

THE WINDSONG

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WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

October, 2014



FROM THE COMMODORE

Fall is upon us and that can only mean one thing....Hospice is starting to gear up!!! OK, maybe 3 things – Hospice, Football and Sailboat Racing (not in any particular order). The weather is starting to cool down and it's a great time to get out and enjoy your club. It's been a busy summer. Thanks to all of our members who donate their time and efforts to make WCSC the place it is.

Jr. Sail camp was again a big success. It's always a fun time to be at the club when young people are learning the art of sailing. Your junior committee (Johanna Curtiss, Joe Martin & Patrick Hopp) as well as all of the instructors put on an excellent program this year. Weather cooperated and gave us good breeze and nice temperatures. Thanks to all who contributed to make this a successful program.

Back in July Ron Sanga stepped up and hosted a new cruising event. Ron wanted to have an afternoon cruise followed by a cookout on Andersonville Island. The event was a huge success!! It was well attended, "new" and fun. Ron & Martha were trained/checked out by Dan Marett on the work barge and then proceeded to move fire wood, tables, food, etc. out to the island. They "squatted" all weekend in their chosen spot to ensure we would have a place for the cookout on Saturday. As the story goes, they even barged in on an anniversary couple on Friday as they were hawking their spot. A lot of planning and thought went into the event and I would like to thank Ron and Martha for hosting. Hot dogs on the grill, a roaring fire and good friends. Oh, and there were sailboats too!!! Well done Ron!! (Note to members – you can host too!! If you have an idea for an event you want to put on, contact myself, Derek or Paul and we will do our best to support your efforts. I got a few ducks in a row for Ron and then he took the ball and ran.)

More recently WCSC hosted both our Diva regatta and the 3rd Annual Adaptive Sailing Event. Both events support great causes and it makes me proud to be part of an organization that gives back so much to our community. This year Diva fielded 10 boats as well as 3 juniors in a star studded field of WCSC's finest rock star women skippers and crew. The event raised over \$3,000 dollars all of which went to support Safe Harbor, an organization providing shelter, counseling and advocacy for victims of domestic violence. On the same weekend the 3rd Annual Adaptive Sailing Event was held and it was also a great success. The event marries willing skippers with folks that have physical challenges to provide an afternoon of sailing for these fine people. I happened to be on C dock and helped one of the participants board former commodore Paul Harder's boat. I'm not usually considered a "softie" but all I can say is I'm glad I was wearing sun glasses... Get out there next year and support these causes. It's WCSC at its finest. Thanks to Dacia Schrecengost and Al Hippensteal for organizing these fantastic events.

Now on to Hospice. As the WCSC veterans know, the annual Hospice Regatta is WCSC's premiere event of the year. For new members, this is a "can't miss" event. Every year WCSC participates in a National Hospice Regatta Alliance and hosts a local regatta we call the "Hospice Regatta". Last year WCSC raised over \$60,000 dollars all in support of Hospice of the Upstate. I will have to confirm the numbers but I think we are up over half a million dollars donated to Hospice of the Upstate over the life of the regatta. Something we can all be proud of. I have personally had 2 family members that have needed their services over the past year and I have to tell you, they are a fabulous group of people. I honestly don't know how they do it. They are caring, compassionate and provide needed care for your loved one right till the end. I would like to extend a personal thanks to these fine folks.

Come on out and support the event, there is something for everyone. You can race in centerboard boats, keelboats, on a distance course, or you can just hang out, socialize and participate in the blind auction. Word has it this year's items up for bid are out of this world!!! Regatta chairmen John Kreidler and Ronnie Ashmore are always looking for volunteers so if you can, I'm sure we can find a way for you to help out. If you can't get out to the club to support the event in person, be sure to hit the website and click on the Sailing for Others link where you can support the skipper of your choice and help raise additional funds.

On the business side of the house, membership currently stands at 223, which is up slightly from my June report but still significantly below the plan laid out by the 10 Year Planning Committee. The 10 Year committee has begun meeting and should report its recommendations to the board before the annual meeting in November. As noted in June our current Treasurer Dave Foland plans to retire this year and the nominating committee is in search of a replacement. If you know of anyone interested please contact your nominating committee (Steve Kiemele, Joe Martin, Kerry Steck) or myself.

In closing I am happy to report that the club remains on solid financial footing. All of our reserve accounts are fully funded for 2014 and the above projects are on or under budget. As this will be my last Windsong article I would like to thank membership for entrusting me with the responsibility of being your commodore. It has been my great honor.

Respectfully,

Dennis Baker

From the Vice Commodore

Summer has been a busy time at WCSC. While the racing fleets took a break, many others swung into high-gear taking advantage of warmer water.

Junior sailing camp went off with only a few hitches. That warmer water was offset by unseasonably cool air. Does anyone else recall building a fire in July for everyone to warm up by? Despite that, I think that everyone still remembered rule number one of sail camp: Have fun. Oh, there was some learning involved as well.

The breakwater duo of Ronnie Ashmore and Curt Rubinstein supervised groups of volunteers toiling in the dirty work of building, replacing, and re-floating portions of the south breakwater. Additionally, there are plans to upgrade the north breakwater to better protect E and D dock occupants. Please contact Ronnie or Curt if you are interested in helping.

Our mooring team, headed by Paul Schultz, has been busily diving on, inspecting, and maintaining our moorings to ensure all craft remain safe. Please remember to check your chafe gear often, and watch your scope as the water level changes.

B dock is looking great after getting a brand new gangway that should help alleviate some of our low water problems. Custom Steel came back out to shorten the mooring cables as well, so that the starboard winches now have room to take up extra cable if, by chance, the water level drops.

All our dock captains recently walked the docks inspecting boats and lines to make sure everyone is safely complying with the rules regarding how each boat is to be moored in its slip. Several members have heard from the harbor committee about items with room for improvement.

The north shore launch ramp dock has continued to be a problem since breaking free in January. The pilings (more like spud poles) were re-driven, but have since dragged. Before Hospice, we plan to have it in a much better configuration where it is not completely blocking the launch ramp.

Speaking of Hospice, please do remember to mark October 17-19 on your calendar. This event is such a boon to our local Hospice that it has raised over \$350,000 for Hospice of the Upstate helping them provide care for terminally ill patients and support for their families. Through the network of Hospice benefit regattas nationwide, over \$1,000,000 is raised annually. My family has personally benefited from Hospice services, and I can hardly imagine a more worthy cause. Please consider donating whether you can attend or not.

I hope to see you on the water.

Derek Lord
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We had a small but successful Adaptive Sailing Event on Sept. 6. Three sailboats and a pontoon were available for our participants. Unfortunately the wind was not. Many thanks to Paul Harder, Charles Curry, and Joel Vanderwood for making the day possible. We may try for a different format next year and I am open for suggestions. Thanks to the club for hosting our event.

Al Hippensteal

From the Rear Commodore

Thank goodness the fall weather is on the way with cooler temperatures. With the cooler temperatures there is no sweat tending to the boat. Cold fronts start to move through bringing wind for sailing and clear nights for star gazing. The trees take on their glorious fall colors. The evenings are filled with the smell of campfires. This is the time of the year at the club that I love. Those of you that have spent time around me during the summer know that I do not deal with the heat very well.

Club House Decking Project:

If you have been to the clubhouse lately, you will have noticed the new deck completed at the rear and sides of the club. You will also have noticed the construction taking place on the deck facing the lake. It was necessary to replace all the supporting structure of the front deck in preparation for the new decking. This task is near completion and soon we hope to start the deck plank installation. The goal is for all to be complete in time for the Hospice Regatta. It is through the unselfish effort of many members that the new decks will soon be complete at an enormous savings to the club. The deck should last for many years and other than an annual pressure wash should be maintenance free. Curt Rubenstein has been leading this project with Chris Kafsky providing resources for decking gratuitous to the club.

Workday #6 Saturday October 11th:

I would like for us to use this workday to clean the club premises in preparation for Hospice. The following tasks are planned:

- Trimming of brush along the causeway
- Trimming of brush along the road (especially towards north r)
- Weeding around clubhouse and mulching
- General repair work

We have a need to repair light fixtures in the kitchen (ballast issue). If you are handy electrically and want to volunteer for this please contact me. Please volunteer if you can. I know many already have more than enough fair share hours but the help is really needed.

Clubhouse Cleanliness and Safety:

1. If you know that you are (or are likely) the last visitors to the clubhouse for the weekend, please empty the garbage and place new liners in the cans. I know this is a mundane chore but it will help reduce issues with unwanted insects.
2. **NO ALCOHOL IS TO BE LEFT IN THE CLUBHOUSE UNATTENDED. CLUB MEMBERS ARE RESPONSIBLE FOR SECURING ALL ALCOHOL SO AS IT'S NOT AVAILABLE TO MINORS.** After a gathering please be mindful of this.
3. Please try to remember and take home leftovers in the refrigerator.

Clubhouse Septic System Situation:

Work continues on the system with a new exit baffle and strainer recently installed. Hopefully this will alleviate some odor issues that have been noticed. The aerator continues to operate for restoration of the drain field. For Hospice this year, we will have additional portable toilets positioned around club premises.

Cooler weather coming soon!!!

Paul ROCK
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Welcome to New Members

by Spencer Mathews

Two new families joined our ranks at an orientation held on Saturday, July 5th. They are Susan and Steve Ruark and Sharon Fowler and Scott Finley.

The Ruarks are new to sailing. Steve just completed the Basic Sailing Course with the American Sailing Association and they talked about enrolling in Ron Moede's Adult Learn to Sail course in September. Steve grew up boating on the Chesapeake and so he knows something about the general rules of the road, but is new to sailing. He's interested in crewing during racing season so he can learn about racing and also develop a sense that he'll use as a guide in searching for a boat of his own. They visited us during the Open House. They have a son, Will, who's nearly 18. Their sponsors are Jim Hudson and Richard Curry. Steve is the CFO of Piedmont Municipal Power Agency. Susan works with Clemson University. Steve is a SCUBA diver (Paul Schultz and Ronnie Ashmore take note.)

Scott comes from the other end of the experience continuum. He has two boats: a Hunter 28.5, *Makana*, (Sail #518) that he's raced in Hospice, and a WETA trimaran that he's raced in the Watertribe Everglade Challenge (a 300 mile event from Tampa Bay to Key Largo). He has an interesting story to tell about getting hit by a squall line during that race. He expects to join our cruising fleet. Scott used to teach in Anderson School District V, but both he and Sharon are retired now. They have one grown son, Dylan. Their sponsors are Steve Kiemele and Paul Harder.

School District 7 and Susan works at the South Carolina School for the Deaf and Blind. They are hoping to learn more about sailing and enjoy the company of experienced sailors. Their sponsors are Commodore Baker and I.

Two more new members, Rachel Bowman (who we all know as Dan Maret's sister, Tweetie) and Jeremy Marsh attended their orientations on August 3 at the club. Tweetie, whose voice has graced many of our ceremonies where the National Anthem was sung, describes herself as 'fairly decent crew' and wants to belong to the club officially after many years of being a guest. She is a legal advocate with the Douglas County Task Force on Family Violence and Sexual Assault Center. Her sponsors are Dan Maret and Tim Crane.

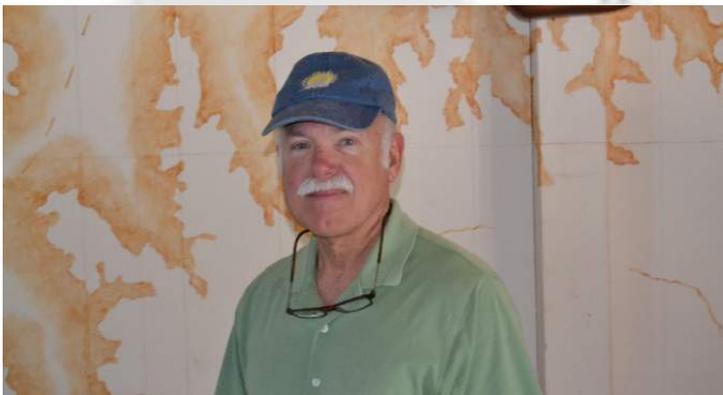
Jeremy Marsh describes himself as a beginner sailor – just learning. He has been wise enough not to settle prematurely on any boat yet, but says he thinks he enjoys dinghy sailing the most. Offer him a ride when it's convenient so that he can begin to narrow down what he wants. He has been a guest at the club several times and said that he especially enjoys the camaraderie. He is a technician with Satellite Depot.



The Ruarks



Sandra, Skylar and Steven Smith



Scott Finley

The Smiths, Sandra and Steven, accompanied by one of their sons, Skylar, attended a new member orientation at the club on July 26. They are experienced sailors, having sailed their Pearson 30, *Restless Native*, in and around Charleston for the last two years. However, they came to the opinion that they would get to use their boat more frequently if she were here in the Upstate, so they are in the process of having her moved to Western Carolina. They are also interested in benefitting from sailing in a social atmosphere. Steven is a controller at Flexible Technologies and Sandra is an industrial engineer with ITG safety components. Their sponsors are Mike Miros and I.

Chris Goins attended his orientation at my home on July 30. He made it very convenient for me by coming over after work and so I still look forward to meeting his wife, Susan. They have acquired a Catalina 25, *Dreamer*, that used to be in our club and so we are expecting a homecoming pretty soon. Chris is the shop manager for Spartanburg



Tweetie Bowman



Jeremy Marsh

Welcome to New Members (cont.)

by Spencer Mathews

On August 30, Katie and Andy Wesolek (pronounced "Wesslik") attended a new member orientation at the club. Later in the day they returned to the club to attend the Labor Day gathering hosted by 'A' Dock. Thus they were able to meet many existing members and enjoy some barbeque courtesy of another recent new member, Jeremy Marsh. If you missed Jeremy's barbecue, you missed out. Katie is a librarian with the Pickens school district and Andy is a 'digital scholarship librarian' at Clemson University. The Wesoleks don't have a boat yet and are interested in sailing on a variety of boats before they make a decision. They describe their skill level as "novice and enthusiastic", so if you need crew or if you're just going out for a daysail and happen to see them, offer them a chance to see how your boat feels.



Katie and Andy Wesolek



Jim Rohrer

Jim Rohrer joined our ranks when he attended a new member orientation on 9/11 at my home. He has a long history of sailing (even sailed catamarans as a guest at this club many years ago.) He's restoring a Prindle 16 from those days; but his 'main' boat is an RK Industries 21 footer. I first heard about the RK boats from Joe Rose who pointed out that they were easier to launch and retrieve - even the larger ones - because their keels work like daggerboards. I know that some of the boats already in the club (Mark Bailey's Melges 24, Steve Kiemele's J/70, and the Harders Lindenburg) work like that - all sailed by fast-goers too, so I'll be interested to see how Jim's boat works. Jim works with TD banking and says he wants to be around other sailors so he can improve his skills. Do your usual good job of letting him know we're glad to have him with us. See you on the water.



Diva Regatta Recap

by Dacia Shrecengost

This year tripled the success from last year and we raised \$3,010 - the raffle and auction pushed us over our goal of \$2,000. There was light wind on Saturday but we got in a race or two. Saturday dinner was fabulous southern cooking along with homemade sangria and jello shots for an added bonus. Sunday brought better wind for some great racing.

Rock Star Women Skippers:

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
Centerboard	Jen Kafsky	Anna Kay Lord	Jenny Baker
Distance A	Kris Ballew	Johanna Curtiss	
Distance B	Vicky Johnson	Katie Davis	Tweetie Bowman
Juniors	Reid Kafsky & Clay Kafsky	MaKayla McCullough & McKinley Parson	Layne Kafsky

Thanks to PRO Brian Hampton for organizing everything on the water with the help of race committee John Stuart, Ron Moede, Byron Hicks, Cesar Rodriguez, Hugh Vantleven, and Jim Snowden. We also had last minute help from Chuck Ballew and Rick Fontenot when an RC boat quit working. Thanks to Dan Maret and Keith Chiswell for heading up our learning/ refresher course. Yummy thanks to Kathy Runion, Jen Kafsky, Byron Hicks and Patrick Hopp for feeding all of us. Also thanks to all who donated items for our raffle/auction and everyone who came out to participate, we could not have done it without you. A special thanks to the Kafsky girls - Reid, Layne and Laurel Blake for helping me with the raffle items, pulling tickets, and clean up on Sunday. I would also like to thank my amazing husband Keith for his help with our COOL award glasses. I will make sure to make extra for next year.

Mark your calendar for next year, the date is September 12-13, 2015 and our new goal is \$4,000. If you would like to help next year or have any ideas to make it even more successful, please contact me at dacia.schrecengost@gmail.com.



Did You Hear?



Conversation overheard between two WCSC members at the Tiki Hut over the weekend:

Did you hear?



Hear what?



WCSC is sponsoring a big charitable event for Hospice of the Upstate on October 17th -19th.

Really? I had not heard that. I thought it was one of those big racing regatta things for those serious sailing guys. You say it is a charity event?

Yeah! Oh they are having some races, but the whole purpose of the event is to support Hospice of the Upstate who provides compassionate care and supportive services to residents throughout the Upstate of South Carolina and Northeast Georgia.

Wow! You know Hospice helped my mother take care of my dad in his last months before his illness finally took him from us last year. They came in and took full control of his care, taking that worry off of mom which allowed her to focus on him during those last months. They continue to offer support programs to her even now. You said this is an event for the benefit of Hospice of the Upstate. How does that work?

Well as I understand it, almost all of the expenses for this event are covered by donations from individuals or local companies. This includes the food, door prizes, promotion, beverages, ice, etc. and is accomplished by WCSC Club members and the strong efforts/network of Hospice of the Upstate. What that means is that in addition to any contributions/donations we choose to make, most of the fees for the event actually end up going directly to support Hospice of the Upstate. I heard the goal this year is \$63,000.

How Much?

\$63,000



Wow, that's pretty amazing! I had no idea, but I am not a racing kind of sailor, I just like to putt around and my family mostly enjoys coming down for the social events.

Like I said there is some racing on Saturday and Sunday. There is a distance course which takes you down the Seneca River and back which is a little lower key. You would probably enjoy that with some friends, but there is much more going on that might be just up your alley.

What would that be?



Speaking of social stuff, on Friday night Margaret Kiemele is hosting one of the most fantastic hors d'oeuvres parties you have ever attended with DJ's from ProsOnly Entertainment playing your favorite tunes on the back deck and encouraging some dancing. A lot of the food is furnished from the secret home recipes of many of the club members. On top of that Carolina Beer Company, Inc. is providing one of their mobile trucks for the entire weekend. The organizers promise you will not go away hungry or thirsty.

Does anything take place after the sailing on Saturday?



From what I have been told, there is a social hour with hors d'oeuvres followed by a great lasagna dinner with a silent auction and raffle afterwards.

You say a silent auction and raffle? What sort of stuff do they have and how does it work?



Anna Kay Lord is overseeing the silent auction and raffle again this year. She told me that she and her team are still working on getting quality items donated and that for any club members wishing to donate a nice item, to please contact her. She did say that in the silent auction so far she had several framed Hospice prints and a Hilton Head Condo for a week. In the raffle so far are 2-Southwest Airline tickets, 2-Dollywood Tickets, 4-One Day Walt Disney World park hopper passes, 4-Riverbanks Zoo & Garden tickets, Scuba Certification certificate, a wine tasting for 20, gift certificates to numerous local restaurants, \$250 gift certificate for tires, Zhik, Harken, and Gill sailing gear, Cabela's- VHF and other items, Great Lakes Outfitters

items, jewelry, etc. There will be much more to come. During the registration periods and Saturday evening prior to the raffle, which is held after dinner, you may purchase 2 part tickets for \$1 each or 25 for \$20 and place the part 1 ticket in the individual bags by each raffle item. You must be present to win when your ticket is drawn and it matches the part 2 ticket that you kept. The items are all donated so all the raffle and silent auction money goes to benefit Hospice of the Upstate.

What about Sunday? What is going on then?



Well those racers will be racing again, but around noon there will be a big cookout with hot dogs and hamburgers and the beer truck will still be there. There is an awards ceremony announcing the winners of each fleet and a drawing from those fleet winners to select who gets to represent WCSC in the National Hospice Regatta in June of next year in Rochester, New York. They will also announce the winners of the Sailing for Others challenge.

Wait a minute! What is this Sailing for Others challenge?



Sailing for Others is a sponsorship challenge to help raise additional funds for Hospice of the Upstate. Each skipper can solicit specific sponsorships for his boat/team and are responsible for collecting and specifying the amount of sponsorship dollars he has raised by having his sponsors donate online. The top Sailing for Others skippers will be entered in a drawing for an iPad on Sunday during the awards ceremony.

Did you say an iPad? Are you serious? How do I get in that drawing?



If you raise more than \$500 thru Sailing for Others, your name is entered in the drawing. If you raise more than \$1,000, your name is entered twice, so you have twice as many chances to win the iPad. At each \$1,000 increment, you double the number of tickets in the raffle, so \$2,000 will get you 4 tickets, \$3,000 will get you 8 tickets and so on. So, start getting all your friends and family lined up to donate and get your name in the hat for a free iPad.

If I decide to bring my family and some friends to join in on the distance race, can I also participate in the Sailing for Others challenge?

Absolutely! It is open to all skippers registered to participate in the event.

So what do I have to do to support Hospice of the Upstate through this WCSC charitable event?



Everything can be accomplished from the WCSC website on the 2014 Hospice Information page. You can register your boat if you want to do the distance course and with that you get one weekend social pass allowing you to attend all meals/social events. You can purchase additional weekend social/meal passes for \$25 for each adult & \$10 for each child. As a skipper you can participate in the Sailing for Others challenge. You can see who is sailing and if you are not sailing or cannot attend, you could support various skippers in the Sailing for Others challenge. You can just make a donation to Hospice of the Upstate. Finally, you can solicit corporate sponsor support for Hospice of the Upstate.



I had no idea that the 2014 WCSC Hospice Regatta was truly a charitable event for the benefit of Hospice of the Upstate. This is really a big deal and knowing what Hospice did for my family during and after my dad's illness makes it even more worthy of my support. I am going to go online and register for the distance course and bring some friends along with me, I will get my wife and kids down for the Saturday evening meal and raffle, get my wife to make her favorite sausage cheese dip and attend the Friday night welcoming party and do a little shagging on the deck, contact my company to see if they will do a corporate sponsorship, and start contacting my friends and family about supporting me in that Sailing for Others challenge, come back on Sunday for the cookout and awards; all for the benefit of Hospice of the Upstate. Thanks for setting me straight on what this major WCSC event is really all about. This charitable event for the benefit of Hospice of the Upstate is very worthy of every WCSC member's support. I truly hope they will also join in! I will pass the word along.



Over the Ocean Blue

Marvin Brinn and two others complete three-week, trans-Atlantic sailboat journey

By April A. Morris
Source: Greenville Journal

They packed as if for a moon landing. This summer, Greenville resident Marvin Brinn and two other sailors embarked on a multi-week, trans-Atlantic sailboat journey. The trio traveled up the East Coast and spent three weeks on the open ocean.

Making the journey from the U.S. to the U.K. is something he always wanted to do, said Brinn, who has been sailing since 1975. Brinn connected with captain Tom Trump of Virginia and Don Olive of South Carolina through an online matching service of sorts, which features “crew available/crew wanted” listings.

Brinn has a sailboat docked at Lake Hartwell, and has been a member of the Western Carolina Sailing Club in Anderson since the Brooklyn native came to the area more than 20 years ago. In recent years, he has sailed from Belize to Rhode Island and along the East Coast. He took on the trans-Atlantic trip because “I wanted to expand my horizons. Sailing on the lake to me is like black and white; sailing on the ocean is color.”

The trio made preparations for more than a year and Trump spent two years preparing the 35-foot Southern Cross boat dubbed “Cape Doctor.” A boat of that size is on the small side for the 3,500-mile trans-Atlantic voyage, Brinn admits, but “it fared well.”

Attention to detail

Because of the boat’s size, provisions and equipment had to be calculated carefully, Brinn said. With no refrigeration on the boat and fresh produce offering a limited shelf life, “we got about \$900 of canned food,” he said. The crew, made up of Brinn, who is a former teacher and engineer; Trump, a retired software developer; and Olive, a physics professor, worked to estimate water usage and plot a cold-water route. “That meant we had to look out for icebergs,” said Brinn.

After diligent preparation, the voyage began on June 5 with a departure from Edgewater, MD. The trio hopped along the East Coast before striking off into the ocean at Nova Scotia on June 27. They arrived in England on July 18. Cape Doctor traveled at roughly 8 mph and averaged 125 miles each day, using the sails about 99 percent of the time, Brinn said.

Not a vacation

Throughout the trip, instruments had to be monitored, equipment checked and every crew member had to watch out for potential hazards. A loose screw that went untightened could fall out, roll down to the bottom of the hull and clog the bilge pump, he said. The crew took turns sleeping and being on watch, with one pulling the night shift alone in the cockpit, he said. “Everybody’s life depends on everyone else” as they sailed across the 50-degree water. Brinn said one of his best pieces of equipment was a tether to attach himself to the boat during night watch – “because if you fall overboard, no one would know.”

Thanks to guidance technology, the sailors did not have to hold the wheel, a difficult chore requiring a lot of strength, he said. For several days they encountered fog and had to be extra vigilant for other vessels with the diminished visibility. Turning to avoid another ship is difficult and takes time. “You don’t want to see another boat,” he said, especially at night.

As for excitement, Brinn recalls one night off the coast of Halifax, Nova Scotia, when the Cape Doctor encountered several boats without ID signals. “It was an unauthorized fishing fleet,” he said, “If we got too close to them, we would have been in trouble.” One particularly rough stretch included 12-foot swells where the boat would crest one wave and bang into the trough of the next, Brinn remembered. Though it was an adventure he had worked toward, “this was no vacation. There were some tough times where I thought, ‘What am I doing here?’”

Embarking on weeks at sea reveals how well a team gets along and brings out their strengths, he said. His crew was a close-knit group working toward a common goal and gelled well, he said. “It’s like getting married before you really date.”

Spiritual journey

The trip offered plenty of time for boredom (and to read four books), Brinn said, but also time to think. With ocean all around, “You’ve never felt so much alive in your life... and you’ve also never felt so mortal. The beauty of the ocean, it’s a very spiritual thing.” Many times the isolation left him “sitting in the cockpit feeling like an astronaut,” Brinn said. At night, he could hear (but not see) the water going past the hull of the boat. Then, through the darkness, bioluminescent plankton lit up and created a halo of light around the boat’s hull. “Your heart and soul is filled with the beauty of the whole experience.”

Restored faith

Highlighting the trip were the people they met along the way, he said. In Maryland, they danced with a waitress early in the morning and met some people in Manhattan who offered them a place to spend the night. Right before departure from Halifax, the captain lost his wallet and within a few hours, the entire town was helping with the search. One woman even offered her car for them to drive around to search, he said.



Over the Ocean Blue

(continued)

When the crew got lost near the final destination, overshooting Falmouth in Cornwall and ending up in the village of Mylor, the locals were very welcoming, with one shopkeeper offering Brinn a ride back to the boat in his own dinghy. "It's changed my outlook on people," he said. "Now I smile more because I know they're basically good inside. That's what I took from this – it has improved my feeling about humanity."

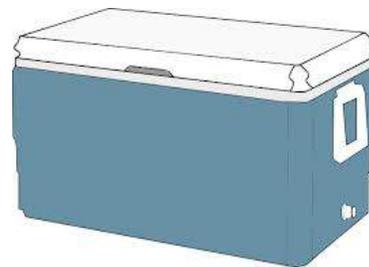
See more at: <http://greenvillejournal.com/life-culture/3505-over-the-ocean-blue.html#sthash.3VxT4PQr.dpuf>

2014 Force 5 North American Championship Regatta from the Perspective of a 20# Cooler

by Brian Hampton

The NA's this year were hosted by Port Huron Yacht Club, Fleet 106. If you have never sailed Lake Huron, you should add it to your bucket list. The weather and water are just awesome (in August). It was like sailing in air conditioning (75 F was our high). The water is like jumping in a swimming pool, cool at first but very refreshing (70 F water temp). The beer, water and lunch in the cooler stayed cool without needing ice. I find it very important to have refreshments while I sail. It keeps me motivated. On my way to Port Huron from my flight into Flint I stopped at Walmart for rations. I was pleased to find Hamm's for \$5.88 a 12 pack. What a deal! The cooler will be happy with the Hamm's beer inside.

We sailed out of the Fort Gratiot Light House park. As this park is close the mouth of the river, the current pulls pretty nice there. Unfortunately, the current is keeping you from getting to the course and runs about 2 mph. Our breeze for the regatta was between 5 and 11 knots with each morning being on the low end. I was the first boat out on Thursday and everyone watched to see if I was going to make headway in the light air. It was a little challenging but I made my way slowly up the beach about 20 yards out. We had tow boat service available but few needed it. Sailing in current is new to me. Going slowly up to the course, I had time to enjoy a cold beverage thanks to my cooler.



I filled and drilled my bailer over the summer. I hadn't tested it until we hit the water for the NA's. Turns out, I still had a small leak. Fortunately, I keep a roll of electrical tape in the cooler. A couple wraps of that on my drain plug and the problem was solved. It is interesting trying to sail, keep your foot over the bailer drain hole and wrap electrical tape all at the same time. No, I didn't spill my beer. Years of Force 5 sailing helped with this dance. And no sense in fixing all that stuff on shore, at Rondori racing, we rig on the water!

Early in our downwind racing I figured out that in spite of our light air, we would still see large waves. Going downwind was especially interesting. Fortunately, the cooler was in front and helped balance me downwind. I always tie in the cooler as it's important not to lose it in a capsized. A lot of steering and trimming produces some fun surfing.

On day two of racing I notice a twist in the top of my main. I figured I could just quickly run over to the beach and fix it between race 1 and 2. As I came into the beach, I didn't have my board all the way up. Maybe 2 inches were down. The beach is rocks (really pebbles) first and then sand. As I hit the beach, I drug the board a little. Then the board wouldn't move up or down. A few minutes of talking to the board and beating it didn't help. So I flipped the boat on its side to investigate. I had the pebbles between the board and the trunk. Nice tight fit too. So, I went to my trusty cooler and grabbed the flat blade screwdriver. After prying the top side pebbles out of the trunk, I flipped the boat over and did the other side. Finally the board would move. Hurray and thank to the cooler/tool bag for my rescue! As I sailed back out to the course, I saw my sail still wasn't fixed. I arrived 2 minutes late to the start. My language was somewhat salty by this time. Good thing I had beverages to wash that salt out of my mouth.

In one of our long races, I notice an RC boat at the windward mark on station with an RC flag. I figured they were planning on shortening course. This was nice and I needed to use the head. I keep one of those in the tool bag/cooler, there are many storage compartments in this miracle bag. As we headed downwind, I found some privacy to take care of my task. It was later I found out you shouldn't do this during a race. Indeed I was so focus on what I needed to do that I missed the RC didn't have the S flag flying and the course was not shortened. This would be my worst finish of the regatta and we had no throw outs. Bummer.

You may ask what was in the cooler this regatta? Each day I took 4 beers and 4 waters. Lunch was a banana and some assortment of oatmeal cookies, beef jerky or a sandwich. Other supplies and tools included a screwdriver, 9/16 wrench, cat key, small vise grip, surveyors tape, electrical tape, sunglasses, spray jacket and sunblock. The cooler would weigh a lot less if I'd lose some of the water and beer. I always like to have guest beer on the boat. It helps when bargaining for a port crossing. While I won't convince everyone to carry a cooler on their Force 5, I can say I finished 10th in 2 races so it doesn't hurt that much. If I knew to bang the left corner after every start, I probably would have finished higher in the 6 other races too. Well, at least the 5 I finished.



The Juniors Corner

by Joe Martin



The Word of the Quarter is back and the word is ... Chuck. Now, Chuck can be used as a “proper” name or for other purposes.

We all have wondered how much wood a woodchuck could chuck from time to time. Don’t pretend ... you know you have.

You could “chuck” things overboard in frustration to lighten the load of your racing boat. Rumor has it there is a touch of truth to this in WCSC lore.

Old drills had a chuck key to tighten or loosen the chuck for removing the drill bit.

Peppermint Patty called the most famous baseball pitcher of all time, Charlie “Chuck” Brown.

Then there is Chuck Norris. Enough said! But that has never stopped me as you are painfully aware. If Chuck Norris raced sailboats the PRO would start the race on Chuck Norris time. If Chuck Norris sailed Force Fives he would look like Byron Hicks based on the beat down he put on the fleet during the last Friday Night Dinghy Night. Although ... Ben Killinger broke through and won a race.

The WCSC Keelboat Fleet has Chuckie Baby and Mrs. Chuckie Baby and the 2014 Junior Program Honorary “Chuck” was Tristan Guerin. Every group needs a Chuck. Tristan was ours. So for the rest of 2014, if you see him at the club, say hello to Chuck.

Speaking of seeing people at the club, it is good to see juniors being asked to crew. Thank you to the skippers in both dinghies and keelboats for inviting them aboard.

As summer turns to fall we look back and assess where the Junior Program stands. Has there been forward progress in the program? We believe so. We made some adjustments and over-corrections that were then adjusted. We added back a bit of time to the Saturday and Sunday regular camp days. Had a cook-out and movie night on the second Saturday night. We held ten Advanced Class Saturday clinics sailing in all sorts of boats.

The 2014 Junior Program culminated with Junior Champs on Labor Day weekend. Usually the write-up of Champs leaves you hanging because the winner is determined by Portsmouth from either the Sunfish, 420 or Laser fleet. This year however only Laser sailors contested the Championship so there is no suspense as to who won the overall Junior Championship.

Breeze conditions for the day were not ideal but a race-able 3 or 4. Erin Kaisner busted on the fleet winning race one, followed by Sarah Martin and Mitchell Brannon. Race two, Sarah M took the win. I don’t recall who was second but Mitchell B was third. Race three, Ben Killinger took the win with someone second and Mitchell B third (see a pattern for Mitchell B?) Race four was the lightest of the day for wind. Erin K picked up her second win of the day, I think Ben K was second. You know who was third. Well that somewhat sets the stage for final race five. Ben K leading on points, Sarah M second, you know who in third, Erin K fourth, Anna Price fifth and Erin Price sixth. Erin P had her best race of the day which moved her ahead of her sis. Ole you know who failed to continue his streak getting a fourth. Erin K moved from fourth to third. Sarah M and Ben K had a great duel changing places multiple times up the final beat. It was going to be very close at the line. Once they finished their final tack to the line I couldn’t watch and asked for Patrick Hopp (PRO) make the call. As they came to the line Sarah M edged out Ben K by this (-----) much.

We are considering a few changes for 2015. Plans haven’t been finalized but should be by the January Windsong publishing deadline. I will keep you posted. For certain, the weekends of July 11-12, 2015 and July 18-19, 2015 will be the primary weekends of camp next year, as is tradition.

By now Christmas and Holiday decorations are covering the stores. Well, that started in August. Sailing gloves, hats, spray tops, Optis, Sunfish and Lasers all make great gifts. Upgrade to a new mainsheet that doesn’t tangle as bad. Maybe a cool new hiking stick with a rubber universal joint instead of the old metal one. A Seitech dolly for the boat. A new sail. Let me know how I can help you spend your money. By the way, let me go ahead and be the first to wish you all a Merry Christmas and Happy Holidays

Finally, don’t forget the Annual Banquet, usually right after the first of the year. I believe plans are being made to include the Juniors in the festivities.



Keelboat Fleet Windsong Article

by Steve Kiemele (rhymes with Emily)

2014 Keelboat Fleet Captain J70 #345 White Rabbit skiemele@hartcom.net

Our 2014 Fall Series of six race days began Sunday, September 14th. The conditions were cool with 10-12 mph wind and intermittent rain - not heavy, but enough for everything to get wet. Several boats registered but reconsidered and did not race. Commodore Dennis Baker ran three races averaging about 34 minutes for the lead boat.

Marc Bailey took two authoritative firsts and one close second with his Melges 24 "Screaming Mimi" in the A Class. Joe Martin (in a double-handed, self-described "Chinese fire drill") took a first, and two thirds on his Capri 25 "Spanky." Your author achieved a third and two seconds with the J70 "White Rabbit."

In the B Class, Mike Harrison took three firsts with his Catalina 25 "Old Yeller." Brian Hampton took three seconds (but was very close to a first) with the mighty Santana 20 "Chubasco." Harry Morse finished with three very competitive thirds with his S2 6.7 "Sundance."

The 2014 annual meeting of the Keelboat Fleet will be held before the races at 10:30 am on Saturday, October 25, 2014. We will elect officers for the 2015 sailing year, set annual dues, and discuss other issues that the members may bring.

Each race day of the season, 3 races are scheduled with an intended duration of 45 minutes each. We meet in the clubhouse for lunch at 11:00 am (\$4 to \$5 donation per person expected). At 11:30 am, we have the competitors' meeting and discuss the plans for the day. The warning signal for the first race is planned for 1:00 pm with the other two races following ASAP. No race will be started after 4:30 pm. After the races, we gather at the "Tiki Bar" at the head of D dock for snacks, refreshments, scores, and "stories." Please note that the times for the final race day (November 8 in 2014) moves up by one hour because of the change from daylight savings.

Our fleet by-laws and sailing instructions can be found on the club website under "Club Documentation, Keelboat Fleet Documentation." We sail under US Sailing's Performance Handicap Racing Formula (PHRF) where inherently faster boats (based on design, not 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 would like to get started as a crew member, please let me know in advance of a race day and I'll try to find you a ride.

WCSC 2014 BOARD OF STEWARDS

OFFICERS:

COMMODORE	DENNIS BAKER	2014
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Oct	04	1300	Keelboat Fleet Fall Race #3	D.LORD , M.Sinclair, D.Monaghan, B.Crider, C.Kafsky, A.Montrie
	07	1900	Board Meeting	
	11	0800	Work Day #6	Rear Commodore, Paul Rock
		1300	Centerboard Fleet Race #10	W.DEHART , H.Morse, J.Kaisner, W.Travitz, R.Klassen, J.Cribb
	12	1300	Keelboat Fleet Fall Race #4	E.SHERMAN , W.Wallace, C.Lord, C.Curry, J.Hudson, M.Burns
	17-19		Hospice Regatta	TBD , R.Rainey, J.Coley, AG.Caldwell, D.Waddell, H.Vantleven, M.Zollinger, C.Lenfestey, D.Robbs, E.Lashley, R.Fontenot, S.Zoerhof, B.Irwin, L.Lewis, J.Tucker, C.Lazer, J.Loue, K.Tetzlaff, A.Gates
	25	1300	Keelboat Fleet Fall Race #5	B.HAMPTON , T.Haynie, S.Albergotti, B.Ehlert, V.Portunato, J.Wohlwend
	26	1300	Centerboard Fleet Race #11	D.FOLAND , J.Waits, K.Lagroon, B.Price, C.Smutzer, C.Peterson
Nov	1-2		Bloody Mary Thistle Regatta	C.SIMON , M.Horton, L.Morten, B.Freeman, P.Jordan, P.Niebauer, T.Craft, C.Clemow, J.Tiddy, R.Friis
	04	1900	Board Meeting	
	08	1200	Keelboat Fleet Fall Race #6	P.HOPP , E.Taylor, R.Davis-Fandetti, J.Wise, D.Johnson, C.Niemeyer
	09	1200	Centerboard Fleet Race #12	P.HARDER , P.Hughes, K.Pruszenski, J.Osborne, J.Kerscher, M.Lipham
	15	1200	Centerboard Fleet Race #13	S.GRIFFIN , G.Killinger, T.Sudderth, M.Pepe, C.Guerin, M.Crumley
	22	1800	Annual Meeting/Thanksgiving Party	WCSC Annual Meeting - All members invited to attend
Dec	02	1900	Board Meeting	
	10		Windsong Deadline	
	13	1800	Christmas Party	Hosted by C-Dock and Moorings
	31	1800	New Year's Eve Party	
2015				
Jan	01	1200	Annual Frostbite Race	
	10	1800	Annual Banquet	