



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

Tell Tales

Issue 9 September 2009

Schedule of LTYC Events

| | | | |
|---------------|--------------|--|--|
| Board Meeting | 01 Oct '09 | 17:45 hours | Greensboro College Campus in Room 226 of Proctor Hall West |
| Great Pumpkin | 10-11Oct '09 | 10:30 Skippers Mtg Sat 10:00 Skippers Mtg Sun | Lake Townsend |
| OHYC-vs-LTYC | 14 Nov '09 | 10:30 Skippers Mtg | Lake Townsend |

September race highlights “Harvest Moon”

Uwe Heine



Ken's spinnaker – 300 sq ft!!

Our streak of good luck with weather for the summer series continued this month with a beautiful weekend, temperatures in the low eighties and breezes around 5 knots. Saturday's race had 13 participants, two of which were Capris with junior sailors. The juniors ran a shorter course and were scored separately. There were seven Flying Scots racing – a great one-design turnout for a club race! Four boats raced in the open monohull category – a Laser, a Capri (yes, all 3 rental Capris were on the water!), a Buccaneer, and a Lightning.

The wind was somewhat shifty oscillating between north and northwest. At the starting signal there was an abrupt shift to the left and our boat and the buccaneer to leeward of us were suddenly stuck head to wind. Unable to steer, we drifted towards each other while the rest of the fleet beat up to the windward mark. We were the LAST boat to cross the starting line! I had been noticing a pattern to the wind – coming in from the north, then a lull, then a fresh breeze from the northwest, then it would

repeat. Wind on Lake Townsend is hardly ever predictable, but since we were in last place we decided to gamble and during the next lull, while all of the fleet was on the right side of the course, we drifted off to the left and hoped for the fill in from the northwest. Right on cue, a fresh breeze came to our side of the course. We sailed past all 12 boats before the new wind reached them and then held our lead to win the race! Sailing off on your own is generally not good strategy, but when you are in last place it may pay off to take a chance.



Sunday was almost as good a day as Saturday, but the winds were shifting even more, making the setting of the marks a challenge. Four Flying Scots and Ken Warren in his Lightning participated. It really was a great weekend to be on the lake, and Debbie continued to spoil us with grilled hamburgers, hot dogs and fixins on both days. Even if you are not into the racing aspect of sailing, come out to the lake on race weekend for the food, drinks and camaraderie!

LTYC - Down East Cruising Labor Day Week-end.

Nancy Collins

Richard Connelly, his son Brian and Daughter-in-law Jenny met Starling, Glenda, Uwe, and I on the coast for Cruising. It was loosely arranged to call when we got down there. We started slow and got down to Whortonsville around 1.

We had the (now) 3 dogs in tow. We bundled everything onto our boat and took off into the sound for at least for a few pleasant hours. The wind was blowing at a nice 10 knots or so. We had a great sail and headed back to the slip before dark.

We finished tying up and called Starling to find out that everyone was going to meet at M&M's. We met Richard Connelly and his family there along with Starling and Glenda.

(Their daughter, son-in-law and the twins were also there.) Richard and family were staying at the River Neuse Suites, which has a gorgeous view of the Neuse River. They had rigged their Ensenada 20 and had sailed until the winds had started picking up and they had come in for dinner. The next day, the winds were supposed to be 15-20. We were to meet up on the river with the Connelys. The next morning we talked to some people who had come back in from sailing who told us NOT to go north. The winds were out of the north. So the wind had a long way to move the water and cause the waves to build. Well we did go out. We had 2 of the dogs in little life vests and one tied to a cleat – we did not want a “dog overboard maneuver”. And after about 45 minutes and watching the dogs slide around on the deck we decided to go in. Well maybe it was the pathetic looks we got when the water drenched them from over the side. It was quite a ride, lots of rocking and rolling. We had decided to reef the main before we went out and we only pulled the genoa part way out. Then

we motored back in and pulled up to Starlings Dingy dock. The Connelys were there, with their boat. The men took turns discussing how the lines should be manipulated during a tack and what to do with the winches. (not the wenches, they got involved too, since they are generally the ones that are dealing with the lines during a tack.) They had to head back, so we went back to the boat. The forecast had been for 15-20 all labor day week-end. We woke about midnight to rain. It rained all night. It was raining when we got up. We decided we couldn't do anything and packed everything into the car (w/3 wet dogs) and left. I checked the weather radar, it rained all day.

Trailer maintenance -

Nancy Collins

We were driving home from New Bern on a particularly smooth piece of road, Uwe notices that there was a slight difference in the way the van was pulling the trailer. We looked in the mirror to see chunks of tire blowing away from the quickly disintegrating tire on the right side of the trailer!

Lucky for us, Steve Raper had told us his story of a trailering incident and we had taken along a spare. It was complete with wheel. We weren't in a particularly heavily traveled section of 40, and there was a nice sized shoulder. The Van had a jack and we had the tire/wheel changed out in less than 15 minutes. (Though just in case I had my boat trailering insurance card handy.)



The dogs inspect the damage

We hear frequently from other skippers about trailer incidents or tips on trailer care.

Wendell's recent picks -

The winch line, Wendell says the polypropylene lines that were original equipment should be replaced with the webbed belt. These have a tendency to age and snap under load, say when you are winching your boat up onto the trailer and possibly striking you in the face or eyes or when it's the only means of holding the boat on and you are backing it down the ramp.

Another pick from Wendell is to inspect the boards that the boat sits on. If these are exposed to the elements, they are also exposed to decay and will decay and break apart over time. If one of these broke apart on the road the hull could be seriously damaged.

From Steve:

Bearings: Steve's story is about going on a long trip and seeing smoke coming from

his wheel bearings on Sunday evening.

Steve recommends NOT using the bearing buddies, because it is just too easy to pump grease into the bearing and not to inspect them. Verify while on the road if the wheel hubs are hot, this is one indication that the bearings need to be replaced.

But the bearings need to be removed every year or so, and inspected or replaced and regreased.

There are many websites that describe this process: but since most sailboat bearings don't get submersed under water when launching the boat, ours don't ever make it in to the water, and would last longer

My favorite -

The rollers, our trailer is 30+ years old, it didn't have a lot of use and was stored in a warehouse. But rubber deteriorates over time. When we first got the trailer it had the old black rollers on it. This is one of the first things that we replaced, but the only thing that was available at the boat store we went to was the same black rubber roller. These soon fell off the shaft and were in danger of gouging the boat in addition to the black streaks. With a little research I found wonderful orange translucent urethane rollers (Stoltz rollers) that have held up, don't mark the boat, AND were made in the US.

& Uwe's pick:

TIRES: We must have had the

original tires on our trailer. (ditto on the rubber deteriorating over time here...)

Time and elements take their toll on tires, according to one tire retailer you should replace them every 3-5 years.

The combined capacity of all tires should exceed the loaded trailer by 20%.

Speed ratings on tires: Tires beginning with ST are special trailer tires with stiffer sidewalls to improve trailer stability and reduce sway.

There are going to be several options with trailer tires/wheels. Rim Size, holes, load capacity.

All ST tires have a maximum speed rating of 65 MPH.... not 80 Uwe.



This looks much better!

About \$60 at Northern Tool

Rinse trailers off that have been in Salt Water. **From Starling:** use the tie down strap when leaving the boat on the trailer, particularly when the mast is up, this will give it some additional support in high winds.

Don't forget to occasionally check lights, safety chains. Carry bearing kits, a spare wheel with tire and those all important bungee cords, particularly the rubber ones with the metal hooks. (& the ever present tool boxes.)

~ If you want to add your picks, Let me know.

Saleboats for Sail!

Live out your inner Pirate - Buc Opportunity!

Unfortunately the time has come when we must part with our Buccaneer. She is hull number CBC285470774, one of the Chrysler vintage boats, listed as a 1974 model. We have done a few modifications, such as raising the mast step and replacing the old centerboard gasket with the new version, but she is basically as she was designed. She comes with a trailer and is ready to sail. We have found that we simply do not have enough time to devote to sailing her, as we also have a 31-footer and not enough time to spend with her. We bought "Blue Ayes" when we moved from Florida to North Carolina as we knew that we would not be able to race the big boat here and we wanted to be able to race. There is a limit, however... We are asking \$1750 for boat and trailer. I can forward pictures to anyone who is interested. Thanks. **Arrr!**
bombaystar@embarqmail.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

12'2 ft. Howmar day sailer/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

Lake Townsend Yacht Club Help Lines

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|--|---|
| 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 Reynolds 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

**** REACH OUT AND CALL SOMEONE ****

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 | | mfbanko@aol.com |
| Keith and Kelly Francies | 336-292-9042 | 336-362-5335 | keith.francies@davey.com |
| Valerie Nieman | 336-908-3976 | | valnieman@yahoo.com |
| Rita Parham | | | rparham@triad.rr.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.'

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

