

THE WINDSONG

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WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

July, 2017



FROM THE COMMODORE



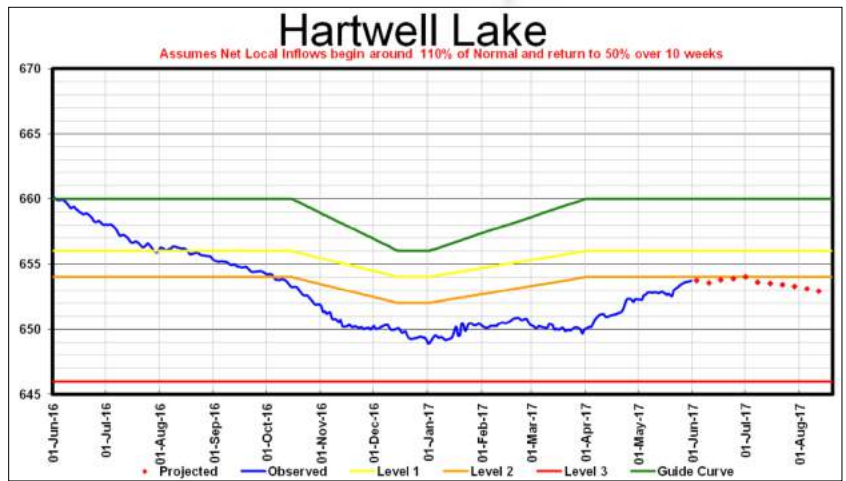
At the time of publication, the Commodore's article was not available. It will be emailed at a later date.

From the Vice Commodore

Summer is finally upon us and it is time to really get out on the water and enjoy our little piece of paradise. So, get out of the house and come on down to the club. If you have not been to the club in a while, you will notice some improvements. Below is some of what has been taking place this spring.

Lake Level - As of June 12th, the lake level was 653.70, up about 6.80 feet since January 1st. Fortunately, our year to date rainfall is 27.14" which is about 1" ahead of normal and way better than 2016 which only received a total *for the year* of 35.40". However, we are entering summer and things may not get any better without the help of some tropical storms/depressions. Right now, the Corps projections are starting out at 110% net inflow but then returning to 50% lower than normal net inflows over the next 10 weeks (avg 80%). According to their projection, this would put us down to just below 653.00 by mid-August. As we have seen in February, April, and May, normal or higher than normal rainfalls go a long way to improving the lake levels. Keep your fingers and toes crossed and wish for the best.

Racing - The Club Championship was held on March 26th in very light air conditions. Due to many different circumstances, there ending up being only 2 competitors, Ronne Ashmore and Steve Kiemele. As a result, the decision was made to compete only in Buccaneer 18's. After 2 grueling races with a boat swap in between, competitor Ashmore was ahead by winning both very close races. During the third race, conditions went from bad to worse. Race Committee had already shortened the course at the windward mark; however, after almost one lap, competitor Kiemele retired once his boat started drifting backwards near the committee boat. Competitor Ashmore followed with a retirement also and the race committee abandoned that race and the remaining races. Ronnie Ashmore is the 2017 Club Champion. The Springboard Regatta was held April 1-2 and was attended by 21 Highlanders and 3 Buccaneer 18's. It was a lighter turn out this year, but everyone enjoyed the regatta. The 2017 Dam Distance had a good turn out and despite a dying breeze and shortened course, it appeared everyone had a good time. Total boats registered: 25; boats that started race: 23; boats that finished race: 14; skippers, crew, guests socializing: 50ish. It was a successful event! The Around Andersonville Island Race was held on Memorial Day weekend and by all accounts it was well attended by all levels of club members with a desire to see more of that type of racing/event. There were 19 boats that participated and a fun gathering on the club house deck after the race.



WCSC Work Area Space for Bottom Jobs - Construction of our new work area for bottom jobs in front of the garage was started on March 20th. Construction of the retaining curb and the base rock was completed on Friday, March 24th.

During the month of April, a freeze proof yard hydrant was added to the exposed water line in the vicinity of the old caretaker trailer site on the terrace above the garage. A cutoff valve was also added. This will provide a source of water to the work area/garage via overland hoses for the time being. When we rent a trencher to install other water lines and yard hydrants in several areas around the club, a permanent line will be buried for the work yard system.



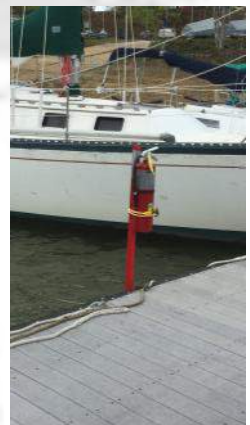
Docks - Installation of the 5 fire extinguishers that were added to each slip dock during our Corp's inspection on March 13th, has been completed. Brackets are red 1.5" square metal tubing with high intensity red and white/silver reflective tape for nighttime visibility. A-Dock swim ladder repairs were made after a member reported that the swim ladder on the end of the finger next to slip A-25 was loose and he was afraid it was going to fall off. It was still attached by two 1/2" bolts through the metal frame, but the other two 1/2" bolts had pulled out of their 3/4" rotted plywood backing. It was not going to fall off, but was unsafe and over time would have damaged the ladder and decking. The Vice Commodore removed some decking and added double 1 1/2" thick treated lumber backing that was tied into the frame. The ladder was reattached on the back side with 1/2" lag bolts that can be removed from the surface without having to remove the decking or get into the water. This process will eventually need to be done to all the ladders assuming they were installed the same way.



Pump Out Station - Our old pump out station is out of commission indefinitely. The old system had a bad pump and the holding tank was cracked. We also discovered that we are supposed to have a DHEC permit for our pump out station. Member John Barnard, who works for Waste Industries managing their landfills, is helping us sort out the drawings and permit application process. He has talked with both DHEC and DNR. Currently the drawings are complete and ready to submit with the permit application. Please consider using the pump out station at Portman Marina or Big Water Marina until ours is replaced.

Dock Repairs - We have met with Custom Dock Systems regarding each of the repairs/needs below. We have been on their list to get the work done, but now that the water has come up, Custom should be able to

physically get to the work and are currently trying to work us into their schedule. A-Dock - There is a piece of floatation coming loose at the second joint from the concrete pedestal. Also at that location there appears to be either some bad floatation or a warp/twist in the dock lowering the left side of the dock. C-Dock - The connection at the first joint from the concrete pedestal on the second dock section has a stress failure on both the right hand side and left side due to the floats being



From the Vice Commodore (continued)

on the ground not allowing the pedestal swing joint to work. Unless the cables are constantly adjusted this damage will continue until the lake comes up enough to refloat the connection point. Main Launch Ramp Dock - Looking at replacing the current shore connector to the launch dock with a longer (at least 20') and preferably lighter weight/thinner depth to aid in limiting the need to move the dock in and out as often with the fluctuating lake levels. It will have a 2" receiver type connection that would allow various hitch configurations as necessary. Additional flotation may be necessary under the current first dock section and should be as shallow as possible. The current wheels are in disrepair and need to be fixed. Would like to consider square ends tapering from 6' at the dock to 4' at the end with some skid/wear plates with rubber pads on the end where it touches the concrete. The section would probably be built out of aluminum. North Shore Launch Ramp Dock - The north launch ramp needs several pieces of flotation replaced with flotation that will not fall off if suspended. The current outer pipe piling needs to be cut off below the current external sleeve and be recoupled with an internal sleeve to eliminate the dock being hung up on the coupling. There may be other repairs discovered once work is begun that will be handled/discussed as they may arise. E-Dock needs a hinge pin secured.

As always, if you see a maintenance need, have a "somebody/they should fix that thought", want to volunteer to do a project on your own time and schedule, or need to express other concerns that fall within the "water based" arena, please let the appropriate committee chairman and myself know.

See you at the club and on the water!

Ronnie Ashmore
sailtanzer@aol.com



From the Rear Commodore

Hello, everyone! It's been a busy second quarter at WCSC! As we discussed last quarter, we're making efforts to clean up our dry storage areas, both physically in appearance and for an accurate accounting of all equipment located on the grounds of WCSC. Much progress has been made on this and now it's time to talk about members and their storage slots, focusing on time-management and general responsibility for one's own property.

- 1) Mosquito's due to ponding on tarps and covers that you have placed on your boats and/or blocked bailers. This is a very irritating nuisance that currently Ben Gibson, Dry Storage Committee Chairperson, or myself is having to deal with, which is TIME we could more effectively be giving to the club.
- 2) Keeping the weeds, grass, and trees, yes, I'm being serious, TREES that grow up through and around your stored boat trailers. So far this year, all the trailers in the upper storage area have been moved so that they could be mowed/under-brushed around, twice. It would be an awesome idea if a member would think to himself, "maybe I should check on my stored equipment that's down at the Club. I think I'll bring my own weed-eater and take care of the area around it". If the member with stored equipment (boat, dinghy, etc.) doesn't take care of it, either the Dry Storage Chair or the Rear Commodore takes care of it. Again, that is TIME that we could more effectively be giving to the club.
- 3) Check to see that the tires are not flat. There were some trailers in the upper storage area that were moved – on flats – because they had to be *rescued* from the overgrowth that was overtaking them. TIME we could more effectively be giving to the club.

When folks with boats store their trailers in other storage facilities, they pay as much as \$100/month. Even down at Big Water, they charge \$55/month. So yes, in those facilities, their trailers get mowed around, or whatever else is necessary. They are not, however, paying as little as \$28 a YEAR for the privilege of storing their property, like we do here at WCSC! This low rate is based partially on how we operate at WCSC, as volunteers. Let's take the initiative to maintain the area around your stored property.

Now, on to this quarter's next dry storage issue – the appearance/viability of your stored property. Some want us to create rigid guidelines, a bureaucracy if you will, that would allow the Club to send you nasty letters, fine you, etc. What I'd like to see is that we begin to look in the mirror, so to speak, and think "Would my wife be fine with me having this in our driveway?" How many could say what they have stored at WCSC would look good enough in their driveway that their wife wouldn't be furious? I like to operate on the basis of common sense and good maintenance routines. Check in on your equipment often, why else do you have it here?

We have made more progress on the under brushing projects around the club, which was started by Vice Commodore Ashmore, and I must say again, how much I admire his progress last year. However, there still remains a tremendous amount of work to be done to get the Club's property into a state that can be 'maintained' as opposed to being 'under brushed'. I hope that some of you will again step up to the task of assisting in this matter. On that note, in the coming months, be looking for both the scheduled and special workdays as we continue our underbrushing efforts, as well as maintaining the areas we've already cleared of underbrush.

We do have several picnic tables that still need to be repaired, and/or painted. Some of the Adirondack chairs on the clubhouse deck have not only been repaired, but actually improved by member Tom Hill. Please make sure you thank him next time you're enjoying a sunset on the front deck of the clubhouse. There are more in need, and I am sure he would be glad to give advice.

Remember, anytime you see or think of a project around the club that would be an improvement, that's a fairshare opportunity for you or someone else, so don't hesitate to bring ideas for improvements to me.

Looking forward to working with you the rest of this year, as well as the next 2 years!

Tim Crane, Rear Commodore

Welcome to New Members

by Spencer Mathews

The WCSC family grew by one on April 8. Dan Marett's son, Dan Marett, III, and his family attended a new member orientation at the club. They characterize themselves as beginner sailors, though daughter Darien, who'll be 14 on October 1, has attended sail camp twice. They've acquired a Catalina 25, sail #5507. Dan works for JPS Composites and his wife, Elizabeth is with the Red Cross. They also have a son, Devin, who's already grown. I claimed the privilege of being one of their sponsors and the other is – can you guess? – Cap'n Dan. As you can see, they're a fine looking bunch. All you folks who also sail Catalina 25's, be sure to share what you've learned about your boat's characteristics once you get to meet them.

What with the rains we had this past week, the lake has come up a whole foot – only nine more to go.

This time around I have the pleasure of introducing five new members. Four

wanted to become regular sailors. Ron and I are their sponsors. They (in my view, wisely) haven't chosen a boat yet. They hope to be able to use the club boats and glean knowledge (and rides) from existing members in order to bring as much experience as possible to the decision regarding what kind of boat to purchase. Both of them have children: Joey and Kaley Scarfato are closing in on 11 and 10 respectively, while Bracelyn and Baxter Hathaway are 8 and nearly 12 respectively.

Lastly, in the group that attended on May 13, comes Rick Wiker. His wife, Patti, couldn't attend so I still look forward to the pleasure of meeting her. Mike Miros and I are their sponsors. They have moved here recently and have four children ranging in age from mid-teens to mid-thirties. Rick is an FHA sales associate. He drives a Porsche and is a member of the Porsche club of America. He says his brother, who lives near the Chesapeake, is the experienced sailor in the family, having some blue water experience; but he,



Darien, Dan and Elizabeth



Katrina and Brian



Tonya and Tim

of them attended an orientation meeting at the club on Saturday, May 13. The fifth lives out of town but was able to make a meeting on Monday, May 15.

Katrina and Brian Lavengood attended the Saturday meeting. They moved here in mid April from Indiana. They have three children, all grown. They sail a Clipper Marine and have been sailing for about seven years. John Kriedler introduced them to the club and he and Curt Rubinstein, who conducted their tour of the grounds, are their sponsors. The Lavengoods are looking for new knowledge and hope to expand their skills and experience here on our beautiful lake.

Tim and Tonya Moore were actually on the grounds the day of the meeting to complete Ron Moede's basic keelboat course. They have met several of our

himself, began sailing in the 80's by crewing for a co-worker and has since sailed and raced several kinds of Hobie Cat. He even crossed Lake Erie on a Hobie 18. Now he's gone 'old school' and is bringing a Soling to the club – that'll be our second Soling. The other is sailed by the Clemows in the keelboat fleet.

While the Lavengoods have moved here from Indiana, our fifth member – Richard Freeman – actually still lives there and commutes to the club, a six-hour drive. He purchased a member's Hunter 25, PERIGEE, and ultimately decided to join us and keep her on Lake Hartwell. He was on the grounds for his orientation on May 15. His sponsors are A. G. Caldwell, who conducted his tour of the grounds, and Keat Pruszenski. Richard is retired, and has a powered craft up in his home area; but he plans to come here for a couple of



AJ and Beth



Rick and Patti



Richard

members while doing that and are impressed with what they describe as a great community of sailing enthusiasts (it feels good to dwell a minute on that). They have two children: Tegan, who's nearly 8, and Tonisha who's nearly 14. Ron and I are their sponsors. They've purchased the Lehmann's Catalina 25, EPIPHANY. I hear that the Lehmanns are planning on upsizing. Tim is an industrial engineer.

Beth Hathaway and Anthony (A.J.) Scarfato got interested in sailing when they chartered a captained vessel in the Virgin Islands and cruised for a week. They completed Ron's course earlier this year and decided they

days at a time and enjoy our way of life down here. He has never sailed and wants to learn, so be on the alert to help him out either by sailing with him or inviting him to sail with you. He's also a fisherman.

Everybody help our new folk to learn the ropes. I know it doesn't seem like it, but the rain reports published in the Spartanburg Herald say that we've had a greater than average rainfall so far in 2017 and the lake has come back from being 11 feet below full pond to only about 7 and a half below. Still, watch out for thin water. See you out there.



Cruiser's Corner!

by Tim Crane



Welcome to the Cruiser's Corner! Unfortunately, this quarter, I have to lead off with an apology...to all the members of the Cruising Fleet. The role of Rear Commodore has been a challenging one, which I am the first to admit has negatively impacted the level of activity for the Cruising Fleet. I am not about to make any promises to you that I may or may not be able to fulfill as your Fleet Captain. However, I do promise that I will do my absolute best to make the remaining events that are on slate for us the best they can be!

We had a great Frostbite series, culminating in the Bud Light Cup, where Curt Rubenstein took top honors in the cruising division, and George Masson took the honors in the racer's division. Afterwards we enjoyed a fantastic low-country boil thanks to Paul Rock, Patrick Hopp, and Jeremy Marsh! Sorry that you missed it if you weren't there! Next time you're at the Club, check out the new perpetual trophy for the Frostbite series finale. Next year, I'd like to see how many would support the renaming of this one to the Henry Edwards Ultra Cup (yes the trophy is amenable to the change).

In June, we had a fantastic Pirate's day – we even encountered a Mermaid! I hope you've had a chance to see some of the fantastic photos by Keith Schrecengost! Afterwards we had a cookout at the clubhouse that was attended by approximately 60 members/family/guests/friends! Much thanks to Ron & Martha Sanga for making it such a successful day!

As summer rolls around, we'll be having our usual assortment of organized sailing activities and socials. Also, we're planning on another season of 3 Sail-in Movie events, as well as several 'Island-destination' cruise/parties!

Remember, the reason for the formation of the Cruising Fleet was to increase member participation. When participation increases, membership growth is apt to follow. Support your fleet by showing up for the scheduled events and bringing friends along! As always, consult your weekly emails and the club calendar to find out what we have in store for you!

Here's looking forward to seeing you on the water soon!

Tim Crane



Diva Regatta

Mark your calendar for the annual Diva Regatta, September 9-10, 2017. This event is open to all sailboats. We will have a Distance Race, Day Sailors and a Juniors Course. There must be a female at the helm throughout the duration of the distance course. The Day Sailors must have a female participate aboard. Saturday evening we will have raffle and silent auction items, a fabulous dinner and wonderful entertainment. Since the Clemson vs Auburn game is at 7pm, we will try to have it up on the tv for those interested. On Sunday, we will have brunch and for those who can stay and play, we will have some more sailing opportunities. Please join us as we raise money to support Safe Harbor!

If you have any questions or would like to donate raffle items, please contact Dacia Schrecengost [864-365-6087](tel:864-365-6087) or daysutherin@yahoo.com

Immediate Fair Share Job Opportunity



WCSC has an immediate position available as the Mooring Maintenance Coordinator. The requirements for the position include but are not limited to:

- Schedule mooring workdays (approximately twice a year)
- Organize work crews (approximately twice a year)
 - Mooring maintenance (2 divers, 2 deck hands)
 - Pennant splicing (as required)
- Attach/remove pennants from mooring floats throughout the year
- Other maintenance/upgrades as required
- Order materials required for mooring maintenance



This position reports directly to the Mooring Administrator. No experience necessary. Training and guidance will be provided.

Contact Hugh VantLeven
hughvantleven@aol.com
864-367-0037 h
864-451-0870 c

WCSC History Channel

By Jim Hudson, Club Historian

1966 A New Day

On January 8, Commodore Bob Stewart informed members that a lease had been signed with the Corps of Engineers. The lease called for an annual rental of \$1,200, payable monthly, for a term of 20 years beginning January 1, 1966, and ending on December 31, 1985. He announced that the access to the island had been resolved with landowners and that a causeway to the island could be built. He added that arrangements were underway for that project and that Charlie Liles, a member architect, had begun plans for the clubhouse. The schedule was to be completed in two phases:

Phase 1 - Build the causeway, ramps, parking area for boat trailers and cars, docks, and permanent sanitary facilities

Phase 2 - Build the clubhouse and caretakers quarters, additional docks, parking areas and ramps, and landscaping.

In early January, Commodore Stewart announced the results of a general meeting to approve a new financing plan for the club. The plan called for annual dues to be \$120 per year, payable quarterly, and initiation fees would be set at \$109.50, to be increased annually in proportion to capital expenditures. It also introduced the opportunity for members to make an investment in the initial capital improvements of the Club by purchasing notes in multiples of \$100. The plan was approved. With the financial plan in place, the Club leaders felt they were now ready to move forward with plans to occupy the island. The only other problem was access to the island, which was resolved through an agreement with property owners to purchase a road right of way.

Delivery of the club burgee in February encouraged folks to proceed with the program. Charlie Liles had already begun drawings for grading parking areas and roads, and for filling, compacting and rip rapping the causeway. He had also started drawings for the clubhouse. And by early February, seven members of the Board had committed to purchase club bonds totaling \$5,500.

On February 25 work was authorized to complete the roads, parking areas and causeway. Fill for the causeway was moved from the main boat parking area to the causeway. However heavy rains and the subsequent rising of the lake delayed progress and even when lake levels returned to about normal, it was necessary to haul heavy equipment through more than a foot of water before excavation and the moving of dirt could begin. Nevertheless, on April 7, Stewart announced that the causeway, roads, and boat parking areas were completed. Simultaneously, members participated in "dock building parties" at the home of Artie and Jewel Spitz. Two floating units were built, completing work for one 75 foot dock. More units were constructed at their home later in the month.

Although Charlie Liles had begun drawings of the new clubhouse, the board in a meeting on May 26 decided it would not be in the best interest of the club nor Charlie to employ him, a member, as the architect for the building, and a three member building committee was selected. It was agreed that an outside architect should be retained and since Joe Hiller had made some interesting preliminary drawings, the committee and the board might consider him for the position. At this same meeting an Open Regatta was scheduled for August 27 and 28 and Don Tomlin was named regatta chairman. A new member, Tom Bates, was approved for membership. Tom, with his Lightning, would become a prominent figure in the racing program, and in 1969 he became the Club's fourth Commodore.

As Phase 2 began, some thought was given to beginning with temporary facilities since the club was short on cash. This idea was quickly rejected in favor of building comfortable facilities the correct way the first time, which would require a bank loan. So a general meeting was called for in early June at the island. At that meeting, the board suggested that up to \$25,000 be spent on the clubhouse. It was also announced that Joe Hiller was selected as the architect for the project, his ideas were overwhelmingly accepted by the board, and several financing options were presented. Of the options considered, the members present agreed to use a combination of a plan to borrow from The Peoples National Bank at 6% interest with personal endorsements from members (no cash outlay) amounting to 150% of the amount borrowed, and a plan to borrow from Anderson Savings and Loan at 5 ½% interest with members putting up the amount of the loan in the form of savings accounts earning 4 ½% interest.

The exterior design of today's clubhouse is as originally drawn, but it was split into "first unit" and "second unit" for cost savings. The "first unit" was the spire and the structure surrounding it and it was to be built immediately, and the "second unit" was the portion around it including glass doors, etc. and would be built later.

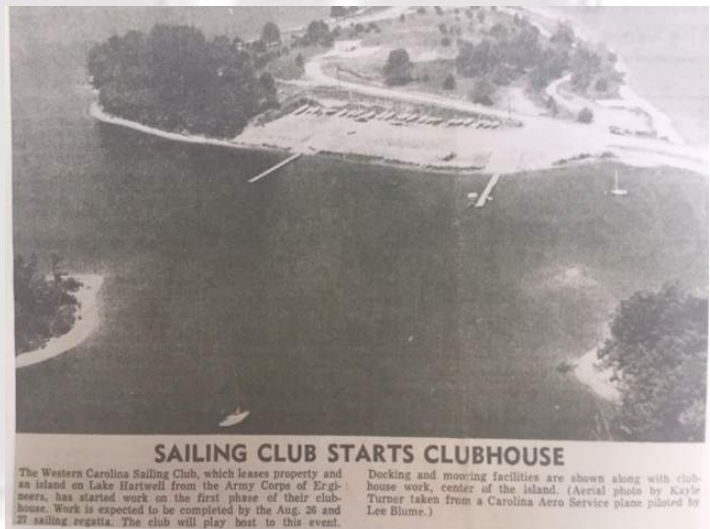
It is interesting to note that the membership fell from 74 in 1965 to 56 on June 15, 1966. Yet there was no alarm indicated about the drop and there were no reasons given. It could be assumed that increased initiation fees and appeals for members to assist in financial plans might have been the reason why. However by October 31, 1966 membership was back up to 69.

On July 1, agreements were executed with Joe Hiller as architect for the "first unit" of the club building and Hugh Lesley as contractor, and later that month Don Tomlin sent out an official notice of WCSC's first Open Regatta. The summer of 1966 must have been busy indeed with work continuing on ground projects, a financial plan being put in place, construction on the clubhouse beginning and plans for a major invitational regatta underway for the end of August. A picture of the island in the August 2 edition of the Daily Mail showed roads, ramps, launching docks, and parking areas and an unfinished portion of the "first unit" of the clubhouse. Part of the "first unit" was delayed because of complications related to the huge wooden beams being used. The delay continued and the clubhouse was not completed until around May of 1967. The Open Regatta in August was described by the Daily Mail as a milestone for Lake Hartwell, being its first. 101 boats competed and Thistles were the largest fleet.

The Annual meeting that year was on October 1 at the clubhouse. Bill Rothfuss was elected Commodore, Jim Gray Watson as Vice Commodore, Dewey Franklin as Rear commodore, Tom Crocker as Treasurer and Harry Edwards/Tom Bates as Secretary. Bob Stewart was given a vote of thanks and a new watch for an outstanding job as Commodore.

Incidental note: The lake was young and in 1965 the Corps was soliciting for a Marina Operator for a 52-acre tract near the dam. It was called the "Big Water" commercial site. Tim Crane gave me that newspaper announcement for the files, the paper was given to him by Henry Edwards. As many of you know, Big Water Marina was operated by John and Jane Davis for many years. They were Club members and John was Commodore. Last week there was another announcement that brothers, Trey and Byron Boggs, had purchased the marina. Time changes.

Feel free to pass along any historical information about the Club or the lake. It will be stored in a safe place and it could be important someday.



Keelboat Fleet

The spring series concluded with a bang on June 4 - a bang of thunder that is. A few minutes before the first warning signal was scheduled to sound, a thunderstorm sounded. Despite a postponement ashore, we were unable to get any racing in on the final day of the series.

The spring series has been one of feast and famine. In addition to a long distance drifter in the beginning, we had two race days of 20 - 30 MPH winds. Two days had insufficient wind for racing and then the storms on the final day. Out of 16 scheduled races, we only completed six.

In A Fleet, nine boats competed and three qualified for trophies by sailing at least 4 four races. As normal, Marc Bailey was first. Your author was second, and newcomer George Masson took third. In B Fleet, only two boats qualified. Usual suspect Mike Harrison was first. Brian Hampton was only one point behind in second place.

The fall series begins September 10. Hopefully, we will have better weather in the fall and more people will have their priorities in order.

The Keelboat Fleet races 12 days per year, 6 days in a spring season from March to June and 6 days in a fall season from September to November. The initial spring and final fall race days are scheduled as distance events around government buoys. On the other days, 3 races around inflatable marks are scheduled with an intended duration of 45 minutes each. At 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 (adult beverages provided and curated by the Fleet Beverage Consultant), scores, and "stories."

Our fleet by-laws and sailing instructions can be found on the club website under "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 own a keelboat, come out on a race day and give it a try. If you like it, you can join later.

Steve Kiemele (rhymes with Emily)
2017 Keelboat Fleet Captain
J70 #345 White Rabbit
skiemele@hartcom.net
404 983-6095



Centerboard Fleet

by John Kreidler

2017 Centerboard Fleet Midyear Update

The centerboard fleet kicked off the season in March with several....no wind racing dates. The first 2 dates, March 11th and March 18th, were complete washouts. We finally got our season underway on April 9th and have continued through this past weekend, June 10th.

The fleet takes the summer off and resumes racing on September 16th. The fall schedule looks like:

September 16 - Cook out planned after racing, details to be announced
September 30
October 7
October 22
October 29
November 12



Another benefit of being in the centerboard fleet is we usually hold attitude adjustments after the racing in the lower parking lot or at the Tiki deck with free beer available for all fleet members. If you want to come out and meet the fleet, share a beer and see what this is all about, come down to the club on a race date and meet the members.

If you want to get on our crew list or want to know how to become a member and start racing, send me an email at jakreidler@mindspring.com and I will help get you started.

2017 Hospice Regatta



Hello WCSC!

It's that time again! The 2017 Hospice Regatta is scheduled for October 13-15 and its time for that string of many communications about what is going on and what you can do to help.

With your help, we were able to raise over \$82,000 last year for the [Hospice of the Upstate](#). It's great to see our Regatta grow to the numbers we see now on a regular basis...and that's a big thanks to you! Ronnie and I are very proud of what we have accomplished the last couple years. With your help and support, we have raised close to \$700k over the last 13 years. Help us achieve our 2017 goal either thru racing, donations, cruising or volunteering to help.

If you don't know much about the Hospice of the Upstate, you can check it out online at hospiceoftheupstate.com. They have a fabulous facility with 27 patient rooms dedicated towards quality end of life care. This is a charity that Ronnie and I feel especially attached to as we both have had hospice experience in the past.

My main message today is to recruit our entire membership to help with Corporate Sponsorship. This is where you come in. Many of us work for large companies (GE, Michelin, BMW, etc.) who typically have some kind of matching gift program or in some cases would be willing to support our event. We would like you to investigate what options are available at your company. Many of you may have already done this but if you have not had a chance, please contact your HR department or the person in your company that would direct you to the correct person that can help. Sometimes, all it takes is to ask the question. You might get the budget answer...meaning it may not be in the budget this year. But ask what can be done to get it in the budget for 2018 and beyond! Please do some leg work for us and try to be our 'sponsor' at your company. If you have any questions or if you need help in working with your employer, contact Ronnie or myself. We would love to lend a hand.

We have link setup on the club website at www.wcsc-sailing.org. Follow the 2017 Hospice link on the left. It will direct you to a page that includes sponsorship packages, a link to the donation page, information on the event and contact information for Ronnie and John. We will be adding more information to the page as it comes available.

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

Sailing for Others

We will again be holding this special sponsorship challenge to help raise additional funds. If you are planning on being a skipper, or even if you're not, you can participate in the Sailing for Others sponsorship program. Start lining up family and friends to help you in this special challenge. Remember that it can all be done online. We have special plans for those who 'qualify' this year. Since the web site is already up, you can start getting donations now!

Volunteers

We always have a need for volunteers to help in a number of areas - race committee, registration, food, clean up, etc. If you would like to help please contact John Kreidler (jakreidler@mindspring.com) or Ronnie Ashmore (sailtanzer@aol.com).

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

John and Ronnie



WCSC Work Area is Open for Business

In the October 2016 meeting, the Board approved a location to work on boat bottoms. As a result, WCSC now has a location designated as a work area for bottom jobs and other boat repairs. This designated work area is the recently stoned area in front of the garage. Use of a space in this designated work area will be by assignment only and is the only area available for bottom jobs on the club grounds.



As of this writing, 11 members have applied for use of a work space of which 3 spaces have been assigned. One boat has completed its paint job and is ready for transport out.

Another boat is in the prep stage with the old bottom paint removed and with the blisters being repaired. Next will come the fine sanding, then the epoxy barrier coat, and finally the new bottom paint. As you can see, there is a lot of work involved to complete this process. A third boat has just occupied a spot.



You may apply for assignment of a space by completing, signing, and returning the WCSC Work Area Application and Agreement to Paul Rock, the current WCSC Work Area Administrator. All items on the form must be complete and proof of insurance must be provided. The application and proof of insurance may be mailed or scanned and emailed to the Work Area Administrator (paulrock61@gmail.com). Once accepted, your name will then be put on the waiting list for an available space. The application form, current waiting list, and the Bottom Job Process, Procedure, and Guidelines can be found on the WCSC website under Club Documentation in the folder WCSC Work Area Administration.



Allotted Work Space Duration:

A member shall have 60 days from the day the boat is placed in the space to complete his work and remove his boat.

Member Work Space Responsibilities:

Member should utilize best practices and safety precautions for the type of work they plan to perform while they are working in the designated work area space assigned to them. Member should also exercise the following responsibilities while working in the designated area assigned to them:

- A waterproof barrier should be placed under the boat to collect any liquids, dusts and/or debris while work is being performed.
- Dust should be contained through draping with a barrier or use of a vacuum system.
- At the end of each work day the member should collect and remove all tools, materials, and, unless continuing work the following day, surface barriers and dust barriers. While work is not being performed the area should be clean and neat.
- IT IS THE SOLE RESPONSIBILITY OF EACH MEMBER TO CAPTURE, COLLECT, AND PROPERLY DISPOSE OF ANY MATERIAL REMOVED FROM THEIR VESSEL. WCSC WASTE RECEIPTALS ARE NOT TO BE USED TO DISPOSE OF REMOVED DEBRIS, SATURATED APPLICATION TOOLS, OR EXCESS PAINT. SUCH MATERIALS ARE TO BE REMOVED FROM CLUB PREMISES BY THE MEMBER.
- All work must be performed by WCSC members. No one may be paid or otherwise compensated for working on boats in the work area.



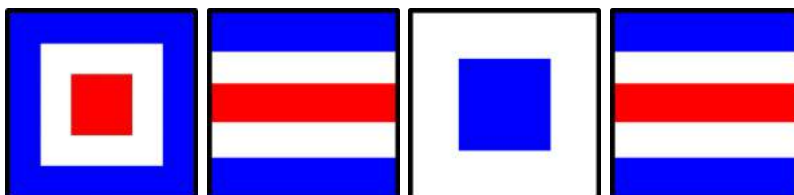
WCSC 2017 BOARD OF STEWARDS

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2018	RON SANGA ronsangasr@gmail.com JIM SNOWDEN jgsnowden@bellsouth.net
2019	CHRIS MIROS christopher.miros@gmail.com ANDREA LEHMANN alehmann63@yahoo.com



Jul	01		July 4th Party
	11	1900	Board Meeting
	08-09		JR Sail Camp
	15-16		JR Sail Camp
Aug	01	1900	Board Meeting
	12	0800	Work Day #5
Sep		1200	Island Cruise - Dinner/Movie
	02	1100	WCSC JR Championship
		1800	Labor Day Party
	05	1900	Board Meeting
	07	1900	Learn to Sail Class
	09	0830	Learn to Sail Class
			Diva Regatta
	10	1300	Keelboat Fleet Race #1
	14	1900	Learn to Sail Class
	15		Windsong Deadline
	16	0830	Learn to Sail Class
		1200	Cruising Fleet Event
		1300	Centerboard Fleet Race #8
			Disabled Sailing Event
	17	0830	Learn to Sail Class
21	1900	Learn to Sail Class	
23	0830	Learn to Sail Class	
	1200	Farewell to Summer	
	1300	Keelboat Fleet Race #2	
28	1900	Learn to Sail Class	
30	0830	Learn to Sail Class	
	1300	Centerboard Fleet Race #9	

Anna Kay Lord
BOS monthly meeting held at clubhouse

Patrick Hopp, Melissa Kaisner, Joe Martin
Patrick Hopp, Melissa Kaisner, Joe Martin
BOS monthly meeting held at clubhouse

Rear Commodore **Tim Crane**
Ron and Martha Sanga
PRO and RC support from Junior instructors

Byron Hicks/Dan Marret, Hosted by A Dock
BOS monthly meeting held at clubhouse

Ron Moede, Class Room Anderson University
Ron Moede, On the Water
Dacia Schrecengost, PRO Brian Hampton
D.Fisher, B.Karlow, K.Schrecengost, J.Rose, J.Mann, T.Mink
Ron Moede, Class Room Anderson University
Lisa Baker
Ron Moede, On the Water
Tim Crane
A.Hutson, R.Welte, R.Wolcott, B.Kellet, E.Seymour, R.Burgess
Al Hippensteal
Ron Moede, On the Water
Ron Moede, Class Room Anderson University
Ron Moede, On the Water
Ron and Martha Sanga
D.Baker, M.Sinclair, B.Crider, D.Ruth, J.Bamard, W.Stephenson
Ron Moede, Class Room Anderson University
Ron Moede, On the Water
J.Martin, B.Knapp, R.Eades, B.J.Leonard, T.Crane, S.Ruark

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