



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

Tell Tales

Issue 12 December 2005

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
Board of Directors Meeting	5 January 2006	1745 hrs	Benjamin Pkwy Public Library Branch
Frostbite Series	7 January 2006	Skippers Meeting 1100 hrs	Lake Townsend Marina
Board of Directors Meeting	5 January 2006	1745 hrs	Benjamin Pkwy Public Library Branch
Change of Watch Banquet	14 January 2006	1800 hrs	Green's Supper Club 4735 U.S. Highway 29 North
SAYRA Annual Meeting	3-5 February 2006		Holiday Inn Sunspree, Wilmington, NC

Change of Watch Banquet January 14, 2006

The annual LTYC *Change of Watch Banquet* is scheduled for Saturday, 14 January 2006, at Green's Supper Club, 4735 U.S. Highway 29 North. This event will begin at 1800 hours with cocktails (cash bar) to be followed by an awards presentation and the ceremonial ritual of the passing of the commodore's office. After the presentation and ritual, diners will enjoy a full-course meal with an entrée of slow roasted prime rib or grilled chicken breast (diner's choice). From 2000 hours until 2400 hours, the band *Timepiece* will provide a variety of music for our dancing pleasure. This promises to be an evening full of fun and fellowship for new and not-so-new sailors and their family members.

South Atlantic Yacht Racing Association Annual Meeting, February

The South Atlantic Yacht Racing Association (SAYRA) will have its annual meeting the weekend

of 3 - 5 February 2006, at Wrightsville Beach, NC, with Carolina Yacht Club as the host. All Lake Townsend Yacht Club members are invited.

The registration form and schedule are posted on the SAYRA website at www.sayra-sailing.com. Of particular interest is the race management seminar on Friday from 2:00 - 4:00 pm, followed by a racing tactics and strategy session from 5:00 - 6:30 pm by David Dellenbaugh who was the tactician and starting helmsman for one of the America's Cup boats.

The SAYRA meeting is a good place to meet members of other clubs and learn what they are doing, and get ideas that will benefit our club.

Go to the SAYRA website to learn more.
www.sayra-sailing.org

US Sailing Web Site: www.ussailing.org

LTYC Cruisers Sail to Ocracoke

By George Bageant

The plan was for everyone to meet on the water at Oriental on Thursday October 20th and sail down the Neuse River, across the Pamlico Sound to Ocracoke and back, and be home by the following Tuesday.

Everyone consisted of George Bageant and Steve Raper on a Paceship 23, Starling Gunn and John Hemphill on a Paceship 23, Lawrence Miller and Robert Macklen on a Tanzer 26, and Pete Thorn and David Schwarze on a Rhodes 22.

We all made the trip down to Oriental and were rigged and on the water by mid afternoon.

Ocracoke is 45 miles from Oriental that would take 8 to 10 hrs. to make the trip. So it was decided to sail down the Neuse River to Broad Creek and anchor out for the night. Then we would get up early Friday morning and make the trip over to the island.

The wind was good early on and it was easy to make 3 to 5 mph. When speeds dropped below 3 mph we would crank up the motor and become motor-sailors.

Everything was going extremely well on the crossing and we were only out of sight of land for about 45 minutes.

At about 2:30 PM we were approaching the island. There are only two channels that have the depth required by our boats. Our plan was to use Nine Foot Shoal Channel as it was the shortest distance. Steve and I were in the Channel and everything was going fine. We were following our GPS waypoints and the channel markers by sight and then the captain of S/V C'est la Vie went brain dead! All of a sudden, the depth finder alarm went off and it was saying we were in less than two feet of water. Not good! Then the rudder started bumping the bottom. It was time for fast decisions.

We raised the rudder enough to clear the bottom and put the motor in reverse. It was not strong enough to pull us out. The water was clear and we could see the bottom. We had managed to get the

boat into a small depression and the sides were just high enough to keep us in.

High tide was six hours away and no help. I called TowBoat US and they advised they would have to come from Hatteras and they charged \$135.00 an hour going and coming (my coverage was only \$350.00). We needed to explore some other options!

We checked our position with the GPS and our chart and found we were clearly in very shallow water between Nine Foot Shoal Channel and Big Foot Slough (the other channel)! We had been following the wrong channel marker!

Everyone else in our group was in the proper channel and offering advice on the radio but they couldn't risk coming to our assistance because of the shallow water.

About that time, Pete Thorn on Raven called on the radio and said to hold tight, help was on the way.

The Sandman was coming!

Sandman was a 22 ft open fishing boat with twin jet drives. He said he could run in four inches of water! Just exactly what we needed!

We tied a line to him and he had us back into the deep-water channel in about 10 minutes. After many thanks and paying his fuel bill for the day, we motored in to the marina at Ocracoke. We were having entirely too much fun!

After getting the boats squared away we got cleaned up ourselves and started thinking about supper. Some of us went out to the local restaurants and Steve and I stayed on board and did shish-ka-bobs on the grill along with a few adult beverages. It was a good end to a very eventful day. We were very thankful to be safe and sound!

We knew a cold front was coming toward Ocracoke bringing strong winds and cooler temperatures. The front arrived about 2:00am on Friday morning with wind gusts up to 50 mph. Silver Lake Harbor is very well protected, so we had no problems.

Everyone was up early. The winds had subsided quite a bit and it was clear and sunny. After breakfast, we needed to decide whether to take a chance on the unsettled weather and spend

Saturday on Ocracoke, or to pack up and head back across Pamlico Sound while we had good weather. Hurricane Wilma was down around Florida and having an effect on our decision-making processes. We decided to make the return as soon as we could get ready.

We got clear of the shallow water around Ocracoke with no one going aground and as soon as we were out of Nine Foot Shoal Channel, we raised the sails. I decided to use the *Genoa* (150) and we were sailing close-hauled on a westerly wind of about 10 to 15 mph. We had no trouble maintaining 5 mph and sometimes 6.

It was good sailing coming across the sound until we had to turn back into the Neuse River. That put the increasing wind right on our nose and we started plowing into two to three foot waves that were backing up in the river.

The next fifteen miles would be a rough go, with the winds increasing to over 20 mph.

As we began to beat our up the river, all of a sudden, Kapow!! The starboard *Genoa* track turned loose and allowed the block to slide off and up in the air on the sheet. We got the sail under control and cleated off and continued on our starboard tack.

Shortly we had to tack to port and after about 5 minutes, Kapow!! The port track turned loose and we had the same fight all over again.

We realized we were getting a strong message from someone and we promptly took the jib down! We cranked the engine and prepared to get wet as the waves were sending spray over the bow.

We beat our way up the river and just as the sun was going down we sighted the channel markers leading into Oriental. Then Mr. Murphy made his final visit to us. I noticed that the rear stay had turned loose at the turnbuckle and was swinging wildly!

Steve jumped up and caught the stay, tied a line to it and tied it off to the swim ladder with a trucker's hitch. We had just dodged our third bullet.

Going into the wind, the rear stay was not a serious problem, but if we had made the turn into Oriental,

it could have been a disaster! It had been an extremely long day on the water and we were feeling the effects.

We went ahead and pulled the *Paceship* out of the water and we spent the night on the boat, on the trailer, in the parking lot, at the Wildlife Access ramps.

Everyone else made it back safely and without incident.

After a good night's sleep and a good breakfast on Sunday morning, we were ready to de-rig and hit the road for the 200-mile trip back home.

We were on the road by early afternoon and made it back home before dark.

The trip turned out to be shorter than planned due to concerns about the weather, but everybody agreed that it had been a great adventure.

The only thing we have to do now is make plans for that first trip in the spring, and we've got all winter to do that!

George Bageant
S/V C'est la Vie
PY23 # 314

A Case for Knowing the Rules

By John Hemphill

Anyone who races as much as I do should take time to read the rulebook.

In a December race, I was on the final downwind leg to the finish line. John Russell's *Flying Scot* was 5 or 6 boat lengths in front of me. I did not think there was much chance I could catch him, but the wind was light and fluky, so I knew anything could still happen. Sure enough, I noticed that Russell's boat seemed to be parked in a hole in the wind and my *Scot* was slowly moving toward him. I steered to the right because that was where the wind was, but as I moved closer, Russell sailed to the right and forced me further toward the edge of the course. When it became apparent that I was outside the course and could not make the line, I turned left and back toward the middle of the course. Russell turned with me and kept his boat between the finish line and my boat.

I had been sailing pretty much on a run - the wind coming directly from astern. When I turned toward the middle of the course, I was sailing on broad reach. As I got closer to Russell, I knew I was the windward boat and that he had the right of way. I turned further to the left, toward the wind, but he kept turning with me and eventually I was right on top of him. At this point, we were both sailing on a beam reach parallel to the finish line. Our boats were so close to each other that my crew grabbed the boom and pulled it in to keep from hitting the shroud on the port side of the other boat. This was a predicament.

"Hey, the finish line is over there," I said, pointing across Russell's boat toward the finish line.

"So what?" he replied.

Since I was the windward boat and was right on top of him, I had most of the wind and my bow began to pull ahead. Seconds before my stern cleared his bow, Russell turned his boat toward me and we bumped.

"Protest," he said.

"You ran into me," I said, "You weren't even sailing toward the finish line."

"Doesn't matter," he says, "You're the windward boat. You've gotta keep clear."

I think he is right, so I do my 720 and he comfortably beats me to the line.

As we cross the line, I said to my crew. "I'm not sure he was right. I think he has to sail a proper course toward the finish line. He can't sail away from the line just to make contact with me, even if I am the windward boat." I stand up in the boat and yell toward the committee boat, "I'm protesting him."

When we got back to the dock, I made another mistake - not going immediately to the race committee and filing my protest. As I pulled my boat out of the water, a committee member informed me that my time was up. I had to file the protest within 30 minutes of returning to the dock. Several minutes later, a group of us - including John Russell - had a parking lot discussion of the incident. Russell continued to insist that as the leeward boat he had right of way and could sail

anywhere he wanted. I argued that the racing rules include a concept called sailing a "proper course" that obligated him to make an effort to get to the finish line and not go out of his way to make contact with me. There was enough uncertainty in the group that everyone left with the intent of going home and reading the rulebook.

I looked up the pertinent sections in U.S. Sailing's *The Racing Rules of Sailing: 2005-2008*. Here is what I found: The concept of sailing a proper a course applies only in a few specific situations, mostly when boats are rounding marks. The only way the proper course concept could have come into play in the situation described above would have been if I had sailed below Russell to gain the right of way and then turned into him to create a protest. In that case, if I had overlapped him on the leeward side, while the boats were overlapped I would have been obligated to "not sail above the proper course" (Rule 17.1). However, since I had overlapped him on the windward side, he had the right of way and I was obligated to give him room to turn his boat in any direction. If I understand the rules correctly, he could have protested me for not "keeping clear" because I was so close to him he could not turn his boat to windward without making contact with me. Also, the rules require a protest to be made at the first reasonable opportunity. Yelling "Protest" after crossing the finish line is hardly the first reasonable opportunity.

So, given the rules, when I find myself in this situation again, I've got to use a different strategy for passing a boat that is on the same tack. I have some ideas, but I think I will keep them to myself. There is one other point worth making about this incident. While John Russell and I were sailing parallel to the finish line, rather than toward it, Rudy Cordon in a Capri 14 made up enough time to finish in first place. If Russell and I were in a match race, his strategy would have been the correct one, but in a regatta, sailing toward the finish line is probably the wisest strategy!

SAILBOATS FOR SALE!

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 HP 2stroke Mercury Motor, with new spring assist Popup motor mount. \$500 discount to Lake Townsend Yacht Club members. Call Bill Snider at 336/349-6755.

**Wishing All Club Members a Joyous
Holiday Season and a Happy New
Year!**



**From the Officers and Board of the
Lake Townsend Yacht Club**

Lake Townsend Yacht Club Help Lines

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Nominating:	George Bageant 336 629-2750 R 336 626-1966 B gbageant@hotmail.com
Webmaster:	Steve Raper Steve.raper@greensboro-nc.gov

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? Alternatively, if you need a cruising partner on your boat or would like to team with someone on one of the city sailboats for a day sail or a race, contact someone on this list. If you would like to add your name to the list, contact John Hemphill, Treasurer or Bill Grossie, 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
Lewis Johnson	336-656-4971	336-334-3448	ljohnson12@triad.rr.com
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	lesliep@qborocollege.edu
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	pfc4201@aol.com
Jeff Taylor	336-674-3887	336-9544364	kindredsouls@pipeline.com
Gary Wulf	336-674-2498	336-373-8361	gkwulf@hahoo.com

December 2005 Frostbite Series Results

The 2005-06 Frostbite Series kicked off on December 3, 2005 with a Race Committee consisting of Peter Thorn, PRO, Alan Hawkes, Tom Clark, Ron Johnson, Carol Drexel and David Young.

Boat/Skipper	Race 1	Race 2	Series Total
Laser 1664847 - Fragais	8	8	16
Capri - Cordon	7	7	14
FS 2300 - Russell	5	6	11
FS 3500 - Morris	6	4	10
Tanzer 690 - Bageant	3	5	8
FS 4043 - Hemphill	4	3	7

Change of Watch Banquet

The annual LTYC *Change of Watch Banquet* is scheduled for Saturday, 14 January 2006, at Green's Supper Club, 4735 U.S. Highway 29 North. This event will begin at 1800 hours with cocktails (cash bar) to be followed by an awards presentation and the ceremony of the passing responsibilities of the commodore's office. After the presentation the change of the Commodore's Watch, diners will enjoy a full-course meal with an entrée of slow roasted prime rib or grilled chicken breast (diner's choice). From 2000 hours until 2400 hours, the band *Timepiece* will provide a variety of music for our dancing pleasure. This promises to be an evening full of fun and fellowship for new and not-so-new sailors and their family members. There are two ways that you may reserve your spot at the banquet. One way is to print and complete the form below and send it along with \$30 per person to Lake Townsend Yacht Club, P.O. Box 4002, Greensboro, NC 27410 by 9 January 2006, or, you may return the reservation form that has been recently mailed to you. If you have any questions about the *Change of Watch Banquet*, please feel free to contact Rudy Cordon or Paul Leslie. We look forward to sharing sailing stories with you at the *Change of Watch Banquet*!

Change of Watch Banquet Reservation Form (Please Print)

Name: _____

Address: _____

Telephone Numbers: _____

Please reserve a total of _____ places for me at the 2006 Lake Townsend Yacht Club Change of Watch Banquet. I have enclosed \$30 per reservation for a total of \$ _____.

(Please send this reservation form to Lake Townsend Yacht Club, P.O. Box 4002, Greensboro, NC 27410 so as to arrive by 9 January 2005. Thank you!)