

THE TELLTALE

NOVEMBER 1985

THE COLUMBIA SAILING CLUB

EDITOR: ED EUBANKS



AT THE HELM

Our CSC annual club meeting will be at 8:00 PM on Wednesday, November 6. At this meeting, you will elect new officers for the coming year, and this occasion offers reflections on the year ending. Much has been accomplished during the past twelve months. Due to the hard work of our members, the back cove has been reopened with much improved facilities; new docks have been installed in front of the clubhouse; land parking has been organized; many clubhouse repairs made; yard work and landscaping improvements; steps constructed down to the back cove; yard swings hung, and the list could go on outlining the achievements of hundreds of hours of the unselfish contributions of labor and gifts of club members. A major accomplishment which will be a milestone in the history of CSC was the acquisition of the five acre tract of land adjacent to the back cove.

Many individuals are responsible for these improvements and we are all indebted to each of them. In particular, I wish to express appreciation to my fellow Flag Officers, to our Board of Stewards, to those who chaired various committees, to our Ladies Auxiliary, and to Fred Fetner. If it is appropriate to acknowledge special heroes in such a fine group of hard workers, I especially commend Parks Small, Al Whitworth, Art Coggins and Larry Propes.

This year has been marked by excellent sailing activities and fun social events. as our Fall sailing continues, we approach several highlights of each year: the Oyster Roast, our Christmas Party and the Carol Sing. Plan to attend all, beginning with the Oyster Roast on November 16.

Again, thanks to all for your efforts during the past year. It has been an honor for me to serve as your Commodore. The coming year will be a great one for CSC. An excellent slate of nominees will be offered for election on November 6 for our Officers and Board for 1986. Please attend this important meeting and participate in the management of the Columbia Sailing Club.

Harry

ANNUAL MEETING

The Annual Meeting of CSC will be held on Wednesday, November 6 at 8:00 PM at the club. Officers for 1986 will be elected and other important business will be transacted. All members should make every effort to attend. (Please note that this is a different date from the earlier published November 7.)

CSCLA ANNUAL MEETING

The Ladies Auxiliary will have its Annual Meeting on Sunday, November 17, at 4:00 PM at the club. Officers for 1986 will be elected and plans for 1986 activities will be discussed. Following the meeting, champagne punch will be served. All ladies are urged to attend this meeting.

MEMBERSHIP NEWS

COLUMBIA SAILING CLUB

SLATE OF NOMINATIONS 1986 OFFICERS

Commodore	Parks Small
Vice-Commodore	Jim Tharp
Rear-Commodore	Johnny Helms
Secretary	Willard Davis
Treasurer	Art Coggins

Board of Stewards:	John Dotterer
	Paul Neibauer
	Dick Nickel

Membership Committee:	Stewart Mungo
	Jack Marsh
	Charles Bruce

Nominating Committee

Harry Davis
Al Whitworth
Dave Sampson
Bruce Loring
Jack Helms
Zane Abernathy
Dave Mahrer

The following were approved for membership and placed on the waiting list:

John Houser
Wayne Hale
Les Hipp
Hunter Gibbs
Richard Wilson
Dalton Sheppard

The following were approved for full membership:

John Cochrane
Roy Powers
Bart Hoernig

Robert W. Ayling is a neighbor of Columbia Sailing Club and a consulting engineer. He is married to wife, June, and they have three married children. They sail a San Juan 21 and a Sunfish. Bob has sailed for fifty years and raced in Lake Murray for the last ten. He is sponsored by Dave Sampson.

EASTER REGATTA

Paul Niebauer was asked to report to the Board on the annual E-Scow Regatta basing his report on the comments received from CSC members (Telltale September '85). As a result of this report, the Regatta will now include E-Scows and J-24's.

1. The response to the request for feedback in the September issue of the Telltale was limited and basically confined to two groups of people.
 2. The question was posed: should we "continue the tradition of hosting a regatta for this class or for some other class, or combination during the Easter weekend."
 3. The first group was composed of current and former E-Scow sailors. Reasons for the decline in participation given were:
 - a) the economic situation for the last several years
 - b) advertising and promotion efforts did not begin soon enough, and were inappropriately placed in periodicals other than those subscribed to by all E-Scow sailors--i.e. class publication.
 - c) the entry fee is too high and has become an economic barrier limiting larger numbers of participants.
 4. This group in general believes that if this event were combined with another class, that either a) the prestige of the event will be diminished to the detriment of both the E-Scow fleet and whichever other fleet(s) shares the regatta. This would result from the division of effort necessary to promote, publicize, and host a combination event or b) E-Scow sailors would not support a combination by coming to South Carolina from as many diverse locations as in the past
- because the event would lose its exclusivity. This even would then cease to provide points within the class in its circuit and another club would pick up the tradition we would lose.
5. The second group was composed of J-24 sailors who as a fleet are interested in promoting their class whose local participation is increasing. It is their feeling that J-24 sailors could be drawn from the Charleston, Charlotte, and Atlanta area during the Easter weeken, The J-24 local fleet, through its fleet captain, is prepared to publicize and promote the event to J-24 sailors. They are willing to share the weekend with the E-Sow fleet and have not suggested that the dual nature of the event would take away from it or lessen attendance.
 6. Both groups are concerned about the Easter Regatta tradition, They both feel that they could continue to bring a high level of competition to the Columbia Sailing Club.
 7. The feeling of some of the E-Scow respondents about the loss of prestige and participation resulting from a combined event notwithstanding , I would like to recommend that we hold a combination regatta. We will not then kill the E-Scow tradition of long standing but leave that decisiion to that fleet. We would also open the way for a new and enthusiastic group of sailors who belong to a growing national class to try to expand the number of competitors.

Paul Niebauer



LAND PARKING RULES

John Dotterer is to be commended for his diligence and many months of hard labor which led to the following rules and permanent parking assignments. Please comply with these rules and save these pages for future reference. There are still some boats at the club in the wrong spaces and other boats with no space assignment. Please correct this situation right away.

1. Land parking spaces shall be assigned to members who are bonafide owners of a boat or boat trailer only. A bonafide owner is a member having 50% or more interest in a boat or trailer. Only boats and/or trailers may be stored in land parking spaces.
2. Land parking spaces shall be assigned by the Chairman of the Land Parking Committee.
3. Land parking spaces shall not be substituted or modified in any way without the knowledge and consent of the Land Parking Chairman.
4. A waiting list shall be established for land parking spaces if necessary. The names of members will be taken from this list in the order of their appearance and in accordance with the established use of the space.
5. Members will be assigned spaces based upon the type of boat, size of boat, and necessity to use the facilities of the club.
6. Spaces numbered one through twenty-three will be charged at the rate of \$5.00 per month. Spaces numbered twenty-four through one hundred and twenty-five will be charged at the rate of \$2.50 per month. Spaces numbered one hundred twenty-six through one hundred seventy-five will be charged at the rate of \$2.50 per month. Billing for spaces shall be on a quarterly basis in conjunction with dues billing.
7. More than one boat may be stored in a space as long as the adjacent spaces are not infringed.
8. Each boat shall have Columbia Sailing Club parking sticker bearing the number of the space on the starboard corner of its transom. Each trailer shall have a Columbia Sailing Club parking sticker bearing the number of the space on the starboard side of its tongue.
9. Trailors that are not in use shall be returned to the assigned space.
10. Cars shall not be parked in land parking spaces designated for boat parking unless they are properly parked in a space rented by the owner.
11. Applications for spaces shall be submitted to the Chairman of the Land Parking Committee. Upon assignment of a space, the Chairman of the Land Parking Committee shall advise the Treasurer of the assignment and necessity to bill the member in accordance with the established rate.
12. Any boat and/or trailer that is not in a proper space may be fined by the Board of Stewards upon advice by the Chairman of the Land Parking Committee.
13. A properly stickered and parked trailer may bear an unstickered boat.
14. A stickered or unstickered trailer and boat may use the washing pad area for a reasonable amount of time.
15. A stickered or unstickered trailer and boat may temporarily use a space to perform necessary maintenance upon authorization by the Chairman of Land Parking Committee for a reasonable amount of time.

"PRINTS" OF WAILS!

(We are grateful to Coleman Parks who wrote the following article about the adventure he, Robbie Wilkins and Ed Hood had as participants in the Prince of Wales in Long Beach, California.)

Welcome to Southern California, Hollywood, movie stars, hillside mansions and plenty of money. Our first impression was that nobody really works here. Land values seem to give a false impression of the cost of living, but we never met anyone who did not "just play golf", "the tennis was great", "Have a nice day". Our envy would only continue to build. So what do they have that we don't? Well I'm just going to talk about sailing to keep this article from turning into a short novel.

It's true. Those stupid "wine cooler" commercials. They're not kidding. A bright sunny day; 76 degrees, almost like air conditioning, shimmering blue water with extravagant moorings, exotic power boats and every kind of sail boat you have ever seen and then some...Blonde healthy looking people everywhere...very friendly...Of course we were sorry our wives were unable to be with us...but this was the Prince of Wales National Match Racing Finals...we were on a mission...Nothing was going to stop the CSC Team.

Unfortunately, the same state which gave us Hobie Cats and Hot tubs, also gave us the Holder 20 (more closely related to the latter). Picture a Santana 20 with a domed foredeck, no life lines and over-trimmed hiking straps. Most of its hardware and layout came from devices used during the Spanish Inquisition—all cleverly designed to give the user constant anxiety, and whenever possible, to draw blood. If there's a lake in Hell, they got a fleet of Holder 20's on it! Not to be intimidated by its discomfort and unaccommodating operation, we proceeded to learn the secrets and "go fast" techniques that lay dormant in the sleek lines of this "state of the art" racing machine. Hope I never see one again.

After twenty minutes, we realized that the Hobie Dealer, unable to move these "U-boats," had made some clandestine deal with the Prince of Wales Committee, because nobody would really buy this boat...but somehow we were still going to win this event.

The first race was a "Wet Wednesday" series race of the Long Beach Yacht Club... "Where the Valley girls parents, like, keep their boats, you know." They had invited the eight Prince of Wales finalists to take part. After some six or seven classes of boats started, we were able to take the gun and sail fast enough to win the practice race.

Thursday was the "seeding" race for the "tennis ladder" face off to be sailed following the first round. This would pit us against the eventual winner in the first race. Now match racing is certainly the last place to look for excuses...but...we are sailors anyway and despite "equalization" of boats, one boat would usually be "faster" in both fact or fiction. The Gollison brothers had some other distinct advantages which I feel compelled to list here even if you want to skip to the next paragraph, The Gollisons share olympic racing experience; they were sailing out of their home yacht club on their home water, not to mention they had just won the Mallory and their semi-finals in the Prince of Wales, (both of which were sailed in Holder 20's, which the local dealer let them use for practice). Dirty S.O.B. ! (That's Same Old Boat!)

The best three out of five races found us out front and best start in half the races, but in this type of race it is simply the boat which makes the least mistakes.



Match racing traditionally starts with boats closely circling each other with three minute sequences. Each boat tries to control the other, your tactics being governed more by the other boat than by the wind. Fast turns, reverses and very close maneuvering puts a premium on crew work. The lead or advantage is captured or lost in the pre-race duel. Hopefully at the gun you are in between the starting line and your competitor and on the favored tack. If you miscalculate and find yourself otherwise, the tacking battle is immediately initiated. This is usually when the "sheet" hits the fan. Picture if you will the fourth race of the day...about 3:30 under a blazing sun...Three men gathering their wits. Their stomachs mildly nauseated from soggy breaded sandwiches filled with unidentifiable meats of questionable origin.

Three men quietly and awkwardly braced in a twenty foot suicide machine; rolling over six foot seas in twenty knots of breeze...contemplating taking up some other kind of sport...perhaps professional golf cart racing...but where these men are really going will soon become painfully clear, for these poor slobbs are about to enter "The Prince of Wales Zone".

Boom, they're taking! Ready about WHAM. The 150 fills before you get the last six inches in! OW! Feel the sheets constricting around your swollen hands; your sense of imbalance as you arch your back to get some semblance of leverage from your aching thighs as the narrow hiking strap cuts across your twisted ankles, UNHH! With the help of the second man it slowly yields four more inches. "Trim" yells the skipper. We look at each other doubtfully and question if anyone could pull it tighter; but somehow we manage to get the last two inches. Victory; Relief; and "Ready About" and you bang through another six or eight tacks. Then the skipper makes a decision? Are we grinding the other team down; gaining back the lead. Or, are they grinding us down? What do they expect me to do? Just sail away from them? WHY CAN'T WE GO ANY FASTER?

It's always a great experience to see the likes of some of the up and coming younger sailors, olympic hopefuls and world class sailors to be...preferably when they are behind you.

Of course, there were lighter moments to this very serious racing. The third place team was awarded a Swimming trophy by the judges' boat when the foredeck man, on a rough downwind mark rounding fell overboard (very easy to do!) and swam a 25 yard sprint to rejoin his boat. We had our moments of greatness, too. I knocked Ed off the boat when he missed the hiking straps, and soon Ed was planing nicely beside the boat, slightly overtrimming the jib.

The best win was the race we beat Gollison when Robbie perfectly timed a covering tack, putting Gollison into a kelp patch which you constantly had to look for. It was like dropping anchor. We finished in sixth place, but voted ourselves "most entertaining" anyways. You had to be there!

The graciousness and professionalism of the Long Beach Yacht Club was the finest luxury of sailing in this type of event. We will certainly attempt to get back to this club.

On behalf of Robbie, Ed and myself, we thank those who helped us by running our local competition and of course, the Columbia Sailing Club.

Coleman Parks

SCOTWORLD '85

All members of CSC are encouraged to come out to the club on November 1, 2, & 3 to sail a Flying Scot. Graham Hall, the former US Naval Academy sailing coach, will be on hand to present a racing workshop and Eric Ammann and Harry Carpenter of the Gordon Douglass Boat Company will have several Scots available for members to sail. A \$10 fee is requested for the Friday night workshop (7:30 PM) and there will be a dutch treat dinner on Saturday night at 7:00 PM at Golden Crown Restaurant, 6175 St. Andrews Road.

No charge for sailing the Scots all day Saturday and from 9-3 PM on Sunday.

LAND PARKING

LAND PARKING PERMANENT ASSIGNMENTS

1-23

1. Douglas McKay--Lightning
2. Bob Armstrong--Lightning
3. John Ledlie--Lightning
4. Robert Holmes--Lightning
5. J.C. Moore--E-Scow
6. John Williams--Hobie 33
7. Joe Waters--J-24
8. Buddy John--J-24
9. John Young--J-24
10. John Dotterer--J-24
11. Pete Olmstead--J-24
12. Ed Hood--Express 27
13. Steve Morgan--S2
14. Arthur Simons--Hobie 33
15. S.K. Warner--Venture 24
16. Samuel D. Roberts--O'Day 23
17. Reece Williams--E-Scow
18. Tom Waters--Wabbit
19. Carl Jerden--O'Day 20
20. Ed Eubanks--Flying Scot
21. J.S. Moore--Crestliner
22. David Spell--O'Day 20
23. Willard Davis--power boat

81-125

81. E.B. Wilkins, III--Force 5
82. Ed Eubanks--power boat
83. Jim Simpson--O'Day (14')
84. James L. Tupper, Jr.--O'Day (17')
85. G. Russell Marsh--MFG Pintail (15')
86. John A. Ingram--Sunfish
87. Bob Barton--O'Day (17')
88. M.B. Jones--Laser, Sunfish
89. David Mahrer--SJ21
90. Gordon Fearing--Sunfish, power boat
91. Ed Hood--power boat
92. Mike Gallery--Laser
93. Marilyn Knight--Sunfish
94. Arthur Coggins--Sunfish
95. Tim Dowdey--Mirage (19')
96. Eugene T. Long--Sunfish
97. Bart Hoernig--Sunfish

98. Leaton Davis--Sunfish
99. John D. Keels, Jr.--Sunfish
100. Charles Payne--Sunfish
101. Charles Payne--Sunfish
102. Jim Hutto--Y-Flyer
103. Chris Weston--Y-Flyer
104. John Ledlie--Y-Flyer
105. John Williams--Sunfish
106. Pete Olmstead--Sunfish
107. Carl Jerden--Sunfish
108. John P. Johnson--Sunfish
109. Curt Rone--Sunfish
110. Pete Korn--Sunfish
111. Johnny Cochrane--Nacra 5.2
112. Bobby Dial--power boat
113. Coleman Parks--E-Scow
114. John A. Ingram--Jobie 16
115. Robert J. Kuhne--Lightning
116. Victor Kebednik--Lightning
117. Parks Small--Sunfish
118. E.F. Holcombe, Jr.--Hobie 16
119. Dave Sampson--Sunfish
120. John Wrisley--Laser
121. Norman Evans--Sunfish
122. Ed Spencer--Sunfish
123. Ed Spencer--Sunfish
124. Ed Spencer--Sunfish
125. Sunfish Rack

126-150 (Trailers)

126. Bobby Dial--25'-blue
127. Ted Shelton--27'-blue and white
- 128.
- 129.
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- 131.
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- 150.

LAND PARKING PERMANENT ASSIGNMENTS
(CONTINUED)

FOR SAIL

24-48

- 24. Bill Campbell--Hobie (18')
- 25. Don Jackson--Chrysler
- 26. Frank Handal--Sunfish
- 27. Jeff Cargile--Hobie 18
- 28. Jan Strifling--power boat
- 29. Gary Daves--Flying Scot
- 30.
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- 40. Corky Parshall--Evelyn
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- 48.

Y-FLYER--See it at Willow Cove Court, one mile from Lake Murray Sailing Club. \$1295 including trailer. Call 748-3127 weekdays, 345-5144, evenings & weekends.

CATALINA 22--5 sails, knotmeter, depthmeter, lifelines, new cushions, possible dock space, \$6400. Call Ron Loring, 781-3691.

HELMS 24--\$14,400. Good race record. Main, 110, 170, Spinnaker, OB, Porta John. Call 796-4742 or 794-5071.

14' O'DAY JAVELIN--Rebel Trailor; 1½ hp Evinrude Motor. \$1600--See at space #83. Jim simpson after 7:00 PM 1-577-9736.

HOBIE CAT 18'--1979 Orange Crusher, galvanized Highlander Trailer--Good Condition--\$2995. Call Nyke Simons 781-8783.

SUNFISH '81--Used very little. Trailer purchased 1984. \$1,000. Contact Sue Duckworth, 766-5339 (pm) or 723-2202 (work) or Mike Gallery 799-8616 (work).

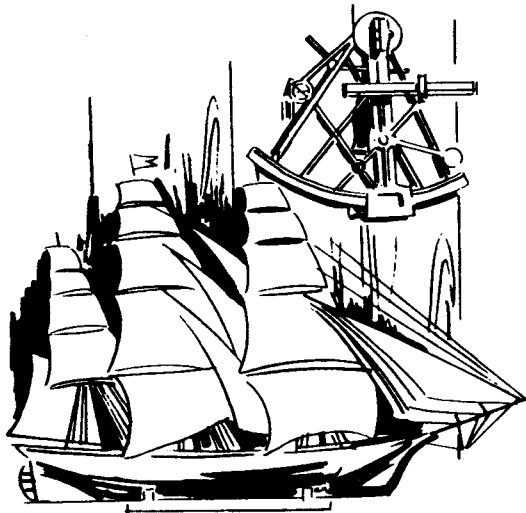
J-24 Trailer--2 axle w/surge brakes--4000lb capacity \$1500. 577-9528 Work, 559-0860 Home.

Y-1800--Helms glass hull, 5 stay rig, new spars, weighs 500 lbs, Lewis Hay 577-9528.

Y-FLYER--Randy Sugra (804) 276-2026

USED SUNFISH WANTED--Sailable condition, low price. Call 252-5682.

Note: If you want to buy or sell, let the Telltale know in addition to posting on the Club Board. Increase your coverage. Call 252-5646.



MEMBERS IN

THE NEWS

Will Haltiwanger represented the CSC and himself very well on September 21 and 22 when he won the Seventh Annual Around the Island Sunfish Race in Beaufort, September 21 and 22. Not only is this a test of skillful sailing but also an endurance test, the race course consists of skirting the perimeter of Port Royal Island (approx 34 Nautical Miles) over the two days.

CSC Member Charles Bruce has arranged for the donation of two hand held radios to CSC from Seibels-Bruce.

Vickie and Dennis Bost are the proud parents of a bouncing baby boy! Born September 19, weighing in at 8½ lbs., Stanton Cromer Bost and mother Vickie are both doing fine.

CORRECTION

In last month's obituary of Mrs. Mary Lewis Cook, we stated that she was the widow of Dr. Weston C. Cook. That was incorrect. Mrs. Elizabeth Wilson Cook is the widow of Dr. Cook and still maintains her non-resident membership in CSC. Our sincere apologies to Mrs. Cook.

LOST!

One of our guests at the Sunfish Regatta on September 14 and 15 left his mast on the ground next to the launch ramps on the circle in front of the club. If you have knowledge of the whereabouts of this mast, please contact David Mahrer. He will arrange to get it back to the owner.

WORK DAY

The following is the list of those members who participated in the workday on September 7:

Jack Marsh
Eddie Wilkins
E.M. Schlaefer, Jr.
Jim Knight
Bernie Daetwyler
Parks Small
Bruce Loring
Roy Powers
Bob Barton
Harry Davis
John Hudson
Jason Hudson
Jeff Ream
Roy McKaughan
Mark McKaughan
Roger Wall
Pete Korn
Frank Webb
Al Whitworth
Marilyn Knight
Harold and Betty Flinsch
Ed Eubanks
Jim Hutto
Corky Parshall
Judy Parshall
Ed Holcombe
Curt Rone

OYSTER ROAST!

Entertainment Committee Chairmen Steve and Sylvia Martin will top off a wonderful year for CSC with the Annual Oyster Roast Saturday, November 16. Cocktails will begin at 7:00 PM (BYOL), and the Shrimp and Oyster Dinner at 8:00 PM. If possible, bring your own oyster knife and gloves. There is a limit of two guests per member. Cost is \$10.00 per person. Reservations must be made no later than November 6 by calling Molly Wood after 6:00 PM at 782-0176. "No Shows" will be billed!



CSC CALENDAR

NOVEMBER

1-3 SCOTWORLD

6 ANNUAL MEETING

16 OYSTER ROAST

17 CSCLA ANNUAL MTG

DECEMBER

13 CHRISTMAS PARTY

TBA CAROL SINGING



Columbia Sailing Club
P.O. Box 922
Columbia, SC 29202

ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL

WILKINS, ROBERT P.
P O BOX 729

LEXINGTON

SC 29072