

WCSC – The First Ten Years

This is a history of the beginning of Western Carolina Sailing Club. It began with the vision of eager sailors from Greenville and Anderson, whose determination created in ten years the structure of the club as it is today. In three long years with the help of political connections, they acquired a lease from the US Corps of Engineers for the property now occupied. Seven years later, they had created the foundation of our sailing club.

1963 The Beginning

By enacting the Flood Control Act of May 17 1950, the U.S. Congress authorized the construction of Lake Hartwell. The lake was named after Nancy Hart, a Revolutionary War figure. A county, a city, a state park and a highway in Georgia all bear her name (1). Work began in October of 1955, impoundment began in February of 1961, full pool was accomplished on March 12, 1962 and the project was completed in 1963 (2).

By the summer of 1963 WCSC was organized as a recreational club with the name established and flag officers selected. Donald R. Tomlin was the first commodore. July 7 and September 8 were the dates of two sailboat rallies. Launched from Portman Shoals Marina, the purpose of the rallies was to recruit new members and provide the opportunity for the public to see and test sail the different boats. (Anderson Daily Mail, September 10, 1963.) A total of seventeen one design boats were there for demonstrations including Y-Flyers, Lightnings, Flying Scots, Sun Fish, Moths, E-Scows and Javelins. To further promote recruiting, a deadline of November 1 was set for the original members to be recognized as charter members. By that time there were 75 charter members who paid \$9.50 for initiation and \$9.50 for the first year's dues. The Bylaws of WCSC were adopted on August 29, 1963 and on September 10 the club was issued a Certificate of Incorporation by the South Carolinas Department of State.

The State of South Carolina

EXECUTIVE DEPARTMENT

CERTIFICATE OF INCORPORATION
BY THE SECRETARY OF STATE

5449

WHEREAS,

Donald R. Tomlin, Greenville, South Carolina
William L. Watkins, Anderson, South Carolina
R. Morris Clayton, Laurens, South Carolina

two or more of the officers or agents appointed to supervise or manage the affairs of

WESTERN CAROLINA SAILING CLUB

which has been duly and regularly organized, did on the 10th day of

September, A.D. 1963 file with the Secretary of State a written declaration setting forth:

That, at a meeting of the aforesaid organization held pursuant to the by-laws or regulations of the said organization, they were authorized and directed to apply for incorporation.

That, the said organization holds, or desires to hold, property in common for Religious, Educational, Social, Fraternal, Charitable or other eleemosynary purpose, or any two or more of said purposes, and is not organized for the purpose of profit or gain to the members, otherwise than is above stated, nor for the insurance of life, health, accident or property; and that three days' notice in the Anderson Independent, a newspaper published in the County of Anderson, has been given that the aforesaid Declaration would be filed.

AND WHEREAS, Said Declarants and Petitioners further declared and affirmed:

FIRST: Their names and residences are as above given.

SECOND: The name of the proposed Corporation is WESTERN CAROLINA SAILING CLUB

THIRD: The place at which it proposes to have its headquarters or be located is Hartwell Lake, Anderson County, South Carolina

FOURTH: The purpose of the said proposed Corporation is to establish and maintain club facilities for the members and their guests and to encourage interest and activity in all forms of sailboating in western South Carolina

FIFTH: The names and residences of all Managers, Trustees, Directors or other officers are as follows:

Donald R. Tomlin	Greenville, S. C.	Commodore
William L. Watkins	Anderson, S. C.	Vice-Commodore
R. Morris Clayton	Laurens, S. C.	Rear Commodore
Dr. William Haynie	Belton, S. C.	Secretary
J. Cooper Shackelford	Greenville, S. C.	Treasurer

SIXTH: That they desire to be incorporated:

in perpetuity

Now, THEREFORE, I, O. FRANK THORNTON, Secretary of State, by virtue of the authority in me vested, by Chapter 12, Title 12, Code of 1952, and Acts amendatory thereto, do hereby declare the said organization to be a body politic and corporate, with all the rights, powers, privileges and immunities, and subject to all the limitations and liabilities, conferred by said Chapter 12, Title 12, Code of 1952, and Acts amendatory thereto.

GIVEN under my hand and the seal of the State, at Columbia, this 10th day of September, in the year of our Lord one thousand nine hundred and 63 and in the one hundred and 88th year of the Independence of the

United States of America.

O. FRANK THORNTON,
Secretary of State.

On November 20, 1963, Vice Commodore William L. Watkins sent a letter to the U.S. Corps of Engineers requesting that the club be allowed to use the land west

of Green Pond. Watkins informed Mr. John LeRoy, Reservoir Manager, of plans for a dock, moorings and a clubhouse in order to start an active program in the spring. The Corps' response to the letter was not encouraging and Watkins and Commodore Tomlin began developing a political strategy to secure a lease for the land.

1964 Our Name and Sphere of Interest are Important

The flag officers that served during 1963 continued service during 1964 and much progress was made in club organization. Committees were appointed, racing protocols and schedules were established and the club burgee was designed. Yet WCSC had no base of operations at the lake. It was a sailing club without a home.

There were 19 races in the Spring Series and 14 in the fall. Boats were launched from Portman Shoals Marina and trophies were awarded in a ceremony at the Poinsett Club in Greenville. Associated with the racing program was a training course consisting of 8 classes. This is the year WCSC joined Dixie Inland Yacht Racing Association (DIYRA).

From the beginning, the founders had their eyes on the ten acre island west of Green Pond, our present location. Not only had the Corps given a negative response, but neighbors objected to having a recreational club interrupt the peace and tranquility of the neighborhood and this complicated securing access to the island.

Taking one step at a time, a three page document was created as a petition to the Congressional Delegation of South Carolina (Senators and Representatives representing the state). The document was entitled "Statement of Western Carolina Sailing Club in Support of Its Application to United States Army Corp of Engineers For Lease of Land on Lake Hartwell." It was authored by Vice Commodore Bill Watkins and signed by club members. This was a serious and final effort to secure a lease for the property.

The agenda for the annual meeting held on September 12 included, in addition to the election of new officers, a proposal to change the club's by-laws and to consider changing its name. The Corps had earlier expressed concern that the

name excluded residents of northeastern Georgia. A proposal to change the by-laws to add Membership as a standing committee and one to change the sphere of interest to include northeastern Georgia were easily approved. After considering other names to more accurately represent the area served by the club, the members voted at that meeting to keep the name Western Carolina Sailing Club. At this meeting Cooper Shackleford was elected to serve as Commodore for 1965.

1965 Eager Anticipation

In a surprise move, the Corps decided to offer the island property to the public for competitive bids and in March they released an invitation for bids for a rental of \$1,760 per year. Members had hoped to have the island site for the beginning of the 1965 season but another site for staging races had to be found. The best one was Portman Shoals Marina where races were staged the previous year but an agreement with the marina could not be reached. Other options were sought and Postelle White (then a deputy sheriff with Anderson County) and his wife Ruby agreed to a fee of \$5.00 per month for each boat stored and launched on their property south of the island near Dobbins Bridge Road and that is where races were staged during 1965.

Racing was promoted, enthusiasm grew and so did the one-design fleets. Prominent classes were Y-Flyer, Thistle, Lightning, Lido 14, Windmill, and Sunfish. Twenty-eight boats were reported to participate in the summer and fall series that year.

The membership roster for 1965 showed 74 member families.

In October, letters were sent to Congressional Committee members including US Senators Strom Thurmond and Donald Russell, and US Congressmen Robert T. Ashmore, William Jennings Bryan Dorn, and J. Mendel Rivers. The letters were an appeal for help in negotiating a reasonable rent from the Corps, and a copy of the "Statement" was included to justify the request.

The annual meeting that year was on September 18 at Vince Perone's Restaurant in Greenville and Bob Stewart was elected Commodore for 1966.

By November 26, spirits were lifted when Stewart gave an optimistic report about securing the sought-after island site. He added that there were two remaining problems: securing a reduced lease from the Corps and gaining access to the island. An annual lease of \$1760 was excessive considering the cost of constructing a causeway. The Corps agreed to decrease the annual rent to \$1200 and on November 30 it was confirmed that the island would be leased to WCSC.

Recognizing the financial consequence of growth by leasing and developing the island, a Financing Committee was appointed. The committee submitted its report on December 28 and in it were major changes to financial structure including an increase in initiation fees for incoming members, a bond process for borrowing from members, and authority for the club to secure a mortgage loan. The initiation fee was to be based on the net value of club assets so, in theory, it represented individual investment in club assets, or members' equity. Furthermore, in order to encourage recruitment, resigning members were to receive a refund of 75% of the initiation fee in place at the time of their resignation. This provision, although effective in recruiting, would become a serious financial problem later as members resigned.

1966 A New Day

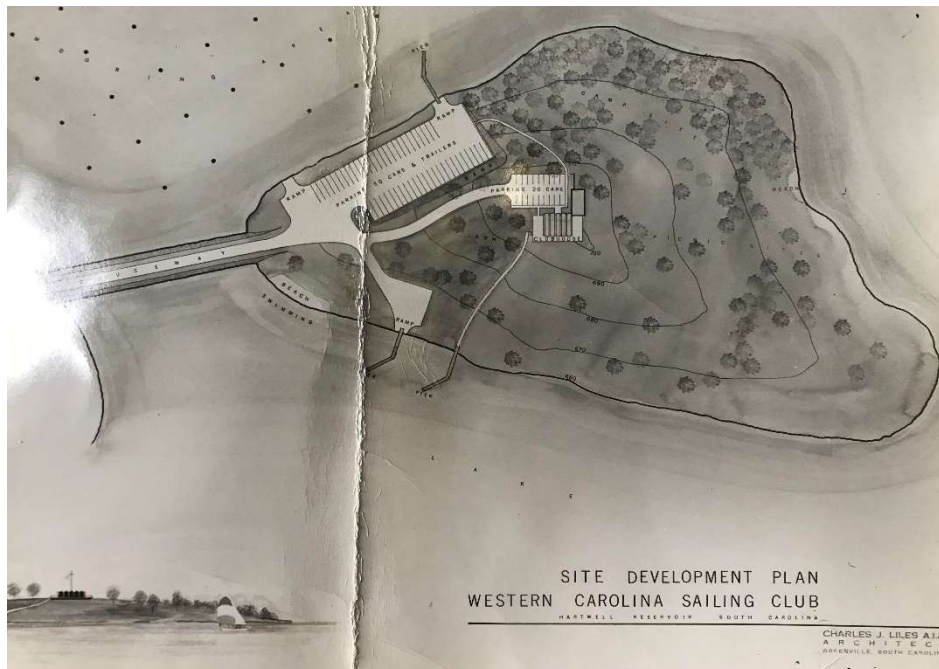
On January 8, Commodore Bob Stewart informed members that a lease had been signed with the Corps of Engineers. The lease called for the monthly rental of \$100 for a term of 20 years beginning on January 1, 1966. He announced that access to the island had been resolved with landowners, although details remained to be worked out, and that a causeway to the island could be built. He added that arrangements were underway for that project and that plans for the clubhouse had already begun. The schedule was to be completed in two phases:

Phase 1 - Build the causeway, ramps, launching docks, permanent sanitary facilities and parking areas for boats and cars

Phase 2 - Build the clubhouse and caretaker's quarters, additional docks, parking areas and ramps, and landscaping

Also in January, Stewart called a special meeting of the membership to approve a new financing plan for the club. The plan called for annual dues to be \$120 per year, payable quarterly, and initiation fees would be set to \$109.50, to be increased annually in proportion to the value of capital investment. The plan also introduced the opportunity for members to make an investment in the initial capital improvements of the club by purchasing notes in multiples of \$100. The plan was approved and the club was then ready to occupy the island.

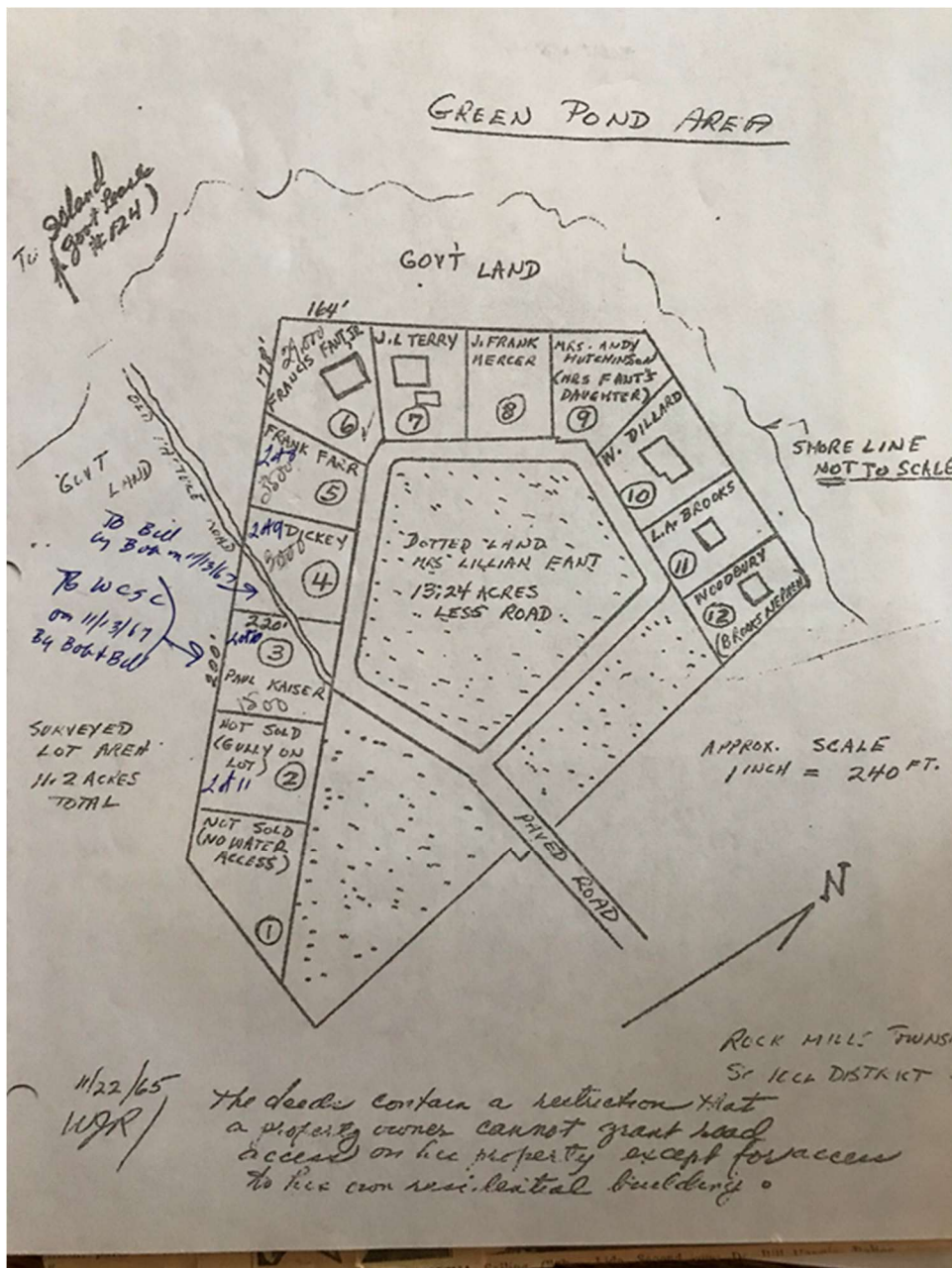
Charlie Liles began drawings for grading parking areas and roads, and for filling, compacting and rip rapping the causeway, and by early February seven board members had committed to purchase club bonds totaling \$5,500.



On February 25 work to complete roads, parking areas and a causeway was authorized. Fill for the causeway was moved from the main boat parking area to the causeway. Heavy rains causing the lake to rise rapidly delayed progress and heavy equipment had to be hauled through more than a foot of water as excavation and the moving of dirt began. Nevertheless, on April 7, Stewart announced that the causeway, roads, and boat parking areas were completed. Simultaneously, members participated in dock building parties. Two floating units

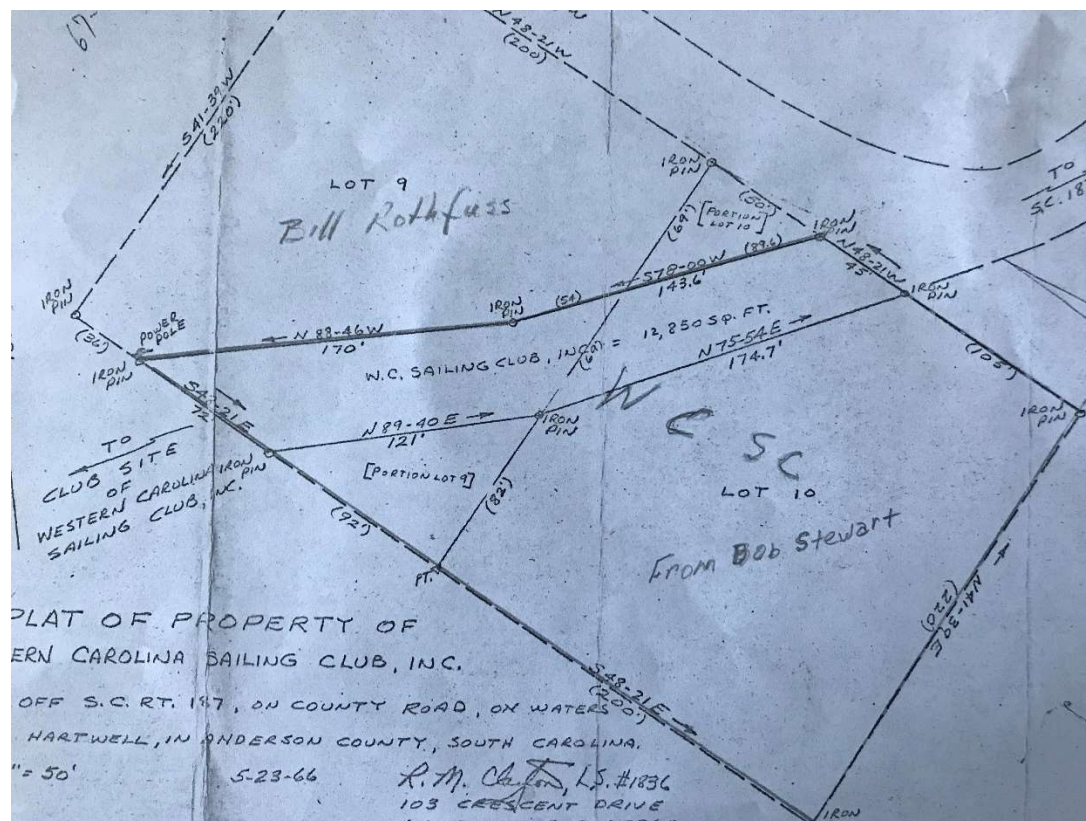
were built, completing work for a 75 foot launching dock, and more units were constructed later that month.

An easement agreement with property owners was reached but the details were to be decided later, and after wrangling unsuccessfully with property owners over an easement agreement Bob Stewart and Bill Rothfuss purchased the two lots needed for an entrance in order to expedite the process.



Both lots were surveyed and boundaries were redrawn to align with the entrance road. After the survey Stewart owned the lot to the south of the entrance (lot 10) and Rothfuss owned the lot to the north (lot 9). Stewart transferred his lot to the club in November of 1967 and Rothfuss transferred his in October of 1972.

Survey by Morris Clayton



Although Liles had begun drawings for the new clubhouse, the board in a meeting on May 26 decided it would not be in the club's nor Charlie's best interest to employ him, a member, as the architect for the building, so a Building Committee was appointed to make recommendations. It was agreed that an outside architect should be retained and since Joe Hiller, an architect in Greenville, had submitted interesting preliminary drawings, the committee and the board would consider him for the work. At this same meeting an open regatta was scheduled for August 27 and 28.

As Phase 2 began a recommendation was made to begin with temporary facilities considering the club's weak financial position. This idea was quickly rejected in favor of building comfortable facilities for the long run and this would require a

bank loan. So a general meeting was called for early June. At that meeting, the board suggested that up to \$25,000 be spent on the clubhouse and it was announced that Joe Hiller would be the architect for the project. His ideas were overwhelmingly accepted by the board, and several financing options were presented. A combination of plans to borrow from both The Peoples National Bank and Anderson Savings and Loan was agreed upon.

Liles Proposal



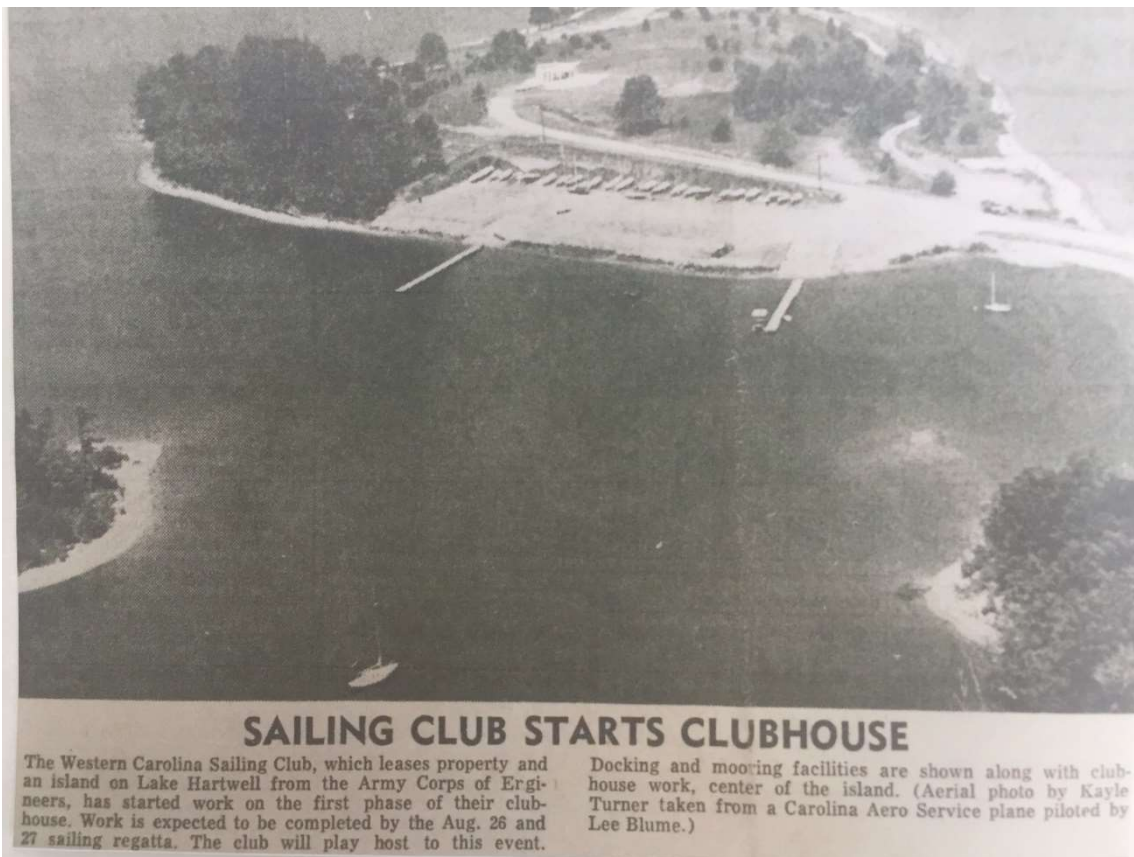
Hiller Proposal



The exterior design of today's clubhouse is as originally drawn, but it was split into "first unit" and "second unit" for cost savings. The first unit was the spire and the structure surrounding it which would be built immediately, and the second unit which was the addition with sliding glass doors would be added later.

On July 1, agreements were executed with Joe Hiller Architect for the first unit, and Hugh Lesley was the contractor. Later that month Don Tomlin sent out an official notice of WCSC's first open regatta. The summer of 1966 must have been busy indeed with work continuing on grounds projects, a financial plan being implemented, construction beginning on the clubhouse and planning for a major invitational regatta underway for the end of August. A picture of the island in the August 2 edition of the Anderson Daily Mail showed roads, ramps, launching docks, and parking areas and an unfinished portion of the first unit of the clubhouse.

Anderson Daily Mail, August 2, 1966



SAILING CLUB STARTS CLUBHOUSE

The Western Carolina Sailing Club, which leases property and an island on Lake Hartwell from the Army Corps of Engineers, has started work on the first phase of their clubhouse. Work is expected to be completed by the Aug. 26 and 27 sailing regatta. The club will play host to this event.

Docking and mooring facilities are shown along with clubhouse work, center of the island. (Aerial photo by Kayle Turner taken from a Carolina Aero Service plane piloted by Lee Blume.)

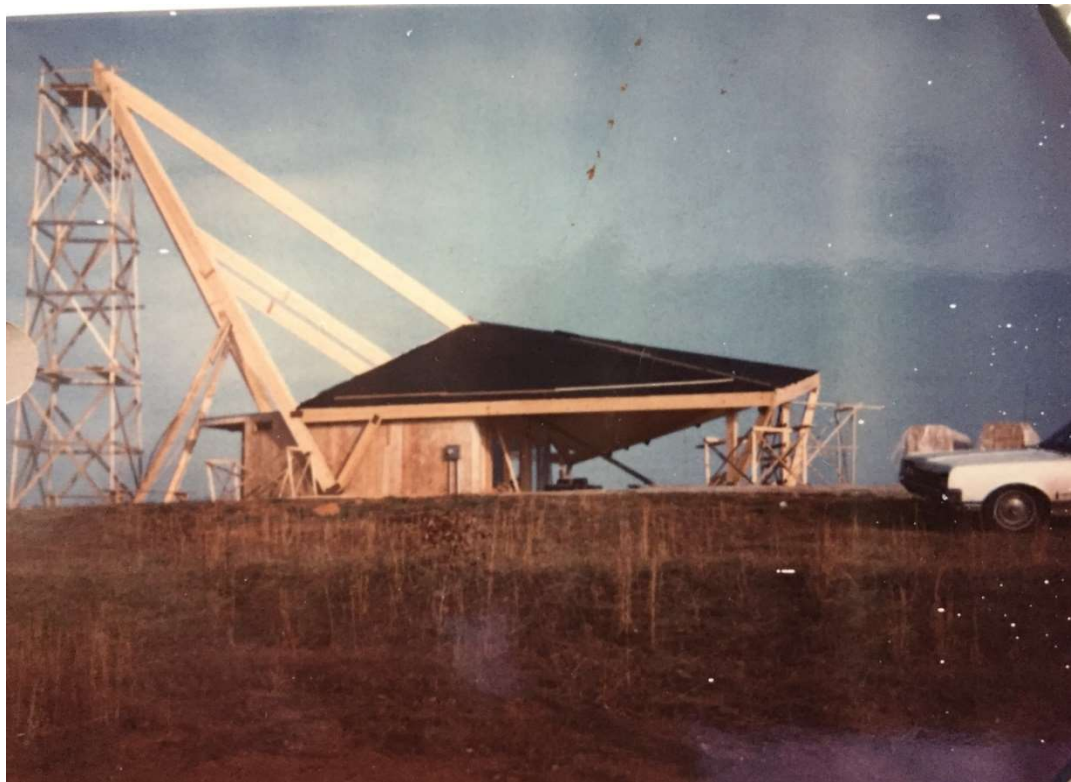
Completion of the first unit of the clubhouse was delayed because of complications related to the huge wooden beams and the project was not completed until May of the following year. The Open Regatta in August was described by the Daily Mail as a milestone for Lake Hartwell, being its first. 101 boats competed. Thistles were the largest fleet. The regatta was a huge success although there was disappointment that the clubhouse was not completed in time for it.

The annual meeting that year was on October 1 at the unfinished clubhouse and Bill Rothfuss was elected Commodore for 1967.

1967 Holding the Course

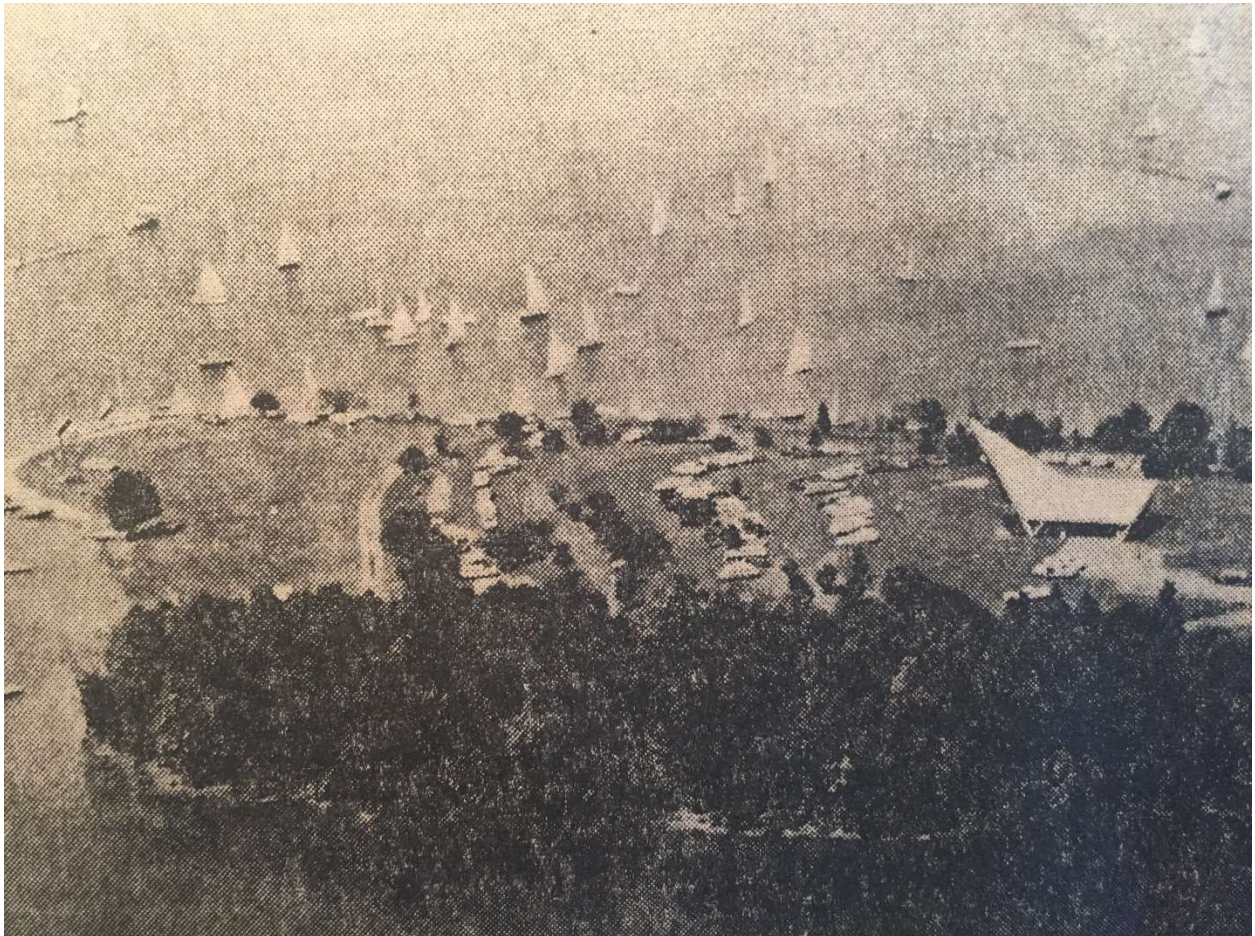
With an active board and an energized membership, much was accomplished during 1967 to keep WCSC on course. Phase one of the clubhouse was completed in time for the 1967 Open Regatta and members were anxious to show it off to visitors.

December 31, 1966



Immediate Past Commodore Bob Stewart was chair for the regatta held on August 26 and 27. Only one designs competed back then and 133 boats participated.

1966 Open Regatta and completed Clubhouse



In October, Bob Stewart, then Chair of the Long Range Planning Committee, informed the Corps that the club was growing rapidly and within five years the area across the cove would probably be needed, and he requested that it be designated for use by a sailing club, a stipulation that was placed on the island. That area would become known as the peninsula. He further explained that if the tract was otherwise developed, there could be a conflict of purposes causing serious harm to the club. Senator Strom Thurman and Representative Bryan Dorn were copied with the letter since they had shown special interest in the club acquiring the original lease.

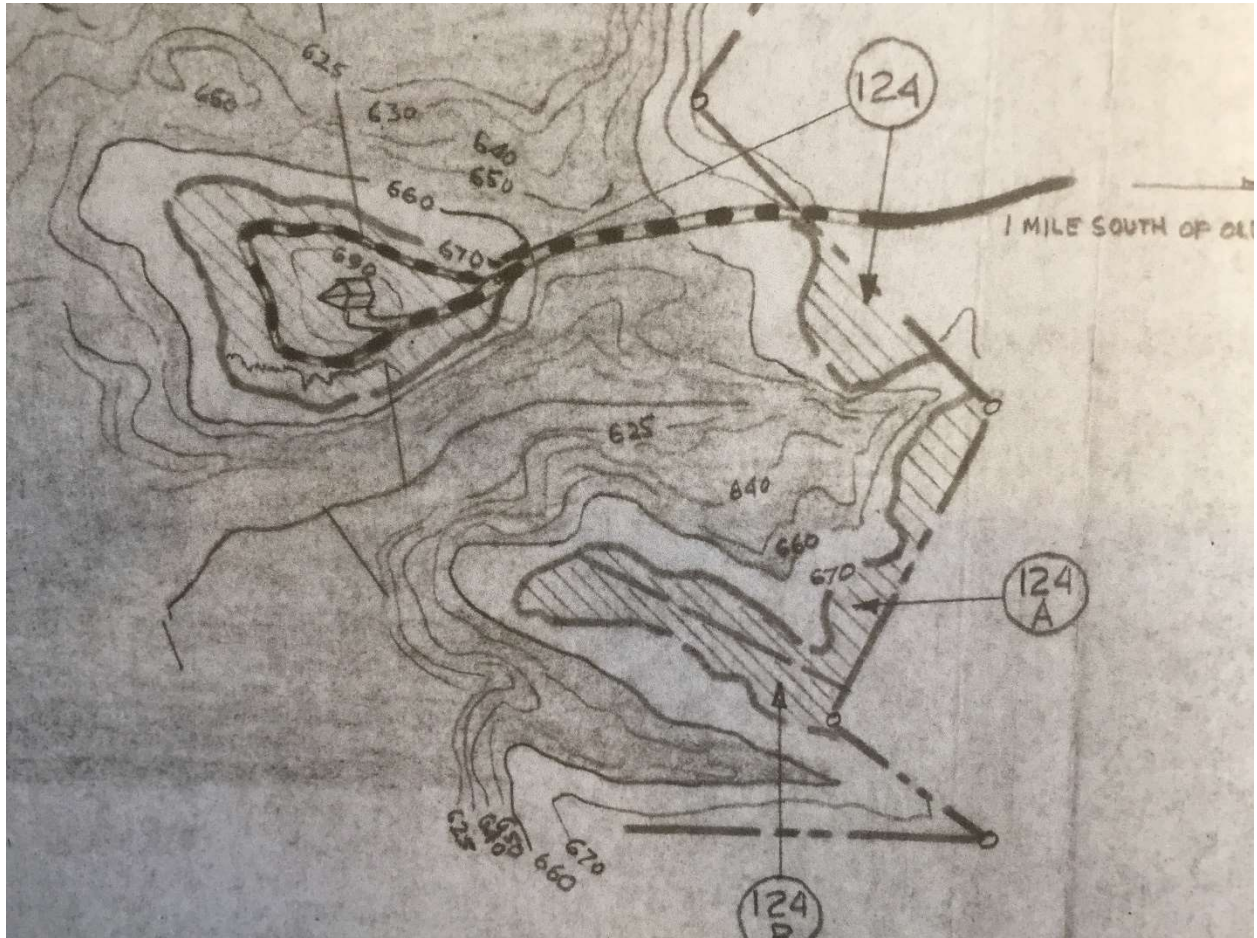
The Corps' response was that the tract could not be designated for sailing only because doing so would discourage competition, but it was immediately available for lease by WCSC. The Corps was adamant about this and by mid-November Stewart instructed the Corps to add the peninsula to the club's existing lease.

As fate would have it, by the time Stewart could tell the Corps that the club would lease the peninsula, another party had expressed interest in the tract and Stewart was informed that WCSC would have an equal opportunity with other interested parties to lease the tract.

In December, Stewart sent a letter to the Corps requesting consideration for the Club's position, explaining how surprised the board was that the Corps had backed off its commitment. He further requested that the Corps advertise the property as soon as possible and requested the name of the competing party. To support the club's position he explained that the island was improved at considerable expense to WCSC, that development made the whole area attractive for other interests, and it would be unfair to allow a developer to take advantage of those improvements. He added that the club brought to the lake a sport that was growing rapidly and club facilities that were clearly superior to anything in the area. Stewart also sent a letter to Rep. Dorn, attaching a copy of his letter to the Corps, reminding Dorn of his earlier offer to be of assistance and he told him that his help was most certainly needed. Dorn assured Stewart of his continued interest and that he was anxious to help.

On December 21, Stewart was informed of the Corps' plan to divide the peninsula into two parcels. One parcel described as site 124-A would be directly across the cove from the club (site 124) and it would be restricted for sailing use. The other would be site 124-B which would be on the southwesterly side of the peninsula and it would be for general use. He also gave Stewart the name of the other interested party and assured him that an invitation to bid would be released soon.

124A and 124B is the Peninsula



At the annual meeting held on November 6 Tom Bates was elected commodore for 1968, and the members approved the purchase of the lot at the club entrance from Bob Stewart. This was a year of important accomplishments and in his annual report Commodore Rothfuss listed them as:

- The first phase of the clubhouse was completed.
- Membership grew from 69 the previous year to 94, an increase of 25 members.
- WCSC joined the South Atlantic Yacht Racing Association (SAYRA)
- The first Commissioning Day was scheduled.
- The first Club Championship competition was held.
- The Windsong newsletter was born.

- Effective progress was made toward leasing the two parcels across the cove referred to as the peninsula.

The overall cost for the clubhouse was \$26,679. With financing from banks and notes purchased by club members, this and other costs to occupy the island were funded in 1967 with a healthy surplus of \$6,600 at the end of the year.

1968 Protecting the Investment

The Peninsula

So this is how Commodore Tom Bates began his year in 1968. The club received an “Invitation for Application for Leasing” on February 1 and the board approved of moving forward to acquire a lease for both sites at a meeting on February 26. The application was submitted in the spring and by July it was in Washington for approval. By September 4 a lease for both sites was approved, pending signature of Secretary of the Army. The annual rental was \$910 beginning September 15, 1968 and ending September 14, 1988.

Other Objectives

Another of Commodore Bates’ objectives was to initiate a Junior Training Program. He and program chair, Art Menke, studied other programs in the southeast notably Charleston Yacht Club, and they accumulated suggestions from members of SAYRA as well as WCSC. With Menke serving as director and assistants Greg Menke (his son) and Billy Spitz (son of Dr. Artie Spitz), the first Junior Sailing Class was held on June 1. Also assisting were Tommy and Ann Spitz and F. Terhune Sudderth (who to this day works with the program). Twenty-one students from ages 9 to 19 were awarded certificates and the program was so successful that plans were made to expand it.

Sailing Camp Participants 1968



As stated in Commodore Bates' objectives, 1968 was to be a year for regattas. And so it was. In addition to the WCSC Open Regatta in August, there was scheduled the SAYRA Sears Cup, the Thistle Carolinas District Championship, the AMOS Semi Finals for the ADAMS Cup, and the Southeastern Thistle Inter District Blue Chevron.

On March 8, 1968 a new member by the name of Bill Sloger joined and in three years he would become the seventh Commodore of WCSC.

Since the Club was expected to grow in numbers and activity and as ideas for utilizing sites 124A and B developed there were concerns about the club's financial future. During a special meeting on August 12, the members voted

overwhelmingly for a 50% increase in dues and on January 1, 1969 dues increased from \$10 per month to \$15.

At the annual meeting held at the club on November 9 Arthur E. Menke was elected commodore.

1969 The Perfect Storm

A 50% increase in dues that was approved overwhelmingly in August seemed to be the best way to fund expanded club needs, but as Commodore Art Menke and his board began to build a budget it was realized that an unexpected financial storm was brewing. One that would require board attention all year long.

The dues increase began on January 1, and so did resignations. By February there were 15 resignations which decreased membership from 94 to 79. The result was enormous. Dues revenue were severely decreased and with resignations came the club's responsibility to refund 75% of initiation fees. Members were assured of this in December of 1965 when a Financing and Operating Plan was approved.

At a time when Corps rent had increased due to the peninsula lease, notes held by members were also coming due and the on-going debt to local banks continued. There were also ambitious plans to hire and house a caretaker and to fund an expansion and enclosure of the clubhouse. All together, these elements would cause an unexpected and severe revenue shortfall. The board had to develop a plan to stop the bleeding. There was a clear understanding of the situation and optimism about its solution, but the problem would linger on into 1970.

The Regatta Committee was very busy in 1969. Bill Sloger was chair of this committee. There were 37 events, including club races, fleet regattas, the Club Championship, and the fourth WCSC Open Regatta. The Open Regatta was held on August 23 and 24 with 109 boats participating and skippers from both DIYRA and SAYRA clubs again showing their support. Club racing was active that year and there were many novices. Rules infractions were common and racers were encouraged to become familiar with the NAYRU Racing Rules. The Lightning Fleet was the largest and most active with 15 boats participating. During the year, with

25 club races on the schedule, Lightnings averaged 6.9 boats on the line. In October the Thistles had their first Bloody Mary Regatta with thirty four boats registered from as far away as Raleigh NC and Miami FL. The Club Championship races were sailed in Lightnings that year and Bill Sloger became the new Club Champion.

1969 was a disappointment for Junior Sailing. Activity in the Junior Sailing Club decreased and due to a lack of interest, junior racing and the junior sailing classes were cancelled. Consequently, most of the budget for junior activities was used for constructing a play area for children.

Concern persisted about the club's financial position, although recruitment of new members was fairly successful with 12 new members joining through July. This was encouraging but it would not offset the requirement to refund initiation fees for resignations, which by mid-July was over 20 with \$2500 owed.

Throughout the year there were discussions and recommendations and about how to solve the problem and there was an abundance of input and varied opinions. The Finance Committee made three recommendations, all of which were rejected by the board. In June a refund of initiation fees to the first ten resignations was approved and refunds to remaining former members was authorized only after new members were admitted. It was also decided to discontinue refunds of initiation fees to members accepted after July 1, 1969.

Plans had resumed to hire a fulltime caretaker and the Corps had approved the placement of a mobile home on the island for that purpose, but due to budget uncertainty the board agreed to delay the project until the budget was balanced.

The Membership Committee and new member recruitment became more important. In a report to the commodore, Tom Bates revealed that during the past three years 70 members had resigned and only 55 had joined for net loss of 15. The booth at the Sportsman Show at Textile Hall and an Open House for recruiting took on critical importance.

The annual meeting was held on November 3 at the Charcoal Steak House in Greenville. At this meeting the By-Laws were again revised, this time to provide for the flag officers to take office at the beginning of the calendar year rather than immediately after an annual meeting, and the number of stewards was reduced

from eight to six with two elected each year for a term of three years. Officers were elected and Art Menke continued to serve as commodore.

As the meeting concluded, a question arose about installing a flag pole. A motion was made to initiate a Flag Pole Fund and about \$100 was raised.

By the end of the year club debt was \$16,500 to local banks, \$11,600 in notes payable to members, and over \$2,500 owed to resigned members.

1970 Fiscal Solution

So Art Menke began his second year as commodore with serious budget problems, over \$30,000 of debt, and no immediate solutions. Budgets were proposed by committee chairmen, scrutinized carefully by the board and cuts were made in order to stay within revenue projections. Early 1970 was a frustrating period and the refunds were emotionally described by the commodore at one time as “fiscal damage” brought on by “just plain fiscal irresponsibility”, although five years earlier the board regarded initiation refunds as important for membership growth.

Once budgets were approved and committee chairs understood limitations, business resumed but the debt problem loomed throughout 1970 and hiring a caretaker and expanding the clubhouse was delayed.

In January the Finance Committee under Bob Stewart proposed a financial plan intended to replace the original one of December 28, 1965. The plan would change provisions for initiation fees by substituting membership certificates to be purchased when members joined. A resigned member could sell his certificate to others approved for membership. An alternate plan submitted by Bill Sloger and Wrenn Creel was more favorably received however, and this plan was proposed to members at a special meeting held on February 18. The Sloger/Creel Plan, with modifications, approved at that meeting established the membership Classes A, B, and C, and age graduations for fees and dues. This was the origin of the fees and dues schedule now in place. The purpose of this plan was to promote growth by making it less expensive for young families to join. For example, the previous plan called for all members, except Juniors and Female Associates, to pay full initiation

fee of \$185. Under the new scale, initiation fees and dues were graduated as follows:

<u>Category</u>	<u>Initiation Fee</u>	<u>Annual Dues</u>
Junior (up to 21 years)	None	\$40
Class C (21 – 30 years)	\$60	60 (1/3)
Class B (30 – 34 years)	120	120 (2/3)
Class A (34 – Up, Regular)	185	180 (full)

The board wrestled with strategies for repaying club debt and deliberated on solutions until August. On August 27 ex-treasurer T. Sudderth recommended a plan to consolidate debt by securing another loan from Peoples National Bank to pay off Anderson Saving and Loan and the member bond holders. The members approved this refinance idea at the annual meeting on November 2 and the new loan extended payments over seven more years at a higher interest rate.

In February, the club again presented a display at the Motor Sport Expo at Textile Hall in an attempt to attract new members. Thirty four sailboats were on display. The effort attracted 47 prospective new members and an open house was scheduled for May. Nevertheless, membership increased by only five by November, from 78 to 83.

An active racing program was continued with 26 club races on the schedule. The WCSC Open Regatta, which was held on August 29 and 30, saw 99 boats registered. Another disappointing turn in 1970 was the Junior Sailing Program and Adult Sailing Instruction being cancelled for the second consecutive year due to lack of interest.

The Flag Pole Fund was growing steadily and by September it was up to \$425. So with a significant donation from Bill Watkins the pole was purchased and dedicated the following year during Commissioning Day ceremonies.

The Annual Meeting was at the First Piedmont Bank & Trust Company in Greenville. At that meeting, members approved the refinance plan and Bill Sloger was elected commodore for 1971.

1971 Back on Course

As Bill Sloger began his year, the stage was set for financial recovery and positive change came about more rapidly than expected.

When budget development was completed in March, there was only \$1,350 available for operating expenses. The revenue estimate was \$13,000, but heavy fixed costs were driven by debt obligations and the Corps leases. Debt to banks, retirement of member-held notes and refund obligations to resigned members totaled over \$29,000. That and the annual Corps rental of \$2,100 were quite a load.

Meanwhile a plan for membership growth was underway with a Membership Committee headed by Tom Bates. By coordinating with Wrenn Creel, chair of the Motor Sports Expo Committee, and by appealing to club members the urgency of increasing membership, the Membership Committee launched a campaign that would change the financial picture. At the Expo in February three boats were on display, a Lightning, a Thistle and a Y-Flyer, and attendees who expressed an interest in the club were invited to another open house.

By May the membership had increased by 14 members from 81 at the beginning of the year to 95. This was an encouraging turn and there was optimism that the club was heading in the right direction.

In June, membership had reached 103 and Sloger suggested that the board consider capping the membership at 125–130 since there was concern about keeping pace with boat storage.

In July, Bates reported that the declared goal of 30 new members had already been reached and membership was at 109. Income projections were increased by \$1,935 and the year was just half over.

By August, five more new members had joined, increasing membership to 112 and a budget surplus of \$2,763 was forecasted. Sloger then suggested charging rent for boat storage space since it was becoming scarce.

In September Tom Bates reported 38 new members, more than any year since the club was founded, and he was applauded by the board for the achievement.

WCSC's future was much brighter and plans for hiring and housing a caretaker and expanding and enclosing the clubhouse resumed.

By December there were 41 new members and 6 resignations for a total membership of 116, and a projected income of \$16,200 for the year. Refunds of initiation fees was paid to members who resigned before January 1, 1971 and Anderson Savings and Loan was paid off. Member bond holders were paid in March with the proceeds from the Peoples loan.

In October, Bill Rothfuss offered to sell the remaining lot at the entrance. The Board agree upon the price and the deal was consummated the following year to give WCSC full control of the property at the club entrance.

This year under the leadership of Regatta Committee Chair, Ed Lashley, 34 club races were conducted plus the Club Championships, The Sears Quarter Finals, the Y-Flyer Invitational, the Thistle Bloody Mary, the Lightning districts, and the SAYRA Championship. Charlie Liles was the Club Champion that year.

The South Atlantic Yacht Racing Association (SAYRA) required member clubs to host an annual regatta with no entry fees, and 1971 was WCSC's year to host. Lashley reported that around 200 boats competed and over 500 sailors, crew and family members attended the event. This regatta replaced the WCSC Open Regatta and it was a huge success. Ironically, 1971 was also the year WCSC would resign from SAYRA. Soon after the SAYRA Regatta, the board questioned the advantage of belonging to both SAYRA and DIYRA and a committee was appointed to make a recommendation. The committee recommended that WCSC belong to only one Yacht Racing Association and that it should be DIYRA. The board agreed and WCSC resigned from SAYRA in November. One reason given was that SAYRA mainly represented the interests of coastal ocean racing and DIYRA concentrated mostly on inland lakes. Another was that SAYRA was more expensive and demanding, requiring member clubs to conduct regattas with no entry fees.

The annual meeting was held on November 1 at First Piedmont Bank & Trust in Greenville. A By-Laws revision requiring no dues for Survivor Members was approved, and flag officers were elected. Al Wilson was elected commodore for 1972.

recruiting since its inception by making membership more affordable for young families.

1972 Finishing Touches

Following up on objectives of the previous administration and in compliance with the six year plan to the Corps, the major priorities of Commodore Wilson and the 1972 board were to install a slip dock for cruising boats, begin plans to enlarge and enclose the clubhouse and to hire a caretaker.

The rapid growth of the cruising fleet created special issues. The moorings inside the harbor were filling quickly and the fleet was growing faster than the moorings could accommodate, creating traffic issues for one-design boats and others. Having no better means for loading and unloading, cruising boats were using launching docks for this, interfering with the intended use of those docks. In fact, cruising fleet activity increased so much that by March, plans were announced to organize a fleet patterned after the one-design fleets, and on April 23 Lake Hartwell's first cruising boat race was held with seven boats participating.

In March, Wilson announced plans to construct a slip dock for cruising boats, a project that was given top priority. Although the dock would be paid for by member-occupants and constructed by them, it would become the property of WCSC. Each occupant fronted \$350 which became an advance on future rental to be amortized at \$120 per year beginning with the month of occupation. The pillar anchoring the dock to shore was poured in April and by then eighteen members had paid to participate. Plans then were to construct slips for 20 occupants, but eventually 22 slips were built and the dock was fully occupied on August 1. A moratorium had been issued on the assignment of moorings until the dock was completed, but when available moorings were reassigned it was realized that even more moorings were needed.

Plans to hire a caretaker continued but at a slow pace because of delays in securing permits. Grading for the caretaker's home, septic tank and drain field was accomplished during the summer. After an arduous search, a couple was found for the position and an agreement was reached with the understanding that they would have their relocation expenses refunded if the relationship did

not work out during the first six months. An announcement of the position being filled was made at the Annual Meeting in November.

Another project that was temporarily sidelined was the clubhouse expansion. This project was scheduled for completion in 1973, but planning preparations required immediate attention. Charlie Liles accepted the task of chairing the committee. In July he submitted plans that would produce 3,100 more square feet at an estimated cost of \$37,000. The Peoples National Bank committed to extend a ten year loan of \$40,000 for the project. Peoples required personal guarantees of at least \$50,000 by club members and the club was to pay off the remaining Peoples loan of \$5,719. The plan was approved at the annual meeting.

Early the following year much time was spent seeking a sufficient number of guarantees and working on the bidding process. When bids were finally received in March, only two companies responded with bids vastly exceeding the approved budget of \$40,000. They were both rejected. Consequently, many of the features were removed from the plans and the company, Master Construction and Development of Greenville, was chosen with a quote of \$44,000. The excess over \$40,000 would be covered by the club budget. Features removed from the original plan were furnishings, the adult lounge, expansion of restrooms and relocating the kitchen.

In addition to a regular busy schedule of club races, tune ups, fleet invitational regattas, the WCSC Invitational Regatta and the Club Championship, a July 4th Regatta was on the schedule as well as a Ladies Day Race. The WCSC Open Regatta that was previously held during the summer was discontinued, and in its place the first WCSC Invitational Regatta was held in June. Only fleets represented within the club were invited and the participation was discouraging. Only 29 boats registered and most of those were club members.

1972 was a very good year financially. Twenty five new members joined that year raising the total membership to 136 and the cash balance which was \$2,572 at the beginning of the year was \$9,603 at the end. This marked the beginning of financial solvency for the club and at the end of the following year there would be a cash surplus of \$15,200.

The annual meeting was held on November 6 and in addition to approving the financial plan for the expansion of the club house, another amendment revision was approved. This amendment provided for six stewards, two elected each year to serve for three periods of two years each, the procedure now in place. At that meeting Jack Greene was elected commodore for 1973.

The End ,,,_/,,,,,

Epilogue

It was July, 1973 before construction could begin on the clubhouse expansion and late fall before it was completed. Throughout the years, additions and modifications have mostly complied with the original plan conceived in 1966.

The plan to develop the peninsula, part of the 1971 six year development plan, was to take place in phases during 1974, 1976 and 1977. It included cutting an access road through Corps property (assuming the Corps would take the lead), moving the cruising dock to the south side, and providing water, power, toilets and showers to the area. Efforts to accomplish this development were sidetracked and interest has waned because of the inconvenient and costly access to the peninsula.

The demise of the junior program immediately after its inaugural year in 1968 was surely a disappointment. Although lack of interest was the reason given in club records, the real reason might have been the acute distraction brought about by the financial crisis that prevailed. Nevertheless, this program resumed soon afterward and today it is one of the club's most successful programs that not only introduces young people to a life of enjoyment of a wonderful leisure sport but it also draws sailing families together to reinforce the real purpose of WCSC.

This project began as a series of articles in the Windsong newsletter and information for it came primarily from minutes and correspondence of the Board of Stewards and from earlier newsletter articles. Other information was found in the Greenville News and the Anderson Independent. Personal contacts too have been important and for this I want to thank Nancy Stewart, Rose Tomlin, Bill Sloger, Ed Lashley, Terhune Sudderth, and Paul Harder. Thanks also to my loving wife, Linda, and to Roger Welte for their help in editing, and to Lisa Baker for her encouragement when quarterly Windsong deadlines came around.

Jim Hudson

Past Commodore 1980

(March 4, 2020)

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