



Lake Townsend

PO Box  
Greensboro NC 2  
4002

## Tell Tales

Issue 2 February 2003

### *Schedule of LTYC Events*

EVENT	DATE	TIME	LOCATION
Frostbite Series Races	March 1	11:00 a.m.	Lake Townsend Marina
Spring Covered Dish Social	March 1	5:00 p.m. Cocktails 6:00 p.m. Dinner	Bryan Park Golf Shop (Join the fun and help chase winter blues away!)
B.O.D. Meeting	March 6	1745 hrs	Benjamin Parkway Library
Power Boat Classes (Choose one date to attend)	March 22, 29, 30	9 a.m. - 4 p.m.	Lake Townsend Marina Registration required
Cruise (Something to dream about and plan for while it's c-o-l-d)	April 26	When the temperature rises, the birds sing, and flowers bloom.	Jordan Lake Cruise Director: Hugh McLawhorn

## MEET 2003 LTYC OFFICERS

### **Cruising in 2003**

*By Hugh McLawhorn, LTYC Cruise Director*

I grew up in New Port News, Va. on both the James River and the Chesapeake Bay. I have been a water sport enthusiast all of my life. I enjoy power boating, water skiing and sailing. Kathy and I joined Lake Townsend Yacht Club in January 2000 after we purchased our first sailboat. We knew after a very short time that we loved sailing. During our first year at Lake Townsend Yacht Club, we soon discovered cruising and have been hooked ever since!

A lot of effort is put into planning and executing the cruises for Lake Townsend, and like the name of our sailboat "Joint Effort," it is truly a joint effort between Kathy and I in planning and promoting the upcoming cruises. We try to vary our destinations and include some of our favorite places at least every other year. Our problem has become too little time and too many favorite places to cruise!

We would welcome all of the Lake Townsend Yacht Club members to come out and try a cruise with us. It is relaxed and has always been filled with fun, fellowship, a few downpours and always the promise of a new challenge.

### **Nominating Committee Chair**

*By John Goodman*

Sailing came late to me. I grew up in south Florida and basically lived in a 14' Boston Whaler powerboat in my teens. In college I convinced my girlfriend to go sailing with me on Lake Lanier, GA without having a clue on how to sail a Hobie Cat. We somehow survived the day. Later, I sailed on a Catalina 27 out of San Diego

Yacht Club a few times but only as a mate. Finally, in 1992, I took the basic sailing course at LTYC with Jere Woltz as the instructor. I bought my Hobie 16 in 1996, sailed it a few times at Lake Townsend, then towed it to the Outer Banks and entertained my family.

Suddenly, the lives of my daughter and niece and nephew were in my hands, so I didn't get too far from shore. I decided then to spend more time tuning my skills at Lake Townsend. I raced my Hobie a few times without much success, but I learned new skills each time. Now I am learning to handle a monohull, a Megabyte. It is a fast boat, I just have to learn the tactics on how to sail the course quickly.

The camaraderie in LTYC is special. I found many people willing to answer my foolish questions and lend a hand. I joined the board of Directors, handling the Socials for two years, and then took the challenge of the Officer ladder to Commodore. I enjoy the challenge of race management as well. I'll see you on the water, and thanks again for the help and advice!

### **Vice Commodore**

*By George Bageant*

Betsy and I joined the club in the summer of 2000 after I had taken a sailing class with Bill Snider and John Goodman as instructors. I had found out about LTYC while "surfing the net" and immediately signed up for the class. At that point I knew absolutely nothing about sailing. About two weeks later we bought the Mirage 5.5, and then I really found out how little I knew about sailing! It was about then that Betsy and I ran into Bill Byrd one Sunday afternoon at the lake. Bill's been trying to teach me how to sail ever since! My involvement in the club and especially the board of directors has been very rewarding. But the thing I enjoy the most is the sailing classes. The look you see on a student's face when they finally put it together is more than worth all the effort you put into it!

### **REMEMBERING HEINER EHRLICH**

*By Carol Moates*

We are saddened at the death of Heiner on Feb. 5, after several years of declining health, he was 76. He was a member of LTYC since 1978, and served as Commodore in 1981. He was also an active member of High Rock, and Oak Hollow Yacht Clubs, sailing FS #666. He was an avid skier and served twenty plus years on the National Ski Patrol at Beech Mountain. During his watch in '81 the first committee boat, an Aqua Patio pontoon boat, 8' x 12' was purchased at a cost of \$2000. Also during his watch the club obtained incorporation and tax-exempt status.

Heiner was born in Chemnitz, Germany, he served in the German army from '43-'45 and was twice wounded during WWII. From 45-48 he was a POW in France and in '49 he escaped from E. Germany to W. Germany. In 1960 he moved to Greensboro to work for Arnold Stone Co./Carolina Steel Co. as a Structural Engineer. Many of his designs are local, such as the parking structure at the Triad Regional Airport, the downtown parking structures, several schools and motels. He served as president of the Greensboro Engineer Club.

He is survived by one son, Uwe F. Ehrlich and wife Sally, they live in Moravian Falls, NC., and a brother Peter living in Beckum, Germany. His wife Rosi died in June 2002.

We shall miss Heiner's humor and zest for life, and will remember fondly his wit and "Heinerisms". He often combined German and English words or expressions in his own terms and at the right occasion. One of his favorite words to describe high winds and a scary adventure was "perilriculous". Carol served as Heiner's crew on FS 666 from '78-89. He had some very memorable times, one capsized in April with Bill Byrd on board.

LTYC Newsletter invites any and all who knew Heiner to send Pamela Reynolds more information to post in future newsletters.

### **BECOME A CERTIFIED SAILOR**

*Interviews with Bill Byrd*

*By Pamela Reynolds and David Young*

You can become a sailor certified by the U.S. Sailing Association with a bit of help from Bill Byrd and *The Little Red Book*. Why become certified? Certification can serve as proof of your sailing credentials should you want to rent or charter a boat to go out on the water, for example. Bill is a Certified Instructor with U.S. Sailing. To earn his certification as a qualified sailing instructor, he took a course sponsored by U.S. Sailing over a period of four days, each day starting by 8 a.m. and jam packed with activities until high near bedtime. The course focused on teaching individuals how to teach sailing skills to others. Each participant had to demonstrate their competency as a sailor by singlehandedly a keelboat. Drills included capsize and recovery and various sailing situations on the water. The instructors-to-be took a powerboat class, and gave presentations on various topics each day to the other participants, who graded them, as proof of their ability to present material in a classroom environment with ease. There were also tests to take. The day of instruction and sailing ended at 5 p.m. After dinner, it was time to study literature in several books and plan one's presentation for the following day.

Certified Instructors also must take a first aid course every three years and keep CPR (Cardiopulmonary Resuscitation) certification current each year. They have to actively teach sailing classes and maintain their U.S. Sailing membership, along with sending an additional \$50 to U.S. Sailing. Bill satisfied the renewal requirements in the spring of 2002. He and Starling Gunn took the original certification course 3-4 years ago.

Bill is interested in introducing LTYC members to the red book certification process. LTYC members will pay \$1.25 for the red book and will not be charged for the course instruction. Individuals who are not LTYC members can take the course. Bill will give sailing instruction to nonmembers at a charge of \$25/hour or \$100/day plus the cost of the red book.

What is involved in order to become a Certified Sailor? There are drills and sailing skills that you must learn and be able to execute, such as man-over-board drills, sailing a boat backwards, getting out of irons, and more. There are different levels of air strengths in which you may display your sailing skills - light or heavy, for example. Certifications take place with Bill watching from another boat while signing off items in your little red book. When your book is full, you can send it to U.S. Sailing. U.S. Sailing checks the book over and sends you another book with a certification sticker in it. There is no time limit within which you must complete the certification process after you begin.

Contact Bill Byrd if you are interested in this certification course or have more questions. His phone number is 336-635-1926. You may find him at Lake Townsend Marina many Saturday mornings. General information can also be found on the U.S. Sailing web site at <http://www.ussailing.org> in the Education and Training section.

## 2003 MEMBERSHIP

*By Pamela Reynolds*

Membership enrollments are rolling in, or perhaps it is more fitting to say that they are sailing in to home port! Come join the Lake Townsend Yacht Club!

Visit our web site at [www.greensboro.com/ltyc](http://www.greensboro.com/ltyc) to get an idea of the many activities and friendships in which you can participate. The [About LTYC](#) link on our web site describes the club this way:

*"Not an exclusive or expensive yacht club! We're just a small sailing club with a very friendly, diverse group of people that enjoy cruising and racing small to medium size sailboats on Lake Townsend. You do not have to own a boat to join the club or to go sailing with us. In 1978, a few sailing enthusiasts met with city officials of the Parks and Recreation Department and Water and Sewer Department to present a proposal for formation of the Lake Townsend Yacht Club. The objective of the club is to promote sailing and to establish and maintain a club for athletic, recreational and social purposes. Through the continued cooperation and support of the city and members, the club is now one of the most successful in the state. Races are held monthly throughout the year as well as a number of daysailing and cruising events. The premier racing event of the year is the Mayor's Cup Regatta which is held in June. There are usually forty to fifty boats entered by skippers from all over the state. Over the years, the club has sponsored a number of activities for*

nonmembers and the community in general - such as, sailing days for the Special Populations, open house and sailing seminars."

Remember, you have the option of including dues for the U.S. Sailing Association with your LTYC membership dues. The U.S. Sailing Association works to promote and preserve the sport of sailing. More information can be found at the web site for U.S. Sailing @ [www.ussailing.org](http://www.ussailing.org)

One last word of encouragement for getting your membership enrollment in now is that this ensures your name and any pertinent contact information that you provide will appear in the **LTYC 2003 Directory**, unless you specify otherwise. We will be finalizing plans for the Directory within the next few weeks.

## **POWERBOAT SYSTEM CLASS**

### **Coming Soon!**

*By Jere Woltz*

Lake Townsend Yacht Club will conduct three Powerboat System classes at Lake Townsend Marina. The dates for the classes are Saturday, March 22, Saturday, March 29, and Sunday, March 30. Each one-day, hands-on training class begins at 9:00 am and ends at 4:00 pm each day.

The class is designed for club members in their duties as Instructors and Race Support Boat Operators to exercise precision powerboat maneuvering techniques and have a thorough knowledge of how to use a powerboat to assist sailors in rescue procedures. The class will also cover basic understanding and maintenance of outboard motors and boats, VHF radio protocol, and launching, retrieving and storage of the club's equipment.

Each participant will be given a basic boating booklet several days prior to the class and asked to complete the study questions before arriving for class. This will let us review information rather than learn it, which leaves more time for boat operation and drills on the water.

Registration is required, since only eight (8) students per class can be accommodated. There is no fee for members of the club. Each student is to bring a PFD, lunch and the basic boating booklet. Joleen and Eric Rasmussen, Tom Clark and Jere Woltz are scheduled to be the instructors. Decide now if you wish to enroll in the class, and then contact Jere Woltz at [jereholtz@worldnet.att.net](mailto:jereholtz@worldnet.att.net) to enroll in a class.

## **RACING NEWS**

The February edition of the Frostbite Series came in cold and blustery; just like it should be at this time of year.

There was ice on the water in the ramp area, so the LTYC safety boat had to do double duty as an ice-breaker before we could get on the lake!

We got in two races with winds gusting up to 20 mph. at times. No one wanted anything to do with a third race, including the very chilled race committee!

The upcoming races on March 1<sup>st</sup> will wind up the Frostbite Series, so spring can't be far away!

See you on the water,  
George Bageant

## **AMERICA'S CUP**

*By Jere Woltz*

The America's Cup Challenge begins on February 15<sup>th</sup> with the winner taking the best of nine races. Coverage is on ESPN beginning on February 14<sup>th</sup> at noon and again at 7:00 pm. One-hour coverage on following days begins at 7:00 pm on February 15, 17, 19, 21, 22, 24, 26, and 28.

The America's Cup is another form of racing, which is match racing. It is racing between two boats rather than several boats, as is the case in team and fleet racing. The rules "for when boats meet" are the same; however, the starting sequence is different. There are no protest hearings, since protests are decided by

umpires while racing on the water.

This time, the New Zealand boat is the defender and the Swiss boat, *Alinghi*, is the challenger. The irony is that the skipper and most of the crews of the boats are New Zealanders.

## AVID READERS and HISTORIANS

Do you enjoy reading sailing literature? Are you a history buff when it comes to separating the facts from fiction concerning sailing, sailboats, cruising, racing, equipment, and all the tales in between? Have you happened upon an interesting newspaper or magazine article that gives insights into sailing practices of the day, past or present? Have you read a great book containing testimonials about sailing experiences? Do you know of interesting and inspiring works of fiction about sailing that you think others would like to read? Have you read information that has sparked questions or even doubts and would like confirmation of its validity or an explanation of the contents from other sources? Do you know of literature that would be beneficial to beginning sailors or sailors of particular ages or needs? Have you discovered a web site, video, audiocassette, documentary, or movie that you would like to share with others?

You are invited to share such questions, tidbits, or colossal revelations with other LTYC members via the LTYC newsletter.

Here are some requests and guidelines that need to be followed in order for this to work:

- When citing information from or about works created by others, it is imperative to provide full bibliographic citation information in order to obey copyright laws. Taking the time and energy to do this shows respect for others, a determination to not mislead, and is a good learning experience that saves time, trouble, and misunderstandings later. (Have you ever had belongings misused or stolen? Have you ever been misquoted? Has anyone ever taken your work and claimed ownership and the right to disperse your work as they saw fit without your permission? If so, how did you feel? Were there rules in place to protect you and were you glad?)
- If you have published a work(s) and are restricted thereafter as to where, when, and in what format your work can appear in the future, you must abide by that publisher's expectations. It is your responsibility to check on this. Our newsletter may not be able to include your created work in its entirety but could provide a citation so people can find it for themselves.
- Do your own research in order to provide a complete reference to the information you are interested in citing. People should be able to locate or get assistance in locating the work you feature with a complete reference citation in hand, provided by you. Whether the work is currently available or located in a library archive, you should provide what is needed for others to find it.
- Check with your local public or school library or online for *proper ways to cite references*. Many libraries keep this information available in their Reference section, at the main desk, or even on handouts created for you to take. There is the Publication Manual of the American Psychological Association (APA Style), the MLA Handbook for Writers of Research Papers (Modern Language Association of America), A Manual for Writers of Term Papers, Theses, and Dissertations by Kate L. Turabian, and others. Specific instructions and examples are provided to assist you in citing your reference whether it is a newspaper article, a web site, an encyclopedia article, a journal article, or a book.

Your feedback and suggestions about this possible future section in the LTYC newsletter are requested. If you like the idea of having a feature like this, what would you like the section to be entitled? Please, contact Pamela Reynolds, LTYC Newsletter at [pfcr4201@aol.com](mailto:pfcr4201@aol.com) or by phone at 336-856-2908 (Home, Greensboro).

### For Sale

American 14.6 Sailboat Fiberglass construction with anodized spars, Harkin blocks, fiberglass-weighted centerboard, kick up rudder, and Dacron sails, and galvanized trailer with mast stanchion can seat four adults. See the boat at: [sailingsource.com/americansail/default.htm](http://sailingsource.com/americansail/default.htm) or call Randee Drake at 336 586-0181 or email [kb4qqj@mindspring.com](mailto:kb4qqj@mindspring.com) \$1000.00

**For Sale**

1984 Merit 22' Sloop rigged cruiser/racer. Double reefed main, jib, Genoa (150?), Marine VHF with masthead antenna, depth meter, knot log, & compass, Bow Pulpit, Stern Rails & lifelines,. Boarding ladder. Camper pop-top hatch with canvas, Vee-berth, settee, dinette, porta-pottie, Custom cockpit cover, trailer, 6 HP outboard. Placed First in LTYC 2000 & 2001 Saturday & Sunday Summer Race Series. Good condition can be viewed on lot at Lake Townsend. Tom Clark (336) 584-5767.

**For Sale**

MIRAGE 5.5.....

Good to excellent condition.....everything works....no surprises!!! 2 main sails, 1 working jib, 1 storm jib, all in good shape new halyards led back to the cockpit, set up for single handing. 2 new batteries....all electricals work. 3hp Johnson outboard.....has never let me down! Trailer in good condition with good tires and a spare set of tires and wheels.

Many more options included..... \$3,750

Contact.... George Bageant...(h) 336-629-2750, (b) 336-626-1966 or [gbageant@hotmail.com](mailto:gbageant@hotmail.com)

**For Sale**

16' Mistral & Trailer

North Sails, Swing keel & rudder, Compass

Easy to Sail \$1,500.00

Call Dave Varsik

336 712-9668

**For Sale**

Hobie 16, Light Blue with Tequila main sail and white Jib. Black mesh Trampoline, Ariba hiking stick, dual trapeze, telecat wind indicator, carpeted side rails, galvanized trailer with boom box, many misc repair parts, and extras. \$900.00.

Phil Leonard H 336 643-0913, W 800 948-0827

Email [pleonard@emorywilson.com](mailto:pleonard@emorywilson.com), or [cpleonard@msn.com](mailto:cpleonard@msn.com)

**Looking to Buy!**

Looking to buy a Flying Scot, in good to very good condition.

Call Phil Leonard:

W 800 948-0827, H 336 643-0913.

**Lake Townsend Yacht Club Help Lines**

**Commodore:** Bill Grossie  
336 643-1730 R  
[wgrossie@infi.net](mailto:wgrossie@infi.net)

**Races:** George Bageant  
336 629-2750 R  
336 626-1966 B  
[gbageant@hotmail.com](mailto:gbageant@hotmail.com)

**Sailing Classes:** Allison Childress  
336 574-0885  
[croneb@guilford.k12.nc.us](mailto:croneb@guilford.k12.nc.us)

**Cruising:** Hugh McLawhorn  
336 627-0056 R  
[footinpa@hotmail.com](mailto:footinpa@hotmail.com)

[kmmclawhorn@netscape.net](mailto:kmmclawhorn@netscape.net)

**Membership:** John Hemphill  
336 449-9229 R  
[hemphillj@gborocollege.edu](mailto:hemphillj@gborocollege.edu)

**Newsletter:** Pamela Reynolds  
336 856-2908 R  
[pfc4201@aol.com](mailto:pfc4201@aol.com)

**Social:** Eric Borland  
336 342-6230 R  
[bkguy@earthlink.net](mailto:bkguy@earthlink.net)

**LTYC Website:** [www.greensboro.com/ltyc](http://www.greensboro.com/ltyc)

**SAYRA Website:** [www.sayra-sailing.org](http://www.sayra-sailing.org)  
(South Atlantic Yacht Racing Association)

**U.S. Sailing Association Website:**  
[www.ussailing.org](http://www.ussailing.org)

## The 2002-03 Frostbite Series

Skipper	Boat	Sail #	Jan-1	Jan-2	Feb-1	Feb-2	Mar-1	Mar-2	TOTALS
Bodman	TNZ 16	1146	9	9	5	5			28
Cordon	CAP14.2	4645	8	4					12
Delaney	F/S	801	1	5					6
Hemphill	F/S	4043	5	7	4	1			17
Johnson	NPT 17	205	4	3	3	3			13
Thierer	SJ 21	1008	6	6	3	4			19
Young	F/S	2252	7	8					15

February Race Committee:

PRO...John Goodman

Timer... Bill Grossie

Flags ...George Bageant

Recorder...John Russell

Safety Boat...Tom Clark

Safety Boat...George Johnson

### *Additional Local, State, National & International Events*

EVENT	DATE/ TIME	LOCATION	DESCRIPTION
America's Cup	Starts February 15		See the article by Jere Woltz in this newsletter.
Sailing Training Program Small at Sailing Level 1 Instructor Course <a href="http://www.ussailing.org">://www.ussailing.org</a> (Click on "Education")	May 30 - June 2  May 15 - May 18	Duck, NC  Norfolk, VA	Course approved by the U.S. Coast Guard and National Association of State Boating Law Administrators. Learn on-the-water group management and instruction techniques. There are required prerequisites.

\*Contact Pamela Reynolds, LTYC Newsletter if you know of additional future events to post in the above table. Contact information for Pam is in the **Help Lines** box located in this newsletter.