



# Windword

Lake Murray Sailing  
Club

November-December

2010

## Commodore's Report

First, I want to thank everyone in the LMSC for electing me Commodore at the Annual Business Meeting last month. Although there was no competition for the job (normally something to be concerned about), it is still an honor to be entrusted with the duty of caring for a Club whose activities and members have become an important part of my life.

Second, as everyone no doubt suspected, but no one would express, I am utterly UNQUALIFIED for the job! I've never won a club regatta. I am not very handy with either rake or paint brush. I've never won the chili cook-off. I don't have the free time of the retired. And, I only own two boats, neither of which is an MC-Scow!

I do, however, love to get out on the water and putter about with boats, and these are, surely, the essential qualifications. Now, there is both good and bad news in this for you new members and even for those of you



who have been hiding in the background avoiding responsible office for many years (decades?). The good news is that enthusiasm for the LMSC is all it takes to be Commodore. The bad news is that under that rule of qualification, you might well be the next Commodore yourself! Think about it.

Third, and now I'm going to get serious, the Commodore presides at meetings, but the Commodore as such cannot do very much. Things happen at LMSC because the members take charge. We run with Committees and Committee Chairs: Grounds, House, Entertainment, Docks & Parking, Boats, and Mem-

bership, to name a few. Committee Chairs need Committee Members. And Committee's get things done. The trailer (rapidly becoming a liability) was removed because Rich Eaton and Bud Buckwell (present and past chairs of the Grounds Committee) got it done. The new stairs were built because Bud Sweet organized it as a project leader. The house is being painted, not because the Club voted on a color scheme a year ago, but because Debbie Beck (past House chair) got the effort organized. New members are recruited and encouraged because Tom Ricciuto puts in his personal time with anyone who is interested in joining. In short, and this sounds like a cliché because it is also a truism: IT'S YOUR CLUB AND IT WILL BE AS GOOD AS YOU MAKE IT. When asked to serve on a Committee, just say yes!

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### Announcements:

- Club Store is open for Christmas. Great items for your "Someone Special!"
- The LMSC Annual Awards Dinner will be held at 5:30 PM at the clubhouse On January 15. Recover after the holidays by celebrating this year's list of achievers.
- There will be winter one design coaching clinics check the online calendar and watch your email for updates.

## Upcoming Events—Mark Your Calendar

**Dec 11** Christmas Santa Party 4:30 pm (Bring kids!)

**Jan 15** Awards Dinner 5:30pm (Potluck)

**Feb 12** Oyster Roast (Afternoon—Details TBA)





Bud Buckwell tests new Auto Docking system before Bomb Island cruise!

### All we need is here

“The next time you hear folks referring to Lake Murray as the greatest sailing lake in the Southeast, just say, “Amen.” ”



MC competition on sunny Lake Murray

**Go sailing! It frees the mind and thus the soul.**

Sail South Carolina!!



## The Great Bomb Island Circumnavigation of 2010

Some words contain their own magic. For me, “circumnavigation,” is one of the most intrinsically magical. It’s long; it’s elegant; it’s Latinate; it’s descriptive; it’s a picture of that most perfect of all geometrical forms, the circle. Whether it’s a circumnavigation of the globe, or a circumnavigation of an island, the word itself conjures adventure and romance.

In a sailboat, an island circumnavigation necessarily involves that strange experience of transitioning from the windward to the leeward side. Being relatively inexperienced, and therefore, easily impressed, I am always a little amazed at the amount of calm water on the leeward side of even a small, flat is-

land.

Being under the spell of the word itself, it is no wonder, then, that the opportunity for a Second Annual (yes, I made that up, just now) Bomb Island Circumnavigation gripped me with a sense of joy and anticipation. The summer, you will recall, was a disappointment from a sailing point of view. Too hot, too stormy, too fluky, and if I didn’t mention it, TOO HOT! Any thoughts of a long day’s sail from LMSC around Bomb Island, aka Lunch Island, aka Bird Island, were dismissed as unrealistic in light of the odds of being stranded with no wind and a heat index of 108°F. BUT, with a few long term obligations being

shifted about, and Fall weather arriving right on schedule with its clear days and fair winds, October 23 opened up as a real possibility. One email is all it took to get FS Fleet 158 and the cruisers on board with Bob Lockwood volunteering to cook “brats” for all.

At the appointed hour for the skippers meeting, a few sailors came by the chart I had laid out on a picnic table in case anybody was confused about our destination. There was a good mix of auxiliary powered cruisers, four Flying Scots and two Thistles. We agreed on channel 73 for the VHF’s and set out into a picturesque day of clear skies, light winds, and blessedly few power boats (the inverse correlation between perfect Fall

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## Growth, Promotion, and Strong Fleets

There continues to be concern in the sailing community over a continuing decline in sailing activity. The billionaires now playing in the America’s Cup arena, the high tech “built for speed only” disposable boats and a myriad of other “innovations” are separating sailing from its origins to something inaccessible to many. This week, the IOC eliminated the Star from Olympic competition which in my opinion is a further decline in the sport. One design sailing is the last of the Corinthian sports. It will suffer as the “follow the money” format takes hold.

Sailing by itself can be somewhat difficult to master. Racing one-design boats

can be one of the most difficult things you may ever do as an athletic or recreational endeavor. Many of the skills required to be a successful racer are also required to be successful at meeting life’s challenges. There is a recently published book, **SAVING SAILING**, by Nicholas Hayes that details some of the problems and offers some solutions to saving our sport. We at LMSC and LMSA have already developed such programs with the intent of promoting sailing on Lake Murray.

An old time politician, Tip O’Neill, coined the phrase that “all politics is local”. I believe we must look at our sailing activity as a “local” issue. We have at LMSC one of the finest facilities and best

sailing venues anywhere in the US. As racers and sailors, our facility is often under utilized.

In conversations with many of my “sailing buddies” across the country who are concerned about the sport’s decline, share same ideas hold sway for reversing the trend.

1). Strong One-Design Fleets

2). An active and self sustaining youth program

At LMSC we have two very active one design fleets, the Flying Scots and the MC Scow. Strong one design fleets often succumb to aging skippers, skipper relocation, and loss of interest. As fleets die out, activ-

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## Circumnavigation

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weather and the frequency of power boaters surely proves that they aren't doing it for the love of the activity; some other motive must lurk behind that roaring, smelly, blustering, form of self-aggrandizement, but, recognizing that this is a family-oriented club, one hesitates to state the obvious).

Pamela and I worked our way slowly out into the main body of the lake. After about an hour of intermittent puffs and drifts, her patience was wearing thin. We were out far enough to have a good view of Bomb Island, but it was a tiny patch on the horizon. "I just don't think we're going to get there today," she said, just in time to prod the Spirits of Lake and Wind into action. No sooner had she spoken than a steady 4-7 knots blew from the Lexington side of the Lake. We were off. We took a course parallel to the Buds (Buckwell and Sweet) and thought we were sailing really well until we realized Bud (I won't say which one) had forgotten his battens! The winds stayed steady as we rounded the Island starboard to port, picking up a cruiser or two.

Bomb Island is an interesting place. You may or may not know it was used as a bomb target for the B-25's that trained in Columbia for Doolittle's raid on Tokyo in 1941. It still looks a little worse for wear. The low shrubbery, however, has found favor with Purple Martins and several thousand (Million?) can be seen circling there on summer evenings.

We came into the lee of the island sailing wing on wing with the whisker pole and rounded back up into the wind for the return.

About a third of the way back, we heard Ray Thompson call Bud on the VHF. The wind on the Lexington side of the Lake had died and he wondered whether we needed a tow. We still had a little wind, but we could see where Ray was and that the line of ripples on our side of the lake was getting thinner and thinner. With a ruthless calm in the forecast, we accepted the tow. Ray picked us up. We added the Buds to the towline and watched with envy as Audrey sat in the princess seat and toasted us with a nice glass of Bud's white wine. Drinking and sailing!

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## Growth

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ity ceases. Demographics and the current "virtual networking" culture often works against us.

Currently MC Scow Fleet 89 is the fastest growing MC fleet in the nation. In addition to new club members joining, the national organization has incorporated 12 of our youth/LMSA sailors into the fleet. The national organization strongly supports youth sailing and allows them to join at no cost. Our fleet members also have made significant contributions to the youth program which also benefits the fleet.

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## LMSA and Youth Sailing

On the weekend of November 13th, we concluded our Fall Sailing Team Series.

LMSC's own Ben Connor dominated the event as skipper, as crew, and even as "coach"

when required. Our "sailing team" consists of 26 mem-

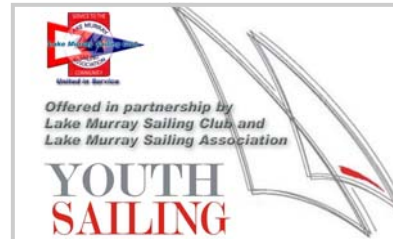
bers, all former participants and graduates from the summer camp program. Of the 26 "team" members, only 3 are LMSC members. Connor Sweet earned the title of "Skipper" and has shown outstanding skills

both as a skipper and crew. Mark Murphy is a much sought after crew and will become "skipper eligible" as he ages and acquires additional skills.

The LMSA youth program is on very solid footing. We have a fleet of O'Pen BICs in which to introduce youngsters to sailing, where they have tremendous FUN. We move the youngsters along to FJ's as quickly as they "mature" in their sailing skills. We will have a fleet of Lasers available for 2011 and we now have a fleet of MC Scows for the advanced students. We will keep the program local, developing talent and skill sets to expand the program. We may engage similar organiza-

tions in Charlotte and Atlanta on a home and home basis for some low key events.

The primary goal of LMSA is to use the demanding skill and character building elements of sailing to develop *Championship Young People*. If we also develop *Championship Sailors*, that is



an added benefit.

We are building Strong Fleets and a Strong Youth Program. LMSA and LMSC are on the pathway to Saving Sailing!

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**Kids learn self reliance and leadership when engaged in the sport of sailing. Not to mention having fun!**

**Tell the whole community about the LMSA/LMSC youth sailing programs!**



## Five makes a Fleet

It's on the schedule as the "Fleet Championship", the fleet being Flying Scot Fleet 158. Required to hold annual championship regattas to maintain its charter, we held ours on November 6. There are 12 members eligible to enter and win. Between the time the date was set and the time of the regatta, a lot of things seem to have come up, like a regatta on Lake Norman, a football game here and there, and other family obligations like weddings. So, on the day of the Championship Regatta (*Cue trumpets and banners*) we had five boats. BUT FIVE IS ENOUGH!!!

I arrived at the Club mid-morning after helping move the console of the 1927 Moeller Pipe Organ (dual manual, nine stops) from our church for renovation. I left my wife Pamela to represent us at the wedding of my partner's daughter. It was a fine day Lots of wind! I mean, LOTS!! Bob Walrath was already there unlimbering his Scot. Staring at the water, Bob observed, "We're okay as long as it's not whitecapping." Then, "Well, it is whitecapping! See? Out there past the flag." Right, I thought to myself. Whitecaps! That means about 15 knots. About my limit, I thought, remembering my first knockdown from last summer (See, *Windword Jul-Aug*) and not wanting to repeat it. "Not to worry," I told Bob. "I'm sailing with Bud Sweet." Bud's much more experienced than I am. I've seen him out in Force 6 winds and sheets of rain that had me cowering under the dock. With Bud, I knew I didn't have to worry.

Bud arrived as soon as I'd rigged the boat and greeted me with, "Nice to have the boat all rigged. That's the kind of skipper I like to crew for." No, I'm not saying he was lurking by the gate until the work was done. Chris Rudek also drove in about then, quickly deciding it was not the right day to sail with his soon-to-be bride, Jenny. As a married man of 33 years, I concurred. Chris teamed up with Bill Gordon and Harold "Scotty" Scot for our race com-

mittee and we were off at the appointed time.

Bud and I came to a quick and practical agreement. He handled tactics and I would make the boat go fast; a good division of labor. He's really good with tactics and, with his help, I'm getting better keeping the tell tales flowing. With an hour on the water before the first whistle, Bud put it to good use. Gusty winds heeled us way too much for speed and boat control. Bud cured the problem by easing the vang. If it's gusty, you've got to dump a lot of wind fast. Letting the boom lift up when the sheet is out dumps more air quicker. The boat was much more controllable with the vang eased. It's amazing what experience teaches some people.

We had three races over a long course set up in the cove. All three races had good wind, too much wind, and no wind at all; a typical day on Lake Murray. Enormous storms blew around the lake but our raindrop count was less than a dozen. To bud, I pointed out a giant thunderhead to the East. He nodded and deducted 2 points from my score for even noticing. Such is the concentration required to go fast.

Ryan Gaskin, with Robert King as crew, competed for first with the Weavers and the Gowans. Bob and I dueled (not exactly the *mot just*, but you get the point, and it's the kind of hyperbole sportswriters can get away with) for fourth. Somehow Bud and I sneaked into fourth, even with a wild rounding up while gybing around the mark in the second race. Bob and Maggie whipped us in the last race. "There's no way we're going to catch him," Bud said as we set the spinnaker on the last leg of the final race. "You never know," I said. "He just had a birthday. You never know with guys his age." "Maybe he'll break a hip just sitting there," Bud said. Har, har! These Old Guys! Laughing as their body parts fall off! Bob held together just fine. Bud and I accepted last place as the well-earned result of staying too long on the right; not tacking on headers fast enough; and expecting lifts that never showed up.

The big news is that we have a

new FS 158 champion: Ryan Gaskin. The best news? We had two youth sailors crewing, Robert King and Maggie Bryce, both doing very well indeed.

So, five boats was enough. Sorry you other guys (gender neutral term) missed it. If you didn't race, you needn't check the website to see where you finished. Better luck next year. Many thanks to the race committee. You were great. And, thanks, Bud, for your advice. The readiness with which our

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## Scots on the Rocks

### a Youth Perspective

This year of sailing has been the busiest for me. From the beginning of this year, sailing in the great 48 with Flying Scots, sailing 420's at Hobcaw for a youth regatta and, lastly, sailing in the Scots on the rocks at our own LMSC. It's been quite exhilarating sailing this year and the sailing knowledge I've picked up on shocked me more than a little.

Early this year, Ryan and I traveled



Robert and Ryan finding the "open lane"

up to Lake Norman to sail his Flying Scot in the annual Great 48 Regatta. My experience at this time was slim and we placed 17<sup>th</sup> which was not that bad. Then, crewing throughout the Rodesiler series, my crewing ability developed and I became more proficient. When Ben Conner and I traveled down to Hobcaw Yacht Club in Charleston, I was overwhelmed with joy at winning 2<sup>nd</sup> place. That's when I really noticed my knowledge of the sport and skill level had improved. That was also my first time ever sailing in current.

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## Growth

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Everett Rice, Brian Havens, John Kester, and Ryan Gas-kin have all made significant contributions to the LMSA MC Scow fleet. We currently have 19 boats in the fleet, and 28 fleet members. The MC Scow is one of the fastest growing classes in the US and there are good reasons why this is so. The boat is easy to rig, launch, and retrieve. It is great fun to sail. No crew is required but you can sail with two if desired. In a good breeze, the boat is a real hoot! Most of the fleets have good local activities, good competition and, as is true of most good one design fleets everyone is willing to help others improve their skills. If you are large or small, young or old, you can be competitive in the MC Scow. In our local fleet, we have all levels of experience including the youth sailors and we have a GREAT time sailing and competing. It is just plain fun!

Ryan Gaskin and I are attending a very intensive 2 day clinic in the spring for MC Scows. Not only are we intent on improving our skills, we are just as intent on bringing back our newly acquired knowledge and sharing it with fellow fleet members. If you want to sail, even if you are a "beginner" and think you do not have the "skills", think again.. The MC Scow may be a boat for you.

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Fleet 89 Captain  
[MCScow2292@aol.com](mailto:MCScow2292@aol.com)

## Scots

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Neither of these regattas compared to sailing in the Scots on the Rocks. The skill level of our competitors was outstanding. When we started it did not occur to me that we might place well in the final standings. The conditions for that weekend were very tough. We had to keep looking for pressure and open lanes down wind.

The age of the competitors was a surprising reality. I was one of the youngest crew out there. I did find that having practice with the youth sailing team has helped drill the basic skills of sail trim and judging lay lines so that these things seemed to happen more naturally for me. These were all factors in Ryan and I having consistent races in the regatta.

One thing I noticed was that in the great 48, we had three penalties. But in the Scots on the Rocks we had only one minor encounter and recovered quickly. In tight quarters, penalty situations can easily happen and can lose boat position fast. That just goes to show how closely competitive the Flying Scot fleet is. By making good decisions, sailing clean, and staying clear of other boats, we moved up fourteen places compared to our Great 48 finish, winning third place for this regatta. Granted we did make errors, but eliminating fouls was a great accomplishment for us. We knew for sure we could be competitive.

I have really enjoyed this past year of sailing. I wish to continue sailing at LMSC and to become the best I can.

Robert King  
Skipper and Instructor Assistant  
Youth Sailing Team

## Cruisin' News

Bud Sweet has stepped up again to help the club and our cruiser boats. Bud noticed the random way our cruiser boats are secured (or not so well secured) in the slips.

Bud and I are going to make a video showing how a boat should be tied and secured in a slip. This method is easy and will eliminate the need for fenders.

If done correctly your boat and the dock will be protected from power boat chop and higher winds. Watch for an email announcing the internet link when posted.



Evening anchorage. Its own reward.

Tom Ricciuto

## Grounds and House Projects

The last major work party for the year is behind us and the leaves are falling "leafing" plenty of work for the spring. This last work effort resulted in:

- 1) Beginning of the prep work to the house for painting
- 2) Relocation and leveling of all three boat houses and Laser/Bic racks
- 3) Rerouting of spigot water supply and removal of the old water tank
- 4) Clean-up behind the garage

Prior to the work party, Bud Sweet led a group of the tired and retired to rebuild the front steps to the house. It has now been listed as the 7.5<sup>th</sup> wonder of the world. The stairs really look great and are much easier and safer to use.

Subsequent to the work party, Richard Eaton

arranged for and the BOS approved the removal of the unused house trailer. We still have some clean-up to do in this area but it already looks better. Some pictures of both events should be posted shortly. Due to effort by a lot of people this year, the club looks great and is looking better all the time.

Richard Eaton is taking over the grounds committee for 2011 and will do an excellent job this coming year. Thanks to everyone for all the help and effort on the club this year.

PS – not to steal Deb Beck's thunder, she is leading the charge for the house painting project already underway. If you have the time and inclination, she has the work.

Bud Buckwell  
Grounds Committee Chairman  
[budbuckwell@sc.rr.com](mailto:budbuckwell@sc.rr.com)



## LMSC Worker's Photo Gallery 2010



2010 Stair Project

**Stair project** (above): Thanks to Debbie Beck - Artistic Designer, Bud Sweet - Technical designer and Project Leader, Ryan Gaskin, Clay Shelton, Bob Walrath, Bud Buckwell, Wally Stewart, and Bob Lockwood - gofers, grunts, and general dogs bodies!

**Trailer Project** (Below): Thanks to Richard Eaton - Coordinator & removal contract negotiator, Bud Buckwell & George Ashbridge - Site Coordinators



2010 Trailer Removal Project



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Visit us on the web!

[www.lmsc.org](http://www.lmsc.org)

## Board of Stewards 2009—2010

Commodore - Lawrence Melton

Vice Commodore - Clay Shelton

Rear Commodore - Bud Buckwell

Treasurer - Matt Bregenzer

Secretary - Debbie Beck

## At Large Members

Chris Rudek

Frank Skorzewski

Frank McGee

Mike Loser

## Commodore

*(Continued from page 1)*

So, there you have it: Melton is not particularly qualified to be Commodore. But that's not an excuse. If you want something done at the LMSC, do it!!

I once served on a church vestry with a retired Admiral. One of the other members said, the best way to help the Admiral is to get out of his way. Hopefully, that will be the best way I can help you!

Happy Sailing

Lawrence Melton, Commodore

## Circumnavigation

*(Continued from page 3)*

What a thought. Funny how holding the tiller in one and the main sheet in the other cuts down on one's drinking opportunities. Those cruisers! It's party, party, party!!!! No wonder there're so many of them!!

The ride back to the dock was serenely uneventful and the "brats" were on the grill by the time we got the boats under wraps again.

Good weather, a handy VHF, a timely rescue from the cruisers, and good company are all it takes for a near perfect outing at LMSC. Let's do it again! Any other ideas for an all-Club outing are heartily encouraged.

Lawrence Melton,  
Captain, Fleet 158



## Five a Fleet

*(Continued from page 4)*

experienced members share their knowledge is one of the GREAT things about this Club.

Lawrence Melton  
Captain, Fleet 158

## Christmas Party

**December 11th at 4:30 PM - Santa at 5:15PM**  
Hot dog dinner & presents. Bring the kids. Call Debbie at 735-0111. Provide number of kids, age, & gender.

## LMSC Annual Awards Dinner

**January 15th at 5:30 PM**

Bring a potluck dish to share with fellow members! Dinner will begin at 5:30 pm Saturday, December 15th, with awards presentations to follow.

## Christmas at the Club Store

Stop by the on line club store. Find great Christmas gifts for that "Someone Special".

## TOWNEPLACE SUITES BY MARRIOTT

350 COLUMBIANA DRIVE  
COLUMBIA, SC 29212  
(803) 781-9391

**Preferred Rate Agreement to LMSC  
Members and Guests**

See "Local Hotels" on the LMSC website