsletter so therefore...

However, you are right that the ranks of the officers of the three major branches of the American military, excepting the Navy, use identical ranks. The Navy uses different names for the equivalents, with one glaring disparity. Yes, the Navy elevates the rank of captain. A Captain in the Navy is the equivalent of a Colonel in the Army, Air Force, or Marine Corps.

This is because Europeans traditionally named the head of a military unit of any size a captain. In the eleventh century, British captains were not the heads of ships per se. Although captains were in charge of leading soldiers

in combat aboard ship, the actual responsibility for the navigation and maintenance of ships fell upon the ranks of master. By the fifteenth century, captains bristled at deferring to the masters they outranked, and captains began to assume the responsibility for the ships heretofore claimed by masters. By 1747 any commander of a ship was officially given the rank of captain.

Meanwhile, on land, most European countries named the commander of a company of any size the "captain." By the sixteenth century, military strategists felt that two hundred men were the maximum size for a land unit in battle to be effectively led by one captain.

Today, in the Air Force, a captain commands a squadron, the airborne equivalent of a company. But the Navy captain, because he has domain over equipment with special and complicated parts, such as "freeboard" and "head," has a legitimate claim to a higher rank than his compatriots in the other branches. Next month - why the captain of the Salvation Army gets to carry the tambourine.

Signed Capt. Curmudgeon

You may send questions to Capt. Curmudgeon care of the editor. He may or may not answer them.



In Memoriam

Robert F. (Bob) Smith, Commodore 1976
1936-2021

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