

THE WINDSONG

Editor: Lisa Baker
wcsconlinepublishing@gmail.com

WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

January, 2015



FROM THE COMMODORE

As we look forward to another wonderful year and sailing season at WCSC, I hope that everyone had wonderful Christmas and New Year's celebration.

I would first like to say I am extremely honored to be in a position to help guide this wonderful club. As many of you know, I grew up at WCSC. My parents, Charlie and Sandra, joined not too long after I was born, and I cannot remember a time when the sailing club was not the place to come and enjoy on the weekends. I thank them so much for that. It holds a very special place in my heart and many fond memories as a safe and comfortable place to come relax, unwind, and even learn. I say all this to emphasize just how much this club means to me. As we move forward, I want to try and make sure that we position ourselves to ensure that this club is around for a very long time so that others in the future have a chance to enjoy it as much as I do now. Toward that end, you will probably hear about some new informal programs coming along to help new members find their niches within the club after they join, as well as to help old – ahem – experienced members pass on their valuable knowledge so that it continues benefiting the club. We are continuing to maintain an open dialog with the Army Corps of Engineers about both our property and our use of the lake; efforts are being made to make our club communications even better; you are bringing your interested friends and family members out sailing for the first time (Yes, I did just volunteer you as a recruiting group). I feel sure that we each know people that would be hooked on both sailing and our club if only they had the chance to experience it. We all should lend a hand in recruiting quality new members to make sure that we can continue to enjoy this wonderful place. I truly feel that we are on track, or the favored tack if you like, for another great year.

This year's annual banquet is right around the corner, and will return to The Galley Restaurant at Portman Shoals on Saturday, February 7th, so watch for more information and expect your invitation in the mail. There will be good food, great company, musical entertainment, photographic presentations, cold beverages, some awards, and it is always a treat to see our members polished-up in their Sunday finest. I hope to see you there.

As always, if you see a need, if you have an idea for an improvement, or if you think of something completely new that we've never even considered before, please bring those to anyone on the board. With your help, our club will continue to improve and remain a treasure on Lake Hartwell.

Humbly,

Derek Lord, 2015 Commodore
derek.lord.1@hotmail.com (864) 907-7911

From the Vice Commodore

This year has really flown by. As I write this I am in Charleston visiting my daughter Becky. Earlier in the week we attended her MUSC school of nursing graduation ceremony. While in Charleston there are always the great meals out at various restaurants and at her home where the occasion always results in spending way too much at the grocery store. We love to cook together.

This particular trip Becky's boyfriend Thomas invited me to go sailing in a J22 out of the College of Charleston facility at Patriot's Point. Thomas, a graduate of C of C, really enjoys sailing out in the harbor. The college has a very nice facility and a new fleet of J boats. Thomas was introduced to sailing at WCSC. His first experience sailing was with us on my old O'Day. I find it rewarding that my association with a sailing club has introduced Thomas and many others to sailing. I have never sailed on the coast and so the Charleston experience would be new. The weather was beautiful. Unfortunately the wind was really light and there is the current/tide to deal with. After all the arrangements and waiting for wind at the dock we had to give up. I did not get to sail in the harbor. Shucks... One advantage of sailing on Lake Hartwell is not having to deal with such currents that prevent going out when having no motor and very light wind.

When visiting Charleston I always make time to walk the docks. When I do I am amazed at the number of boats that I see in slips completely neglected. There always seems to be a collection of boats that owners dropped off, used a few times, then over time, become habitat for marine life. At our club we have some instances of this but not as much as I see at commercial marinas. If your boat is in a slip at the club and has not moved in a while make the time to visit your boat and show it some love.

I wish all of you a happy and successful new year. I am looking forward to working with you this year for the success of the club.

Paul Rock
Vice Commodore

From the Rear Commodore

Ah... the long, cold winter has officially set in at WCSC. For most of us with active nerve endings, that means the thought of taking our boats out is a distant memory of pre-holiday weather or a growing hope for an early Spring. The hardy lot of members who participate in the Frostbite racing get my unwavering respect, a respect that I will pay while sitting in front of a well stoked fire with multiple blankets wrapped around me, an umbrella laden rum drink in hand, and visions of tropical islands dancing in my head. The long standing club members can remember the distant past when we used to race through the winter (or at least most of it), and hopefully understand my cowering at the thought of having to thaw my racing gloves so that I can grip a sheet in need of trimming. For the newer members, a bit about my history on boats and

From the Rear Commodore (continued)

at the club is below and may shed more light on my aversion to weather under eighty degrees.

But first, let me thank everyone at the club for entrusting me (at least in part) with the operations of one of my favorite places on Earth. Thank you! I have gotten more than my fair share of wonderful memories and life-long friendships from my participation at WCSC, and I'm truly honored to be able to give a little of my time back so that the club will continue providing wonderful memories and building friendships for others. I also need to thank Paul Rock and Derek Lord. I am blessed to be following these two gentlemen, and I'm honored to be serving with them. Both have already been a great help by making the orientation into Rear Commodore a smooth one for me.

Paul headed up several big projects and lots of smaller ones during 2014. A big round of applause for the new deck at the clubhouse, and a bigger applause for the members who volunteered their time and expertise getting the project completed. Another hand goes to the members who began the cleanup of the Bone Yard, which is a never ending work in progress. To that effect, we will continue with our efforts to restore the Bone Yard to its original purpose – which includes storage of USEABLE equipment. If you are down at the club this winter checking on your boat/camper... please take a few minutes to look in the Bone Yard to see if you recognize any of the boats, trailers, or other equipment. Whether it is junked equipment or not, knowing whom it belongs to will speed up our ability to get rid of some of it, and relocate the rest (don't fret if you store a working trailer there... that's where it should be!). We also have our first Work Day of the year scheduled for March 7th. This is also Commissioning Day, so make a day of it. Come down early, tackle a few projects, clean a few things, improve our club... then stick around for the ceremony and meet your Board and Executives for 2015. More info about Commissioning Day and more info about projects we will be planning for the workday will be coming as the date gets closer.

Now for a little bio about me so you know who's serving on your Executive Committee...I grew up sailing at WCSC and on the coast of North Carolina. My father joined the club shortly after moving to Greenville when I was one, so I've been a member for about 41 years. Dad's first boat was a Luger 21 kit boat that he built. The whole family (I have two older siblings) spent 1-2 weeks every summer cruising the Neuse River and Pamlico sound while living aboard. We then traded up to a Tanzer 26 that was purchased at the boat show at the Exposition Center in Greenville – a boat show that, during the gas crisis of the '70s, did not have a single motorboat! We began racing the Tanzer at the club and dad earned a reputation as... well... insane. For some reason he liked putting the spinnaker up when it was blowing 30+ knots. He was also not shy about winter

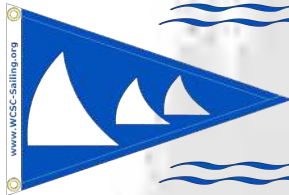
From the Rear Commodore (continued)

racing. As mentioned previously, my aversion to cold weather was nurtured and grew during my siblings and my indentured servitude as crew. Much like the Griswolds searching for a Christmas tree, mom would bring our numb hands and blue lips to dad's attention and his usual response was, "they're eight years old... they can take it... trim the jib, we're about to pass Miros!!"

While I did lose the desire to sail in the cold, my desire to cruise and race only grew from that point. I have raced Lasers, J22s (for 11 years with Roger Welte), the occasional J24, Tanzer 26, Hobie 16, Lightning (mostly match racing), Cal 39 (single handed), Sunfish, 420s, Capri 25, and currently a Melges 24 among others. My cruising experience includes most of the same boats with the addition of dad's current boat, a Bristol 43.3, and the occasional Moorings/Beneteau in the BVIs or Windward Islands. My first career was as a USCG licensed charter captain in the sailing Mecca of Oriental, NC where I lived aboard a Cal 39 and worked on boats in two full service marinas during the winters. My siblings and I also grew up as campers then staff at Camp Sea Gull and Camp Seafarer not far from Oriental on the Neuse River. While I give dad credit for making sailing and the sea a big part of my life, I credit Camp Sea Gull for really teaching me and putting the passion in my heart. My other work experience includes my second career in graphic design and desktop publishing, and my current career is as a registered nurse at the GHS Emergency Trauma Center.

So that's the short story about me. I'm always willing to tell expanded versions of the tales from my life on the water if you see me around the club. I also love working on boats, helping others work on boats, sharing my knowledge, teaching anyone who asks, and generally doing my part to make others love (and respect) being on the water as much as me. I am infinitely approachable, so if you have any requests or ideas, need help with anything, or have concerns about anything, please feel free to ask or discuss things with me. I am here to help and to serve!

Will DeHart
Rear Commodore



I'm pleased to announce our new WCSC burgees have arrived. These have our website screen printed on them and will sell for \$23 to cover all the expenses. These are stitched like the previous. We do still have just a few of the last, purchased from four years ago, at \$20. Come check them out.

Welcome to New Members

by Spencer Mathews

This time around, I get to re-introduce two former members who are rejoining our ranks: Blake and Jane Christoffersen, and Dawna and Paul Uchtmann. Almost certainly you'll recognize their photos and be happy to see them on the grounds again. Both have new boats. Blake will be sailing an O'Day Mariner and Dawna and Paul have a Capri 22, sail #64 whose name is still up for consideration.

Blake grew up on the west coast and has been sailing and racing on various boats (C-Lark, 420, Pearson 30) since he was a boy. These days he's more into pleasure sailing, kayaking, and bike trekking. Dawna also has a lot of racing experience (as the members of the keelboat fleet will recall). She was the girls national champion (in Sabot's if I recall correctly). Paul describes himself as a novice, but he and Dawna gave the keelboat fleet heartburn during their initial sojourn with WCSC. They look forward to competing in the keelboat fleet again.

Both couples have grown children. Paul and Dawna even have grandchildren. Blake works with PLYGEM. Paul works with Thermo Heating Elements and Dawna runs her own business, 'Images by Dawna'.

Be sure to give them a hearty 'welcome back' when you see them. Here it is December, and the lake is still at 655. Can it get any better? See you on the water.



Blake Christoffersen



Dawna and Paul Uchtmann

Is Your Boat Secure for the Winter?

by Captain Keat

Last winter, I remember receiving a series of urgent e-mails regarding a boat in distress on E-Dock. Wind gusting in the 30's and temperatures plunging below 10 degrees F. Since I live close now, I had to go there. A boat was in distress and perhaps I could help. If it broke loose, no telling how much damage could occur to other boats, club docks, let alone itself. As much as I hated dressing for the conditions, and fearing the condition of the dock for human habitation, I had to go there.

This is where I especially appreciate the work Ronnie Ashmore, Curt Rubenstein and their teams have accomplished getting the breakwaters ready for winter storms. It takes quite a few hours to get them ready each year for the predictable winds and waves. Even when they are properly fortified, the residual waves still harass the boats on D and E docks, causing them to "hobby horse", straining their dock lines and causing "dock rash" if not properly restrained.

The Harbor Committee spends many hours each year inspecting boats and communicating with dock members the status of their lines. I thought of this as I arrived at the club that night. Did our dock members do a good enough job getting their lines up to spec? Was this incident a case of the member not following through? Or was it something one of us overlooked? I wish we didn't have to help members remember to keep their boats secure. Nevertheless, I find myself at the head of E-Dock, in cold, wet, windy conditions with Dianne and a high powered flashlight. I hope I can safely make a positive impact.

I found over 2 inches of ice formed from the waves splashing on the dock entry gangway. There were whitecap waves blowing up on it, freezing upon impact. A scan with my light revealed nothing out of order so far down on the dock. Still, I had to go look, in spite of my inner judgment warning me to let it go due to conditions. I told Dianne to stay back and be my safety valve if things went awry for me on the dock. Very carefully I proceeded out with my light. The dock was very active as the boats were dancing before me in the angry waves that were encroaching on the dock, bouncing violently up and down. I proceeded very carefully, using the bow pulpits and other things as handholds with solid ice below me. Traction was difficult as I proceeded.

I could see evidence that others had come before me by the damage to the boats from dock contact. These were signs that members had not adequately prepared their boat for the possible conditions. Fortunately, at this point, most of the damage was superficial. I was afraid of finding something that required attention since it would have been a challenge getting any boat secured in these circumstances. Ed Sherman's Breakwater articles came to mind as I scanned my light in that direction and found the breakwater holding fast to the very intense waves hitting it from beyond.

Ultimately, I found no boat in distress. It had been dealt with earlier, but I didn't get the message before proceeding. It quickly became apparent that I could do no further good here and it was time to seek the safety of solid land. Fortunately, I was able to return safely to the shore without mishap. This event confirmed that we have to keep trying to get members to prepare their boats for the worst. The Harbor Committee plans for quarterly dock inspections to try and identify boats that need attention. These help as many members respond and take action for their boats. In the end, though, it is still the member's responsibility to ensure that their boat is properly secured. They are responsible for the damage that occurs if their boat breaks loose and damages other boats and equipment.

I would like to point out that it is even more important for boats on the moorings to prepare. It is almost impossible to help a boat recover from inadequate preparations in adverse weather. I appeal to all members who have boats in the wet at the club: Please be vigilant and take a look, consult with other members if in doubt, to take advantage of their experience. Don't be one of those who wished they had the foresight to prevent a damaging event.

Captain Keat
D-Dock Captain

17TH ANNUAL WCSC CHILI COOK-OFF & DESSERT BAKE-OFF

• 2015 marks the 17th annual chili cook-off.

- The cook-off will be held January 31 at 6:00 PM, WCSC club house.
- All members are invited. Admission is \$10 or 10 canned goods for the local food bank.

- Anyone interested in participating is welcome. There is no cost to enter the cook-off. So dust off your chili pot, dig out that favorite recipe and have at it. You could win bragging rights.

- Bread, salad, adult beverages and soft drinks will be provided.

Contact Hugh VantLeven for additional information



Keelboat and Cruising Fleet

by Steve Kiemele (rhymes with Emily), 2014 Keelboat Fleet Captain, J70 #345 White Rabbit, skiemele@hartcom.net

Our 2014 Fall Series of six race days concluded November 8. We completed 17 of the 18 scheduled races. A total of 8 boats competed in the "A Fleet" (averaging 4.76 per race) and 8 boats competed in the "B Fleet" (averaging 3.76 per race).

In the A Fleet:

- Marc Bailey (Melges 24 "Screaming Mimi") won convincingly as usual with an average finish position of 1.53. Marc threw out a first place finish to get his final point total of nine for his best nine races.
- Your author finished second with his J70 "White Rabbit" with an average finish of 2.35 and 14 net points after throwouts.
- Joe Martin finished third sailing his Capri 25 "Spanky." His average finish was 3.11 and he had 28 points from his best nine races.
- The final qualifier was Roger Welte sailing the J22 "Winsome Too." Roger had an average finish position of 3.55 and 30 net points.
- Chuck Ballew, sailing his Ultimate 20 (variously "Mischief" or "Happy Hours"), was the most improved sailor in the A Fleet. Chuck lacked one race to qualify but had a first and four second place finishes in his record for the season. His average finish position was only 2.25, compared 4.86 in the Fall of 2013. Keep at it and you could be on top next year.

In the B Fleet:

- Mike Harrison, sailing his Catalina 22 "Old Yeller," finished first with an average finish of 1.93 and 12 net points. Mike is a usual suspect for this position.
- Brian Hampton finished second with his Santana 20 "Chubasco" with an average finish of 2.0 and only 15 net points. Had the stars aligned properly on the final day of racing, Brian could have achieved first. I am especially proud to report this because I previously owned the Chubasco and I have taught Brian everything I know about sailing. Note that I said everything that I know and not everything that Brian now knows.
- Craig Lenfestey was third sailing his Catalina 22 "Cattitude." Craig had an average finish position of 2.64 and 20 net points.
- The final qualifier was Harry Morse (sailing the S2 6.7 "Sundance") with an average finish of 3.71 and 30 net points.
- It should be noted that although Dick Harder (Lindenburg 22 "Lucky Lindy") failed to qualify, his average finish for the seven races that he sailed was only 1.14! When Dick and Paul show up, they win.

Annual Meeting:

- Held before the races on October 25, 2014, a quorum of 10 fleet members were present
- The dues for 2015 were reduced to \$30
- The following officers and volunteers were shanghaied:
 - Steve Kiemele - Fleet Captain
 - Marc Bailey - Assistant Fleet Captain
 - Margaret Kiemele - Secretary
 - Joe Martin - Treasurer
 - Paul Harder - Scorer
 - PHRF Committee Chair - Mike Harrison



Our 2015 Spring Season will commence in early March. Watch for the WCSC annual calendar of events. Each race day of the season, 3 races are scheduled with an intended duration of 45 minutes each. We meet in the clubhouse for lunch at 11:00 am (\$4 to \$5 donation per person expected). At 11:30 am, we have the competitors' meeting and discuss the plans for the day. The warning signal for the first race is planned for 1:00 pm with the other two races following ASAP. No race will be started after 4:30 pm. After the races, we gather at the "Tiki Bar" at the head of D dock for snacks, refreshments, scores, and "stories." Please note that the times for the final fall race day(s) after the change from daylight savings moves up by one hour. Our fleet by-laws and sailing instructions can be found on the club website under "Club Documentation, Keelboat Fleet Documentation." We sail under US Sailing's Performance Handicap Racing Formula (PHRF) where inherently faster boats (based on design, not skill) are handicapped against those that are not so inherently fast. We sail in two classes - "A" and "B" - with the "A Class" being those with a PHRF rating of 189 or lower and the "B Class" boats having a rating of 190 or higher. Rating adjustments are made for sailing without a spinnaker if desired. Boats kept in the water receive a rating adjustment for that disadvantage too.

If you have any interest in racing, or just improving your sailing skills by comparing your performance with others, our fleet is a great way to get started. The racing is generally low-key with a minimum of "discussion" on the water. If you 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.



The Juniors Corner

by Joe Martin



What is that smell? The holiday distractions are occupying the "suits" so we been busy. The Junior Committee has been in the kitchen making a mess and cooking up plans for 2015.

Not a lot to write about in detail for this issue of the Windsong. We have a couple of exciting plans we hope to be rolling out shortly but we are not quite ready. So be watching the website and the weekly updates for those little linky things.

Whether naughty or nice, hopefully Santa was able to fit lots of shiny new things down the chimney. Mr. Baker, did you get coal.... again?

Happy New Year Everyone!

A BIG THANKS to You and WCSC!

On behalf of the Hospice of the Upstate and Ronnie Ashmore, I would like to say a big, heartfelt 'Thank you' to WCSC for the unwavering support of the Hospice Regatta. We exceeded our goal and raised \$64,800 this year! Wooooooooo!

It's always an incredible feeling at the end of the event to be able to reach our goal. Without the support of WCSC, the Flag officers and Board of Stewards and most importantly, you, we would not be able to pull it off.

This year we had close to 60 persons donate time, energy and passion towards the event. This includes food, registration, race committee, setup, clean up, raffles, donations and everything in between that makes the Hospice a great event. The sailors continue to show their love for the charity and the event as they show up in numbers. This year we had 78 boats who registered and competed. We have boats travel from all over the East including Connecticut, Maryland, Delaware, Michigan, Pennsylvania and Virginia.

THANK YOU! again for your support. You make us proud!

Ronnie and John

Centerboard Fleet 2014 Recap

by John Kreidler

The 2014 Centerboard fleet was a huge success with 31 race dates held thru out the year. We start the year in March and end the season in November. This year we averaged almost 9 boats each race which is about average over the last several years. The fleet is made up of Flying Scots, Buccaneers, Lightnings, Force Fives, Highlanders, Weta Trimarans, Thistles, MC Scow and Lasers. The Buccaneer's won the Fleet award with over 53 starts but each fleet had great participation. More on that in a minute.

John Kreidler on Flying Scot 'Comfortably Numb' won the

year long series. Ronnie Ashmore on Buccaneer 'Vespula' was second and Past Commodore Dennis Baker on Lightning 'Yea Baby!' was third. This was a long, hard fought series with positions undecided until the last race. The competition was tough and getting tougher every year with new skippers joining in the fray and gaining in experience and knowledge. To give you an idea on the level of competition, we had 10 skippers win bullets this year. They were John Kreidler, Ronnie Ashmore, Dennis Baker, Steve Kiemele, Dennis Fisher, Chris Kafsky, Marc Bailey, Byron Hicks, Chris Miros and Bruce Busbey. Congratulations guys!

The fleet continues to grow with Force Five and Highlander skippers joining in with growing numbers. Brian Hampton has been the vocal promoter of the Force Five fleet, encouraging participation and providing boats for any and all skippers that have an interest. His passion and support have increased the numbers every year including the largest fleet at this year's Hospice! Nice going Brian! Bruce Busbey and Chris Kafsky have been the leaders of the Highlander revolution that now has 4 boats. Chris Miros just bought a Highlander and has already scored a bullet. It's great to see Chris showing so much improvement and speed in his first couple races in the Highlander.

The year included several cookouts with fleet members enjoying burgers, brats and hotdogs along with some pretty good side dishes. This really demonstrates the fleet is driven by great social energy along with great racing. You don't have to be a fleet member to come and enjoy our cookouts, so next time you see a cookout on the calendar, come out and join us.

If you are reading this and saying to yourself, 'Self, I sure would like to learn about this racing thing, but don't know how'. Well, put down the Windsong and send an email to fleet captain John Kreidler at jakreidler@mindspring.com right away. I will get you setup with a boat and a mentor. We have Force Fives, Flying Scot's, Highlanders, Lightnings, MC Scows and Buccaneers available to try out. We also have plenty of really good sailors that can get you on the right track with the boat, rigging, boat handling tips, speed tricks and all the good stuff you need to know to shorten that learning curve. On top of that you will enjoy the camaraderie of the fleet and I assure you that this will rock your world and change your perspective on racing.

Thanks to all who were PRO's and Race Committee for the fleet all year long. Without you, we would not be able to race.

See you at the annual banquet on February 7th at the Galley.

Beware!
The
Covert Committee
Is Watching



2014 Cruising Events



2014 Cruising Events (continued)

June

Sail in Movie. Ten boats rafted up to watch John Candy in *Summer Rental*. Rear Commodore Rock was passing grilled chicken up and down the row of boats. Hosted by Bob Knapp with thanks to Dan Marett for help setting up.

August

Beach Party. This was a new and fun event hosted by Ron and Martha Sanga. Ten to fifteen boats anchored off of Andersonville Island for a cookout, swimming, bonfire and party. Hot dogs on the barbie with good friends and sailboats. It was huge success.

October

Cruise and cookout on the point. This event was again hosted by Ron and Martha Sanga and was enjoyed by all. The actual sailing part saw very light winds but 7 boats came out to chase each other around anyway. At around 1800 we all gathered on the point at the club to eat. Everyone brought a dish to share along with burgers on the grill. No one went away hungry. After dark we got the fire going, told tales and shared each others company. At one point there was a fireworks display. Most were of the mortar type which shot high over the lake for a beautiful show. Some however were more rebel in nature. They chose to run around on the ground and chase people from the table. There was one rumor about a burnt shirt but that could have been the Dark and Stormy talking :) We hope all had a great time and we look forward to seeing more at the next cruising event.

We are already making plans so if you have any suggestions about any games, activities or destinations you would like to see please let us know.

Ron and Martha Sanga

ronsangasr@gmail.com



WCSC 2015 BOARD OF STEWARDS

OFFICERS:

COMMODORE	DEREK LORD	2015
	derek.lord.1@hotmail.com	
VICE COMMODORE	PAUL ROCK	
	paulrock61@gmail.com	
REAR COMMODORE	WILL DEHART	2016
	wpdehart@yahoo.com	
TREASURER	TED SAUVAIN	
	tedsauvain@att.net	
SECRETARY	SUSAN WHITEHEAD	2017
	wcscsecretary@gmail.com	

STEWARDS:

DAVE VAN EMBURG
dpvanenburg@aol.com
HUGH VANTLEVEN
hughvantleven@aol.com
RICK FONTENOT
cowardlylion@charter.net
KEAT PRUSZENSKI
mississippiwildcat@excite.com
CURT RUBINSTEIN
sloopy5336@gmail.com
DENNIS FISHER
dcjcfisher1@charter.net

Jan	01	1200	New Years Day Frostbite	PRO Derek Lord
	06	1900	Board Meeting	
	17	1200	Frostbite #2	PRO Derek Lord
Feb	31	1800	Chili Cookoff	Hugh Vantleven
	03	1900	Board Meeting	
	07	1800	Annual Banquet	Derek Lord
	14	0830	US Sailing Race Mgmt Training	Hal Smith/John Kreidler
Mar	21	1200	Frostbite #3	PRO Derek Lord
	03	1900	Board Meeting	
	07	0800	Work Day #1	Rear Commodore Will DeHart
		1500	Commissioning Day	Lisa Craft and Board of Stewards
	08	1000	Keelboat/Cruising Fleet Meeting	Steve Kiemele, Fleet Captain
		1300	Keelboat Fleet Spring Race/Cruise #1	J.KREIDLER, W.Lehmann, M.Bromley, C.Lane, M.Engel
	10		Windsong Deadline	Lisa Baker
	14	1000	Centerboard Fleet Meeting	John Kreidler, Fleet Captain
		1300	Centerboard Fleet Race #1	C.BALLEW, B.Young, F.Metherell, P.Finazzo Sr, C.Bush, T.Herbert
	21	1300	Keelboat Fleet Spring Race/Cruise #2	B.BENSON, E.Jacobsen, J.Endicott, R.Sanga, A.Campbell, D.Tracy
28-29	22	1300	Centerboard Fleet Race #2	M.BAILEY, H.Edwards, S.Luthi, M.Miros, J.Brannon, J.Rohrer
			WCSC Springboard Regatta with Highlander Midwinters	W.DEHART, E.Mitchell, D.Kosa, R.Moede, L.Moses, T.Blaskovic, D.Tegel, J.Stumpff, P.Rock, J.Weithop, G.Culler, S.Smith