



Lake Townsend Yacht Club  
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[www.laketownsendyachtclub.com/](http://www.laketownsendyachtclub.com/)

## Tell Tales

Issue 7 July 2008

### *Schedule of LTYC Events*

EVENT	DATE	TIME	LOCATION
Saturday race - Dog Days	2 August 2008	10:30 hrs meeting 11:25 1 <sup>st</sup> signal	Lake Townsend Marina
Sunday race - Dog Days	3 August 2008	10:00 hrs meeting 10:55 hrs 1 <sup>st</sup> signal	Lake Townsend Marina
Board of Directors Meeting	7 August 2008	17:45 hours	Greensboro College Campus in Room 226 of Proctor Hall West

### **ANNOUNCEMENTS Saturday/ Sunday series continues with the Dog Days series.**

**Looking for volunteers to assist with Yeoman class. Contact Steve Raper for details**

### **Racing highlights**

Joleen Rasmussen

Eric and I arrived at the lake in July not knowing who I would have on Race Committee. Bill and Sonya were already at the Lake, and with them was Hudson Baker. Hudson had met up with David Young during the week and learned that we were needing RC. Hoping for at least one more, Hudson and I got to work readying the equipment, cutting a few corners here and there. (One or two of those Cuts did not meet with Eric's approval when announced at the competitors meeting.)

David Young arrived about 1/2 hour before the competitor's meeting, and we launched the second skiff. Shortly before the competitors meeting, Bill Byrd arrived, and I greeted him enthusiastically. He would be on the Mark boat with David Y, we had a

fully staffed RC. Icing on the cake, Nancy pulled in at 10:27, and we were golden.

With four monohulls and three catamarans, it was going to be one start. We headed out to the sailing area. We had some wind. At 11:16, we were reading 7.2knots. Alas, the winds were also very shifty, sometimes coming off the gulf course, sometimes from the Marina. Sigh, short legs. But at least we had wind. We set the weather mark somewhere in the middle of the oscillations a bit away from the shore, and we dropped the leeward just a bit below us, hopefully not too far in the cove. The starting pin was in the general area of perpendicular to the wind. I actually made it a bit long to adjust for the shifts.

At 11:26, the winds were 2.6, and then went to 5.0 knots at the gun. Some boats were trying to start on port, and with the velocity increase, and accompanying wind shift (From Port Favored to Starboard), it was an interesting start. Sonya quite clearly yelled at Bill to watch out for the starboard catamaran (Bill and Sonya being on Port). For some reason, Sonya had to repeat herself, but by then it was too late, and Eric had to take to port to avoid contact. Bill & Sonya "exonerated" themselves during the racing. at 11:34, the winds were 8 knots,

11:38-2.7. For the most part the winds stayed above 4 knots, but it sure was all over the board. The first race was a 2 lap race and lasted 42 minutes.

RC went into Sequence for the second race within moments of the last boat to finish. One minute before the gun, the winds were 6.6k. At the gun, 3.7, and it went downhill fast from there. Two of the catamarans managed to round the weather mark while there was still wind (2.9knots), well ahead of the rest of the fleet. At which point, RC stopped taking wind readings and focused on getting ready to shorten course .... signal heading down to the leeward mark for the monohulls, and mark heading to weather to shorten for the catamarans. The wind had died, and nothing in sight. As the catamarans rounded the leeward mark, signal headed up to anchor. Both cats were looking at us funny. I told them, they still needed to head to weather. Talk about looks of disappointment. I immediately realized I needed to shorten them at leeward and proceeded to do so. I told Mark to shorten for the monohulls at the weather mark. Race 2 was a 30 minute race for the catamarans and a 40 minute race to the weather leg for the monohulls.

The monohulls had finished near the gulf course, and of course, the wind come in just a bit, enough to sail to the marina, and with the social awaiting us, a good day!

Sunday's forecast was the same as Saturday, but when we arrived at the Lake on Sunday, it sure did not look like Saturday. Sunday turned into an equipment maintenance day, followed by lunch at Panera Bread.



Workday volunteers help keep the rental fleet operational

## Sailing Incentive, part 1

Uwe Heine

Earlier this year my dad offered to give me custody of his 1980 Island Packet 26-foot Shoal-Draft Cruiser, "Incentive". "If you can find a place to keep her", he said, "you can have her. I'll help you sail her to North Carolina." The boat was docked at my parent's condominium on the St. Johns river in Florida. What a great opportunity for us to learn about North Carolina coastal sailing and go cruising with our LTYC friends! Starling Gunn knew of a Marina near Oriental that was sheltered and had very reasonable rates for a boat-slip with power and water. With a new home port arranged I made plans to cruise up the Intracoastal Waterway from central Florida to the Pamlico Sound on the NC coast, a journey of about 600 miles. This would take 2 weeks or more and I would need help. Bill Byrd, Adam Zahand, and my son Andrew volunteered to help Nancy and I with the mission.



My parents with their 26 foot Island Packet MK1, built in 1980.

Making travel arrangements and working out the logistics was challenging. In the end it worked out like this: I would fly to Florida before the 4<sup>th</sup> of July weekend and my dad and I would sail North down the St. Johns River and enter the ICW at Jacksonville. We would sail up the ICW to Savannah, GA, where my mom would pick up my dad, and Nancy would drive down from NC and deliver my new crew, Bill Byrd and Andrew Heine (my 19 year-old). The three of us would continue up the ICW as far as we could until the following

weekend, when Nancy and Adam would meet us. Andrew and I would disembark, drive the car home, and Nancy, Bill and Adam would complete the journey.

Now for those of my friends who were picturing this to be a voyage out on the open sea, fresh salty breezes pushing our canvas northward, I explained that this was going to be motoring up the ICW – in most places a narrow channel or canal – 600 miles through the marshy low country of Georgia and South Carolina – in the heat of July – at 6 miles per hour. Instead of a breezy ocean cruise, picture something more like the Bogart film “The African Queen”...

The evening of July 3<sup>rd</sup> I flew down to Jacksonville. The next morning we bought some provisions, an extra can of diesel and set off from the banks of the St. Johns river at San Mateo. The weather was perfect. We had only a little over a half day to get to our 1<sup>st</sup> stop, 35 miles downriver – There was a nice restaurant at Green Cove Springs, the Outback Crab Shack, that would let you dock overnight for free if you had dinner at the restaurant. We were making good time and there was a breeze so we shut down the engine and sailed for a couple of hours. We had a great seafood dinner and were treated to a 4<sup>th</sup> of July fireworks show right off the dock.



July 5<sup>th</sup>. The next morning we started early with the goal of getting past Jacksonville and off the river onto the ICW. Again we had great weather and motored through Jacksonville – accompanied by dolphins. There was a lot of large scale shipping activity that made us feel pretty small. Once onto the ICW there were no marinas in the area, so we looked for an anchorage at Ft. George Island. We were at ICW mile marker 735 and had traveled about 55 miles that day. When we got there a thunderstorm was brewing and we saw that there was a dock at the Kingsley Plantation, a National Park Services historic site on the island. It was after hours for the park and no-one was there, so instead of anchoring we tied up to the dock to weather the storm. After dark, as the storm was building, a small powerboat approached us with a bank of bright floodlights on the bow – “Oh no, here come the authorities to tell us to get off their dock”. My fears were unfounded, it was just Captain Mac Daniel of “floundergigging.com” with his flounder gigging charter boat. He too was looking for refuge from the approaching storm. I helped him tie up as the wind was building. The storm blew over without incident, and early the next morning we made coffee and started motoring north again.

July 6, day 3. Now we were getting into the low country of south Georgia. Scenic winding rivers and lots of wildlife – alligator, dolphins, egrets, herons, storks, and roseate spoonbills. We passed Cumberland Island where wild horses were grazing right near the beach. As we neared our destination for the day, Jekyll Island, afternoon thunderstorms started building up. We crossed the 2 mile wide inlet at St. Andrew Sound where the breakers of the open ocean met the tide, and the wind from the nearby squalls caused confused seas. My dad steered the boat through this without any problems and we rounded the south end of Jekyll Island into sheltered waters. We were tied up at Jekyll Harbor Marina by the time the squall caught up to us. We had traveled about 50 miles to ICW mile marker 685. The facilities here were very nice – clean private restrooms with showers, well maintained dock, courtesy van available. The food at the restaurant was not spectacular but was welcome after “roughing it” on the boat the night before. Note for future reference – there is no package beer available on Sundays in (at least this part of) Georgia!



Alligator – swim at your own risk



Dolphin at play



Roseate spoonbill

July 7, day 4. We got an early start motoring up Jekyll Creek, and were able to sail through St Simons sound and Sapelo sound. It is so nice to be able to turn off the motor! We are making for an anchorage in a side creek – Walburg Creek. There is a shortcut into Walburg creek if your draft is low enough. The tide was low and the chart said 4 ft and we needed less than 3 ft, so we gingerly nosed our way into the creek and immediately ran aground. This is the part where it gets to be like “The African Queen”. I go over the side and try to push the bow of the boat off to the side. It is soft black mud. The more I push the deeper my legs go into the mud. This is where in the movie Humphry Bogart gets covered with leeches. Good thing this is salt water! When this doesn’t work I take the anchor, put it into the dinghy, and walk it out into deeper water. We try to winch the bow around using the anchor but the mud is so sticky we can’t move the boat. At least the anchor will keep the boat from blowing toward the lee shore when the tide floats us up. Running aground at low tide is not a big problem – you just have to wait a while for the tide to come in. We had an elegant hot dog and beans dinner while we waited. After we finished dinner the boat started to float off of the mud and we went around the long way to the anchorage. With the delay it started getting dark before we got to the anchorage. We navigated by taking bearings of the lighted buoys and anchored on a shoal on the south side of St. Catherine’s Sound. We had traveled 65 miles to ICW mile marker 620.

July 8, day 5. A beautiful sunrise over calm water. We were hoping to get to Savannah around 3 pm, a trip of 37 miles. At the Wilmington River we would turn off of the ICW and dock at an old friend of my dad’s house. At that point my mom would drive up and pick up my dad. Nancy was going to drive my new crew, Bill Byrd and Andrew Heine and drop them off, along with new provisions. We all rendezvoused on schedule and had a great seafood dinner on Wilmington Island. We had traveled a total of 242 miles. The next morning we would start the second phase of the trip, with me as skipper. Continued next month...

## SAILBOATS FOR SALE!

### (Saleboats for Sail?)

#### **20' HIGHLANDER Sailboat #678 (1970),**

See photo below, the "Cordial", Durabilt in Winston-Salem with Long trailer, 2 sets of sails and spinnaker. This is a Sandy Douglas design (of Thistle and Flying Scot fame). Boat is fiberglass in good condition, wood strip needs re-varnishing. Trailer in need of paint job. \$975 or best offer. Gerald Donnelly 336-282-3453.



**1983 Flying Scot** in good shape. White hull with a teal/blue deck. It comes complete with trailer, main (M & N), jib (North), and full spinnaker rig (orange, red, yellow spinnaker). The boat is solid and is ready to go. \$3400.00

Trey Brown

(919)-302-0880

[velocitytrey@gmail.com](mailto:velocitytrey@gmail.com)

**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](mailto: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](mailto:CLAYCARY@aol.com)

(The original owner sailed it in the Olympic trials in 2000)

Great providence!

**12'2 ft. Howmar daysailer/racer** for sale in Greensboro. (don't know year) Designed by Sparkman and Stephens. A great boat for kids, very fast and tippy. 90 sq. ft. of sail with jib. Beam 4'10". 86 long trailer. \$1500 for both, includes both sails, etc. Appraisal done in 2004. Call Carole Drexel - (336) 274-4789 or [cdrexel@triad.rr.com](mailto: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.

**16-foot Isotope**- \$3000 These boats are built for speed and race regularly on Jordan Lake as well as other local regattas. They have been built locally in Durham and New Bern, NC for over 30 years: <http://www.intl-fiberglass.com/boats.html>

This particular boat is vintage 1981 (see pictures below). It is in very good condition, with trampoline replaced a few years ago. Includes:

- Furling jib
- Righting bar (just in case)
- Trailer
- Catamaran sailing book

The boat is very light and can be pulled by any vehicle (including a car). It can be rigged by one person in about 30 minutes and sailed by one or two.

Contact - Phil Herold [[pherold@nc.rr.com](mailto:pherold@nc.rr.com)]

<http://raleigh.craigslist.org/boa/584349841.html>

## Lake Townsend Yacht Club Help Lines

Commodore:	John Hemphill 336 632-0864 R <a href="mailto:jmhemphill@gborocollege.edu">jmhemphill@gborocollege.edu</a>	Cruising:	Starling Gunn 336 939-2508 R <a href="mailto:justbgunn@bellsouth.net">justbgunn@bellsouth.net</a>
Races: (Vice Commodore)	Joleen Rasmussen 919 732-5410R  <a href="mailto:joleen.Rasmussen@bowebellhowell.com">joleen.Rasmussen@bowebellhowell.com</a>	Membership:	Kim Kirsh 336 851-5229 R <a href="mailto:kkirsh@triad.rr.com">kkirsh@triad.rr.com</a>
Education: (Rear Commodore)	Steve Raper 336 288-3762 R <a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>	Social:	Sonja Hughes, <a href="mailto:smhuges@infonline.net">smhuges@infonline.net</a> Sam Reichelson, <a href="mailto:reichelson@cs.com">reichelson@cs.com</a>
Finance: (Treasurer)	David Raper 336 6432-7071 R <a href="mailto:Gwynedd22@bellsouth.net">Gwynedd22@bellsouth.net</a>	Junior Sailing:	David Duff 336 282-7773 R <a href="mailto:David.Duff@analog.com">David.Duff@analog.com</a>
Publicity/History: (Secretary)	David Young 336 545-1655 <a href="mailto:dwyoung@triad.rr.com">dwyoung@triad.rr.com</a>	Mayor's Cup Regatta:	
Property:	Fred Lupton 336 288-4284 <a href="mailto:lupton4@aol.com">lupton4@aol.com</a>	Newsletter/Directory:	Uwe and Nancy Heine 336 585-0951 R <a href="mailto:heineu@bellsouth.net">heineu@bellsouth.net</a>
		Webmaster:	Steve Raper <a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>

### 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	<a href="mailto:cromartie@triad.rr.com">cromartie@triad.rr.com</a>
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	<a href="mailto:lesliep@gborocollege.edu">lesliep@gborocollege.edu</a>
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	<a href="mailto:reichelson@cs.com">reichelson@cs.com</a>
Catherine Clark	336-315-0414		
Mike Bianco	336-299-4461		<a href="mailto:mfbiano@aol.com">mfbiano@aol.com</a>
Keith and Kelly Francies	366-292-9042	336-362-5335	<a href="mailto:keith.francies@davey.com">keith.francies@davey.com</a>

Flying Scot Skipper				Class	Sail #	Sat Total	Sun Total	July	
								9	10
Griffin	Jack	FSCT	5818		7	0			
Heine	Uwe	FSCT	3801		12	15			
Hemphill	John	FSCT	4043		9	10			
Lupton	Fred	FSCT	3638		12	12			
Morris	Steve	FSCT	3500		20	6	3	3	
Moates	Bob	FSCT	2595		4	7			
Young	David	FSCT	2252		6	6			
Gunn	Starling	FSCT	1104		0	0			
Raper	Steve	FSCT	4051		0	0			
Jones	Wayne	FSCT	4088		0	0			
Gundlach	Wendell	FSCT	4416		0	0			

## Open Portsmouth

Skipper				Class	Sail #	Sat totals	Sun totals	July	
								9	10
Andrews	Phil	LASE	185542		15	0			
Bageant	George	TNZ16	690		0	2			
Bouknight	Robert	ST			0	10			
Burchfield	David		8351		6	0			
Duff	David	ISTP	2460		18	8	4	4	
Duff	David	ISTP2			0	0			
Grossie	Bill	BCN			18	6	7	5	
Leverich	Kent	LASE			12	0			
McGorty	Jacquelyn	LASPCU			2	0			
Meldau	Frank	ISTP	100		6	0			
Moore	Gene	ISTP	1776		6	0			
Morton	Scott	BCN	1178		0	0			
Raper	David	TNZ16	1585		7	0			
Rasmussen	Eric	ISTP	U235		37	20	8	8	
Rasmussen	Joleen	ISTP	199		6	4	rc 3	rc 3	
Rasmussen	Joleen (TZ)	TNZ16	232		8	8			
Thorn	Pete	TNZ16	2000		0	11			
Warren	Ken	LI	10386		18	14	6	6	
Zahand	Adam	CAT142	0		0	10			
Zehand	Adam	AQFN			16	0			
Zehand	Adam	ISTP	199		0	0	5	7	
Stark	Chris	DS			6	0	3	3	