



Lake Townsend Yacht Club
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www.laketownsendyachtclub.com

Tell Tales

Issue 2 February 2008

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
Frostbite Series	1 March 2008	1130 hrs	Lake Townsend Marina
Board of Directors Meeting	6 March 2008	1745 hours	Greensboro College Campus in Room 226 of Proctor Hall West
Piedmont Interclub Challenge	6 April 2008	1100 hours	Lake Townsend Marina

ANNOUNCEMENTS

Frostbite Race Series "March Madness" continues on Saturday March 1st. The Competitors' meeting is at 11:30am

Race highlights

Submitted by Uwe and Nancy Heine with notes from the PRO, Esther Khoury.

The day was bright, white streaming clouds graced a blue sky. The trees on the far side of the lake reflected beautifully on the lake. Yes, here was no wind.

From the PRO "The race committee was huge compared to racers. Everyone wanted to be on the water since it was such a gorgeous day - crisp and sunny. Committee members were Dave Young, Samir Khoury, George Bageant, Bill Byrd, Ken Warren, Tom Clark, and Dan King (Tom's buddy)."

There were 3 Flying Scots, John with Jason and Sara. Wendell with Anne and Alex, and Nancy and Uwe. There was a Capri with Adam and a McGregor 22 observing with Eric and Kirby.

Even though there wasn't much wind, by now there were 2 little disturbed spots on the lake, so we decided to try and race anyway. Uwe and I were first out of the marina, but not far behind was John, being pulled by Tom and Dan on the scat boat. We went to drift by the committee boat to check in. Adam was in his Capri 14, (or C14, the only "isotope" in the race.)

Getting the first race started required a lot of patience. The lake was like a mirror. All the boats had to be towed out. We had to postpone the start because of that and the wind.

The wind finally came up a little and looked as if it would hold out at 245 degrees, enabling us to set a course and get the first race started. Wendell's start on this race was amazing. He went over the start line about a second after the final horn. One of the best starts I have seen, especially in light wind. The course was set for windward/leeward, but about 10 minutes into race, we realized things were "going south," so to speak. Soon after the boats got around the first mark and started toward the leeward mark, guess what, the wind had shifted almost 180 degrees and the boats were sailing windward again. Because wind was so light, we had to finish the race at the leeward (or was that the windward?) mark. Sailors had the unique experience of never sailing downwind in that race.

The 1st race involved towing the contestants out to the course – not a good sign. John had sailed upwind of the course and was working with his spinnaker to sail back down. During the pre-start the very light wind shifted about 90 degrees to the right, making it hard for John to get back to the start. Team Gundlach timed the start perfectly, and we were close behind, but had the advantage of being to windward. It looked like with the wind shift we were going to make the mark without tacking. The wind shifted even more and I think everyone made the first mark without any tacking. The windward mark then became a jibe mark and we headed upwind to the "leeward" mark. Team Gundlach was in the lead, but we were making headway to windward. The course was shortened to finish at the leeward (windward) mark and team Gundlach crossed the line a few seconds before us. This close finish was after almost an hour of racing!

During this first race, the committee enjoyed a beautiful picture of the boats with their hulls and sails reflected on

the water.

We polled the racers to see if they wanted to try a second race in such light winds. Once they all said yes, the wind gods heard us. Within 3 minutes, the winds had picked up and stayed between 4 and 7 knots for the entire race. It also shifted once again over 90 degrees, and we had to set an entirely new course.

The 2nd race wind had shifted southwest as forecast, filled in great during the pre-start. Wendell got hung up near the committee boat. John and us were closer to the pin end and had great speed crossing the line. This was a three lap race. John rounded the mark first with team Heine and team Gundlach in hot pursuit. Adam was doing a great job single-handing the Capri in this breeze. All three Scots had spinnakers flying and rounded the leeward mark one right after the other. Heading to the windward mark there were several close crosses, lee bow tacks and covering going on. The pack rounded the windward mark in a near replay of the first lap, and the three Scots stayed close for the second downwind run. Nancy and I were neck and neck with John for a while but could not pass since we were to leeward. There was a lead change going upwind where we got ahead of John but as we rounded the windward mark John went wide on a reach and got a great burst of speed where he suddenly got a good lead while we were messing with our spinnaker. With our spinnaker flying we closed the gap and had team Gundlach right behind us, but John still rounded the mark first with no spinnaker. Just like the first race all three Scots crossed the finish line very close together after racing for nearly an hour. The difference was this time we did three laps in an hour instead of $\frac{3}{4}$ of a lap!

We had a windward/leeward course 3 times around. Even though the wind was much higher, most of the sailors did not have as good a start as on the first race. However, that didn't seem to stop them once they got started. Even with 3 times around, the Scots all finished within 20 seconds of each other.

Our hats off to Adam on the Capri as well. He was manning it single-handed, and he did an excellent job of staying afloat and giving the Scots some good competition.

Looking for Sailing Class Assistants:

It's a great opportunity to improve your own sailing and it's very rewarding. Instructors can always use your help!

Sailing Instructor Training:

Lake Townsend offers a wonderful sailing education program to our community for both adults and juniors and we are very proud of our sailing program. A large portion of our membership supports these classes and we have a great time teaching others about the sailing we love. Did you know that US SAILING offers certification courses for instructors, and with funding from the Helen Hanley Memorial Foundation, you can offset up to half the cost of the early registration fee. Helen Hanley Memorial Fund

<http://www.sayra-sailing.com/pages/hhanley.htm>

Small Boat Sailing Level 1 Instructor (\$315)

4/17-4/20 Beaufort, SC

5/22-5/26 Lake Norman, NC

5/23-5/26 Beaufort, NC

http://www.ussailing.org/training/Instructors/SBLevel1/sb_instructor.asp

The Small Boat Sailing Instructor Course is designed for sailing instructors who will be teaching beginners how to sail on dinghies, catamarans or small, daysailing keelboats. This course covers sports psychology, sports physiology, lesson planning, classroom, on-the-water teaching techniques and adverse weather activities. Additionally, instructors are evaluated on their sailing and safety boat skills.

Sailing Counselor (\$125)

5/24-5/24 Arapahoe, NC (Camp Don Lee)

6/18-6/19 Arapahoe, NC (Camp Don Lee)

<http://www.ussailing.org/training/Instructors/sc/>

The Sailing Counselor course is designed to prepare camp counselors and staff from community sailing, camp and scouting programs to supervise small boat recreational sailing activities on sheltered and protected waters. The emphasis is on safety and hands-on practice to familiarize candidates with proper boating techniques and terminology.

Race Committee Certification - Powerboat Training

April 19, Lake Townsend (Free)

June 28-29, Lake Norman, NC (\$60)

If you've taken the Power Boat Seminar offered by Lake Townsend, and were surprised and delighted at how much you learned from that, then consider signing up for the US Sailing Powerboat Certification Class being offered at Lake Norman. Tom Clark, Eric, and I attended the course four years ago. Have you seen me dock the signal boat? Smooth and easy. My instructor is very proud of me.

http://www.ussailing.org/training/Instructors/PBI/powerboat_instructor.asp

US SAILING Instructors, Coaches, and Race Support

Boat Operators, in their duties, exercise precision powerboat skills and a thorough knowledge of how to assist sailors and sailboats. To meet these demands, US SAILING provides a rigorous, hands-on training program. Safe Powerboat Handling is a flexible, entry-level course for both youth and adults, and Safety, Rescue and Support Boat Operator covers precision, powerboat maneuvering techniques, rescue procedures for and race support roles

Meet Yer Mates!

Meet your fellow sailors... Starting with the board members, since they are a captive audience!

Meet Yer Mate: Steve Raper



What do you do other than sailing? I have worked in the computer field since 1976 when we had to carve the 0's and 1's into rock tablets with a chisel. Our tools are a little more sophisticated these days and I work for the City of Greensboro as a Database Administrator and

Applications Developer. I enjoy maintaining the club's website, which I first created in 1995, as well as other activities that support and promote the club and sailing.

What boat(s) do you sail/race? In March 1987 I bought a 1985 Flying Scot which had only been sailed six times and was showroom new. The owner said he purchased ten Flying Scots at the same time and this is the one he and his son kept. He leased the other boats out for a year, took depreciation and then somehow sold them at a profit. Sounded a little fishy so I called Flying Scot and sure enough he did purchase ten Scots. I stole the boat at about \$3500 less than the boat show price. What a piece of luck! I had taken the sailing class the previous summer and could sail but rigging and sailing my new Scot was going to be a challenge. The next weekend my non-sailing friends Dwight and Glenn and I took it to the lake and luckily the club was having a tune-up race that day. All the Scotters seemed to be as elated as I was about my new boat and helped us rig it. This is when I first met Starling Gunn and Bill Byrd and was my first taste of what a great class the Scot family is. Glenn videotaped the rigging so in case we got it right we could see how to do it next time. Our only goal for the day had been to figure out how to rig the boat and get it out on the water and back without incident. As it turned out, the Scot guys talked us into racing with one of their experienced sailors on the helm and us as crew. I don't have a clue where we finished now but I do remember we had a great time. You know, that seems to be what we remember most in the long run.

Why did you choose this type of boat? My sailing instructor, Sam Eich, had Flying Scot 2237 and took me out for my first ride on anything larger than a Sunfish or Phantom. The boat just felt huge and I had flashbacks of the Errol Flynn swashbuckling movies I watched as a kid. We had great wind and the boat was just awesome! That first sail really got me hooked on the Flying Scot. I felt sure that

was what I wanted but over the winter educated myself on the pros and cons of other boats and tried to figure out exactly what I wanted as far as type of boat. I decided it must be a sloop rigged monohull that was comfortable, stable and fast, carried a spinnaker and had room for at least four crew. So, I came back to my first thought and decided on a Scot. Plus, I still think the Scot is the most beautiful boat I've ever seen.

How long have you been sailing/racing and what got you interested in it? How did you learn about the club? After I moved to Greensboro I used to take Sunday drives on the outskirts of the city and in the county just to discover what was there. One of the things I discovered was Lake Townsend – I didn't know Greensboro had a lake! That kind of got me thinking about water sports and, not having grown up around water (except ponds for fishing) or boating, I took the Powerboat Squadron class. It was great because it covered everything from trailer hitches to navigation. I later found out that sailing classes were offered by the club at Lake Townsend. So, I took the Learn To Sail class in August 1986 thinking that I would come out and rent a boat a couple of times a summer. Little did I know that this would lead to a profound change in my life. After the class I sailed the rentals, Sunfish and Phantoms, at Lake Townsend and joined the club. I was hooked!

What do you like best about the sailing/racing? The main reason I race is for the camaraderie with my friends. Truth be told, I think we would all like to do a horizon job on the fleet in every race – but, that ain't about to happen! My philosophy about racing has always been this – if you come out and race with yours friends and have fun, regardless of where you finish, then you have won the game of life. There is no better trophy!

What do you like about Lake Townsend Yacht Club? The many wonderful people I have come to know over the years and the experiences we've shared have really enriched my life. We are a mobile society and it is always sad when someone moves away because of their job or other reasons. After becoming good friends with Bill and Sonja when they first moved here, at one point, they considered moving back. I *threatened* them with something if they moved. Darn, wish I could remember what that was because it worked and they stayed! I'm so glad because among other things we did an annual cruise on Smith Mountain Lake with them for many years.

What do you think about the lake? If your first sailing experience is on Lake Townsend you probably do not fully appreciate the lake. When you start going other places you realize that our home lake has a lot to offer. The jetty where we launch and dock our boats in is protected from the lake. When you go to Jordan, Kerr, Norman and other launch

points where *what is on the lake is what is on the docks*, you may find that your boat will be bouncing up and down a foot or two just sitting at the docks due to the waves on the lake created by powerboats. Since there is so little powerboat traffic you can sail at Lake Townsend when you simply cannot sail at other lakes due to the chop. It may take six knots or more of wind to overcome the chop whereas you can sail here in even drifting conditions. Also, there are no hazardous overhanging power lines or tree limbs. We are so used to not having to 'look up' as we move the boat around the marina with the mast up that it is easy to forget when we go other places where there may be overhanging tree limbs and power lines just waiting to grab our masts.

What is your sailing goal for the year? I really enjoy bringing new people into the sport and getting newer sailors up to speed. It is very gratifying to see them progress and become more confident sailors and surpass what I have done. The Yeoman's class we did last year is the kind of continuing education we need to do more of. Racing is great but I would like to see more events like this where we can do something fun and educational regardless of the experience level.

What is your favorite sailing story? This is a long story but I will try to do the Readers Digest version here. It takes place on a beautiful summer day in Charleston, SC where David Layton and I were on his Chrysler 23 and Keith and Wanda Smooth on their Catalina. We were docked at the city marina on the Ashley River and sailed on a reach out past Fort Sumter and the jetty into the ocean for about fifteen miles up the coast along the Isle of Palms. By early afternoon there were beginning to be signs of storms in the distance headed our way. We sailed all the way back on a beat and in some pretty large surf in an effort to get back to the bay before the storm hit. Worse case of bad timing ever – by the time we finally sailed into the bay, the storm jumped right on top of us. Rain so heavy you could only see a few boat lengths and continuous 'straight down' lightning strikes all around us. Yes, we were in the middle of hell! We were motoring by now with David steering and I was sitting in the cockpit with my arms tucked in front of me and my head almost to my knees to make as small a target as possible. There was electricity in the air and on the water. David made the mistake of resting one of his hands on a winch and promptly got shocked. A minute later he did the same thing with the other hand and got shocked again. He looked up at the sky and said "Okay Lord, I get it now". We just had to laugh – it was either that or cry. As we approached the Battery, which is less than a mile from the marina, lightning struck the antenna at the top of the mast. There was a flash with an incredibly loud 'crack' and in the same instant a rattling noise at our feet in the cockpit. Turned out it was the antenna that had been blown off the top of the mast and was spinning like a baton when it shot into the cockpit at speed. We continued down the Ashley

and on to our dock. We hurriedly secured the boat and like magic, the storm, rain and lightning were instantaneous replaced with a clear blue sky. I was feeling pretty calm and talking to Wanda when a worker on a dock cart sneaked up behind us and beeped the horn. I must have jumped a foot straight up in the air and when I landed I realized "I need beer, lots of it and right now!".

What is your favorite sailing story about another club member? I have several stories that Bill Byrd figures into and this one is from a couple of years ago at one of our after race socials. I don't remember how we got on this topic but Sonja Hughes, Pam Cheek, Bill and I were having a conversation about the relative merits of being a vegetarian. After discussing some of the pros and cons there was a slight lull in the conversation and Bill summed things up nicely by saying "Well... let me put it this way. When I get ready to eat... *something's going to die!*". Bill, I concur!

SAILBOATS FOR SALE!

1981 Isotope - \$2500 with sails and a galvanized trailer. Crossbar, dolphin striker, and trampoline have been replaced and an extension added to the righting bar. Good boat for a beginning racer or someone looking to get back into racing. She won the 2005 Governor's Cup and continues to give challenge to the fleet leaders. Eric and I have owned this boat since 1998. She's gotten us hooked on Isotopes, so much so that we are upgrading to a 2006 model.

Boat specifications at <http://www.intl-fiberglass.com/isotope.html>.

Fleet Activities -

<http://www.intl-fiberglass.com/Isotope%20Nationals%202006.html>

Call or email if interested: 919-732-5410;
joleen.rasmussen@bowebellhowell.com

Vanguard 470, one main, two jibs and a spinnaker and comes with a trailer. We're asking \$1900, but might be willing to negotiate if we get a decent offer soon. Contact Clay Johnson at CLAYCARY@aol.com (The original owner sailed it in the Olympic trials in 2000)

Great providence!

1986 12'2 ft. Howmar daysailer/racer in good condition for sale in Greensboro. Designed by Sparkman and Stephens. A very fast fun boat. 90 sq. ft. of sail with jib and spinnaker. Beam 4'10". '86 w/ long trailer. \$1500 for both, includes all sails, etc. Appraisal done in 2004. Call Carole Drexel - (336) 274-4789 or cdrexel@triad.rr.com

14 Force 5 sailboat with trailer - \$550. Ready to sail. Excellent boat for single-handed daysailing and racing. Contact David Layton at 336-643-0282.

Let's Go Sailing!



**2nd Annual
Piedmont Interclub Challenge
Sunday, April 6, 2008
Lake Townsend Yacht Club
vs.
Carolina Sailing Club**

To promote sailing and interclub camaraderie in the Piedmont region of North Carolina, Lake Townsend Yacht Club challenges the Carolina Sailing Club to a one day competition.

TUNE-UP

Lake Townsend invites Carolina Sailing Club participants for a day of Tune-Up Racing on Saturday, followed by a social. Boats may be left rigged overnight. Competitors Meeting is at 10:00, racing til about 3:00 pm.

SUNDAY REGATTA SCHEDULE

Competitors Meeting: 11:00 am

First Signal: 12:00 pm

FURTHER INFORMATION

Joleen Rasmussen, Lake Townsend Yacht Club: ejrasmussen@mindspring.com

Dave Puckett, Carolina Sailing Club: dpuckett@protospeed.com

Lake Townsend Yacht Club Help Lines

<p>Commodore: John Hemphill 336 632-0864 R jmhemphill@gborocollege.edu</p> <p>Races: Joleen Rasmussen (Vice Commodore) 919 732-5410R joleen.Rasmussen@bowebellhowell.com</p> <p>Education: Steve Raper (Rear Commodore) 336 288-3762 R Steve.raper@greensboro-nc.gov</p> <p>Finance: David Raper (Treasurer) 336 6432-7071 R Gwynedd22@bellsouth.net</p> <p>Publicity/History: David Young (Secretary) 336 545-1655 dwyoung@triad.rr.com</p> <p>Property: Fred Lupton 336 288-4284 lupton4@aol.com</p>	<p>Cruising: Starling Gunn 336 939-2508 R justbgunn@bellsouth.net</p> <p>Membership: Kim Kirsh 336 851-5229 R kkirsh@triad.rr.com</p> <p>Social: Sonja Hughes, smhuges@infonline.net Sam Reichelson , reichelson@cs.com</p> <p>Junior Sailing: David Duff 336 282-7773 R David.Duff@analog.com</p> <p>Mayor's Cup Regatta:</p> <p>Newsletter/Directory: Uwe and Nancy Heine 336 585-0951 R heineu@bellsouth.net</p> <p>Webmaster: Steve Raper Steve.raper@greensboro-nc.gov</p>
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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 Uwe Heine, 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
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	lesliep@gborocollege.edu
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	reichelson@cs.com
Catherine Clark	336-315-0414		
Mike Bianco	336-299-4461		mfbyanco@aol.com
Keith and Kelly Francies	366-292-9042	336-362-5335	keith.francies@davey.com

Lake Townsend Yacht Club Frostbite Series-Highpoint

Winter 2007/2008

Open Portsmouth

Skipper	Boat	Sail #	8				9				
			Decimal Elapsed Time	Corrected Time	Code	Place	Decimal Elapsed Time	Corrected Time	Code	Place	
Hemphill	John	FSCT	4043	44.47	48.23		5	51.53	56.94		7
Gundlach	Wendell	FSCT	4416	44.03	47.75		7	51.87	57.31		5
Zahand	Adam	CAT142	0	52.33	52.28		4	66.67	66.67		4
Heine	Uwe	FSCT	3801	44.25	47.99		6	51.67	57.09		6
Borland	Eric	MACD				dns	2			dnc	

Lake Townsend Yacht Club

Frostbite Series-Highpoint

Winter 2007/2008

Open Portsmouth

Skipper	Class	Sail #	Series Total	December			Jan			Feb		
				1	2	Fun	5	6	Fun	9	10	
Andrews	Phil	LASE	69511	24	6	5	7	8	5	6		
Hemphill	John	FSCT	4043	35	5	7	5	5	6	5	5	7
Gundlach	Wendell	FSCT	4416	29	3	4	3	6	4	4	7	5
Gunn	Starling	FSCT	1104	14	8	6	4					
Raper	Steve	FSCT	4051	15	7	8						
Lupton	Fred	FSCT	3638	14				7	7			
Zahand	Adam	CAT142		15	4	3	6				4	4
Heine	Uwe	FSCT	3801	19				4	3	3	6	6
Duff	David	FSCT	3638	0						7		
Borland	Eric	MACD		4				D N S	2		d n s	d n c

We are currently averaging 5 boats starting, with two trophies to be awarded. We would need 9 boats on the line in March 1 to bring us up to three trophies for the winter series. If we expect to be racing, Tanzer 232 will be out there.