

THE WINDSONG

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WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

October, 2016



FROM THE COMMODORE

Hello Western Carolina! Whew! I don't know about you but I am done with the heat. My favorite time of the year at the club is fall and winter, with the crisp cool air and smell of campfires. Soon we will be gathered around the fireplace in the club house.

With the arrival of fall my time as a club flag officer is quickly coming to a close. During the past three years, through the collective efforts of your Board of Stewards and the membership, much has been accomplished.

Many of the accomplishments involved maintenance and improvements to our club facilities. Such accomplishments are easy to observe. The boneyard was extensively cleaned up. I remember two completely full construction slide offs removed from the club filled with debris. Since then cleaning has continued to include mulching of brush multiple times. Scrap steel is soon to be hauled off for recycle.

The club house has received a new roof, new decks, drain field, lighting, ceiling fans, ovens and a water fountain in addition to normal maintenance items. The new decks were quite a significant effort. This effort included demolition of the existing deck, grading, new supporting structure, and finally the new deck surface, all in time for Hospice that year.

The grounds require constant attention. I am truly amazed at the number of trees that have to come down or be trimmed each year. For the past two years it has been necessary to hire a commercial tree service. Ronnie Ashmore has taken it to a whole new level removing trees and clearing out all the overgrown brush. Hopefully we are now ahead of this task.

Street lights have been repaired or completely replaced.

All boats required to support racing and maintenance of moorings are in good repair.

Docks have been repaired as needed. Dock ends have received lighting to improve identification at night. The dinghy dock is soon to be upgraded to replace the old wood with a composite material as on the other docks. The north launch dock is scheduled for repair. Pathways to B and E docks will soon be paved to greatly reduce the risk of slipping due to a steep grade or as with E dock, slipping on the gravel.

As significant in effort as maintenance and improvements to the club facilities, are the many administrative tasks that keep the club functioning. Such administrative tasks are continuous and require a great deal of commitment from the Board and various club members. Such activities are not as visible. There are the monthly Board of Steward meetings that are structured. The meetings result in many actions that must be executed. Examples include following up on membership, payment issues, abandoned property, finances, and subjects deemed old and new business.

Many discussions occur and are necessary to examine facts and listen to each other in an attempt to arrive at a good decision. Some subjects are quickly resolved during a given meeting and others span months listed in the agenda as old business. The discussion of various subjects can at times be contentious as opinions are varied. Compromise is paramount in such instances to move forward for the collective good of the club. When such situations occur it takes patience, respect for individuals and respect for the facts to navigate to a compromise palatable to a majority. Your Board of Stewards has a responsibility to work as such to maintain a healthy and happy club. Without such compromise, organizations become dysfunctional as members within the organization take sides and nothing is accomplished.

It has been an honor to serve the club during the past three years. Much has been accomplished and I am sure that with an engaged membership and committed Board of Stewards, Western Carolina Sailing Club will continue to flourish.

Paul Rock
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From the Vice Commodore

Occasionally at every active sailing organization an ugly monster rears its head, and from the grumblings and conversations I have been hearing lately I believe the malignant beast has landed at WCSC. Before things get out of control and members begin to get swallowed up by the tempting offerings of this particular siren, I am dedicating this article to address the issue and hopefully purge the nefarious entity from our midst. This siren, which causes utter destruction at every sailing club where it gets the upper hand, is known as the “my sailing is better than your sailing” mentality. Over the past decade several factors have fueled this unfortunate circumstance on national and local levels, but I believe that if we step back and look at these factors, our history, and our love of the sport of sailing we will realize that we are all bound to the same goals and we are much more similar than different.

When the first people decided to hang their bed sheets on a large pole and harness the wind instead of killing themselves rowing, sailing was born. For hundreds and hundreds of years there were only two things that sea going vessels were used for – commerce and war. We can all remember history classes when we had to learn about European colonization and sea trade. Spain, Portugal, England and others having great battles for the supremacy of the oceans as well as the East India Trading Company headlining the great trade companies of the world. As war and trade developed on the water, two things also happened simultaneously... speed on the water became very important, and people began seeing professions at sea as adventurous. For all intents and purposes, this was the birth of both the cruising and racing mentality.

To be fair, the true cruising sailor wasn't in existence for several hundred more years, but the seed that became the cruising sailor had been planted with the young seamen who took to the trade and war vessels for adventure. As such, the forefather of recreational cruising was much more purposeful, and was primarily for trade, colonization, science and research, or... racing. Not until the second half of the last century did people start cruising in sailboats just for the sake of the journey. Up until that point the destination or purpose of the trip was the motivation for being at sea.

Racing of sailing vessels has a much longer and broader history. Virtually from the time of conception, the speed of a ship and the ability of her crew were of utmost importance. In sea battles, the faster ship with the more able crew almost always won the battle. The fast and maneuverable schooners that were innovated in New England played a large role in the colonies becoming a country, and the massive clipper ships were always being designed with faster hulls, adding bigger and better sail plans, and honing their crew's skills as they raced each other on the trade routes. While they were actually trying to conduct commerce as fast as possible, what the captains, crews, and companies cared more about was out-sailing their competition - people even lined the streets to read the news reports of which ship made the fastest passages.

Throughout the entire history of sailing, racing has fueled innovation more than any other factor. The next time you step on your sailboat – be it a dingy or a thirty foot cruiser – take a look around. The odds are extremely good that you will not be able to find a single thing on your boat that wasn't developed or improved through racing. (If you think you found one...let me know and I'll show you how it was born from racing!) That is not to say that cruisers aren't innovative, but even equipment as “cruiser” oriented as desalination pumps where invented so sailors didn't have to stop to get more fresh water while racing. Racing has also been recognized throughout history as the single best tool to improve skills for handling any sailing vessel. Every sailing training program includes extensive racing programs, and to this day, almost every navy in the world requires at least their officers to have training on a sailing vessel to improve skills before being assigned a permanent position. It is universally acknowledged that the knowledge, experience, and skills attained through racing will equip sailors to face and effectively handle a myriad of situations that they may face on the water better than any other type of training.

The opening line of WCSC's mission statement is “to encourage and support the sport of sailing, sailboat racing and the arts and sciences of seamanship and navigation”. The founders of WCSC were a group of people with a common interest and goal. They wanted to create an organization that advanced their knowledge of all aspects of sailing and

seamanship and spread the love of the sport to others. They did not label some of their group as “cruisers” and others as “racers”. They understood that they were ALL sailors with a common love. They also understood that no sailing organization was worth its salt unless it had an active racing program to teach and grow the skills of the membership. The next time you're in the clubhouse, look at the pictures on the walls and you'll see evidence of our founders bettering each other through spirited competition. To be certain, some of the founders did not race, but they acknowledged the importance of racing and shared a common bond with all sailors.

Part of the false perspective that cruisers and racers at WCSC are different stems from the advance in boat design and the direction of racing all over the world. When I was a young member of the club, everyone raced around the government marks in whatever boat they owned. The Tanzer 26 that my family cruised around the coast every summer was the same boat (complete with dishes, silverware, books, charts, etc) that we raced every weekend. There was no such thing as a “cruising boat” and a “racing boat”... everyone just had a “sailboat”. Since racing has advanced in design, construction, and materials, racing boats are definitely different than cruising boats these days. Many people forget that the majority of racers – both skippers and crew – at the club also have another boat that they go pleasure sailing or cruising on. One of the largest groups of cruising sailors at the club ARE the racers when they are not cruising!

I recently had a club member ask why we put forth so much effort and man hours at WCSC to keep the racing program running. As already noted, the skills and knowledge gained on the race course are second to none in making any sailor a better sailor; and in addition to our club races, we also host a number of regattas for racers from other clubs...many of whom have joined WCSC after visiting for a regatta. Any program at WCSC that advances seamanship skills, promotes active sailing, and grows membership is serving the goals our founders intended.

While it is easy and tempting to categorize our active sailing membership as “cruisers” or “racers”, there are a few more things I need to point out about those labels. As noted previously, most of the members who race frequently also cruise frequently. In addition, many of the members who mainly cruise also have organized cruising/racing events. Just because some members are a bit more relaxed and are going around the government buoys instead of inflated racing marks doesn't mean they aren't racing. Not very long ago, that's how all of the big boat races were run. We have three official fleets at WCSC: the Keelboat Fleet, the Centerboard Fleet, and the Cruising Fleet. All three fleets contain cruisers and racers of varying skill and experience levels, and every member of WCSC is welcome and invited to join one or more fleets and become more active and involved. Regardless of how we do it, or what we do it on, we all love the water, sailing, seamanship, and would be thrilled if everyone at the club were on the water in whatever manner they prefer.

WCSC has a wonderful membership. Our members are active, love sailing, do a great job supporting each other and our community, and all have common goals of growing sailing and seamanship. Our membership also affords us ample resources to support active racing, cruising, adult, and junior programs. However, we as individuals and groups need to do a much better job eradicating the “my sailing is better than your sailing” mentality. What I have discovered throughout my extensive cruising and racing experience is that it is all the same! I love all aspects of sailing and seamanship... love promoting and teaching sailing... love rigging and repairing boats... love hanging out with other sailors talking about the mark rounding or where to anchor in the Pamlico Sound. I know there is value in every aspect of the sea life, and more than anything, I hope all members of WCSC are able to understand this and work better at supporting all of our programs.

Will DeHart
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From the Rear Commodore

It has been yet another busy quarter. The following is a synopsis/update of what has been going on with the land based activities.

Underbrushing – Continues! The tree removal project for 2016 was completed on July 1st and all of the previously cut debris has been chipped and turned into mulch. Underbrushing of Area 1 behind the mainland parking lot is complete with the exception of some lopping. Area 2 behind catamaran beach has been cut, but still requires hauling out of the brush. Area 3 between camper village and the boneyard and a narrow area along the road to the gate is approximately 75% cut and approximately 50% has been hauled to the new burn pile on Arrowhead Point. The previous burn pile was safely burned on August 8th. We have now had 52 days since January 31st where under brushing was performed and which were attended by a total of 96 different club and family members. These work days we attended by anywhere from 1 to 19 members, but the average is 4.35 people. To date, we have 1,013 member hours invested in this project. The Rear Commodore will continue to schedule work parties this fall, any and all help would be much appreciated.

Work Days – In addition to the under brushing special work days this quarter, we have had 2 regular work days and 2 breakwater work days. Our June 11th work day had a turnout of 8 members and our August 13th workday, led by Bob Knapp, had a turnout of 6 members. On Sunday, July 31st, Curt Rubinstein organized a breakwater workday that began at 9am and finished around 1:15pm. Allison and Rick Fontenot provided lunch afterward with grilled burgers and all the trimmings. All three flag officers and board members Curt Rubinstein and Keat Pruzenski were part of the team along with club members Chris Beckman, Bud Bush, Bruce Ehlert, Dan Marett, and Ernie Dewitt. Around 20 straps were repaired and numerous tires were re-bundled which completed all known breaks on both sides. On Sunday, August 21st, Curt Rubinstein again organized a special breakwater workday that began at 9am and finished at noon. The team included Ronnie Ashmore, Curt Rubinstein, Will Dehart, Chris Beckman, Marty Lipham, and Bruce Busbey. The work consisted of installing some additional flotation in a few of the tires and re-working some of the connectivity to the floating platforms. We also added bumper tires to the harbor entrance side of the north platform on the south breakwater. We still have a couple of connector straps to install on the north end of the north breakwater where the center bundles attach to the shore side platform. Other than that one area, the breakwater is ready for winter. On Saturday August 27th, Brian Hampton organized a camper village underbrushing workday complete with breakfast and lunch at the lodge. We had 13 members show up and we accomplished a lot. We now have another burn pile.

B-Dock and E-Dock Walkways – By the time you read this article the B & E dock concrete walkways should be in place. Work is scheduled to begin on September 18th and is being performed by Rock Road, Inc. The new E dock ramp connector (see below) from the pedestal to the new bulkhead has been completed. The new concrete walkway will tie flush into the new ramp connector.



The B dock tie-in will be a walk bridge connector (see sketch above) made from the old B dock gangway presently sitting along the causeway. It will run from the end of the new pathway into the right side of the existing pedestal. It will require some handrail reconfiguration but will provide the safety value we have requested from the Corps for the new concrete walkway.

Club House - Ron Sanga & the Rear Commodore installed/upgraded the emergency/exit lighting for the clubhouse. Also put a LED night light in each head in case someone happens to turn off lights while someone is in the head.

The new Elkay water cooler with water filter and a bottle filling station was installed prior to Junior Sail Camp by Ron Sanga and the Rear Commodore. Last I checked, the bottle counter was approaching 1,000.

Mainland Head - DJ has been pressure washing and painting/staining the mainland head and walkways. The Rear Commodore installed the emergency/exit lighting in the mainland heads and also put a LED night light in each head in case someone happens to turn off lights while someone is in the head.

Roads - The Rear Commodore has patched numerous potholes with asphalt cold patch material including the one up the road in the curve on West Wind Way. All total 1,550 pounds of cold patch was prepped, placed, and tamped by hand and then compacted by rolling over it with the van. This project is finished for the time being.

Gate – Maintenance has been performed on our gate. The key-pad light was out and that key-pad was not always working properly. The light issue (it was not the bulb) was fixed and I was informed that dust can get on the key contacts. They were cleaned as well as greasing the gate and making some adjustments. It appears to be working better and smoother now.

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 “Shore Based” arena, please let the appropriate committee chairman and me know. See you at the club!

Welcome to New Members

by Spencer Mathews

Two new families joined our ranks at an orientation meeting on Saturday, August 13. They are the Garretts (Anita and Norm) and the Sealeys (Kaaren, Jim, and children, James and Elizabeth). The Garretts have relocated here after Norm's retirement and describe themselves as amateur sailors (that sounds like us) who are interested in sharpening their skills and enjoying the social occasions of our club. They sail a Hobie Holder and also have a power boat. Jim Hudson gave them a tour of the club and he and I are their sponsors. Their children, Ian and Catherine, are grown, although we may perhaps get to meet them upon occasion. The Sealeys became aware of WCSC through Junior Sail Camp. James, who's nine and Elizabeth, who's seven, attended a previous sail camp near their previous residence last year and the WCSC camp this year. The WCSC camp was so favorable in comparison (congrats to Sail Camp leaders) that the family applied for membership so that the children would have a place to sail. The Sealeys don't have a boat (yet). Look for an opportunity to take them out so they can get an idea of your boat's features. Melissa Kaisner and I are their sponsors.

Mary Ann and George Masson are our two newest members. They attended a new member orientation on the day of the Diva Regatta, September 10. I am one of their sponsors and Richar Curry is the other. They are experienced sailors, having raced and cruised across the US and in the Caribbean. Although they are looking for just the right boat for our area, they have owned J/boats (two 24s and a 30) and, Rick and Allison will be happy to hear, two trimarans, a Custom 34 and a Corsair Sprint. Their children, Christa and Alex are grown (26 and 23 respectively). George is a director of transportation for Benore Logistics and Mary Ann runs the home. They are looking for a place to cruise and race and their choice of boat will depend, in part, on their experience of activities at the club. For the moment, George is hoping to find someone who needs crew. They value social activities too and like a casual, laid back atmosphere. Looks to me as though they've found a promising place. In fact, I was so laid back at the meeting that I forgot to get a photo of them – mea culpa. I'll try to correct my mistake so you can pick them out. Shouldn't be hard – they've already asked about volunteering for Hospice.

Please keep an eye out for these new folks and make sure they know we're glad to have them with us. See you on the water.



James and Elizabeth, with Dad Jim



Norm and Anita



The Masson's

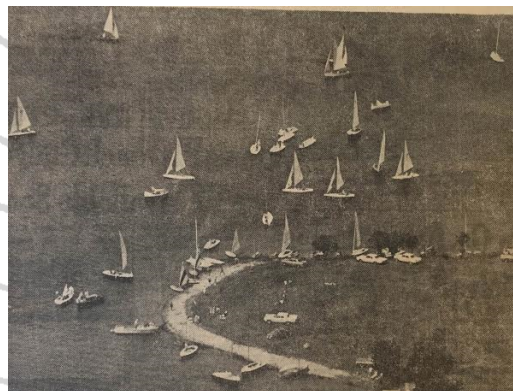
WCSC History Channel

By Jim Hudson, Club Historian

Bob Stewart called me last month and asked if I would be interested in some old Club records he had. He and Nancy were cleaning up and had some old newspaper clippings someone might like to see. Bob was the club's third Commodore in 1966, and he walked for his 50th year in the Commissioning Day line-up of past commodores this year. I told him yes, I would appreciate having the articles. Some of the information was about the first major regatta held at the Club on August 26 and 27, 1967, 49 years ago this month. There were 130 boats representing nine fleets – big stuff back then, big stuff now! Here are brief results with first places only:

Y-Flyers	36 boats	Don Tomlin, WCSC
Thistle	23 boats	W. L. Tomlin, Atlanta Yacht Club
Lightning	16 boats	Tom Waters, Columbia Sailing Club
Flying Dutchman	7 boats	C. V. Williams, Atlanta Yacht Club
Snipe	6 boats	Herb West, Atlanta Yacht Club
E-Scow	7 boats	Jack Helms, Columbia Sailing Club
Highlander	8 boats	Chuck Davis, Lake Norman Yacht Club
Sunfish	15 boats	Vance Vandervelde, Augusta Sailing Club
Handicapped	14 boats	Ray Worthey, Augusta Sailing Club

As my conversation with Bob ended he added, "By the way, did you know about the passing of Don Tomlin?" Don was our first Commodore, 1963 and 1964, and a friend of Bob's. I had to tell him I did not (and am not sure anyone else at the club did). Don died in Charleston on May 1 of this year. In addition to being our first Commodore and being credited as the Founder of WCSC, Don Tomlin was a member of Larchmont Yacht Club, the New York Yacht Club, the Carolina Yacht Club and the Hibernian Society of Charleston.



HARTWELL LAKE—This is not Newport, R. I., but an aerial view of the Western Carolinas Sailing Club this last weekend as over 130 boats participated in the club's regatta. Families from Tennessee, Louisiana, Alabama, Georgia, Carolina, and South Carolina participated in the event. (News-Piedmont, aerial photo by Fletcher W.)

—130 SAILING BOATS COMPETE—

Regatta Here Is Called Success

Juniors Corner

by Joe Martin



Fall is here! Junior Sailing 2016 at the club is wrapping up as this note arrives in your mailbox. The Laser class included twelve sailors this year. The Laser class did one day clinics again on a Saturday in May and June, a Thursday/Friday in July and a final Saturday clinic in August. The August clinic was specifically geared toward tuning up for Junior Champs which is held annually on the Saturday of Labor Day weekend. More on Champs in a moment.

Beginner and Intermediate sail camp was held on the traditional second and third weekend of July. Twenty-five sailors from straight up beginners in Optis and Sunfish to the 420 sailors racing with spinnakers worked on improving their skills. We were fortunate again this year to have good weather, no storms and decent breeze for all the camp dates.

We have a great group of young sailors at WCSC. One of the changes to camp over the last few years has been having the Laser class help as junior instructors during traditional sail camp. The Laser sailors assist with the other classes and can hop in the boats and demonstrate the skills we are attempting to teach. Each year it is fun to see the older sailors assisting the younger ones in learning to sail as well as being positive role models.

Speaking of great groups. The club as a whole and WCSC Junior Sailing in particular should be very thankful for the great group of volunteers who work at sail camp. The instructors get to do the fun part with the student sailors. The real work is preparing food, organizing sailboats, organizing safety boats, getting all the appropriate forms signed, distributing water coolers, driving safety boats, etc. Camp would not happen without these members. It is truly a huge team effort. So here is a big THANK YOU for all you do for camp. I will attempt in my next writing to detail how much volunteer time is involved in putting on Sail Camp. It is really amazing.

Ok, on to the story of Juniors Champs. It was a dark and stormy night...wait...wrong story. Somewhere, In a galaxy far far away...nope, wrong again. Saturday, September 3, 2016 just a little west of WCSC, between buoy S18 and S20, the course was set for WCSC Junior Champs 2016. Eight Lasers and one Sunfish will race to determine the 2016 Junior Champion. The competitors are talking smack...ok, maybe not. First race was set for 1100. Rick Racemaster Fontenot is working the weather mark boat setting not one, not two, but five options for us. We have the wind shifts covered, we think. We are using a different style course than typically used at WCSC for club races. With five options for weather marks and the leeward mark set just in front of the RC, we can, and do several times, easily change course legs for wind shifts occurring during the racing. With Glenn K and Mr. Patrick handling the leeward mark and pin; Ross and Mr. Crispy Martin working flags on the RC, and Sandi and Brian Price doing times, we get the races rolling. So to the racing...race one Mitchell Brannon puts a beating on the fleet, picking the correct side of the line and port tacking the fleet to win big. Race two, Mitchell again puts a beating on the fleet but not as severe. In race three Nathan, 'why yes I am the defending champ' Schultz finally shows up to win a race. After a brief delay to reset the course, (recall we thought we had the shifts covered) we got back to racing. Race four, girls rule. Erin Kaisner crushes a first place followed by Erin Schultz. The final race, with four points separating first through third gets started. It is Mitchell's regatta to win. He is out front around mark one, still in front around the windward mark second time if I recall correctly. Then, even though he is not on a boat named Flipper, he flips. Noooo! He gets it righted quickly but it is not enough and Mr Schultz pulls off a win. The final results in descending order: Kathleen Schultz, Kristen Schultz, Erin Price, Anna Price tied with Erin Schultz, Ben Killinger, Erin Kaisner tied with Mitchell Brannon and the 2016 Junior Champion (repeating) is Nathan Schultz.

The trophies for 2016 Junior Champion, Junior Sportsmanship and Most Improved Junior will be presented at the WCSC Annual Banquet. Finally (and does this sound crazy or what) by the time I write again, Thanksgiving and Christmas will have passed. So, enjoy Thanksgiving with your family. And you better start planning your Christmas parties and lists for Santa Claus. There is a lot of really cool sailing stuff out there.

Centerboard Fleet News

by John Kreidler

The Centerboard fleet has kicked off the 2016 fall racing schedule and it looks to be a great season coming up. We have racing this fall in September through November where the breeze is great and the water is warm. Our fall racing dates remaining are:

September 25	Fleet race date #9
October 8	Fleet race date #10
October 23	Fleet race date #11
October 29	Fleet race date #12
November 12	Fleet race date #13

We race three races each race date. Skippers meeting is at 1130 (1030 after the time change) and first race is at 1300 (noon 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 racing. 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 if you want to check out the fleet. If you are interested and would prefer to crew, contact me at jakreidler@mindspring.com and I will connect you with a skipper.

2016 Hospice Regatta October 14-16

It's hard to believe the 2016 Hospice Regatta is right around the corner and coming up fast. Preparations have been underway for the 2016 Hospice Regatta and the team has been working hard to make all the plans to host another great event and to meet our goal of \$65,000 for Hospice of the Upstate.



A Different Kind of Hope

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 7th. 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, whos coming lists along with other information.

PHRF E Success continues this year

With the great success we had last year 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 Mono hull 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 and get your boat out of the slip and join us in supporting the Hospice event this year!

Sailing for Others

See page 8 for details.

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 (saltanzer@aol.com).

With your help, we look forward to putting on another great Regatta while reaching our goal of \$65,000 for the Hospice. Together, let's make it happen.

Ronnie and John

2016 WCSC Hospice Regatta Saturday Night Raffle and Silent Auction – October 15th

Don't miss entering the raffle for some fabulous prizes held on Saturday night after dinner. Anna Kay Lord has been lining up some awesome raffle and silent auction items for this year's event.

She will be posting a preview listing the items on the 2016 Hospice Information page on the WCSC web site in the near future. She already has a condo for a week at Hilton Head, framed Hospice prints, Southwest Airline tickets and much more. 100% of the proceeds go to benefit Hospice of the Upstate.

Two very special items this year are a Bike Friday folding bicycle and a Trek 5200 Carbon Fiber road bike. Make sure your cycling friends know about the bikes and invite them to come join us for the fun on Saturday night October 15th.



1994 Bike Friday – New World Tourist
USA Made Folding Bicycles
541-687-0487
<https://www.bikefriday.com/>
Original cost \$1,185
Like New.

1995 Trek 5200
Trek Bikes
The world's best bikes and cycling gear
www.trekbikes.com
Original cost \$2,042
Like New
58" Frame
USA Made OCLV carbon



Tinker's Toy

By Ed Sherman

1960 was not a good year for sailing in Upstate South Carolina. Only the Seneca River ran through it, an orange-water, over-sized creek. When it joined Tugaloo River at the south end of Andersonville [Island], the Savannah was formed and became almost red from the iron encrusted dye of local soil. Boating was nowhere and who had ever even heard of sailboats? But our US Corps of Engineers changed that when they began the largest earth-moving project in the world (at that time)—building Hartwell Lake. By 1963 they had a dam and were wondering what to name it. Someone suggested naming the dam after Georgia Tech's famous football coach, Bobby Dodd, but local churches shot that down. As the carved-out basin filled with water, a lake appeared. Soon someone who knew what they were doing had a vision of sailboats and found a large, deep harbor and land which is now WCSC. What a vision! What a find! Private area, spacious harbor...high ground adjoining a water wonderland.

When I arrived in 1978 with my humble, little Venture 17, WCSC racing was out there but not well organized. Most who raced in those days had been raised near water up North and they raced to keep their skills alive. Seems as if everything with those guys back then was secret. Secret blocks to help go-fast. Lines led to cockpits. Whisker poles with trip lines. Snatch blocks. Bloopers. Reaching struts. They welcomed new meat like me.

They smiled watching me screwing up trim, going off on a wrong tack flier, not finding wind pockets and fading out of view as they rounded marks. You sorta had to say to yourself, "OK, I'm gonna get this! I'm buying some books. I'm going to find the toughest, smartest friend to help with this! We're coming out here every race-day and get our butts handed to us. We're going to pay dues and keep paying until we've bought a finishing place. Then we're going to start moving up the food chain. 'We're coming and hell's coming with us.'"

Ronnie Ashmore became that toughest, smartest friend. When Ronnie decided he enjoyed the sport, we teamed for not only a few places but an occasional W. In 1988 Ronnie's son Walt was 10 and the three of us, under a red, white and blue spinnaker, won WCSC's annual SCOR regatta (Spring Cruising Open Regatta). The trophy sits in the club house lobby case.

Sometime around 1983 a stranger from Michigan joined the club. He had taken a manager's job in Spartanburg and brought in a boat we not only had never seen, but had never heard of – an S2 7.9. She looked clean and new but slow - nothing special. The owner had named her "Tinker's Toy." What a name for a sailboat! Her graphics included a couple of tinker-toys fitted together. This stranger however seemed never to meet a stranger. He found and got to know most club members. He seemed to want to know everyone. He was friendly, gregarious, energetic and only casually mentioned he had raced "some" up on Lake Michigan. (This turned out to be the understatement of a decade.)

Tinker's Toy owner was Pete Kremlick. Pete took to WCSC race courses, and from day one taught us the meaning of horizon jobs. We had considered ourselves pretty good out there, but with Pete, it was like he had a motor. He could sail on glass. He could find wind where there was none and you couldn't even see him up ahead if wind was blowing. My son Joe crewed for Pete. So did our own Paul Harder. Joe said when you got to Pete's boat on race day, the boat was spotless, the cooler full of beer and that Pete never raised his voice. Instead he told jokes and laughed during races. Pete became PhD Professor of Racing at WCSC University. He was the Joe Martin or Paul Harder of the 1990's. And later Pete became Commodore which he laughingly referred to as Commode-a-dore!

The Tanzer 22 Ronnie and I campaigned during the 80's and 90's was named Dove. Pete subsequently started calling me "Swoop." At the start of one race, I was feeling my oats and cut Tinker off to get inside before starting. After the gun, we were on starboard, three boat lengths ahead of Tinker's Toy with Pete back there standing at the helm, full steam ahead. Suddenly Pete was one boat length back and uncharacteristically began to yell at us ahead in a loud, deep voice, "STARBOARD, STARBOARD, STARBOARD." I melted. Shaking, I fell-off and let him pass, which he legally had no right to do, but his experience told him he could intimidate me...and it worked. Later on shore Pete smiled, "J.E. Swoop... live by the sword – die by the sword."

Pete Kremlick taught many of us that sailboat racing was the best way to learn to sail like sailing was meant to be. Pete would always say, "A clean boat is a fast boat," and on race day he would be the first to arrive dockside scrubbing his S2. So many of us learned from him. His influence brought into WCSC J-24's, J-22's, Capri 22's, Capri 25's and 30's, J-27's and other world class boats. Pete was living proof of Chuck Yeager's saying about fighter pilots, "It's not the box. It is the man in the box!"



WCSC Ships Store is Now Open

by Cap'n Dan



The Ships Store is now open for our members. We have t-shirts on clearance, polo shirts with the WCSC logo, pocket knives, magnets for the car, license plates, license plate surrounds and more! See Anna Kay Lord or Dan Marett if you need something. We will be open for all of our main events or you can contact us for special needs.

Cap'n Dan
864-314-6045





Sailing for Others

To All WCSC Club members, Skippers, Crew members, Juniors, and any other friends of Hospice of the Upstate.



A Different Kind of Hope

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

We are pleased to continue this special opportunity to support hospice through our Sailing for Others program. In the past this program was directed at skippers. Last year we expanded this opportunity to include anyone who wishes to join this challenge. For the purpose of this event anyone participating would be designated as a "Sailor". This includes any WCSC club member, any skipper, any crew member, any junior, and any other friends of Hospice of the Upstate. Even if you cannot attend the regatta, you can certainly participate and should consider participating in this challenge.

In its 7th year, our Sailing for Others is a sponsorship challenge to raise additional funds. In order to be eligible for special recognition at Sunday's award ceremony and a chance to win one of several items listed below, you must solicit specific sponsors to support you in this challenge. You are responsible for collecting and specifying the amount of sponsor dollars you have raised by having your sponsors go online at www.wcsc-sailing.org and click on the Sailing for Others link under the 2016 Hospice Information page link. They can donate listing your name as their Sailor. The top Sailing for Others "Sailors" will be recognized on Sunday during the awards ceremony.

We had over 90 boats at last year's event. Just think, if we could get all 90 Sailors to participate and each one could get just 10 friends/family to support him by giving \$50 each, WCSC could send an additional \$45,000 to Hospice of the Upstate. Add the crew members, juniors, and club members the donation amount grows even higher. Last year's challenge had 29 participants and they brought in \$21,258 through 192 sponsors (average donation \$111). The top participant brought in \$5,106 for the benefit of Hospice of the Upstate. It can be done!

This year we are giving away an iPad Air, a LED TV, and a Bluetooth Waterproof Speaker as part of the Sailing for Others program. How do you get in this raffle? By raising more than \$500! That's it. Even better, you can increase your odds of winning one of the above Items by raising more money. Raising \$1,000 will get you entered into the raffle twice, raising \$2,000 will double your chances to 4. At each \$1,000 level, you will double your chances. Note: a Sailor can only win one of the raffle items.

Money Raised	Tickets in the raffle
\$500 to \$999	1
\$1,000 to \$1,999	2
\$2,000 to \$2,999	4
\$3,000 to \$3,999	8
and on....	

Sailors are you up to this year's challenge? Whether you are attending, racing, or just want to support Hospice of the Upstate, please give serious consideration to participating in this year's Sailing for Others challenge. Surely between now and the event you can muster up 10 to 20 or more people that would be willing to support you at some level for this most worthwhile cause. Give them a call, send them an E-mail, the worst they can do is say no. You will be surprised at the positive responses you will receive, I know we were.

Contact your friends and family to help support the event. Who knows, you could win an iPad, TV, or Bluetooth Speaker on Sunday!

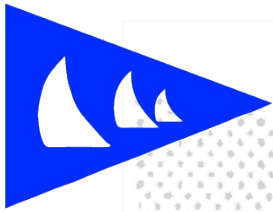
Ronnie Ashmore
2016 Regatta Co-Chairman

John Kreidler
2016 Regatta Co-Chairman

PS. In case you were concerned, neither John Kreidler nor Ronnie Ashmore will be entered in the Sailing for Others raffle on Sunday.

Help Needed

If you would like to help out with the Windsong (which counts toward Fair Share hours) please contact me at wcsonlinepublishing@gmail.com. I need someone in the know that can solicit articles and hound them to get them to me by the deadline. No editing experience needed!



Cruising Fleet News

by Tim Crane



Hello everyone! We've had a successful summer this year - Afternoon cruises, cookouts, island adventures, and sail-in movies have been great fun, much thanks to those who helped us coordinate the effort of setup and transport of the equipment to make these events happen!

We had folks arrive by sailboat, pontoon, johnboat, skiff, whaler, and jet-ski for these events and want to remind everyone that these events are an open invitation to the members of the club to come out on their boats and have fun with us! Or come out with us on *our boats* and have fun with us! The whole idea is to get more of us down to the lake to enjoy the club!

Remember, sailing with the Cruising Fleet is a great way to improve your sailing skills if you have a particular location on the lake as your destination. No matter where the wind is from, we can help you learn to get there while having fun on the way! Hope you've had a great summer and are now ready for this fall's Cruising lineup at WCSC, here's what we have in store - we are continuing our weekly outings, especially now that the cooler weather will be arriving and bringing with it more windy days for us to enjoy. Halloween brings the Second Annual Costume Party at the clubhouse followed by a double feature movie presentation, and December brings our Second Annual Parade of Lights! Hope you've been shopping for your LED's, though once again, the elves will be available to help get your boat rigged if you'd like!

Looking forward to seeing you all at the club soon!

WCSC 2016 BOARD OF STEWARDS

OFFICERS:

COMMODORE	PAUL ROCK paulrock61@gmail.com
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REAR COMMODORE	RONNIE ASHMORE sailtanzner@aol.com
TREASURER	TED SAUVAIN tedsauvain@att.net
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2017	CURT RUBINSTEIN sloopy5336@gmail.com DENNIS FISHER dcjcfisher1@charter.net
2018	TIM CRANE tcrane29664@gmail.com RON SANGA ronsangasr@gmail.com

Oct	01	0800	Work Day #6	Rear Commodore Ronnie Ashmore
		0830	Keelboat Sailing Class	Ron Moede at WCSC
		1300	Keelboat Fleet Fall PHRF Race #2	A.Curtiss , D.Van Emburg, J.Murphy, F. Towers Rice Jr, B.Rooney, J.Barlow
	04	1900	Board Meeting	
	06	1900	Keelboat Sailing Class	Ron Moede at Anderson University
	08	0830	Keelboat Sailing Class	Ron Moede at WCSC
		1300	Centerboard Fleet Race #10	P.Hopp , H.Morse, J.Kaisner, W.Travitz, R.Klassen, J.Cribb
	09	0830	Keelboat Sailing Class	Ron Moede at WCSC
		1000	Keelboat Fleet Meeting	Steve Kiemele , Fleet Captain
		1300	Keelboat Fleet Fall PHRF Race #3	D.Lord , M.Sinclair, B.Crider, J.Cordona, A.Montrie, D.Ruth, K.Schultz
	14-16		Hospice Regatta	D.Baker , H.Smith, 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, J.Simpkins
	22	1300	Keelboat Fleet Fall PHRF Race #4	E.Sherman , W.Wallace, C.Lord, C.Curry, J.Hudson, M.Burns
	23	1300	Centerboard Fleet Race #11	D.Foland , J.Waits, K.Lagroon, B.Price, C.Smutzer, C.Peterson
	29	1300	Centerboard Fleet Race #12	P.Harder , P.Hughes, K.Pruszenski, J.Osborne, J.Kerscher, M.Lipham
		1800	Cruising Fleet Halloween Party	Tim Crane
	30	1300	Keelboat Fleet Fall PHRF Race #5	C.Miros , T.Haynie, S.Albergotti, B.Ehlert, J.Wholwend, M.Sayce
Nov	05-06		Bloody Mary Thistle Regatta	C.Simon, M.Horton, L.Morten, B.Freeman, P.Jordan, T.Craft, C.Clemow, J.Tiddy, R.Friis, S.Nielsen
	08	1900	Board Meeting	
	12	1200	Centerboard Fleet Race #13	S.Griffin , G.Killinger, T.Sudderth, M.Pepe, C.Guerin, M.Crumley, K.Steck
	13	1200	Keelboat Fleet Fall PHRF Race #6	C.Kafsky , E.Taylor, R.Davis-Fandetti, D.Johnson, C.Niemeyer, D.Oldstrom
Dec	19	1800	Annual Meeting/Thanksgiving Party	All members invited to attend
	06	1900	Board Meeting	
	09	1800	Cruising Fleet Annual Parade of Lights	Tim Crane , Night #1
	10	1600	Christmas Party Tree Decor & Social	Dan Marett , Hosted by Blue Gavel
		1700	Christmas Party Dinner	Dan Marett , Hosted by Blue Gavel
Jan		1830	Cruising Fleet Annual Parade of Lights	Tim Crane , Night #2
	31	1800	New Year's Eve Party	
	01	1200	Commodore's Cup Frostbite Regatta	