

# THE WINDSONG

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WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

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## FROM THE COMMODORE



It is Saturday, September 15th. As I sit down to write my final Windsong article as your Commodore, hurricane Florence is whirling around outside. I just finished a week of sailing in the Buccaneer 18 North American Championship against some of the best Buccaneer 18 sailors in the country. As you probably knew, WCSC hosted the event and furnished the PRO and race committee as well as the preparation of most meals for the event. While I was pleased with my 9th place finish with Patrick Hopp as my crew, I was even more proud of the members and leadership of WCSC who have helped make this club second to none over the past several years. Many of the Buccaneer sailors attending camped on site and all attendees had nothing but praise for our facilities, our hospitality, and our race management. The grounds and clubhouse looked great. We had over 15 members dedicate up to 5 days of their time to support this national event. Many thanks to all that helped me during the event and also to all of you who helped me over the past 3 years of my time as a flag officer for the club.

As you have probably noticed, the Rear Commodore along with the Vice Commodore have been busy working hard to establish grass in the bare areas between the club house and the point. The numerous rains along with the dedicated watering by VC Tim Crane, and others, have gone a long way toward that goal. Thank you to all the members who have participated in the hot and sweaty work days on this project as well as other projects around the club.

As soon as DHEC does it's inspection and gives the approval, WCSC will have an operational waste pumpout station near the head of "A" Dock. Thank you RC John Barnard, for the design, engineering, and permitting work as well as to Steward Ron Sanga for helping with the installation of the pump, tank, and piping.

During the summer we had a very successful Junior Sail Camp on the weekends of July 7-8 and July 14-15. Thanks to Melissa Kaisner, Joe Martin, Patrick Hopp, all the certified instructors, and the many other volunteers that helped make this annual camp possible.

Friday Night - Dinghy Night was a huge success. We had 5 to 10 boats for each race night consisting of Weta's, Laser's, Force 5's, Flying Scot's, Hobie 16's, Sunfish and others. Thanks go to Eric Seymour, Centerboard Fleet Captain, for organizing the event. A huge thanks to Rick Fontenot for serving as the one man PRO for all but one of the evening race nights, and to John Kreidler for serving as PRO for the other.

Fourth of July at WCSC was another great event. We had a large fireworks display funded by donations from a number club members. Although the higher lake levels have presented challenges to find enough dry land, the Cruising fleet still had several island parties with a cookout and a movie. These are always a fun time so make plans to attend the next one. There is always a shuttle boat to and from the "island" if you do not want to sail out or do not have a boat to sail out to the location. Thanks to Tim Crane and Ron Sanga for organizing and coordinating these events.

The Labor Day weekend event was an old fashion picnic followed by a movie off of the back deck of the clubhouse complete with snow cones and popcorn. Thank you Anna Kay, it was a good time! It was also the day of the Junior Club Championship. After a number of hard fought races, we have a new Junior Champion. Check out Junior's Corner on page 7 of this Windsong.

Fortunately the lake remains full and looks to remain above 659.00 throughout the remainder of the year. Perfect for the fall Keelboat and Centerboard fleet races as well as the Cruising fleet activities. Be sure to come out and join in on one, two, or all of these fleet activities. Trust me, you will meet new friends, improve your sailing skills, and have a very enjoyable time.

2018 WCSC Hospice Regatta for the benefit of Hospice of the Upstate, **ARE YOU COMING?** This event is our premier event and is being held October 12th -14th. We are expecting 100+ boats. Please consider donating to Hospice of the Upstate. You can do that by attending the event, sponsoring a sailor through the Sailing for Others campaign, and buying raffle tickets for either merchandise, a \$1,000 QT gift card or a \$1,000 VISA gift card. Please plan to participate in this year's event to help us meet our goal of \$85,000 for the benefit of Hospice of the Upstate.

Members Mathew Burns and Tyler Mink continue working on improving the look and functionality of the front end of our website. Please look at it when you get a chance and contact Matthew or Tyler if you have any concerns or if they contact you for your input and updating of content.

I am still in need of the updated Lease Agreement form, Statement of Insurance form, and Boat-Trailer-Equipment Registration List forms from some members, you know who you are. Please save me the time trying to run down the forms we are missing. Thank you in advance for doing your part.

To repeat my closing in the past Windsongs, look for your 2018 Officers and Stewards which are listed on the back of this Windsong. Should you have any issues, ideas, concerns, or questions please contact one of us. We all volunteered to serve the club and its membership because we are interested in sustaining and improving WCSC. The way to accomplish that is for the membership to communicate its needs and concerns. Please do not hesitate to do so. I am looking forward to seeing everyone at the club in these final months of my term as Commodore.

Ronnie Ashmore, 2018 WCSC Commodore  
sailtanzer@aol.com (864) 420-4782

## From the Vice Commodore

Wow, can you believe it's already October?!! Summer has just flown by this year. We've been very fortunate to have the lake at or above full pool since way back in May. Currently the lake is at 661.14 (full pool is 660). Better yet, the Corps's projections are for the lake to still be about 657 in mid-November!

Earlier this summer, the breakwater team did a great job with the maintenance and repair items that were needed. We will be doing some additional repairs to the breakwater as soon as the repairs on the work barge are completed. Unfortunately, the problems with the work barge are also impeding this year's moorings maintenance. Hopefully the issue with the engine will be remedied soon.

Thanks to the hard work of Ronnie Ashmore, Ron Sanga, John Barnard, and several other volunteers, the new pumpout station is in place. Now we only have to wait for the final inspection by DHEC. Repairs to the rub rails on many of the docks are in progress; hopefully we'll be finished before the cold weather sets in.

Junior Sail camp was smooth sailing for the most part, a couple of minor boo-boo's and a wasp sting were the worst I heard of. We've been fortunate to have yet another safe and accident free summer at WCSC, now let's look forward to the fall racing series and other events at the club.

### **Committee Request**

As you should be aware, every member of WCSC is supposed to join a committee as a part of your membership duties. This year, we are forming some new committees, devoted to the upkeep and maintenance of the club-owned boats. This will include the Opti's, Sunfish, Lasers, and 420's used by the Junior Sailing program, as well as the 3 Catalina 22's that are used in our Adult Learn to Sail program. We are looking for volunteers for the following positions:

- Sunfish Committee Coordinator with 1 or 2 committee members
- Opti Committee Coordinator
- 420 Committee Coordinator with 1 or 2 committee members
- Catalina 22 Committee Coordinator with 2 or 3 committee members

Being on one of these new committees will give you the peace of mind of knowing what you are doing throughout the year to satisfy your FairShare requirements at WCSC – and it will make life a lot easier for the club. Please contact me if you are interested in stepping up for one of these positions. Thanks in advance!

As always, looking forward to seeing you at the club!

Tim Crane  
tcrane29664@gmail.com

## From the Rear Commodore

Hello again from the 2018 Rear Commodore! Just like that and summer is over. Wow, that was fast! We've stayed pretty busy trying to keep the club in good shape. That being said, we have a lot left to do! We have had five very successful workdays this year as well as several special workdays. Thank you to all who have helped. We continue to work keeping up with general maintenance around the property. We have also worked for several days raking, seeding, reseeding, matting and reseeding the regraded areas on the lawn in front of the clubhouse. The grass is filling in, slowly, but it is coming! We have more work to do there, but lucky for all of you, we have another workday coming soon so you too can experience the fun and excitement of growing grass! Also accomplished this summer:

Construction of the holding tank pump-out (But do not use it yet, please)  
New fans in both heads in the clubhouse (Thanks, Ron!)  
Multiple small repairs  
Tree trimming and limbing

I'm still hoping to accomplish more this year, but sailing weather has returned, so we'll see! In all seriousness, the annual Hospice Regatta is coming soon and we want the club to be in the best shape possible for all of our guests. We have a scheduled workday on September 29th at 0800. I'll have a list of items that need to get done that day and will definitely be looking for a good turnout. Also, we'll most likely have at least one other day just before the event to put the final touches on the property. I will send out emails as needed. Some other projects I will try to work on as the year progresses are to install water spigots at certain locations in Camper Village and install water near the dinghy dock.

As you can see there is plenty to do to keep us busy and, as I've mentioned before, there is no shortage of projects that crop up as we go. Remember that helping out with these projects counts towards your fair share hours. I look forward to meeting more of you, working with and, of course, sailing with many of you this year. If you need to get in touch with me with questions, comments, or anything else, feel free to reach out.

John Barnard  
Jdbarnard22@gmail.com

## Halloween Party Saturday October 27th



Come join us for a night filled with spooky fun. From hayrides to costume contests to pumpkin carving, there is something for everyone. This year we will have a special Oktoberfest menu for dinner thanks to our amazing friends on A Dock.

1800 - Festivities Begin  
1830 - Dinner is served  
1930 - Contests are judged  
2000 - Movie Time!!



## Welcome to New Members

By Spencer Mathews

Julia and Louis Toffaletti joined our happy band at an orientation meeting on the third of July. They have moderate prior experience – Lou used to race TASAR's 35 years ago and Julie grew up sailing on her family's keelboats. They want to



Julia & Lou

enjoy sailing again and have a vintage "Surprise 15", a Lockley Newport boat that they plan to bring to the grounds. They are pretty well-rounded, belonging to the Episcopal Church of the Holy Cross in Tryon, the Marion YMCA, and the Rumbling Bald Men's golf association. They're genial and easy to talk

to. Julia is an artist. I prevailed upon her to send me a digital version of one of her portraits. It's posted below their photo. You're gonna like them. Make sure they know we're happy to have them aboard.



Portrait

Mark Madden and Gary Stansell attended a new member orientation at the club on Saturday, July 7. Mark is a previous member who is re-joining along with his wife, Sissy, and son, Landon, who's 20. They have a Hobie 16 and a Mutineer. The Hobie is on the grounds and the Mutineer awaits some restoration work before coming aboard. Mark has a Basic Keelboat certification. The Madden's sponsors are A. G. Caldwell and I.

Gary initially got interested in sailing when, as a scoutmaster, he came on the grounds with Scout troop 767 as they were working on their sailing merit badges. He got a sail in one of our 420's and was hooked. Recently he, his wife Genia



Mark, Landon & Sissy

(pronounced Geena), and his brother Larry went for a sail with Suellen and me aboard Happy Camper, and shortly thereafter decided to apply for membership. They all got a turn at the tiller on a beautiful 7-9 mph afternoon. Genia had never sailed before, if I understood correctly, but she was a quick learner after watching Gary and Larry helm the boat. They shortly found and purchased a Catalina 22 which Cap'n Dan is helping them bring to the club. They have two children, Sydney, who's 22, and Reed, who's 19. Mike Miros and I are their sponsors. Larry hadn't sailed before in our sense of the word, but he's been to sea several times during his stint in the Navy.

Mark and his family hope to enjoy sailing again and improve their skills. Gary and his family are hoping to become part of the



Genia & Gary

WCSC community and develop from their experience of sailing. All of you who have some background in Catalina 22's could probably be of help to them. Please do as you usually do with new members and make sure they know we're glad to have them with us.

WCSC has a new "youngest member." Arlo Joseph Little (less than two weeks old) became a member along with mom, Christy, and older brothers James, who's five, and Solomon, who's three, when his dad Travis attended a new member meeting at the club on July 21. Travis works with Borg-Warner in their turbo division. You can probably guess what takes up most of Christy's time. They sail a Macgregor 26, *Selah*. They want to get a lot of practice to supplement the experiences they've had. They visited WCSC some time back



The Littles

and were impressed with us as a good place for families and to increase their experience in an enjoyable setting. Their sponsors are Bill Travitz and I.

Larry Stansell, whose brother Gary and sister-in-law, Genia, joined a couple of weeks back, also attended this new member orientation. The two Stansell brothers co-own a Catalina 22 which they are refurbishing. They both describe themselves as beginners, so members who have some familiarity with Catalina 22's could probably be of some help to them. Larry works with Kemet electronics as a calibration technician. In that context he met Doug Byrd who is one of his sponsors. I am the other. Larry has two children: Ashley, who's 21, and Amber, who's 17. Larry describes himself as a beginner (he's new to sailing, but spent several years at sea in the Navy). He hopes to learn about sailboats and enjoy the social opportunities that WCSC has to offer.



Larry

Tracy and Robert Reeves attended a new member orientation on Sunday, August 5. They were kind enough to invite me to conduct the meeting at their home. Sundays in August being pretty warm, we took full advantage of their air conditioning (not to mention some delicious peach iced tea). They will be keeping a Hobie at the club, and describe themselves as beginning sailors. Tracy is retired. Robert is an attorney. Their children are all grown. They were able to visit the club during our Memorial Day party and enjoyed it so much that their goals are to socialize and sail. They are very outgoing and are very good company. Say "Hello" when you meet them and make sure they know we're glad to have them. Their sponsors are Paul Harder and I.



Robert & Tracy

## Welcome to New Members

By Spencer Mathews

Paula and Stephen Spencer attended their new member orientation on Saturday, September 1, at the club. Ronnie Ashmore had introduced them to the club and he and I are their sponsors. They have two children, Christopher and Gregory, both grown. They are new to sailing, but it has long been an interest, particularly to Stephen, who recently completed the ASA 101 course. They've never had a boat before, but recently have become the proud owners of (count them) two: a Hobie Holder 14 which they plan to keep at home to sail on a small lake that's close by and a Newport 27, which should be delivered to the club grounds in the next week or so. Stephen works with Contec as an automation controls engineer. They are looking forward to becoming frequent sailors and to learning from more experienced sailors – gulp - I think that means us. So keep an eye out for them and make sure they know we're happy to have them with us.



Paula & Stephen

Hank Wright and his son, Win Wright, both joined our ranks at an orientation meeting at the club on Sunday, September 9. Hank has acquired Jason Tucker's O'Day 25, *Therapy*. Hank's wife is Marianna and they have two other children, Michael and Allison, both also grown. Win is still single. They live in Athens, GA. Hank is a physical therapist with Dynamics Physical Therapy. Marianna is a speech pathologist with Piedmont Athens Regional. Win is an independent construction contractor with Drew Dekle Construction. Although Win says he has a beginner's skill set, both he and Hank have cruising experience on 40' catamarans in the BVI. Win says he's had an interest in sailing for about 15 years and now finds himself in a position to pursue it. Hank is also a member of the Knights of Columbus. His sponsors are Thomas Jacob and Tim Crane. Win's sponsors are Thomas Jacobs and I. Everybody do your usual good job and make sure they know we're happy to have them aboard.



Hank

Win

As I write this, we're all waiting to see just what Florence will do here in the upstate. One thing's for sure – the lake ain't going down. We're still a foot over full pond, with the best sailing of the year coming up. See you on the water.

## Cruiser's Corner!

by Tim Crane



Hi there, WCSC! Hard to believe that summer is over, and Hospice is just around the corner! Once the lake went down at least a little bit to reveal some of the beaches, we were able to have 3 Island adventures, two with a movie! We had great fun on the water, as well as great fellowship and food on the island. Much thanks to Ronnie, Tweetie and Jeremy for making their pontoons



available to transport folks who didn't feel up to sailing out to the events! Watch for the WCSC calendar for 2019 and make plans to join us!

Coming up on October 27th we have the annual Halloween Costume party with movies afterwards. This has become a 'must' on the WCSC Calendar. In November, there will be a group of us gathering at the clubhouse for a Thanksgiving Day get-together on November 22nd. If you'd like to join us, please get in touch with me. Then on December 8th & 9th we've got this year's **Parade of Lights!** I hope you all remembered to shop the after Christmas sales! If you've never come out with us for this, it's two nights of collecting donations for Toys for Tots, accompanied by a plentiful splash of holiday lighting *sailboat style!* The Elves will be available to help any newcomers decorate your boat or any of you old-timers who might need a helping hand this year! As the new year rolls in, after the club's New Year's Eve party, stick around for the first sail of the year with the Commodore's Cup, which is also the first race of the 2019 Frostbite Series!

Fleet dues of \$20 will be due on January 1st, please contact our Treasurer, Susan Ruark, for your payments. These dues are used for purchasing the Cruising Fleet trophies for the Annual Banquet. Hoping to see you at the club soon!

Tim Crane & Ron Sanga



♥ **Thanksgiving Party** ♥  
♥ **Annual meeting** ♥  
**saturday november 17**



Come warm up with us as we reflect on what a wonderful year we have had at Western Carolina Sailing Club. Your Board of Stewards are preparing some of their favorite soups for you to enjoy along with a salad bar, assorted crackers & breads, and fresh baked desserts. The club will provide water and coffee, please bring any other beverage you may want.

## Keelboat Fleet

By the time you read this, the fall season will have begun on September 8. The remaining fall season race dates are Saturday, October 6 with a fleet meeting preceding, Sunday, October 21, and Saturday, October 27. Sunday, November 11 will be a distance race with an early start time due to the time change.

The Keelboat Fleet races 12 days per year, 6 days in a spring season from March to June and 6 days in a fall season from September to November. The initial spring and final fall race days are scheduled as distance events around government buoys. On the other days, 3 races around inflatable marks are scheduled with an intended duration of 45 minutes each. At 1130, we have the competitors' meeting in the main parking lot and discuss the plans for the day. The warning signal for the first race is planned for 1300 with the other two races following ASAP. No race will be started after 1630. After the races, we gather at the "Tiki Bar" at the head of D dock for snacks, refreshments (adult beverages provided and curated by the Fleet Beverage Consultant), scores, and "stories."

Our fleet by-laws and sailing instructions can be found on the club website under "Membership, Club Documentation, Keelboat Fleet Documentation." You must be signed in to see it. We sail under US Sailing's Performance Handicap Racing Formula (PHRF) where inherently faster boats (based on boat design, not sailor skill) are handicapped against those that are not so inherently fast. We sail in two classes - "A" and "B" - with the "A Class" being those with a PHRF rating of 189 or lower and the "B Class" boats having a rating of 190 or higher. Rating adjustments are made for sailing without a spinnaker if desired. Boats kept in the water receive a rating adjustment for that disadvantage too.

If you have any interest in racing, or just improving your sailing skills by comparing your performance with others, our fleet is a great way to get started. The racing is generally low-key with a minimum of "discussion" on the water. If you own a keelboat, come out on a race day and give it a try. If you like it, you can join later.

Steve Kiemele (rhymes with Emily)  
2018 Keelboat Fleet Captain  
J70 #345 White Rabbit  
skiemele@hartcom.net  
404 983-6095



### ?? WCSC MEMBERSHIP DUES FREE FOR a YEAR ??

What the....? Seriously? Do you want your 2018 membership dues free? I know the answer, and it's a big yes. Right? So, what do you have to do? All you have to do is support our Sailing for Others program as part of the Hospice Regatta and raise more than \$500 to qualify for the drawing. That's it.

This program is not limited to just skippers. We encourage anyone who is attending the event and wants to help us raise money to start lining up your friends, family and co-workers to help. In fact, you don't even need to attend the event. Just have your friends and family donate in your name to get credit for the donation. If you raise more than \$500, your name is entered in the drawing held Sunday at the awards ceremony. You don't need to be present to win. We will also draw a 2nd place (6 months free membership dues) and a 3rd place (3 months free membership dues). Note, this does not include any boat, slip, storage, or equipment fees, only your quarterly membership dues, up to \$616 in value. To qualify for the raffle, you must raise more than \$500 through the Sailing for Others challenge. But if you raise more than \$1,000, your name will be entered twice in the raffle and at each \$1,000 increment after that you will get an additional chance to win. That means \$2,000 raised will mean 3 tickets, \$3,000 means 4 tickets and so on. We hope this helps encourage all Hospice participants to promote the Sailing for Others program and help us meet our goal. Contact your friends, family, and co-workers to help support the event. Everything can be done online at [www.wcsc-sailing.org](http://www.wcsc-sailing.org) at the 2018 Hospice information page. Get started now for your chance at a free year of membership dues.

## Centerboard Fleet

The summer season brought a familiar event to the club, but this year the Centerboard Fleet sponsored it. Dinghy Night, which we started in June, ran every other Friday night until school started again in August. If you didn't come out and sail with us, you missed some great sailing. Each evening the event took place had the kind of wind that makes great chess-board style, side-by-side sailing a lot of fun. The after racing debrief we had over pizza and beverages was just as fun as the racing. A few interesting details from the series:

We raced on 8 Friday nights.

We raced a total of 24 races.

There were a total of 22 skippers that raced at least one race.

One skipper raced all races.

One skipper raced all but 1 race.

Six different dinghy types participated; of the 6, there were 2 multihull designs.

Ten of the skippers do not regularly (or ever) race in the CB or KB fleet races.

I would say that the series was a hit this year. I received a lot of comments on how much fun the people had on the water. I am sure this one will be a repeat next summer.

The fall season is about to start at the time of this writing and we are looking forward to a good season. We welcome all comers to our events. If you are new to racing or are curious about it, come on out and join us; we have a lot of participants willing to help you or give good advice on sailing or racing. The things that I like the most about this sport is the people: you won't find a better group to hang out with and to have fun with. Can't wait to see you out on the water.

Eric Seymour  
FS4086  
Centerboard Fleet Captain



## 1972 Finishing Touches

Following up on objectives of the previous administration and in compliance with the six-year plan submitted to the Corps of Engineers in January, the major priorities of Commodore Al Wilson and the 1972 Board of Stewards were to install a slip dock for cruising boats, begin plans to enlarge and enclose the clubhouse, and 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 purpose, interfering with the intended usage of those docks. In fact, cruising fleet activity had increased so much that by March, plans were announced to organize a recognized 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, Commodore Wilson announced plans to construct a slip dock for cruising boats and this project 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 the month of occupation. The pillar fixing 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 slip dock was occupied on August 1. A moratorium had been issued on the assignment of moorings until the dock was completed, and when available moorings were reassigned it was realized that more were needed to accommodate the continued growth of the fleet.

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 and fall. After an arduous search a couple was found for the position, 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 on November 6.

Another project that was sidelined temporarily was the clubhouse expansion. This project was scheduled for completion in 1973, but planning and other preparations required an immediate commitment of time. Charlie Liles accepted the task of chairing the committee, which included drawing plans and soliciting bids. On July 10 he submitted plans for the expansion. The plans would produce 3,100 more square feet at an estimated cost of \$37,000. The Peoples National Bank committed to extend a loan of \$40,000 to pay for the project. The term would be for ten years at 8%, and personal guarantees of at least \$50,000 would be required of club members and the club was to pay off the existing Peoples loan of \$5,719. The plan was approved by the membership at the annual meeting in November. The first part of the following year 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 and bids were \$69,000 and \$79,000, exceeding the approved budget of \$40,000. They were both rejected. Consequently, many of the features were removed and the company Master Construction and Development of Greenville, was later chosen to construct the expansion for \$44,000. The excess over \$40,000 would be covered by the club budget. Features removed from the original plan were all furnishings, the adult lounge, expansion of restrooms and relocating the kitchen. It was July 1973 before construction could begin and late fall before it was finished.

The plan to develop the south side of the cove (previously referred to as the Peninsula) was also part of the six-year development plan. This project was to take place in phases during 1974, 1976, and 1977. It included cutting an access road through Corps property (with the assumption the Corps would take the lead), moving the cruising dock to the south side, and providing water, power, toilets, and showers to the area.

The club participated again in the Motor Sports Expo which was held on February 23 - 27. Only one membership application resulted and when the board discussed continuing participation at the end of the year, it was decided to discontinue WCSC participation.

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 since there was no further requirement by SAYRA to schedule it, 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 were 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 ended the year at \$9,603. This marked the beginning of a favorable change in the financial position of the club and at the end of the following year there would be a cash surplus of \$15,200, even after paying off the original Peoples loan.

In addition to approving the financial plan for the expansion of the clubhouse, another amendment revision was approved at the annual meeting. This amendment provided for six stewards, two elected each year to serve for three periods, the procedure we now have in place. Also at that meeting the following officers were elected for 1973:

Commodore	Jack Greene
Vice Commodore	Doug Prevatt
Rear Commodore	Tom Keinath
Secretary	Art Elsey
Treasurer	John Winn

AND SO, with this article we put the finishing touches on the early history of WCSC, a history that began with the vision of a few eager sailors from Greenville and Anderson whose passion for the sport and whose determination created Western Carolina Sailing Club. This group of men struggled from the beginning against Corps resistance by calling on political connections to make dreams a reality. After spending three years acquiring the Corps lease, and with enthusiasm, organization and hard work, they built, in a short period of seven years, the foundation of the club that we all know and enjoy today.

These articles will become the basis for a club history, WCSC – The First Ten Years, which will be available to Windsong records and recorded in the club archives.



## The Juniors Corner

by Joe Martin



By Labor Day Weekend each year college football has started, the weather is hopefully going to start cooling off, and the Saturday of Labor Day Weekend is WCSC Junior Champs. Race day wind was much lighter than in 2017. Fifteen Juniors showed up to race eleven boats this year. The Opti fleet turned into a Sunfish fleet on the morning of racing. Patrick Hopp and team sailed a full race day with five races. Finishing order: third to James Sealey, second to Beck Burns and WCSC's Sunfish Champ: Ella Burns.

Over on the Championship course Melissa Kaisner, Sandi Price, Brian Price, Jeff Kaisner, Rick Fontenot, and Joe Martin got down to the business of racing. Five full rig Lasers and two 420s were ready to rumble.

First race was started in pretty light breeze. Erin Price hit the left side of the course and won her first ever Junior Champs race. The breeze picked up nicely for race two which leveled out the field a bit. Ross Martin won race two. The breeze started dropping off again during race three but defending champion Sam Taylor hung on to win race three. In race four Erin again worked left early and it paid off for her and she took race four. Finally, race five of the series: I am not sure what Erin was seeing on the left but she did it again winning race five.

As you know the Junior Championship is scored using the Portsmouth Handicap. This allows the sailors to compete for champion in Lasers, Sunfish, or 420s. Two 420 crews went out for champs this year, Kristin/Kathleen Schultz and Julia and Allen Jacobsen. The 420 crews gave the Lasers all they could handle. Several times the Schultz sisters beat Lasers in the water, no handicap needed.

We awarded fleet results at the close of racing on Labor Day Saturday. Drumroll please....In the 420 Fleet, first place went to Kathleen and Kristin Schultz with second going to Julia and Allen Jacobsen. In Lasers fifth to Aiden Gamble, fourth to Braeden Thompson, third to Ross Martin, second to Sam Taylor and first to Erin Price.

The Overall Junior Champion...you thought I was going to tell you? Come to the banquet in January!

## A Visit to Mystic

By Glenn Killinger

Dogwoods in full bloom at the end of June are a strange sight to eyes accustomed to our southern climate. But a cool, cloudy weekend in New England was a nice break from the Carolina heat, and a great environment for simply messing about in and around boats. Wooden boats, no less!

Bobbi and I took a side trip this summer to the annual Wooden Boat Show at the Mystic Seaport Museum, where every year the publishers of Wooden Boat magazine sponsor exhibits that merge perfectly with the museum's permanent features. Vendors' tents selling exotic woods, epoxy, hand tools, plans, kits, and traditional-looking hardware are scattered along the wharf, nestled among the museum's working rope walk, traditional cooperage, chandlery, mast hoop manufacturing shop, and the Seamen's Friends Society Reading Room. In a nook behind the cafe, a manufacturer's rep runs live demonstrations of the Wood Miser portable (hah!) sawmill. *Aileen*, a beautifully restored Sound Interclub 36, stands on a cradle outside the museum's featured traveling exhibit for the year, a collection of traditional Viking craft.

And boats. The museum keeps afloat a fleet of historic ships and boats, from the whaler *Charles W. Morgan* and the training ship *Joseph Conrad* to the beautiful schooner *Brilliant*, designed by Sparkman and Stephens and built by the legendary Nevins yard in 1932. But for this show, dozens of classic boat owners bring their darlings to be admired, fantasized over, and sometimes purchased.

This year there were gorgeous wooden sloops and ketches, motor cruisers with Gilded Age décor and acres of varnish, and a dozen or so home-built Caledonia Yawls. Lapstrake rowing boats of every size and description lined the pathways. Alongside on "catboat row" lay the legendary *Silent Maid* (exquisitely detailed and a surprisingly LARGE boat – her beam is 12-1/2 feet, almost the length of a Sunfish), her smaller sister *Ghost*, and others ranging down to open Beetle Cats. The cats went out more or less together for an afternoon sail. As far as I could tell none of them ran aground, which was remarkable considering the river depth and the number of people watching.

There was an original Concordia sloop, a working miniature steam tug *Little Toot* complete with wheelbarrow tires lashed alongside as fenders, a gleaming Whitehall pulling boat, and a row of kayaks available for test paddling. I hefted one of them, and despite being made of wood it couldn't have weighted thirty pounds.

Opportunities abounded to study details of the kind of boats we rarely see at home. Seeing things first hand, in three dimensions, is worth hours of staring at books. It took maybe thirty seconds to explain the purpose and workings of a deadeye to Bobbi, which otherwise would have taken an elaborate lecture with diagrams and much waving of the hands. For my part, I was able to understand for the first time how a reverse-tumblehome cabin trunk blends into the coamings and forward house post, and how a *Dyarchy* headsail rig goes together. At least, I understood while I was looking at it – don't ask me to explain it now.

One of the highlights of the visit for me was the tour of the traditional working shipyard. Scott Noseworthy, Mystic's yard maintenance manager, head sawyer, machinist, fork truck driver, and all-round fix-it man, took a small group around the shop. They have – and use regularly – a 38-foot Chase and Lane sawmill with some parts upwards of a century old. Several ship saws (like a band saw but with the whole head able to tilt instead of just the table) are used to cut rolling bevels on frames, and a double-cut Yates planer from 1912 can take off 5/8" in one pass. Smaller power tools are arranged about in a series of triangles ("like a kitchen," Scott says). And along one side of the shop stands a spar lathe that can turn a 90-foot timber into a mast (ninety feet!). It was built by some anonymous shipyard mechanic back in the dim past, and as far as the museum knows there isn't another one like it.

Next to the shipyard, Mystic is carrying out a multi-year restoration of the replica *Mayflower II*. The ship is on the hard under a temporary building, alongside the 500-ton ship lift. The lift is powered by eight Rolls-Royce winches, with sixteen load cells, and a sophisticated computer control system hidden inside a ramshackle red board-and-batten hut.

## A visit to Mystic (continued)

We almost missed the workshop that was the top highlight of the show for me. Graham McKay, a shipwright with Lowell's Boat Shop, conducted a hands-on demonstration of traditional planking. Spiling, the traditional method of marking out the complex shape of an individual plank on a curvy boat, is a skill I have been able to vaguely almost-understand from intently studying the standard boat building books. Of course, the books all say something like "this is a technique easily learned from an experienced hand" after they spend six pages trying to explain the process. How true! Hours of poring over the explanations comes nowhere close to thirty seconds of watching someone do it. The book authors probably couldn't resist the urge to try to describe it better than the last guy – but nobody ever has. Maybe I'll try some time.

As our second day wound down, we browsed along the waterfront for a final time, poking into the lighthouse, criticizing the dull brightwork aboard the vacant *Brilliant*, and enjoying the live sea chanteys coming from the *Conrad*. Between the rope walk and the dinghy yard we found a small building with a simple sign that says "Small Boats". It's easy to miss. Don't.

It's a quiet, dimly lit building, one of Mystic's permanent exhibits, and seems to draw few visitors away from the flashy yachts and majestic square-riggers. Within, accompanied by descriptive placards, are a collection of historic catboats, a North Haven Dinghy, some small racing sailboats, and three examples from the Wizard of Bristol, Nathaniel Greene Herreshoff. And there, in the library-like stillness, on a cradle under inadequate lights, her mast sawn off to fit beneath the ceiling, stands one of the most beautiful and iconic small sailboats ever built: Herreshoff's *Alerion III*. You can find pictures of her on the internet, and read paeans to her looks and performance, but nothing does justice to the real thing. The artistry and elegance of her lines are hypnotic. It may be an indignity to permanently remove her from her natural element, cripple her rig, and prop her up behind a museum railing, but she seems to take it well, watching over her lesser sisters with silent grace.

A wonderful, lasting image to take away from an enjoyable, boat-saturated mess-about.



Spiling Lesson



Alerion III

## 2018 BUCCANEER NORTH AMERICAN CHAMPIONSHIP

By Ronnie Ashmore

The 2018 Buccaneer North American Championship (BNAC) was held at Western Carolina Sailing Club (WCSC) from September 9th -14th. Sunday and Monday were dedicated to checking in and measuring by Scott Laundry the Class Measurer. Practice races were conducted on Monday afternoon. Monday evening was capped with a welcoming cookout consisting of brats, hot dogs, and hamburgers with all the fixings. Trickster IPA was furnished by sponsor Green Man Brewery in Asheville, NC. Fifteen teams showed up to compete from AL, CO, FL, GA, MD, NC, NY, SC, VA, WI, and Washington DC. There were 13 boats in "A" fleet and 2 boats in "B" fleet.

Racing was scheduled to begin at 1100 on Tuesday, but the wind never filled in. PRO John Kreidler eventually sent the fleet back to the harbor to wait it out and see if conditions improved. The wind never improved and all races were abandoned for the day around 1530. There was a happy hour sponsored by Green Man Brewery and meal catered by Sistas Catering consisting of fried and baked chicken, green beans, creamed corn, rice & gravy, mac & cheese, rolls, sweet tea, and 3 different homemade cakes. After the meal, the BCA member meeting was conducted by Commodore Ed Montano on the club house deck.

It was decided to move the start time for racing up an hour to 1000 and extend the last race time by 30 minutes to 1700 to increase the opportunity to get in more races. Wednesday's racing began at 1000 with winds out of the N to NE ranging from 4 to 9 mph. Six races were sailed with Jeff Neurauter having a commanding lead in "A" fleet and Mike Sigmund leading "B" fleet. There was a happy hour sponsored by Green Man Brewery and meal prepared by WCSC's Charlie Lord consisting of pulled pork barbeque, bacon/green chilies/baked beans, and lemon zest angle hair coleslaw.

It was again decided to move the start time for racing up an hour to 1000 and extend the last race time by 30 minutes to 1700 to increase the opportunity to get more races in. Thursday's racing began at 1000 with winds out of the N to NE ranging from 4 to 9 mph. Six races were sailed with Hunter Riddle taking over the lead by 3 points in "A" fleet and Mike Sigmund still leading "B" fleet. Dinner was on your own. About half the fleet went to The Local Pub, an eatery on the lake for supper. Some went by pontoon and the rest by car.

It was again decided to move the start time for racing up an hour to 1000 to increase the opportunity to get more races in. Friday's racing was postponed and did not start until 1200 waiting for the wind to fill in. It initially looked like a westerly, but PRO John Kreidler felt it would not hold. He waited a little longer and the wind came in again from the N to NE with the best pressure of the week. The first race of the day saw 10 to 15 mph winds with higher gusts. The second race saw 8 to 12 mph wind with some higher gusts. In the last race we saw the first OCS of the week and it was a good one resulting in a general recall. The restart was with the "I" Flag and one OCS boat. Due to the delay, we were only able to get in 2 of the 3 planned races before time ran out. Hunter Riddle held on to the lead by 2 points in "A" fleet over Ed Montano, with Jeff Neurauter in third, 1 point behind Ed. Mike Sigmund won "B" fleet by 7 points.

The awards ceremony was held around 1530, preceded by a Taco Bar and beverages from sponsor Green Man Brewery. Door prizes were drawn for some regatta swag. The silent auction for sails from sponsors, Schurr Sails, Mack Sails, and Mad Sails was closed out. The Centurion trophy was given to team Hunter Riddle and Terry Warren. The farthest distance traveled trophy was given to David Spira. The Sportsmanship trophy was given to John Hamerslough for his help in the kitchen each day and other tasks that were needed. Jeff Neurauter was awarded the MacAlpine Downie Gibbs Cup for winning the Buccaneer 18 fleet at the Virginia Governors Cup in August. Mike Sigmund and crew Brett Auer were awarded 1st Place in "B" fleet and Mike was promptly banished from "B" fleet. Welcome to "A" fleet Mike. Jeff Neurauter and crew Heather Howard were awarded 3rd Place in "A" fleet finishing with 30 points. Ed Montano and crew Shannon Devine were awarded 2nd Place in "A" fleet finishing with 29 points. Hunter Riddle and crew Terry Warren were awarded 1st Place in "A" fleet finishing with 27 points. After the ceremony teams continued packing up boats and began heading up the road. All boats were on the road by 1000 on Saturday morning. Results and pictures on page 12.

# National Hospice Regatta Championship a.k.a. Spanky's Excellent Adventure

by Joe Martin

About this time last year, in the 2017 WCSC Hospice Regatta, the crew of *Spanky* (Sarah, Ross, and Joe) managed to pull a figurative rabbit out of the hat on Sunday with a come-from-behind win on the distance course. Then magically, we have our names literally pulled out of a hat to represent the local club regatta at the National Championship. Woohoo, it's on for New York! The event is to be sailed in loaned J24's on Lake Ontario in August 2018. Then we wait.

In early spring 2018 an email arrives in the box with the NOR and all the pertinent registration details for the event. Before registering, we line up the fourth member of the crew (since the event requires four or five as the crew). First on the list is bow-girl Sarah Martin, second is mid-boat Ross Martin, third is *Spanky's* Honorary Trimmer, BJ Leonard, and finally, me. Leslie Martin is ground support and team photographer. With the crew lined up, we register for the event. Now is probably a good time for a word of thanks to our sponsors: WCSC for paying the \$500 regatta entry fee and Mike and Chris Miros for graciously allowing us to practice a bit on *Fais Do Do*, their J24, since we had never sailed on a J24 together as a team.

The four Martins decide to extend our trip to include a pre-regatta Canadian adventure. Sarah is designated travel planner for airlines and rental cars. Joe and Leslie handle the accommodations. With all the plans on the books August rolls around and it's trip time. It's been a while since we've traveled for a week involving airplanes so getting all the gear packed is interesting: PFDs, foul weather gear, Lopez blocks, digital compass, and of course clothes for eight days. Rumor has it that Mr. Leonard gets everything packed in a bag except his PFD, which he wears as his carry-on. We are sure no one notices....



Joe, Leslie, Ross, Sarah, BJ

Sunday, August 12, starts with a crack-of-dawn 0600 departure from Greenville to Rochester, NY. Thanks, Delta, for keeping the plane in the air. After gathering all our stuff, we stroll out to get the "go big or go home" Ford Expedition rental (all-black secret service edition) that says nothing but style. Sidebar: Most of you know I drive an old Ford truck. They have added a lot of gizmos to these things in 17 years. Where do you put the key? Where is the "window-go-down" thingy? Where is the gear shift? And the alarms! Get a little too close to columns, people, or other cars and it goes a little crazy (and makes the rental agent a little nervous!).

With the car figured out we head west towards Ontario, Canada and Niagara Falls. It's not even lunchtime yet. "Hey look! Buffalo is right here." Detour to the Anchor Bar which, according to the Google Machine, is the home of the original buffalo chicken wing. It's a dump on the outside, but cool inside, and has really good wings (as we all had hoped).

Next, on to Canada! And it is here, at the border, where we are PROFILED. Another sidebar: Saturday night of the second weekend of 2018 Junior Camp, Terhune Sudderth, Ross, and I are sitting and talking by the campers on the point. Terhune tells a story of him and Denise crossing the border into



Niagra Falls

Canada. After a couple of generic questions, the border guard says, "I see you are from South Carolina. Do you have any guns with you?" Now, a couple of years later in August 2018, we roll up to the border in the secret service Expedition. "Sir, take off the sunglasses and present your passports. What brings you to Canada?" Niagara Falls. "How long are you staying?" Two days. "Sir, I see you are from South Carolina. Do you have any guns with you?" No Sir. "Do you have guns back home?" Yes sir. "What kind?" Assorted. They let us in anyway. Our reentry into the States was, "Passports, please. Did you have a nice visit?" Yes Sir. "Welcome Home." If you have never been to the Falls it is definitely worth seeing. Two of the photos included are the view from our room, one daytime, and one nighttime.

Now, to New York. We arrive in Oswego late afternoon on Tuesday, in time to catch a nice sunset over the seawall looking west over Lake Ontario before checking into our hotel for the night. BJ (the Trimmer) Leonard arrives midday on Wednesday in time for a pretty good burger at Dino's (he loves the Syracuse airport so be sure to ask him about it). We mosey over to the yacht club and let them buy us beers while we check out the place. We spend a few minutes tracking down the auction basket we've shipped in for the Saturday Auction. Our basket is to represent our area, upstate SC, so it includes a jug of moonshine, shot glasses, a Clemson hat, and a WCSC burgee. Every Syracuse fan needs moonshine and a Clemson hat! We finish off Wednesday at the bowling alley, with bow-girl Sarah bowling the night's high score.

Thursday is registration and an afternoon practice session. We sail out past the harbor lighthouse to find...Lake Hartwell. The temperature in the 90s, blowing maybe 3 knots, with flat water. We practice some tacks, some spinnaker ups/downs/jibes, and then we practice drifting back to the harbor. Following practice, the club hosts a welcome reception, giving us a chance to meet some of the other competitors and our hosts, as well as catch up with Mr. and Mrs. WCSC Past Commodore Leneave. It is a great group of members at the host club. They would fit in perfectly at WCSC. During the reception, we also draw our boats for the next three days of racing. Then we're



Team Spanky

## National Hospice Regatta Championship a.k.a. Spanky's Excellent Adventure (cont)



Team Spanky

off to eat again. We enjoy some pretty good Italian food at Cannalis then crash, because the first race starts at 1000.

We know we are going to have our hands full upon reviewing the scratch sheet: the defending champion and local J24 rock star, a "local" J24 team from Plattsburg, NY, and a J24 team from Maryland are all on the list. So, we set about our preparations. RC mandates all boats sail with small jibs, as we have 16-18 knots with even stronger puffs and flat water. For race four we are permitted to use the genoa as the breeze has died off a little. Team *Spanky* dominates fifth place for the day. After racing, there is a nice reception and then dinner on our own. We dine with the Virginia/Charleston team along with Mark and Julie Leneave at a local landmark, Rudy's on the Loop. And then we crash.

Saturday morning, 1000 start time, RC mandates small jibs again. Today is special. Team *Spanky* has sailed in breeze. Team *Spanky* has sailed in five-foot swells in the ocean. But no one on Team *Spanky* has sailed in 20+ knot winds WITH short-interval, vertical face, 5-foot waves. Wow! This is our most awesome day of sailing and our worst finishes. We suffer to the weather mark, turn left, hoist the spinnaker and hold on – then catching the wave right, we surf down for 30 or 40 yards, and then repeat. We accomplish our goal of keeping everyone on the boat and doing nothing

stupid for the highlight reel. At one point I call for a jibe and The Trimmer wisely counsels that it's probably a bad idea. A great day of sailing!

Saturday, after the racing, our hosts throw an outstanding post-race party and cookout – cocktails and steamed clams for starters followed by steak and chicken from the grill. Following dinner, the National Hospice Committee hosts a chance-auction to raise money for the local Hospice. Almost \$5,000 is raised from the event. The auction basket that we sponsor is won by the event co-chair. We coerce him to pose for pictures in the Clemson hat then we all sample the moonshine. The auction and party wrap up about 2000 and we head back to the hotel, which is fortuitously adjacent to the Oswego Speedway. We decide to walk up and watch a little Super Modified racing as a nightcap.

Sunday morning brings another 1000 start. Today is back to Lake Hartwell conditions. We drift around under a postponement until 1230 before finally getting in the final two races of the full schedule of nine. We settle back to our customary domination of fifth place where we finish for the event.

After the awards ceremony (won in order of the aforementioned J24 teams with the defending champion repeating) we enjoy our lunch, say our goodbyes, and prepare for our 0600 Monday morning flight home.

Following an 0400 alarm and the return of our rental car, the four Martins arrive back in Greenville at 1230 Monday. We are back at home by 1300. Ross is sitting in his Greenville Tech, dual-enrollment class by 1430. Sarah is packing her belongings for her move-in at Clemson on Tuesday, with her classes starting Wednesday. Leslie is back in the classroom teaching on Thursday -- summer is officially over.

Sightseeing, time with family and friends, and awesome sailing at a new venue - this trip was fantastic!



What better way to begin the holiday party season than to celebrate with your sailing family? Join the club's Elf Squad in decorating the clubhouse for the holiday season followed by our Christmas party. There is bound to be something for everyone at this party. We will have a hot chocolate bar, a warm fire, s'mores, a delicious meal, plenty of socializing, classic Christmas movies, and a lighted boat parade! We are having a good ole pot luck this year. The club will provide the main course of ham and turkey, yum! Bring your family's favorite holiday side dish to complete our meal. The club will provide water, coffee, a hot chocolate bar, and a few festive beverages. Please bring any other beverage you may want for the evening. Dinner will be served at 1700 so participants of the lighted boat parade can enjoy.

For more details on any event, check the club's website or contact Anna Kay Lord at [aklord19@gmail.com](mailto:aklord19@gmail.com)

## 2018 HOSPICE REGATTA- OCTOBER 12-14



It's hard to believe the 2018 Hospice Regatta is right around the corner and coming up fast. Preparations have been underway for the 2018 event and the team has been working hard to host another great event and meet our goal of \$85,000 for Hospice of the Upstate. That's right...\$85,000! Wow, we have come a long way, baby! Help us blow this number out of the water (again)!

If you are going to sail in the event, please register early. This will help us with the planning to make sure we have enough food, drink and other great stuff available for you and your crew. Beat the deadline as the fees go up after Friday October 5th. You can imagine the planning involved to ensure that we have enough food and drink for 350 hungry sailors. So in order to help prevent us from running out, we have increased the early registration discounts on registration and food. You can register online at [www.wcsc-sailing.org](http://www.wcsc-sailing.org). You can also make donations, purchase additional meal tickets, purchase cool regatta clothing, all online. Everything you need is on the website including the NOR, sponsorship package, who's coming lists, along with other information..

### **Something new this year, QT and VISA gift cards**

We have something new this year! We are offering a fun way of raising money for the Hospice of the Upstate and providing a great raffle drawing for some lucky winners. For a \$25 (tax deductible, I might add) donation, you will be entered in a drawing that will be held on Sunday at the awards ceremony. The drawing will be for a \$1000 QT card and a \$1000 VISA gift card. Just think... what could you buy with a \$1000 gift card?

\$1000 for a \$25 tax deductible contribution? Whaaaa? And, this is NOT limited to sailors or anyone at the event. You don't have to be present to win. When you donate online, we will collect all your contact information and will contact you after the event if you win. So, ask your family and friends to donate and they can also have a chance to win.

Once we sell 100 chances, the raffle will close for that card (QT or VISA). So, you have a 1 in 100 chance. If we sell less than 100 chances, we will still raffle off a card but will reduce the card value based on the amount of chances sold. What are you waiting for? Go to the website and buy a chance at the gift cards...but do it soon as a limited number of chances are available.

### **PHRF E Class will continue this year**

With the great success we have had the last couple of years in the PHRF E class (Cruisers), we will continue this great idea of a class of boats that will race on the Distance Course, have a separate start, and will be limited to monohull keelboats with a displacement of more than 3500 lbs. This will also be a non-spinnaker class. What a great way to include a whole class of boats who can compete against each other with similar construction characteristics. Get your friends and family together and get your boat out of the slip and join us in supporting the Hospice event this year! You will enjoy it!

### **Sailing for Others**

We will again be holding the Sailing for Others special sponsorship challenge to help raise additional funds. This program is not limited to just skippers. We encourage anyone who is attending the event and wants to help us raise money to start lining up your friends, family and co-workers to help. Everything can be done online at [www.wcsc-sailing.org](http://www.wcsc-sailing.org) at the 2018 Hospice information page. This year we are again giving away one year of membership dues to WCSC. That's right, one year free membership dues to WCSC will be the winning raffle item. We will also draw a 2nd place (6 months free membership dues) and a 3rd place (3 months free membership dues). Note, this does not include any boat, slip, storage, or equipment fees, only your quarterly membership dues up to \$616 in value. To qualify for the raffle, you must raise more than \$500 through the Sailing for Others challenge. But if you raise more than \$1,000, your name will be entered twice in the raffle and at each \$1,000 increment after that you will get an additional chance to win. That means \$2,000 raised will mean 3 tickets, \$3,000 means 4 tickets and so on. We hope this helps encourage all Hospice participants to promote the Sailing for Others program and help us meet our goal. Contact your friends, family, and co-workers to help support the event. Note: we will once again invoke the 'Baker rule' where you can only win once. Dennis did so well in raising funds one year he would have won just about every raffle item. Don't let Dennis show you up again this year; organize your support team early and qualify for the raffle.

### **Saturday night dinner**

We have always had great food at the event. Your meal ticket provides food and drink for the whole weekend including the Saturday night dinner. Once again this year, WCSC member Jeremy Marsh has offered to cook BBQ pork and chicken for the Saturday dinner. Don't miss this great meal and make sure you purchase enough tickets for your crew and family.

### **We always need volunteers**

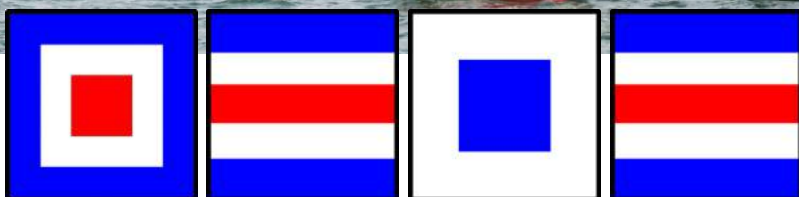
As always, when hosting an event like this we always have a need for volunteers to help in a number of areas (race committee, registration, food, clean up, etc.). If you would like to help please contact John Kreidler ([jakreidler@mindspring.com](mailto:jakreidler@mindspring.com)) or Ronnie Ashmore ([sailtanzer@aol.com](mailto:sailtanzer@aol.com)). With your help, we look forward to putting on another great regatta while reaching our goal of \$85,000. Together, let's make it happen!

Ronnie and John

# 2018 BUCCANEER NORTH AMERICAN CHAMPIONSHIP RESULTS & PICS

Bow #	Fleet	SailNo	Club	HelmName	CrewName	Total	Nett
12	A	5208	LMSA/PBYC	Hunter Riddle	Terry Warren	40	27
3	A	5223	Kenosha Yacht Club	Ed Montano	Shannon Devine	41	29
9	A	5278	PRSA	Jeff Neurauder	Heather Howard	43	30
2	A	5256	Kenosha Yacht Club	John Weiss	Jay Foght	65	50
8	A	5273	SMSA	Jennifer Marourg-Miller	Erik Gyorgy	73	55
6	A	5280	Denver Sailing Association	David Spira	Ty Whitman	82	65
15	A	5232	Skaneateles Sailing Club	Scott Laundry	Ethan Laundry	113	88
11	A	5221	Southern Maryland Sailing Association	Scott Patterson	Robert Miller	118	90
16	A	5268	Western Carolina Sailing Club	Ronnie Ashmore	Patrick Hopp	118	95
14	A	5258	Birmingham Sailing Club	Rick Scarborough	Amy Domaratski	137	109
1	A	5035	SMSA	James Whited	Evan Scott	141	114
4	A	5252	Western Carolina Sailing Club	Steve Kiemele	John Hamerslough	158	130
10	A	5229	Potomac River Sailing Association	Nicolas BOgren	Adam Rosen	160	134

7	B	3687	Carolina Sailing Club	Mike Sigmund	Brett Auer	19	14
5	B	5227	Southern Maryland Sailing Association	Michael Major	Carrier Quinn	26	21



## WCSC 2017 BOARD OF STEWARDS OFFICERS                      STEWARDS

COMMODORE	RONNIE ASHMORE	2018	RON SANGA
	sailtanzer@aol.com		ronsangasr@gmail.com
VICE COMMODORE	TIM CRANE		JIM SNOWDEN
	tcrane29664@gmail.com		jgsnowden@bellsouth.net
REAR COMMODORE	JOHN BARNARD	2019	CHRIS MIROS
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TREASURER	TED SAUVAIN		ANDREA LEHMANN
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SECRETARY	SUSAN RUARK	2020	CURT RUBINSTEIN
	wcscsecretary@gmail.com		sloopy5336@gmail.com
			ERIC SEYMOUR
			e Seymour@lockworksllc.net



Oct	02	1900	Board Meeting
	06	1000	Keelboat Fleet Meeting
		1200	Cruising Fleet with a Cookout
		1300	Keelboat Fleet Fall Race #3
	07	1300	Centerboard Fleet Race #10
12-14			Hospice Regatta
	20	1200	Cruising Fleet Event
		1300	Centerboard Fleet Race #11
	21	1300	Keelboat Fleet Fall Race #4
	27	1200	Ghoul Cruise
		1300	Keelboat Fleet Fall Race #5
		1800	Halloween Party
		1300	Centerboard Fleet Race #12
Nov	03-04		<b>Bloody Mary Thistle Regatta</b>
	10	1200	Cruising Fleet with Cookout
Dec		1200	Centerboard Fleet Race #13
	11	1200	Keelboat Fleet Fall Race #6
	13	1900	Board Meeting
	17	1800	WCSC Annual Meeting/Thanksgiving Party
	04	1900	Board Meeting
	07	1830	Cruising Fleet Annual Parade of Lights #1
	08	1600	Christmas Party & Tree Decorating
		1700	Christmas Party Dinner
		1830	Cruising Fleet Annual Parade of Lights #2
	15		Windsong Deadline
	31	1800	New Year's Eve Party
Jan	01	1200	Commodore's Cup Frostbite

BOS monthly meeting held at clubhouse  
**Steve Kiemele**, Fleet Captain  
**Vice Commodore Tim Crane**  
**E.Seymour**, D.Van Emburg, F.Towers Rice Jr, B.Rooney, J.Barlow, R.Kathe  
**P.Hopp**, H.Morse, J.Kaisner, W.Travitz, R.Klassen, J.Cribb  
**D.Baker**, R.Rainey, J.Coley, A.G.Caldwell, D.Waddell, M.Zollinger, D.Robbs, E.Lashley,  
R.Fontenot, S.Zoerhof, L.Lewis, J.Tucker, J.Loue, S.Smith, C.Silvershield, G.Kiley  
**Vice Commodore Tim Crane**  
**D.Lord**, J.Waits, K.Lagroom, B.Price, C.Smutzer, C.Peterson  
**E.Sherman**, C.Lord, C.Curry, J.Hudson, M.Burns, G.Lawrence  
**Vice Commodore Tim Crane**  
**C.Miros**, T.Haynie, S.Albergotti, T.Bunch, R.Wilder, M.Jones  
**Anna Kay Lord**  
**P.Harder**, P.Hughes, K.Pruszenski, J.Kerscher, M.Lipham, B.Elthert  
**T.Craft**, L.Morten, B.Freeman, P.Jordan, C.Clemow, J.Tiddy  
R.Friis, S.Neilsen, J.Sealey, B.Lavengood  
**Vice Commodore Tim Crane**  
**S.Griffin**, G.Killinger, T.Sudderth, M.Pepe, C.Guerin, M.Crumley  
**C.Kafsky**, E.Taylor, R.Davis-Fandetti, D.Johnson, C.Niemeyer, D.Oldstrom  
BOS monthly meeting held at clubhouse  
**BOS & Anna Kay Lord** - All members invited to attend  
BOS monthly meeting held at clubhouse  
**Vice Commodore Tim Crane**  
**Anna Kay Lord**  
**Anna Kay Lord**  
**Vice Commodore Tim Crane**  
**Lisa Baker**  
**Anna Kay Lord**  
**Derek & Anna Kay Lord**

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