



## FROM THE COMMODORE

*by Patrick Hopp*

### Work Days

The Board of Stewards would like to extend its thanks to all those who turned out for both the pre-scheduled and last minute scheduled work days to help with cleaning up around club house, camper area and playground improvements. You might notice that the mainland boat storage and garage areas have been weed-whacked. The flower beds and entrance of the clubhouse have been weeded. Have you seen the playground? The 10 year planning committee came up with a schedule of improvements to the Clubhouse and grounds, one of which was the playground. Much time and effort has gone into preparing the area and installing the new equipment; it looks great! We added a few extra work days to complete the project before the Open House. Many thanks to Curt Rubinstein for heading up that project and to all of the volunteers that came out to help. Many members have work more than 5 fair share hours for the first half of this year; thank you! We understand that available time can be limited and we can only be in one place at a time and WCSC is a great place to spend that time. There is no shortage of projects. Many areas of the club still need attention. The growing season is here, campers, Melissa Kaisner and the landscaping committee has started to cut down the grass along the water's edge out on the point and the view from the point is starting to look great. Please help keep this area up as she can't do it by herself. Make sure to keep an eye on the [www.wcsc-sailing.org](http://www.wcsc-sailing.org) web calendar for updated activities and event information. You can contact Dennis Baker [rearcommodore@wcsc-sailing.org](mailto:rearcommodore@wcsc-sailing.org) if you have a project you would like to see done. We are always open for ideas. This is your club, you are the driving force on what you would like to see happening.

### B Dock Party - May 5<sup>th</sup>. Cinco de Mayo

If you weren't at the B dock party, you were missed! I think there were 8 slips represented and maybe 20 to 30 club members showed up. We had a lot of good Mexican food, margaritas and a piñata full of candy for the kids & mini bottles for adults. Everyone there wonders why there are not more parties on the docks. I do not remember at what time it shut down; all I know is that I had to clean up my area the next morning. That was the note I received from Doug Byrd. How lucky can a dock captain be to have a dock party fall on a fun holiday? I hear that the members of B dock are already planning for next year. WOW what a team. Thank you B-Dock for your effort!

### Open House/ Pirates Day – May 26<sup>th</sup>

The Club's annual Open House was held on Saturday 26<sup>th</sup>, May 2012. The Open House is an occasion when we can proudly show off our Club as a vibrant, fun, and engaging place to be: a place where we welcome sailors of any ability and use sailing as a tool for helping with the development of young people. For those of you that supported in promoting, attending, or helping the Membership Committee, we really appreciated your efforts. See article from Membership on the results of the event. As we all know by now, there is a member of our club that is teaching our young juniors sailors "the way of the pirates". Yes, I'm talking about Dan Marett (sorry Hugh). During the open house the junior pirates invaded our harbor in paddle boats and skiffs. They took over the junior dock at the steep launch ramp. If you are on C and D dock you may need to check on your boats, you all know what kind of chaperone Dan is...he will blame anything that happened on the kids.

Hello WCSC!

## Update from the Rear Commodore

Where has the first half of the year gone? Apparently time flies when you're having fun!!! I want to thank all members who have volunteered this spring/summer to make our club what we all want it to be. Here is a quick re-cap of some of the on land activities that we have embarked on so far.

**Playground Project** – The new playground is complete. Thanks to all that stepped up to make this a success. We invested many special workdays to bring this to fruition but we're done and it looks great!! I've seen many members' children using the equipment so it would appear to be a hit.

**Camper Village** – We formed a new camper committee headed up by Brian Hampton and they have really taken off. Much has been accomplished over the past 6 months. New rules were drafted, approved by the board and instituted. The village took on the upgrade, repair and painting of the mainland head. The village has also been cleaned up with some strategic tree trimming and removal. Camper spots have been designated by size and some camper moves have been made. If you have not seen the village in a while, take a stroll through, it looks great!!!

**Landscape Committee** – The committee headed up by Melissa Kaisner is busy keeping the grounds looking great. We have recently completed weeding the Flower beds by the club and trimming trees up around the property. The trimming allows not only for visual see through but it allows the breeze to flow as well. Long term plans exists for additional beautification projects so stay tuned.

**Workdays** – Workdays have been a real success. Thanks to all members who have come out to do their fare share. It really makes a difference and makes the Rear Commodore's job easy.

**Dry Storage** – We still have room for additional boats and we can re-position some if we need to. There are some boats on the property that definitely need some TLC, if that's your boat, come on out and clean it up and give her some love.

**Fair Share** – Our new fair share administrator is Roni Bromley. She has done a fantastic job of accumulating and documenting all of the workday and other fair share hours logged by members.

Thanks to all of the members who have made my job easy and here's to a great summer and fall.

Dennis Baker  
2012 Rear Commodore

The 2012 Hospice Regatta is scheduled for October 12-14 and I wanted to send out the first of many communications letting you know what is going on and what you can do to help.

We have a BHAG of raising \$50,000 this year for the Hospice of the Upstate. This is a fabulous facility dedicated towards quality end of life care. Help us achieve our goal either thru racing, donations, cruising or volunteering to help.

We have been working hard on a number of areas to make the event a success this year. Hanna Curtiss, Curt Rubenstein, Dan Marett and Jim Snowden have been tasked with working on Corporate sponsorships. It's been hard work (try cold calling someone in this economy asking for a donation), but they have been making good progress and have landed some new contributors and have several others on the line.

This is where you come in. We have approximately 250 members. Many of us work for large companies who typically have some kind of matching gift program or in some cases would be willing to support our event. We would like you to investigate what options are available at your Company. Many of you may have already done this. If you have not had a chance, please contact your HR department or the person in your company that would direct you to the correct person that can help. Sometimes, all it takes is to ask the question. You might get the budget answer...meaning it may not be in the budget this year. But ask what can be done to get it in the budget for 2013? Please do some leg work for us and try to be our 'sponsor' at your company.

We have setup a link on the Club website at [www.wcsc-sailing.org](http://www.wcsc-sailing.org). Follow the 2012 Hospice link on the left. It will direct you to a page that includes Sponsorship packages including a link to the donation page, information on the event and contact information for Ronnie and John. We will be adding more information to the page as it comes available.

Along with the corporate sponsorship there are a couple other areas where you can help.

### **Sailing for Others**

We will again be holding this special sponsorship challenge to help raise additional funds. If you are planning on being a skipper, we are again running the Sailing for Others sponsorship program. Start lining up family and friends to help you in this special challenge. Remember that it can all be done online. The top 'Sailing for Others' skippers will be recognized on Sunday during the awards ceremony. Are you up for the challenge?

### **Cruising the Hospice**

We have something new this year. It's called "Cruising the Hospice" and we hope it appeals to many of our members who have boats and don't want to do the racing thing. It's an opportunity to get out on the water and sail a fun event, not a race. Bob Knapp is helping us this year and will come up with something cool and non-competitive. You will get a chance to sail, show your friends a good time/party and help support our event.

### **Volunteers**

We always have a need for volunteers to help in a number of areas (Race Committee, Registration, Food, Clean up, etc.) and if you would like to help please contact John Kreidler ([jakreidler@mindspring.com](mailto:jakreidler@mindspring.com)) or Ronnie Ashmore ([sailtanzer@aol.com](mailto:sailtanzer@aol.com)).

With your help, we look forward to reaching our goal this year.

John and Ronnie

## Welcome to New Members

by Spencer Mathews

The Smutzers: Tammy, Chris, and their three sons, Jesse (14), Jordan (12), and Darren (8) joined WCSC at an orientation meeting in late April. Tammy is a Clemson graduate, an industrial engineer who works for Nutra Manufacturing. Chris is also a Clemson graduate with several degrees beginning with a BA in English, who teaches in District 6 in Spartanburg County. Chris has been sailing a Hobie for about three years and wants to expose his boys to the sport, so he's getting an O'Day 21. He is already friends with one WCSC member, Gary Culler, who looked me up at a fleet meeting to tell me what a neat family we were about to have join us. Chris comes to us from Radford, VA, by way of Durham, NC, and Spartanburg. Tammy was born in Illinois, but moved to SC before starting school. Chris wanted to have his orientation held over spring break (understandable for a teacher) and so just the two of us met. He's given me the photo of him and his boys on the Hobie. They appear to be having far too much fun. I look forward to the opportunity to meet Tammy sometime soon at the club.

The orientation for Brian Harris was conducted on April 29 at the club. Brian describes himself as new to sailing. Almost all his experience has been with us at WCSC – but he's really thrown himself into it. A native of Hershey, PA (no, you don't get free chocolate), he graduated from Appalachian State in Industrial Design and having completed an internship with Techtronic Industries, he found himself recruited by them and now works there full-time. It was in that context that he met our own Bill Chasteen. Brian designs power tools and Bill's company, Ryobi, is one of those that Techtronics consults with. When Bill heard Brian express an interest in learning to sail, he let him know about our most recent edition of Hospice. Brian came for a visit and wound up crewing for Roger Welte, something he's continued to do through the current sailing season. He has high praise for the teaching skills that Roger and KT McCormack bring to *WinsomeToo*. When Roger had to miss a race, Brian, having already submitted his application for membership, volunteered to serve on Doug Byrd's race committee on April 19 – now THAT'S jumping in with both feet (speaking figuratively). Brian doesn't have a boat yet; but he does have a Honda CX 500 Custom that he enjoys riding and he's a photographer hobbyist as well. His sponsors are Roger Welte and Randy McBride. Look him up and let him know we're glad to have him aboard.

Two new members joined us at their orientation meeting on June 3. They were Andrew Montrie and Brian Toney. Andrew purchased his Morgan 27 *Issaqueena*, sail # 61, from Tim Crane. He and his wife Jody, and their son Sawyer (who's 6 years old) live in Asheville, NC. He is the operating manager for Arts 2 People, a 501(c)3, arts advocacy organization that creates opportunities for local artists to make a living from their art. He also runs his own company, Muddy Knees Design and Production. Andrew grew up in Maryland and attended Frostburg State University which he says is in western Maryland – barely. He majored in Economics and Ceramics. Jody grew up around Annapolis, but originally came from Wisconsin. She works with the Buncombe County Schools. They describe themselves as 'newbies looking for pointers', although they have also sailed some time ago with friends around Annapolis.

Brian is single, lives in Anderson, and is a graduate student in chemistry at Furman. He's originally from Massachusetts (lived five minutes from Patriot's Stadium). He has had SCUBA training and is nitrox certified. He was a high jumper in college and has two months cumulative tall ships experience. He's sailed on the SSV *Unicorn* around Long Island and up the Hudson to West Point. He's sailed on the *Robert C. Seamans* from Hawaii to Tahiti. Although his sailing is now on a smaller vessel, a Compac 16, it's his own (and he's the captain, not the crew) he says his love of sailing grew (believe it or not) from swabbing the decks at dawn on the tall ships. He's also interested in racing, so those of us seeking crew will want to look up his 'phone number and e-mail on the website roster.

WCSC gained another two members at an orientation conducted on Father's Day, June 17. They are Gary Bucciarelli and Erik Paschke. Gary has a background in blue water sailing down in Florida. He was Chief of Police in the town of his residence there, so we'd all better mend our ways. Now he's in a more laid back profession – he operates a barber shop in Franklin, NC, and was introduced to WCSC by Bill Travitz. Although he doesn't have a boat yet, he's looking for something in the 27-30 foot range (he used to sail a Hunter 27 out of Sarasota) and decided to join us early, no doubt because of our sterling reputation and so that he'd have a place to bring his boat when he finds her. Gary grew up on Hobies (14', 16' 18') and says he misses sailing and sailing people. His sailing partner, Diane Bracken, accompanied him to the meeting.

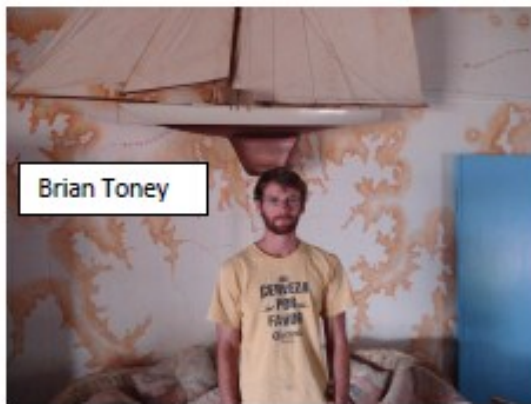
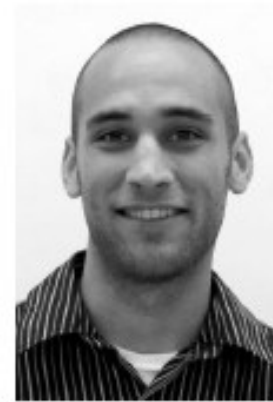
Erik and Lynisse, come originally from Michigan and were accustomed to power boating, but began sailing a couple of years ago on Lake Norman on a Lancer 27 before deciding to join WCSC. Now they have an AMC Puffer. They want to improve their sailing skills and learn to race. Erik is interested in crewing as a step in that process. (His 'phone number can be found on the website roster.) He's also SCUBA certified – (note to Ronnie Ashmore and Paul Schultz.) The Paschke's attended our recent Open House with daughter Lillian Jean Paschke (Lili) who turns seven years old today as I compose this column. According to Erik, Lili was the driving force in getting them to join us – she was enthralled by the new playground and by the activities that were going on within the Pirates Day celebration on Memorial Day weekend when we held the Open House.

Please do your usual good job of helping all these new members get acclimated – they're a fine group: SCUBA divers, cruisers, racers, moms, and terrific kids. See you on the water.

CNew Members cont.)



Brian Harris



## **WCSC; a place for family fun**

## **Playfully submitted, Curt Rubinstein**

On Memorial Day weekend, just three months after playground project was approved, we had dozens of children frolicking on our new playground. The toys are adventurous, challenging, alluring and most of all, safe for children of many ages. The new location is a bit closer to the club house, so parents can watch their children while visiting with friends on our back deck. There is nearly four inches of smooth gravel to offer cushion, when a child's ambition exceeds their caution. Numerous kids have run up to me over the past weeks with excitement in their eyes and joy in their voices, thanking the club for building this new and wonderful playground.

There are many sailors to thank for the planning, organizing and assembly of this project, which came in well under budget. The list of volunteers below is intended to be all inclusive. If I missed anyone, please forgive me, I certainly respect your hard work. By last count there were 46 sailors involved, contributing more than 250 person hours to the project. Some fair share hours and many were simply dedicated to the project. We had children, parents, and grandparents work side by side, a beautiful sight.

The idea for the playground was conceived during the 10 year planning process with the idea of drawing the entire family to our great club, without breaking the bank. Western Carolina Sailing Club has proven again to be a place for everyone in the family to have safe and healthy fun.

We have one last task to finish, if anyone wants to help. We need a wrecking crew to help rip down the old wooden play set, not the metal swings. In an agreement with the Army corps of engineers, the old unsafe equipment must be torn down.

Little did we know when the project started, the gang of volunteers that built the playground would have so much fun? Join the fun and help finish the project.

<b>Allen Hippensteal</b>	<b>Hugh Vanleven</b>	<b>Bob Knapp</b>	<b>Jess Kaisner</b>
<b>Amy Menchaca</b>	<b>Jacquelyn Lambert</b>	<b>Bob Lee</b>	<b>Jim Hudson</b>
<b>Anna Price</b>	<b>Jessica Martin</b>	<b>Bruce Ehlert</b>	<b>Johnny Culwell</b>
<b>Brett Benson</b>	<b>Melissa Van Emburg</b>	<b>Ceasar Rodriguez</b>	<b>Ken Lagroon</b>
<b>Chris Kleinhaus</b>	<b>Patrick Hopp</b>	<b>Chris Kafsky</b>	<b>Larry Vickery</b>
<b>Curt Rubinstein</b>	<b>Rameth 'Walt' Owens</b>	<b>Chris Lane</b>	<b>Marv Brinn</b>
<b>Debbie Bauserman</b>	<b>Ron Freiis</b>	<b>Dave VanEmburg</b>	<b>Marv Bromley</b>
<b>Dick Harder</b>	<b>Rusty Menchaca</b>	<b>Denis Kafsky</b>	<b>Mickey Boyles</b>
<b>Erin Price</b>	<b>Steve Martin</b>	<b>Edward Stewart</b>	<b>Tim Crane</b>
<b>Frank Westbrook</b>	<b>Austin Leavitt</b>	<b>Eric Mitchell</b>	<b>Tom Leavitt</b>
<b>George Bauserman</b>	<b>Bill Chasteen</b>	<b>Frank Mendenhall</b>	<b>Wade Wallade</b>
		<b>Gene Linville</b>	<b>Woody Bowler</b>



## WCSC Cruising Fleet Activities

*by Bob Knapp*

The Cruising Fleet had two really fun and successful events to start our season off.

### Sail in Movie

We had lots of boats join us to watch WCSC's second Sail in Movie. We grilled food, ate appetizers, drank beverages, and got to know each other before the movies started. We watched "Wind" a sailing movie based on Hollywood's interpretation of the Americas Cup races 1983 and 1987 where America lost the Cup then won it back again. There were many good shots of sailing action during the movie. The second movie many stayed around for was the pirate movie "Cutthroat Island"..... It was a fun to watch with some good square rigged sailing scenes, cannons and swords. Thanks Dan, Keith, Patrick and the others that helped put this together for all of us to enjoy.



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## Dock Lines

*by Paul Harder*

Just under half of you have a boat in a WCSC slip and you are responsible for your dock lines. If your lines are held together with hose clamps, wire ties, Duck tape, sticks and other such things, or your lines are old this is for you. It is your responsibility to replace them before they rot in place. Your dock lines protect you from damaging other boats and your own boat. If your lines break the insurance company may determine that you did not maintain your dock lines or install them properly. You then may be responsible for any damage your boat has caused. So, if you need help, look up and down your dock or other docks and see who looks like they know what they are doing. Ask your Dock Captain if he knows who can show you how to splice your own lines. West Marine and other marine shops can help you. If you ask me I will try and show you how I made my dock lines; check them out on C-Dock slip 12. Call me at 864-225-6941 and leave a message or e-mail me at [Sail-Harder@AOL.com](mailto:Sail-Harder@AOL.com). Also, if you would like to help your fellow dock mate, drop me a note and the boat you save could be your own. If you need a good laugh walk the docks and see some of the things our fellow club members are experimenting with today.

### Sailing Cruise

Six boats participated in the Sailing Cruise around Lake Hartwell. We had more than enough wind that allowed us to get back to the club on Saturday evening. We saw the entire lake sailing up the Tugaloo to the 85 bridge, sailing from there to the dam, and then sailing back to the club. It can honestly be said we were above all of our hull speeds most of the way. While cruising we spent the Friday night in the cove by S3 and I showed the participants my favorite overnight anchoring spots along the way. This was definitely a good time had by all participants.



### Upcoming Cruising Fleet events

June 30<sup>th</sup> – Sail to the dam to watch the fireworks with an optional overnight

July 14<sup>th</sup> – Sail in movie aimed at the Jr. Sailing camp participants

August 18<sup>th</sup> – Sail in Movie

September 15<sup>th</sup> – Full Moon Cruise

October 20<sup>th</sup> – Full Moon Cruise

The objective of the Cruising Fleet is to get our boats off the trailers and away from the docks for some good group sailing fun. Let me know if you have an idea of a sailing event that we can add to our schedule.

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### **Low Use and No Use Boats**

*by Paul Harder*

Slips and parking spots are in limited supply. So if you know you are not going to use your boat in the next year or in the months ahead, think about moving it to a less desirable spot at WCSC or even taking it home. Your boat may need work, time to dry out, your time maybe limited for months or more, or your family's health does not allow you to use it. Many new members have to wait 18 to 24 months for a slip and this is the best time for them to learn how to use their new sailing machine. I believe that the faster new members can get into a slip the longer they will stay a member.

A different problem some members have is a need for extra hands or basic skills to sail safely. Think about posting to the Google group or [Forums/Classifieds](#) page on our website. I'm sure there are others that want to sail but have one or more problems allowing them to do so. If you want call me at 864-225-6941 and leave a message or e-mail me at [SailHarder@AOL.com](mailto:SailHarder@AOL.com), feel free. I can try and make a contact list of e-mail addresses that could use help or are available to help.

## Right Side Up

by Paul R Harder

There I was sitting on the bottom of our Lindenberg 22. We had passed some A-fleet boats so they were first to find us after capsizing. Quantum Reach, a Capri 25, was taking down sails as the sailed by and asked if they should take people off the boat. I said NO because at that time the winds were still over twenty knots. So they threw us some near shore lifejackets. The PFD at first went flying away in the wind but after a couple of attempts we got some PDFs. Soon as the wind came down into the teens a BIG fishing boat with twin 250 on the stern came up and asked if we needed help. He thought we were a fishing boat. When Luck Lindy is upside down no keel shows so we looked like a flat bottom fishing boat to him.

I said we needed to get into shallow water in case she sank, although she seemed to be floating well and could not see any air escaping. With the wind now down all of the crew got off the boat and I went back in the water to find a rope to tow the boat. We had been sailing under spinnaker so the jib was on the deck. So I was able to dive down and grab the jib and pulled it to the side and almost to the surface of the lake. So treading water I untied one of the jib sheets and swam to the bow, tied the line to the bow eye and threw it to the big fishing boat. I then climbed back up on the bottom of the boat, hoping to tow the boat into shallow water and sink her right side up. Over the wind I tried to tell the fisherman that we were drawing 35 feet of water, he could not seem to understand what I was talking about. He started pulling us to a cove behind an island near S6.

At first he could not go in a straight line because he had the line tied to the side of the stern. Can you imagine the drag of a 29 foot mast with six stays, main sail and spinnaker all dragging through the water? Finally, the fisherman made a bridle and got the tow line centered on his boat. We then made much better progress but it still took over an hour to go the half mile to the cove we were heading for. As we came closer I started calling out to him to stop, and asked what the depth was he said "about 25 feet. He could not understand why I wanted to stop in such deep of water. Now, out of the wind and in shallow water, I asked that we try and roll her over. So, back in the water, I got the Jib again and pulled until I had it close to the surface. This time I was trying to get the halyard. It came up short. So now, underwater, I was tying a jib sheet to the halyard which goes three fourth of the way up the mast. The fishing boat went off to the side of the boat and started pulling the mast up as I walked around the hull to the side of the boat. We told the fisherman the first thing to come out of the water would be the top of the mast with the mast-fly being on the top. So, as you can guess, the first thing he grabs was the mast-fly and off it came. Back down went the mast. So he dropped it in the water and started pulling the mast back up. While this was happening air was coming out of the open hatch. The bow was starting to sink. I walked to the back of the boat and crossed to the transom. I could hear air escaping out the bilge outlet so I put my foot over the hole and the air stopped. This was the worst the boat sank, with about a foot and a half of the stern out of the water, the fishing boat trying to hold on to the top of the mast.

Now we moved the Jib sheet again, this time one end to the stern, and started pulling the boat backwards to shallower water. In twenty feet of water the boat finally hit bottom. How did I know it was twenty feet deep? The boat is twenty-one and a half feet long and I was standing on eighteen inches of freeboard with the bow straight down! As he pulled more towards shore with the bow dragging on the bottom of the lake the boat started to level off. When we were in about ten feet of water I took off the rudder. With a little of the boat out of the water and too close to shore for the fisherman to pull anymore we talked about going home for the day. I then noticed a bunch of WCSC club members coming down through people's yards and the woods and asking if they could help. We tied a couple of jib sheets together and they waded out into knee cold, deep water. It was April now. We started pulling the boat in some more. The boat settled and flattened out in about five feet of water with the bent mast at an angle to the rest of the boat. This was the first good look we had of the mast. It was bent at the gooseneck. The motor chained to the back of the boat and the keel was digging into the bottom too much to move the boat. Underwater I was able to work the combination lock and get the motor off. With the top of the boat just above the surface of the water I dove into the cabin looking for the wench handle to crank up the weighted dagger board. All I found was a pair of pliers, so with one end of the handle in the 3/8" hex head slot and the other handle to give me some force I was able to retract the keel. By now one of the home owners who had been invaded by WCSC came down from his workshop with a come-along. Anchored to a tree we were able to pull the boat in some more. The front hatch was right at the surface of the water, the main hatch still awash. We put in the hatch boards and started bailing out water, first with a bucket and then with a kitchen trash can. We had to have someone stand on the front hatch to keep the water from come in and someone holding in the hatch board as both wanted to float. It did not take long for the front hatch and companion way to come out of water. Soon the boat was floating again, three hours after capsizing. After another hour of bailing and with all the water out we loaded the retrieved hatch cover, the motor and rudder back on the boat for the tow to WCSC.

The RC boat had been with us just after we bottomed out in the cove. The race committee towed Dick and me down the lake, but as we passed S-18 the RC boat stopped working. For a *second* time we were needing help. We had time to put the motor back on and tried to start the motor on Lucky Lindy. What if we had been able to tow them in after all we had been through? After a couple of minutes the engine started working on the RC boat and we were towed to the dock at last. We floated the boat onto the trailer and pulled her out of the water five hours after taking a swim. Now that is NOT the best way to wash out your boat. I could not believe all the mud in the bow of the boat.

I called up my boss and said "I won't be making it into work tomorrow" (I worked in Charlotte back then). The next day we scooped out the mud, washed out the remainder and dried things out. We then took inventory of all we had lost. Angie Holland had lost her purse with everything in it. Dick lost his keys and wallet. I lost my radio (I always leave my keys and

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## WCSC Safety and Security

We are now into the wonderful summer season. Our sail camp has already started and more and more are refreshing themselves in the cool waters of our harbor. Now is a good time to rethink how you leave and enter the harbor while watching for these swimmers. If there is more than one on your boat, you might want to post a lookout on the bow as you move thru the harbor. Sailboats do not always have the best visibility from the steering station and a good eye up front is very smart. Speed in the harbor is also important. We can move pretty fast without leaving a wake however we need to take our time moving thru busy waters. It is a good idea to think about your course in and out of our harbor before you start the move.

We already have a problem with security with the clubhouse. When the clubhouse is empty it should be secure. As you leave, look around to see if you are the last one out. Close the doors. If you are the only one around, please lock the doors on your way out. We have taken great efforts to keep the squirrels out. Leaving the doors wide open invites all of our wild creatures into the club. A lot of damage can be done from one little skunk, one large deer or a sneaky snake. Treat it like you would your own home and our clubhouse will stay in good shape.

Welcome new members; we are glad you joined! When you see someone that you have not met yet, please introduce yourself and get to know your fellow members. This new "stranger" could be the security officer or they could be a non club member looking for something they can sell that they don't own. Help us keep our club, yours and mine, safe and secure.  
See you on the water.

Capn Dan—Safety and Security Officer 864-314-6045

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### (Right Side cont.)

in the car with only a spare key for the door to the car). We had found Dick's wallet in the mud in the bow, and his keys, which had some one of a kind keys as he was Production Manager at the BASF plant. To this day Dick wears a key on a string around his neck when we take Lucky Lindy sailing. The mast took six months to replace and I was told that I could not keep that "motor boat" parked there. We took out the sparkplug, emptied the gas out and dried the motor on sunny days. After a week of that we used WD-40 on most of the motor then let it dry again. With a new sparkplug and new gas with its rich oil mixture the motor started on the fourth try and still works today. The insurance company wanted to know who did the rigging and I said that we were able to splice the new halyards and installed them in the new mast so they waved the deductible and paid for all of the boat. They wouldn't pay for Angie's purse or our foul weather gear which was always on the boat.

With the race abandoned and a bent mast I needed one more race to qualify for the season and the Peterson's after I sank my boat let me race their Merit 22 and finish the season. I'm so thankful that none of the crew were hurt. I'm also thankful for all of the help that came from club members and that one big fishing boat for helping us get the Lindy back to the club.

## The Juniors Corner

*by Joe Martin*

Relic: noun \ re-lik\

Definition of Relic

1 a : an object esteemed and venerated because of association with a saint or martyr b : souvenir, memento

2 plural : remains, corpse

3 : a survivor or remnant left after decay, disintegration, or disappearance

4 : a trace of some past or outmoded practice, custom, or belief

While searching the archives for inspiration, an old feature from the past jumped out. The Juniors Corner. A relic from Windsongs in the 1990's to be re-created, sort of. Uncertainty exists on whether this actually qualifies as a relic. Although not associated directly with a Saint, some people involved have been to St Marten, St Croix, St John, St Somewhere..... However, when compared to the likes of Mr. Baker, maybe it is not a relic after all. Continuing on....

By now you may have noticed changes to Junior Camp this year. The changes are an attempt to do several things. Get all the administrative stuff out of the way prior to the July camp dates. Allow more time sailing with shorter hours on the water at the July camp dates. Finally by having numerous mini camps for the advanced juniors, instead of at the July camp, we can create smaller groups of unguided missiles junior sailors per instructor at the beginner and intermediate level. We think this will increase the FUN Factor for all involved. As an aside, many of the advanced juniors will be instructor assistants at the July camp.

By the time you read this there will have already been three advanced class mini clinics. On May 12, we raced with the Portsmouth Fleet. On June 2 there was a boat handling skills day. Previously scheduled were June 16, which hasn't happened as of this writing and June 30. Our plan is to have more than just these four sessions continuing through most of the summer. So..... here are two additional dates, relics of sorts, Dinghy Nights. On the Friday nights prior to sailing camp, July 13 and 20, we will be holding advanced class for the juniors who can attend. Also, adults and other juniors, are welcome to join us for these two evenings.

The advanced class is not limited. When you juniors/parents think skills are at a sufficient level to move up, just let us know and we will work with you. The camp registration fee for the advanced class covers all these mini clinics which we intend to run all summer, not just the initial four sessions. So come on out and join the fun.

Stay tuned.

The Juniors Corner is a sporadic update on WCSC Junior happenings. Brought to you, for free, by the Junior Committee.

## Camper Village and Mainland Update

*by Brian Hampton*

The Camper Village has undergone much spring cleaning. Most of the campers are looking great. In June, the committee will inspect the village and notify any campers of non-compliance with village rules. At this time, we expect only 2 campers will fail inspection. Anecdotally, the Corps inspector mentioned that our camper area looked the best it ever has. So keep up the good work folks.

The mainland head underwent renovation over the winter. I saw several faces working hard on painting, installing lights, new A/C and cleaning the whole place. I remember Keith and Dacia Schrecengost, Lee Johnson, Jeff Sivori and Hugh Van Pirate working. I know there were others but I've had a few scotches since then and can't remember the names. I don't appreciate those folks less; they just came too late in my drinking for me to remember. Maybe I should start drinking earlier? What was I talking about? OK, thanks also to Marvin Brinn for his work on the sinks in the men's side and his work on the termite remediation. I understand Marvin is negotiating with the termite union and should reach a deal sometime this summer. At that time, we can complete our work. We also replace most of the shower heads on both sides. All should be working very well at the mainland head. Our future projects are related to the kitchen area. We are working on a refrigerator, microwave and enclosing the kitchen area as a screened porch. Lots of fun stuff in our future.

Have you enjoyed the swamp? It is our fire pit area at the head of A dock. Randy McBride has done an awesome job on the swamp. Our fire pit might be the nicest in South Carolina. It is enjoyed often. There are a lot of great conversation and a general convivial atmosphere that occurs nearly every weekend. Now, after about 9pm, the swamp is an adult only area. This makes it safe to ask a man in a kilt what he is wearing. Well, at least safe for those who are not there.

You really can't talk about the improvements to the mainland without talking about the WIFI project. Under the professional guidance of Bill Travitz we have created an awesome network at the club. We shoot an 802.11a signal from the clubhouse down to C and A docks and then rebroadcast that as 802.11g. The WIFI club is a subgroup of club members. The more members we have, the cheaper the service is. The cost is \$100 for your initial fee and the first year of service. The other years are billed on actual cost. What a great service to enjoy at our club! We've done fun stuff like stream music for the swamp, update our survey of the camper village and access club documents all because we invested in our network. Email Brian Hampton if you would like to join.

## Keelboat Fleet News.....

The spring PHRF fleet racing concluded on June 3 with A fleet Mark Bailey on Screaming Mimi scoring three bullets, Chris Clemow on Midnight Breeze with two seconds and a third and Chuck Ballew on Happy Hour with a duce and two thirds. B fleet mixed it up on the final race day with Mike Harrison on Old Yeller scoring two bullets and a third, Craig Lenfestey on his Catalina 22 with a bullet, a duce and a third and Harry Morse on Sun Dance with a duce and two thirds.

The spring series came to a successful conclusion thanks to superb work by the Principal Race Officers and staff. The season consisted of six race days and a total of 18 races. A total of 19 boats competed with a total of approximately 38 skippers and crew and on average there were 10 boats on the line each day.

Racing this spring was unusual in that breezes were for the most part averaging in the high single digits with no real gusty "dogs blown off chains" days and we did have our share of drifters. All in all these were great days to be on the water.

The top three places on A fleet for the spring series were:

1. Marc Bailey on Screaming Mimi
2. Dave Foland on Blind Date

Chuck Ballew on Happy Hour

The Top three finishers in B Fleet for the spring series were:

1. Dick Harder on Lucky Lindy
2. Mike Harrison on Old Yeller

Harry Morse on Sundance

Over the summer clean the bottom and buy that new sail ("Nothing goes to wind like money" as Steve Kiemele says) and join us for fun in the sun, the fall season begins on September 15.

David Foland

### (Camper Village cont.)

We continue to work together with Campers, A and B dock folks and dry storage members on the mainland to improve our club experience. It has been great seeing the mainland folks come together to improve what we enjoy at our club. I know great things are in our future because of the partnership we have formed this year. Cheers and see you at the club soon!

## 2012 Western Carolina Sailing Club Championship

The club championship is an annual event at WCSC. Interest in the event has been growing in recent years. This year we had a great turn out and a fantastic event. Indeed, some of the best racing you'll ever see was happening the last weekend of April this year. Let us start by giving you a little history.

When I joined the club in 1998 I knew about the club championship but found out that it was poorly attended. The winners and runners up from the club fleets were eligible to compete in the club championship but we didn't always get a full field both days. Saturday was the day for runners up (the qualifying series) and on Sunday we had the Championship competition. I started competing when I was invited as crew. After sailing in the championship once, I was hooked. The races were short, usually about 20 minutes and the competition was great! After sailing as crew a couple years, I decided to try and qualify. I think I finished 7<sup>th</sup> in the centerboard fleet and was the "runner up" who would represent the fleet in the qualifying series. Many people didn't want to get in a 420 and sail competitively. I sailed in the qualifier several years and actually progressed to the championship a few times. I always got my hat handed to me on Sunday but still, I enjoyed the event and the competition. I knew by sailing in it I would become a better sailor. Last year, I volunteered to be the Event Chairman for the club championship. I had the support of many club members and we started to change the event a little. We borrowed Flying Scots from some club members for the event. Everyone had a great time in challenging conditions. We leveraged last year's event and borrowed Buccaneers for 2012.

For the first time in a long while, we filled our Championship and Qualifier series with the first people we invited in each fleet. So, we got the absolute top finishers. As I mentioned, it's been a while since we had that much enthusiasm for this event. That enthusiasm paid big dividends in some really great racing.

On Saturday the Qualifier series was contested. Steve Kiemele represented A fleet keelboats, Dick Harder represented B fleet keelboats and Dennis Baker represented the Centerboard fleet. Our first race was one lap with a downwind finish. Kiemele ran away pretty well for the bullet. Harder edged out Baker for second place. They finished a few seconds apart. The second race, Kiemele had to work a little to come from behind and pick off Harder downwind for the victory. Baker had gotten to the start about 3 seconds early and never really recovered from that bad start. Baker then went on to get some respect in race 3 by pulling a horizon job on the fleet. He went right and it paid off really big, Harder went left and it paid off a little. Kiemele stayed in the middle and didn't get any pay. But, third place in the third race was still good enough to win the qualifier series. Kiemele had 5 points, Harder had 6 points and Baker had 7 points.

On Sunday, Kiemele teed it up against Marc Bailey (A fleet champion) and John Kreidler (Centerboard champion). Our format increased from 3 races to 6. The wind forecast was the worst. Lots of 2 and 3 mph pretty much all day. Thankfully, the forecast was wrong. We postponed on shore, then about 9:45 the wind started to fill so we went out. We were rewarded with a one lap race that started in 3-4 mph breeze. About half way up the beat, the wind filled in and we had a 10 minute one lap race. All three boats finished within about 10 seconds. This is the hottest racing I've ever seen at our club! Kiemele rounded the weather mark in third but was able to pick off his competition downwind and take the bullet. Kreidler defended his position and snagged a second. Bailey came in third just a few seconds behind Kreidler. The second race was a two lapper and Kiemele rounded in a distant third at the first windward mark. Kreidler and Bailey were trading places downwind. Watching from the shore it was hard to tell what happened next but apparently Charleston Race Week was still on Bailey's mind when he treated the leeward mark as a gate and left it to starboard. He 'un-fouled' himself but got passed by Kiemele while doing so. At the next windward mark Kreidler rounded 21 seconds ahead of Kiemele. Now the drag race to the finish was on! Kreidler fought the good fight but Kiemele was able to slip ahead of him by a few seconds and claim his second bullet. Like I said, great hot racing, you should have been there to see it. Race three and Kreidler holds off Kiemele this time in really light conditions to get his first bullet of the series. After 3 races it's Kiemele 4, Kreidler 5 and Bailey 9 points. The next 3 races could really turn this fleet upside down. In race 4 Bailey makes a hard charge and is leading the fleet downwind to the finish. Kiemele is in second and Kreidler is third. Kiemele passes Bailey and finishes just ahead of him for bullet number 3 in the series. Bailey gets some respect with a second and Kreidler gets his first third of the series. You'd think at this point Kiemele would get conservative and defend his position. I guess one way to do that is to win the next two races. Races 5 and 6 go Kiemele, Kreidler, Bailey. The series finishes Kiemele 7, Kreidler 12 and Bailey 17. **Steve Kiemele is your WCSC 2012 club champion!**

Thanks to Ronnie Ashmore, Steve Kiemele, Patrick Hopp and Derek Lord for loaning us their Buccaneers. Thanks to the RC for doing such a great job on and off the water.

So what do we do for 2013? We'll have a lot of discussion about what boat to sail next year. Suggestions have ranged from Force 5 to Hobie 18's to Catalina 22's. We need to find 4 competitive boats of some type and tee up the event from there. Watch for the 2013 calendar and mark the club championship date as a time for you to be at the club and see great racing by WCSC's best.

Brian Hampton

## Hello WCSC!

The 2012 Hospice Regatta is scheduled for October 12-14 and I wanted to send out the first of many communications letting you know what is going on and what you can do to help.

We have a BHAG of raising \$50,000 this year for the Hospice of the Upstate. This is a fabulous facility dedicated towards quality end of life care. Help us achieve our goal either thru racing, donations, cruising or volunteering to help.

We have been working hard on a number of areas to make the event a success this year. Hanna Curtiss, Curt Rubenstein, Dan Marett and Jim Snowden have been tasked with working on Corporate sponsorships. It's been hard work (try cold calling someone in this economy asking for a donation), but they have been making good progress and have landed some new contributors and have several others on the line.

This is where you come in. We have approximately 250 members. Many of us work for large companies who typically have some kind of matching gift program or in some cases would be willing to support our event. We would like you to investigate what options are available at your Company. Many of you may have already done this. If you have not had a chance, please contact your HR department or the person in your company that would direct you to the correct person that can help. Sometimes, all it takes is to ask the question. You might get the budget answer...meaning it may not be in the budget this year. But ask what can be done to get it in the budget for 2013? Please do some leg work for us and try to be our 'sponsor' at your company.

We have setup a link on the Club website at [www.wcsc-sailing.org](http://www.wcsc-sailing.org). Follow the 2012 Hospice link on the left. It will direct you to a page that includes Sponsorship packages including a link to the donation page, information on the event and contact information for Ronnie and John. We will be adding more information to the page as it comes available.

Along with the corporate sponsorship there are a couple other areas where you can help.

### Sailing for Others

We will again be holding this special sponsorship challenge to help raise additional funds. If you are planning on being a skipper, we are again running the Sailing for Others sponsorship program. Start lining up family and friends to help you in this special challenge. Remember that it can all be done online. The top 'Sailing for Others' skippers will be recognized on Sunday during the awards ceremony. Are you up for the challenge?

### Cruising the Hospice

We have something new this year. It's called "Cruising the Hospice" and we hope it appeals to many of our members who have boats and don't want to do the racing thing. It's an opportunity to get out on the water and sail a fun event, not a race. Bob Knapp is helping us this year and will come up with something cool and non-competitive. You will get a chance to sail, show your friends a good time/party and help support our event.

## Update from the WCSC Ship Store

Our website has pictures of almost everything in our Ship Store with the exception of the pink and purple ladies polo shirts.

I did want to let everyone know we have a couple of new additions. These ceramic mugs are only \$3.50, but are not dishwasher safe. The double walled tumblers come with a lid and matching straw and sell for \$5.00.



I am personally at almost every major event WCSC has, but if someone wanted to contact me to set up a time to meet and check out the current inventory, I can be reached easily at [JoHopp@hotmail.com](mailto:JoHopp@hotmail.com).

I would appreciate suggestions for new products. I am currently working to get polo shirts made of the wicking material and would like to know how many people are interested. Most likely I will order the blue with white embroidery and white with blue embroidery.

The Ship Store has a small yearly budget meaning orders are always small. Pricing only covers cost and shipping charges.

Your input will help!

Jo Hopp  
WCSC Ship Store Administrator

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(Hello WCSC cont.)

### Volunteers

We always have a need for volunteers to help in a number of areas (Race Committee, Registration, Food, Clean up, etc.) and if you would like to help please contact John Kreidler ([jakreidler@mindspring.com](mailto:jakreidler@mindspring.com)) or Ronnie Ashmore ([sailtanzer@aol.com](mailto:sailtanzer@aol.com)).

With your help, we look forward to reaching our goal this year.

John and Ronnie

## Centerboard Sailing and iPads

*by Ed Sherman*

PRO duty was assigned to me on Saturday, 2 JUN which was the seventh racing day for the Centerboard Fleet. My presence around this group has been scarce since last year, but this time I noticed something special mainly because this affable fleet included the race committee in their plans for a cookout after the water show. For over a week prior to that Saturday, Fleet Captain Ronnie Ashmore posted emails explaining the cookout at the Tiki Lounge. He included the menu and who was providing what food to enjoy. The communications from Fleet HQ was amazingly complete and consistent. Everyone jumped aboard with emails and by Friday before race day, each knew exactly who was coming and what food to bring to the party. This was not some special day such as Memorial Day or the Fourth of July. This was a run-of-the mill Centerboard race day.

As I watched these friends gather, maybe for the first time ever, I realized what was really going on. They have developed very close friendships and each always accepts the others as they are...no pretense. No BS... simply sincere friendship with others having the same interest. They were laughing and talking with each other like kids in school, while anticipating what was to come on the water.

The way these folks dressed, you couldn't distinguish their backgrounds but you could ID them as sailors. Regardless of where you travel, sailors have a special wardrobe, or you might say "uniform," usually shorts and T shirt. There was Past Commodore, Dr. Spencer Mathews, from Spartanburg who has been traveling the one hundred and fifty roundtrip miles to the club for years. He is usually one of the few who wear socks and I've never seen him in a T shirt. Out on the water Spencer and partner Suellen (pron. Sue-Ellen) made 'em all eat wake in race #2. They had that Flying Scot screaming down the spinnaker leg with the bow literally boiling water. It was a sight to see from the Signal Boat. They were way over the horizon from the fleet and took the gun at the finish. After the races Suellen, named after Scarlett O'Hara's sister, said that downwind leg was a real thrill to sail. Spencer is from Virginia Beach. How lucky we are he loves sailing and moved to South Carolina back in 1850?

And Fleet Captain Ronnie Ashmore, an Eagle Scout in his youth, has been with the same outstanding company since he interned while earning his B.S. in Civil Engineering at Georgia Tech. Ronnie and I started our learning curve for racing back in the eighties. We raced on my Tanzer 22 with him at the helm and me crewing because there is an intelligence difference between us. Not only that, he's calm and I'm bananas!

And "Big John" Kreidler, who is a Past Commodore, always wearing "sailing" apparel, a good tan and out there for every race. He is current Fleet Champion! We are lucky Michigan gave him up to us and we think the name of his Flying Scot is one of the best ever - Rocket Pig! Speaking of pigs, if you want to see something nautical and cool, Google up, "King Neptune."

And then there's Past Commodore Dennis Fisher, sailing the MC Scow. I don't know Dennis' age but he sports white hair and a cool, go -get-'em white mustache. He sails a single-handed MC Scow. An MC Scow can't be sailed without Xtreme hiking upwind and Dennis did just that for six upwind legs ranging over a mile each when it was blowing 5 to 20 that Saturday. Talk about six-pack abs!

"Use Guys," Rear Commodore Dennis Baker is from the New York City area! Nobody seems to know how he found his way to South Carolina, much less to WCSC, but he was smart enough to marry Lisa, a knock-out Upstate lady who crews on their Lightning. Dennis has made the club a better place with hard, volunteer work, talented sailing and a knack for humorously rubbing the CB skippers to get the best from them.

Rounding out the Centerboard list of skippers for day #7 was Chris Lane sailing a mystery boat for two races. Then there was our main Highlander skipper Chris Kafsky who had an unfortunate gear failure in race #3 causing him to retire. After the races Chris said the failure was a good thing because the next weekend he was traveling to a big regatta.

Hey, and when you get the chance, make a point to meet Rick Fontenot, a cat sailor who took the gun while single-handing one of the races. He was so excited at the gun we, on race committee thought he would fall off the boat celebrating. Everyone is thinking Michael Phelan was saying something on race day 7, because he finished 4, 3 and 2. Does this mean a bullet is in store for race day 8?

They are waiting for you. The Centerboard Fleet can't wait for you to talk to them about their great social atmosphere entwined with sailing talk and on-the-water fun. If you are a WCSC member, the next thing you might want to consider doing is to look into joining the best fleet on the lake. The reason the CB bunch is so great is their open-arms friendliness. They receive new sailors regardless of skill levels. The most important thing with the CB folks is to have fun and they start with bonding on shore.

What about iPads? You won't find the CB folks using them at WCSC because the little black creatures would interfere with their fun.



# 2nd Annual Adaptive Sailing Experience April 21, 2012



Dr. Hippensteal, a Roger C. Peace Physician, came up with the idea to have an adaptive sailing day for individuals challenged with a disability. He wished to share his passion for sailing with those who would not be able to participate in a sailing experience. The first outing occurred in 2011 and was such a hit with the participants that plans for another event was made.

With the assistance of Roger C. Peace staff and fellow sailing enthusiasts from the Western Carolina Sailing Club, Dr. Hippensteal hosted the 2<sup>nd</sup> Annual Adaptive Sailing Day!

It was another enjoyable day out on the waters of Lake Hartwell!



## Scuttlebutt

The Lords: Est. May 19, 2012.

Who actually is "Mr. Personality" in the Centerboard Fleet?

Possible new gate combination: #99978345100-AB54990WCSC2012222.

Arrowhead Point! Where is that at the club? Sometimes we see it – sometimes we don't!

The best, clearest-water swimming on the lake is off Sand Island & sometimes off Party Island!.

What WCSC member could win any oyster-eating contest!

Mike Miros races Fais do-do!

You need to know about reciprocals in order to do race committee?

Why do the little, green fish at the launch dock bite so hard?

Can I loan my slip to a non-member if he loans it to a member?

Mike Miros sleeps in Camelot!

Is it OK to build a little log cabin in the Trailer Park?

If I'm on Port and T-bone a starboard Tacker, is it OK if I didn't see him?

When racing sailboats, however good or bad a situation is, it will change!

Past Commodore Mike Miros recently bought a Flicka?

Bullets: Sometimes you get and sometimes you get got.

Why do ATM's in Anderson have Braille buttons at the drive thru?

Does Mike Miros really own three sailboats?

Wind velocity isn't always fair but any is still good.

You can't control the wind but you can adjust the sails and cuss!

If a boat is slow, it's ugly!

## Boat Renaming Ceremony of Neptune Translated from Greek by Ed Sherman

### Preparation:

Imperative that anything with the previous name of the boat be removed prior to ceremony, or who knows what may happen! All articles of clothing, paperwork, hats, documentation, love letters, registration, sale...everything with the old name of the vessel must be removed and destroyed.

### Ceremony at The Boat:

Master, Mistress and Invited Guests.

Master (owner):

"In the name of all who have sailed aboard this ship in the past, and in the name of all who will sail aboard her in the future, we invoke the ancient gods; Of the wind (Aeolus) and of the sea (Neptune) to favor us with their blessing.

Mighty Neptune, King of all that moves in or on the waves; Mighty Aeolus, guardian of the winds and all that blow before them; we offer our gratitude for the protection you have afforded this vessel in the past. We voice this gratitude that she has always found shelter from tempest and storm and enjoyed safe passage to port.

Now we submit this supplication that the name whereby this vessel has hit her to been known [previous name of vessel] be struck and removed from your records. Further, we ask that when she is again presented for blessing with another name, she shall be recognized and accorded once again the self-same privileges which she previously enjoyed.

In return, we rededicate this vessel to your domain in full knowledge that she shall be subject as always to the immutable laws of the gods of the sea and wind. In consequence whereof, and in good faith, we seal this pact with libations offered according to the hallowed ritual of the sea."

### Christening:

Master of the vessel offers the invocation..... Mistress of ceremony (if any) performs the libation and offers a toast to the continued welfare of the vessel. Ceremony performed on the bow with a good bottle of champagne, spray full bottle on the bow as the libation.

All retire below with sufficient bottles of the same champagne for a meal which is usually fresh, boiled shrimp. At least an hour after the meal, an identical renaming ceremony is performed with the same parties, but a NEW bottle of champagne.

Followed by a toast: "To Neptune, Aeolus and the [newly named vessel], may she always find fair winds, good sailing and safe harbor."

Use a new second bottle. It is important to use a new, full bottle on the bow each time - no cheap ceremonies or champagne will be accepted by Neptune!!!

## Dock Space

*by Paul Harder*

Free dock space is a very limited thing at WCSC. We have five slip docks each with space for two maybe three boats tied up on the end of each dock. The steep ramp could hold maybe four more boats. That makes only about fourteen spots. There are also a few mooring that could be used for a few days and may have a better breeze. The club website lists more than a dozen moorings. So if you come down for the weekend or during the week please try not to leave your boat taking up one of these few spots when you leave the club for more than a day. The spots are on a first come basis. The club rules state:

Temporary Use or Vacancy of Docks / Moorings:

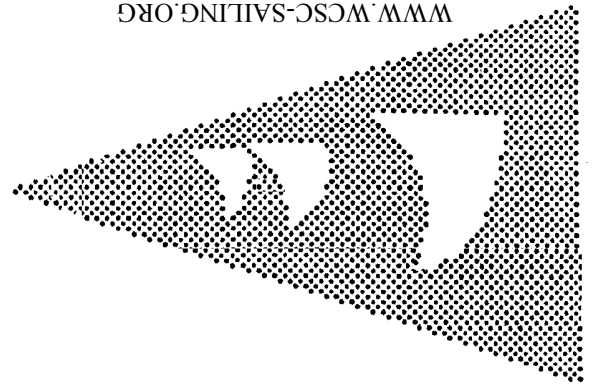
a) The outboard ends and walkways of the slip docks are for temporary use only. The maximum time for such use shall not exceed 72 hours and no boat shall remain moored there when the owner is absent from the Club premises for more than two hours.

Note that the 72 hours is when you are using your boat and are at the club daily. So when you are to be gone for a couple of hours you are supposed to put your boat back in its normal parking spot be that somewhere else at WCSC or off WCSC property. This does not mean that you can leave it for weeks at a time or even a week at a time in different spots.

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<b>July</b>	<b>7</b>	<b>TBA</b>	<b>July 4th Party</b>	
	<b>7-8</b>		<b>JR Sail Camp</b>	
	<b>10</b>	<b>1900</b>	<b>Board Meeting</b>	
	<b>14-15</b>		<b>JR Sail Camp</b>	
	<b>14</b>	<b>1800</b>	<b>Sail in Movie</b>	<b>Bob Knapp</b>
<b>August</b>	<b>21</b>	<b>1100</b>	<b>HeatStroke Series #2</b>	<b>Mid summer races series. Details TBA</b>
	<b>4</b>	<b>1100</b>	<b>HeatStroke Series #3</b>	<b>Mid summer races series. Details TBA</b>
	<b>7</b>	<b>1900</b>	<b>Board Meeting</b>	
	<b>18</b>	<b>0800</b>	<b>Work Day #4</b>	
		<b>1800</b>	<b>Sail in Movie</b>	<b>Bob Knapp</b>
	<b>25</b>		<b>Diva Sailing Event</b>	<b>TBA</b>
<b>September</b>	<b>1</b>	<b>1000</b>	<b>WCSC JR Championships</b>	<b>CHESER, Wayne, Kelly Tetzlaff, Ashley Gates, Claude Peterson, Barbara Watkins, Tom Leavitt, Christopher Lane</b>
		<b>1800</b>	<b>Labor Day Party</b>	
	<b>4</b>	<b>1900</b>	<b>Board Meeting</b>	
	<b>7</b>	<b>1900</b>	<b>Commodore meet and greet</b>	
	<b>15</b>	<b>0800</b>	<b>Work Day #5</b>	
		<b>0830</b>	<b>Furman Learn to Sail Class</b>	<b>Ron Moede</b>
		<b>1300</b>	<b>Keelboat Fleet Fall PHRF Race/ Cruise #1</b>	<b>BAKER, Dennis, Basil Karlow, Keith Schrecengost, Chris Miros, Joe Rose, Bronson Bowling</b>
		<b>TBA</b>	<b>Cruising Event</b>	<b>Bob Knapp</b>
	<b>19</b>		<b>Windsong Deadline</b>	
	<b>22</b>	<b>0830</b>	<b>Furman Learn to Sail Class</b>	<b>Ron Moede</b>
		<b>1300</b>	<b>Centerboard Fleet Race #8</b>	<b>WELTE, Roger, Chris Kleinhans, Art Rouse, Kerry Steck, Wendel Hans, Miriam Snyder</b>
	<b>23</b>	<b>0830</b>	<b>Furman Learn to Sail Class</b>	<b>Ron Moede</b>
	<b>29</b>	<b>0800</b>	<b>Work Day #6</b>	
		<b>0830</b>	<b>Furman Learn to Sail Class</b>	<b>Ron Moede</b>
		<b>1300</b>	<b>Keelboat Fleet Fall PHRF Race/ Cruise #2</b>	<b>MARETT, Dan, Walt Smith Jr., Dave Van Emburg, Larry Vickery, George LaPierre, Dee McCraw, John Kathe</b>
	<b>30</b>	<b>1300</b>	<b>Centerboard Fleet Race #9</b>	<b>MARTIN, Joe, Bob Knapp, Rob Eades, B.J. Leonard, Scott Lawrence, Tim Crane</b>





## THE WINDSONG

### WCSC 2012 BOARD OF STEWARDS

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### Around Andersonville Island, June 16, 2012

Our 2012 around Andersonville island race got off to a good start with mild northerly winds of around seven MPH. We had 12 boats for the start ranging from a 16' hobie to a 30' Catalina. All boats had a common start and no one was over early. But before all that let me enlighten you as to what happened.

I was PRO taking the single hand job away from John Kriedler who has done a great job for the last several years. Because I had already set a record in the fleet for being the only single handed sailor to pass out from heat exhaustion, I decided to pay back the fleet and take the job so John could race. To be quite honest I was a little hesitant about doing the good job that John had always done. Then I stepped on the signal barge and witnessed the work that Rick Fontenot had done. Every part of the boat had been made user friendly. Labels galore and done professionally, instructions in plain and clear language, working electronics with easy to use switches, anchor system that allows you to add blocks and then retrieve without being a weightlifter and on and on. I actually had fun being out on the signal barge by myself and running a race. I also witnessed that he has attacked the other support boats in the same manner. Tell Rick thanks the next time you see him. Thanks Rick!!!

Then I got bored.

I knew this was going to happen so I brought along my trusty jet ski. Once everyone was on their way I fired up the beast and went after the fleet. I did not want anyone to suffer heat exhaustion as I had so I made sure that all skippers were hit by my trusty water guns. After that mischief I went back to the signal boat to await the competitors. Wouldn't you know that good ole "Rick" would be first over the line with a twenty minute lead over the Harders.

The rest is history and you can see the race results elsewhere on the web. I was happy with the days race and enjoyed my job. Thanks WCSC for allowing me to be the Principal Race Officer for the Around Andersonville race.

Capn Dan