



Lake Townsend Yacht Club
PO Box 4002
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www.greensboro.com/ltyc

Tell Tales

Issue 11 November 2004

Schedule of LTYC Events

| EVENT | DATE | TIME | LOCATION |
|---------------------------|-------|--------------------------------|-------------------------------------|
| B.O.D. Meeting | Dec 2 | 1745 hrs | Benjamin Pkwy Public Library Branch |
| Saturday Frostbite Series | Dec 4 | Skippers Meeting 11:00 a.m. | Lake Townsend Marina |

THANKSGIVING

We offer many heartfelt thanks to all those who have volunteered in service to Lake Townsend Yacht Club and its members. LTYC was organized during the Fall of 1977 and early 1978 with the first Board of Directors meeting being held in March of 1978. Betty Holjes, Member Emeritus, and Carol Meetze Moates, who still actively sails in club events, were among those early organizers and founders of this club.

The club is fortunate to operate in a unique relationship with the Greensboro Parks and Recreation Department. Together, we are able to offer our surrounding community sailing instruction, the use of ready-to-sail boats and personal flotation devices, and the ability to monitor club events safely on the water using motor boats. Those who would rather observe than participate can enjoy watching the sailboats. Many beautiful photographs of sailboats on Lake Townsend have graced the pages of local publications and web sites.

Thank you to the club members who join in on these events. All the planning and optimism in the world would be of little value if no one enjoyed the fruits of our fun labor. (Yes, there is such a thing!) Thank you, thank you. May you have a blessed Thanksgiving knowing that you have helped

others to live a fuller life while having a whale of a time!

JUNIOR SAILING

By Charles Kantlehner

Sailing is a great sport and there is always room for improvement. But since the Jr. Sailing program, I have had some extra practice that has really helped me.

The Jr. Sailing Program can help you in many ways. It can help you maintain your sailing skills. Also, you can learn more about sailing when the instructors tell you how to do something. Last, but certainly not least, you can quicken your skills so you can do every thing faster. These are just a few things you can learn at sailing camp.

To become a part of the Jr. Sailing program, all you have to do is go to one of their camps. If you go to one of their camps it will teach you lots about sailing. It is a good experience to have. The Jr. Sailing program is free. All you have to do is go to a camp and be under 16 years old.

The boats we used were the Picco, the Aquafinn, and the Capri. The Capri was the biggest boat the Jr. Sailing program had. It could hold 4 people at the most. The Aquafinn is the medium size boat and it can hold 2 people but it is tight.

The smallest boat is the Picco and it can carry 1 person, but 2 would be pushing it.

Every Saturday during the program we have some activities we participate in. We usually set up the mast and sails, sail around, and then race. First, we setup the boats we are using. Then we help others with their boats. Next, we sail around for fun until the markers are set up, then we sail around the markers for a little while. Finally, we line up to race and usually we do 2 laps around the markers. The races are always fun because the person that wins is usually always different. After you cross the finish line you head in or sometime even do another race and wait there.

I would recommend the camps to beginner sailors who want to learn more about sailing. Also I would recommend the Jr. Sailing program to people under age 16 to have fun and keep sailing. I really appreciated having the chance to go into the Jr. Sailing program. It really helped me in the long run and I really appreciated the Jr. Sailing program.

Thank you, Charles! LTYC members would LOVE to hear from more of our Junior Sailors!

SPOOK Race 2004

The SPOOK Race 2004 concluded in a flurry of departing members to beat the closing time of the marina at 7:00 pm, however, there was no flurry of wind for the race. The weatherman promised 5 mph winds, but only delivered very light fluky winds, which took the fleet of eight boats the entire time limit of four hours to complete the five mile course.

E Scow #45 with Robert Bouknight, Starling Gunn and Alice Rimmer crossed the finish line first in 3hours, 59 minutes and 30 seconds to beat the four hour time limit. The E Scow was followed in order by Flying Scot #4043 with John Hemphill and Ray Barker; Flying Scot #4051 with Steve Raper and Gary Wulf; Tanzer 16 #1146 with Herb Bodman and Lew Johnson; Buccaneer #2803 with Bill Grossie and Chip Montgomery; and Flying Scot #2252 with David Young and Kim Kirsch. All

of these boats crossed the finish line within fifteen minutes of the E Scow.

Tanzer 16 #1440 with Esther and Shamir Khoury led the way until they had to drop-out to attend an event in Chapel Hill. Precision 18 #327with Sonja Hughes and Pam Reynolds was the first boat to "cross" the finish line ably assisted by Scat 1.

The social following the race was planned by Jean Leslie, who could not attend. The victuals were served by Chef George Bageant using his special receipt of gourmet, frozen hamburgers and hot dogs, with good nutrition Dietician Pam Reynolds providing that all time favorite of potato chips, beer and Mountain Dew.

Each participant received a priceless, vintage Mayor's Cup Regatta t-shirt, and a Spook finger ring to call their own.

The race committee, who did a superb job of course layout and maintaining order on the course by unruly participants crying to be carried to the head, was Tom Clark, Bill Latta, Bill Byrd and Jere Woltz.

Cruising News - Key West

Wow!! Wanda and I finally did it! After half a year of planning we have completed our first cruise trip to Key West. The key to such a trip is planning and preparation. I did overdue maintenance on the truck and Gwaihir, while Wanda stocked the boat with food and supplies for two weeks. Her techniques will be a subject of her own cruise seminar next spring. Keep an eye on the seminar schedule for some amazing and simple tips to stock a 23 foot boat for two weeks.

We had made the trip to Miami for the last two years, so we thought we knew about driving in southern Florida. When AAA routed us down a toll road west of Miami, we thought we would travel our familiar route and save the tolls. Wrong! I-95 wasn't bad, but US-1 between Miami and Hollywood FL was 35 miles of stop lights and 35MPH speeds. On the way back we found \$12 was worth the extra time gained.

When we called Bahia Honda State Park, we were told we could not leave the truck and trailer overnight! (Who said to plan ahead?) The Ranger did give us the name and telephone number of a nearby marina with a launch ramp. But would Gwaihir's draft and tall trailer fit that ramp? When we arrived at Sunshine Key Campground and Marina, the dockmaster allowed us to try launching before spending any money. I had to push her off the trailer, but Gwaihir floated. I retrieved the boat to rig her properly, then launched and rented a slip for the night. A trip back across the famous Seven Mile Bridge brought us by luck to a waterside bar/restaurant called Porky's. We had a great meal of local seafood and fried key lime pie. You heard me right, fried key lime pie. We made a point to eat at Porky's again before we left.

The next day we left the marina for East Bahia Honda Key, an uninhabited key five miles north. I used the navigation program provided by former member, Hugh McLawhorn. It worked great until a power failure killed the laptop it was running on. After that we navigated by chart and compass. East Bahia Honda lay due north, right up wind. We tacked for four hours and watched as the island grew larger slowly. When we finally set two anchors, we were ready for lunch. Wanda fixed sandwiches from her larder, and we went snorkeling along the shore. The shallow water was still silted from the hurricanes, so we put the outboard on the dingy and circled the key, looking at fish, a sting ray, birds and the sandy beach, now awash during the lunar eclipse high tides. As we made the last turn back to the boat, Wanda looked over her shoulder to spot a bald eagle in the top of a dead tree. I cut the engine and rowed back. We got very close before he rose slowly from his perch to ride the winds to the north. Almost as soon as we turned back to the boat, he came back to his tree. Glad we didn't disturb him too much.

No-see-ums were beginning to bite as we got back to Gwaihir. Wanda put up the screens while I set a third anchor to pull us farther from the land. After five minutes it became clear we were in a bad spot. There is no feeling in this world

like being eaten alive by something you cannot see. I gave up. I retrieved all three anchors in the dingy and pulled Gwaihir downwind. Knowing the bugs couldn't fly in a 15MPH wind, I dinghied Gwaihir into the breeze. It worked. By the time I had set both 12lb Danforths with 20ft of 1/4in chain and 50ft of 3/8in three strand nylon rope, Wanda was smiling again. She fixed another of her amazing boat dinners on the single burner alcohol stove, and we settled down for the night.

The next morning, after a typical breakfast of pastry and eggs Wanda fished from the dingy while I rowed. We explored small nooks in the key that looked promising, then returned for lunch. The wind had picked up to a steady 15MPH, out of the NNE. We motored out from behind the land into a strong breeze. I had Wanda motor into the wind while I raised the main. The speedometer does not work, but it didn't have to! Down wind in front of a 15MPH wind, we agreed we didn't WANT the jib. The 4 hour trip yesterday took us 1 1/2 hours that afternoon. What a ride! Mommy can I ride it again??

Back at the marina, we began to make plans to sail to Key West. After checking the charts and talking to powerboaters in the marina, we realized we were on the wrong side of the bridges to get to Key West. The northern trip would take too long, retracing our steps to the Seven Mile Bridge would take an entire day, all of which would mean we would miss Fantasy Fest. Did I mention Fantasy Fest? It is a week long, citywide Halloween party put on by the city of Key West, and not to be missed. Sailing can wait. Our marina was only 39 miles from town, so we decided to drive in for the party, and leave the sailing for after Halloween. Next month...Fantasy Fest in Key West.

Keith and Wanda aboard Gwaihir

TANZER 16

A number of Lake Townsend Yacht Club members own sailboats belonging to the Tanzer 16 class. The Tanzer 16 was designed by Johann Tanzer and first built in 1963. Originally this boat was known as the

Constellation. About 1900 boats were built before Tanzer Industries stopped building them in 1985. Two versions were built - open dinghies and overnight cruisers with a small cabin.

The length of a Tanzer 16 is 16 feet and 4 inches with the length on the waterline measuring 15 feet 7 inches. The beam is 6 feet and 2 inches wide. The draft is 7 feet to 2 feet and 9 inches. Vertical clearance is 25 feet. The boat weighs 450 pounds; 500 pounds, when rigged.

Here are the sail areas:

| | |
|-----------|-----------------|
| Main | 100 square feet |
| Jib | 35 square feet |
| Genoa | 45 square feet |
| Spinnaker | 205 square feet |

The centerboard and rudder are made of aluminum and once in the down position remain there due to the force of gravity. There is a centerboard trunk with a cap made of teak. According to an owner manual that is posted on the LTYC Web site, the teak wood should be oiled about once a month during sailing season with teak oil suitable for marine use. Otherwise, the teak will turn a dull grey color after repeated exposure to sun and rain.

Lawrence Miller has contributed helpful tips about reinforcing the flotation abilities of the Tanzer 16 boat in the "LTYC Fleets" section of our Web site including adding additional flotation material in the bow tank, side tank/seats, and lazarette. Turtling the boat is a definite possibility once this boat capsizes. Mr. Miller advises having a capsize drill planned ahead with the crew and taking into account the crew's knowledge and skill level as paired with the water and weather conditions of the day. A tow may be necessary to get the boat to shore once the boat is righted.

Lake Townsend Yacht Club Tanzer Sailors

| | |
|----------------------------|-------------------------|
| Herb Bodman | Joleen & Eric Rasmussen |
| Peter Thorn & Tara Hartman | |
| Patty & Steven Gilbert | Carol Drexel |
| Esther & Samir Khoury | Lawrence Miller |

AS THE WIND BLOWS ...

LTYC Story Series: Part 6

PC Reynolds

Note: The introduction explaining this ongoing story series and Parts 1-5 can be read in our earlier 2004 newsletters online at the LTYC Web site (April, May, June, August, September and October).

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The Lake Townsend Yacht Club women sailors waved goodbye to the Bryans as they launched their boats and sailed out on the Albemarle Sound. Carol Moates and Esther Khoury, two veteran sailors, led the way equipped with navigation tools and charts. They were teasing each other about which one's husband was the better racing crewmate. Sonja Hughes, a seasoned club sailing instructor, encouraged and coaxed the other sailors as they hoisted sails and maneuvered to set their courses relative to the position of the leading boat and the wind direction. Aboard with Sonja was Wanda Smoot, experienced in navigating new and unfamiliar waters and a great lookout when sitting on the bow peering across the water with binoculars, telescope, or her eagle's eye. Wanda also was adept at cooking delicious meals in tight spaces with minimal gadgets. Another crew member of Sonja's was Kim Kirsch, an optimistic sailing enthusiast with rapidly progressing sailing skills and racing strategies.

Debbie Stephenson, certified in boat safety, had inspected equipment aboard all the boats and was following behind in a sailboat equipped with a motor, towing apparatus, extra paddles and personal flotation devices (PFDs), tools, and equipment. Her crew consisted of Peggy Jones and Cynthia Reichelson, who under Debbie's coaching were learning how to row Debbie's sleek new racing scull. This lightweight scull had been brought along for quick excursions into coves and inlets looking for ideal anchoring sites.

Another large sailboat with a powerful engine boasted a cabin equipped with a spacious gleaming galley and large dining area. It was crewed by

Debra Raper (a marvelous seafood cook), Barbara Woltz (who could do wonders with asparagus and had a much appreciated sense of humor), and Pam Reynolds (a part-time medical librarian and a budding motor mechanic and amateur astronomer). Each of these ladies had determined to collaborate with the others in keeping the LTYC women sailors well fed with the freshest, most nutritional foods available within the allotted budget, of course. Debra, an allergy sufferer, also had come on this cruise to give her head clean air away from land and pollution. She therefore was charged with serving as often as possible on deck so as to clear her sinuses and serve as the assistant to Betty Holjes, Member Emeritus and one of the original LTYC founders, who had developed into a keen strategist of large scale, multi-sailboat maneuvers after years of sailing with her beloved husband, Mel. Betty also could sense trouble was on the way before it reared its ugly head and was valued for her foresight. Christine and Beth Johnson, also aboard, were designated scouts for any shopping excursions on land. They were celebrated amateur genealogists too, and along with Pam, were poring over a treasure trove of historical facts about women pirates that had been provided by LTYC Isotope 007 sailor, Alan Wolfersberger, the James Bond of our club. They had heard tips from locals that some ancestors of these feminine criminals had been encountered in these N.C. coastal waters!

Ingrid Bommer, Lora Routh, and Claudia Stafford had chartered a cruising sailboat with their sons, Sebastian, Oran, and Richard, respectively. These young men were LTYC Junior Sailors possessing abundant energies, keen camping skills, and the tenacious curiosities of explorers.

Other LTYC women sailors were excitedly recounting news heard on the radio shortly before launching. This bulletin told of a near death incident near Bath involving a peg legged, Blackbeard look-alike historian wearing a tricorne hat and skippering a 60-foot square-rigger, and a LTYC member, Keith Smoot, none other than

Wanda's husband! Apparently, the not-so-jolly historian had fired a cannonball and nearly blew Smoot out of the water into the hereafter. Fortunately, Smoot's fragmented styrofoam boat served as a raft keeping Smoot afloat. Christine and Beth commented on what a remarkably timed coincidence this near mishap was. Their husband and father, respectively, had been conducting his own enthusiastic research on Blackbeard right down to the type of wood used for the pirate's peg leg and some odd scare tactics the pirate had employed using his beard, of all things.

Each sailboat tuned their radios to a shared frequency so that they could communicate with each other and listen for communications from other LTYC members, some of whom were their spouses and loved ones, who would be joining them during the coming weekend. They also listened to news and weather bulletins radioed from stations and marinas in areas along the Albemarle Sound. Carol and Esther earlier had heard from the ladies aboard the *Bonneted Lizard* and *Floral Sense* as they were anchored in the Alligator River. They made contact with the ladies now, and all were elated to hear that their friends were to rendezvous with them soon in the Albemarle Sound. When the LTYC women asked the "lizards" and the "flowers" whether they had heard of the "Blackbeard incident" near Bath, the reply came back that they had just heard a late rendition of the spectacle.

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FOR SALE ADS

1987 Oday 272

Inboard Diesel. Two batteries (one replaced last year). Tiller w/ autopilot. New Compass. New Depthfinder. VHF. Stove. Icebox. Marine Head with holding tank and discharge. Roller reefed headsail. Main w/reefing points. Bimini. Shaft recently repacked & bottom cleaned. Overall in very good condition. Located in Washington, NC. For more information: email tomclark@netpath.net / phone 336.584.5767

Mirage 5.5

1984 Cabin Cruiser \$2,900. (Lots of Extras).
Mirage 5.5 on Magictilt Trailer, (new wheels, hubs & bearings, w/ bearing buddies).
4.5 HP 2stroke Mercury Motor, with new spring assist Popup motor mount.
Call Bill Snider at 336/349-6755.

Hunter 25.5' Sloop

1984 Hunter 25.5'Sloop
1994 Evinrude 8 HP outboard (refurbished this year)
New sail and tiller covers, bottom repainted in 2003.
Sails are in good condition. Hull is in excellent condition; no blisters. In good shape and priced to sell @ \$4500, OBO
Lies in Oriental at Whittaker Creek Yacht Harbor
Contact: Jeff Edwards (h)272-8657, (w) 274-1507,
email: flybywire_99@yahoo.com

Compass

Brand: Danforth Color: white and light blue
Model: High Speed Constellation C401WB
Color: white and light blue Condition: new, no use
Price: \$ 200 Contact fonovichp@yahoo.com
for pictures/product features. Posted by
Patricia & Nicolas Granucci.

Foul Weather Gear

Brand: Douglas Hill Size: Medium
Condition: used, all seams with original seal
Color: green and white Price: \$ 90
Contact fonovichp@yahoo.com for pictures and product features. - Patricia & Nicolas Granucci.

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. \$1000.00
View it: sailingsource.com/americansail/default.htm
Call Randee Drake, 336 586-0181 or
e-mail him at kb4qqj@mindspring.com

Neoprene Knee Pads for sailing

Brand: Musto Model: 187 Color: black
Condition: new Price: \$ 40
Contact fonovichp@yahoo.com for pictures and product features. - Patricia & Nicolas Granucci.

16' Mistral & Trailer

North Sails, Swing keel & rudder, Compass.
Easy to Sail \$1,500.00
Call: Dave Varsik 336-712-9668

Lake Townsend Yacht Club Help Lines

Commodore: George Bageant
336 629-2750 R
336 626-1966 B
gbageant@hotmail.com

Races/Property: Rudy Cordon
(Vice Commodore) 336 540-8848 R
rudvcordon@hotmail.com

Education: Lewis Johnson
(Rear Commodore) 336 656-4971 R
ljohnson12@triad.rr.com

Cruising: Keith Smoot
336 996-6734 R
hunter-23@att.net

Membership: Randy Crum
rbc@triad.rr.com

Publicity/History: John Goodman
(Secretary) deacon76@bellsouth.net

Social: Jean Leslie
336 668-2874 R
lesliej@leaders.ccl.org

Finance: Esther Khoury
(Treasurer) 336 379-0310 R
estherkhoury@hotmail.com

Junior Sailing: Ray Barker
336 282-6566 R
rbarker56@yahoo.com

Mayor's Cup Regatta: Sonja Hughes
336 643-1730 R
smhughes@infionline.net

Newsletter/Directory: Pamela Reynolds
336 299-1948 R
pfer4201@aol.com

Nominating: Bill Grossie
(2003 Commodore) 336 643-1730 R
wgrossie@infionline.net

Webmaster Steve Raper
Steve.raper@greensboro-nc.gov

SAYRA Web site: www.sayra-sailing.org
US Sailing Web site: www.ussailing.org

Call People. Go Sailing.

In an effort to involve more sailors in the Club's Sailing Events and Racing Programs, this "Available to Crew" list is published in each newsletter. The people listed have taken our Learn to Sail class or have other previous sailing experience and are looking to get more time on the water. So, if you have a boat and would like to participate in the Summer or Frostbite Race Series, why don't you call one of these folks for your crew? Or, if you need a cruising partner on your boat or would like to team with someone on one of the city sailboats for a daysail or a race, contact someone on this list. If you'd like to add your name to the list, contact Esther Khoury, Treasurer or Pamela Reynolds, Newsletter Committee (See the Help Lines box located in this newsletter).

Available To Crew

| Name | Home Phone | Work Phone | E-mail |
|---------------------------|--------------|-------------------|-------------------------------|
| Bill Byrd | 336-635-1926 | N/A | |
| Chip Cromartie | 336-601-0464 | 336-274-3559 | cromartie@triad.rr.com |
| Luis Franco | 919-402-9047 | 919-681-9925 | luis.franco@duke.edu |
| Bob Wagner & Marie Hopper | 336-375-3861 | N/A | hopperme@earthlink.net |
| Lewis Johnson | 336-656-4971 | 336-334-3448 | ljohnson12@triad.rr.com |
| Joan Kramer | 336-272-6183 | N/A | jhkramer@hotmail.com |
| Paul/Jean Leslie | 336-668-2874 | 336-272-7102 x276 | lesliep@gborocollege.edu |
| Christopher Marriott | 336-540-9055 | 336-323-0092 | cmarriot@joyceengineering.com |
| Cynthia & Sam Reichelson | 336-540-1279 | 336-273-2511 | reichelson@cs.com |
| Deborah Stephenson | 336-272-4517 | 336-279-3966 | Addyhouse@aol.com |
| Pamela Reynolds | 336-299-1948 | 336-832-7484 | pfcr4201@aol.com |
| Jeff Taylor | 336-674-3887 | 336-9544364 | kindredsouls@pipeline.com |
| Gary Wulf | 336-674-2498 | 336-373-8361 | gkwulf@hahoo.com |

Make a note of the above names as potential partners for your sailing, cruising, and racing adventures!

New Members, call each other!

Longtime members, call new members!!

Do YOU want to be on this list?