

# THE WINDSONG

Editor: Lisa Baker  
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WESTERN CAROLINA SAILING CLUB

Hartwell Lake, Anderson, SC

April, 2017



## FROM THE COMMODORE

Hurray for the arrival of another beautiful spring at WCSC!! I hope everyone has made it through the long, not-so-cold winter, and are looking forward to another great season of sailing, socializing, and fun at the club. Though we are an active club through the cold months, the “official” start of the sailing season and blessing of the fleet always occur at Commissioning Day, and if you missed it, you missed one of the most beautiful days we’ve had at the club this year... sunny, 60s, great food, and a chance to honor a large group of past Commodores who worked hard to build and maintain WCSC for our benefit. A HUGE “thank you” to Lisa Craft for making it such a wonderful ceremony, and also to Dan, Keat, and all the volunteers that made it a special day. We also had Chad McBride, the Anderson County Sheriff, attend the ceremony, and it was a wonderful opportunity for WCSC to build relationships with the community that keeps us safe.

Also a spring tradition at the club, our annual inspection by the Corps of Engineers took place in early March. As is normally the case, our local Corps representative came to see what we have done with our grounds, and three representatives from the regional office came to make sure everything else was in order. As it happened, a large squall had hit the club days before and numerous trees were down, but the Corps reps commented on how much worse the damage could have been had we not done so much work removing trees last year. Good job to all! For a more detailed description of the inspection, please read Ronnie’s article later in this Windsong. As a last thought on our relationship with the Corps, let me say that their inspection always reminds me of how highly they respect WCSC’s stewardship of their property, and how good the relationship is between the club and Corps. A huge part of that is the work done by our liaison, Mel Sinclair, who is in constant contact with the Corps and keeps the Board of Stewards on our toes.

Now that spring has sprung and everyone is excited about getting back to the club for fun, sport, and relaxation, it would be a great time for everyone to spend one day surveying their equipment and the area around their equipment to make sure everything is safe, tidy, and clean. None of us enjoys cleaning our boats and campers, performing maintenance, or properly getting rid of our useless collection of boat junk more than we like *actually* using our boats and campers! We get it. We feel the same way. The truly amazing thing is that one hour of washing makes a phenomenal difference... less than an hour of picking up junk, replacing a ragged tarp, etc instantly shows that our members care about their stuff... and 15 minutes of surveying around your equipment for potentially dangerous items can prevent unnecessary injuries. If you come to the club for one day, you can get all of this accomplished and still have most of the day for fun and relaxation! Please, for the benefit of you and everyone at the club, take the time to show that you care!

If you are a camper, cruiser, partier, racer, or all of the above, the spring calendar is crammed with events that are guaranteed to be a blast! Please be safety conscious while having fun at the club... nothing can ruin a good day like an avoidable injury. Be smart, be safe, have a blast, and I hope to see you all at the club!!

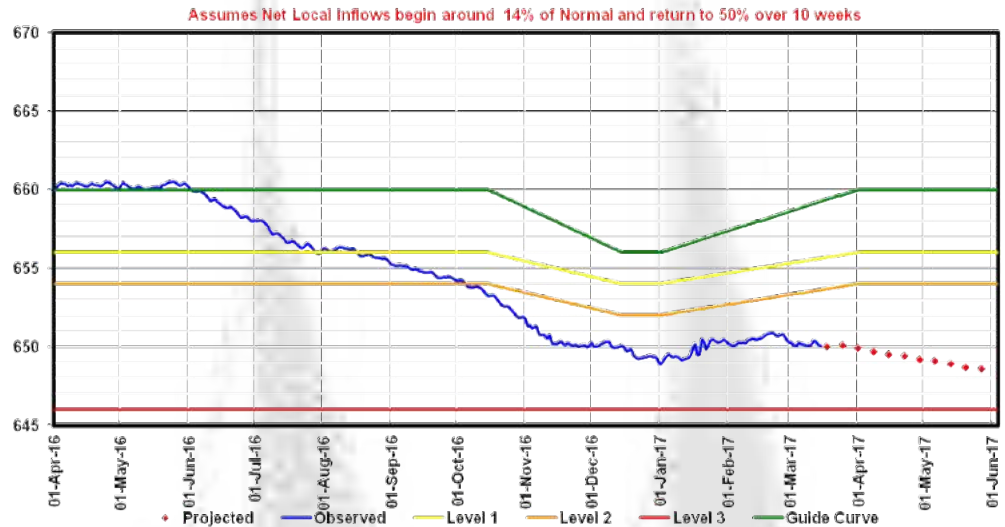
Will DeHart  
wpdehart@yahoo.com

## From the Vice Commodore

Spring? Where is it? Is it coming? As I write this article (03-15-17), the wind is blowing out of the northwest at 18 mph gusting to 26 mph. It is 42 degrees, feels like 35 degrees, and is expected to get down to 22 degrees tonight. By the time you get your Windsong, at least the date for the arrival of spring will have passed and I hope the weather is representative of the spring season. It's time to go sailing!!!

Lake levels, I wish I had better news. As of today, our current level is 650.06 which is fortunately up from the New Year's Day elevation of 648.90. However our rainfall is already behind for the year. To date we have only received 9.05" of rainfall and we should be at 13.11". Unfortunately, the lake will not recover without normal or greater than normal rainfall. The current short term projection below shows us losing lake elevation over the next 10 weeks based on an assumption of 50% of normal inflows which is what we experienced in February and are currently experiencing in March. Someone needs to do a rain dance.

As winter leaves us, we all know that the winds and storms have stressed the docks, the moorings, and the breakwater, but more importantly, all of our hardware and tackle. Please check on your boat, mooring scope, dock lines, mooring pendants, chafe protection, etc., often and offer to help your dock captain if he needs assistance adjusting your dock, whether the lake is going up or down. Like today, the winds will continue to be strong during the spring of the year. Below is a picture of the harbor entrance on February 25th, the day of the Bud Light Cup which culminated the Frostbite Series races. CHECK YOUR LINES!



**Docks** - I have met with Custom Steel regarding each of the repairs/needs below. We are on their list to get the work done, but they are going to have to work us into their already full schedule. Some of the work will need to wait until the water comes up enough to float all the flotation.

**A-Dock** - There is a piece of flotation coming loose at the second joint from the concrete pedestal. Also at that location there appears to be either some bad flotation or a warp/twist in the dock lowering the left side of the dock. Repairs are needed, probably replacing 3 pieces of flotation.

**C-Dock** - The connection at the first joint from the concrete pedestal on the second dock section has a stress failure on both the right hand side and left side due to the floats being on the ground not allowing the pedestal swing joint to work. Unless the cables are constantly adjusted this damage will continue until the lake comes up enough to re-float the connection point. Repairs are to re-weld the joint and add some gussets.

**Main Launch Ramp Dock** - Plans are to replace the current shore connector to the launch dock with a longer section to aid in limiting the need to move the dock in and out as often with the fluctuating lake levels. Additional flotation may be necessary under the current first dock section and should be as shallow as possible. The current wheels are in disrepair and need to be fixed also.

**North Shore Launch Ramp Dock** - The north launch ramp needs several pieces of flotation replaced with flotation that will not fall off if suspended. The current outer pipe piling needs to be cut off below the current external sleeve and be recoupled with an internal sleeve to eliminate the dock being hung up on the coupling.



**RC Boat** - Ed Sherman along with the help of Hugh Vantleven replaced the vinyl and cup holders on the RC boat console. As you can see this was much needed. Thank you Ed and Hugh!

**Pump-Out Station** - The existing pump-out station has been removed from its location on A-Dock. The pump was nonfunctional/repairable and the holding tank had developed a major crack in the side. Replacement has been approved by the Board, but until the new system is in place, you may have to use the pump-out facility at Portman Marina.

**Mainland Head Electrical** - The work on the mainland head electrical panel and sub-meter for that panel to capture the kilowatt hours used by the mainland head was completed in January.



**E-Dock Walkway** - With the help of Bob Knapp, Marv Bromley, and Curt Rubinstein working with the Vice Commodore, the steps down to the shore were finished this month. This finally completes the E-Dock walkway project approved by the Corps of Engineers last year.

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

See you at the club and on the water!

Ronnie Ashmore  
sailtanzer@aol.com  
Cell: 864-420-4782



## From the Rear Commodore

Hello, everyone! it's been a busy first quarter at WCSC!

This year we are making efforts to clean-up our dry storage areas, both in appearance as well as for accurate accounting for all equipment located on the grounds of WCSC. So far we have found boats, trailers, and other miscellaneous items that either never received a WCSC ID decal, or the decal has worn off, or is missing. In some cases the number on the decal belongs to someone who isn't even a member of the club anymore and has never been transferred to a new member-owner at the club.

Needless to say, we're working our way through it for two purposes – to more efficiently manage our dry storage areas and to *improve* the appearance of the club overall. This means your boat needs to be properly covered to prevent water accumulation and the subsequent *mosquito* infestation. If your boat is stored on a trailer, the trailer should not have *flat* tires. If you have a boat stored on the club grounds, it should be a 'presentable' and preferably, *sailable* boat. We currently have several that are uncovered with sitting water in them. Also there are several sitting on flat tires and several that appear to have been untouched for several years, resulting in buildup of leaves and branches in the cockpit, some of which have started to sprout lichens on the hulls and decks. This is not a standard that can be continued. If one of these belongs to you, we will be contacting you, but I would urge all members to come on down and check on your boat, clean her up, cover her up and we'll all be happier (the boat included). Plus, the club's overall appearance will be improved.



In January and February, we worked on gathering the club boats that were no longer seaworthy to the upper storage area. Much thanks to Hugh Vantleven and Marv Bromley for disassembling the hulls into transportable size pieces and delivering them to the local recycle center.



On February 18th, we had our first special workday and concentrated on general cleanup around the club. We had 9 members come out, and it turned out perfectly, as all the projects on the schedule were completed. March 4th brought Commissioning Day as well as the first scheduled workday. We had a great turnout, once again knocking out all the projects on the day's list. They included picking up the remainder of the firewood scattered about the club, clean-up in the garage area, the main launch lot, the mainland storage lot, as well as the upper storage area. We also gathered all the miscellaneous dock flotation pieces that had gathered along our shores this past winter. They were all cut up into manageable pieces. This month we hope to begin work on the bottom-job area in front of the garage. More fair share opportunities for us all!

On March 8th we had a dumpster delivered to the upper storage area, and on the 9th, Ronnie Ashmore and several member volunteers managed to get all the debris in the upper lot into the dumpster. Also on March 9th we had several trees either snapped-off or blown over. With the help of Ronnie Ashmore and Jim Snowden, we got the road around the point cleared and hope that the special workday on March 18th will have accomplished the remainder of tree removal and disposal.

In the coming months, be looking for both the scheduled and 'special' workdays as we continue our underbrushing efforts, as well as maintaining the areas we've already cleared of underbrush. We have several picnic tables that need to be repaired and painted and some of the Adirondack chairs on the clubhouse deck are in need of some tightening up after their journey in the storm.

Remember, anytime you see or think of a project around the club that would be an improvement, that's a fair share opportunity for you or someone else, so don't hesitate to bring ideas to me. Really looking forward to working with you all this year, as well as the two to come!

Tim Crane, Rear Commodore  
tcrane29664@gmail.com



## 2017 Annual Corps Lease Compliance Inspection

On Monday, March 13th, the Corps visited WCSC to perform our annual Lease Compliance Inspection. They were due to arrive at 4PM, but arrived early. They had been to several parks and campgrounds and to Portman Marina prior to coming to WCSC. We were their last stop and it was a cold and rainy afternoon. The Corps had four representatives, three of which had never been here before. Present for WCSC were Commodore DeHart, Vice Commodore Ashmore, Rear Commodore Crane, head of Safety & Security Dan Maret, and our Corps Liaison Mel Sinclair.

They started on A-Dock, went up to the mainland head, then to the tool storage shed. From there they went to the club house, to the garage, and to the fuel shed. They then proceeded to E-dock, D-Dock, Junior Dock, C-Dock and the RC shed. Finally they went back to the club house and concluded their inspection. All in all they were here for just over an hour.

Thanks to the efforts of Rear Commodore Crane and those helping him clean up the grounds on his scheduled and special work days, including the downed trees from the storm on the Friday before the inspection, the club has never looked better. The inspection went very well. The Corps comments on the inspection: *Clubhouse looks great! Docks look great! That's a great looking walk path!* (referring to the new B-dock walkway).

On our to do list, which is to be completed/corrected before April 12th, are:

- Add one fire extinguisher midway down each slip dock
- Make readily available the Safety Data Sheets (SDS) for all applicable products stored in our various sheds and buildings
- Bury the exposed coaxial cables that are on top of the ground behind the mainland head

Thank you to everyone who helps make this club what it is for all of us to enjoy!

Regards,  
Will, Ronnie, and Tim



## Welcome to New Members

*by Spencer Mathews*

Two new families joined our ranks after attending a new member orientation on Sunday, February 12th at the club. They are the Higgins and the Kiley's.

The Higgins describe themselves as novices. They're interested in belonging to a group in which they can continue to learn about sailing and sailboats. They'll be sailing a 25 foot Seidelman and look forward to participating in the activities of the cruising fleet. Gary works with Omnicare of Spartanburg and Karen, with Genex Services. Their sponsors are Dan Marett and Tim Crane.

The Kiley's have a Catalina 27, **HALEY DAWN**. Garrett, who attended the orientation meeting with his dad, has attended Junior Sail Camp – twice, I think. I haven't had the opportunity yet to meet his mom, Jennifer, but look forward to it. They have six children – Krisstopher, Wendy, Ashley, and Haley, who are grown – and Garrett, who's 16, and Korbin, who'll be one by the time you read this. Their sponsors are Joe Rose and Dan Marett.

Our newest family are the Bryson's, Jan and David. They attended an orientation at the club on Sunday, March 12. They have a considerable background in sailing, having attended the Wingate School of Sailing in New York Harbor and chartered in the BVI, Pamlico Sound, the Outer Banks, and the Chesapeake. They've also raced at the Watauga Lake Sailing Club and at the Keowee Sailing Club. They'll bring two Holder 20's to WCSC, sail numbers 108 and 238. They plan to race and do recreational sailing with us. David is retired and Jan works with the Greenville County School system. They have two children – Hunter, who is grown, and Rebecca, who will probably be 16 by the time you read this.

Have a good look at all the photos below and when you see them on the grounds, be sure to let them know we're glad to have them with us. After this cold snap (it snowed in Spartanburg early on Sunday morning), I'm looking forward to some spring weather and some relaxing sailing. See you on the water.



Karen and Gary

Garrett and Gary

Jan and David

### A Note from Your Security Team

In case you didn't know, there are 4 volunteers who live close to the club who regularly patrol and address safety and security issues. They are well connected with the Anderson County Sheriff, and the Sheriff's Department has special access to the club.

The security team is trying to protect your property and club property within their limited capability, and look out for your general safety.

Your security team needs member help and offers a little advice:

When you go through the gate, pause after entry or exit until the gate closes, to prevent unauthorized entry of others (This is a common practice at almost all airport ramps).

Please report suspicious activity to Cap'n Dan. The club is visited often by non-members who arrive by boat or come in behind others that come through the gate. Be particularly suspicious of those loitering outside of the gate awaiting someone to arrive who has the gate code. It may only require a simple question to ascertain the person's ability to access the club (Cap'n Dan's contact information is available on the club web site. It is not published here for security reasons).

Please leave the club house locked up, including all doors with the bar barriers in place. This includes the ice machine. Do not assume the club house is occupied, if no one is present. Please lock the clubhouse whenever you leave it if no one is present.

Please leave the club a little cleaner than you found it. Take a little time to spruce the club up. It is our club house, after all, and there is no one on the payroll to keep it clean from day to day.

Visitors to the club must be accompanied by a club member or their appropriate family representative. Other arrangements must be approved by the head of security in advance. In general, no one is allowed on club property without the sponsor member or family representative present.

Security is every member's responsibility. Please be vigilant whenever you visit the club. Your assistance will be appreciated. Always remember, the security team is composed of volunteers who are looking out for members best interests.

Your Security Team



## Cruiser's Corner!

by Tim Crane



Hi everyone! 2017 started off as a cold day, a bit damp, but that did not dampen our spirits as 7 boats headed out of the harbor for the annual Commodore's Cup, which is also the kick-off for our Frostbite Series. This Year, Rick Fontenot, with his trimaran Cowardly Lion took winning honors!

For our second race, 11 boats were met with milder temperatures, and unfortunately, a lack of wind which resulted in the race being called on the water. Then in February, race #3 brought spirited conditions for the 10 boats participating. Ron Moede and Ted Sauvain had to retire from the race when a spreader separated, but crew and boat made it safely to the club. We had enough boats for 2 classes, with the following finishes: Racing Class: 1st - Rick Fontenot (Corsair 24), 2nd - Ben Gibson (San Juan 21), 3rd - John Gulyas (Holder 20). Cruising Class: 1st - Ron Sanga (Cape Dory 30), 2nd - Curt Rubinstein (Catalina 30), 3rd - Peter Adolf (Pearson 28).

Ok, so sounds like fun so far, right? Well, you should have been here with us for the finale of the series, the Bud Light Cup on February 25th! We had 10 boats registered, including two of our fellow sailors from down at Big Water. Nine of those made the decision to come out to the start line. We were experiencing steady 15-18mph winds, with puffy, shifting gusts of up to the mid 30's! Ted & Ron Moede were back out on the water for this one, this time in Ted's boat...well, they managed to do the zipper effect on the mainsail – every slug in the mast sheered off. Mike McCammon, from Big Water encountered a furler failure which made their afternoon quite exciting, to say the least! Glad he had his grandson on board to go forward to work things out in those conditions! I was out with Ron Sanga on his Cape Dory 30, Wind Horse. It was a workout even on this stout sea beast! Water in the cockpit turned out to be the least of our worries though as we got into a situation where we had to do an emergency jibe, and unfortunately split his boom in two! Most everyone on the course was reefed with the exception of George Masson on his Ultimate 24. He had a great crew onboard, including his wife, son, Patrick Hopp, and Jim Barlow. We were very fortunate that everyone made it back to the harbor safely with 10 fingers & 10 toes! George took 1st in the racing class, while Curt Rubinstein, on Hang on Sloopy, took top honors in the cruising class, Ken and Vicki Johnson from Big Water took 2nd in Black Pearl, and our own Mike Harrison brought up 3rd in Miranda. Afterwards, we gathered at the clubhouse for a roaring fire and enjoyed a low-country boil to cap off the day's events.

Many thanks to all of you who registered for, and came out for this event! This underscores the need for *registrations* when we ask for them. We were able to ensure that there was enough food for everyone, as well as a couple of folks who just showed up looking for crew spots. Please, when your weekly email says Registration Required, go to the club's website and register that you're planning to attend.

Coming up we have several events planned:

- 1) April 8th, we're planning on a cruise down to the area SW of Hartwell Marina for dinner at the Swamp Guinea.
- 2) April 15th brings this year's edition of the Dam Distance Race, sponsored by Rick and Allison Fontenot. This is always a fun and popular race, so don't forget to register and attend. More details in this Windsong and on the club's website.
- 3) April 29th we'll either be doing a distance race or a cruise, we'll see how it turns out.

May and June events include several more basic cruising events, Pirate's Day, and the Around Andersonville Island race. Stay tuned to the weekly emails and the club's website for more details as the dates approach.

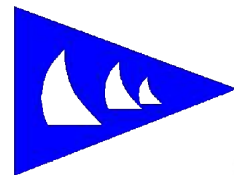
Speaking of emails...Please check your information on the club's website, as we are still getting a lot of our emails to members returned as non-deliverable due to bad addresses. People have told me 'well, I'm not getting the club emails...' Check your spam/junk folder as well, to make sure you haven't accidentally flagged the club's emails as spam. Looking forward to seeing you all out on the water!



### US Coast Guard Auxiliary Vessel Safety Examinations

22 April 2017 at Main Launch Ramp

Vessel Safety Examinations are a free service of the US Coast Guard Auxiliary. They are intended to help boat owners improve the safety posture of their boats by checking the safety equipment and legal requirements for registration. It is a good opportunity to ensure your boat is ready for the upcoming season.



Upon satisfactory completion, a decal will be issued that can be displayed on the boat. Other authorities may pass up a routine underway inspection during the year if they see the decal displayed. Please consider presenting your vessel for inspection at the main launch ramp between 1300 and 1600 on 22 April after the scheduled work day. Spencer Mathews will be sponsoring the USCG Auxiliary while on site at the club.

To review the requirements, see this web site: <http://wow.uscgaux.info/content.php?unit=V-DEPT&category=virtual-safety-check> and feel free to contact Keat Pruszenski if you have further questions. His contact information is on the WCSC web site. Your interest in boating safety is appreciated.

## Centerboard Fleet

by John Kreidler

What about this racing thing? Want to learn and get involved? Want to crew? 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?

The Centerboard Fleet is looking to add new members and has boats available to use for the 2017 season. We have several boats available with experienced owners who are available to help kick start your racing program. The use of these boats is completely free and available for you to use.

Here is a list of contact names and boats that are available:

Boat	Contact	Email
<del>Flying Scot 5177</del>	<del>John Kreidler</del>	<del><a href="mailto:jakreidler@mindspring.com">jakreidler@mindspring.com</a></del> (No longer available, but contact John if you want on the waiting list)
Lightning 11090	Dennis Baker	<a href="mailto:dkb_4_98@yahoo.com">dkb_4_98@yahoo.com</a>
Force Five	Brian Hampton	<a href="mailto:coldnosedave@gmail.com">coldnosedave@gmail.com</a>
Buccaneer 18	Ronnie Ashmore	<a href="mailto:sailtanzer@aol.com">sailtanzer@aol.com</a>
Highlander	Bruce Busbey	<a href="mailto:sail500@aol.com">sail500@aol.com</a>
MC Scow	Dennis Fisher	<a href="mailto:dcjcfisher@bellsouth.net">dcjcfisher@bellsouth.net</a>

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

Contact any of the fleet members above to help you get in a boat and start racing. It's easy, free and a great way to learn how to sail fast.

### **2017 Centerboard Fleet Season Kicks Off**

The Centerboard fleet has kicked off the 2017 racing year and it looks to be a great season coming up. We held our annual meeting at the club house Saturday, March 4th and reviewed the upcoming year with a couple changes. After lots of heavy work and lifting, we voted a (well deserved) ratings adjustment to the Weta Trimarans sailed by Rick and Allison Fontenot. We also elected Fleet Captain (John Kreidler) and scorer (Steve Kiemele) for the upcoming year.

In keeping with Lake Hartwell traditions, our first race(s) were cancelled with breeze from zero to 0. But it was back to the docks and parking lot for the first race of the year trash talk.

For 2017, we have racing from March thru November and we take off several summer months during the doldrums to rest up and recharge. Our spring racing dates remaining are:

March 19th	Fleet race date 2
April 9th	Fleet race date 3
April 29th	Fleet race date 4
May 13th	Fleet race date 5 (and potential cookout)
June 3rd	Fleet race date 6
June 10th	Fleet race date 7

We race 3 races each race date. 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 events. After the boats are put up for the day, we congregate in the lower 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, or if you would prefer to crew, contact me at [jakreidler@mindspring.com](mailto:jakreidler@mindspring.com) and I will connect you with a skipper.



### **Attention All Seniors!**

Attention all seniors and those of you who have been a member of the sail club long enough to know those members who have moved *into* their senior years. Bob Kovach, past Commodore 2001, was chatting with Mary Ann Caldwell earlier this year and was letting her know of some members/former members and where they are nowadays. He was hoping to get a Senior Column started in the Windsong so some of the older members have a way to keep in touch.

He and his wife Helen have recently completed the Great Loop Cruise in 3.5 years, going 6,100 boat miles and 12,000 in a rental car. They have kept up with some of the older members of the club such as Pat Welch and Jean Syndor, and if you'd like to join them in keeping in touch, Bob's email address is [my\\_allez@yahoo.com](mailto:my_allez@yahoo.com) and cell phone number (864) 380-2225.

If you have an idea you like to see started in the Windsong, please do not hesitate to contact Lisa Baker [wcsconlinepublishing@gmail.com](mailto:wcsconlinepublishing@gmail.com).

## Keelboat Fleet

The 2017 spring season began on Sunday, March 5th with fifteen boats on the starting line. In addition to the A and B Classes, four boats from the Cruising Fleet joined us for a distance race around government buoys beginning at S15. The A Class boats were sent to Savannah 8 and finished at Savannah 17. The B Class boats and Cruisers raced to 26-ATS and back to S15. The race started in about 6 mph breeze which became lighter, sometimes much lighter. We had two new members racing with us in the A Class - John Barnard sailing a J/22 and George Masson sailing an Ultimate 24. There are rumors of a Holder 20 joining us soon, probably in the A Class.

Marc Bailey, sailing the Melges 24 "Screaming Mimi" *would* have won A Class convincingly - except for rounding Savannah 8 the wrong direction. As a result, George Masson took first with Chuck Ballew and your author taking second and third, respectively. In the B Class, Brian Hampton sailing the mighty Santana 20 "Chubasco", won by 7 minutes corrected time, followed by Paul Harder, Mike Harrison, and Harry Morse. Kirk Brutosky, sailing a Hunter 31, won among the Cruising Fleet boats.

The Keelboat Fleet races 12 days per year, 6 days in a spring season from March to June and 6 days in a fall season from September to November. The initial spring and final fall race days are scheduled as distance events around government buoys. On the other days, 3 races around inflatable marks are scheduled with an intended duration of 45 minutes each. At 11:30 am, we have the competitors' meeting and discuss the plans for the day. The warning signal for the first race is planned for 1:00 pm with the other two races following ASAP. No race will be started after 4:30 pm. After the races, we gather at the "Tiki Bar" at the head of D dock for snacks, refreshments (adult beverages provided and curated by the Fleet Beverage Consultant), scores, and "stories."

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

If you have any interest in racing, or just improving your sailing skills by comparing your performance with others, our fleet is a great way to get started. The racing is generally low-key with a minimum of "discussion" on the water. If you own a keelboat, come out on a race day and give it a try. If you like it, you can join later.



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

## Commissioning Day

by Tim Crane

I've had a couple of folks come up to me this year, both before, during, and after Commissioning Day with a simple question: *What is Commissioning Day?*

What is Commissioning Day to ME? What does it mean to WCSC?

Commissioning Day is the official kickoff of our sailing season and the blessing of the fleet, foremost, and an opportunity to:

- Celebrate the sport of sailing
- The club's official induction of the Flag Officers for the year
- The Board of Stewards receives recognition for the time and effort they put into the club each year
- Usually it's the first workday/fair share opportunity of the year
- An excellent opportunity for members who may have ideas/recommendations/opinions to know the Board of Stewards is available to hear them

It's followed by a cocktail hour and meal, sponsored by the Board of Stewards and the club, coordinated most graciously by Lisa Craft for many years...what's better than dinner and drinks with your fellow club members?

It's a wonderful time for us all to enjoy the fellowship of seeing many members (who feel like family) we may not have seen since the previous season. But more so, an opportunity for us to meet the *new members* who have joined us in the winter months when we haven't been here as often as we would during sailing season.

If you're at Commissioning Day and you see someone standing around looking like *why am I here?* go up and start a conversation! We need to not only cultivate friendships amongst ourselves, but bring the new members into the fold as well and help them feel the comfort of the WCSC home and family.

How can Commissioning Day be more of a positive for WCSC? It's the same day each year, always the first Saturday in March, so make plans to attend ahead of time! Invite friends/co-workers and those you've invited out on your own boats to attend. Please remember to register on the club's website for yourself, your family, and the guests you've invited because above all, we don't want anyone to go away hungry!

## Welcome to the Dam Distance Race on April 15th

Welcome to the fourth edition of the 'new and improved' Dam Distance Race. Traditionally, this race has brought the very casual racers and the non racers together for a semi-structured sailing experience, not so loose as individual day sailing, but not so formal as Keelboat Fleet racing. The 2017 edition is an attempt to tweak the 'old' distance race concept by leaning a little more towards the 'race' aspect (on the water), and including the all-important post-race party (on shore). We want to provide the fun of friendly competition without the anxieties of the cut-throat sailing often associated with formal racing. Plus, we are going to provide a written guide ("The Beginner's Guide") that will explain to you how to understand, participate in, and hopefully enjoy, this low key race, The Dam Distance Race.

You should notice two distinctions in the event title. First: This is a "distance" event. We plan to have boats out on the lake most of the day. The event starts earlier than most and may continue as late as (on the water) 17:00. Second: This is a "race". The boats will have to correctly start, pass certain government buoys on a specified side of the boat, pass those buoys in a particular order, and finish correctly. Boats will be ranked 1st, 2nd, 3rd, and so on. There will be winners and, well...not winners.

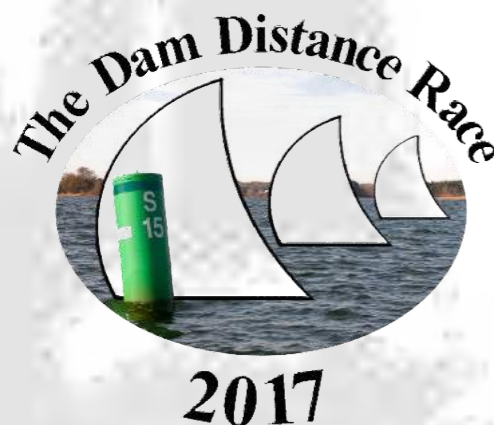
Notwithstanding the previous statement, this race is somewhat different than what the WCSC Keelboat Fleet does. The race organizers (Allison and Rick) are attempting to 'soften' traditional sailboat racing so that novice and non-racers can enjoy competition without the more rigorous aspects of traditional windward/leeward buoy racing. The major difference is the start. It is our belief that the start of a sailboat race is the cause of greatest anxiety for the novice/non-racer. We certainly felt that way when we began racing years ago. I mean, come on, all the boats want to be in the same place at the same time! That can't be what Chapman's calls "seaman-like". Racers can mostly manage this (starting) because they understand (mostly) the somewhat-intricate rules. Cruisers and day sailors are wise to be apprehensive! However, the Dam Distance Race is going to use what is called a pursuit start. Slower boats will start sooner than faster boats. How much sooner is determined by the boat's rating. The organizers will distribute a table that tells each boat at what time they can start. In this manner, the starting line shouldn't be crowded with the entire fleet at the start, as there actually are many starts. In fact, other than two boats having the same rating, each boat will have her own starting time.

There are two additional perks with a pursuit start race. At the end of their race, boats are scored in the order of their finish. If you cross the finish line ahead of another boat, you beat her! You don't have to wait till after the race is over for the RC (Race Committee) to calculate the corrected times. Some may call this instant gratification. Some may call this "I kicked your..." As I was saying, the other perk of the pursuit start race is that the fleet will likely finish the race at near the same time. This allows everyone to get back to the club for the most important aspect of sailboat racing: the post-race party. A beverage (or two) enhances the retelling of antics witnessed on the race course.

We are making a point of having a post-race gathering for this event. A day of racing is fun, but even more fun is a day of racing followed by the camaraderie of the racers having drinks and dinner. To that end, the club is providing a grilled chicken dinner and you are providing your own beverages (cocktails). Cool prizes will be awarded to the top three finishers in both the racer division and the non-racer division.

Registration opens on 15 March and will close on 12 April. Go to the club web site calendar and click on "The Dam Distance Race 2017 (and After-Race Party)" to find the link to the Dam Distance Race Information Page where you can find all the documents that further describe the event. We hope to see you there. We welcome questions, comments, or conversation.

Allison and Rick Fontenot  
[cowardlylion@charter.net](mailto:cowardlylion@charter.net)  
cell 334-332-2025



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### The Juniors Corner



Congratulations again to our 2016 Junior Champion, Nathan Schultz, the Most Improved Junior, Sierra Ashmore, and Junior Sportsmanship, Tristan Guerrin!



This year, Junior Sail Camp will be July 8-9 and July 15-16. Information was not available for print in this Windsong so please watch the club's website for details.

## WCSC History Channel

*By Jim Hudson, Club Historian*

### 1964 - What shall we call ourselves?

Don Tomlin continued to serve as Commodore during 1964 and exceptional progress was made in club organization. Committees were appointed, racing protocols and race schedules were established and the club burgee was selected. Yet the club had no base of operations at the lake. It was like a sailing club without a home.

There were 19 races in the Spring Series and 14 in the Fall Series. Boats were launched from Portman Shoals Marina and trophies were awarded in a ceremony at the Poinsett Club in Greenville. Associated with the racing program was a training course consisting of 8 classes. The cost was \$2.00 per participant. This year the club joined Dixie Inland Yacht Racing Association (DIYRA).

From the beginning, the club founders had their eyes on the ten acre island west of Green Pond, our present location. Not only had the Corps given their negative response but neighbors were united in their objections to having a recreational club interrupting the peace and quietness of their neighborhood. Associated with this was the complication of the club even gaining right of way access to the island. Taking one step at a time, a three page document was created as a petition to the Congressional Delegation. The document was entitled "Statement of Western Carolina Sailing Club in Support of Its Application to United States Army Corp of Engineers For Lease of Land on Lake Hartwell." It was authored by William L. (Bill) Watkins and signed by club members. This was a serious and "last-ditch" effort to secure a lease for lake property for the club.

The agenda for the annual meeting held on September 12 that year included, in addition to the election of new officers, a proposal to change the club's by-laws. A proposal to add Membership as a standing committee was approved and a proposal to change the sphere of interest to include Northeastern Georgia was easily approved. But there was also a proposal to change the name of the club and the names under consideration were:

Windward Island Sailing Club  
Seneca Sailing Club  
Seneca River Sailing Club  
Keowee Sailing Club  
Palmetto Sailing Club  
Piedmont Sailing Club



Including northeastern Georgia and changing our name were probably to better state our inclusiveness, thereby supporting our case for a Corps lease. I suspect not including northeastern Georgia was just an oversight when the original by-laws were drafted, but the majority of the members voting at that annual meeting on September 12 wanted to stay with Western Carolina Sailing Club. During this meeting Cooper Shackleford was elected to serve as our second Commodore.

### 1965 - Eager Anticipation

Everyone had hoped to have "The Island" site in time for the 1965 season but that was not to be. In April, a committee referred to as the Land Committee was still negotiating with the Corps of Engineers, but negotiations were expected to continue throughout the summer. So an alternate site for staging races had to be found. The most promising one was Portman Shoals Marina, which was used the previous year, at a place referred to as the "Point." An agreement did not work out with the marina but another arrangement did. Postelle White (then a deputy sheriff) and his wife Ruby agreed to a fee of \$5.00 per month for each boat stored and launched on their property south of "The Island" near Dobbins Bridge Road, and that is where races were staged during 1965.

Racing was promoted and enthusiasm grew. One-design boats were encouraged and the prominent classes were Y-Flyer, Thistle, Lightning, Lido 14, Windmill, and Sunfish. Twenty-eight boats were reported to participate in the Summer and Fall Series that year. The membership roster for 1965 showed 74 member families.

The annual meeting this year was on September 18 at Vince Perone's Restaurant in Greenville. Bob Stewart was elected Commodore; Artie Spitz - Vice Commodore, Charlie Liles - Rear Commodore, and Don Tomlin - Treasurer.

By November 26 spirits were lifted when Commodore Stewart reported, "at this time things are very much in favor of our obtaining the much sought-after island site near Anderson." He added that two problems remained; 1) securing a reduced lease from the government and 2) gaining access to the island. The board felt that an annual lease of \$1760 was too much considering the cost of constructing a causeway to the island and, upon reconsideration, the government agreed to a decrease but the new amount had not yet been decided.

Recognizing the financial consequence of future growth by moving to the island, a Financing Committee was appointed composed of Rothfuss, Tomlin, Shackleford, Stewart and Liles. This committee submitted its report on December 28 and the major changes to financial structure were to increase the initiation fee for incoming members, provide a bond process for borrowing from members and to introduce the probability of the club securing a mortgage loan.

This is how the year 1965 closed.

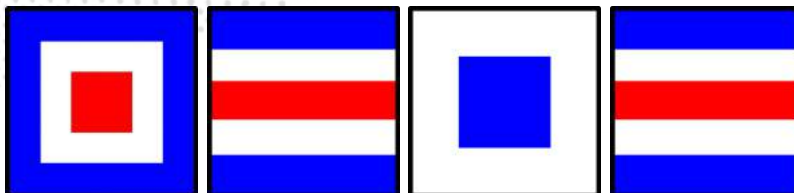
# WCSC 2017 BOARD OF STEWARDS

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ANDREA LEHMANN  
alehmann63@yahoo.com



Apr	01-02	Springboard Regatta/ Highlander Midwinters	<b>W.DeHart</b> , E.Mitchell, D.Kosa, R.Moede, L.Moses, T.Blaskovic, D.Tegel, J.Stumpff, P.Rock, J.Weithop, S.Smith
	03-05	Pickens County Stem Program	Alternate Dates
	04	1900 Board Meeting	BOS monthly meeting held at clubhouse
	08	1000 Spring Fling Swamp Guinea Cruise	<b>Tim Crane</b>
		1300 Keelboat Fleet Spring Race #3	<b>B.Busby</b> , J.Yarbro, F.Mendenhall, D.Boyer, B.Gibson, W.Bowler
	09	1300 Centerboard Fleet Race #3	<b>S.Kiemele</b> , M.Hellstrom, R.Bannister, M.McDonald, C.Rubinstein, J.Kathe
	15	1000 Dam Distance Race	<b>Allison and Rick Fontenot, PRO T.Sauvain</b> , S.Whitehead
	21-23	Charleston Race Week	Premier Racing Event in Charleston, SC
	22	0800 Work Day #2	Rear Commodore <b>Tim Crane</b>
	27	1900 Learn to Sail Class	<b>Ron Moede</b> , Class Room Anderson University
	29	0830 Learn to Sail Class	<b>Ron Moede</b> , On the water
		1200 Cruising Fleet Event (details TBA)	<b>Tim Crane</b>
		1300 Centerboard Fleet Race #4	<b>W.Cheser</b> , G.Lyons, S.Smith, B.Christoffersen, C.Beckman
May	02	1900 Board Meeting	BOS monthly meeting held at clubhouse
	04	1900 Learn to Sail Class	<b>Ron Moede</b> , Class Room Anderson University
	06	0830 Learn to Sail Class	<b>Ron Moede</b> , on the water
		1300 Keelboat Fleet Spring Race #4	<b>S.Mathews</b> , F.Acevedo, T.Belfield, M.Brinn, J.Snowden, E.Dewitt, A.Gates
		1800 B Dock Derby Day Party	<b>Ron Moede</b> , B Dock
	07	0830 Learn to Sail Class	<b>Ron Moede</b> , on the water
	11	1900 Learn to Sail Class	<b>Ron Moede</b> , Class room Anderson University
	13	0800 Work Day #3	Rear Commodore <b>Tim Crane</b>
		0830 Learn to Sail Class	<b>Ron Moede</b> , on the water
		1300 Centerboard Fleet Race #5	<b>M.Harrison</b> , C.Hunter, J.Culwell, A.Hippensteal, J.Greene, M.Nichols
	18	1900 Learn to Sail Class	<b>Ron Moede</b> , Class room Anderson University
	20	0830 Learn to Sail Class	<b>Ron Moede</b> , on the water
		1200 Cruising Fleet Event (details TBA)	<b>Tim Crane</b>
		1300 Keelboat Fleet Spring Race #5	<b>R.Ashmore</b> , Y.Ivanov, B.Chasteen, S.Alley, J.Sivori, J.Cridland-Hughes
Jun	21	0830 Learn to Sail Class	<b>Ron Moede</b> , on the water
	27	1000 Around Andersonville Island	<b>B.Freeze</b> , G.Mitchell, Single hand or crewed race
		1800 Memorial Day Party	Details TBA
	03	1200 Cruising Fleet Event (details TBA)	<b>Tim Crane</b>
		1300 Centerboard Fleet Race #6	<b>K.Chiswell</b> , R.Linville, H.Roemer, H.Hamilton, J.Gwardiak, A.Wesolek
	04	1300 Keelboat Fleet Spring Race #6	<b>D.Marett</b> , T.Bowman, L.Williams, B.Bolt, M.Chewning, H.Vantleven
	06	1900 Board Meeting	BOS monthly meeting held at clubhouse
	10	1200 Pirates Day w/ Dinner on the Island	<b>Ron and Martha Sanga</b>
		1300 Centerboard Fleet Race #7	<b>B.Hicks</b> , J.Jordan, L.Nagimova, M.Holcombe, C.Stokes, S.Wells, P.Adolf
	15	Windsong Deadline	<b>Lisa Baker</b>
	17	1800 D Dock Party	<b>Keat Pruszenski</b>
	24	0800 Work Day #4	Rear Commodore <b>Tim Crane</b>



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