

THE WINDSONG

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50th Anniversary Edition

WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

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October, 2017



FROM THE COMMODORE

Ahoy there, everybody! A thousand apologies to everyone for not having an article in the last Windsong...I failed to plan ahead very well and work ate up most of my spare time. After seeing the photo spread that Lisa Baker added in place of my article, I thought about not writing one again just to see more cool pictures! Thank you, Lisa, for not only taking up my slack, but also for all the work you have done all year with the Windsong!! For those of you who have never had to deal with a publication deadline, getting all of us to submit our contributions is akin to herding cats, and Lisa does a spectacular job!

We are finally at my favorite time of year at WCSC...Fall! The wind is usually great, the air is beginning to cool down, lots of awesome events to look forward to, and water that won't send you into cardiac arrest if you accidentally take a plunge. That mixed with the changing foliage and the smell of campfires on crisp, cool nights is when some of the best club memories are forged. I look forward to it and hope all of you take advantage of such a great time of year.

The club calendar is the best resource for seeing what events are coming up, but I want to highlight some that warrant a special note. Of course, the Hospice Regatta is coming up October 13-15. This is by far our biggest annual event, and I would love it if every member was involved on some level - racing, volunteering, RC duty, food prep - there are endless ways to get involved and all are welcome and encouraged to do so. If you can't race but want to help, contact John Kreidler or Ronnie Ashmore. By the time you are reading this, the fall series for the Keelboat and Centerboard Fleets should be in full swing. No racing experience needed, you're welcome to come out and join the fun! I can't say that the Cruising Fleet is "back" into full swing since they never really stopped having events all summer, but the cool weather makes their events even more enjoyable in the fall...so join the fleet for fun and relaxing events! On November 4-5 the Bloody Mary Thistle Regatta will be at our club. Due to the passing of one of the Thistle Class's most influential members, they cancelled the regatta last year, but are returning this year. It is a treat to see Thistles racing one design and always worth coming to watch some excellent sailors in such a classic boat! Please check the calendar for these and many other social events throughout the season!

The annual meeting for WCSC is coming up November 18th in combination with the Thanksgiving Day party. A reminder that the BOS will present their year-end report to the membership, the 2018 slate of officers and board members will be voted on, and any other issues that may need passage by a membership vote will happen at the meeting. This is your club and this is the time to hear about progress made and planning for the future...and there's food! Hope to see you all there!

One final thought that I'd like to share. As most of you know, I've been a member of WCSC for over 40 years, and I am more proud of our current community of sailors than I have ever been. Currently, we have the most active membership I can ever remember, the most active sailing fleets, the most social events, the most community involvement, and the most innovative, friendly, and supportive members ever. Other than handling the general operations of the club, the primary function of the Board of Stewards is to ensure the viability of the club into the future, and I have never been more optimistic about WCSC's future. Our club begins and ends with its members, and I want to thank each and every one of you for every contribution, large or small, that you have made for WCSC!

Will DeHart
wpdehart@yahoo.com

From the Vice Commodore

,Where did summer go? Fall is upon us and our busy racing and regatta season is in full swing. With cooler temperatures, nice breezes, and less power boaters, everyone needs to get on the water and enjoy our little piece of paradise. If you have not been to the club in a while, you may notice some improvements. Below is some of what has and has not been taking place this summer.

Lake Level - As of September 15, the lake level was 652.52, up about 3.62 feet since January 1. Fortunately our year to date rainfall is 44.76" which is about 2.18" ahead of normal and way better than 2016, which only received 35.4" for the year. However, as you can see, we still need more water in the lake. Even hurricane IRMA only brought us 2.08" of rain and negligibly affected the lake level. It does not look to get any better without the help of some additional tropical storms/depressions. Right now, the Corps projections are starting out at 63% net inflow but then returning to 60% of normal net inflows over the next 10 weeks. This would put us down to just below 651.40 by November 18.

Racing - The Junior Club Championships were held on September 2 with a great turnout and plenty of wind. Diva Regatta was held on September 9 raising money for Safe Harbor, see details elsewhere in this Windsong for both these events. On September 10 the Keelboat Fleet starts its Fall Series and on September 16 the Centerboard Fleet resumes theirs. Also on September 16, we host the Adaptive Sailing Event. October 13 -15 is our annual Hospice Regatta for the benefit of Hospice of the Upstate. Please plan to attend and participate in this premier event. Remember, anyone can participate in the Sailing for Others challenge, how about you!?! Finally, November 4-5 is the Bloody Mary Regatta.

Club Boats - The RC Boat was taken to Strickland Marine on July 10th for its every other year servicing. It was picked up from Strickland Marine on September 1 and returned to the club for use in the Junior Championship races. The boat is now starting and running fine after adjusting and syncing the 3 carburetors. Unfortunately the broken bearing carrier they found in the lower unit was still on backorder through late September. The only alternative to get the boat back in service was a new lower unit, which also comes with a one year warranty. The total cost of all repairs was \$1,998.34. Then during the second day of Junior Sail Camp, I was informed the transmission may be slipping on the skiff and could barely move at idle speed. Rick Fontenot later looked at it and felt that it may be the rubber hub slipping inside the prop. This was confirmed and a new prop was ordered and installed. The skiff now appears to be working as it should.

Moorings - The Corps informed us that there was a concern with all of our "outside the harbor" moorings as they do not appear to be part of our leased area and development plan with the Corps and were only put there on an extreme low water temporary basis. After meeting with the Corps, we came up with a plan that should satisfy all the concerns. WCSC is going to effectively expand the harbor by moving both breakwaters to the west. Most of the existing moorings will then be relocated behind the relocated breakwaters. Mooring maintenance work was performed by Paul Schultz and his team on August 26. They removed and temporarily stored the 5 moorings that were of concern to the Corps until the breakwater is moved.

Breakwater - On July 22, Curt Rubinstein organized a team of

seasoned breakwater technicians along with some very willing rookies. Starting at 8AM, the work proceeded at a record pace with



two teams in the water reassembling the tire bundles with broken straps (failure from chafing). A third team cleaned out some partially silted tires and installed flotation. Two bundles were reconnected to the shore end platform on the north breakwater and one bundle was reconnected to the south platform on the south breakwater along with a bolt to hold the pipe in place. Shortly before noon we were back to the docks to unload our supplies and clean up the dock and work barge. Tim Crane and Patrick Hopp prepared and served the crew hamburgers with all the fixings at the Tiki Hut. It was a very successful workday.

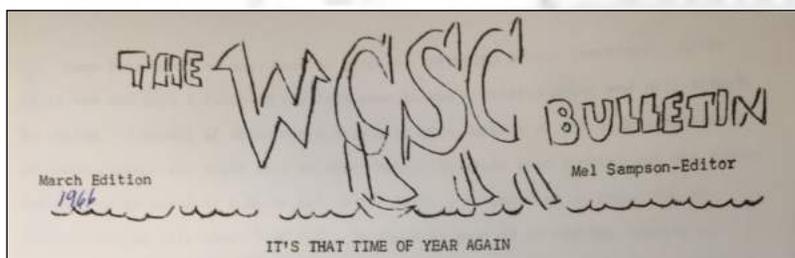
WCSC Work Area Spaces for Bottom Jobs - Paul Rock, the Work Area Administrator, working under the Rear Commodore, currently has an empty work yard. He and former member Bob Knapp have finished their boats. There are currently 7 to 8 members who have completed applications in. Each is working out their logistics and timing. Get your application in if you plan on working on the bottom of your boat.

Dock Repairs - We are still waiting on Custom Dock Systems regarding each of the repairs/needs outlined in the previous Windsong. We are on their list to get the work done, but have to work us into their already full schedule. They hope to get to us before Hospice.

Pump Out Station - Our old pump-out station continues to be out of commission indefinitely. The old system had a bad pump and the holding tank was cracked. Repairs are on hold as we discovered that we are supposed to have a DHEC permit for the system. Club member John Barnard, a professional engineer, has completed the drawings and design calculations and has signed and stamped them. These are currently being submitted along with the DHEC application. Once approved, we can proceed with the replacement/repairs to the system.

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/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



Editor's note: Thanks to our club historian, Jim Hudson, this is the Windsong's 50th anniversary, which I find particularly interesting because I'm 50 as well. In this issue, you will find different versions of the Windsong header through the years, starting with the Windsong's predecessor, *The WCSC Bulletin* from 1966. I hope you find them as interesting as I did.

From the Rear Commodore

Hello everyone! Hard to believe it's October already, this year has flown by! As you have heard, we were very fortunate with regard to our facility, boat and equipment damage from Hurricane Irma, though many of our trees did not fare so well. We've been working since shortly after the storm on the cleanup, but to be honest, I doubt that it will have been completed by the time you are reading this. I'd like to express my extreme thanks to all those members who came out for the special workdays to assist with the cleanup, and extend a thank you in advance to those of you who will be showing up between now and Hospice to help us make sure that our club is up to par for this great event!

Now on to the normal issues you hear about from the Rear Commodore – chiefly dry storage and grounds. No easy way to say it, we've got to do better! Several of you have improved the circumstances of your boat, trailer or whatever is in dry storage at the club, however, for each improvement, it seems 3-5 are still neglecting their stored equipment. Please, step up and be a better member and care for the property you have stored at WCSC, or next year it may be stored at your home.

Now on to a positive note – we are very fortunate to have a new Chairman of the House Committee, Scooter Marett. I'm hoping that the usual folks will step up and help him be successful in this position and would love to see some new faces added to the House Committee as well. He'll be working with the upcoming Rear Commodores to ensure that our facilities are maintained properly and that we're stocked on basics like TP. This is an important and demanding position, please support Scooter's efforts and support your club. His email is scootermarett@me.com.

We also are very fortunate to have Thad Rooney, our new Chairman of the Grounds Committee. He will also be working with the upcoming Rear Commodores to accomplish the many tasks, some of which you may not even be aware of, that keep our club a beautiful place to enjoy. Please consider joining the Grounds Committee to support Thad in his efforts and support your club by helping keep it such a wondrous place to enjoy! His email is thad.rooney@alorica.com.

Tim Crane
tcrane29664@gmail.com

Welcome to New Members

Leland Tucker attended an orientation meeting at my home on July 27. You may recall how hot it was then, so when I learned that he'd be working in Spartanburg that day, I wasted no time setting up the meeting where I knew there'd be air conditioning. Regrettably his wife, Robin, could not attend. The upside there is that I can still look forward to making her acquaintance. The Tuckers have a Bristol 27, *Summer Song*, sail 815, (picture below) that many of us remember seeing at the last several Hospice regattas. They have three children, Zachary, Meredith, and Leland, all of whom are grown and on their own. Leland was in the Marine Corps and is a life member of the Marine Corps League. He is a store manager with Roses and Robin works with Walgreens. Leland has been sailing, often single-handed, for a little better than seven years. His answer to our standard question in the membership application form "Why do you wish to become a member of WCSC?" clearly identifies him as one of us: "To be involved with a group that supports the joy of sailing."

Getting to be the first to welcome new members to the club is one of the pleasures of conducting the orientation sessions; but every once in a while a special pleasure is added – when the new member is someone who grew up in the club and is joining as an adult. That doesn't happen too often, but it's not an empty set either. Chris Miros (currently on the Board), Danny Lacher, Derek Lord (past commodore), and Will DeHart (current commodore) are examples. Although Will joined before the time I began to conduct the sessions. On Saturday, August 12, it happened again - Beth and Don Sawicki joined our happy band.

Beth is Mike Miros' daughter and Chris' sister. She grew up in the club, so many of you will already know her. They have a son, Reed, who'll be 18 in September. Don is a Sodexo district manager. Beth is with St. Mary's school. Among Reed's accomplishments is the fact that he's a heckuva golfer. The Sawickis list themselves as beginning sailors. They want to learn more about sailing and enjoy the social activities at the club. They don't have a boat as yet, so invite them out for a sail on yours so they can develop a sense of what kind of boat suits them best. Their sponsors are, can you guess – Mike and Chris.

Over Labor Day weekend five new families joined our ranks. In alphabetical order, the newcomers are the Kicklighters, the Lees, the Lents, the Malones, and the Snooks. The Kicklighters were introduced to the club by Paul Harder. Jim hasn't sailed for several years, but has some earlier experience in a variety of boats, both dinghies and keelboats. He looks forward to the opportunity to resume an old pleasure and plans to participate in the dinghy fleet, and maybe the keelboat fleet too. Right at the moment the Kicklighters will be sailing a 16 foot scow and a 420 which they'll be bringing to the club. They have three sons: Luke Daniel, Andrew Paul, and John Phillip who range in age between 16 and 22. Jim is a general manager for Carotell Paperboard. He's also associated with Boy Scout Troop 84.

Daryl and Christy Lee are looking at a Catalina 25 and are relatively new to sailing. They have two children, Jamie Lee who's 15 and Abigail Owens who's 9. Christy works at St.



Robin and Leland



Beth and Don



Jim and Maria

Welcome to New Members (continued)

Francis Hospital. Daryl is in active military service. They were introduced to WCSC by Josh Wiethop.

David Lent was also introduced to the club by Josh. The Lents are a family of five. David, Katrina, and three children: 10-year old Daniel, 7-year old Arianna (not sure the spelling's the same but that's our second Arianna –Alan Hippensteal's daughter also bears that delightful name), and 5-year old Felicity. He's an electrical engineer. They'll be sailing a Beneteau 235 and their goal is to learn to sail better – sounds like all of us.

Mark Malone was introduced to the club by Andrea Lehmann. He's moved here from Pennsylvania with his wife, Nancy. They are both retired. They have two grown children. Mark has moderate experience sailing J/24's and Lightnings and a Hunter 31. He looks forward to sailing on Hartwell Lake, but doesn't have a boat as yet.

Last, but not least, are Nancy Duffy-Snook and George Snook. George works with TI Automotive and Nancy, with AnMed. In fact, it was our own Joe Martin, one of her colleagues, who alerted them to the pleasures of WCSC. George has sailed since he was four and has a long history of racing E-scows and M-scows and is a past commodore of two yacht clubs on Lake Wawasee in Indiana. He plans to bring a Star to WCSC and race it in the keelboat fleet. He tells me he has to go up to Maryland to pick it up. They have also missed the social activities associated with sailing clubs so I was particularly happy that they could attend the party A-Dock hosted on the Saturday of Labor Day weekend.



Daryl and Christie



David

Whew! I think you're going to like all these folks. Keep an eye out for them and help them learn the WCSC ropes. It's funny that the lake is still about seven feet down. The monthly rain amounts which are published in the Spartanburg paper indicate that we've had more rain than normal every month except February, some months as much as four inches more than the norm. Maybe there's a leak at the dam. In any case, sailing is still good at seven feet down.

One last thing: I am most happy to be able to introduce you to WCSC's youngest new member – Moira Anne Lord – born to Anna Kay and Derek on August 18, 2017. I got to meet her on the day of the DIVA regatta and snapped this pic. She's also the youngest member of the Bucc 18 fleet. I think she's practicing her "ARRRRGH!" This is the first time I've gotten to introduce a newborn to the club and it sure makes me feel warm in my tummy. Okay, okay – I apologize - but it DOES. See you on the water.



Mark



George



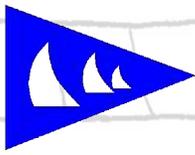
Derek and Moira

Henry, Carolyn and Tea Olives

As you already know, we lost a long-time member, Henry Edwards in early April. Planted on April 25, the Tea Olives along the driveway and beside B Dock are gifted in memory of Henry by his wife Carolyn. Henry loved their fragrance and since they will be blooming soon, let's take the time to stroll by, inhale their bouquet and remember him. Thank you, Carolyn, for this lovely reminder of a wonderful friend and yachtsman.

Tea Olive - *Osmanthus fragrans* - is a species native to Asia, from the Himalayas through southern China, to Taiwan and southern Japan, to southeast Asia as far as Cambodia and Thailand. An evergreen shrub or small tree, tea olive is cultivated as an ornamental plant in gardens throughout Asia, Europe, and the Southeastern United States for its deliciously fragrant flowers which carry the scent of ripe peaches or apricots. Tea olives grow as dense, evergreen shrubs or small trees. Their leaves resemble holly leaves, explaining another common name, "false holly". They can be readily distinguished from hollies by their opposite leaves (hollies having alternate leaves). Tea olive has become a classic staple in Southern gardening for blooming during late fall with tiny but amazingly fragrant flowers, and for being long-lived and virtually pest free!





It's Fall at WCSC and we all know what that means – great sailing opportunities!

I'm hoping to be able to organize some more cruising events for 'off' weekends, but in the meantime, we have the annual Hospice Regatta. Let's do it again this year and have the LARGEST fleet in the regatta! Even if you can't make it for both days of sailing, by registering your boat, you're helping to support a great organization that provides vitally needed services to the community! This year, I've lost a former father-in law and mother-in law, and my best friend in the world, Henry Edwards. Each of their passings were made more comfortable by the Hospice organizations in their areas.

Later in October we've got another fantastic Halloween costume party planned. Get your costumes ready, I hear there are some new faces that will be seen this year! Thank you in advance to Jeremy Marsh for taking care of the food for us again. If you are coming, plan on bringing a side or dessert.

November will be a great month for sailing, as well as the possible return of a Thanksgiving Day lunch at the club. if you're interested in this, please contact me about helping to organize it.

December brings one of my absolute favorite events at the club, The Parade of Lights! I hope you bought your LED lights last spring when they went on sale and plan to join us this year! It's a two night event - on Friday we'll finish up with dinner at Nami, on Saturday we'll start off with the annual Christmas Dinner at the club and then line up for the parade. Elves will once again be available to help or advise on your boat's lighting!

Overall, I just hope to see more of you at the club in what remains of 2017!

?? WCSC MEMBERSHIP DUES FREE FOR a YEAR ??

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

This program is not limited to just skippers. We encourage anyone who is attending the event and wants to help us raise money to start lining up your friends, family and co-workers to help. In fact, you don't even need to attend the event. Just have your friends and family donate in your name to get credit for the donation. If you raise more than \$500, your name is entered in the drawing held Sunday at the awards ceremony. You don't need to be present to win.

We will also draw a 2nd place (6 months free membership dues) and a 3rd place (3 months free membership dues). Note: this does not include any boat, slip, storage or equipment fees, only your quarterly membership dues up to \$616 in value. To qualify for the raffle, you must raise more than \$500 through the Sailing for Others challenge. If you raise more than \$1,000, your name will be entered twice in the raffle and at each \$1,000 increment you will get an additional chance to win. That means \$2,000 raised will get you 3 chances, \$3,000 means 4 chances and so on. We hope this helps encourage all Hospice participants to promote the Sailing for Others program and help us meet our goal. Contact your friends, family and co-workers to help support the event.

Everything can be done online at www.wcsc-sailing.org at the 2017 Hospice information page. Get started now for your chance at a free year of Membership dues.



The Windsong of 1969 was the first time the Commodore's article was featured on the front page!

Records of the 1967 Windsong were not found, the one above - Volume II No. I - is the first one of 1968. Note the headline is about the Junior Sailing Program!



1967 Holding the Course

Under Commodore Bill Rothfuss, with a board that was actively engaged and a very involved membership, much was accomplished during 1967 to keep WCSC on course. 1966 was an awesome year for the club, but there was disappointment about not having the clubhouse completed in time for the Open Regatta in August.

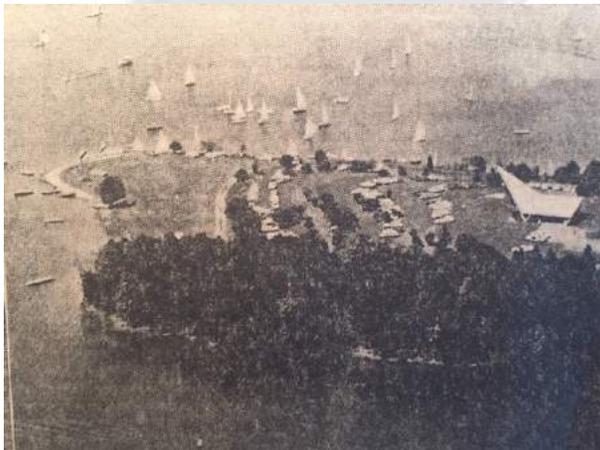
In fact, because of supply issues with the roof, it was not until May of 1967 that the structure was completed. The overall cost for the clubhouse was \$26,679, which after many unforeseen expenses was a sizeable overrun on a beginning budget of \$23,000. Thanks to the financing from two local banks and notes purchased by club members, this cost and many other costs to occupy the island were funded with a healthy cash balance of \$6,600 at the end of 1967. This building was phase one of a two phase project which would be completed much later.

Phase one of the clubhouse was completed in time for the 1967 Open Regatta and members were anxious to show it off to visitors. Immediate past Commodore Bob Stewart was Regatta Chair and the regatta was scheduled for August 26 and 27. Only one designs competed back then and 133 boats showed. Predominate classes were Y-Flyers, Thistles and Lightnings (See Windsong Article - October 2016). WCSC's affiliation with the Dixie Inland Yacht Racing Association (DIYRA) could have been a major factor driving participation from outside the area.

The Annual Meeting was held on November 6 at The Peoples National Bank building in Greenville and the by-laws once again were amended, this time to change the age range of junior memberships, fix a time for the annual meeting as the first Monday in November, add a nonresident membership category,



Building the Spire



Phase One Complete

establish the Planning Committee as a standing committee, and allow flag officers to borrow up to \$2000 without action of the membership. Officers elected at this meeting were Tom Bates – Commodore, Charlie Liles – Vice Commodore, Artie Sptiz – Rear Commodore, Tom Crocker – Treasurer, and Secretary's Dewey Franklin (Anderson) and Harry Edwards (Greenville). It was announced at this meeting that membership had grown to 94 from 69 the previous year, an increase of 25 members or 36 percent in one year.

At this meeting the members also approved the purchase of a parcel of property at the club entrance. In March of the previous year, after wrangling with the idea of purchasing a right-of-way easement from property owners, and in order to expedite the process, Bob Stewart and Bill Rothfuss personally purchased the two lots needed for a road entrance to the club. With this approval, the club purchased the parcel needed for club access from Bob and Bill on November 13, 1967. However, before the purchase, both lots were resurveyed and boundaries were redrawn to align with the entrance road. The parcel purchased is located on the south side of the road at the gate. After settling up with Bob Stewart, Bill retained ownership of the section on the north side and later conveyed it to the club too.

Club firsts in 1967, in addition to completing the clubhouse were:

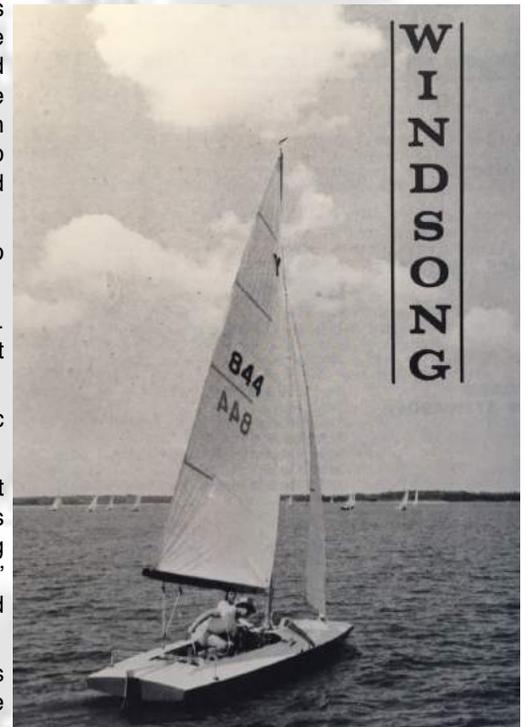
- Established a Junior Yacht Club. Van Liles was their first Commodore.
- Joined SAYRA (South Atlantic Yacht Racing Association).
- Scheduled the first Commissioning Day. It was originally referred to as Opening Day Ceremony. At Charlie Liles' suggestion, the board dressed in blue blazers and white trousers and Bob Stewart ordered ten blazer patches to complete the ensemble.

• The first Club Championship competition. It was sailed in Y-Flyers. Twelve sailors competed, four from each of the three fleets (Y-Flyer, Lightning and Thistle). Art Menke was the first Club Champion.

• The Windsong newsletter was born. Most of the research for this history comes from the Board of Stewards minutes, associated correspondence and the club newsletter. Through 1966 the newsletter was called the WCSC Bulletin but in 1967 it became the Windsong. So you might say this year, 2017, is the 50th anniversary of our Windsong!



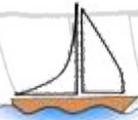
Unfinished Clubhouse December 31, 1966



Picture only front page for the Windsong in 1972.

The Juniors Corner

by Joe Martin



Labor Day Weekend! College football has started, weather is cooling off and the place to be on the first Saturday in September each year is...WCSC Junior

Champs! Breeze was on as fourteen boats turned out for the Junior Champ Races. This was the first time ever for an Opti Fleet at champs with all five boats racing. With the breeze up, the Optis sailed on their own course just outside the harbor entrance. Patrick Hopp and team sailed a full race day with five races. Finishing order: fifth was Ella Burns and Elizabeth Sealey, fourth was Alan Jacobsen, third to James Sealey, second to Natalia Smith and WCSC's first Opti Champ...Beck Burns. Congratulations!

Over on the Championship Course, Melissa Kaisner, Sandi Price, Jeff Kaisner, Rick "Fontenot-no" and Joe Martin got down to the business of racing. Five full rig Lasers, three with radials and a 420 (combined crew weight of, I am guessing, 110) rigged up. But drama was already enveloping the races. With big breeze, should a Laser competitor sail with a full rig or opt for a radial? Overall Junior Champs is settled on Portsmouth Handicap allowing Lasers (full rig and radial), Sunfish and 420s to all participate. What to do? Three competitors opted to go radial and being in the 100 pound range that seemed like an excellent call. For even more drama, Labor Day Saturday was a bad day for Ronstan Universal joints, five were lost over the course of the day. Fortunately none impacted the standings as most were between races.

Using the "Fontenot-no" method of setting out every mark in the shed in a windward mark array we got ready to rumble. Side note, take a look on the website at the course description for Junior Champs. This was our second year using the system and it worked extremely well. First race was a W2 using Green. Breeze was in the 10-12 range. Ross Martin (full rig), working the Caddyshack line "a Cinderella story outta nowhere" wins with Erin Schultz (radial) second. Race two, W2 using Green again. Wind is building. Ross M (full) pulls off another first to finish but the pencil-whipping begins. Erin S (radial) wins and almost wins boat for boat. Race three, the Pink mark is teasing us on the wind shift so we go to another W2, but use Pink. Have some flipping going on now as the wind is still increasing. Pink lets us down and we do a quick change of course back to Green for the second upwind leg. Ben Killinger (full) gets the horn but Sam Taylor (radial) gets the win. Race four, it is not easy being Green, W2 using Green, with a change of course back to Pink for leg three. Ben K (full) wins with Ross M (Ffull) second. Final race W2, breeze on with unscheduled swim time occurring frequently. Some gusts are now near eighteen or nineteen. Ben K (full) gets the horn but Erin S (radial) gets the win.

We awarded fleet results at the close of racing on Labor Day Saturday. Drumroll please...in the 420 Fleet, first place goes to Kathleen Schultz and Ellie Thompson. In Lasers Radials, third goes to Julia Jacobsen, second (after losing the tiebreaker) to Sam Taylor and first to Erin Schultz. In Laser Full, fifth to Braeden Thompson, fourth to Makayla McCullough, third to Anna Price, second to Ross Martin and winning full rig was Ben Killinger. The Overall Junior Champion will be announced at the Annual Banquet in January. You cannot figure it out from the above. Bawhahaha!

Centerboard Fleet

by John Kreidler

The Centerboard fleet has kicked off the 2017 fall racing schedule and it looks to be a great season coming up. We have racing this fall in September through November when the breeze is great and the water is warm. The fall racing dates remaining are:

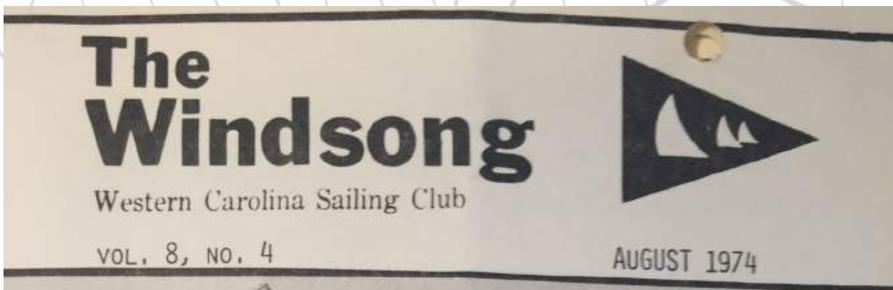
Sept 30	Fleet race date 9
October 7	Fleet race date 10
October 22	Fleet race date 11
October 28	Fleet race date 12
November 12	Fleet race date 13



We race 3 races each race date. Skippers meeting is at 1130 (1030 after the time change) and first race is at 1300 (1200 after time change). We usually have Flying Scots, Lightnings, Buccaneers, Highlanders, Weta Trimarans, Lasers, Force Fives, MC Scows and Sunfish racing in the fleet. Each boat is assigned a Portsmouth rating to make the racing fair.

We have a lot of great competition with spirited racing making for some really fun days on the water. After the boats are put up for the day, we congregate at the Tiki deck in the lower lot or in the parking lot behind a truck sharing drinks, stories, trash talk and the occasional rules discussion.

Boats are available for you to try out and use if you want to check out the fleet - we would love to have you! If you are interested and would prefer to crew, contact me at jakreidler@mindspring.com and I will connect you with a skipper. If you have a boat and need help with trim, setup or rigging, send me an email, and I will get you in contact with an expert.



The Windsong gets a new look in 1974, using the WCSC Burgee.

2017 HOSPICE REGATTA

It's hard to believe the 2017 Hospice Regatta is right around the corner and coming up fast. Preparations have been underway for the 2017 event and the team has been working hard to make all the plans to host another great event and meet our goal of \$75,000 for Hospice of the Upstate. That's right...\$75,000! Wow, we have come a long way baby! Help us blow this number out of the water (again)!

If you are going to sail in the event, please register early. This will help us with the planning to make sure we have enough food, drink and other great stuff available for you and your crew. Beat the deadline as the fees go up after Friday October 6th. You can imagine the planning involved to ensure that we have enough food and drink for 300 hungry sailors, so in order to help prevent us from running out, we have increased the early registration discounts on registration and food.



You can register online at www.wcsc-sailing.org. You can also make donations, purchase additional meal tickets, purchase cool regatta clothing, all online. Everything you need is on the web site including the NOR, sponsorship package, who's coming lists along with other information.

PHRF E Success Continues this Year

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

Sailing for Others

We will again be holding the Sailing for Others special sponsorship challenge to help raise additional funds. This program is not limited to just skippers. We encourage anyone who is attending the event and wants to help us raise money to start lining up your friends, family and co-workers to help. Everything can be done online at www.wcsc-sailing.org on the 2017 Hospice information page. This year we are changing the awards raffle and are giving away a one year membership dues to WCSC. That's right, one year free membership dues to WCSC will be the winning raffle item! We will also draw a 2nd place (6 months free membership dues) and a 3rd place (3 months free membership dues). Note, this does not include any boat, slip, storage or equipment fees, only your quarterly membership dues up to \$616 in value. To qualify for the raffle, you must raise more than \$500 thru the Sailing for Others challenge. If you raise more than \$1,000, your name will be entered twice in the raffle and at each \$1,000 increment you will get an additional chance to win. That means \$2,000 raised will mean 3 chances, \$3,000 means 4 chances and so on. We hope this helps encourage all Hospice participants to promote the Sailing for Others program and help us meet our goal. Contact your friends, family and co-workers to help support the event. Note: we will once again invoke the 'Baker rule' where you can only win once. Dennis did so well in raising funds last year he would have won just about every raffle item. Don't let Dennis show you up again this year, organize your support team early and qualify for the raffle.

Saturday Night Dinner

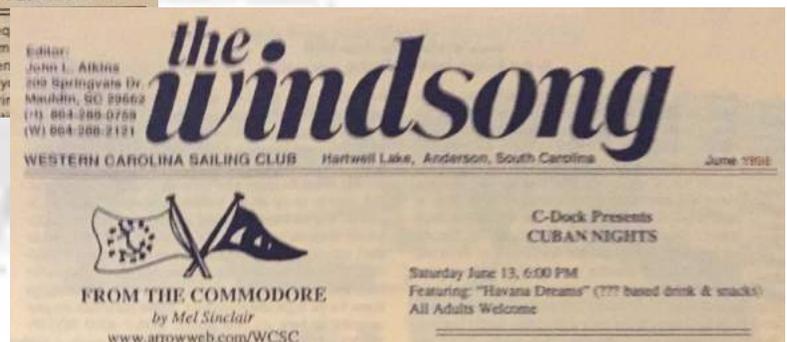
We have always had great food at the event. Your meal ticket provides food and drink for the whole weekend including the Saturday night dinner. Once again this year, WCSC member Jeremy Marsh has offered to cook BBQ pork and chicken for the Saturday dinner. Don't miss this great meal and make sure you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

We Always Need Volunteers

As always, when hosting an event like this we always have a need for volunteers to help in a number of areas (race committee, registration, food, clean up, etc.) 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 \$75,000 for the Hospice. Together, let's make it happen.

Ronnie and John



Same font, different editors for 1984 and 1998. Commodore is still featured on the front page. Note the web address below Mel Sinclair's name. WCSC is on the internet!

2017 Diva REGATTA - Benefiting Safe Harbor

The 2017 Diva Regatta has come to a close. We had wonderful weather that allowed for a great distance course racing event. Participation was down this year due to conflicting football games and Hurricane Irma having a captive audience but we still managed to pull together a successful event with a great donation of at least \$4000 to benefit Safe Harbor!

This year's congratulations goes to:

1st Place - Allison Fontenot (Cowardly Lion)
2nd Place - Jen Kafsky (Interim)
3rd Place - Andrea Guerin (Jus' Chillin)

I would like to thank all of the participants and volunteers of this year's Diva Regatta. Every person in attendance was a contributor to the success of this event, the fun time had by all and our donation to Safe Harbor.

I would like to specifically thank Brian Hampton (our PRO) and Hugh VantLeven Jr. (race committee). As always, these gentlemen did an excellent job with their contribution as race committee and other help, both on and off the water. Just as with every regatta, there were a lot of other areas that required volunteers; on shore duties like managing raffle items, table setup, clean up and help in the kitchen with both cooking and cleaning. The breakfast casseroles on Sunday were provided by Brian Hampton and McCall Ginsberg. They were amazing and their help putting the brunch together was greatly appreciated. We knew the regatta was going to be a great success when Baby Moira Anne Lord showed up to take the helm in the kitchen alongside her daddy, Derek Lord. Also at the helm in the kitchen was Sue Sanders who once again helped to put out a fabulous meal Saturday evening. Thank you to these folks for all the cleaning too!!!

I am excited to announce that next year's Diva Regatta will promise even more opportunity for participation with two key changes. We will be moving the event to the weekend of May 5-6 so that those individuals who have expressed interest in participating year after year but have had football weekend conflicts, will finally be able to attend. Although we had great wind this year, May can be a great time to have a regatta before the dead of summer. The second change is that we will be adding a new fleet option to foster additional participation. Along with having the distance course requiring a female at the helm, we will be adding a separate fleet where there must simply just be a female participating on the boat. This will be a distance course also but these fleets will likely have the same start but will be scored separately.

Diva Regatta will continue to have a goal of raising money for Safe Harbor and the money we raise will specifically go towards a new safe house for the Greenville area. Thank you everyone for your donations and participation. Mark your calendars for May 5-6, 2018. I look forward to seeing you next year!

SCOOTER SPEAKS

Hi there WCSC! I'm Scooter Marett. My wife Beth and I joined the club just five short months ago when we purchased our first boat, the 25' Catalina *Chimaera*. We spent the next three months sailing every chance we got. Since then we have moved to a larger boat The US Yachts *Pins and Needles*, and are doing some small upkeep to get her ship shape.

I served ten years in the US Navy, five aboard a nuclear submarine, two in school, and three as security overseas. For the last six years I've been a maintenance technician for JPS Composites in Anderson where I tend to facilities maintenance. My wife Beth was my high school sweetheart, graduated from Furman University, plays cello and is the volunteer coordinator and disaster management specialist for the Red Cross. There's more, but we're just hitting highlights here.

I mentioned I'm a maintenance technician, so now I have also taken charge of the House Committee at WCSC. Right now, it's a committee of one. One of the first steps in building a good maintenance program is finding people with the knowledge and drive to do the work. It doesn't hurt if they play well together, but I'm ok as long as no punches land. This brings me to my point, finally right? Though I enjoy spending time at the club, I can't spend ALL of my time there. I need a few extra sets of eyes to let me know when things are broken, lights burned out, funny smells in the bathroom, roof leaking, that sort of thing. Uncle Oloff always said "you can't fix it, if you don't know about it." I am confident I can count on everyone to let me know when things need attention.

This leads nicely into my second and final point. In the hopes of keeping me from spending every free moment dealing with these upkeep issues, I'm seeking a few handy members who can swing a hammer, turn a screw, or replace a flush valve without damaging themselves, or the club. If you've got some skills, you're willing to help, and you know in your heart Han shot first, drop me an email. I can be reached at scootermarett@me.com.

Thanks,
Scooter



Editor: Lisa Baker
wscsonlinepublishing@gmail.com

THE WINDSONG

WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

January 2013

2013 brought the next major change by yours truly. The header on this anniversary issue debuted in 2014. I hope you've enjoyed our walk through time!

READY TO PARTY?

By: Anna Kay Lord

Thank you to all who have hosted parties and helped me with other events! This has truly been a crazy year with me becoming a first time mum. Derek and I were thrilled when our little was born August 18. She was 22 inches long and weighed 9lbs, a good start for future rail meat. Moira is now here and we are ready to party at WCSC!!

Hospice Regatta, October 13-15

I will be organizing the raffle and silent auctions again this year. Over the years we have had some incredible items thanks to your wonderful donations. Reach out to any artist, maker or business owner that may be willing to donate something to help raise money for Hospice of the Upstate. If you have an item that you are generously donating to the auction, please let me know what it is as soon as you can. Thank you and I look forward to seeing you at the regatta.

Halloween Party, October 28

Come celebrate Halloween at the club! The evening will be filled with a pumpkin carving contest, costume contest, good food, hayrides, a spooky movie, and wonderful people. Festivities will start at 6pm!

Soups On - Annual Meeting, November 18

This is a time for us to come together to talk about the past and future plans for our club while warming ourselves with homemade soups. The Board of Stewards will provide the soups. The salads and fixings along with an assortment of crackers will be covered as well. If you would like to help by bringing a dessert, please let me know.

Christmas Party, December 9

Come help us deck the halls of the clubhouse and prepare for this wonderful time of year. There is bound to be something for everyone at this party. We will trim the tree, have a tacky sweater contest, hot chocolate bar, a warm fire and Smores, a delicious meal, plenty of socializing, and later in the evening, the lighted boat parade!

New Year's Eve Party, December 31

Come celebrate the end to a wonderful year and ring in the new year with a champagne toast at the clubhouse. Bring your favorite appetizer/party food and your dancing shoes. Festivities begin at 8pm.

Each event will have more details and registration on the club's website via the calendar. Please register for any and all club events so organizers can have a proper head count. If you would like to help with the Entertainment Committee or have any questions, please email me at aklord19@gmail.com.

The Club Work Area and a Bottom Job Experience

Introduction

As most of you have probably had the chance to notice, earlier this year the club established a nice work area for members to be able to make repairs to their sailboats. Availability of the work area was communicated to membership by email with an explanation of requirements and forms to be completed. After a period defined in the email a drawing was held to determine who would have the first and subsequent opportunities to utilize the area. I was asked by the board to be the Work Area Administrator and agreed to the task. Eleven members initially requested use of the work area including myself as my boat, the *Dawn Treader* (O'Day 30), desperately needed a bottom job. Literally putting names in a hat and pulling them out I ended up being fourth in line for use of the area. The three members ahead of me however were not immediately ready to utilize the work area and thus I moved to the top. With a borrowed trailer and help of club members, the *Dawn Treader* was hauled out and placed in the work area mid-May. It would be a hot summer of work to have a new bottom on the boat and back in the water for the fall sailing season we all love. With the help of my son we completed the work re-launching the boat mid-August. I am writing this Windsong article to communicate my experience completing a bottom job so that other members considering such work will have a better understanding of what is required. Such an understanding will help members better assess if they are prepared to take on such a task and if so, what to expect and what will be required.

Assessment of Time Required

The amount of time required to complete a bottom job depends so much upon the existing condition of your hull and paint. It also depends upon such things as how much time you are able to commit to completing such work, how much help you have from others, and the time of year. In my case the *Dawn Treader*, having lived in Charleston before being placed on Lake Hartwell, had many years of ablative paint applied and pressure washed off only for a new coat to be slopped on probably on an annual basis. It had completely failed and was coming off in chunks in some areas. The existing paint would need to be removed all the way down to the original gelcoat - a very labor intensive task. In the case of Bob Knapp's boat, the *Heidi Liz*, it was in fairly good shape needing only a pressure wash, minimal sanding and just a fresh coat of bottom paint. As many of you observed I had the faithful help of my son James. While we both worked on the boat during weekends, there were many days during the week that James worked solo. My son and I added up the hours and between the both of us estimate we had a total of approximately 320 man-hours invested in the work. It took 95 days from start to finish, haul out to splash. Completing the work in the summer offered the advantage of long days and no issues with paint application or drying due to temperature (exception Epifanes). It had however, the disadvantage of the heat to be endured completing the work and would routinely push you to your physical limit. Some days were simply miserable and even unhealthy. If work is attempted during other times of the year certainly the temperatures are more amiable to the work, though day light is reduced and temperatures can be an issue for paint application and drying.

Bottom Job Steps - Completion of the *Dawn Treader* bottom job required the following steps in consideration of its condition:

- 1) Haul out and pressure wash
- 2) Bottom paint removal (very labor intensive)
- 3) Identify and open blisters
- 4) Open and drain rudder

The Club Work Area and a Bottom Job Experience (continued)

- 5) Sand entire hull
- 6) Fill blisters with epoxy resin and glass (as required by size)
- 7) Sand blisters
- 8) Fill and sand rudder
- 9) Wash entire hull with Acetone
- 10) Application of epoxy barrier coat (DT got 5 coats), first application of epoxy bottom paint (all need to be done in one day)
- 11) Application of remaining epoxy bottom coats (five total)

Beyond the bottom work the following steps were completed:

- 12) Wash hull
- 13) Painting of boot stripes with Epifanes two part polyurethane
- 14) Compounding, polishing and waxing of the hull

Pressure washing the hull, all paint chips, sludge and growth were captured in tarps. We found that (as suggested by Ron Moede) swimming noodles placed beneath tarps at the perimeters created a nice dam to collect everything. The tarps were then carefully gathered and water filtered through old towels which worked remarkably well. The old towels and debris were removed from WCSC premises. The bottom paint removal was physically demanding. Completing this work, all chips and dust were contained as required. The area beneath the boat where work was being performed was tarped. Sanders were used in conjunction with a shop vac for dust removal. The new sanders are made such that they attach to a shop vac. We wore out a brand new orbital sander, consumed an enormous amount of sanding discs and grew tired of moving paint scappers. Once the old bottom paint was removed, blisters had to be opened, ground, sanded, filled and patched. We were lucky with the *Dawn Treader* as despite the boat having been in the water so long without the bottom being replaced, blisters were limited to about 20 dime size, 10 quarter size and one half dollar size. Patrick Hopp thus summarized the blister situation as five dollars worth. I chose to apply an epoxy barrier coat and a hard copper bottom. Epoxy barrier coat paint is two part (paint and activator) which must be mixed in the correct proportions. Additionally, applications must be within hours of each other to include the first layer of bottom paint for proper adhesion which makes for a very long exhausting day. I rolled and James brushed. We did not break for lunch. While the boat was out, the boot stripe was painted with Epifanes two part polyurethane paint. In some areas the gelcoat stripe was still in great shape. In other areas it was horrible. Just as with the bottom, most time is consumed with the preparation: washing, solvent washing, sanding, solvent washing again, taping, then finally primer and paint. After the paint had dried I enjoyed watching Dan Marett pull the masking tape off to reveal the new stripes as if unwrapping a Christmas present. Before launching the boat my son James completed the last task of compounding, polishing and waxing the hull. Throughout all of this work it was important to wear proper PPE (personal protective equipment). This included protective clothing, Tyvek suits, cartridge respirators specifically for organic solvents, gloves and eye protection.

Materials Consumed

Of course materials required will depend upon the condition of your hull and thus how extensive the work to be performed. Completing the bottom of the *Dawn Treader* I spent approximately \$2100 in materials. Obviously paint is a big part of the cost but many of the incidentals add up quickly. Here is a list:

Paint including barrier, bottom and two part polyurethane for boot stripe - \$1000

Sanding disks - \$200

Miscellaneous tools to include orbital sander - \$200

Miscellaneous materials such as nitrile gloves, paper towels, trash bags, paint trays, rags, mixing pots, rollers, chip brushes, tarps etc. -\$200

Rubbing compound, polish and wax -\$100

Solvents acetone, MEK, Xylene - \$50

Tyvek suits (young mans and extra fat boy sizes) - \$60

Respirators suitable for organic solvents and replacement cartridges - \$250

Other Considerations

Normally when I visit the club on the weekends we sleep on the *Dawn Treader*. We do not have a camper. With the boat out on the trailer during the summer we lost use of not only a boat to sail but a place to stay. Driving back and forth from home to the club during the work I put 4000 miles on my vehicle. With the push to complete the work, little to no time was left for other tasks at the club to include recreation and helping out.

Conclusion

The work area is an incredible club benefit to members needing to work on their boats. Ronnie Ashmore, our Vice Commodore, put his civil engineering skills to work to establish an area with a good base of crusher run stone that is level, with power and water available. The area being a short distance from the launch ramp eliminates the need for a risky transport over rough terrain to the bone yard. An application is required, accompanied with proof of insurance to be placed on a waiting list for use of the area. Members using the work area are expected to follow the bottom job process, procedures and guidelines. All documentation is available on the club website under Club Documentation, Work Area Administration. I know of only one marina on the lake today performing bottom jobs. Considering many factors such as the number of large boats on Lake Hartwell and that the marina already has slips filled with customers, securing a bottom job is difficult in addition to being expensive. If you are willing to put forth the effort and are committed to following club procedures, the work area offers a great opportunity to complete bottom work.

Before jumping into such work, it is important to carefully consider the effort required, the amount of time that it will consume as well as the loss of use of your boat for a period of time. If you are up to the challenge, your club now has an excellent area for such work.

Happy Sailing, Paul Rock

IMMEDIATE FAIR SHARE OPPORTUNITY



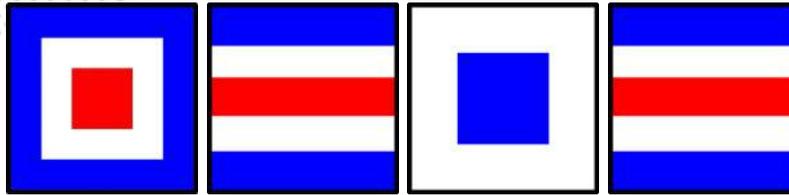
WCSC has an immediate position available as the Mooring Maintenance Coordinator. The requirements for the position include but are not limited to:



- 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



WCSC 2017 BOARD OF STEWARDS

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Oct	01	0830	Learn to Sail Class	Ron Moede , On the Water	
	03	1900	Board Meeting	BOS monthly meeting held at clubhouse	
	07	0800	Work Day #6	Tim Crane , Rear Commodore	
		1300	Centerboard Fleet Race #10	P.Hopp , H.Morse, J.Kaisner, W.Travitz, R.Klassen, J.Cribb	
	08	1000	Keelboat Fleet Meeting	Steve Kiemele , Fleet Captain	
		1300	Keelboat Fleet Race #3	R.Ashmore , D.Van Emburg, F.Towers Rice Jr, B.Rooney, J.Barlow, R.Kathe	
	13-15		Hospice Regatta	D.Baker , R.Rainey, J.Coley, AG.Caldwell, D.Waddell, M.Zollinger, D.Robb, E.Lashley, R.Fontenot, S.Zoerhof, L.Lewis, J.Tucker, J.Loue, S.Smith, C.Silvershield, D.Weatherman	
		21	1200	Cruising Fleet Event	Tim Crane
			1300	Keelboat Fleet Race #4	E.Sherman , C.Lord, C.Curry, J.Hudson, M.Burns, G.Lawrence
		22	1300	Centerboard Fleet Race #11	D.Lord , J.Waits, K.Lagroon, B.Price, C.Smutzer, C.Peterson
	28	1300	Centerboard Fleet Race #12	P.Harder , P.Hughes, K.Pruszenski, J.Osborne, J.Kerscher, M.Lipham	
		1800	Halloween Party	Anna Kay Lord	
	29	1300	Keelboat Fleet Race #5	C.Miros , T.Haynie, S.Albergotti, B.Ehlert, T.Bunch, R.Wilder, M.Jones	
Nov	04-05		Bloody Mary Thistle Regatta	T.Craft , L.Morten, B.Freeman, P.Jordan, C.Clemow, J.Tiddy, R.Friis, S-S.Nielsen, J.Sealev	
		1900	Board Meeting	BOS monthly meeting held at clubhouse	
		1300	Keelboat Fleet Race #6	C.Kafsky , E.Taylor, R.Davis-Fandetti, D.Johnson, C.Niemeyer, D.Oldstrom	
	12	1200	Cruising Fleet Event	Tim Crane	
		1300	Centerboard Fleet Race #13	S.Griffin , G.Killinger, T.Sudderth, M.Pepe, C.Guerin, M.Crumley, K.Steck	
Dec	18	1800	Annual Meeting/Thanksgiving Party	WCSC Annual Meeting, all members invited to attend	
	05	1900	Board Meeting	BOS monthly meeting held at clubhouse	
	08	1830	Cruising Fleet Parade of Lights #1	Tim Crane	
	09	1600	Christmas Party Tree Decorating	AG Caldwell , Hosted by Blue Gavel	
		1700	Christmas Party Dinner	AG Caldwell , Hosted by Blue Gavel	
		1830	Cruising Fleet Parade of Lights #2	Tim Crane	
	15		Windsong Deadline	Lisa Baker	
	31	1800	New Year's Eve Party	Anna Kay Lord	
Jan	01	1200	Commodores Cup Frostbite	First Race of the Year	

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