



The Doings

Of the Dixie Sailing Club

January 2013

Commodore's Corner

By Commodore Mark Cline

Happy New Year! When we finally accepted that the club was going to move, many thought the club would not survive. I heard many whispers that without a clubhouse or cabins, there was no way we would make it. I am here at the beginning of 2013 more confident than ever that the club is not only going to survive, but we are going to thrive at our new location. We have an enthusiastic board of directors who have a great vision of where the club can go, there is a new sense of excitement in the membership and in the sailing community around the lake, and we have a fantastic area to sail in and around.

Here are some highlights of what we are working on for 2013.

We are actively working on the FERC application. This process is much more complicated than we originally understood and Jim Simons has taken the lead on developing the engineering diagrams along with the application. We are hoping to complete and submit the application by February with approval by late summer. Look for the full article and drawings showing what we have planned for the club. (See below)

We are working on an exciting sailing program that balances the need for work parties and the need for sailing and racing. We will have a number of work parties over the winter and will also plan on at least one work party per month for the rest of the year, along with weekend racing, pot luck Saturdays and cruising events. Once the water level comes back up, we will be able to use the public ramp again and start sailing programs. We are also working with Russell Lands to help host a youth sailing program/camp this summer using The Ridge launching ramp.

We are working on modernizing our accounting processes and researching options for automated billing, accepting credit cards and online payments. We will keep you posted as these become available.

Finally, the club's C22 fleet will be hosting the C22 Region 3 Championships this spring at Wind Creek State Park. Originally this was going to be hosted at LLYC, but because of some logistic and manpower issues, they asked if we would take

over. This is a going to be a great opportunity to publicize the club and generate interest around the lake. Look for more details to follow.

I am looking forward to the challenges of this year, and I look forward to working with the membership and board for the next phase of the Dixie Sailing Club.

See you on the water.

Mark

From the Vice

By Vice Commodore Ron Jenkie

2013 brings with it many new changes, and the role of the Vice Commodore is one such change. Traditionally the VC has been in charge of most clubhouse activities including parties, regatta social functions, as well as house and grounds duties. Well for the next period of time the VC will be heavily involved in grounds and development of the new club infrastructure. This will be an ongoing process for several years to come. Work parties are scheduled almost every month because we have more clearing to be done, construction to be performed, such as building new fixed docks and many other new additions to the club grounds. Please make a concerted effort to join us at the work parties, but if you cannot we will try in the near future to have a list of tasks to be done at any time by members wanting to make-up a missed work party. Our first work party effort of the New Year was to continue to clear underbrush and burn on the shoreline, as well as to cut up some of the downed trees and stumps so they can be manageably moved.

Our first social function of the year will be the 2013 Commodore's Banquet to be held on March 2nd. This year it will be held in Wetumpka at a restaurant called Coaches Corner. It is in downtown Wetumpka and right by the river. We will have a room reserved from 6:00 to 8:00, but meal plans have not yet been finalized. Please be on the lookout for a final arrangement announcement that will be sent out in the near future. So make plans now to attend this enjoyable social event and help us give thanks to our Commodore for a hard year's work and honor other club sailors for their achievements.

As Rear Commodore Dick Cline mentioned in his article we will be Hosting the Catalina 22 Region 3 Regatta this April 20 -21. This will be held at Wind Creek State Park with launchings, meetings, and dinner/social functions at the park also. Racing will be out on the open waters adjacent to the park. We will need both C-22 and Non C-22 sailors and their family members to help us make this event a success. So be on the lookout for assignments and responsibilities as the event plans are made.

Rear Commodore Comments

From Rear Commodore Dick Cline

Happy 2013 to all! I was watching the Falcons and Seahawks game yesterday, and as it ended they talked to the losing quarterback who said "Well last year was a trial, with some excitement, but I just can't wait until 2013, it should be really exciting" and I realized that was for me an apt description of life with DSC last year and now. While last year was different than any in 50 years at DSC, with some excitement and some struggles, I am totally excited about the club in 2013!

The Rear Commodore's jobs for the club fall into two basic areas – boats and sailing. So let's look at those two topics in a bit more detail.

Boats

The boats in the club fall into two categories – club boats and member boats. Looking first at the club boats – the committee boat and rescue boat. It is the responsibility of the Rear Commodore to keep both operational at all times. If any club member has any problem using either club boat, get on the phone and call the Rear Commodore and tell me the problem. I will get it fixed!

Member boats is the other category. You maintain your own boats, BUT the place they go when at the club, is going to be handled this year by Wayne Carroll. He volunteered to be yardmaster and harbormaster for the members to know where to keep their boats at the club. So, for 2013 here's the rule – BEFORE you bring your boat to the club for keeps, call Wayne. He has e-mail but will gladly tell you he normally does not check it, so – call him, and arrange with him when to meet at the club and where to put your boat. Of course if you are going to keep the boat in the boatyard, it would be appreciated if you put your name on the trailer so we know who is where in case of any emergency.

Sailing

The sailing program for the club falls into a number of different events. The obvious ones are racing and cruising. Then there are training sessions, clinics, and of course regattas. Last week at church the topic was the church's vision for the coming year. And the level of detail presented was about like what I mentioned above for the club's sailing program - not much – and to copy the words from church, we know the topics and right now I can tell you we are working on all the details. But here are some current thoughts – EVERY month will require at least one work party weekend. There is going to be infrastructure work to do! But sailing is still the cornerstone! So there will be two scheduled sailing events every month. First week traditionally for years has been pot luck dinner night after the day of sailing, and starting in April we plan to do that. How? Well we are still

looking at that, but as far as I know sailors have always found a way to eat and party.

There are some parts of the plan that as of now are fairly well set – so put them on your calendars and be there! Commodore's banquet is Saturday, March 2nd and you will hear more about that soon. Tradition has been that the first sailing event for the club is the next Saturday, so that will happen again this year. March 9th is a sailing day! We will use the public ramp, help each other launch and retrieve, and get on the water! The charts say that the lake level on March 9 will be 485 which is plenty of water for using the public ramp.

The MOST Important Thing!!

Whenever a fleet holds a regional or national championship regatta, it's a big deal! The Catalina 22 world holds regional championships all across the nation. Region 3, that DSC is in, has the most fleets – 23 – of any region in the land. Due to circumstances the Region 3 Championship scheduled for Lake Lanier cannot happen, so DSC has stepped in to be the host and hold the Catalina 22 Region 3 Championship. The event will begin with racers arriving on Friday April 19, and then races on Sat the 20th and Sun the 21st. Arrangements have been made with Wind Creek Marina to be the location for all regatta activities. Slips for in-water, overnight storage will be available, as well as docks to tie up to, and large paved ramps to put boats back on trailers if needed. A pavilion has been reserved for any Saturday evening social event, and aluminum bleachers with a stage are provided for holding the skippers' meeting and awards presentation.

The regatta will be a MAJOR opportunity for DSC to show off the club, and attract possible new members, plus the obvious good publicity for us stepping in and hosting the event. The key to the regatta being smoothly done and well received will be members not racing in the regatta to be there to support the event. Details on that will be coming soon, but Regatta Chairman Dick Cline, and Assistant Regatta Chairman Ron Dettwiler will be contacting folks to step up and support this important event that will really show off our club. DO plan on helping if you are not racing, and if you have a C22 you just gotta find a way to be there and race, even if it is just in Silver Fleet. That is important too!

Trust me, next month the article will be shorter! And the focus will be on when we will sail and what we will do on those weekends. But for now, just get excited about the great year we have coming!

Annual Meeting Summary

For those of you who missed the 2012 annual meeting, you missed some great food and lively discussion. We rented a pavilion at Wind Creek State Park and had a pot luck dinner with the club providing hamburgers and hot dogs. When Ron and I made the decision to use Wind Creek, it was in the 80s during the day and it was still day-light savings time. When we got closer to the actual meeting date, the time changed and the weather got much colder. However, we were blessed to have beautiful mild evening and those that got too cold, warmed themselves next to the grills. It was the first meeting in a number of years not held at the old club house and it was great to see how many members made it. We had 21 members, an additional 18 family members, and a guest for a total of 39 attendees. As you would imagine, the changes to the bylaws generated the most buzz.

DSC 2013 Board of Directors

Mark Cline – Commodore

Ron Jenkie – Vice Commodore

Dick Cline – Rear Commodore (ex-officio)

Roger Smith – Treasurer

Ron Dettwiler – Secretary

Keith Bennett

Merry Hardy

Randall Haire

Royetta Link

Wayne Carroll

I think these members will be a great addition to the board. All enjoy sailing, have been very helpful in the move to New Hope, have lots of good ideas and want to see the club succeed.

By Law Changes:

All the proposed changes passed, but there were two that seemed to get the most attention (Article II, Section 2 and all of Article IX).

1. Article II, Section 2. We made this change so that the board had more options when it came to dues. We are looking at possibly going to monthly dues, taking credit cards, etc. All of these are an attempt to attract new members. In addition we were also attempting to control the issue we have been seeing where members

stop paying and keep using the facilities knowing they have 180 days until termination.

2. Article IX. This addition was added to give the board more control over the boat yard. We have had people join in the past only to store a power boat at the club. If you read, the language, it says cannot "permanently store". This is similar to campers. Also, we have had a very serious problem where members would leave their boats to rot in the boat yard. This does not help attract new sailing families or members.

Over the years the club has become very lax and laissez-faire when it came to membership and boat yard standards. The members believe that these changes will help curtail the past issues and improve the overall ability of the club to operate.

Thanks to all those that brought food, cooked and cleaned up. We have an exciting year ahead of us.

Mark Cline

Junior Sailing Program

We are in the process of starting a junior sailing program.

Please send your contact information to blaze3100@yahoo.com attn: Randall Haire if you are willing to assist. There will a meeting soon of those interested in joining the Sea Scout program at Frazer United Methodist Church which will be the charter organization for the Sea Scout "Ship" 416 (which will include youth ages 14-21). Call 334-244-8822 (leave a message if I am not at home). The word "Ship" is used in place of the word "Troop" for Sea Scouts.

This age range (14-21) will not prevent younger persons from attending or being apart of the youth sailing program. It will only prevent them from having an official Sea Scout rank and from advancement. We want only the responsible that wish to learn sailing.

Randall Haire
334-244-8822
blaze3100@yahoo.com

FERC Application and Engineering Diagrams

The FERC Application

Once upon a time at Lake Martin, if we wanted to put in a ramp, pier or dock, we waited for low pool, purchased the materials, did the work and enjoyed the results. If we wanted to put in moorings or new markers, we just did it. We might have even asked Russell Lands (RL) if it was okay to do the work, but rarely did the club worry about permits or processes. This is how DSC did much of the work around the old location for the past 50 years.

While RL must approve all construction on the New Hope property, because the purpose of Lake Martin is to generate electricity, it is under the jurisdiction of the Federal Energy Regulatory Commission (FERC) as well as Alabama Power (APCO). Anything that happens below 491/full pool, including docks, ramps, floats, pump outs, etc., must be reviewed and approved by these two groups (along with a number of state agencies). All construction at the lake falls under one of two permit types; residential or non-residential. The clubs requirements for docks greatly exceed the residential permit guidelines (with one small floating dock) and as such we are required to submit a "non-residential" permit (also called a commercial permit). In the eyes of APCO, we are not much different than a commercial marina.

What makes the process challenging is that this application needs to describe and show everything we plan on doing for the next five to ten years and when we plan on doing it.

"Please be advised that Alabama Power would like to know about your entire plan for the potential development and will not entertain multiple applications for a single development within a specified time frame."

APCO and FERC need to see the big picture to make sure we will not violate any rules or regulations. This includes additional docks, piers, clubhouse, pump houses, etc. The plans must have precise dimensions and locations for all structures that will be in the water and will be connected to the structures in the water. Once approved, APCO will visit the site to make sure everything that was built in the water does not exceed the dimensions described and approved in the application. We will also be required to submit a report every couple of years describing our progress on the projects in the application.

Normally, when these applications are developed for commercial use, a full time paid resource is managing, gathering and developing the necessary information and documents for building and submitting the application. For example, Ryan Robinson is responsible for all RL commercial application and permit needs. We are a recreational sailing club with 40 members, no budget, limited available working time, limited resources, and very little experience with this type of work. Thank

goodness Jim Simons is in the club and volunteered to take the lead on our application process. In addition I asked Ron, Keith and John to be part of the application committee. With Jim's leadership and instruction, we are developing a very solid plan that will not only meet our short-term goals, but also our long-term goals of wet slips and a clubhouse.

Over the past couple of months, we have had numerous meetings on site, reviewing various ideas to make sure the plan developed makes the best use of the property and the available slough area while still remembering that the club will have to work in phases with tight budgets. Ron, John and Keith spent a Sunday determining distances between shorelines and measuring depths at various points in our slough as input to a hydrographic survey, which was the foundation of the plan developed by Jim. It not only allows ample room and facilities for launching and retrieving boats year-round, but also for year-round wet slips and moorings. I have included Jim's initial drawings so that you can see what we are planning for the club and will be submitting in our application.

As part of the application process, we also have to provide an estimated timeline for when submitted items will be completed. We know that our initial need is for the launch ramp and associated launching docks to be in place and as such this will be our primary project task for 2013. We have also created a proposed Phase II and Phase III schedule for the completion of the additional docks/wet slips. I have included the schedule so that you can see the big picture planning.

We have also been trying to address the clubhouse and electricity requirements as part of the planning process. We have moved the proposed club house location to be closer to the boat yard and road. The location has wide open views, a natural beach and should be easier to develop for parking and septic. With initial estimates for running electricity to the location between \$20,000 and \$50,000, we are looking into whole house generators that run on propane to power the future club house, portable generators to power pumps and boat yard and finally solar lighting for security lighting. Keith and Jim have been working on a plan that will allow the club to use less expensive alternatives in the beginning but be flexible enough to easily allow connection from Alabama Power when desired.

The application and permitting process consist of 5 major steps.

1. Step 1 – Applicant contacts APCO - Complete
2. Step 2 – Applicant and APCO meet at location and APCO distributes phase 1 information checklist. - Complete
3. Step 3 – APCO assists applicant with phase 1 of application until completion – In progress
4. Step 4 – APCO conducts agency consultation
5. Step 5 - APCO files application with FERC.

We are currently working on Step 3. We have met with Ryan Robinson with RL to review our plan to date and to get his feedback. He has been very helpful and provided lots of useful information that we will incorporate into our plan and application. We have also reviewed the plan with the board to get their feedback. We are now finalizing everything that is needed as part of the application (pictures, drawings, description, etc.) with our goal to submit to APCO in February (along with a \$3000 application fee).

Once submitted, APCO will review and provide feedback to the club for items that may need to be changed. This may take as long as 30 days to finalize before APCO approves and forwards to the various state agencies to review as part of Step 4. There are a number of agencies that the application will be sent to and they will have 30 days to review and respond. After all agency questions and concerns have been addressed, APCO will submit our application to FERC for Step 5. FERC has 30 days to review and respond. So, the best case scenario is that the application would be approved 90 days from submission, which according to Ryan, never happens and more likely will take 180 days.

Based on the different review processes and durations and the lake level schedule, the club will not be able to do anything new below the 491 water line in 2013. We approached APCO about an exemption to start our stationary docks above 491, connect to our existing floating docks, pour the ramp to the 493 water line and put some sort of rock below 491 so that we can launch at full pool this summer. They didn't bite. Thus, we will not be doing anything below 491 until we have full approval. We are currently soliciting bids from contractors for the ramp and we are working on scheduling other projects for 2013. Thanks to all that have been involved and helped with the application process.

5) Proposed measures or practices to minimize or mitigate impacts identified under item (4) such as:

- ▶ erosion control measures
- ▶ avoidance of affected resources
- ▶ changes in design or location of a proposed facility
- ▶ close oversight to ensure compliance with licensee mandated permitting programs or land use regulations, Commission approved plans, or agency permit requirements
- ▶ a statement by the proponent that it fully intends to adhere to all permit conditions

6) Documentation of consultation (copies of correspondence) with appropriate Federal, state, and local government agencies including:

- ▶ government agencies that own or manage lands or facilities in the immediate area
- ▶ government agencies that would likely need to authorize or approve the proposed use
- ▶ government agencies that have jurisdiction over resources that may be affected by the proposed use.
- ▶ adjoining property owners that may be affected
- ▶ copies of any government agency permits or agency review documents obtained for the proposed use

Additionally:

- ▶ a minimum of 30 days should be provided for consulted parties to reply to requests for comments on a proposed use
- ▶ if no reply is received, the filing should include a copy of the written request for comments
- ▶ filing should include responses by the licensee to any specific agency comments or recommendations. If recommendations are rejected, include site-specific reasons for the rejection.
- ▶ if it is generally known that local property owners or entities are opposed to the proposed use, the filing should identify the nature of this opposition and include general responses to the concerns raised.

TO LEARN MORE ABOUT SHORELINE DEVELOPMENT



For information about shoreline development requirements at a specific FERC licensed hydropower project, please contact the licensee of that project.

Information about the Commission and the Office of Energy Projects is available online at <http://www.ferc.gov>



This document was prepared by the staff of the Office of Energy Projects and does not necessarily reflect the views of the Federal Energy Regulatory Commission.

Guidance For Preparing Shoreline Development Applications



Federal Energy Regulatory Commission
Office of Energy Projects
888 First Street, NE, Washington, DC 20426

INTRODUCTION

The Federal Energy Regulatory Commission (FERC or the Commission) issues licenses for the construction, operation, and maintenance of non-federal hydro-power projects. Licensees are responsible for operating and maintaining these projects in accordance with license requirements. A licensee may file an application with FERC to allow specific uses of the project reservoir and lands that are not associated with project operations and purposes (non-project uses). Some non-project uses that would require prior FERC approval include most commercial marinas, large boat docks, and significant shoreline development.

This brochure provides guidance to interested parties regarding the contents of non-project use applications. If a licensee finds that a proposed non-project use is consistent with the license, and the purpose of protecting and enhancing the scenic recreational, and environmental values of the project, an application may be forwarded to FERC for authorization. Typically, a licensee requires the proponent to prepare most of the application materials and to consult with appropriate agencies. The licensee will file the completed application with FERC. If approved, (with or without modification) FERC will issue an order that gives the licensee authority to grant the non-project use.

The licensee is responsible for ensuring that the authorized non-project use is constructed, operated, and maintained in accordance with FERC's approval order and other relevant project license requirements, as well as ensuring that the application complies with all applicable Federal, state and local requirements.

DESCRIPTION OF PROPOSED NON-PROJECT USE APPLICATIONS

A variety of information is needed for the licensee and the Commission to determine if a non-project use is appropriate at a given project. The following is a general list of the information needed to assess a non-project use application (some items may not apply to every proposal). Please contact the licensee should you have questions about the application contents or consultation needs for your specific proposal.

1) Description of non-project use

- ▶ location, size, type of conveyance (i.e., lease, right-of-way, easement, etc.), major components, materials, and layout or design
- ▶ construction and operation methods, construction duration and approximate start and completion dates
- ▶ purpose of proposed use
- ▶ description of any Federal, state, and local permits or approvals required or obtained for proposed use
- ▶ maps showing the location and layout of the proposed facility in relation to the project boundary and GPS coordinates
- ▶ licensee ownership or rights to the lands/waters occupied by the proposed use

2) Description of affected environment (the immediate area surrounding the site of the proposed facility or use)

- ▶ common fish and wildlife species
- ▶ threatened and endangered species
- ▶ wetlands, critical habitats, or significant natural features
- ▶ historic and cultural resources
- ▶ common vegetation and trees
- ▶ water quality and approximate depth
- ▶ scenic quality
- ▶ existing land and water uses, structures
- ▶ distance to nearest opposite shoreline
- ▶ public recreation use and facilities

3) Compatibility of non-project use with the following (contact licensee for information):

- ▶ Commission-approved management plans (i.e., recreation, shoreline or land use, dredging, cultural resource, wildlife protection, etc.)
- ▶ project operations, purposes and applicable license requirements
- ▶ licensee's own shoreline management guidelines or requirements
- ▶ nearby approved/constructed non-project uses

4) Potential environmental impact on affected environment, such as:

- ▶ vegetation removal
- ▶ shoreline erosion or increased turbidity
- ▶ dredging and lakebed disturbance
- ▶ disturbance of significant resources, species, or habitats
- ▶ specific impacts on existing land uses or structures
- ▶ potential for discharge of pollutants
- ▶ reduced aesthetic quality
- ▶ public access/use, navigation and recreation use

Dixie Sailing Club - Ramp and Docks Improvements			
Feature	Element	Description	Source
Phase 1			
Ramp	Low Water 2012-2013		
	Concrete Launching Ramp above 493	6 in. Air entrained 3200 PSI concrete, with WWF reinforcing. 25 ft wide, length 75 ft above elev 491, total length to toe of ramp 150 ft.	Contracted Construction
Phase 2			
	Low Water 2013-2014		
	Concrete Launching Ramp below 493	6 in. Air entrained 3200 PSI concrete, with WWF reinforcing. 25 ft wide, length +/- 75 ft [from 10 ft below elev 480 to elev 490.	Contracted Construction
B			
Fixed and Floating Docks East of Launching Ramp - Total length from 491 contour approx. 85 ft			
B1	Fixed Dock 1 East of Launching Ramp	Wood posts, structure and deck, 12 ft wide by 35 ft long	Club Construction
B2	Walkway connecting East Fixed Dock to East Main Ramp Float	Existing galvanized steel walkway with wood deck, 26 ft by 6 ft	Existing, old west keel boat walkway
B3	East Main Ramp Float	Existing 12 ft by 20 ft wood float with encapsulated floatation.	Existing
B4, B5	East Side Floats - two connected in series from the East Main Ramp Float	Existing 6 ft by 20 ft wood floats with encapsulated floatation.	Existing
C			
Fixed and Floating Docks West of Launching Ramp - Total length from 491 contour approx. 85 ft			
C1	Fixed Dock 2 West of Launching Ramp	Wood posts, structure and deck, 12 ft wide by 35 ft long	Club Construction
C2	Walkway connecting West Fixed Dock to West Main Ramp Float	Existing steel walkway with wood deck, 24 ft by 6 ft	Existing, old east keel boat walkway
C3	West Main Ramp Float	Existing 12 ft by 20 ft wood float with encapsulated floatation.	Existing
C4, C5	West Side Floats - two connected in series from the West Main Ramp Float	Existing 6 ft by 20 ft wood floats with encapsulated floatation.	Existing

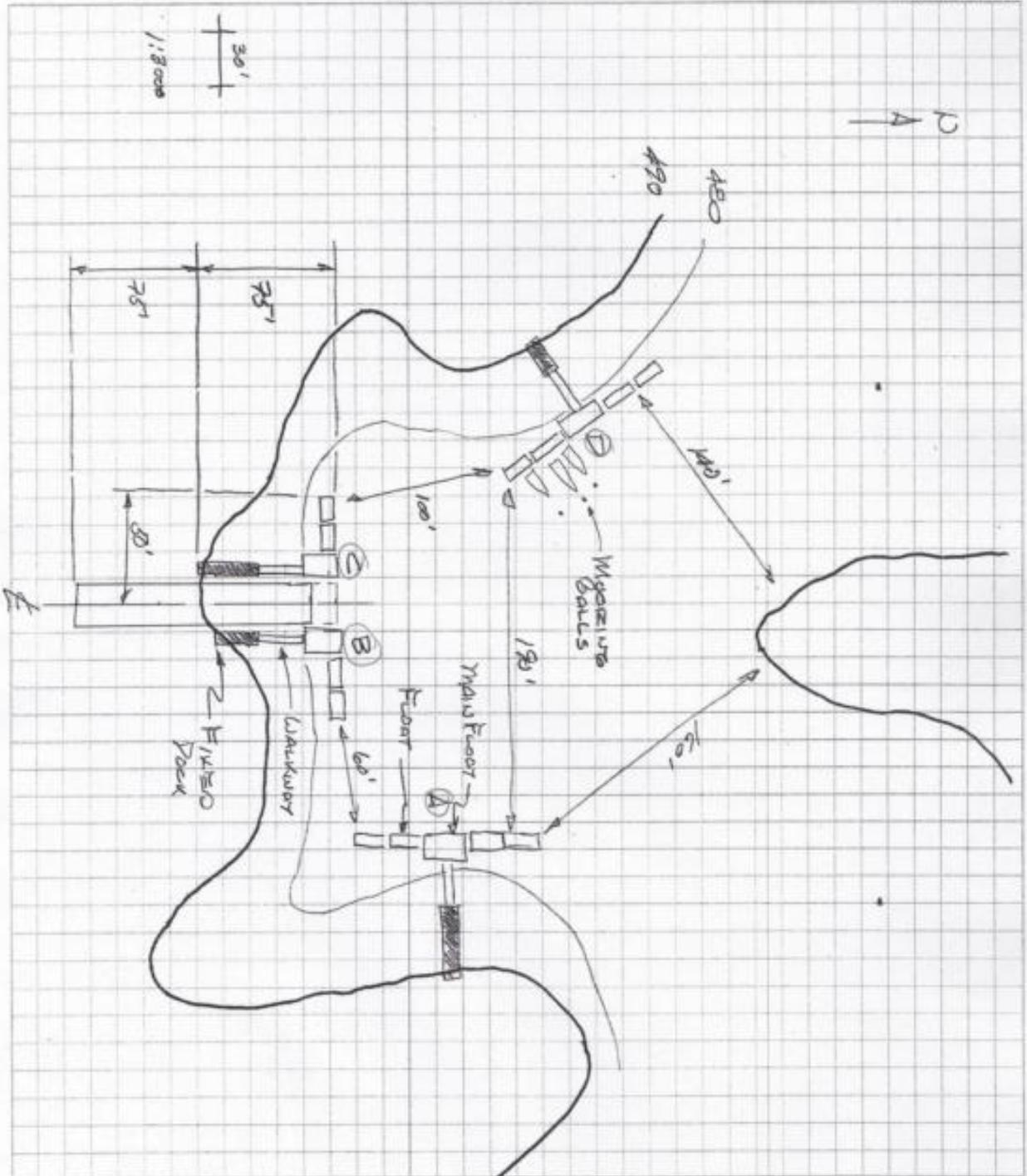
Dixie Sailing Club - Ramp and Docks Improvements			
Feature	Element	Description	Source
Phase 3			
	Low Water 2014-2015		
	If we are able to build the other 2 fixed docks during low water this year, then we could build and launch the walkways and floats during high water.		
A			
Fixed and Floating Docks along East Bank of Slough - Total length from 491 contour approx. 76 ft			
A1	Fixed Dock 3 along East Bank of Slough	Wood posts, structure and deck, 12 ft wide by 30 ft long	Club Construction
A2	Walkway connecting Fixed Dock 4 to East Main Float	New steel walkway with wood deck, 26 ft by 6 ft	Club Construction
A3	East Main Float	New 12 ft by 20 ft wood float with encapsulated floatation.	Club Construction
A4, A5	East Side Floats - one each side of East Main Float	Existing 6 ft by 20 ft wood floats with encapsulated floatation.	Existing
D			
Fixed and Floating Docks along West Bank of Slough - Total length from 491 contour approx. 62 ft			
D1	Fixed Dock 4 along West Bank of Slough	Wood posts, structure and deck, 12 ft wide by 16 ft long	Club Construction
D2	Walkway connecting Fixed Dock 4 to West Main Float	New steel walkway with wood deck, 26 ft by 6 ft	Club Construction
D3	West Main Float	New 12 ft by 20 ft wood float with encapsulated floatation.	Club Construction
D4, D5	West Side Floats - one each side of West Main Float	Existing 6 ft by 20 ft wood floats with encapsulated floatation.	Existing

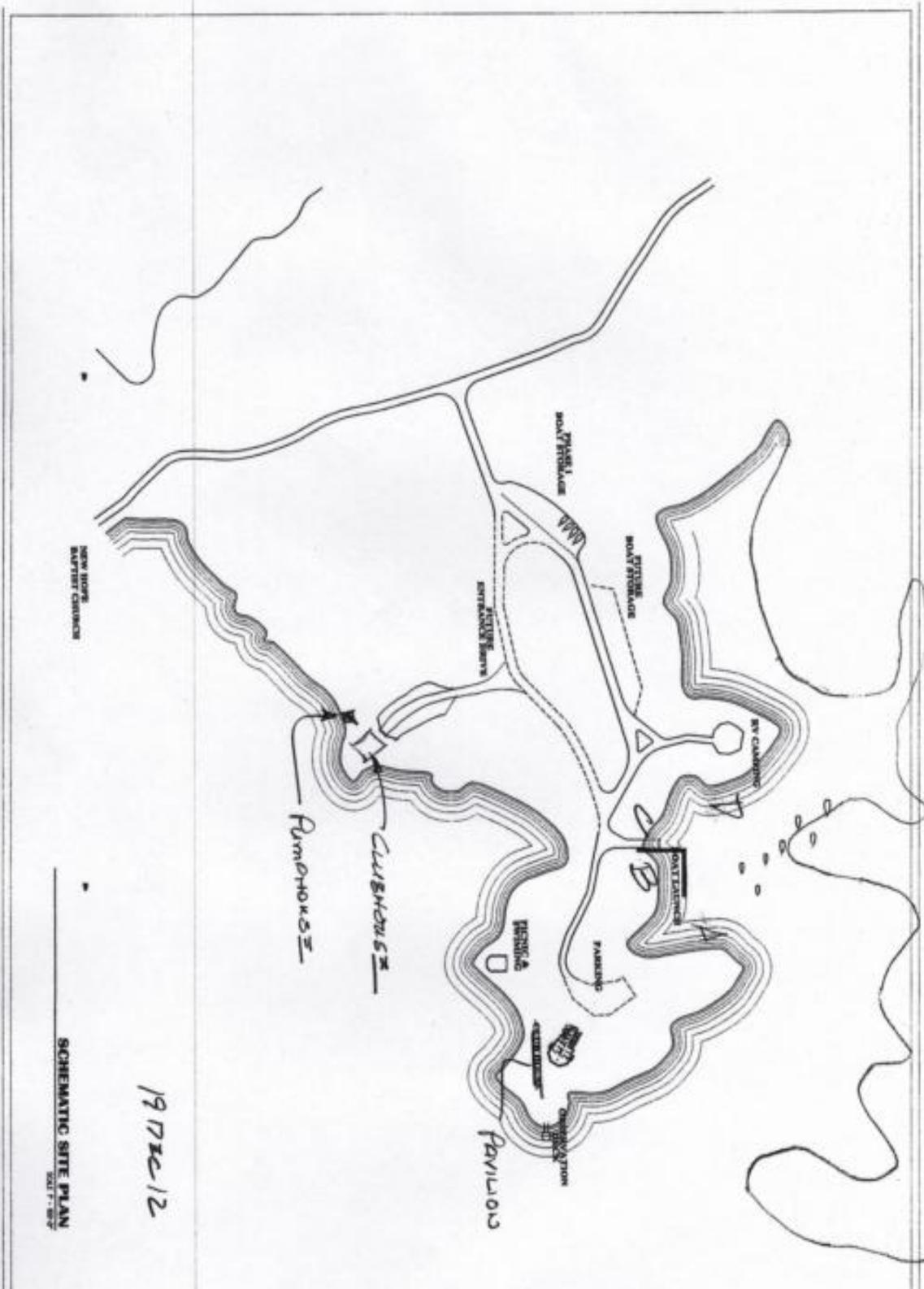


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19 DEC 12

SCHEMATIC SITE PLAN
DATE: 12-1-12

A NEW LOCATION FOR
DIXIE SAILING CLUB
LAKE MARTIN, ALABAMA



PROJECT TITLE	SCHEMATIC SITE PLAN
DATE	12-1-12
DESIGNED BY	AS
PROJECT NUMBER	1000
DATE NUMBER	0000
DATE	12-1-12
PROJECT	LAKE MARTIN
CLIENT	LAKE MARTIN

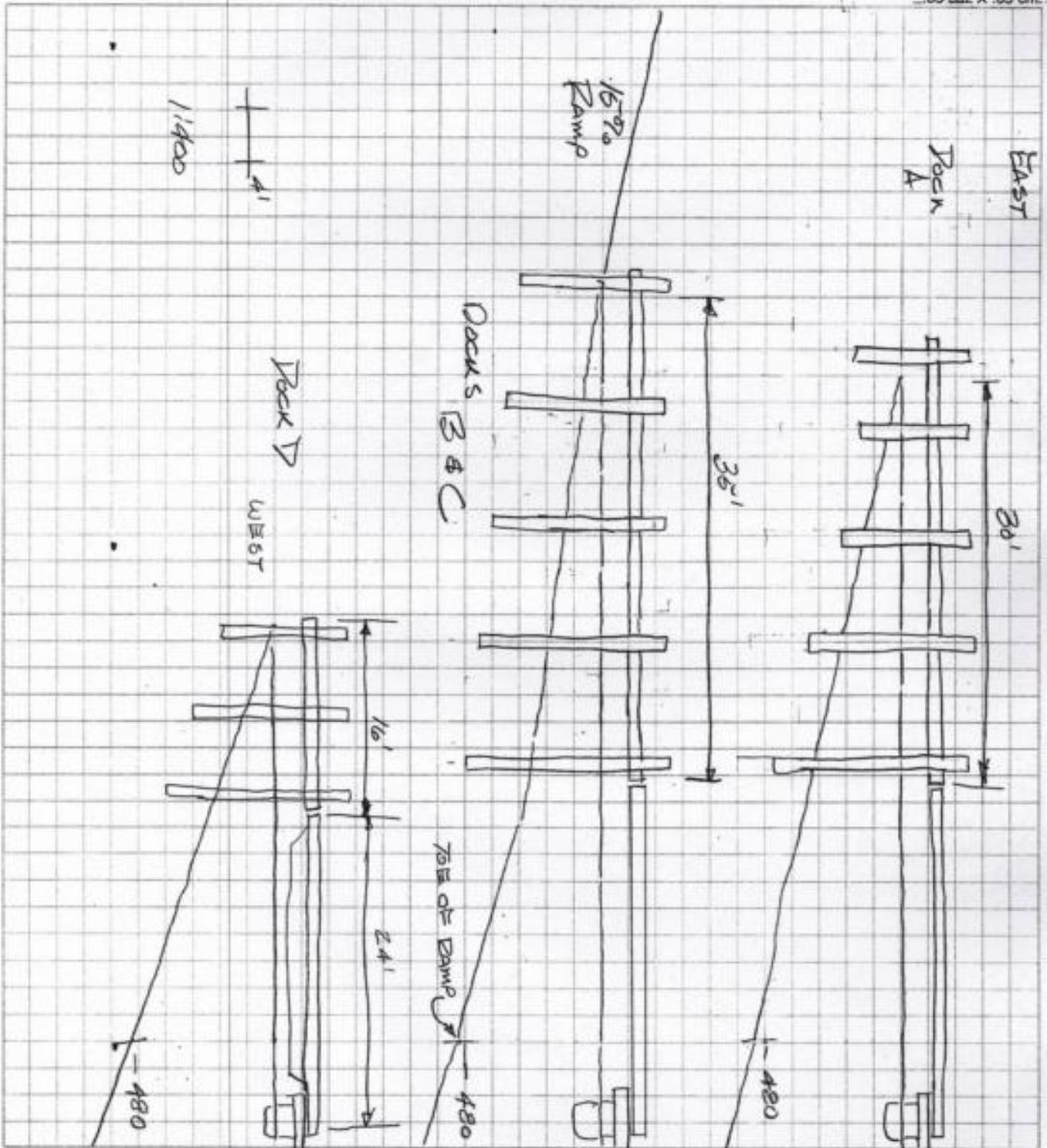
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Upcoming Events and Responsibilities

February 2013

- Yet to be scheduled work parties

March 2013

- March 2, Commodore's Banquet at Coaches Corner in Wetumpka
- Yet to be scheduled work parties

April 2012

- April 20 – 21 DSC Fleet 96 hosts the Region 3 Championship Regatta
- Yet to be scheduled work parties