

THE WINDSONG

Editor: Lisa Baker
wcsconlinepublishing@gmail.com

WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

January, 2014



FROM THE COMMODORE

Happy New Year everyone! I want to thank the membership for entrusting me with the responsibilities of Commodore of the Western Carolina Sail Club. It is indeed a great honor. I follow in the footsteps of the many great leaders that have come before me. I will try to live up to their standards and keep a steady hand on the tiller.

For those that were unable to make the annual meeting I am happy to report that the club remains on solid financial footing. We remain centered on the path that the 10 Year Planning Committee laid out for us in 2011. A few highlights from 2013:

- We completed the B dock extension that will help alleviate low water issues with that dock. Cost was ~ \$15,000 which was \$10K under budget.
- We recently completed installing a new roof on the clubhouse. The cost was ~ \$50,000. The funds came from our roof reserve account.
- We had a record year for our annual Hospice Regatta raising over \$60,000 Dollars.

Moving into 2014, the Board has approved the 2014 budget and we have fully funded all of our reserve accounts (new dock @ \$25,000, roof replacement @ \$2,000 and new junior boats @ \$12,000). Our total reserve balances currently stand at \$108,490. Very recently the CORPS approved our "Camper Village" use proposal and expansion. This project will be proceeding over the coming months. The 10 Year Planning Committee will reconvene this year for a check of the 10 year plan to ensure our vision is still consistent with current environmental factors.

One area of concern is membership. Our membership levels are below those laid out by the Planning Committee. As of the December board meeting, membership stood at 224. As a reminder, the near term targets set by the Committee were 245 by 2013, 250 by 2014 and 255 by 2015. The Committee set these levels to help alleviate any lease increases imposed by the CORPS at our next lease renewal in November, 2018. This will be a focus for the board in 2014.

To that end, the Membership Committee is already hard at work developing and implementing new plans and programs in an effort to positively impact our membership levels. They could use your help – be an ambassador for your club, bring a friend to sail, send the Membership Committee any ideas you might have or volunteer to help. Spencer Mathews is our Committee Chair, drop him a note.

2013 was a good year. We were blessed with ample water for a change. Hopefully 2014 will follow suit. I want to personally thank Paul Harder for his stewardship of the club over this past year. He leaves the club poised to move forward into 2014 and beyond.

Respectfully,

Dennis Baker
2014 Commodore

From the Vice Commodore

As this year draws to a close, I would like to once again thank the membership for all the effort that they put into the upkeep of their club this past year. All the fairshare hours (reported and unreported) really do show. The club was in top shape to welcome the crews of the almost 80 boats that gathered for our annual Hospice fund raising regatta.

Some highlights from the year: The mainland head is almost unrecognizable due to its facelift. The grounds have gotten attention to address infringing growth and dead trees that filled the woodshed to overflowing (more trees to come down). The clubhouse has a new roof that should have all its new leaks fixed by the time you read this.

Repairs have been made to a rotten beam in the clubhouse. We are actively pursuing a fix for the perennial septic-tank-leach-field-saturating-at-Hospice problem. The camper village expansion is complete and full of happy campers.

Well, at least that is what I had hoped to write. As far as that last item goes, the camper village expansion that we started in January to accommodate larger campers with higher amperage loads has finally (12/2) been approved by the Savannah Corps office. The months ahead should actually see the completion.

Thank you all, again, and I hope to see you on the water.

Derek Lord
Vice Commodore



Everyone is invited to shrug off any post-New Year's Eve 'discomfort', put on their dry suits, shake the frost from their sails, break the ice surrounding their boats, and participate in WCSC's annual New Year's Day frostbite race. This is an informal series in a pick-up format that is welcoming to sailors of all levels of racing experience. There will be a meeting at the clubhouse at 1000 New Year's Day to settle on the race course (or course of action if conditions are less than conducive to sailing).

The frostbiting doesn't stop there. There will be additional races 18 January, 8 February, and 22 February. The schedule will be the same. Meet at the clubhouse at 1000 to decide on the format du jour. Regardless of the weather and races, there will be fire, drink, lies, and camaraderie for the hardy souls that choose to brave our fierce Hartwell winter.

From the Rear Commodore

If someone had told me ten years ago that I would be a Rear Commodore of a sailing club I would have responded that they were nuts. Up until several years ago my on-water experience had always been with power boats, the first of which was with my father. We had an old Thompson in a slip in St. Petersburg. We would take the Thompson out into Boca Ciega Bay and occasionally out to the Gulf. Through the years I have owned numerous power boats. While on the water the sight of a sailboat maneuvering to take advantage of the wind always intrigued me. It seemed to me sailing would make getting from point A to B on the water much more interesting and it would be peaceful. Sailing could be the next adventure.

Some years ago I attended Furman. As such I have been on a mailing list and receive the notice for general interest / continuing education classes. One such notice had a listing for a basic sailing course taught by a Mr. Ron Meode. With an interest in learning to sail and the wife's permission I signed up for the course. I had heard that there was a sailing club on Lake Hartwell but it was not until the course that I had a chance to visit the club and see what it was about. I enjoyed the course (although the initial swim was COLD) and during one of the last sails brought my son James along to sail with me. We were hooked!

Having mastered (the basics) on a Vanguard 420, I felt it was time for something a little larger. While visiting my daughter in Charleston the girls went shopping and I went walking the docks. They came back with the usual and I came back with an O'Day 30. The Dawn Treader is on E Dock and while far from perfect has been greatly enjoyed by the family.

The sailing course provided an opportunity to not only learn sailing basics but also an opportunity to see the club, meet members and learn of the club activities. What a wonderful place with wonderful people having fun. Western Carolina Sailing Club has so much to offer. The grounds and facilities are nice. There are many Regattas and activities throughout the year. Such a club does not exist without strong involvement of members. As such I have accepted the nomination of Rear Commodore and look forward to serving you. I cannot be successful without your support.

During 2014 there will be six workdays with the first occurring on March 1st. Please participate during the scheduled workdays not only to fulfill "fair share" hours but to make possible well maintained grounds and facilities. During March and before the bugs find us we will probably want to attack brush and debris at the edge of the woods. Other specific "opportunities" I am sure will be identified before March 1st.

Paul Rock
Rear Commodore

Old Dogs

by Spencer Mathews

Believe it or not, this year I got to sail in the Club Championships for the first time. As you might guess, it all arose by accident. The competitors for that event are chosen from the high finishers in the PHRF Fleet (A and B) and the Portsmouth Fleet. In a perfect world, the three second-place winners (Qualifiers) sail on Saturday with the winner moving on to the Championship Regatta on Sunday amongst the three first-place winners. I was not a high finisher, but the protocol is that if the first two finishers in each fleet can't make it, those finishing in lower places are invited until all the spots are filled. Since thousands of my betters could not be available for the event, ultimately the selection committee was compelled to invite me. An opportunity was presented to an old dog.

For various idiosyncratic reasons the Qualifier field was thinned to only two, John Kreidler and myself, with Dennis Baker, Paul Harder and Steve Kiemele waiting for the winner in the Championship Regatta. Both events rotate crews among boats and this year the event was sailed in Flying Scots. Since I sail a Scot, that suited me fine; but the prospect of having to win three of four races against John Kreidler, who campaigns his Scot all year made me feel like the winner of an Aztec "lucky virgin" contest. Nevertheless, when I prevailed on Jim Hudson to crew with me (Michael Phelan crewed with John), my spirits rose, and I planned to let John win the first two Qualifier races to make him overconfident, then catch him asleep at the helm in the third race, so that all the pressure would be on him in race four (the tie breaking system would give Jim and I the Qualifier title in the event of a tie if we won that race because ties are broken based on who beat who last).

My plan worked to perfection for the first two races. John took two reasonably close firsts. In the third race, things really seemed to come together. Jim and I got a lucky start, crossed John and Michael on the upwind leg (much to my surprise to the cheering of two hundred – okay, just seven – spectators on the point). We rounded the windward mark ahead and turned downwind on the right side of the course, straight to the leeward mark, quickly encountering a dying wind. John went to the left side and found an even bigger hole. So Jim and I rounded the leeward mark first as well. On the way to the finish line, I spent so much time congratulating myself on the strategy that I'd hatched that I failed to cover John and Michael. Guess what – they went much further out on the left side on that last upwind leg than was needed to make the finish line – and found an incoming breeze that let them roll us fifty yards from the finish. Sign. Now I'll never know whether John would have succumbed to the pressure in a fourth race. The only thing left to be said is "Congratulations, John!"

On Saturday evening, our defending champion Steve Kiemele treated all the competitors and RC members to dinner in the clubhouse. That eased the pain of my silly error in Race #3 considerably.

By the way, on Sunday, I got to crew with Paul Harder in the Championship Regatta. It rained much of the day and the wind was blowing anywhere from 5 to 15, so it was a soggy, demanding, gritty, glorious occasion! I learned a lot that day and feel that we gave a pretty good account of ourselves in a four boat fleet; but again, John was not to be denied. He had five firsts out of 8 races, Paul got the other three (and I was along for the ride), so we finished second in the regatta. Just think what might have happened if Paul had an accomplished crew. Next time you see John Kreidler, congratulate him on being the Club Champion. He is a fierce competitor with an awesome sense of sportsmanship.

The organization of the event was in the capable hands of Brian Hampton. He did all the prep work, wrote the SI's, even crewed for Steve Kiemele, and prodded me more times than he should have had to in order to get me to commit all this to writing. Lastly, it would be grossly rude not to tender my thanks to the race committee. They hung in there all weekend, essentially running a match race regatta on Saturday and holding out under demanding (to say the least) conditions for eight (count them – eight) races on Sunday. Nothing but the highest praise will do!

REWARD!

One bottle of Kraken for the return of

THE KRAKEN

The Kraken was last seen at WCSC on October 20th just after the 2013 Hospice Regatta awards ceremony pictured above. If anyone has seen the Kraken, please contact Brian Hampton (coldnosedave@gmail.com) or Byron Hicks (forcefive1172@gmail.com) with information. We must find the Kraken by Valentine's Day so that we can reunite her with Dennis Landis. She should be doing just fine as she had her travel bag with her and Dennis has given her plenty of survival training. We are also looking for information on the unsavory character behind the Kraken in this photo wearing the sunglasses. If you know this man or starred in a B movie with him in the late 60's please contact Brian or Byron. Wish us luck in finding the Kraken by Valentine's Day and bringing a romantic ending to this odyssey.



Thank You WCSC!!



On behalf of the Hospice of the Upstate, Ronnie and John would like to send a big THANK YOU! to the members of WCSC. We hosted a great event in late October and had over 70 boats attend from as far away as Missouri. We exceeded our event goal and raised over \$61,000. Wooooooo! We can't express enough thanks to the Club, the Board of Stewards and the Membership for making it happen.

Of course you can't accomplish something as big as this event without serious help from the membership. We had over 40 members dedicate their entire weekend to supporting the event doing everything from registration, race committee, food preparation, clean up and anything else that needed to be done. THANK YOU WCSC.

We can be proud of what we have accomplished the last 10 years raising quite a bit of money for the Hospice of the Upstate. That number is impressive, over \$350,000!

We have big goals for the upcoming season and will again need your help and support. More details to come as we shoot for another stretch goal for 2014. Start thinking about how you can increase your donations thru Corporate Sponsorships and Sailing for Others. If you know of a company that might have an interest in sponsoring the event, give us a call. We would love to help increase our donations in 2014 thru increased Corporate sponsors and support.

See you on the water in 2014.

Ronnie Ashmore and John Kreidler
Hospice Co-Chairs

Cruising Fleet News

by Bob Knapp

WCSC has over 120 boats that make up the cruising fleet. What is the cruising fleet you may ask? It is made up of any boat in a slip, on a mooring or on a trailer that is sailed for fun – the same boats can also be raced but cruising is more about what we do and the destination, not how fast we get there.

This year we are planning a number of events to get boats out of the harbor and get sailors together to have a good time. We have scheduled full moon sails (those of you that have joined us sailing under a full moon in the quiet of the evening know how enjoyable it is). There will be Sail-In Movies (remember the Drive-In movies? Same deal but using your boat instead of a car) and we all raft up together before the movie starts. This has been very popular in the past. Also scheduled is an overnight sail up the Tugaloo, more raft ups, pre-4th of July fireworks at the dam and an all night sail. Everything we do is family oriented so bring the kids or grandkids!

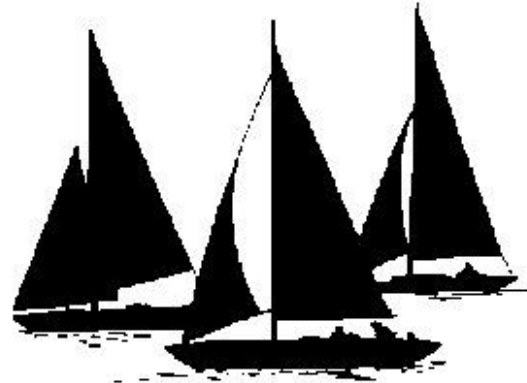
If you are interested in getting the cruising fleet off the ground or helping plan more events, call me at 251-422-5355 or send me an email at bobknapp@charter.net

2014 Springboard Regatta

by Dennis Baker

The 2014 Springboard Regatta is scheduled for March 29th – 30th. This is a point's travel event for the Southeastern Lightning District and has become a big event for the Highlanders. Both fleets had at least 15 boats in attendance last year.

This year could be a warm up for the Highlander Nationals as it looks like Bruce Busbey and Chris Kafsky have landed the 2015 Highlander Nationals to be hosted @ WCSC. Congrats to Chris and Bruce for landing a National Championship and bringing it to WCSC.



A club member has donated their San Juan 24 to be sold by the club. All the proceeds will go to The Hospice of the Upstate. I have the paper work for the boat. The estimated value is \$ 2,000. Main Sail, two jibs and spinnaker included, also working motor. The insides are nice and clean but the outside could use a good cleaning. Make a good offer and you will be ready to sail this spring. Please contact Paul Harder at 864-225-6941 or SailHarder@aol.com

For Sale

Former members have left their boat at WCSC and each of these boats needs to find a new owner who is willing to take care of them.

Killing Time, a Santana 25 on the north moorings needs a new owner.

Former member Keith Barnette's old Trac 16. Keith is asking \$600 for boat and trailer.

John Rogers has a Coronado 23 at WCSC; he also has stated that he is willing to donate the boat to a new owner. I have a scanned copy of the title.

A non-member near the club has an old Y-Flyer in his driveway and is looking for a new home for the boat and trailer.

Please contact Paul Harder at 864-225-6941 or SailHarder@aol.com

Centerboard Fleet 2013 Recap

by John Kreidler

The 2013 Centerboard Fleet series ended on November 17th after a full season of racing. The fleet was as strong as ever this year with average starters on the line of 9 boats. We had Thistles, Buccaneer 18s, Flying Scots, Lightnings, Force Fives, MC Scows, Highlanders and Weta's among others join us for races during the season.

We raced 13 dates (39 races scheduled) from March thru November. This season we got in 32 races with only 7 cancelled due to conditions (and one heck of a Lightning storm). Our fleet is friendly, competitive and spends lot's of quality time on shore after the races discussing the finer points of port-starboard crossings, strategy, tactics and other non race related topics.

Newcomers Erik and Lynise Paschke jumped in a Flying Scot and spent time learning the ropes and become competitive along with having a blast. It was great to see new members join the fleet and have a great time. Allyson Fontenot crewed for Team Baker early in the year and then jumped ship to her new Weta Trimaran. Team Baker as always was fast and a threat to win any race. Marc Bailey came out in his MC Scow and was instantly up to speed demonstrating his experience and racing skills. Chris Kafsky and Bruce Busbey were very fast on their Highlanders and would have done serious damage to the fleet if they had sailed in enough races. Here is hoping they qualify next year.

Spencer and Suellen on Flying Scot Encore had a good year. Vice Commodore Derek Lord and Anna Kay were really fast. Brian Hampton switched over to a Force Five this year and improved his results right away. Rick Fontenot on his Weta Trimaran won the Iron Man trophy and sailed in every race.

All in all we had 8 boats qualify for the Championship. John Kreidler on Comfortably Numb captured the coveted season long Championship. Steve Kiemele on Artful Dodger was second and Ronnie Ashmore on Vespula was third.

Our season kicks off on March 8th, with a fleet meeting at 10:00am and first gun at 1:00pm. Come out and join us for some great fun and racing.



Want to learn to race? Need a boat? We have a great deal for you....

by John Kreidler

Have you wanted to learn how to race but don't know where to start? Do you know how to race but don't have a boat? This is your opportunity!

The Centerboard fleet is looking to add new members this year and has boats available to use for the 2014 season. We have several boats available with experienced owners who are available to help kick start your racing program. The use of the boats is completely free and available for you to use. Here is a list of contact names and boats that are available:

Flying Scot 731 John Kreidler
jakreidler@mindspring.com

Lightning 11090 Dennis Baker
dkb_4_98@yahoo.com

Force Five Brian Hampton
coldnosedave@gmail.com

Buccaneer 18 Ronnie Ashmore
sailtanzer@aol.com

Highlander Bruce Busbey
sail500@aol.com

Each of these skippers has multiple years of experience in racing and can help you get up to speed quickly and will mentor you thru the season. How great is that? Free boat? Free advice? Access to the coolest fleet at WCSC? It does not get any better than that!


Contact any of the fleet members above to help you get in a boat and start racing.



Centerboard Fleet Results - 2013 Season

[illegible]

Flying Scot	78	Total # of Races Sailed =	32
Buccaneer	67	Total # of starters =	277
Weta	46	Avg # of Starters per Race =	8.7
Lightning	30	Number of Races To Qualify =	16
Highlander	25		
Force 5	23		
MC Scow	5		
Thistle	3		
Sunfish			
C-Lark 16			
Celebrity			
Byte			
Puffer			
DC			
470			



Keelboat Fleet

The Keelboat Fleet had a light air 2013 fall season. However, we managed to complete 15 of 18 scheduled races with three cancelled or not started for lack of wind. In the "A Class", an average of 5 boats competed with four boats qualifying by sailing at least 8 of the races.

- Marc Bailey (Melges 24 "Screaming Mimi") scored first overall with 8 first place finishes counting in his best 8 races. He did, however, throw out some finishes worse than first giving hope to his competitors below.
- Your author and fleet captain (Steve Kiemele) came in second overall with his new J70 "White Rabbit".
- Roger Welte (J22 "Winsome Too") took third place but had a couple of first place finishes
- Chris Clemow (Soling "Midnight Breeze") was the remaining qualifier. Chris is steadily improving and had several finishes ahead of some fleet veterans.
- Although he did not qualify by sailing enough races, Joe Martin (Capri 25 "Spanky") was always a contender in his races and finished first over seven other boats in one race.
- Two new additions to the "A Class" were Chris Miros (J24 "Fais Do Do") and Brent Benson (Impulse 21). Welcome!

In the "B Class," an average of 3 boats competed and qualified by sailing at least 8 races.

- Dick and Paul Harder (Lindenburg 22 "Lucky Lindy") scored first with 8 points for their best 8 races. As they say in the PGA commercials, these guys are good.
- Craig Lenfestey (Catalina 22 "Catitude") finished second. Craig is becoming a regular in this position.
- Harold Morse (S2 6.7 "Sundance") finished third.
- Mike Harrison (Catalina 22 "Old Yeller") did not qualify but was big trouble to the fleet when he was able to sail. His average finish was 1.7.
- Keith Chiswell and family (San Juan 21) and Dan Marrett (S2 27 "Dream Weaver") each joined us for one race and we hope to see more of them.

On November 10, we held our annual fleet meeting prior to the races that day. Thirteen members were present. The following 2014 officers were shanghaied: Steve Kiemele, Fleet Captain; Joe Martin, Treasurer; and Margaret Kiemele, Secretary. The following folks volunteered: Chuck Ballew, Assistant Fleet Captain; Paul Harder, Scorer; and Mike Harrison, PHRF Committee Chair. We are planning a fun event to introduce club members to our racing program - keep an eye out for an announcement.

Our 2014 Spring Series of six race days begins in early March. Each race day, 3 races are scheduled with an intended duration of 45 minutes each. We meet in the clubhouse for lunch at 11am (\$4 to \$5 donation per person expected). At 11:30am, we have the competitors' meeting and discuss the plans for the day. The warning signal for the first race is planned for 1:00pm with the other two races following ASAP. No race will be started after 4:30pm. After the races, we gather at the "Tiki Bar" at the head of D dock for snacks, refreshments, scores, and "stories".

Our fleet by-laws and sailing instructions can be found on the club website under "Club Documentation, Keelboat Fleet Documentation." We sail under US Sailing's Performance Handicap Racing Formula (PHRF) where inherently faster boats (based on design, not skill) are handicapped against those that are not so inherently fast. We sail in two classes - A and B - with the "A Class" being those with a PHRF rating of 189 or lower and the "B Class" boats having a rating of 190 or higher. Rating adjustments are made for sailing without a spinnaker if desired. Boats kept in the water receive a rating adjustment for that disadvantage too.

If you have any interest in racing, our fleet is a great way to get started. The racing is generally low-key with a minimum of "discussion" on the water. If you would like to get started as a crew member, please let me know in advance of a race day and I'll try to find you a ride.

Steve Kiemele (rhymes with Emily)
2014 Keelboat Fleet Captain
skiemele@hartcom.net



2014 Race Committee Responsibilities

by John Kreidler

Part of what WCSC is about, is racing. The membership is key to supporting the racing events we have scheduled during the 2014 season. Without our members, it could not happen.

As part of your membership obligation, each member is required to perform one Race Committee duty during the year. As your date approaches, a couple key items to take into consideration:

- Each member is responsible for identifying when they are scheduled to perform their respective RC date. Please look at the schedule on the web site or the calendar that was included in your 1st quarter bill. The schedule is also published on the back page of the Windsong with each members name who is scheduled for that particular months date and time.
- We try to encourage all PRO's (Principle race officer) to contact all members prior to their race date. However, this is only a courtesy and is not required. It is your responsibility to identify the date that you are scheduled.
- Please arrive at the club no later than 2 hours before the first race. Race times are published in the Windsong or on the Website, but are typically at 13:00. This means you need to be on the grounds at 11:00. You will meet your PRO at either the RC boat (located on C dock), the race shed or the club house.
- Make sure you bring proper clothing, sunscreen, hat, sunglasses and plenty to drink or eat. You will probably be on the RC boat or Skiff for about 3 hours.
- You don't need to know anything about racing. Your PRO will instruct you on what to do and when to do it. He needs your help to run a good race for the competitors.

Remember, if you are unable to attend it is **your** responsibility to find a substitute. You can use the Google forum to find other members who might want to swap race duties. If you do not attend, our club rules have a fine system that will be enforced. Thank you for your support.

WCSC 2013 BOARD OF STEWARDS

OFFICERS:

COMMODORE	DENNIS BAKER	2014
	dkb_4_98@yahoo.com	
VICE COMMODORE	DEREK LORD	
	derek.lord.1@hotmail.com	
REAR COMMODORE	PAUL ROCK	2015
	paulrock61@gmail.com	
TREASURER	DAVE FOLAND	
	davidcfoland@yahoo.com	
SECRETARY	SUSAN WHITEHEAD	2016
	wscsecretary@gmail.com	

STEWARDS:

JEFF KAISNER
jeffkize@gmail.com
CURT RUBENSTEIN
sloopy5336@gmail.com
DAVE VAN EMBURG
dpvanemburg@aol.com
HUGH VANTLEVEN
hughvantleven@aol.com
RICK FONTENOT
cowardlylion@charter.net
BOB KNAPP
bobknapp@charter.net

January	01	1200	New Year's Day Frostbite	Pick up races
	07	1900	Board Meeting	
	11	1800	Annual Banquet	Dennis Baker
February	18	1200	Frostbite #2	Pick up races
	01	1800	Chili Cookoff	Hugh Vantleven
	04	1900	Board Meeting	
	08	1200	Frostbite #3	Pick up races
March	22	1200	Frostbite #4	Pick up races
	01	0800	Work Day #1	Paul Rock
		1500	Commissioning Day	Lisa Craft
	02	1000	Keelboat Fleet Meeting	Steve Kiemele, Fleet Captain
		1300	Keelboat Fleet Spring Race #1	J.KREIDLER, W.Lehmann, S.Whitehead, M.Bromley, A.Ducworth, C.Lane
	04	1900	Board Meeting	
	08	1000	Centerboard Fleet Meeting	John Kreidler, Fleet Captain
		1300	Centerboard Fleet Race #1	C.BALLEW, B.Young, F.Metherell, P.Finazzo, Sr, R.Bringleson, C.Bush
	10		Windsong Deadline	
	15	1300	Keelboat Fleet Spring Race #2	B.BENSON, E.Skewes, E.Jacobsen, E.Stewart, J.Endicott, R.Sanga
	16	1300	Centerboard Fleet Race #2	M.BAILEY, C.Arnold, H.Edwards, S.Luthi, M.Miros, J.Brannon
	22	1300	Centerboard Fleet Race #3	B.BUSBY, M.Hellstrom, R.Bannister, M.McDonald, C.Rubenstein, J.Kathe, G.Cart
	23	1300	Keelboat Fleet Spring Race #3	W.CHESEB, J.Yarbro, F.Mendenhall, D.Boyer, R.McBride, B.Gibson
	29-30		WCSC Springboard Regatta	T.SAUVAIN, E.Mitchell, D.Kosa, R.Moede, L.Moses, T.Blaskovic, D.Tegel, J.Stumpff, P.Rock, W.Tullo, J.Weithop, G.Culler, S.Smith, T.Herbert