



Lake Townsend Yacht Club  
 PO Box 4002  
 Greensboro NC 27404-4002  
[www.laketownsendyachtclub.com/](http://www.laketownsendyachtclub.com/)

**Tell Tales**

Issue 12 December 2009

*Schedule of LTYC Events*

Board Meeting	07 Jan '10	17:45 hours	<small>Greensboro College Campus in Room 226 of Proctor Hall West</small>
Change of Watch	16 Jan '10	18:00 hours	Reynolds Center
Frigid Digit	09 Jan '10	11:00 Skippers Mtg Sat	Lake Townsend
Board Meeting	04 Feb '10	17:45 hours	<small>Greensboro College Campus in Room 226 of Proctor Hall West</small>
Snowflake	13 Feb '10	11:00 Skippers Mtg Sat	Lake Townsend

**Change of Watch.**

*The Change of Watch will be at the Greensboro College's Reynolds Center. The invitation was sent out via email and is on the last page.*

**Old Frosty - The Wind vs LYTC Sailors**

Our first frostbite series had a large and enthusiastic crowd. The weather was crisp.

.... The only unenthusiastic participant was the wind. It was hugely absent.

We got to the lake and were greeted by a crowd that had gathered by the cars.... "did you bring the wind?"

Bob Darby commented on the lake, " You know those telescope enthusiasts would really appreciate the mirror that is the lake" It was a perfect unmarred reflection of the trees on the opposite side.

Since there was a hunting class in the training room, we gathered out under the tree and ate Debbie's wonderful egg and sausage casserole.

In fact the small crowd that had greeted us ,

had expressed some concern that Debbie might not show up.

We watched to see if the 3 random patches of wind would develop into anything. There was some discussion on taking the 3 Lake Townsend motorboats out and having a pull contest around some marks, & some discussion on a paddling contest, though we get enough of those on the windless summer days (it would have kept us warm.) We had a good two hours of socializing, but in the end, racing was cancelled for the day.

**The Byrd Challenge.**

Before we left, Bill Byrd stood up and issued a challenge: Byrd said in essence – put your actions where your mouth is, take a beginning sailor out once a month and tutor them. Show them the enthusiasm of sailing. Then they will get better and want to race and you will get better because you have better competition.

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Thanks to the race committee, Debbie, Rachel and Gloria.



## Impromptu Training Daysail

~ Steve Raper

A few weeks back Dan Shaw and Dale Wright sailed with me on my Scot one Saturday. It was a good day for it as the winds were about 4-8 knots with regular fills coming from the coves and dam. There were also big gradual 'walking' shifts which made it perfect to practice staying on course. Dan has crewed in our race series a couple of times and Dale has been sailing the Capri's a lot since class. This would be a day for some further training.

The first thing we did once out onto the lake was to make a quick survey of everything on the boat. This is the time to discover and correct a keeper pin not in the tiller, halyards crossed up, etc. Is the sail pulled up the mast as far as it should be, tack-pin in, is the outhaul tensioned properly, Cunningham hooked up in case it gets windy later? Make sure the boat is 'ship-shape'.

Next, try to sail into an area of the ambient wind of the day so far and fine tune your sail setup. The idea is to sail upwind and really focus on getting and marking some reference points for trimming your sails later. Get on the best close hauled course you can do and one you can maintain long enough to make some adjustments to the sail controls. First, make sure the main is in as far as it should be. Upwind, the farthest out the end of the boom should ever be is just inside the back corner of the boat in very light air and will be sheeted closer to the middle of the transom as the wind picks up. Except for very light and very windy conditions, the boom is typically aligned parallel with the top batten of the sail. You sight that by looking from under the boom up to the batten. Don't

wreck the boat - you can get your crew to check that while you steer. This is hard to check on the rentals - no battens. It bears repeating - you are not sailing a close hauled course with the end of the boom hanging out past the back corner of the boat.

Now, get your jib trimmed properly. The tendency is to trim the jib in tighter than it should be. This is slow because it will just dump disturbed air into the backside of the main instead of sending a flow of air that will enforce the air flow. Except for very light or windy conditions the jib will be trimmed so that the upper batten will be parallel with the centerline of the boat. Stay on that good close-hauled course while your crew adjusts the jib, goes to the low side briefly to check the batten, if no batten, see if the leech of the jib is hooked inward or foot of the sail is hooking up to windward. If so, the jib is too tight. You should have a small roll of plastic electricians tape in your favorite color with you. Use this as you make your adjustments and find the best sail tuning to be able to repeat the settings. Wrap two or three turns around each jib sheet at a point that will line up with something on the boat. Or just put another short piece of tape on the boat, maybe back of the seat, and line up with that. This way you have a target to sheet to right away instead of having to guess every time you tack. If the new wind is more than your tune-up wind you know you'll be pulling the sheet in harder and past the mark or not quite to the mark if lighter air. You'll find this will be a great help when you need to sheet out briefly for a gust then reestablish the trim you had.

Proper communication is a huge part of sailing successfully with a crew. The skipper should always give the crew fair warning of upcoming course or trim changes. "Let's fall off to a beam reach in a couple of boat lengths", "We'll take that boats' stern". The crew should let the skipper know they are ready to tack when the tack is called. When asking crew to trim, indicate the amount with one of three increments: a *click* is about  $\frac{1}{4}$  -  $\frac{1}{2}$  inch, *trim* in/out usually means it needs several inches or more and *big fix* means it is way out of trim and

needs several feet.

It took chasing the wind around the lake for awhile to get in position but we hoisted the spinnaker a few times and did some gybes. The spinnaker has a halyard which raises it to the block near the top of the mast. Each bottom corner has a line attached to it and these are run to a turning block near the back of the boat. The spinnaker pole clips onto a ring on the mast and may be hung on either side of the boat. The line to which the spinnaker pole is attached is called the *guy* and the other line, which is trimmed when flying the chute is called the *sheet*. When racing and trying to put it up/down as quickly as possible things are going to get crossed up, or the sheet is going to go completely under the boat, etc. There are dozens of variations - in any case, disaster control is the norm. So, when things go wrong remember - that's just racin'! Sorting out a bad spinnaker wrap and then discovering you're still in the game feels pretty good. We'll continue to do more on the water training on this.

On our boats we have a lot of clues to help us figure out what the wind is doing and if our trim is correct. Telltales along the luff of the jib help show us if we are 'in the groove' when going upwind and if the jib is as open as it should be when reaching. Telltales in the draft pocket of the main sail show us if we have air flow over the backside of the main. A sparfly at the top of the mast will indicate a big shift in wind direction more quickly especially when going downwind. Or, if it just spins in circles tells you the wind is really squirrely. Telltales about head-high on the side shrouds help show if we are on a close or beam reach. Some of the best sailors, like Dick Shultz, don't use much in the way of telltales though. So, on the rentals just be like Dick and trim your sails to get the shape right for the conditions and then use the luff of the main and jib to sail by.

One thing we did and you should do is, after you have your sail trim setup, do some warm up tacks and gybes. Get close hauled and do a series of a half dozen or more consecutive tacks. You don't

learn much from doing one tack every twenty minutes or more. Tack or gybe, then give it a few boat lengths for the boat to get back up to speed and tack/gybe again. Tack only when the boat is back up to speed. The worst thing you can do when the wind and waves are up is to tack when the boat is moving slowly. Try doing some penalty turns - that is, do a 360 degree turn (oops! you hit the mark) or a 720 degree turn (oops! you fouled another boat).

You really need to burn in the points of sail too - close-hauled, beam reach and run in particular. Adjust your sails and course for one of these points of sail and then steer to stay on this point of sail regardless of how much the direction of the wind changes. Stay on that point of sail - even if it turns you in circles!

If you have questions about anything at all please let me know and I will try to help.

*Steve has been instrumental in training many sailors.*



Steve & Uwe

## Looking for Scots

There are a number of sailors that are looking for Flying Scots. If you have a Flying Scot and you don't feel that it is getting the love and attention that it needs contact me - or the Flying Scot Fleet captain and we can put you in touch with a number of eager Scot Sailors.

[heineu@bellsouth.net](mailto:heineu@bellsouth.net) OR [Steve.raper@greensboro-nc.gov](mailto:Steve.raper@greensboro-nc.gov)

## 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](mailto: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](mailto: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](mailto:cdrexel@triad.rr.com)

Here is a link to a sister boat -

<http://www.sailingtexas.com/showmar12100.html>

Best Wishes for the Holidays from the Officers and Board of the Lake Townsend Yacht Club!!!!



## Lake Townsend Yacht Club Help Lines

|                                           |                                                                                                                                           |                              |                                                                                                                                                                                  |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Commodore:</b>                         | <b>Joleen Rasmussen</b><br>919 732-5410 R<br><a href="mailto:joleen.rasmussen@bowebellhowell.com">joleen.rasmussen@bowebellhowell.com</a> | <b>Cruising:</b>             | <b>Starling Gunn</b><br>336 939-2508 R<br><a href="mailto:justbqunbell@bellsouth.net">justbqunbell@bellsouth.net</a>                                                             |
| <b>Races:<br/>(Vice Commodore)</b>        | <b>Uwe Heine</b><br>336-585-0951 R<br><a href="mailto:heineu@bellsouth.net">heineu@bellsouth.net</a>                                      | <b>Membership:</b>           | Steve Raper<br><a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>                                                                                  |
| <b>Education:<br/>(Rear Commodore)</b>    | <b>Adam Zehand</b><br>336 288-3762 R<br><a href="mailto:adam_zahand@yahoo.com">adam_zahand@yahoo.com</a>                                  | <b>Social:</b>               | <b>Debbie Reynolds</b><br><a href="mailto:DAREYNOL@uncg.edu">DAREYNOL@uncg.edu</a><br><b>Keith Smoot</b><br><a href="mailto:Gwahir23@Embarqmail.com">Gwahir23@Embarqmail.com</a> |
| <b>Finance:<br/>(Treasurer)</b>           | <b>David Raper</b><br>336 6432-7071 R<br><a href="mailto:Gwynedd22@bellsouth.net">Gwynedd22@bellsouth.net</a>                             | <b>Junior Sailing:</b>       | <b>David Duff</b><br>336 282-7773 R<br><a href="mailto:David.Duff@analog.com">David.Duff@analog.com</a>                                                                          |
| <b>Publicity/History:<br/>(Secretary)</b> | <b>David Young</b><br>336 545-1655<br><a href="mailto:dwyoung@triad.rr.com">dwyoung@triad.rr.com</a>                                      | <b>Mayor's Cup Regatta:</b>  | <b>Valerie Nieman</b><br><a href="mailto:valnieman@yahoo.com">valnieman@yahoo.com</a>                                                                                            |
|                                           |                                                                                                                                           | <b>Newsletter/Directory:</b> | <b>Nancy Collins-Heine</b><br>336 585-0951 R<br><a href="mailto:heineu@bellsouth.net">heineu@bellsouth.net</a>                                                                   |
|                                           |                                                                                                                                           | <b>Webmaster:</b>            | <b>Steve Raper</b><br><a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>                                                                           |

### 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 | <a href="mailto:cromartie@triad.rr.com">cromartie@triad.rr.com</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:mfbyanko@aol.com">mfbyanko@aol.com</a>                 |
| Keith and Kelly Francies | 336-292-9042 | 336-362-5335 | <a href="mailto:keith.francies@davey.com">keith.francies@davey.com</a> |
| Valerie Nieman           | 336-908-3976 |              | <a href="mailto:valnieman@yahoo.com">valnieman@yahoo.com</a>           |
| Rita Parham              | 336-643-8755 |              | <a href="mailto:rparham@triad.rr.com">rparham@triad.rr.com</a>         |
| Chris Maginnis           | 336-760-9811 |              | <a href="mailto:cmaginnis@nuvox.com">cmaginnis@nuvox.com</a>           |

**\*\* 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.'

# Lake Townsend Yacht Club Change of Watch Banquet

January 16, 2010, 6 PM

## Greensboro College Reynolds Center

Main Stage  
1015 W. Market St.  
Greensboro, NC, 27401

Program includes . . .

Social (wine and beer cash bar)  
Slide show of 2009 activities  
Buffet Dinner  
2009 Racing Series Awards  
Change of Watch (installation of new officers)  
Special Presentations

Reservation Form (by January 9, 2010)

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Name(s) \_\_\_\_\_

Number attending \_\_\_\_\_ x \$15 = \_\_\_\_\_ Total

Mail form and check to

LTYC  
PO Box 4002  
Greensboro, NC, 27404-4002

<http://maps.google.com/maps?hl=en&client=firefox-a&rls=org.mozilla%3Aen-US%3Aofficial&tab=nl>