

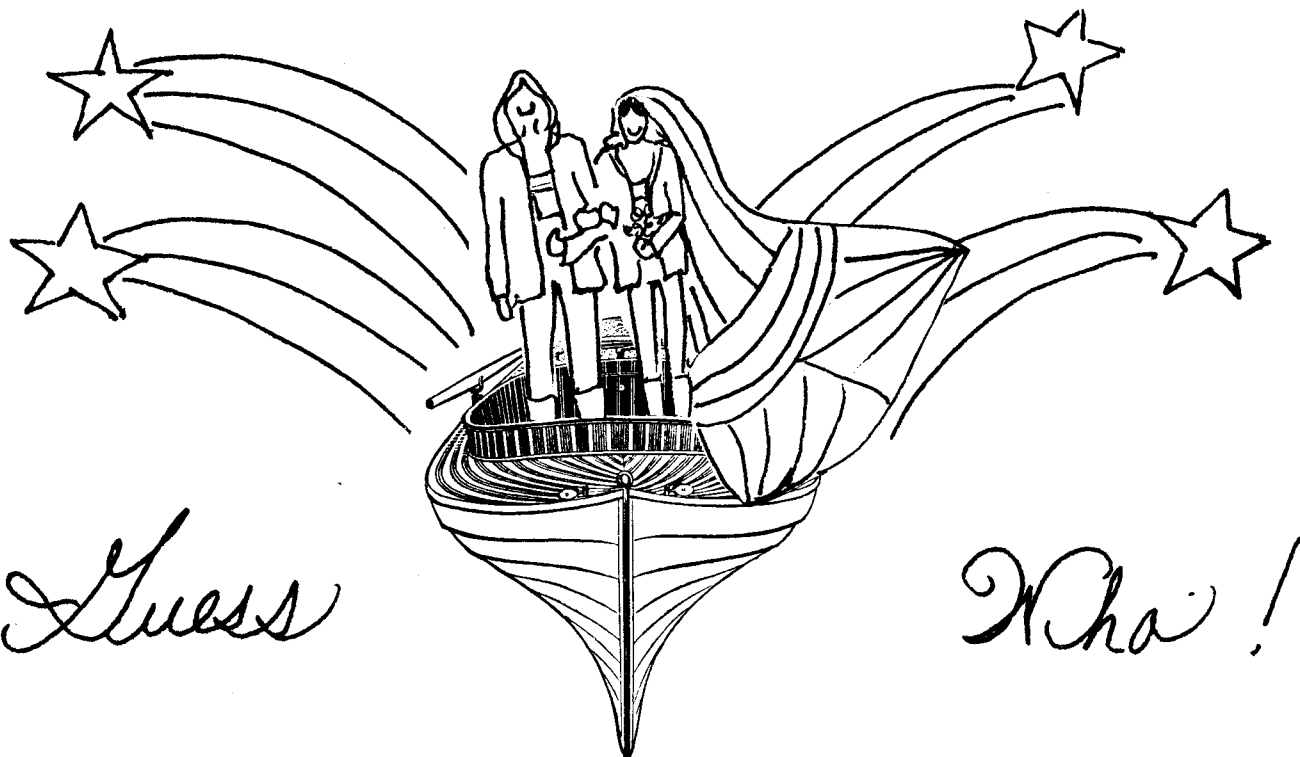
The

# TELLTALE

COLUMBIA SAILING CLUB

JULY 1981

EDITOR: PETE OLMSTEAD



*Guess*

*Who!*

Our roving reporter happened to be in Haddonfield, New Jersey on Saturday, May 23rd. While there waiting his next important sea scoop he eye witnessed One of CSC's GREAT FIRST EVENTS, a Commodore during his tour of duty married up with his FIRST MATE. (This CSC First was verified by the Ships log and several of our ancient mariners)

The nautical event took place in Christ the King Church, Haddonfield, New Jersey. The Rev. Joseph Pokuska officiated the 3:00 p.m. event. Following the hour long ceremony everyone set sail down the Kings Highway to Perkins Center for the Arts in Moorestown for the reception.

If the facts now to be reported are not all correct it was due to the language barrier faced by our reporter in which everyone said he talked funny and had a southern accent.

Friends and relatives of the bride attending the wedding included Eleanor Kelly, mother of the bride from Westmont, N.J. and Joe Kelly, father of the bride from Dallas, Texas. Mary Beth's sister Ellen served as the Matron of Honor and her brother was an Usher.

The bridegroom's parents, Mr. and Mrs. Lorenz Mahrer motored from Park River, North Dakota for the ceremony. Serving as best man and the CSC representative was David Ness.

The weather was beautiful as was the Bride. The Groom got

Wedding cont.

to the church on time and the Best Man didn't lose the rings. All in all it was a spectacular wedding befitting David & Mary Beth.

The Honeymooners spent a week at Jekyll Island, Ga. sailing and having fun in the sun. A reception was held at the Mahrer's home June 6th for CSC and University friends upon their return from Jekyll Island.

For you who've not had the pleasure of meeting Marybeth - a real treat awaits you. Marybeth has a B.A. from LeMoyne College and an M.S. degree in education from Syracuse University. She will be employed as a Guidance Counselor this fall for Lexington School District 1. She already loves sailing.

This roving reporter hopes you will all join with me in wishing David and Marybeth the very best from their many friends and shipmates at the Columbia Sailing Club.

\* \* \* \* \*

!!! A WARNING NOTE !!!

by

Ted Shelton

Running into a power line will sure spoil your appetite after a relaxing evening sail to a lakeside restaurant.

You get an awfully sick feeling watching and hearing the sparks fly and the stainless steel strands of your stay go "sprong" as they melt away.

At least two members of the Club have known that feeling (are there more?). Ted and Ann Shelton with daughter Leigh were the latest victims and prior to that Pete and Nancy Olmstead did the number. Ted wiped out his starboard stay and Pete his forestay on a powerline on the north side of the cove into Johnson's Marine.

The power line hangs low and deceptive over the small cove just to the right of the gasoline dock. At dusk and late evening it's extremely hard to pick out when there are so many other things on the skipper's mind in the docking procedure.

Fortunately--extremely fortunately--neither the Olmsteads or Sheltons received any physical injury - but stainless steel stays don't come cheap.

We are spoiled sailors on Lake Murray and a word of thanks is due to SCE&G for this. There are few power lines over any of the waters frequented by sailors and according to Bill Quaker of SCE&G every effort is being made to eliminate all lines over the water which the company owns.

Also the latest word from Bill about that power line as you pass through the cove to Billy Dreher Island. At the 360 water mark the lowest sag point of that line is 55 feet.

BUT --- on your way to Sinbad's at Johnson's watch that low line.

\* \* \* \* \*



## SEVEN PROPOSED FOR PROVISIONAL MEMBERSHIP

Larry and Dinah Stewart are well known to the Lake Murray sailors for their racing participation both in Cruising Fleet activities and E-Scow races. Larry is a salesman for AM International and owns both an O'Day 23 and an E-Scow. They have a 12 year old son, Butch, and reside on Sumpter Hwy. They are sponsored by Lesesne Monteith.

Stewart Rodman, a new resident of Columbia, has been sailing in Michigan & Nantucket for 10 years, and presently sails a Challenger 15 with plans to purchase a cruising boat. He and his wife Nina have two children, Kimberly & Douglas. Stewart is general manager for United Technologies Corp. The Rodman's live on Wood Duck and are sponsored by Joe Shaffer.

Thomas Daniel of Pine Lake Drive has a Catalina 22 and has been sailing for approximately 1½ years. He and his wife Brenda Joy ( B.J.) have 2 children, Brian and Brittney. Thomas is with the Grand Union Company and is sponsored by Dave Ness.

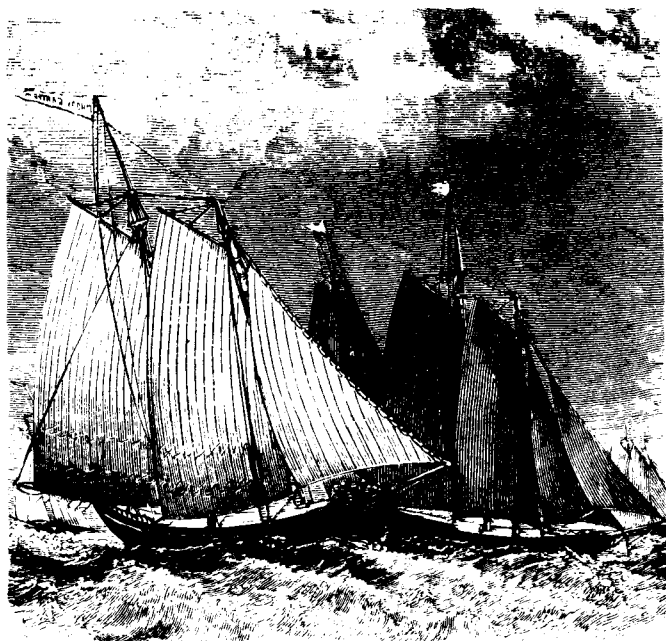
Lloyd Kapp a sunfish owner, and has sailed various boats for the last 3 years. He and his wife live on Portobello Court with their two sons, Lloyd and Mason. Lloyd is with Edens & McTeer, Inc. and is sponsored by Jan Strifling.

Dennis Boast of Cockspur Road is a Lake Murray sailor of 9 years, and now owns a Sunfish and O'Day 27. He works with Square D Company, and is sponsored by Steve Martin.

Coleman Parks has been sailing about 2 years and has crewed on E-Scows and now owns an E-Scow, He lives on Indian Creek Trail and is involved in Real Estate Brokerage and Development. His son Coleman Jr. will be his foredeck crew when he advances past 3 years of age. Coleman is sponsored by Mike Gallery.

Dick Gallup sails a Pringle Cat 16' & has 2 years Catamaran sailing experience. The Gallup family including Elaine and 8 year old Kasey live on Park Lane Road. Dick is involved in Real Estate and is sponsored by Dave Ness.

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# RACING CLINIC by STATON PEELE

## ROUNDING OR PASSING MARKS AND OBSTRUCTIONS PART II

In our attempt last month to get you around the weather mark (mark Number 1) without infringing the rules, we purposely omitted a couple of rules which we now consider timely to address since they could very possibly come into play as you approach the weather mark.

Rule 42.1 (d) states "an outside leeward yacht with luffing rights may take an inside yacht to windward of a mark provided that she hails to that effect and begins to luff before she is within two of her overall lengths of the mark and provided that she also passes to windward of it". For clarification, let us assume that two yachts are working up the weather leg (a beat), both alternately on starboard and port tacks. As they sail across to the left side of the course on starboard tacks, they both tack on to port when they reach the port lay line. The port lay line in this case is the course they would sail that would place the yachts just to leeward of the weather mark so that they can tack on to starboard and round the mark, leaving it to port. Let us assume the leeward port tack yacht has luffing rights on the windward yacht and if they are overlapped as they approach the mark the windward yacht will round first and be ahead. So, in order to prevent the obvious, the leeward yacht hails "luffing to windward of the mark" while she is more than two of her overall lengths from the mark. The strategy is to carry the windward yacht to windward of the mark (both yachts must go) and at the propitious moment the leeward yacht breaks off the luff, falls off quickly and attempts to round ahead of the windward yacht. Tricky, but it works-sometimes.

Most sailors will not try such a maneuver unless there is plenty of room. Generally speaking, the majority of sailors prefer to approach the weather mark from the starboard lay line since it is easier and more clear cut.

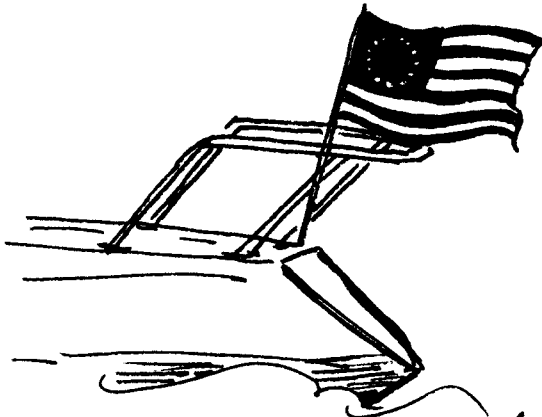
The other rule of importance is 42.2, Clear Astern and Clear Ahead in the Vicinity of Marks and Obstructions. Rule 42.2(a) states "a yacht clear astern shall keep clear in anticipation of and during the rounding or passing maneuver when the yacht clear ahead remains on the same tack or jibes". Rule 42.2(b) states "a yacht clear ahead which tacks to round a mark is subject to rule 41 (Changing Tacks), but a yacht clear astern shall not luff above close-hauled so as to prevent the yacht clear ahead from

Racing Clinic Cont.

tacking". Let's take an example of 42.2(a). Yacht A is approaching the weather mark on the starboard lay-line with yacht B clear astern. As yacht A rounds the mark she has to only slack sheets to assume her proper course to Mark 2 (the jibing mark). Since she did not tack, yacht B, clear astern, is the burdened yacht and is obligated to keep clear. Now an example of 42.2(b). Assume yacht A on port tack is approaching the weather mark with yacht B clear astern. Yacht A will have to tack on to starboard to assume her proper course to the next mark (Mark 2). Since the rule states that such a tack is subject to rule 41, Changing Tacks, yacht A must be far enough ahead of yacht B in order to execute the tack. Rule 41, you recall, says that a yacht which tacks must do so far enough from a yacht on a tack to enable this yacht to keep clear without having to begin to alter course until after the tack or jibe has been completed. If yacht B is close on the tail of yacht A, then yacht A is obligated to maintain her course until B tacks away and/or yacht A has room to tack.

With the rule book in one hand, the tiller in the other-and a little luck-hopefully you made the weather mark rounding without a foul!

\* \* \* \* \*



# 4<sup>th</sup> OF JULY FESTIVITIES

COVERED DISH AT 1:00

BRING 5 TIMES AMOUNT OF YOUR PARTY

PLEASE BRING SERVING UTENSILS

DELIVER FOOD BY NOON

LOTS OF FUN WITH VOLLYBALL AND

SIX MAN SUNFISH

MIDLANDS REGATTA

This year's Midlands Regatta was another rousing success with myraid entries, diverse classes; everything from Hunter 33's to Sunfish. Larry Propes performed fearless leader and organizer duties with greatest aplomb. Bruce Loring headed up the race committee staving off light air threats with thorough contingency plans. Although the weather favored the 170 genoas, the light and variable breeze provided all racers with plenty of excitement for three "around the bouys" races. When the time for awards arrived, the verdict was as follows...

San Juan 21--Working Sails

- 1. Fred Rehm 1-1-1 , 2-1/4
- 2. Owen Wilson 3-2-2 , 7
- 3. Hal Storey 2-3-3 , 8

Helms 24

- 1. Dave Pfefferkorn 1-1-1, 2-1/4
- 2. J.C. Moore 3-2-2 , 7

Catalina 22

- 1. Mike Neidig 1-1-2 , 3-1/2
- 2. John Taylor 2-2-1 , 4-3/4

O'Day 27

- 1. George Perry 3-1-1 , 4-1/2
- 2. Ken Bost 1-2-2 , 4-3/4

Y-Flyer

- 1. Joe Waters 1-2-1 , 3-1/2
- 2. Ben McMillan 2-1-2 , 4-3/4
- 3. Bob Blundy 3-4-3 , 10

San Juan 21 - All Sails

- 1. Bob Ayling 2-1-1 , 3-1/2

E-Scows

- 1. Barry Lux 1-1-2 , 3-1/2
- 2. Tom Lux 2-3-1 , 5-3/4
- 3. Larry Stewart 3-2-3 , 8

Hunter 33/Helms 30

- 1. Blaine Brinkley 1-1-1 , 2-1/4

Sunfish - Jr.

- 1. David Usher 1-3-2 , 5-3/4
- 2. John Lux 3-1-3 , 6-3/4

Helms 25

- 1. David Easterling 2-1-1- , 3-1/2
- 2. Al Whitworth 1-2-3 , 5-3/4

Laser

- 1. David Nichols 1-1-2 , 3-1/2
- 2. Martin Jones 2-5-1 , 7-3/4

Chrysler 22

- 1. John Keels 1-3-1 , 4-1/2

Phantom

- 1. Collins Hyers 3-1-1 , 4-1/2
- 2. Douglas Hutto 1-2-2 , 4-3/4
- 3. Ron Woodcock 2-7-3 , 12

Sunfish Sr.

- 1. Bill Sampson
- 2. Crawford Milling
- 3. Jack Sengstacken

J-24

- 1. Bobby/Karen Dial 1-1-1 , 2-1/4
- 2. Paul Niebauer 3-2-2 , 7

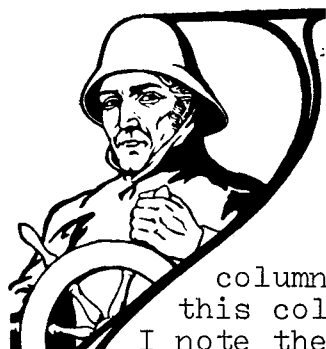
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LAKE MURRAY CRUISING FLEET-SPRING SERIES

Spring of 1981 was the second season in which the Lake Murray Cruising Fleet used the PHRF rating system, and what was discovered? The results showed a wide diversity of winning boats. J-24's, Helms boats, O'Days, San Juan 21's and Catalinas, all found a season graced by fine breezes, only one being cancelled due to light air, and none being cancelled by committee boat sinking swells. Controversy clouded the Division I final results, but Arthur Simons finished in First place, Johnny Helms in Second, and Mike Gallery in Third. In Division II the Pfefferkorns captured First, Bob Ayling Second, and George Bell Third. Division III was won by John Taylor, Second was Victor and Buddy John and Steve Yandle was Third. MORC Division I was won by Arthur Simmons, Division II was won by the Pfefferkorns.

# AT THE HELM

by Dave Mahrer



Just when I am out of words to put into this column, someone tells me something that makes writing this column a renewing experience. It is in sorrow that I note the passing of Bill Morgan. In like measure, it is this time that the significant contribution made by Bill to the Columbia Sailing Club comes to light for members, like myself, who have been CSC'ers for but a brief time. As all who knew Bill sorted through the closet of their mind and shared their memories in parts and pieces, I am put in mind of the pride taken in the development of the Club. It is pride born out of hard work, and a desire to have some part in the development of a shared sport and camaraderie. It is difficult to carry someone's pride that is not your own. Those persons who did contribute to the sailing skills of three College of Charleston sailors written up in the most recent Sailors Gazette must have some fine memories. As each project (like the kitchen renovations) is completed, the sense of pride is enhanced. Every time I think about the flag pole and yard arm before the Club House, I will have just a little bit of vicarious pride in the memory that it was Bill who was instrumental in putting it there. As each person makes a contribution of their choosing to the Club may the rewards come back ten fold.

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## UPCOMING SAYRA EVENTS

June 20, 21	-----	James Island Open
June 27, 28	-----	Beaufort Yacht & Sailing Open
July 4, 5	-----	Savannah Yacht Club, Lightning, Laser, Sunfish Snipe & E-Scow
July 4, 5	-----	Lake Norman Yacht Club Regatta
July 11, 12	-----	Charleston Yacht Club Open
July 18, 19	-----	Hobcaw Yacht Club Open

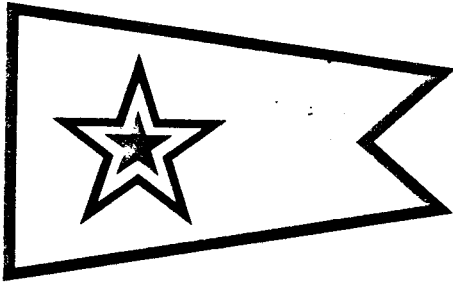
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## MORC SCHEDULE

Sat. June 13th	9:30 a.m.	Sat. July 25th	9:30 a.m.
Sat. June 27th	9:30 a.m.	Fri. July 31st	7:00 p.m.
Sat. July 11th	9:30 a.m.	Sat. Aug. 1st	9:30 a.m.



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715 Abelia Rd.  
Columbia, SC 29205  
May 25, 1981

To: SAYRA Member Organizations  
Friends of Barron and Mickey Boyd and Ann Boyd Sloger

From: Willard Davis, Sec.

In the event that you have not already been informed, Barron Boyd, a long-time contributor to SAYRA and sail boat racing in general, died on Monday, May 18. The family would welcome memorials to the Helen Hanley Memorial Fund or to the American Cancer Society. SAYRA member organizations or individuals wishing to make memorials to the Helen Hanley Memorial Fund should send their contributions to SAYRA secretary at the above address. Contributions are tax-deductable and will be acknowledged.

*Willard Davis*

**SOUTH ATLANTIC YACHT RACING ASSOCIATION**