

The

# TELLTALE

FEBRUARY 1982

THE COLUMBIA SAILING CLUB

EDITORS: THE PFEFFERKORNS



## AT THE HELM

I'd like to take this opportunity to congratulate our Columbia Sailing Club 1981-82 award winners: Jack Helms, Outstanding Service Award; Joe Waters, Outstanding Senior Sailor; and Arthur Simons, Jr., Outstanding Junior Sailor. Jack's award is probably overdue. Over the years, he and Jessie have been ever present and ever supporting of the Columbia Sailing Club. This last year Joe and Arthur, Jr., have proudly carried the colors of the Columbia Sailing Club far and wide. We're proud of both of them for their sailing accomplishments.

The other night, Fred called Karen and said that his water was "kaput." Luckily, I wasn't home yet..... So, Fred called Staton and Janus, who came up the next morning and fixed the water, fixed the ice maker, adjusted the back docks, and I don't know what all. Thank God, for Staton and Janus, they are truly our guardian angels. I do not really know how we can thank them enough. They are truly invaluable to the Columbia Sailing Club.

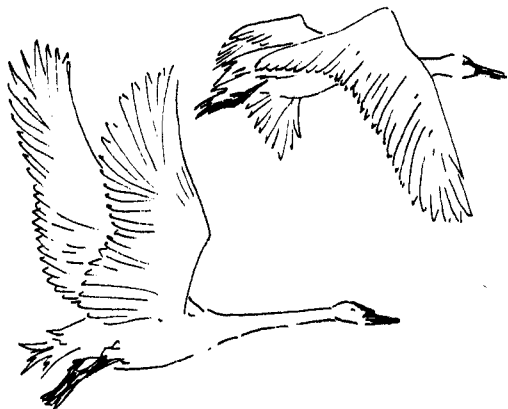
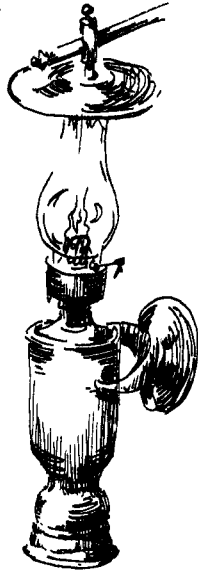
Some of the responsibilities that get delegated to committee chairpersons of CSC sort of take care

of themselves. Without too much effort the particular chairperson can also delegate and cajole and still be pretty effective. Safety Committee definitely does not fall into that category. Safety Committee is extremely man hours intensive. The Club is directly responsible for the Easter E-Scow Regatta, the Midlands Regatta, and about 10 fleet races. If each day two safety boats are manned with two people each, this comes to 60 days of safety work. This does not include the safety work for the other regattas that the Safety Committee is often asked to provide bodies for even if it is not directly responsible for these regattas. Of course, I did not explain all of this to Buddy John before he agreed to take on the chairmanship! I would like to ask you to call Buddy John and volunteer for at least one day of safety work. I do not care what your other CSC duties are, Buddy John needs your help! If everyone who is able will just put in one or two days of safety work, our Safety Committee will not get overworked and Buddy John will not get gray hair! Let us, everyone, get behind the Safety Committee this year!

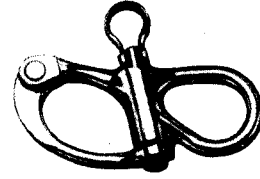
Bobby

## An Enlightening Experience.....

awaits all provisional CSC members specifically, and everyone in general. This is the orientation gathering, an informative affair and opportunity for everyone to get to know each other better. There will be a familiarization with the different facilities and equipment of the club. ("One never realizes one doesn't know where something is until one needs it." Murphy's Law, section 4:C.) There will also be a general elucidation of the Rules and By-Laws of the Club as stated in the yearbook. ("It is the nature of rules to be written in such a way that one never realizes that one slept through their reading until one has bungled things royally." Murphy's Law, section 24:0). Murphy gets around doesn't he? The CSC officers and committee heads will take part in this event so that all of us can become more closely acquainted. And best of all, there will be wine and cheese. (Murphy loves wine and cheese.) See you at the Club SUNDAY FEBRUARY 7TH, at 2:30 PM!



Phil and Pam Steude have added a new junior sailor to their crew! We will be seeing Karl Christian on their foredeck just as soon as he can walk!



### TWO VOTED TO PROVISIONAL MEMBERSHIP

Welcome.....

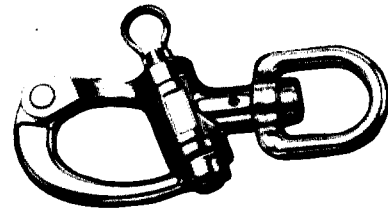
Bill Campbell of 1823 Heyward St.  
Telephone: H 748-4785, W 799-4272.

Tom and Sallie Jill Messervy,  
Catherine and Thomas of Holly Ridge  
Rd. Phone: H 779-8181, W 791-0341.

### TWO APPLY FOR PROVISIONAL MEMBERSHIP

Rhett P. Dove III is an attorney with Nelson, Mullins, Grier & Scarborough, and resides at 1520 Senate St. He has sailed Hobie Cats in the past, and is presently awaiting delivery of a Helms 24. He is sponsored by Will Nelson.

George and Ellen Berch both work with the South Carolina Hospital Association. They have several children, some of whom will be sailing with them on their O'Day 22. They are sponsored by Ted Shelton.



It was with deep regret that the Board of Stewards accepted the resignation of members Dana Beach, who will be moving to New York, and of Nancy Nelson, the first woman to be granted full CSC membership.

# Man Overboard!

One of the many joys the Midlands climate provides is the opportunity to enjoy sailing 12 months out of the year. One of the dangers of winter sailing, however, lies in either falling or being knocked overboard into extremely cold water. Much has been written on the effects of hypothermia and the dangers of exposure to severe cold. The purpose of this article, however, is to provide some methods for saving someone who has fallen overboard.

Here is a very possible scenario which could occur during a cruising fleet race:

The skipper is leaning back against the lifelines when they suddenly let go - tossing him over backwards into the water. On board are only his wife and two small children - he is too exhausted to climb back into the boat..... What should they do?

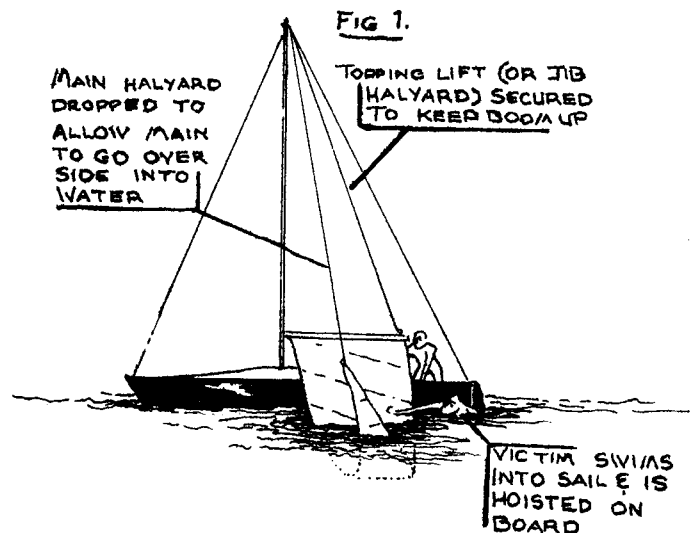
Believe it or not, this is one of the most common causes of drowning according to the Coast Guard. Cold water saps the strength of even the most athletic person, leaving him helpless and unable to help in his rescue. There are several ways, however, that he can be brought aboard by even a relatively "small" amount of effort on the part of the crew.

When someone falls overboard, the first thing to do is to throw a floatation device to him, if he is not wearing a lifejacket. Every boatowner and crewmember should know where this device is located and should be able to get to it in seconds. (Note: In winter it is wise for each crewmember to wear a lifejacket or floatcoat at all times - it provides not only floatation but also a certain degree of warmth.)

After the person in the water is properly bouyed, he should under no circumstances attempt to remove any clothing. Remember those lifesaving classes where you jumped into the pool fully clothed and were taught to strip down - DON'T DO IT! In extremely cold water, clothing acts much like a skindiver's wet suit, holding water warmed by the body next to the skin. After the initial shock of the cold water, the water becomes quite bearable, provided the person doesn't thrash around too much

Now for getting back aboard: Let's assume the person is too weak to assist. How can he be brought safely and quickly aboard? Here is one of the easiest ways.

1. MAKE SURE THE BOOM TOPPING LIFT IS SECURE, then...
2. DROP THE MAINSAIL, letting it fall over the side. (If the mainsail has slides, OPEN THE GATE AT THE GOOSENECK so that they will fall out.) Let the sail down far enough to allow the victim to swim into the bight formed in the water.
3. RE-HOIST THE MAIN using the main halyard winch, with the victim rolled in the main until he is clear of the side. (See fig. 1)

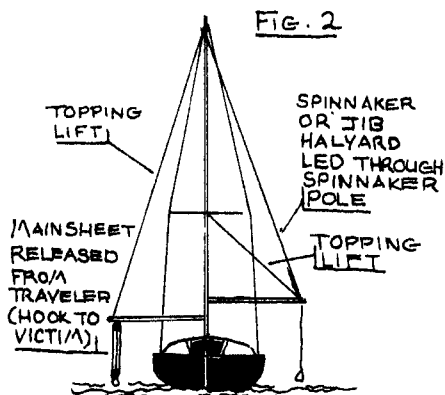


# Man Tally Ho!

"COME ON GUYS!"

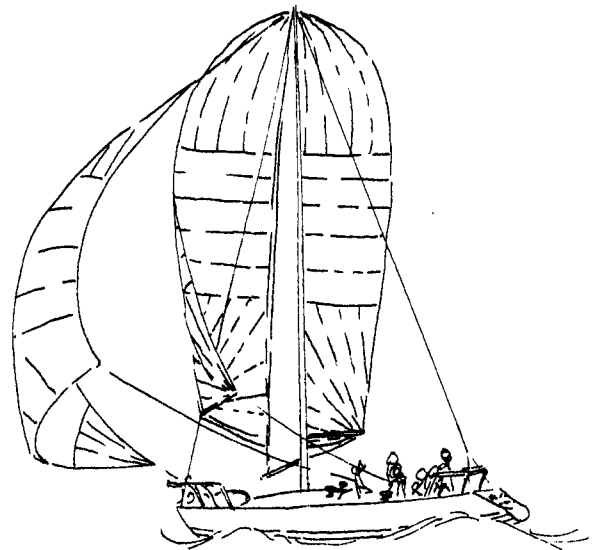
This is one of the best ways of recovering a man over the side, for the bight in the main gives an additional 2:1 mechanical advantage over the halyard winch. (Note: If your boat doesn't have a topping lift on the boom, a jib or spinnaker halyard can be secured to the end of the boom as a substitute.)

The jib can be used for recovering a person although it is not as effective. Another alternative is to use a halyard led through the end of a spinnaker pole and secured to the webbing on the victim's lifejacket. Using a halyard in this manner is effective provided you have sufficient manpower to handle the winch loads. Some boats have a snap shackle fitted to the main sheeting system where it attaches to the traveler car. This can be used much like a cargo boom on a ship to bring someone aboard. (See figure 2.)



After the person is aboard he should be thoroughly dried off and kept warm until ashore. Hot coffee or tea will help. COLD DRINKS OR BEER WILL NOT!

A final note - practice makes perfect. Everyone should know what to do. Husbands and wives should practice this maneuver in warm weather until each can rescue the other. (It's not only instructive, but fun!) The old saying "An ounce of prevention is worth a pound of cure" is certainly true here. Preparation, safety gear, good boating shoes, lifejackets, and rescue knowledge - all will assure CSC members a safe and long boating season on Lake Murray.



## MORC NEW YEARS DAY RACE

New Years Day saw a few hardy MORC racers enjoying a fine light air day. Judy and Elaine Parshall did the race committee honors providing a down wind start and light air course perfectly suited to the holiday. When the scores were tallied (and protest settled), crystal mugs etched with tall ships held the brew of:

Arthur Simons	1st
Robbie Wilkins	2nd
Ken Blakney	3rd
Victor & Buddy John	4th
The Pfefferkorns	5th

## LADIES AUXILIARY NEWS

The CSCLA Board is looking forward to an enjoyable and, hopefully, a profitable year. We will be putting on three parties for everyone's enjoyment, as well as increasing our treasury for our ongoing projects. A garage sale will be held later in the year. Further improvement of the kitchen and its equipment will continue as our main contribution to the Club. We'll also be selling our CWC Ship's Store wares at club functions. All items for sale can also be obtained from the canteen on weekends. Safety articles will continue to be printed monthly in the TELLTALE. Our ladies will again be serving hamburger lunches at the E-Scow and Midlands Regattas as well as helping with registration at these events. We plan to offer Ladies Sailing Classes in the summer. CSCLA and CSC functions are recorded by photographs, TELLTALE and newspaper articles, and by other items in our scrapbook. These books from past years are at the club in the CSCLA cabinets. We hope as many ladies as possible will be able to participate in our Auxiliary and Club functions. By helping the committee chairmen and their committee members when they call you, you can insure our success, as well as our enjoyment, in all our tasks.



*CSCLA Party*

*February 27<sup>th</sup>*

*Cocktails 7:00*

*BYOZ*

*Shrimp Creole*

*Dinner 8:00*

*Bingo & Prizes*

*Telephone*

*committee*

*will contact*

## CSCLA COMMITTEE CHAIRMEN

Entertainment

Judy Simons (Mrs. Arthur)

Historian

Vicki Bost (Mrs. Dennis)

House

Valerie Small (Mrs. Parks)

Ladies Sailing

Karen Dial (Mrs. Bobby)

Regatta Lunches

Judy Jones (Mrs. Gene)

Barbara Tharp (Mrs. Jim)

Regatta Registration

Barbara Helms (Mrs. Johnny)

Safety/Education

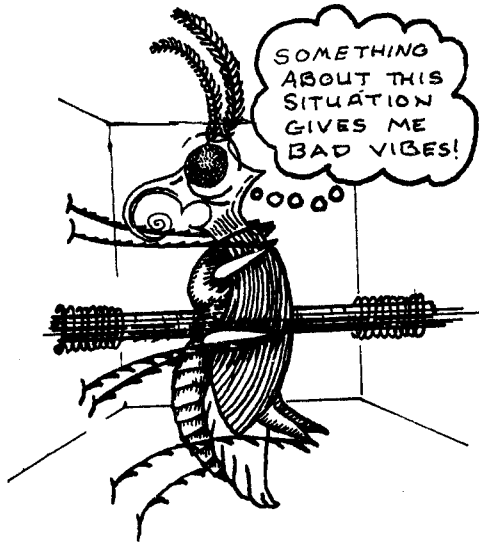
Jessie Helms (Mrs. Jack)

Telephone

Becky Spell (Mrs. David)

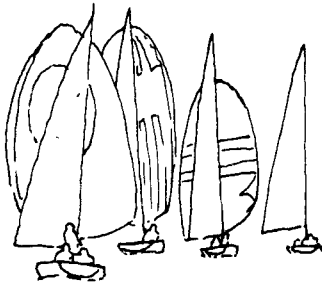
Ways and Means

Patti Gallery (Mrs. Mike)



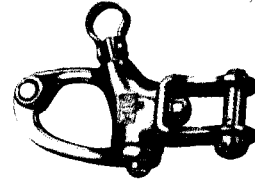
### DE HAMER DE-BUGS WATER SYSTEM!

Fred and Ruth were without water for several hours until trusty Janus DeHamer and Staton Peele came to the rescue in early January. It seems that a bug had crawled up into the pump control box and wedged himself between the contact points. After cleaning the points and a grain of sand in the pressure gauge, Janus remarked that it was the first time he had literally "debugged" a water pump!



The Spring Cruising Fleet meeting will be held at the Club Friday Jan. 22 with the awarding of trophies for the Fall Series scheduled as a priority. The Spring Series will consist of 10 races starting on Feb. 13 and ending Apr. 23, excluding Apr. 10th, the weekend of the Easter Regatta. The full spring sailing schedule will be published in the March TELLTALE.

Congratulations to Ross and Vickie Mann Otterbacher who were married Jan. 2nd. They certainly know how to get the year off to a romantic start



### OLD SPINNAKERS NEVER DIE.....

Any member who has an old or blown out spinnaker cluttering up the attic may wish to donate it to the Lowman Home for the Aged in White Rock. They are to be used for indoor games during the winter and as canopies during the summer. If you are interested in making a tax deductible contribution, please call Sue Summer at 345-5453.

### VARNISH:

High fiction coating applied as a gloss over minor details in personal nautical recollection to improve their audience—holding capacity over frequent retelling.



EDITORS NOTE: Anyone having any well varnished anecdotes, tall (or short) tales, etc. should send them in. After all, it's far and away the cheapest way to get published! (No reasonable or slightly unreasonable material will be refused!)

The Editors offer profuse apologies to Rob Kuhne, whose name we effectively butchered last month in announcing his elevation to full Club membership.

