



Lake Townsend Yacht Club
PO Box 4002
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www.laketownsendyachtclub.com/

Tell Tales

Issue 1 January 2009

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
Board of Directors Meeting	5, February 2009	17:45 hours	Greensboro College Campus in Room 226 of Proctor Hall West
Frost Bite - Snow Flake	14, February '09	11:30 Skippers Meeting	Lake Townsend
Frost Bite - March Madness	14, March '09	11:30 Skippers Meeting	Lake Townsend

Announcement: Remember the race dates have changed to the second week-end of the month, except for Mayor's cup.

Attention Members: This paper is for the members of LTYC, if you would like to send in an article, or have an article that you would like to see, send it in.

Race Results are attached and also posted on the home page of the website, top center, www.laketownsendyachtclub.com

FROST BITE RACE January –

My first PRO experience

If you read Nancy's article about the race committee last month, you know it is all about teamwork. It is an exciting challenge orchestrating and recording a race and responding to the changing conditions. The brisk wind made for fast paced racing and I was glad to have experienced people assisting me. As the seconds count down there is a lot going on at once and you want everything to go smoothly with a start that

is fair for everyone. With Joleen looking over my shoulder I figured I couldn't get things too wrong! It seems like whenever I start something new it turns out to be a "trial by fire", like when Nancy and I taught our first sailing class by ourselves. Everything was going smoothly when a sudden 20 mph gust came out of nowhere and caused most of the students to capsize all at once. On my first day as PRO I had to contend with chilly conditions and winds that were strong enough that safety was a serious concern. We kept a close eye on the wind gauge and how people were handling the conditions. As it turned out we did have two capsizes that turtled near the end of the second race, but because the people involved were dressed appropriately for the conditions there were no serious consequences. Being on the committee gives you a new perspective on what makes a good race and how the competitors interact. The times you spend on race committee will make you perform better when you are racing. It was a great learning experience for me, and I have a new appreciation for what the race

committee does for us all every race weekend. You can be sure that the next time I cross the finish line the race committee will hear a loud "Thank You!!!" hailing from Flying Scot 3801! (Uwe Heine)



I notice reading the section that Uwe wrote that he didn't mention Phil's capsize. Phil does in his comments about January's race:

Being as close to the water and as close to capsize as I am on a small dinghy, I don't always get the big picture of what is going on with the rest of the fleet.

The capsize was the most exciting part of the day. As many times as I've capsized the thing, I'm getting quite handy at righting it again. The RC seemed entertained by the whole episode as it was within about 50 feet of them.

I don't remember much in the second race other than the capsize and the tight finish I had being the 5th boat of about 5 boats that all seemed to cross within seconds of each other. During the capsize recovery I may have fouled a Scot who had to change course to miss my out of control boom that I couldn't retrieve. Sorry.

In the first race, I was just trying to get clear so I could get off to a good start against John in his Laser. As it turned out the wind shifted slightly and I ended up closer to the pin than I'd hoped. Fortunately this was a lucky shift for me as this made the pin end heavily favored. Half way

down the first leg there was another shift right in my favor right as I wanted to tack anyway, so I might have looked smart when I was really lucky. The rest of the race was just a matter of trying to keep the boat flat.

I had intended to crew on a Scot if that would get another boat on the water. When I saw John, it was tough to pass up the chance to match wits with another Laser being sailed by a better sailor than I. In the future IF I am the only Laser (and my son is not there on Sunfish) I'd be happy to crew and stay dry. (Phil Andrews)

One of the boats that capsized was Bart on the Y-Flyer that he was racing – he mentions being grateful for wearing the appropriate clothing.. (I am reading into this that I get to go shopping!)



My hat is off to the LTYC for everything they did for our boat (the Y flyer) individually and for the whole group of racers. It was a big day for all.

The starting sequence did have me baffled, but that is easily done, too many years of the old 10- 5- 1-minute start sequence. I told my crew Alex that we would start every time we heard a sound just to be sure!

We managed the day well except for that one 19 knot gust that was reported at our finish. You can either hike hard, or lean in to uncleat the jib. We tried the hiking hard but I notice on a Yflyer that once you reach a certain heel angle, you are done hiking or steering. It is jumping off time. My biggest concern was for Alex and getting her out of any tangles in the rigging. A sad story of a young child being dragged to their death in a sinking boat is still on my mind years later. The boat turtled too quickly to get to the

centerboard, so up on the turtle shell we crawled. I am glad we decided to wear our foul weather bib overalls, they provide a great deal of protection, even when your undergarments are soaking. I was never cold or miserable (well, walking around in wet bluejeans for 2 hours is no treat). Those overalls really cut the wind and spray, and I would suggest if you have a pair, wear them.

The boat (which I am borrowing) has zero floatation, and as it is named the Flying Pig, it was an absolute piggy feeling trying to tow that swamped thing back to the marina. My hat (soaking wet at this point) is off again to the rescue crew who had better ideas on how to tow it in than I did. We tied the boat beside the motorboat to tow in, rather than behind (which failed the first time).

For now, I am engineering a floatation system, which includes every 2 liter bottle and milk jug I can find to cram in the boat. I don't drink sodas or milk too often so it is slow going. I have two air bags that will go into the bow also. While the boat will swamp again, it will float a little higher.

Alex and I are really enjoying sailing at LTYC and look forward to more adventures (hopefully dry ones) as the year goes on.

(Bart Streb)



From Joleen:

30 people, 13 Boats, 3 Capsizes, 1 broken boom, 2 pots of Shrimp & Grits, 5 lbs of Chicken Wings, 2 bags of potato chips, one trip to Urgent Care, and winds ranging from 6-19 knots. Made for a fun and exciting day at Lake Townsend.

Once again, LTYC hospitality was in full force as RC had Coffee, cocoa, and Shrimp & Grits for the sailors in the morning and

chicken wings & munchies ready on shore when the sailors returned.

Race Committee was set and ready for racing right on time. Interestingly enough, the sailors didn't quite appreciate the "Sail whatever you like" course signaled by RC. Rather, RC forgot to post the course, and after the Preparatory signal, a few sailors pointed out that they couldn't race without a course. Oops, AP experience/practice for both the Race Committee and the sailors. RC quickly posted the course, then brought AP down, forgetting to first bring the class flag down. RC quickly yanked the class flag down and continued the sequence, watching the sailors to see if any of them "noticed". When two boats started one minute early, RC said yup, two boats synched up with the class flag being up when AP came down, and again went up with AP. As they say, 3rd time's a charm and starting practice is good for everyone!.

Unfortunately, during those starting exercises, Tom Bews/Bob Darby broke the boom of their "new" Flying Scot and headed back to the Marina.

Two races were held, each taking about 21 minutes for the first finisher. RC decided better not run any additional races so as to get everyone back to shore while the getting was good. Well, that was the theory anyway.....

The y-flyers battled it out for daily honors, and ended up with a tie. Not sure how the tiebreaker is broken, as the SIs are silent on that. Maybe, we break the tie by most elegant capsizes of the day - gee - that would be Bart & Alex.

Jack Griffin and Scott Cesar maintain their first place standing, though still only by one point with Bart making great headway in catching up. Phil Andrews is still holding his 3rd place, even with his downwind capsizes performance for race committee.

Vice Commodore	Uwe Heine	Race and Property
Rear Commodore	Adam Zahand	Education
Treasurer	David Raper	Finance
Secretary	David Young	Publicity and Historical
Director	Nancy Heine	Directory & Newsletter
Director	Starling Gunn	Cruise
Director	David Duff	Junior Sailing
Director	Valerie Nieman	Mayor's Cup
Director	Keith Smoot	Social
Director	Debra Reynolds	Social
Director	Steve Raper	Members & Website
Past Commodore	John Hemphill	Nominating

Newly recognized as an honored emeritus was Bob Moates.

There were honors made to the emeriti with a newly designed plaque, Carol Moates, Bill Byrd, Betty Holjes & Frank Meldau.

A fine bottle of Port with laser etched sailboats and verse were presented to John Hemphill and George Bagent.

The trophies were laser etched on black glass with the racer's names and a picture of their winning class of boat. There were custom made by Eric Rasmussen.

Saleboats for Sail -

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

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

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

Lake Townsend Yacht Club Help Lines

Commodore: Joleen Rasmussen 919 732-5410 R joleen.rasmussen@bowebellhowell.com	Cruising: Starling Gunn 336 939-2508 R justbgunbell@bellsouth.net
Races: Uwe Heine (Vice Commodore) 336-585-0951 R heineu@bellsouth.net	Membership: Steve Raper Steve.raper@greensboro-nc.gov
Education: Adam Zehand (Rear Commodore) 336 288-3762 R adam_zahand@yahoo.com	Social: Debbie Johnson DAREYNOL@uncg.edu Keith Smoot Gwahir23@Embarqmail.com
Finance: David Raper (Treasurer) 336 6432-7071 R Gwynedd22@bellsouth.net	Junior Sailing: David Duff 336 282-7773 R David.Duff@analog.com
Publicity/History: David Young (Secretary) 336 545-1655 dwyoung@triad.rr.com	Mayor's Cup Regatta: Valerie Nieman valnieman@yahoo.com
	Newsletter/Directory: Nancy Collins-Heine 336 585-0951 R heineu@bellsouth.net
	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 Nancy Heine, Newsletter Editor (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
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	reichelson@cs.com
Catherine Clark	336-315-0414		
Mike Bianco	336-299-4461		mfbiano@aol.com
Keith and Kelly Francies	366-292-9042	336-362-5335	keith.francies@davey.com

**** Attention ** – Can't remember the password for the login required for the Members Cove area on the website?? There is now a [\(Need password?\)](#) link. Click on this & it will bring up an email form addressed to our WebMaster with the subject line 'LTYC Members Cove login: - Send me your name and email address to receive login name and password.'**

January Race Results - Race Results also available via
<http://www.laketownsendyachtclub.com/Documents-temp/raceresults.pdf>

Lake Townsend Yacht Club
 Summer Series
 January
 Open Portsmouth



Skipper	Crew	Boat	Sail #	Place	Total Score	R3 6-16 kts 56deg				R4 6-12 kts			
						Elapsed Time	Corrected Time	Code	Place	Elapsed Time	Corrected Time	Code	Place
Streb	Bart	Alex Streb	YF 15	1	26	21.93	25.38		14	21.03	23.92		12
Murphy	Charles	Tom Deaton	YF 2678	2	26	21.97	25.43		13	20.73	23.58		13
Griffin	Jack	Scott Ceasar	FSCT 5818	3	21	24.27	27.24		10	21.68	23.98		11
Andrews	Phil		LASE 2/69511	4	20	24.4	26.81		11	22.9	24.81		9
Fragakis	John		LASE 6847	5	19	24.82	27.27		9	22.55	24.43		10
Bouknight	Robert	Lucas Bouknight	LI 13380	6	17	22.62	26.49		12	24.42	27.88		5
Lupton	Fred	Barb Lupton	FSCT 3638	7	16	25.05	28.11		8	22.57	24.97		8
Hemphill	John	Bill McGalliard	FSCT 4043	8	14	25.45	28.56		7	22.75	25.17		7
Rasmussen	Eric	Nancy Collins	FSCT 3801	9	12	27.72	31.11		6	24.48	27.08		6
Morris	Steve	Kevin Reilly	FSCT 3500	10	8	31.67	35.54		4	27.9	30.86		4
Morton	Scott	Debbie Morton	BCN 1178	11	7	29.92	34.67		5			DNF	2
Bews	Tom	Bob Darby	FSCT 2680	12	2			DNS	2			DNC	
Kobelev	Sergey		CAT142	13				DNC				DNC	
Heine	Uwe		FSCT 3801		6			RC	3			RC	3
Rasmussen	Joleen		TNZ16 232		0			RC				RC	
Reynolds	Deborah				0			RC				RC	
Young	David		FSCT		0			RC				RC	
Zahand	Adam				0			RC				RC	
Gundlach	Wendell		FSCT		6			RC	3			RC	3

Lake Townsend Yacht Club

Frostbite Series

Dec 2008-Mar 2009

Open Portsmouth Monohull



Skipper	Class	Sail #	Total	Dec				Jan				Fun	
				1	10	2	10	3	13	4	13		
Griffin	Jack	FSCT	5818	43	12	10	10	11					
Streb	Bart	YF	15	42	7	9	14	12					
Andrews	Phil	LASE	185542/6	39	11	8	11	9	6				
Lupton	Fred	FSCT	3638	35	8	11	8	8					
Bouknight	Robert	LI	13380	33	10	6	12	5					
Heine	Uwe	FSCT	3801	27	9	12	3	3					
Murphy	Charles	YF	2678	26			13	13					
Hemphill	John	FSCT	4043	25	6	5	7	7	5				
Morris	Steve	FSCT	3500	20	5	7	4	4	3				
Fragakis	John	LASE	6847	19			9	10					
Morton	Scott	BCN	1178	13	3	3	5	DNF	2				
Rasmussen	Eric	FSCT	3801	12			6	6					
Bews	Tom	FSCT	2680	10	4	4	RC DNS	2	RC DNF				4
Gundlach	Wendell	FSCT		6			RC	3	RC	3			
Nieman	Valerie			6	RC	3	RC	3					
Rasmussen	Joleen	TNZ16		6	RC	3	RC	3					
Reynolds	Deborah			6	RC	3	RC	3					
Young	David	FSCT		6	RC	3	RC	3					
Zahand	Adam			6	RC	3	RC	3					
Russel	John	FSCT		3			RC	3					
Bouknight	Lucas	LI	13380	0									7
Kobelev	Sergey	CAT142		0			DNF		DNF				