

FROM THE COMMODORE

by Patrick Hopp

As summer ends, we'll turn our attention to autumn winds and autumn events. Looking back, we've had a busy and successful spring and summer sailing season, introducing many people to the joys of sailing and the benefits of our club. The best wind of the year is just ahead and the water will remain warm well into October, so this will be an ideal time to sharpen your sailing skills and strengthen new friendships on the water at Hartwell Lake. If you own a boat, invite some friends or acquaintances to sail with you; if you don't own a boat (and are a WCSC member!) use one of the club boats, and invite friends and family to sail with you during these beautiful end of fall days.

The season is changing, but the year is not over. So check out the calendar on the web site and line yourself up for the upcoming events. This means it's time for the WCSC Hospice Regatta and accompanying weekend festivities, to be held on October 12, 13 and 14. This Regatta is a lake-wide tradition going back 12 years, and it is open to all clubs on Hartwell and surrounding lakes. We are looking forward to a weekend of sailing competition on Hartwell Lake, and we're excited for the opportunity to meet new sailors from other clubs and welcome back old friends from past years. Our goal this year is \$50,000 and the only way to make this happen is membership must participate. Once again invite friends and family to this event to raise monies for a great cause. We will kick off the weekend on Friday with heavy hors d'oeuvres for the evening and will have the traditional keg of beer for everyones enjoyment. Does this sound like October Fest? This is a great time to welcome all the competitors in the regatta, Race Committee, and Hospice of the Upstate volunteers. Go to wscs-sailing.org for more information.

This club continues to be an amazing group of people with common interests. The sharing of resources and the willingness of one to help another is something we can take pride in as an organization. It is incumbent upon the membership to participate at whatever level you can to help. With that in mind, there may be some positions opening up on the board or committees which if your particular talent stream is so inclined, might be a good opportunity for you to become more integral to the operation of YOUR club...just a thought...

Thanks to the many members who have helped with the Open House, Hospice Regatta, boat maintenance issues, moorings, various regattas and sailing events, dock parties, cruising events (movies) and junior sailing events. It is the selfless volunteer spirit shown by the members that enable us to offer high quality, affordable sailing throughout the season. Thanks and congratulations to all of you for making this year another great season of sailing.

We have really been blessed with some fantastic weather this year, I have only been here 13 years but it is the best summer I remember in that time. I hope that you are all able to enjoy these waning days of the summer as it turns to fall. Get out there and become one with this fabulous area we are so fortunate to live in...cooler weather will be here soon enough...

See you on the water!

Best to all, Patrick

Who Helped You Get Started?

by Paul Harder Vice Commodore

Do you remember the first Five members you met here at WCSC? I do. I joined the club as a student, when I was 20 years old, back in 1981. Many think my father joined before me, but he didn't join until 1987. When I first joined I knew Bill Sloger and Walt Smith. They were friends of the family and were my sponsors. If you want someone to blame for me joining remember Bill and Walt! I had sailed on many boats over the years but most of them only once or twice. On the other hand, I had worn the family Sunfish out sailing many times over in both salt and fresh water. In '81 the Cruising Fleet raced over the winter. I showed up at five skipper's meetings and each time I got on a different boat. Back then I was working as a raft guide on the Chattooga River (where "Deliverance" was filmed). We worked every day, rain or shine. Best job I ever had. I was only about #180 with a big red beard back then.

The first boat I was invited to crew on was Tinker's Toy, skippered by Pete Kremlick. Now Pete only got his crew from the Ball Bearing Plant that he worked for: engineers that could sail. Pete rarely needed crew as he raced with the same four or five "employees" for the five years he dominated the Spinnaker Division. It was a windy day and my only job was the traveler. Each time we tacked I moved the traveler from one side to the other two inches past the seat's edge. If the S2 7.9 heeled too far I was to let the traveler down to depower the boat; something I still do crewing for my father on Lucky Lindy. Now Pete had some interesting rules, like no beer or sandwiches until we were sailing downwind with the Spinnaker. He made sandwiches that had a quarter pound of meat in each one. Yum. Pete would time how far ahead we were as the S2 was the scratch boat by dropping beer cans over the side and he would watch and time to see when the next boat would pass the beer can. If other boats were close to us he would use his marlin spike to poke holes in the can to make it sink faster (just as the boat got to the sinking can). December of 2008, when the lake was down more than 22 feet, my three sons and I went out to the shoals that had not been out of water for 46 years. We found *many* old beer cans with round holes in the bottom of the cans. After the race, out came Pete's boom box and he would pick the music based on how long the other boats had on handicap and he would play the music loud until no one could beat him on corrected time. Now back then they only had one race and would race as much of the lake as they could based on the wind that day. If light wind was expected then they would only sail down to 26 ATS back down to DC 6 then back to S20 near WCSC for the finish. Back then they only used navigation marks to sail around. On windy days we would race down to number 3 back up to T 11 then through the islands to S20 for the finish. Now that was a *long* race day.

The next race day I got to crew for Ed Sherman on Dove, his Tanzer 22. Here I got to learn some new rules. He issued me a life jacket and was told it was my responsibility to remember where it was stored. Also, no cooler and I was limited on how much I could bring aboard that day. Al Playford was also crewing that day. Al gave a lot of advice as I worked the jib sheet. We were sailing in the Main and Jib Division. Weight placement and heel are very important on the Tanzer. Ed is the only skipper that has mailed me a thank you note.

The third race day I got to crew for Sykes DeHart on Sea-Farer, a Tanzer 26. Sykes is Will DeHart's dad. He told me that sometimes he sailed with his family and today he was racing with friends. My job was to get drinks and food for the crew, and to keep the boat cleared for racing. I had lot of time to watch and learn that day.

The fourth race day I got to crew for John Winn on Issaquena, a large boat that I last saw at the Keowee Sailing Club. I was the only one on the boat under 65 that day (remember, I was 20). They wore me out cranking in the jib each time we tacked. John said they were glad to have someone young to do the work for a change.

The last member I met that winter was Mr. Sayce, sailing on Hot Chocolate, a Catalina 22. This was Mike Sayce's father. The motor was not running so we pulled on the motor, sailed, pulled on the motor, paddled and pulled on the motor some more. We didn't make it to the starting line for the start, but had an easy sail around the course.

Later, out of the blue, I got a call from Pete Kremlick. He said that he had noticed I had sailed in five races in a row. I started crewing for Pete over the next three years, only missing one race when my sister got married. The first time I was mentioned in the WindSong was "that Deck Ape Paul Harder on the bow of Kremlick's boat". Now my kids say I sail like Yoda fights. I'll take that as a compliment.

So those were the first five new members I meet at WCSC. I learned a lot from them all, and different things from each. Crewing is a good way to learn to sail better. Do you remember the first members you met when you joined?

Rear Commodore Windsong Report – September 2012

by Dennis Baker 2012 Rear Commodore

Well, fall is here and racing has begun. Soon the Hospice Regatta will be upon us and then the holidays. I swear that as I get older, time just seems to fly by. I again want to thank all of our members who have volunteered this spring and summer to make our club what we all want it to be. Here is a quick re-cap of some of the on land activities that we have accomplished so far.

Playground Project – We added a few more toys to the playground for our little ones. We added 2 spring riders that I think add quite a bit to the playground. There were many folks that participated to make this happen but special thanks go out to our team leader on the project Curt Rubinstein and his right hand men Chris and Dennis Kafsky. They were all instrumental in making this a very successful project.

Camper Village – For those who have not seen it, the camper village is looking great!!! Camper committee chairman Brian Hampton and his team completed their 1st self inspection in June and are following up with campers to keep things in tip top shape. The committee is in the process of researching the possibility of adding additional camper spaces for larger campers with higher amperage service. Before folks start calling to get a spot, this is still very early in the planning stages. Let the camper team do its work and make a recommendation to the BOS.

Landscape Committee – The committee headed up by Melissa Kaisner is busy keeping the grounds looking great. Things grow in the summer and we have been busy weeding, trimming and cutting. Hospice is just around the corner and we will be hitting this hard to prepare for our premier event.

Workdays – Workdays have been a real success. Thanks to all members who have come out to do their fair share. We have a diverse group of members all with special talents that we utilize for the betterment of the club. It really makes a difference, makes for a better club and makes the Rear Commodore's job easy.

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

Fair Share – Our fair share administrator is Roni Bromely. She has done a fantastic job of accumulating and documenting all of the workday and other fair share hours logged by members. If you have logged fair share hours and need credit, please contact Roni.

Thanks to all of the members who have made my job easy. I'm looking forward to a great fall season at the club.

Centerboard Fleet

by Ronnie Ashmore 2012 Centerboard Fleet Captain

After a long period off the race course during the summer, the centerboard fleet started the second half of its 2012 season on September 22nd with I believe 8 competitors. We welcomed back after a long absence, Mark Bailey, in his new to him MC Scow. The last time he was in the centerboard fleet he was in a laser.

With winds varying from 8 to 20, it was some of the best pressure of the entire season. Spencer and Suellen decided not to go out and instead went to play golf, but returned to the Tiki Hut area for the customary post-race fleet beer.

It ended up being a Dennis Baker and Steve Kiemele sort of day. However in the last race with the strongest winds of the day; Rick Fontenot in his Weta Trimaran led the race in a big kind of way only to get pencil whipped in the end by 9 seconds by Dennis (Giddy Up / Bang the Backstay) Baker.

Returning as newlyweds Anna Kay and Derek Lord showed off their new blue spinnaker. It definitely helped their performance. However the honeymoon may indeed be over as Derek gave Anna Kay a two handed firm push as they were returning to the dock at the end of the day, and yes she went swimming with a scream. We do have fun in the Centerboard Fleet!

With that said, we have 15 more races scheduled this fall over 5 race weekends. We would love to have you come out and join us and that includes our racing juniors.

See you at the club!

Welcome to New Members *by Spencer Mathews*

Beverly (BJ) and Mark Attwood joined WCSC at an orientation meeting held on June 24. They have a history of sailing on Long Island Sound and have sailed boats as small as Opti's and as large as J/29s and J/92s out of the Port Washington Yacht Club. Their children, Kira and Brandon are grown. They learned of us when they attended this year's Open House. Mark is an architect and BJ is a marketing consultant for non-profits. Ed Sherman will be happy to know that she complimented the presentation he developed for us to use at the Open House. She said it presented an accurate and engaging picture of who we are. The Attwoods are the new proud owners of the Scot, *Olds Kool* (which they've deftly renamed *Old Fools*) and have begun racing with the Portsmouth fleet. They have a lot of racing stories to tell: you should ask them about the time BJ fractured her skull during a jibe and finished the race rather than lose first place, or ask to see the photo taken from the bow of her boat looking aft at the black wall of an approaching storm (the crew advised her "Don't look back, just go fast!") Mark says he's an analytic sailor but that BJ is always on the helm because she can feel the boat better than he can. I relaxed a little when they went on to say that they're looking for a mellower racing setting than the ones from their pasts. They aren't looking to accumulate more stories to tell.



Mark Nichols and Melissa Fritsche and their daughter Marlies, who's three years old, joined WCSC at an orientation meeting on July 6, 2012. Mark retired from Proctor and Gamble where he was a Data Warehouse Architect and now he develops software on his own. Melissa is a physician whose specialty is "wound care". Unfortunately she was on call the afternoon of the orientation, so I have yet to meet her. Marlies is a princess, as you can see from the photo – but a princess who has her own life jacket! Mark grew up in central Florida and most recently worked for several years in Atlanta. He and Melissa met when both were in Atlanta. He is the sailor, having put in time on Sunfish, Rhodes 19's, J/24's, and even a week in the Keys on a Hunter 36. Melissa has yet to become an enthusiast, but is 'tolerant', so we have our work cut out for us. The new folks have purchased a previously owned Catalina 25. Mark told me that it must have been at WCSC in the past because it already has a decal. Marlies is new to sailing but has enjoyed swimming off pontoon boats. When I asked her how she liked the Catalina, she gave me the greatest smile in the world. Mark used to be on the auto racing circuit (BMW 325), but realized that auto racing would take him away from his family and sailing was something they could do together. Wayne Cheser introduced them to the club and I happened to bump into Mark when Wayne was showing him around the grounds a couple of weeks back. Keep an eye out for our new family when you are at the club and make sure they know we're glad to have them aboard.



Two new members: one junior and one adult joined WCSC at an orientation meeting on August 11, 2012. The Junior member is Kamrun Gentle, Joe Rose' grandson who lives here in Anderson. The adult member, Marc Lussigny with his family, comes to us from France.

Kamrun, who's eight, attended sail camp this summer and really, really, really enjoyed the experience. He was accompanied at the orientation meeting by his mom and stepdad, Lona and Marshall Crawford; little brother, Jarad; and grandmom, Sharon Rose. He said he spent most of his time in sail camp on an Aquafin, so I expect he'll be sailing one of those; but I happen to know that he's also co-owner of Joe's keelboat, so if you see a big boat coming your way and the helmsman is too short for you to see, it's probably Kamrun. His sponsors are Joe and I.

Marc was accompanied by two of his beautiful children: Clemence who's nearly 10, and Marine, who is seven. He has two younger children: Beatrice - four and Guillaume who's about one and a half. I got to meet the whole family, including Madame Alissende Lussigny, when they had a tour of the grounds the previous weekend and found them to be thoroughly pleasant folks. Marc takes his ease at his job, Sales Director with SPF Diana, and Alissende has her hands full at home. He is a certified dinghy instructor in France, and hopes to teach his children to sail on the club 420s. He used to race on a Swan 42 (*TRINITE SUR MER*) every weekend back home. We may be lucky enough to get him out in the dinghy fleet on the club 470. It's worth noting that he took Clemence and Marine sailing in one of the 420's after the meeting and again the next day, so I think we've got a live one –or two – or three – or maybe more. The Lussigny's sponsors are Cyril Guerin, who introduced them to the club, and I.

Both Kamrun and Marc have had several days of experience at the club; but I'm sure they would welcome any efforts of members to help them get acclimated to WCSC. Do as you always do with our new members and make them feel at home.



Dad, Mom, Kamrun, and Jarad



Marine, Marc, and Clemence

At the September first orientation meeting, three ... no, two... (gosh I don't know what to say – you'll see as you follow the article) new folks joined our membership.

Following my usual alphabetical order, let me first introduce Constantin Lazar and his wife, Andreea Nicolaica (isn't that a beautiful name?) Andreea is a student at Clemson University. Constantin is a mold designer for Michelin. They describe themselves as amateur sailors who like the club because we have lots of programs and activities and an affordable membership. They are the proud new owners of Carl Ulbrich's San Juan 21, sail # 636.

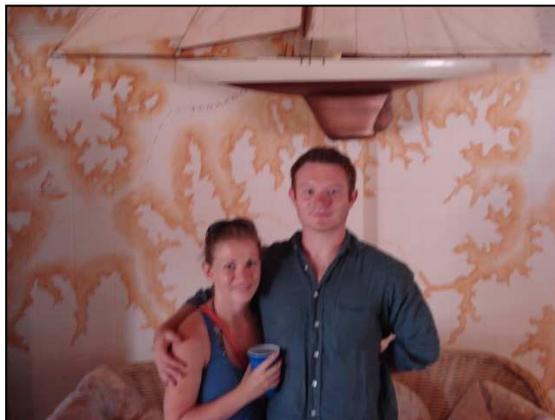
Second, let me introduce Jason Tucker who was accompanied by his lady friend, Kim Amatriain. Jason sails a Starwind 223. He learned about us because he's been sailing out of Portman and has visited our harbor a couple of times – but had never actually been on the grounds until the date of the orientation. He's been sailing since 2008 and is comfortable with his abilities, but signed up for Ron Moede's course anyway – just saw him there this past weekend. He's interested in getting to know other sailors and growing his sailing skills. Jason is the owner of "Appearances First" – a painting and home improvement company in Greenville.

Getting to conduct the orientation meetings is always a pleasure – we seem to be lucky in attracting really neat new people and getting to be the person who introduces them is a source of pleasure to me. Every once in a while, though, the orientation offers me a special treat. Such as when the children of members become members in their own right - something that's happened several times in the past six or so years (Danny Lacher, Derek Lord, Kate Young). It's surprisingly satisfying to participate when someone I've known at the club for years becomes a full-fledged member. This time around, it happened in a different way. The third "new" member at this orientation wasn't a new member at all; but a returning one: Richard Wolcott, a former Commodore of WCSC. After an absence of a couple of years, Richard found himself missing the club and decided to "re-up". Between you and me and the gate post, I think it was

New Member cont.

the Sail In movies that got him. Now you see why I was “pen-tied” back in the first paragraph. In any case, ol’ buddy, we’re happy to have you back.

I know you’ll all do your parts to welcome Richard back and to help our two “real” new members learn the ropes as they begin their probationary periods. Thanks for your help in doing that.



Pat and Ben Gibson joined our ranks at an orientation meeting on September 25. They have been members of WCSC in the past but gave up their membership in the 1980s. Having visited us during our most recent Open House, they decided to apply for membership a second time. They have two children, Matt and Katie, both grown; and two boats, a San Juan 21, *FULL TILT*, sail # 1864; and a Designers Choice 15. They expect to keep *FULL TILT* on the grounds. That’s the second San Juan 21 we’ve attracted in the past month. The San Juan fleet now has a significant number of boats in it. If memory serves, Billy Lacher, Joe Martin, Bill Chasteen, and Constantin Lazar (another new member who recently purchased his San Juan from Carl Ulbrich), round out the fleet. Hope I haven’t missed one.

I’d ask, as I usually do, that everyone be on the alert to help new members get acclimated – but in this case, I suspect that Pat and Ben, based on their earlier experience as members, might help some of us learn the ropes. In any case, look them up and make or renew some friendships. See you on the water.



BEN AND PAT GIBSON

Keelboat Fleet News
by Steve Kiemele, 2012 Fleet Captain

Not much has happened over the summer in the Keelboat Fleet. It was hot.

Our final spring race date was June 3rd and we began the fall season on September 15th.

The wind on the first fall race day was very light but we got in two short races. Eleven boats competed; five in the A Class and six in the B Class.

Top finishers in the two races were:

Race 1	Race 2
A Class	
1-Marc Bailey, Screaming Mimi	Roger Welte, Winsome Too
2-Chuck Ballew, Happy Hours	Chuck Ballew, Happy Hours
3-Roger Welte, Winsome Too	
B Class	
1-Dick Harder, Lucky Lindy	Steve Kiemele, Chubasco
2-Steve Kiemele, Chubasco	Dick Harder, Lucky Lindy
3-Mike Harrison, Old Yeller	Craig Lenfestey, Catalina 22

In this race, we were joined, unofficially, by Rick Fontenot with his Corsair 24 trimaran. Because the trimaran lacks a ballasted keel, it does not fit the fleet's definition of a keelboat. We agreed that Rick could start with us in the A class and receive a finish position based on an assigned PHRF rating. Rick started one race and finished fifth with a PHRF rating of 69. US Sailing does not report a PRHF rating for the Corsair so a number used in San Francisco Bay was used. Until such time as the fleet's bylaws may be changed to include a trimaran, Rick's boat may sail with us but will not be eligible for competition in the fleet series.

On October 7th, the Fleet will have its fall meeting at 10:45 am to select officers for the upcoming year. The bylaws defining eligible boats may be discussed at that time also.

We have 5 more race days scheduled in the Fall Series:

- September 29
- October 7
- October 20
- November 11
- November 17

Each race day, we have lunch at 11:00 am and the competitors' meeting at 11:30 am in the clubhouse. The warning signal for the first of three races is scheduled for 1:00 pm. Dissimilar boats are handicapped using US Sailing's

Performance Handicap Racing Fleet (PHRF) system so that inherently faster boats must finish well ahead of boats that are not so inherently fast. For example, the Melges 24 must finish over 7 minutes ahead of a J/22 in a one hour race in order to win. Note that Marc Bailey usually accomplishes this with his Melges 24 "Screaming Mimi."

If you have a keelboat, please join us. The racing is friendly and a great way to learn to sail your boat efficiently. Anyone, owning a boat or not, can usually find a crew berth. If you would like to crew, please let me know in advance (skiemele@hartcom.net) and I'll find you a ride.

Camper Village Report September 2012

by Brian Hampton, Camper Village Chair

Our camper village has done well this year. The majority of our campers have been cleaned up (I think all but one) and the area is seeing improvements. We accomplished upgrades to the mainland head this year. We had a "tree" day in June that went very well cleaning up trees that needed to come down or be pruned. That was a neat workday in that it started with FREE breakfast at The Lodge. One member commented "That's a great way to get people to show up to work on time!" As a result of our tree day work, we have opened back up 2 camper spots and moved folks into those. Immediately, those two spot have seen work to improve them. They are looking great!

As we look forward, we are exploring adding spots for larger campers (up to 32 feet) with 30 amp service. A project like with will need to be sponsored by members as the club doesn't have funding for the improvement. We have strong interest in the project. Please contact Brian Hampton if you are interested.

Thanks to all the folks on the mainland who have pulled together to make all of the improvements possible. Through teamwork we can accomplish so many great things at our club.

Security At Western Carolina Sailing Club

Security at our club is a serious topic that all of our members should be aware of. Keeping the clubhouse safe and secure is extremely important.

The procedure for securing the clubhouse is as follows:

- Make sure all sliding glass doors are closed and the lock bars are in place.
- Turn off all lights and fans.
- Secure the entrance doors by sliding the pointed button on the keypad down to release the locking mechanism. That's it, real simple.

The gate should close behind you as you leave. If it doesn't contact me, Dan Marett, and I will see that the problem is fixed. There is a code that locks the gate open but that is done only on special occasions. If you are hosting an event at the club, I will gladly give you a special code to use for your guest to punch in on the keypad to gain access. The code will be good for that event and will be erased the day after the event is over. I will assign a special code after the event is approved by the Board of Stewards and they contact me.

My cell phone is 864-314-6045. Feel free to call me for any security issues.

Thanks
Capn Dan
Security Officer, WCSC

Playground

The stork has dropped off two new arrivals to the Western Carolina play ground. We are the proud caretakers of a baby blue shark spring rider and a beautiful red and blue spring teeter totter. These new toys were installed September 15th through the help of seven hearty volunteers. These toys required large concrete footers, so the fun rocking motion of the toys will last forever. These new additions fill in the need for toddler age toys in our state of the art playground. These new toys were selected with safety in mind, although they were installed right in front of the parents bench so little Tikes won't play unsupervised. All the toys have a thick bed of pea gravel, so falls might be absorbed with little injury.

While we had the willing crew available we tore down the old dangerous play-set. This old wooden structure has served our children well for many years. The remains were burned and buried at sea. I look forward to seeing many smiling faces and families enjoying our newest arrivals.

Submitted with fun filled service to our amazing sailing club, Curt 'Hang on Sloopy'

Low Water *by Paul Harder*

Looks like low water maybe more common now than in the past. Please use extra care each and every time getting on and off the docks (and onto your boat). Some docks are no longer connected at the shore like they were designed to be. Also be careful when boating on the lake. Swimming may be over now that it's fall, but low water brings new and different hazards into play below the water. The CORP seems to think they should use the full range the Hartwell Lake Dam was designed for. The lake's normal level is 660 feet above sea level and the top of the dam is five feet above that. They can generate power down to 25 feet below normal and still let out water to 35 feet down. The depth of the lake at the dam is 180 feet. The lowest water level since filling the lake was down almost 23 feet or 637.53 above sea level. If the lake was a cone then we still had 85 percent of the lake to use. The lake has been down 10 or more feet 16 times in the last 50 years and 14 times in the last 22 years. I remember 14 feet down when I first moved here in the winter of 1970/1971. Then 18 feet down in 81/82, 14' in 86, 10' in 87, 15' in 88/89, 10' in 2000, 12' in 2001, 14' in 2002, 13' in 2007 and the 22 ½' in 2008 and 2009, 10 in 2011 and now 11 feet down in 2012.

2012 Hospice Regatta October 12-14

by John Kreidler and Ronnie Ashmore

The 2012 Hospice is scheduled for October 12-14th. It's a great event that is dedicated towards supporting the Hospice of the Upstate located in Anderson.

Did you know?

You don't need to be a racer to enjoy the event? We have a poker run scheduled on Saturday. The winner will be announced on Saturday at the Raffle/drawing. If you want to just 'hang' with us that weekend, buy meal tickets and enjoy the party and camaraderie.

Did you know?

The Regatta fees will go up after October 5th. Please register early so we can plan on food, drink and cool regatta swag.

Did you know?

That almost every single thing at the event is donated? The food, beer, drink, raffle items, trophies are all donated by generous members or companies in the area. All proceeds that are collected go straight to the Hospice. Want to donate something cool that will generate raffle ticket sales? Contact [Anna Kay Lord](#).

Did you know?

That the winner of the event will represent WCSC at the National Hospice Alliance Regatta held in St. Pete Florida in April 2013. Do you want to go to St Pete in April? Get your crew, register and sail fast my friend.

Did you know?

We raised \$43k last year and have a goal of \$50k this year. We can't do it without your help. Take the time to support the event by racing, participating in the Poker run, sponsoring a Skipper or donating. Everything can be done online at the [WCSC Hospice page](#).

Did you know?

We have over 50 people who help with event who offer their time by supporting the races performing Race Committee, helping with food prep, registration, raffle organization along with other things. We can always use more hands. Contact [John](#) or [Ronnie](#) if you can help out that weekend.

See you at the Regatta!

SCUTTLEBUTT

Down and Dirty

A night race off Charleston:

In pitch dark...two boats sailing well. One a bit behind. Boat Behind can't gain on Boat Ahead. Someone on Boat Ahead gets a bright idea and slips a piece of toilet paper over the stern light, waited 15 minutes and put another piece over the light... Waited another 15 minutes and put a third slice over. Result: BB, in a panic that BA's delta was increasing, started making changes thinking they were falling more behind, which caused them to fall behind the horizon.

Hospice Rumor

At the 2009 Hospice Regatta, several sailing skippers are in the shower room of WCSC after long a day of racing. A cell phone laying on a bench rings and one of the skippers from Florida engages the hands-free speaker function and begins to talk. Everyone else in the room stops to listen:

Skipper: "Hellooo!"

Caller: "Honey, it's me. Are you at the club?"

Skipper: "Yes"

Caller: "I'm at the mall and found this beautiful leather coat and It's only \$800. Is it OK if I get it?"

Skipper: "Sure, go ahead. I can't wait to see it"

Caller: "...and on the way here I stopped by the Mercedes garage and saw he new models. I saw one I really l i k e d . "

Skipper: "How much?"

Caller: "\$60,000"

Skipper: "OK, but for that price I want it with all the o p t i o n s . "

Caller: "Great! Thanks baby! Oh, and one more thing... The house we wanted last year is back on the market. They're asking \$950,000."

Skipper: "Well, then go ahead and make an offer, but just offer \$900,000."

Caller: "K...See you later! I love you!"

Skipper: "Bye, I love you, too."

The skipper hangs up. The other guys are looking at him in astonishment. Then he asks: "Anyone know whose phone this is?"

Stuff

"A wind is as good as a thousand doses of medicine." -- Japanese Proverb

Race Date: 9-15-2012		Boat	Boat	Sail	Spin	Elapsed	Corrected		
	Fleet	Type	Name	Number	Y/N	PHRF	Time	Time	Points
Skipper									
A Fleet Race 1									
Bailey, Marc	A	Melges 24	Screaming Mimi	773	Y	94	0:39:48	0:34:46	1
Ballew, Chuck	A	Ultimate 20	Happy Hour	58	Y	147	0:47:06	0:38:25	2
Welte, Roger	A	J22	Winsome Too	647	Y	179	0:53:32	0:41:58	3
Clemow, Chris	A	Soling ODR	Midnight Breeze	284	Y	163	0:54:13	0:43:21	4
Fontenot, Rick	A	Corsair 24	Cowardly Lion	397	Y	69	0:49:00	0:44:18	5
B Fleet Race 1									
Harder, Dick	B	Lindenburg 22	Lucky Lindy	48	N	227	0:39:32	0:29:18	1
Kiemele, Steve	B	Santana 20	Chubucuh	368	Y	227	0:39:38	0:29:22	2
Harrison, Mike	B	Catalina 22 SK	Old Yeller	9646	N	286	0:44:12	0:30:42	3
Morse, Harry	B	S2 6.7	Sundance	152	Y	226	0:48:05	0:35:41	4
Lenfestery, Craig	B	Catalina 22 SK		5304	N	286	0:52:09	0:36:13	5
Mathews, Spencer	B	Precision	Happy Camper	584	N	253	1:05:01	0:46:48	6
A Fleet Race 2									
Welte, Roger	A	J22	Winsome Too	647	Y	179	0:42:34	0:33:23	1
Ballew, Chuck	A	Ultimate 20	Happy Hour	58	Y	147	0:41:49	0:34:06	2
B Fleet Race 2									
Kiemele, Steve	B	Santana 20	Chubucuh	368	Y	227	0:35:25	0:26:15	1
Harder, Dick	B	Lindenburg 22	Lucky Lindy	48	N	227	0:41:12	0:30:32	2
Lenfestery, Craig	B	Catalina 22 SK		5304	N	286	0:44:02	0:30:35	3
Morse, Harry	B	S2 6.7	Sundance	152	Y	226	0:42:31	0:31:33	4
Mathews, Spencer	B	Precision	Happy Camper	584	N	253	0:45:48	0:32:58	5
Harrison, Mike	B	Catalina 22 SK	Old Yeller	9646	N	286			7

For Sale 1973 O'Day 22

Trailer has new Tires. Parked on the causeway.
Hoping for close to \$ 999.00
Contact Paul R Harder at SailHarder@AOL.com
Home 864-225-6941 Cell 864-932-6110
Selling for a friend of the family. Husband has passed away.

For Sail

1985 Force 5

Asking \$ 900.00

Boat, Trailer, Sail and new cover
I'm helping a fellow member sell his boat
Contact Paul R Harder at
home 864-225-6941 cell 864-932-6110
SailHarder@AOL.com

Kayak found near WCSC

Also found a sail in a sail bag on the bottom of the
WCSC harbor
Contact Paul R Harder at SailHarder@AOL.com
Home-864-225-6941 or Cell-864-932-6110

Mud Daubers & Wasps

Mud Daubers & Wasps in and around boats and the club
can be a big problem. We even have a boat at the club
called Mud Dauber. A good idea I got from Glenn Killinger
was to put dryer sheets in the corners of your boat.
The scent from the ones I put in my boat this year has kept
the bugs out all summer. The first night after I placed
them there was an obvious smell, but after that it has not
been noticeable. But what I have noticed is NO BUGS.

The Juniors Corner

Continuing the theme from last issue, the word of the month is:

Huzzah: \wedge *huh-zah* \

1. interjection - (used as an exclamation of joy, applause, appreciation, etc.) hurrah!
2. noun - the exclamation "huzzah."
3. an instance of giving praise or applause; accolade.
4. *verb (used without object)* to shout "huzzah."
5. *verb (used with object)* to salute with huzzahs.

Origin: 1565–75; variant of earlier *hussa*, *hissa* sailors' cry

You all may have known the origin of the shout "huzzah" but your scribe did not. What an appropriate word to use this month. We may never determine if Mr. Baker is truly a relic (last issues word) or not, but there is no doubt that Junior Camp deserves HUZZAHS! It is so much fun to see all ranges of skills having a good time playing on boats. HUZZAH also to all the volunteers that make camp successful.

The new format seemed to work well. We do welcome comments from any of the sailors or their parents/grandparents. Just send an e-mail to JoHanna, Patrick or me. We would like for this to be fun for everyone.

This years 420 class had a mixture of 14 second year and new 420 sailors. They were a fun bunch. It is a big step moving from Sunfish sailing to 420s. Now you actually have to function as a crew. We start out by teaching the kids how to rig their own boats, yes, sailing involves a little work. We learned the importance of communication between driver/crew and also between other boats (only one collision for the 4 days). When we started our man-overboard drills the communication between driver and crew completely broke down as both jumped out of the boat to be the "man-overboard". We worked tacking, gybing, a few basic rules, sailing backwards, etc. Some learned to roll tack and two boats got spinnakers working. We also did some actual racing. All these kids can take you sailing now and the boats are there to be used. John will even sing and try to dance while he is driving you around. They all also know how to deploy squirt guns. BTW, if you need basic/refresher instructions on the 420s, the best selling "20 Easy Steps to 420 Sailing" is available on the club website. Go to Club Documentation, Rules and Regulations, open the Rulebook then print off the Dinghy Dock Guidelines.

The Team sailing group spent the days on the keelboat "Slipstream", a Colgate 26. This group learned how to work as a big team tacking, gybing and flying the spinnaker. Each person on the team rotated through all the positions. They never quite figured out that the 420 group was really good with squirt guns.

Isn't it a nice colorful photo op during camp to see all the Sunfish sails. The class was divided into smaller groups this year to allow for more individual instruction. These kids are learning the basic like sailing upwind, reaching and running. At least when we were passing by everyone was sailing and appeared to be having fun.

As mentioned last edition, we have been holding classes for the Advanced Juniors throughout the summer instead of at Junior Camp proper. Friday night July 20 was one of those classes. Good breeze! We took out Lasers and a Hobie 17. We practiced sit-ups hiking hard upwind. We practiced breezy gybing, which is not a piece of cake. But best of all we surfed around on screaming reaches. Our next Advanced session will be on August 25 leading up to Junior Club Champs which are the Saturday morning of Labor Day Weekend. We are also considering an out of town regatta in October or November.

The Advanced Juniors and several, no longer, but recent Juniors were a big help at camp this year. They volunteered as Junior Instructors and helped all different ages. They were able to get into boats and show vs. tell how to do things with the Sunfish and the 420s. I think all the Instructors really appreciated the assistance. They also "directed" the colossal water fight that ended camp.

Now a special surprise.... Having just been informed (the day before the submission deadline) that the Windsong was a quarterly publication we are giving a special second word as a bonus. Actually this is a cheap and superficial attempt to combine two previously written articles into one and not look totally ridiculous.

Bonus Word of the Month - Eighteen

Facts about 18 courtesy of the super accurate website - Wikipedia:

A composite number with proper divisors being 1, 2, 3, 6 and 9.

18:00, a time on the 24-hour clock corresponding to 6:00 PM

The number of chapters into which James Joyce's epic novel Ulysses is divided

The atomic number of argon.

The jersey number worn by Peyton Manning at both the Indianapolis Colts and Denver Broncos.

The number on the M&Ms Toyota driven by Kyle Busch in the Nascar Sprint Cup Series.

And.....

The number of sailors racing in the Junior Championships held on September 1. This was most likely a record crowd. Eight Lasers and Four 420s gathered at approx 10:00 to contest the 2012 WCSC Junior Championship. Defending Champions Drew Kaisner in the Laser Fleet and Hannah Bannister/Anna Craft in the 420 Fleet were ready to battle it out. Conditions were pretty good so the stage was set.

The Laser fleet had tight racing throughout the series with Drew sailing consistently but no one dominating the top of the fleet. The top three boats each won at least one race. Nathan doesn't say much preferring to let his hiking stick do the talking. Sarah and Anna were apparently competing for most capsizes. Erin, Erin, Katie and Carl (Chuck) all showed flashes of speed which will only improve. The Laser results are as follows:

Drew Kaisner
Nathan Schultz
Sarah Martin
Erin Kaisner
Katie Killinger
Chuck Peterson
Anna Price
Erin Price (Sailing with a small 4.7 rig)

In the 420 Fleet, H Anna² had the bases covered winning all five races. These ladies had been here before. Mitchell, Ben and Ross gave them a few scares but had to settle for second. What may have been the lightest crew ever assembled, Erin, Makayla and McKinley might have weighed 150 pounds, total. They sailed a great regatta as did John and James rounding out the four boats. John did limit his singing and dancing in the back of the boat to between races. Results of the 420 Fleet are below:

Hannah Bannister/Anna Craft
Mitchell Brannon/Ben Killinger/Ross Martin
Erin Schultz/Makalya McCullough/McKinley Parson
John Whitehead/James Hudson

These race results are for the individual fleets. The actual Junior Champion will be determined using the Portsmouth scored results of the above races. The Junior Championship Trophy will be awarded at the Club Banquet. So... who knows who the actual champion is????

There are photos courtesy of the Kaisner's posted on the club website. You must log in. The photos are under Photo Albums/Racing Pictures/Jr Champs 2012.

A BIG thank you to the parents and volunteers that help make all this happen.

Until later.... The Junior Committee.

This past summer my wife and I took a trip with our Compac 27 to Punta Gorda, FL in hopes of a crossing to the Dry Tortugas. With a Craigslist posting I was fortunate to get some local help from another sailor in finding a ramp suitable to launch. The Laishley ramp at the Punta Gorda City Marina is a great ramp. The double ramp itself is well marked with signs at the end of the ramp and has a dock on both sides. We launched and retrieved at high tide and had just over 5ft of water depth. What makes this location special is the fact that most coastal ramps don't have much depth and with only a 2ft tide on average most are only suitable for smaller fishing boats. I will still be on the search for other ramps in south Florida with similar water depths.

Charlotte Harbour is a great sailing destination with wide open spaces and a steady depth throughout most of the bay area. We sailed our way to the mouth of the harbour anchoring on the side behind Coya Costa Island in Pelican Bay. This bay is an excellent anchorage with an average of 6ft depth and great holding ground. Coya Costa is a barrier island which is great for shelling and a great departure point for crossing the the Keys. The entrance is tricky as it is shallow and you have to hug a sandbar to get in.

We were having trouble getting a good weather window for the crossing but finally got one. The day started with nice 15kt winds and we were able to sail into the wind due south. After about 4 hours of sailing the wind started coming straight from the south which is out of the ordinary for the time of year. We fired up the diesel and after 10 hours had only made 30 miles. The diesel in the Compac 27 is a 10hp universal which is fine for calm weather but not enough for punching through wind and chop.

The trip back into Pelican Bay was easy at night using our breadcrumb trail on the gps. The surrounding area is still a great cruising ground both north and south of Charlotte Harbour. We enjoyed the south with areas like the Dollar Bill Bar on Cabbage Key and spent a couple nights at Tween Waters Marina. Tween Waters is a resort with a small marina but is very nice and well worth the dock rates. You also get to enjoy the beach on the other side of the road as well as the rest of the resort like the beautiful chilled pool. After some looking I found out the guests were paying over \$250 a night while we enjoyed the area for under \$75 a night.

Another trip will be in order in the upcoming years in which the boat will have a larger engine with over double the power just in case it's needed. On average the wind blows from the west so the sail should be an easy overnighter as you don't want to try and navigate the Keys and their reefs at night. Our trip was made in July but if your timing allows, early spring is the best time of year for the trip. Most crossings take 24 to 30 hours and you must take water and fuel as the Tortugas are completely remote. Best advice is to be safe, plan for the best but have a backup plan in case you can't cross so you can enjoy the cruising area of southwestern FL.

Margaret's Annual Hospice Request

by Margaret Kiemele

All hands on deck for Hospice, please!

It's October, and once again the Hospice Regatta is just around the corner, Oct. 12, 13 & 14.

As always, we are planning a fabulous spread of hors d'oeuvres at the Friday night welcome party, as well as great breakfasts, lunches, and evening meals, and we need your help. I am very grateful to all of you who have given generously of your time and brought wonderful dishes for the Friday party in past years. As you know, helping with the Friday night party is a great way to get in on the fun early and be a very important part of the regatta's success.

The Saturday dinner is catered, and we usually have enough hors d'oeuvres leftover from the Friday party to put out some munchies before the Saturday dinner.

On Sunday after the morning races, we will be serving hamburgers and hotdogs for lunch, and will need some side dishes.

Here are suggestions for things to bring, but any favorite of yours will be welcome.

For the Friday evening party:

- Meat dishes: roast beef or pork, sausage balls, shrimp cocktail, deviled eggs-they go like hotcakes!
- Vegetable dishes: mixed cold veggie tray with dip, broccoli slaw, beans or asparagus with dip, pasta salad, small pastries with vegetable filling, bruschett
- Soup (hot or cold), chili
- Finger sandwiches: cucumber, cream cheese & olives, pimiento cheese, tuna, your specialty?
- Crackers & stuff: crackers with cheese, cheese spreads, hummus, crab dip, hot crab or artichoke dip
- Chips and dip: tortilla chips with black bean dip, guacamole, or salsa
- Munchies: pretzels, party mix, nuts
- Fruit: fruit platter with fruit dip or cheese
- Sweets: brownies, cookies, cake, small pastries with custard or fruit filling
- Wine (chilled, with small plastic cups)
- Table decorations - fall colors, flowers, candles, etc.
- Decorative paper/plastic goods - plates, cups, forks, spoons, napkins

Coolers and food warmers (If you can bring a large cooler with your name on it, about 1/3 full of ice, with your cold dish, that will help us keep stuff chilled.)

For Sunday lunch:

- cole slaw
- baked beans
- potato salad
- chips

cookies/brownies

We will also need volunteers for all events to help decorate, set up and serve food, and clean up, not just Friday night, but all weekend. Anything else that you would like to bring or do to help would be most welcome. Please let me know by email what you can commit to do and/or bring. I appreciate your help very much, and look forward to seeing you at the regatta. My email address is mtaylor@hartcom.net, and you can call me at [706-376-6404](tel:706-376-6404) to talk about ideas, plans, etc.

Looking forward to another great Hospice Regatta!

WCSC Mooring Divers—Deep Duty

by Keat Pruszenski

“Let’s go!” I exclaim to Ashley Gates as we began to evacuate gas from our Buoyancy Compensating Devices (BCD’s) in order to descend and dip below the surface. We are following this particular mooring’s chain downward into an increasingly murky liquid. This one is down 56 feet. It would have been 12 feet deeper if the lake level was at normal height. We are starting our 9th dive of a scheduled 10 dips and getting a little bit tired.

Paul Schultz saves the deep ones for last to get us used to the work and conditions. After all, it has been over a year since the last dive. The inner harbor moorings we completed were not so bad, but this outer harbor dive is going to be deep, cold and in a forest of dead trees, like the last one we completed. These are the ones I dread. Visibility is 6 feet under the best conditions in Lake Hartwell, and we have been routinely seeing less than 4 feet. Down on the deeper dives, it is much darker and colder than the inner harbor dives. Gosh, we have only this one and one more to go just like it and then we’re finished. I like to dive, but this is hard work.

Suddenly during the descent, I recoil from a jarring stop after being speared in the chest by a dead tree. I was watching the chain as we descended and didn’t see the dome shaped tree top coming up at me. It hit me in the sternum, but fortunately we were doing a good job controlling our descent speed into the darkening water and I didn’t get hurt. I cleared myself from the tree and proceeded to descend. Then to my dismay, I noticed as we got lower that the chain was beginning to wrap around the tree. Rats, I thought. There is no way this is going to be easy. Paul had noticed in this reduced lake water level, that there was very little scope left of this buoy’s chain. This means the chain must be severely fouled around the trees on the bottom. It turned out to be true as we arrived at the bottom. The chain was wrapped around this tree several times, and then headed off in another direction. Six years ago I would have recommended to Paul to abandon this particular anchor block. However, years of experience at this task now told me to keep on going.

As I picked up the chain out of the silt on the bottom to proceed, a cloud arose in my face and visibility went to zero. I could feel Ashley Cooper keeping contact with me by my leg and fins behind me as I slowly tracked the chain towards the block. It was wrapped around a second, then a third tree. I finally was able to track the chain to the anchor block. I grabbed Ashley’s hand from behind me and while holding the block bale, pulled his hand to the block. We then went to work, totally blinded by the silt.

Ashley decided to be the worker diver this year, while for the first time I became the go-for diver. I have been the worker for the past 6 years. Mostly in the past I have worked in company with club member Fred Metherall, who is very competent at this diving work. Ashley is still breaking in, assuming the new role as the worker. The work sequence has to be really well planned between us to maximize our air supply and reduce nitrogen build-up. We usually practice our work procedure on the barge to get the sequence memorized, all under Paul Schultz’s supervision.

After descent, the go-for diver makes sure that the worker diver has parts and tools needed at the right time without waiting. He carries a mesh bag with everything needed for the worker diver. Sometimes, the bag becomes buried in the silt as the diver tries to hover above the bottom. This usually requires blind groping in the bag to find the correct parts, tools or safety wire by touch only. This is a new assignment for me to learn, although I am very familiar with the sequence.

In these mostly zero visibility conditions, touching is at times the only way to communicate between divers. As time permits, the go-for diver tries to fan clear water down to the worker diver to try to regain visibility, actually with some effectiveness! For safety, the divers have to stay in communications by whatever means are possible. This is critical since the divers often entwined in a forest of dead trees and branches with up to 70 feet of water above us.

The barge crew is patiently waiting for us to tie off a line and signal the readiness to take up slack and provide for delivery of the new chain and a huge crescent wrench. The go-for diver normally goes first with the barge line and locates the anchor block. He then ties the line to the iron bale of the concrete block with a slip knot and tugs to signal to the barge to get the chain started down. The chain and wrench are shoe string tied to a shackle that is guided by the now taught line down to the concrete block.

Once the barge is tied to the block, the barge team begins to disassemble the ball and shackle on the old chain at that end. Those guys topside don’t have it easy. We usually do this in more seasonably favorable conditions for the divers (warmer water), but in hot, sweaty conditions for the barge crew. Every time we surface, they are covered with sweat and rust, dealing with the top end of the mooring. They have to manually work the ball and shackles from the old chain which by this time had rusted from years of environmental exposure. The barge team caters to the divers who may have to stay in the water for a total of 7 or more hours. For this we salute the crew of the barge for the physical, dirty task that they perform.

This particular dive is not turning out to be a good one. When the chain came down after my signal, I was efficient in getting the crescent wrench untied and into Ashley's hands, but had forgotten about the still descending chain. Suddenly, I noticed that the chain had begun to pile up on the back of my legs as Paul continued to lower it, pinning me to the bottom. It is not easy for the barge crew to judge the amount of excess chain to let down. Unfortunately, in this case, I was in the way of the excess chain still coming down at 2 and ½ pounds per foot. However, I sensed a great need to keep track of Ashley in this zero visibility and I stayed focused on his task, even though the chain was still piling up on my legs. I figured I could free myself if needed. Fortunately, the chain soon stopped descending and I continued to assist Ashley at the anchor block, gently stroking clear water down to my partner to help improve his visibility.

When I could finally see Ashley's hands in the dim visibility and light, I turned on my diver's light and pointed it at his work to help him see. Soon, Ashley completed the chain re-attachment and safety wire of the new chain. I was then quickly able to un-foul my legs from the new chain with the help of Paul, who took up slack of this new anchor rode upon my vigorous tugging signal on the chain from below.

In all, we had completed our ninth dive. Upon surfacing I asked Ashley how much more bottom time we had left. He looked at his high tech dive computer (contains Navy Dive Table calculations) and promptly replied: "6 minutes!" Wow! That is cutting it close.

"We're done!" I exclaimed to Paul Schultz after Ashley's answer. There was absolutely no way to finish the 10 dives planned for the day now. Although we tied my and Fred Metherall's previous record of 7 minutes during one of today's dives, our average time of nearly 15 minutes today added up and the total accumulated bottom time stopped us. Also, our first dive took 23 minutes due to our need for method re-orientation, and this is what probably used up our bottom time. No need to risk the "Bends". At least we got nine of them finished this year. The final dive number 10 in 50+ feet of water would have required at least another 15 minutes of bottom time and we could not do it safely.

The mooring chains require periodic replacement to address the wear of the chain rubbing on the anchor block as the boats drag around the block due to wind shift. It is Paul's periodic maintenance program of these moorings that give us confidence in their security even in though they sometimes go through very nasty weather conditions.

It is important to emphasize that these moorings are a necessity to accommodate new members due to our limited dock slip availability, and to provide an alternative when the lake level retreats due to drought and other conditions. This author thanks Paul for his un-yielding devotion to the maintenance of the club's mooring field and is proud to be on his team. I am sure he would love to let someone else take on this task after many years as its leader.

We would also love to have more divers and/or barge crew on this fine team. If you are diver certified, please consider this activity for your future. It would make it easier on the club's mooring team during our future planned events if we have a little more flexibility on both ends, and is good for our club members. Please contact myself or Paul Schultz if you are interested in joining this team. You can get our e-mail addresses on our club web site. This work is good practice that will sharpen your diving skills for your other fun recreational dives.

Capt'n Keat
D Dock Captain

Greetings and salutations from the house committee. We have a lot going on this year. First, we should thank all of the volunteers who helped build our new picnic tables. We had a great Saturday work day where a merry band of misfits gathered around smoked pork and got them done. All but one of them did not even need fair share hours. We will do this once more to complete our table needs for the next few years. If you are interested, let me know because it is the most fun you can have with power tools. Next on the list is the ice machine. You may have noticed the new location. This should provide a cooler and quieter environment in the clubhouse and keep the ice maker more efficient. We will be getting a new pest control provider this month. I invited several pest control companies out to investigate our issues and was impressed by the plan of one in particular. We should see the results by Christmas at the latest!

As you may have noticed, there have been many improvements. We would like to keep up this momentum. Unfortunately it has been the same smallish group of people helping this along. What we would like to do is invite the people who use the clubhouse to join up and take an active role. There have been many improvements to the mainland head and the area in general. This is wholly due to the fact that the occupants of A and B docks with the camper village have taken ownership. This group of people continually find ways of improving that portion of the club. What we would like to see on the house committee is the same team organization from the island. Just a few dedicated people from C, D, and E as well as the moorings and campers could create an amazing amount of momentum. Every contribution adds up! If each person picked one small part to maintain, the amount of work would be trivial compared to the distance and speed with which improvements could be achieved. Contact our committee chair Brian Price if you are interested. Signing up is as easy as logging on to the website www.wcsc-sailing.org and clicking join. Thanks! I'll see ya around smoked pork parts and power tools soon!

Keith Schrecengost
Steward

2012 Hospice Regatta October 12-14

The 2012 Hospice Regatta is scheduled for October 12-14. Once again we have an outstanding event scheduled with the goal of raising money for the Hospice of the Upstate. Help us support this fantastic facility. There are lots of ways you can help us pull off this big event thru sailing, donations, sponsoring a skipper or just helping out.

If you have not registered, please sign up soon as the Regatta fees go up after October 5th. All information and registration web site links are available on our club website at www.wcsc-sailing.org, including the NOR, Sponsorship package, who's coming list's along with other information. Please take the time to register and donate early. It's easy and all online. Save the trees.

This year we have a new event scheduled to get the sailing non racers involved. It's called a poker run and will be held on Saturday. If you don't want to race, but want to get out on the water and help support the event, sign up for the Poker run. You can win valuable prizes and recognition for the best hand at the Saturday night raffle.

We always have fantastic raffle items available and this year is no different. We have items such as Air fare tickets, week at the beach/mountains, good looking Zhik sailing gear along with many other cool items that will be available for the drawing or blind auction. Even if you don't sail in the event you can buy meal tickets and join us for the Raffle.

We need Volunteers

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

With your help, we look forward to putting on another great Regatta while reaching our goal of \$50,000 for the Hospice. Let's make it happen together.

Ronnie and John

November	3-4	Bloody Mary Thistle Regatta	CRAFT, Tommy , Mark Horton, Linda Morten, Bruce Freeman, Paul Jordan, Paul Niebauer, Camden Simon, Chris Brock, Bryan Hoskins, Chris Clemow, Jeff Tiddy, Ron Friis
	6	1900 Board Meeting	
	10	1300 Centerboard Fleet Race #12	HARDER, Paul , Paul Hughes, Keat Pruszenski, Jim Osborne, Jeny Kerscher, Martin Lipham
	11	1300 Keelboat Fleet Fall PHRF Race/ Cruise #5	HAMPTON, Brian , Ted Haynie, Sam Albergotti, Bruce Ehlert, Vivian Portunato, John Wohlwend
	17	1300 Keelboat Fleet Fall PHRF Race/ Cruise #6	HOPP, Patrick , Ed Taylor, Richelle Davis-Fandetti, Jack Wise, William DeMint, Scarlett Owens, Dick Johnson
	18	1300 Centerboard Fleet Race #13	GRIFFIN, Scott , Dan Elliott, Tom Garnett, Glenn Killinger, Terhune Sudderth, Marc Pepe
	21	Windsong Deadline	
December	1	1800 Annual Meeting/Christmas Party	Club Annual Meeting with a Christmas twist
	4	1900 Board Meeting	
	19	Windsong Deadline	
	31	1700 New Year's Eve Party	
2013			
January	1	1100 Annual Frostbite Race	
	19	1800 Annual Banquet	



NOTICE OF RACE
2012 Hospice Regatta October 12-14, 2012
Western Carolina Sailing Club, Anderson, SC

Rules

This regatta will be governed by RRS 2009-2012.

Expected Fleets

The regatta is open to all sailors, adult and junior.

Keelboat course: PHRF A, PHRF B and Keelboat One Design Fleets*

Distance course: PHRF C, PHRF D

Cruising course: Any boat interested in sailing who would like to participate in a fun Cruise/Poker Run

Dinghy course: Centerboard or One Design Fleets* and Open Portsmouth.

**Note: Five boats of any Class constitute a One Design Fleet*

Registration required by October 5th to determine Fleets and Trophies

Organizing Authority reserves the right to mix Fleets/Starts as needed

Schedule of Events

Friday, Oct 12

- 1200 Clubhouse and Grounds Open
- 1500 Registration opens
- 1800 Welcome Party – Heavy hors d'oeuvres, beer, and soda with music

Saturday, Oct 13

- 0800 Registration and Breakfast
- 1000 Registration Ends
- 1000 Competitor's meeting
- 1130 Distance/Cruising Course Warning Signal
- 1200 Keelboat/Dinghy Course Warning Signal
- 1800 Social Hour (Refreshments, hors d'oeuvres)
- 1900 Dinner will be served, Door prize drawing following dinner

Sunday, Oct 14

- 0800 Breakfast is served
- 0930 Distance Course Warning Signal
- 1000 Keelboat/Dinghy Warning Signal First Race of the Day, No Warning Signals after 1300 Awards and Lunch ASAP

Registration

Pre-registration by October 5th is strongly encouraged in order to reserve meals and t-shirts and can be accomplished by registering online at www.wcsc-sailing.org. Registration fee for each boat is \$55 (\$75 after October 5th) for adult skippers (\$50/\$70 if a member of US Sailing). Registration includes: Entry fee, one weekend meal pass which includes welcome party Friday night, bag lunch for skipper and crew, one Saturday night dinner, and breakfast Saturday and Sunday morning. Extra meal passes are \$25 for adults and \$10 for juniors (under 12 years old).

Trophies/Awards

Trophies will be awarded three deep in all fleets. The winners of each Fleet (must have 5 boats registered in a Fleet) will be entered in a drawing (with the exception of the Cruising fleet/Poker Run) to determine who will compete in the Hospice Regattas National Championship which will be held in St. Petersburg, FL in April 2013. A perpetual trophy will be awarded to the winner of the drawing. Information about the National Hospice Regatta Alliance and the Hospice Regattas National Championship may be found at: www.hospiceregattas.org.



Sailing for Others, a sponsorship challenge

We will be holding the Sailing for Others sponsorship challenge to help raise additional funds for the Hospice of the Upstate. In order to be eligible for special recognition and awards, you will need to solicit specific sponsorships for you/your boat/team. You will be responsible for collecting and specifying the amount of sponsorship dollars by having your sponsors donate online using your skipper name. As an additional incentive, North Sails is offering varying discounts toward the purchase of sails for skippers bringing in over \$1,000. For further details see the WCSC website. Top Sailing for Others skippers will be recognized on Sunday during the awards ceremony.

Meals

Friday Night we will have a welcome party at the club-house with heavy snacks and beverages. Breakfast will be served in the clubhouse Saturday and Sunday. Bag lunches are provided for Saturday lunch and Saturday afternoon we will have Social hour with beer, soda and appetizers and a catered dinner to follow. Sunday, after the races, burgers and hot dogs will be served.

Saturday Night Door Prizes

Don't miss entering the door prize drawing for some fabulous prizes. 100% of the proceeds go to benefit Hospice of the Upstate.

Courses to be sailed and number of races

We will sail dropped marks courses on both the Keelboat course and Dinghy course. The Distance course will use government buoys. Courses will be illustrated in the sailing instructions. We will attempt to complete a maximum of 6 races based on conditions for the Centerboard and Keelboat Course. Two races are scheduled for the Distance course. One race completed constitutes a regatta. No warning signal will be made after 1300 on Sunday.

A new fleet (Cruising) has been added to the event this year. This will be a fleet for sailors who are not interested in racing but want to support Hospice of the Upstate. The format will be a Poker Run that will be held on Saturday. The winning hand will be determined on Saturday night with awards to the holder of the best hand.

Scoring System to be used

Scores will be determined according to RRS 2009- 2012 Appendix A, except that no score will be excluded. The low point system will be used. The Keelboat course and Distance Course will be scored using the PHRF method of scoring. Scores will be calculated using Mean PHRF handicaps published by US Sailing.

Directions

Go North from Atlanta or South from Greenville on Interstate 85. Take Exit 14 (SC Highway 187) and turn South on SC 187. When you reach the first traffic light (1.3miles) turn left on to SC Highway 24. At the next traffic light (2.6 miles) turn right. At the four-way stop sign, go straight. From this four-way stop, go one mile (1.0 miles) to Harbin Drive, turn right. Take the first left on to West Wind Way. Follow West Wind Way to the very end to find the club gate. At the end of West Wind Way, there is a big sign that says Western Carolina Sailing Club.

Places to Stay

If you're a camper, plan to stay on the club grounds. We have one of the most scenic spots on Lake Hartwell and lots of room for tents and Campers. For those staying off site we have made arrangements with Home Town Suites at 151 Civic Center Boulevard, Anderson, SC. (864) 226-1112

We have a block of rooms with Hometown Suites, reference "Hospice of the Upstate to get \$55/night rate. Block of rooms available until October 5th

WCSC Policy Prohibits Pets on Club Grounds

After hours Club Access

The club gate will be locked after 10:00pm on Saturday night. The access code will be #1212. Please remember this code and share this with your team for access to the club after hours.



For Information Contact:

Ronnie Ashmore, Regatta Co-Chair
salltanzer@aol.com (864) 420-4782

John Kreidler, Regatta Co-Chair
jakreidler@mindspring.com (864) 275-7916 cell

More information and online registration at: www.wcsc-sailing.org. Please register online. All donations, meal ticket purchases, merchandise and Boat registration can be completed online.

2012 Hospice Regatta October 12-14, 2012, Western Carolina Sailing Club, Anderson SC

Name _____

Address (Street, City, State, Zip) _____

Phone _____

E-mail _____

Sailboat Type _____

Name _____

Sail Number _____

PHRF _____

SpinnakerY/N _____

Portsmouth Rating _____

I plan to race on the following course (check one):

Keelboat course Distance course Dinghy course Cruising Course/Poker Run

Registration Fees:

_____ Number of Boats at \$55 each (Late fee after Oct. 5 - \$75) \$ _____
(includes 1 weekend meal/party pass & registration)

_____ Additional adult meal/party passes @ \$25 each \$ _____

_____ Additional junior meal/party passes @ \$10 each \$ _____

_____ Clothing total* \$ _____

*All clothing available online along with Can Coolers, Tote Bags, Ball Caps, Visors and Knit Caps.

US SAILING Members deduct \$5 from entry fee.

Membership number is required # _____ \$ _____

I would like to make a tax-deductible donation to benefit Hospice of

The Upstate. My name will be listed on the Donor Board at the Regatta. \$ _____

Grand Total * \$ _____

Release of Liability

In consideration of this Entry acceptance, I agree that the safety of my boat and the decision whether or not to start or continue a race is my responsibility. I hereby waive all claims which I may have against Western Carolina Sailing Club, its officers, members, committees or agents arising out of or in any way connected with my participation in any race or related activity sponsored by any of them. I agree that this waiver is binding on my heirs, representatives, lessors and assigns. I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event.

Signature of competitor _____

Register online at www.wcsc-sailing.org. Everything can be done online using the web site. Save paper, effort and stamps. Use this form only when registering at the event.

SPONSORSHIP PROPOSAL



Pacific Drop

2012 HOSPICE REGATTA AN EVENT TO BENEFIT HOSPICE OF THE UPSTATE

*PRESENTED BY
WESTERN CAROLINA SAILING CLUB, ANDERSON, SC*

A MEMBER OF THE NATIONAL HOSPICE REGATTA ALLIANCE



2012 HOSPICE REGATTA
WESTERN CAROLINA SAILING CLUB
OCTOBER 12 - 14, 2012

*A REGATTA INSPIRED BY COMPETITION, ENHANCED WITH COMPASSION
TO BENEFIT HOSPICE OF THE UPSTATE.*

Dear Friend of Hospice of the Upstate,

On October 12-14, 2012, Western Carolina Sailing Club, a non-profit organization, will again host the Hospice Regatta. Over the last twelve years, this upstate event has raised more than \$300,000 for Hospice of the Upstate which provides compassionate care and supportive services to residents throughout the Upstate of South Carolina and Northeast Georgia. Last year was our most successful year ever. This year we set our goal at \$50,000. With your help we can achieve this goal.

You and your company are invited to participate in this year's event through sponsorship contributions. We have designed several sponsorship levels to allow you to participate in the regatta activities while supporting a very worthwhile cause. In 2011, over 1,000 patients and families benefited from the caring, compassionate support and services provided by Hospice of the Upstate.

This is truly an event filled with competition and compassion. Since its inception, the Hospice Regatta on Lake Hartwell has played host to over 1,000 sailboat racers for an October weekend full of great food, fun, and serious sailboat racing. This is one of 26 national events, which raise annually more than \$1,000,000 for 36 hospice programs.

Last year, over 69 boats participated on Lake Hartwell with over 250 sailors. The event was extensively covered by local media, including newspapers, television, and magazines. Participating as a sponsor is a great way to provide exposure for your company while supporting this great cause.

For further information please contact John Kreidler, 2012 Regatta Co-Chairman at 864-275-7916 or Ronnie Ashmore, 2012 Regatta Co-Chairman at 864-420-4782. Please visit the National Hospice Regatta Alliance website at www.hospiceregattas.org. Thank you for your support.

Sincerely,

John Kreidler

John Kreidler
2012 Regatta Co-Chairman

Ronnie Ashmore

Ronnie Ashmore
2012 Regatta Co-Chairman

Over \$14 million to Communities nationwide



Sailing For Others
www.hospiceregattas.org

WHY SPONSOR HOSPICE ACTIVITIES?

Hospice touches the entire community.

Hospice helps terminally ill patients -- and parents, spouses, children, neighbors, employers, friends -- manage the prospect of death.

Hospice is teamwork within the community and home.

Teams of medical professionals and trained volunteers work with patients and their families to provide hospice care in their homes or home-like settings. The need for this care is increasing as our aging population increases.

Hospice generates loyalty.

Family and friends touched by Hospice remember the people and organizations who helped them in such a difficult time. They become loyal proponents of Hospice and of those who support it.

Hospice is non-profit, providing service to all.

Hospice services are provided without regard to ability to pay. Charitable contributions support services not covered by insurance or other means.

Hospice care is unique, multifaceted and flexible.

Hospice is the only form of care that provides such a full range of services to both patients and their families, tailored to their needs.

For patients, Hospice provides palliative care such as symptom control and pain management. For all, it offers psychological and spiritual support, and assistance with day-to-day living. For family and loved ones, Hospice is the only professional program to offer bereavement services such as counseling and children's camps.

Hospice inspires others to help with its work.

Many loyal and dedicated Hospice volunteers and supporters are friends and family of those who spent their final days in Hospice care. Others are those inspired by learning about Hospice through events such as these regattas.



2012 HOSPICE REGATTA
WESTERN CAROLINA SAILING CLUB
OCTOBER 12 - 14, 2012

Yes, I want to sponsor the 2012 Western Carolina Sailing Club Hospice Regatta to Benefit the Hospice of the Upstate!

- Presenting Sponsor** **\$2,500**
Includes unlimited placement of company banners, company name on t-shirt, company name on sponsor board, ten social passes to regatta activities.
- Helmsman** **\$1,000**
Includes prominent placement of company banner(s), company name on t-shirt, company name on sponsor board, and six social passes to regatta activities.
- Tactician** **\$500**
Includes display of company banner(s), company name on t-shirt, company name on sponsor board, and four social passes to regatta activities.
- Bowman** **\$250**
Includes display of company banner, company name on t-shirt, company name on sponsor board, and two social passes to regatta activities.
- Rigger** **\$150**
Includes company name on sponsor board
- In Kind donation (general supplies)*

Company Name _____

Representative _____

Address _____

Phone _____ Fax _____

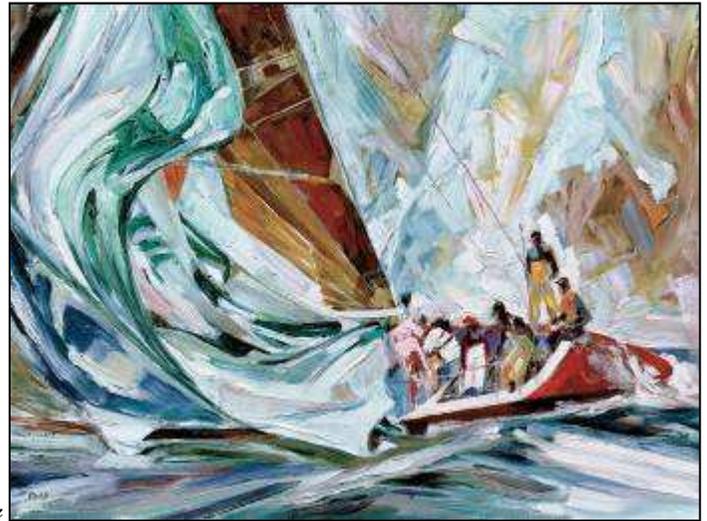
Email _____

Thank you for your support!

Please make checks payable to: Hospice of the Upstate

Mail completed form and payment to Hospice of the Upstate

An Evening In for Hospice



To Friends of Hospice,

Whether or not you are able to attend the 2012 WCSC Hospice Regatta on October 12th – 14th, you can still play a major part in the success of this annual WCSC event. Last year, *An Evening*

In for Hospice brought in \$860 for Hospice of the Upstate. Surely we can top that amount this year!

This year once again we are giving all friends and their families an opportunity to contribute to Hospice of the Upstate at various levels through our Evening In Program. It works like this:

What if instead going out for just one evening you decided to stay at home and contribute, to **Hospice of the Upstate**, what you would have spent by going out on the town. Anyone can do it at some level. Please consider taking what you would normally spend going out and instead make a charitable contribution to this most worthwhile cause. You may want to spend a couple of evenings in. Mix and match the choice is yours! The various levels are as follows:

<i>An Evening In for Hospice</i>	Contribution	Level	Quantity
Instead of buying a "Value Meal " for one person at a local fast food restaurant, contribute	\$5.00	Meal	
Instead of going to a local Pub for Chips, Salsa, and an Imported Beer, contribute	\$10.00	Pub	
Instead of going to a Movie for 1 adult and 1 child sharing a small drink and popcorn, contribute	\$25.00	Movie	
Instead of going to Dinner for 2 with a glass of wine at the Galley Restaurant, contribute	\$50.00	Dinner	
Instead of going to a Show for 2 such as the Trans-Siberian Orchestra's "The Lost Christmas Eve" at the BiLo Center, contribute	\$100.00	Show	
Any Other Contribution Amount	\$		
Total Contribution	\$		

Name _____

Street Address _____ City _____ State _____ Zip _____

Phone _____ E-mail: _____



Please make your checks payable to: **Hospice of the Upstate**

Mail to Ronnie Ashmore 2012 Regatta Co-Chairman 116 Kenneth Drive Anderson, SC 29626



Skippers,

As you know our annual Hospice Regatta supports Hospice of the Upstate which provides compassionate care and supportive services to residents throughout the Upstate of South Carolina and Northeast Georgia.

This year's 2012 WCSC Hospice Regatta on October 12th – 14th once again provides a unique opportunity for each skipper called *Sailing for Others*. Now in its 3rd year, our *Sailing for Others* is a sponsorship challenge to help raise additional funds for Hospice of the Upstate. In order to be eligible for special recognition and awards, you can solicit specific sponsorships for your boat/team. You are responsible for collecting and specifying the amount of sponsorship dollars you have raised by having your sponsors register online at www.wcsc-sailing.org and having them click on the *Sailing for Other's* link on the main 2012 Hospice page to donate listing your name as their skipper. The top *Sailing for Others* skippers will be recognized on Sunday during the awards ceremony.

We had over 60 boats at last year's event. Just think, if each participating skipper could get just 10 friends/family to support him by giving \$20 each, WCSC could send another \$12,000 to Hospice of the Upstate. Last year's challenge had 17 skippers but they brought in \$7,938 through 119 sponsors (average donation \$67). The top skipper brought in



North Sails -- Discounts for Sailor Fundraising



As an additional incentive this year, NORTH SAILS NORTH AMERICA is offering an incentive to all sailors to raise funds for the hospices benefiting from hospice regattas in their communities.

- Raise \$1000 to \$2999 = 10% discount toward the purchase of one new sail
 - Raise \$3000 to \$4999 = 15% discount toward the purchase of one new sail
 - Raise \$5000 or higher = 20% discount toward the purchase of one new sail
- (Total discount not to exceed \$2500)

North Sails says, "We support NHRA member regattas by encouraging the boat owners in advance of their events, to raise at least \$1000 in donations." This way, in a 20-boat fleet with everyone participating, sailor fundraising could exceed \$20,000 to the benefiting hospices.



Skippers are you up to this year's challenge? We are asking you to in addition to attending the event and racing your boat to seriously consider participating this year's *Sailing for Others* challenge. Surely between now and the event you can muster up 10 to 20 people that would be willing to support you at some level for this most worthwhile cause. Give them a call, send them and E-mail, the worst they can do is say no. You will be surprised at the positive responses you will receive, I know we were.

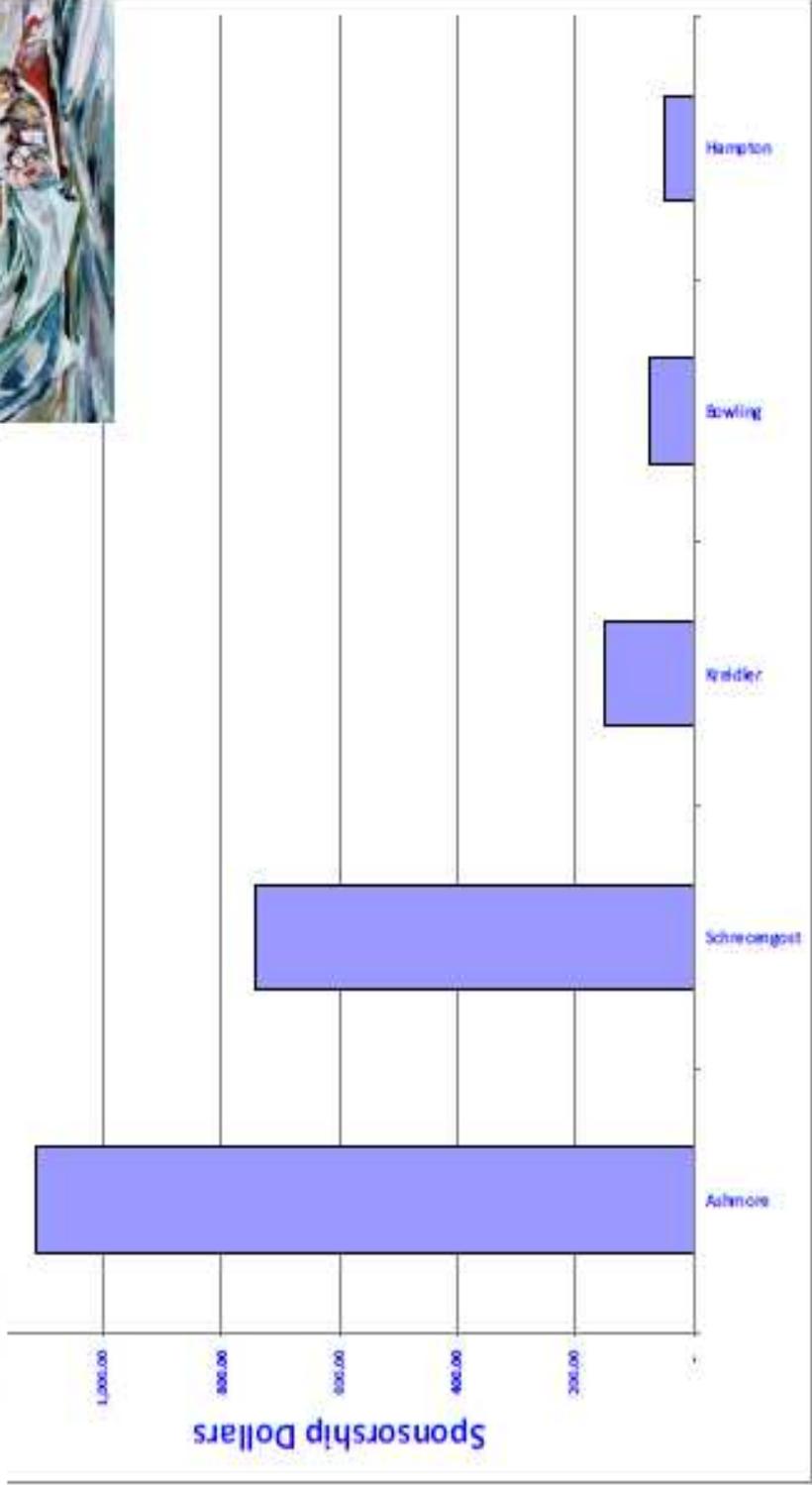
Thank you for your consideration.

Ronnie Ashmore
2012 Regatta Co-Chairman



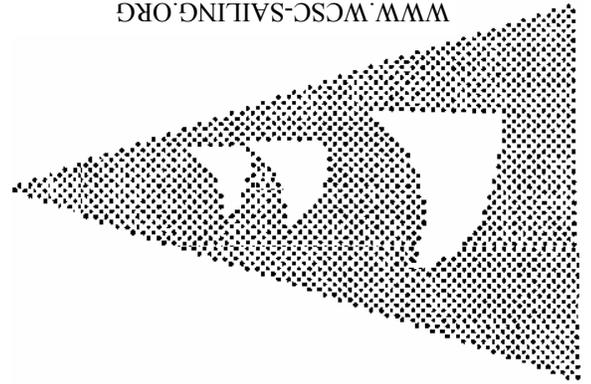
John Kreidler
2012 Regatta Co-Chairman

2012 Sailing for Others Summary as of 9-26-12



2012 Sailing for Others Chart

9/26/2012
8:58 PM



THE WINDSONG

**WCSC
2012 BOARD OF STEWARDS**

OFFICERS:

COMMODORE PATRICK HOPP
 hopp1@juno.com
VICE COMMODORE PAUL HARDER
 sailharder@aol.com
REAR COMMODORE DENNIS BAKER
 dkb 4 98@yahoo.com
TREASURER DAVID FOLAND
 davidcfoland@yahoo.com
SECRETARY JOHANNA CURTISS
 wcscsecretary@gmail.com

STEWARDS:

2012 SCOTT LAWRENCE
 scott.5599@gmail.com
 DEREK LORD
 derek.lord.1@hotmail.com
2013 DAVID VAN EMBURG
 dpvanenburg@aol.com
 KEITH SCHRECEGOST
 keithschrecengost@yahoo.com
2014 JEFF KAISNER
 jeffkize@gmail.com
 CURT RUBINSTEIN
 sloopy5336@gmail.com

October 2 1900 Board Meeting
 5 1900 Commodore meet and greet
 6 0830 Furman Learn to Sail Class
 1300 Centerboard Fleet Race #10

 1800 A Dock Party
 7 1300 Keelboat Fleet Fall PHRF Race/
 Cruise #3
 12-14 Hospice Regatta

 17 Windsong Deadline
 20 1300 Keelboat Fleet Fall PHRF Race/
 Cruise #4
 TBA Cruising event
 21 1300 Centerboard Fleet Race #11

 27-28 KSC Turkey Shoot

Ron Moede

DEHART, Will, Harold Morse, John Bazemore III, Jeff Kaisner, William Travitz, Robert Klassen

FISHER, Dennis, Ray Linville, Hans Roemer, Hugh Hamilton, Michael Phelan, Jason Gwardiak

SMITH, Hal, Ted Sauvain, Robert Rainey, Curtis Poole, Jonathan Coley, A.G. Caldwell, Dan Waddell, Hugh Vantleven, Art Hutson, Marcus Zollinger, Blake Christoffersen, Craig Lenefstey, Brent Snodgrass, Ben Barden, Don Robbs, Ed Lashley, David Gustafson, Isaac Raxter, Rick Fontenot, John Herold, Scott Zoerhof, Barry Irwin, Cesar Rodriguez, Lee Lewis

LORD, Derek, Mel Sinclair, Robert Butscher, Dennis Monaghan, Ben Crider, Chris Kafsky

Bob Knapp

FOLAND, Dave, John Waits, Ken Lagroon, Craig Vial, Brian Price, Bill Darby