

May 2014

TELL TALES

Lake Townsend Yacht Club • PO Box 4002 • Greensboro NC 27404-4002 • www.laketownsendyachtclub.com



Interclub Recap
Mayor's Cup is June 6-8



All members are encouraged to update their CPR and First Aid training. Local courses are available from the American Red Cross: gso.redcross.org/get-trained/schedule

Thanks to Jeanne Allamby, Uwe Heine, Jim Heffernan, Steve Cardoze, US Sailing, Alan Taylor for photos, articles & scores this month. Have ideas, articles, photos or contributions for inclusion in the newsletter? Send them to newsletter@laketownsendyachtclub.com.

Lake Townsend's Schedule*

November to February: 8 am to 5 pm (closed Thursdays)

March and October: 7 am to 7 pm

April and August: 7 am to 8 pm

May to July: 7 am to 8:30 pm

September: 7 am to 7:30 pm

*Lake Townsend is always closed on Wednesdays and is open at 8 am on Sundays year round.

All city lakes will maintain normal operating hours during all holidays with the exception of Thanksgiving Day, Christmas Eve, Christmas Day and New Year's Day; the lakes will be closed on those days.

<http://www.greensboro-nc.gov/index.aspx?page=1319>

ON THE COVER: Piedmont Interclub, April 6, 2014, second race starting line. Photo by Michael V. Crouch

UPCOMING EVENTS

Summer Race Series	May 10 & 11 • Sign up at the scratch sheet online •	11 a.m.	Lake Townsend
Let's Go Sailing!	May 31 VOLUNTEERS NEEDED • sign up at the scratch sheet online •	TBD	Lake Townsend
Mayor's Cup	June 6-8 • sign up at the scratch sheet online •	TBD	Lake Townsend
Summer Race Series	July 12-13 • Sign up at the scratch sheet online •	11 a.m.	Lake Townsend
Summer Race Series	August 9-10 • Sign up at the scratch sheet online •	11 a.m.	Lake Townsend
Junior Regatta	August 23 • Sign up at the scratch sheet online •	11 a.m.	Lake Townsend

2014 LTYC Club Calendar is on page 10

2014 Calendar and participation scratch sheets are posted on the website.

All members welcome at board meetings: first Thursday each month, 5:45pm, at Greensboro Christian Church, 3232 Yanceyville St., 27405

SAVE THE DATE Let's Go Sailing 2014 - May 31, 2014.

Volunteer(s) needed for this community event.

Please email ltycboard@laketownsendyachtclub.com.

What's a Scratch Sheet?

A few years back, big regattas started posting scratch sheets on the internet to drum up interest and promote participation. As there is typically no cost to signing up, Scratch Sheets give a good indication of who is thinking about going to an event. It helps the organizers plan and prepare for the event. LTYC has set up a Scratch Sheet in Google documents for its events. If you expect to be at some of our upcoming events, take a few moments to step through the different Scratch Sheets and let us know to expect you. Don't worry about last minute change of plans, Scratch Sheets are only an indication of your intentions. If you need crew, want to crew, would like to help with the social, or have some other creative idea, just list it in the Scratch Sheet. The Scratch Sheet is available from the home page or the LTYC Website. **Posting regrets is encouraged as it helps in planning, especially for the larger events.**

THE FEATHER

There are lots of activities coming up this spring at LTYC. Here is your opportunity to jump in and join the fun.

Recently Dalton Cox has begun replacing the floor of one of the club's Tanzers. This is a great opportunity to learn about boat repair. There's a Scratch Sheet for the day's he's planning to be working. Come on out and join the fun. Contact Dalton for more information.

Lake Brandt held a Paddle-Fest a couple weeks ago. David Duff, Tom Bews and Hudson Barker staffed a table to promote LTYC and our Sailing Classes.

I've been working on the fiberglass repair of 3 of the City's Aqua Finns. There's more work to be done to bring the rental fleet up to par. There's also work to be done on our new collection of sloops.

In case you haven't been to the Lake recently, we have acquired quite a fleet of boats. Some have been donated, some are on loan, and some belong to the club. We have 4 Tanzers (counting the one Dalton is working on), a Flying Scot, a Wayfarer, and a Lightning. These boats are primarily intended for use in our intermediate classes and private lessons. Club members can arrange for mentoring with experienced club members for no charge. If you are an accomplished sailor and don't have a boat, they are available for race days with approval of a board member or senior instructor.

Let's Go Sailing is coming up on May 31. Let's Go Sailing is our community outreach event. We set up tables with information about the club and lessons, knot tying demonstrations/practice, coloring for the kids, hot dogs and drinks and the Terra Finn simulator. But the main event is taking folks out for a sail. Trish McDermott is organizing this event. Please contact her if you would like to join the event team.

Let's Go Sailing

May 31

Plan to be at this community event.

We'll give rides, showcase the lake, our classes, and our club.

Please register on the scratch sheet online.

Scott Bogue has been working hard at getting the power boats ready. He's made some major improvements to the SCAT trailers so that launch/retrieve should be easier. He's also making positive progress on solving some of the challenges we've been having with the Suzuki engine on SCAT II.

Next Race is Saturday May 10. Check the Scratch Sheet for available opportunities to help on RC and Social and of course sign up if you plan to race.

Sunday May 11 is our informal racing. We will need RC & Social staff for that day as well – Take Mom Sailing!

On the 4th Saturday this year we want to accommodate those that prefer not to race. The plan is to just go sailing. This is an opportunity to swap crew or sail a different boat. The club fleet will be available. We are inviting the students from the first 2 classes to come and go sailing with us. There will be a social later in the afternoon. The May date is the 24th.

Sailing Classes start May 12. The second week starts May 19. The first Intermediate class the week of June 9.

June will be here in a blink. The Mayor's Cup is June 6-8. Plan to come out and support our main event of the year. Guaranteed fun for all.

Last but not least, Junior Sailing Classes start June 16. Last I looked we are still in need of instructors for the Junior Classes. Contact Jim Irvin for more information.

Whew, that's a lot. Take advantage of all the opportunities to have fun, participate and support our great club.

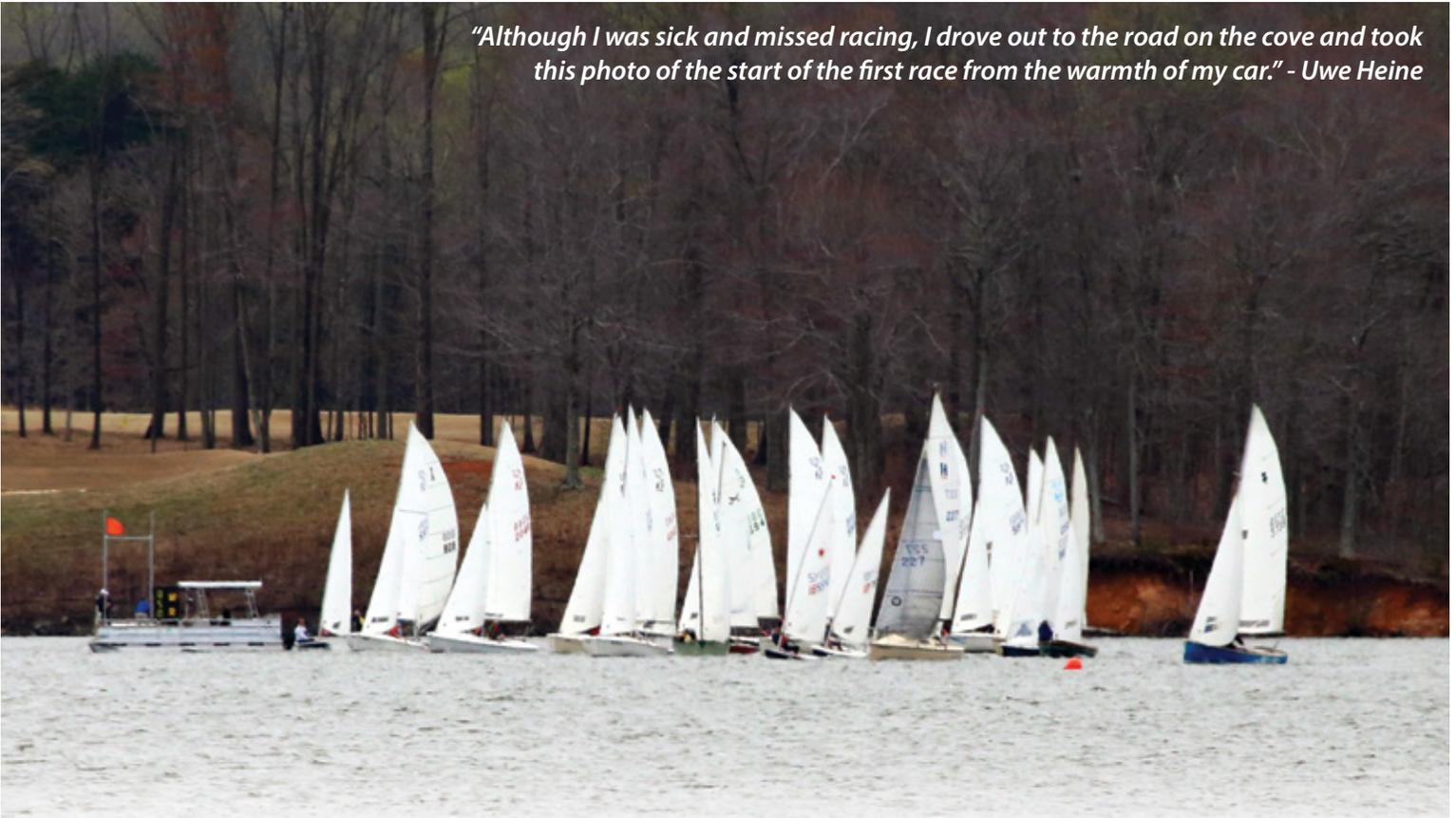
See y'all On The Townsend,
Alan Taylor,
LTYC Commodore



*Photo by Jeanne Allamby
Saturday, April 5, first race day of the summer series.*

8th ANNUAL PIEDMONT INTERCLUB CHALLENGE

"Although I was sick and missed racing, I drove out to the road on the cove and took this photo of the start of the first race from the warmth of my car." - Uwe Heine



SATURDAY RACING- April 5

It had been a while since Phil had served as PRO. Usually, Phil has been at the Weather Mark/Finish Boat. Having Phil as PRO allowed Joleen to focus on mentoring Jim, Jeanne & Rose -while Phil focused on course setting. Every one did a awesome job on Signal. John had brought his own boat out to run some fuel through the system, but the boat refused to start. John, Scott, Jack moved back to Scat 1. Jack had been away for a while, but is looking to get back into club sailing. Eric and Wendell had a lot of time to discuss rule infractions and other aspects of what was taking place on the water.

The winds were coming across the lake and Phil set up a course with the starting line between the golf course and the damn. The winds were varying 60 degrees plus. There were times line was square to the wind, and there were times it wasn't. Eric tried to keep the mark out of the cove effects. Definitely, one rounding, the weather mark was is a no wind zone. Winds were light 2-6 knots. First two races, RC set W2 courses with a W1 for the last race. RC shortened each finish line, the reset for the next start.

Dave/Andy on the 505 tied with John on the Laser Radial with 17 points for the day. Applying the tie breaker rule, each had a 7, a 6 and a 4, so tiebreaker goes to who beat who last. John wins out the day on tie breaker.

Race Results page 13.

-Joleen Rasmussen

March '14						
M	Tu	W	Th	F	Sa	Su
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

11 Clairborne Young - Cruising
22 Instructor

April '14						
M	Tu	W	Th	F	Sa	Su
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

6 Piedmont Interclub (LTYC)
19 Powerboat/Workday

May '14						
M	Tu	W	Th	F	Sa	Su
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

3-4 Great 48 (FS)
24 Sailibration
31 LGS

A THISTLE'S VIEW OF SUNDAY'S INTERCLUB

It was a fun day of racing yesterday at the Interclub Challenge. Lake Townsend presents a different kind of challenge from a lot of venues, but it's one where I think Thistles can be particularly competitive, especially in a mixed-class event. Kirk Kitchen and I decided to give it a try on my boat.

When we first arrived, NOAA now says winds were out of the E at 16 mph with gusts to 23, but by the time we started that had changed to NE, and come down to more like 12. During the day it varied from roughly NE to E at about 12 to 6, with the velocity declining on average as the afternoon progressed. But being a very small lake mostly surrounded by trees - except where it isn't - slight changes in direction & velocity in true wind get amplified & distorted by the surrounding shore. So we had the usual Lake Townsend conditions of radical variability in both velocity and direction... but generally with breeze.

Being one of the classes that should be able to get out in front early, our role as the only Thistle on the CSC team was to be a runner - to get away from the pack and get around the course as fast as possible, in an effort to save our time on boats with bigger handicaps. One of our key goals was to beat the other Thistle on the course, sailed for LTYC by Corky Gray, our newest Thistle sailor. This was to be the first time Corky's boat was in the water since he rescued it, so we didn't know what to expect.

I've been trying to improve my starting, so we gave some careful thought to what we wanted to do. Given our role, it seemed more important to avoid being buried than to start in a particular spot on the line, or close to a particular boat. This was reinforced by the variable conditions, which we figured would make any advantage to one end of the line temporary. There was a distinct crowd at the highly favored boat end, so we approached that end on port, and tacked in front of the crowd as they moved

down the line with less than a minute to go. At the gun we were closer to the pin than most, but we had clear air. This let us get ahead of the pack (as our rating says we should be able to do), and sail our own race.

Since velocity was so variable, it made a huge difference whether you were in a gust or not, so our strategy was to



find the biggest air, and try to move from gust to gust up the course. With wind direction showing such big swings, the compass proved to be irrelevant. It was usually easy to tell which tack we were supposed to be on, i.e. whichever one pointed us closer to the mark. We'd stay on that tack until it seemed to be taking us out of a gust into a hole. Sometimes we'd tack if we saw a better gust sequence coming from upwind that we could get into on the other tack.

Corky was right with us at the start. I think we managed to get ahead of him in the first half of the first beat. I found out later that Dave & Andy spent some time covering Corky with their 505, and I'm sure that helped us keep our lead. But eventually the two Thistles were leading the pack of 20+ boats around the course. We crossed the



line first, and corrected back to 3rd place. But we did meet our goal of finishing ahead of the Thistle sailing for LTYC.

The second race was a completely different story. This time the fleet was not as bunched up, and as I approached on port, I got too deep into the fleet before tacking. I lost sight of where the line was, and was too far back when the gun went off. We were buried! It took a while to disentangle from the fleet, and by that time Corky had a good lead on us. We worked our way through the fleet - again, as our rating says we should be able to - but the damage was done. I think we crossed the line second, in any event well behind Corky, and corrected out to 5th place.

In the third race, we were more successful in executing our starting strategy, and we got away with clear air. Since the average wind was declining, by this time there were some pretty big holes developing, so it was even more important to “connect the dots” and stay in the breeze where you could find it. We took a chance letting Corky split from us on the first beat because we thought we saw more breeze on the left side. In retrospect I’m not sure it was the best decision (too risky), but we did find the breeze and ended up gaining a bit. We managed to stay in front, correcting out to 1st in that race. We were helped a lot by the fact that there were a lot of holes in the lake by that time, which were hard for the boats with bigger handicaps to avoid.

I think the challenge of a venue like Townsend is that some of the typical good practices, like playing your compass and figuring out shore effects, don’t work because things are just too variable. It seemed best to play it by ear, and spend as much time as possible in the better breeze that’s within reach of you, with your boat pointed in roughly the right direction. Maybe this would be different if you’re better than I am at timing oscillations and predicting future shore effects, I’m not sure. I AM sure that it was absolutely essential to spend a lot of time looking upwind (on both the beats and the runs), to maintain constant awareness of what was coming. But at least Thistles are well suited to be competitive with other classes in those conditions, due to their abilities to ghost through



holes on next to nothing, and accelerate quickly when the puffs come (if you can find them).

It was great having a chance to sail against Corky. I really hope he joins us often this season, even before he finishes work on the wood Thistle he’s found. We can learn a lot from the level of competition he brings. I look forward to seeing him at Districts.

*by Steve Cardoze, CSC
Photos by Michael V. Crouch, LTYC*

NOTICES



Sign up for Race Committee • It's - Fun, Free, Supportive, and a Great Learning Opportunity.
Contact Steve at stephen.morris@gd-ais.com or sign up from our home page - www.laketownsendyachtclub.com

INSTRUCTORS & ASSISTANTS NEEDED THIS SUMMER

Can't give a whole week?

Volunteer for a day! Check the online schedule for times.

contact Jim Irvin • mijnivri@gmail.com or education@laketownsendyachtclub.com
or sign up online

Your support makes our sailing education program successful

CLUB BOATS - RULES OF USE

Flying Scot 3410 is owned and maintained by the Lake Townsend Yacht Club. The Wayfarer is owned by the Wayfarer Sailing Association. It is maintained by the Lake Townsend Yacht Club with financial reimbursement from WSA. These boats are intended to be used for Sailing Instruction, Training and Mentoring.

- These boats can be used by LTYC Lead Instructors while giving lessons
- Assistant Instructors may use the boats for lessons with approval from the board or a Lead Instructor
- Qualifying lessons include:
 - Private lessons as prescribed by the LTYC Learn To Sail program.
 - Follow-up lessons for students of previous LTS classes that have joined LTYC as members
 - Mentoring for all LTYC Members
 - On course racing coaching for all LTYC Members

Additionally, any LTYC Club member who is on the specific boat Maintenance Team has Right of Use.

Unless being used during a club event, the sailors need to register with the Office. Launching fee polices are also in effect. Please direct any questions or feedback to

ltycboard@laketownsendyachtclub.com. Reserve a boat online:

<https://docs.google.com/spreadsheets/ccc?key=0ApsZK851mY1edGdPT0g5bXBNSGtSUENRVmliU2U2WXc&hl=en#gid=102>



2014 Mayor's Cup

June 6th – 8th, 2014

Lake Townsend Yacht Club
Greensboro, NC

NOTICE OF RACE

Lake Townsend Yacht Club, Greensboro, NC and Greensboro Parks and Recreation invite you to the 2014 Mayor's Cup Regatta located on Lake Townsend. Lake Townsend is a gem of a lake with minimal motorboat traffic and a great venue for the social events that accompany the regatta. Come join the fun!

1. RULES – The Regatta will be governed by the *rules* as defined in The Racing Rules of Sailing.

2. ELIGIBILITY AND CREW - All classes of sailboats with active US Sailing Portsmouth numbers are invited to compete. Classes with 4+ boats will be scored one-design, including open monohull and open multihull.

3. SCHEDULE OF EVENTS

Friday, June 6th: Tune-up racing, evening sail 7-10 pm. Boats may be rigged and left overnight.

Saturday, June 7th: 9:00 – 10:15 am Check-in and Registration, 10:30 am Competitor's Meeting, 11:30 am 1st Warning signal race 1 with additional races to follow back to back; 4:00 pm Social and Dinner to follow.

Sunday, June 8th: Continental breakfast 8:30 – 9:30 am. 10:30 am 1st Race for day with additional races to follow. Social and Awards to follow immediately after racing.

4. REGISTRATION - by mail or online at <http://laketownsendyachtclub.com/MC2014.asp>

- Pre-registration and payment must be postmarked **by May 25th to receive early bird registration discount.**
- **Make checks payable to LTYC and mail to: LTYC, PO Box 4002, Greensboro, NC 27404-4002.**

Preregistrations will check in at #10 picnic shelter adjacent to the marina.

5. SAILING INSTRUCTIONS – Sailing Instructions and NOR will be posted on the Bulletin Board located at the Equipment Shed near the launch ramps. Copies will be available at registration. Registration will be at the Picnic Shelter #10 adjacent to the Marina.

6. NUMBER OF RACES – Five (5) races are scheduled with one (1) race constituting a regatta.

7. COURSES – Courses to be sailed as described in the Sailing Instructions.

8. SCORING – The Cox-Sprague scoring system will apply for the Mayor's Cup and the Bryan Cup.

9. PRIZES -Trophies will be awarded based on the number of registered boats in a class. The **Mayor's Cup** is awarded to the winner of the one design class with the highest point inter-score using the Cox-Sprague scoring system. This trophy honors the City of Greensboro and its 37+ year support of sailing in the Piedmont area. The **Bryan Cup** is awarded to the winner of the handicap division with the highest point inter-score using the Cox-Sprague scoring system. This trophy honors Joseph Bryan and the Bryan family for their generosity to the City of Greensboro.

QUESTIONS- Uwe Heine, Regatta Chairman, (336) 585 0951, heineu@bellsouth.net

An Historic Championship Revitalized

US Sailing's championship series had its start back in the 1920s when the focus of the competition was between yacht clubs and not necessarily between individual sailors. East Coast Yacht Clubs fielded teams that competed against

each other locally through a series of knock-out regattas. The best teams progressed to the national finals, originally for the Adams Cup and later on for the Mallory Trophy as well.



A similar program was also created for juniors. Hundreds of young sailors still compete for the right to represent their home yacht club or sailing center at the Chubb U.S. Junior Sailing Championships for the Sears, Bemis and Smythe trophies.

With the increased number of one-design classes, adult interest in a small regatta, in which only 11 teams had advanced through to the finals, waned over the years. Bigger events attracted the best sailors and the focus was more on the individual rather than a club's performance. However, over the past five years competition between clubs has experienced a resurgence. The New York Yacht Club and others now host invitational regattas between representing yacht clubs.

US Sailing has looked to its history as it considered the future of adult sailing championships for men and women.

Area Qualifiers for the U.S. Junior Championships

The Area Qualifiers have been scheduled for the U.S. Junior Championships for the Sears, Bemis and Smythe Trophies. Please add these to your club's calendar as soon as possible so that your junior sailors can attend. Check out US Sailing's new website where you can find all the details.

Here's the fine print:

Sailors must be between 13 and 18 (cannot turn 19 in the calendar year). Both they and their sailing organization (school, sailing program, yacht club, team) must be current members of US Sailing as well as their regional sailing association (YRA). There must be a minimum of five boats in the singlehanded and doublehanded divisions and three boats in the triplehanded division, but normally there are more. Each US Sailing Area will send two teams from each of the singlehanded and doublehanded divisions, except for

In 2013, a new championship was launched. The U.S. Adult Championship honors the traditional "yacht club" vs. "yacht club" competition by mixing the best elements of the former Mallory Trophy and Adams Cup, while at the same time recognizing that sailors may belong to a community sailing organization. With the full support of the Clifford D. Mallory family, the U.S. Adult Championship now provides more opportunities for sailing clubs to participate in head-to-head competition. There are more events to qualify through and more room on the starting line at all levels. Any type of sailing community can field a team to compete at the regional and national levels.

Beginning this summer, all American sailing organizations are invited to field teams to attend regional qualifiers with the goal of being one of the 20 teams who will sail for the right to have their organization's name engraved to the Clifford D. Mallory Trophy.

Are you interested in fielding a team? Here is a list of considerations:

- Teams must be 18 or older.
- Women can helm and men can crew for them.
- Teams can be all men, all women or mixed.
- Crew weight limit must meet class rules.
- Current membership in US Sailing by all parties including the sailing organization a team represents.

The finals will be raced the last weekend of September at Fort Worth Boat Club in Texas on J/22s. The Royal Victoria Trophy will be awarded for excellence in Seamanship by a team and the Staton J. Peele, Jr. Trophy will be awarded for Sportsmanship by an individual.

Area H and L who will send one, and all will send one team from the triplehanded division.

These winners will go on to compete at the finals at Grand Traverse Yacht Club in Michigan in August where they will compete in brand new Byte CII's, Club 420s and identically tuned Interlakes.

If you don't see your qualifier listed, you may contact the Area Representative, listed on the committee page: <http://championships.ussailing.org/Youth/ChubbJrChampionships>.

It's time to start sailing and we look forward to seeing your club represented by your sailors at the Area D Qualifier for the Chubb U.S. Jr. Single, Double & Triplehanded Championship: 6/4/14-6/8/14 • Lake Norman Yacht Club, Mooresville, NC • contact samsonvasquez@gmail.com

SAILBOATS FOR SAIL

Great Scot for Sale. Near minimum weight, new mast and centerboard. 2011 MAD main and jib that have been sailed sparingly plus a suite of North's and 3 spinnakers, tapered spinnaker pole. Aluminum trailer; North trailering/mooring cover used for traveling. Race ready \$10,500. Dave "Sailordave" Batchelor, 919-467-3512 Home 919-414-6809 cell.

1975 Flying Scot Sailboat # 2680. W/ 2009 Load Rite galvanized trailer, radical race package, 2-year-old Mad racing sails, North spinnaker, covers for boat, mast, and rudder. This boat has everything racing-wise that can be put on a Scot. It has won several district championships & regattas. It is a very fast, solid, and competitive boat. \$6900 Call 540-588-5794.

Flying Scot #2110 and equipment/accessories including 2 jibs, 1 tight, 1 loose; 2 mains; 1 spinnaker; master helper and Tailor Sailor cover. Rigged for racing. 2110 has a great pedigree; raced by the Singletary family with a Governor's Cup win. \$3500. Call 336 643-1730 or 336 580-7779 at a reasonable hour.

Flying Scot "My Time" (FS 5452) is in excellent shape. The main and jib are in great shape. She has extra sails that are like new. Spinnaker is worn and has been patched. Starling Gunn installed the spinnaker kit. There are numerous little things to go with the boat. It comes with a Trailex aluminum trailer, a "MasterHelper" single-handed mast raising system, boat covers, a stainless steel transom-mounted fold-down swim ladder. \$8,500. Call (443) 878-2142 or email J@Wroblewski.US.

Buccaneer 18' for sale. Asking price is \$1325 with trailer, paddle, 2 hp Johnson outboard, and manuals, rigging guides. Craig Huey 303-884-4682 chueygm@yahoo.com

1969 Douglas and McCloud - Hull number 509. This original Highlander classic w/complete restoration is in mint condition. Trailer sanded and painted white w/red fenders; new tires and wheels. Aluminum mast, mahogany boom and rudder. Includes 3 main sails, 2 jibs, 1 spinnaker, plus all rigging for racing. Hull and deck have 2 coats marine primer and 3 coats marine paint. Hull is black w/red water stripe; deck is white; inside original gray/white splatter paint. Deck and rub rails have been sanded and varnished. Teak seats and interior running teak have been sanded and teak oiled. W/sailors tailor-skirted mooring cover. *The Black Pearl* is in a Greensboro garage ready to go for \$4,500. David J. Schlosser, Sr., djschlosser@aol.com or (336) 316-0804.



Yflyer - Very nice remodeled boat, 1978. Very stiff and dry. Set up for racing (won many), good for daysailing. Includes nice galvanized trailer. Go to yflyer.org/, they have a very good association with tips and news about the boat. Sails in very good condition. 2nd place in the HOT regatta 2012, second in the winter series at Townsend 2011.

Scows are more stable than round bottom boats and speed is similar to a Lightning or Buccaneer. Ready to race! \$1700.00. Photos available. Contact Bart Streb at bstrebb@gmail.com. Located south of Raleigh.

The LTYC STORE

Sturdy Nylon Burgees by Prestige Flag. Approx. size is 12.5" tall by 19" wide. \$20 each.
Contact Steve Morris at: samorris@triad.rr.com



Neck Chillers. One size fits all (useful as a neck warmer, too). \$5 each.



Contact Nancy Collins-Heine at: snaggleteeth@gmail.com



Halloween on The Townsend (**HOT I & HOT II**) T-shirts (limited sizes) \$20 2012 is long sleeve, 2013 is short sleeve tie-dye. **All proceeds go to Earlier.org** to help find an earlier breast cancer detection system! Contact Jim Schwartz at: detroit091@aol.com



TEST DRIVE A WINNER

Lasers Available

Uwe Heine has a couple of Lasers available, if someone would like to sail them during an upcoming LTYC event. Give Uwe a call - with a few days' advance notice - 336 585-0951 • heineu@bellsouth.net.

Flying Scot Available

The Club has a Flying Scot available, if someone would like to sail it during an upcoming LTYC event. Give Alan a call - with a few days' advance notice - 530 263-3009 • alan@lakelevel.com.

Windmills Available

Alan Taylor has a couple of Windmills available, if someone would like to sail them during an upcoming LTYC event. Give Alan a call - with a few days' advance notice 530 263-3009 • alan@lakelevel.com.

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. If you have a boat and would like to participate in the Summer or Frostbite Race Series, 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 are interested in crewing and would like to add your name to the list, please let Joleen know. Joleen has the best intentions of calling each new member if she doesn't hear from them to encourage them to sign up on the Crew or Race Committee List. (See the Help Lines below).

Available To Crew

Name	Phone	E-mail
Jeanne Allamby	401-996-0198	jallamby@yahoo.com
Scott Bogue	336-707-9183	spbogue@earthlink.net
Bill Byrd	336-635-1926	
Jonathan Kreider	336-829-6196	jon@robbinskreider.com
Boyd Martin	336-908-4133	boydmartin2003@yahoo.com
Trish McDermott	336-707-2846	mcdermott-bogue@earthlink.net
Martin Sinozich	336-455-9445	msinozich@vennpartners.com
Keith Smoot	336 996-6734	gwaihir23@triad.rr.com
Jeffrey M. Stallings	336-462-1710	leedenergyengineer@gmail.com
Gil Whisnant		gwhisnant@northstate.net
Bill Young	336-292-3102/336-707-0295	woyoung@triad.rr.com

Also,
check the
participation
scratch sheet
on the web

Lake Townsend Yacht Club Help Lines

Commodore: Alan Taylor • 530 263-3009 C • alan@lakelevel.com

Vice Commodore /Races: Jon Mitchell • 336 554-6044 • jonm5214@hotmail.com

Education: Jim Irvin • (Rear Commodore) • mijnivri@gmail.com

Finance: Hudson Barker • (Treasurer) 336 644-1060 R • hudsonbarker@att.net

Secretary/Publicity/History: John Hemphill

Equipment: Scott Bogue • spbogue@earthlink.net

Cruising: Nancy Collins-Heine • 336 585-0951 R • heineu@bellsouth.net

Membership: Joleen Rasmussen • 919 440-2802 • joleenrasmussen@embarqmail.com

Social: Trish McDermott • mcdermott-bogue@earthlink.net

Webmaster: Steve Raper • sraper4051@outlook.com

Junior Sailing: Jim Irvin • 336 686-1888 • chsyhkr@gmail.com

Mayor's Cup Regatta: Uwe Heine • 336 585-0951 R • heineu@bellsouth.net

Fleet Captain: Bob Hoffman • 336 831-6271 C • bobh9447@aol.com

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WE'RE SOCIAL, Y'ALL!

LTYC has a Facebook page. If you want to keep up with what is happening at LTYC, other club members, or LTYC Trivia, become a Fan. Promote our club in the region.



We're also on Twitter at https://twitter.com/LTYC_tweets



RACE RESULTS

Summer Saturday series totals available at the box score link:
www.laketownsendyachtclub.com/v10-Racing/boxscore.htm

Saturday-1			Date:	5-Apr-14	FSCT Start	12:05:00	WF Start	12:11:00	OpenMono	12:11:00
sort by	Skipper	2 Starts, W2	Race #	1	Beaufort	1				
corrected	Crew	4, 3.2, 2.2kt = 2.8 Avg	Fleet	Sail #	24hr	Elapsed	DPN	Corrected	Points	
time					Clock	Time	Handi-	time		
					finish	Dec Min	cap			
1	Steve Jones	Dennis Miller	FSCT	2048	12:34:20	29.33	92.1	31.85	8	
2	Tom Bews	Nicolas Huffeldt	FSCT	5295	12:35:05	30.08	92.1	32.66	7	
3	Uwe Heine	Nancy Collins	FSCT	3801	12:36:30	31.50	92.1	34.20	6	
4	John Hemphill	JC Aller	FSCT	4043	12:36:31	31.52	92.1	34.22	5	
5	Tad Jarzyna	Donna Jarzyna	FSCT	5989	12:36:40	31.67	92.1	34.38	4	
6	David Duff	Eric Borland	FSCT	1939	12:37:42	32.70	92.1	35.50	3	
1	Jim Heffernan	Linda Heffernan	WF	1066	12:41:17	30.28	94	32.22	5	
2	Ken Butler	Nick Seraphinoff	WF	7372	12:42:42	31.70	94	33.72	4	
3	AnnMarie Covington	Susan Cole	WF	276	12:44:16	33.27	94	35.39	3	
1	Dave Burchfiel	Andy Forman	505	8822	12:34:42	23.70	82.1	28.87	7	
2	Ken Warren	Wendy, Jeff Stallings	LI	14932	12:39:08	28.13	92.6	30.38	6	
3	Luke Hayes		LASERad	200622	12:43:17	32.28	99.4	32.48	5	
4	John Fragakis		LASERad	187322	12:44:40	33.67	99.4	33.87	4	
5	Bob Hoffman	Hudson Barker	HLR20	227	12:51:26	40.43	88.2	45.84	3	

Saturday-1			Date:	5-Apr-14	FSCT Start	13:10:00	WF Start	13:16:00	OpenMono	13:16:00
POSITION	Skipper	2 Starts, W2	Race #	2	Beaufort	1				
sort by	Skipper	Crew	Fleet	Sail #	24hr	Elapsed	DPN	Corrected	Points	
corrected					Clock	Time	Handi-	time		
time					finish	Dec Min	cap			
1	Tom Bews	Nicolas Huffeldt	FSCT	5295	13:48:02	38.03	92.1	41.30	8	
2	Steve Jones	Dennis Miller	FSCT	2048	13:50:00	40.00	92.1	43.43	7	
3	John Hemphill	JC Aller	FSCT	4043	13:51:11	41.18	92.1	44.72	6	
4	Uwe Heine	Nancy Collins	FSCT	3801	13:52:01	42.02	92.1	45.62	5	
5	Tad Jarzyna	Donna Jarzyna	FSCT	5989	13:53:05	43.08	92.1	46.78	4	
6	David Duff	Eric Borland	FSCT	1939	13:58:40	48.67	92.1	52.84	3	
1	Jim Heffernan	Linda Heffernan	WF	1066	13:53:19	37.32	94	39.70	5	
2	Ken Butler	Nick Seraphinoff	WF	7372	13:56:26	40.43	94	43.01	4	
3	AnnMarie Covington	Susan Cole	WF	276	13:56:53	40.88	94	43.49	3	
1	Bob Hoffman	Hudson Barker	HLR20	227	13:52:25	36.42	88.2	41.29	7	
2	John Fragakis		LASERad	187322	13:57:13	41.22	99.4	41.47	6	
3	Luke Hayes		LASERad	200622	13:58:24	42.40	99.4	42.66	5	
4	Dave Burchfiel	Andy Forman	505	8822	13:51:51	35.85	82.1	43.67	4	
5	Ken Warren	Wendy, Jeff Stallings	LI	14932	14:01:22	45.37	92.6	48.99	3	

Saturday-1			Date:	5-Apr-14	FSCT Start	14:13:00	WF Start	14:19:00	OpenMono	14:19:00
POSITION	Skipper	2 Starts, W1	Race #	3	Beaufort	2				
sort by	Skipper	Crew	Fleet	Sail #	24hr	Elapsed	DPN	Corrected	Points	
corrected					Clock	Time	Handi-	time		
time					finish	Dec Min	cap			
1	Uwe Heine	Nancy Collins	FSCT	3801	14:34:50	21.83	90.4	24.15	8	
2	John Hemphill	JC Aller	FSCT	4043	14:35:19	22.32	90.4	24.69	7	
3	Steve Jones	Dennis Miller	FSCT	2048	14:35:48	22.80	90.4	25.22	6	
4	Tom Bews	Nicolas Huffeldt	FSCT	5295	14:35:52	22.87	90.4	25.29	5	
5	Tad Jarzyna	Donna Jarzyna	FSCT	5989	14:39:41	26.68	90.4	29.52	4	
6	David Duff	Eric Borland	FSCT	1939			90.4	RET	2	
1	Jim Heffernan	Linda Heffernan	WF	1066	14:39:00	20.00	91.7	21.81	5	
2	AnnMarie Covington	Susan Cole	WF	276	14:40:28	21.47	91.7	23.41	4	
3	Ken Butler	Nick Seraphinoff	WF	7372	14:41:35	22.58	91.7	24.63	3	
1	John Fragakis		LASERad	187322	14:38:54	19.90	97.3	20.45	7	
2	Dave Burchfiel	Andy Forman	505	8822	14:36:20	17.33	80.9	21.43	6	
3	Luke Hayes		LASERad	200622	14:40:06	21.10	97.3	21.69	5	
4	Bob Hoffman	Hudson Barker	HLR20	227	14:38:30	19.50	87.8	22.21	4	
5	Ken Warren	Wendy, Jeff Stallings	LI	14932	14:39:31	20.52	87.6	23.42	3	

Lake Townsend Yacht Club
Summer Saturday Series

Apr-R1 Apr-R2 Apr-R3 Total

Position	Skipper	Crew	Fleet	Sail #				
OPEN MONO-HULL								
1	John Fragakis		Lase	187322	4	6	7	17
2	Dave Burchfiel	Andy Forman	505	8822	7	4	6	17
3	Luke Hayes		LASERad	200622	5	5	5	15
4	Bob Hoffman	Hudson Barker	HLR20	227	3	7	4	14
5	Ken Warren	Wendy, Jeff Stallings	LI	14932	6	3	3	12
FLYING SCOT								
1	Steve Jones	Dennis Miller	FSCT	2048	8	7	6	21
2	Tom Bews	Nicolas Huffeldt	FSCT	5295	7	8	5	20
3	Uwe Heine	Nancy Collins	FSCT	3801	6	5	8	19
4	John Hemphill	JC Aller	FSCT	4043	5	6	7	18
5	Tad Jarzyna	Donna Jarzyna	FSCT	5989	4	4	4	12
6	David Duff	Eric Borland	FSCT	1939	3	3	2	8
WAYFARER								
1	Jim Heffernan	Linda Heffernan	WF	1066	5	5	5	15
2	Ken Butler	Nick Seraphinoff	WF	7372	4	4	3	11
3	AnnMarie Covington	Susan Cole	WF	276	3	3	4	10

Beaufort 2/3 (winds 1.5 to 15.9 knots)					Race #1 Course: W2 Wind 8.1 Avg, Gust 12.8 Knots							
PRO: Phil Leonard					2014 Piedmont Interclub Challenge April 6 LTYC							
					Elapse Time		Decimal	Handi-	Correct	Finish	Totals	
					(min.)	(sec.)	minutes	cap	time	Position	LT	CS
First	Last	Crew	Type	Sail #							35	20
Charlie	Buckner	Dale Oller	FS	5971	47	3	47.05	90.4	52.05	1		1
Tom	Bews	Nicolas Huffledt	FS	5295	47	26	47.43	90.4	52.47	2	2	
Steve	Cardoze	Kirk Kitchen	TH	3739	43	56	43.93	83.0	52.93	3		3
Ray	Merrill	Alex White	FS	4322	50	20	50.33	90.4	55.68	4		4
Mark	Thompson	NA	Lase	181781	51	47	51.78	92.3	56.10	5		5
Tad	Jarzyna	Donna	FS	5989	50	51	50.85	90.4	56.25	6	6	
Ray	Flynn	NA	Lase	--	52	7	52.12	92.3	56.46	7		7
Wendell	Gundlach	Nancy Heine	FS	3801/5861S	51	5	51.08	90.4	56.51	8	8	
Dave	Burchfiel	Andy Forman	505	8822	45	52	45.87	80.9	56.70	9		
Corky	Gray	Alan Taylor	TH	3739B	47	13	47.22	83.0	56.89	10	9	
Steve	jones	Dennis Miller	FS	2048	52	17	52.28	90.4	57.84	11	10	
Jack	Griffin	John Tucker	FS	5818	52	23	52.38	90.4	57.95	12		
David	Howard	Jim Howard	ISO2	808	45	51	45.85	77.5	59.16	13		
Phil	Andrews	NA	Lase	185542	55	17	55.28	92.3	59.90	14		
Bill	Powell	Will Powell	FS	3694	54	19	54.32	90.4	60.08	15		
Ken	Butler	Nick Seraphinoff	WF	--	55	16	55.27	91.7	60.27	16		
Kelly	Smith	Robert Teague	BCN	6	52	34	52.57	87.0	60.42	17		
AnnMarie	Covington	Susan Cole	WF	4105	55	42	55.70	91.7	60.74	18		
Bob	Hoffman	Hudson Barker	H20	227	53	57	53.95	87.8	61.45	19		
John	Hemphill	JC Aller	FS	4043	55	38	55.63	90.4	61.54	20		
Tony	Corkell	NA	Lase	131476	57	7	57.12	92.3	61.88	21		
Mark	Wilson	Laina Wilson	FS	5861	57	17	57.28	90.4	63.37	22		
Jim	Heffernan	Linda Heffernan	WF	2458			0.00	91.7	0.00	27/DNC		
Ken	Warren	Wendy	LI	14532			0.00	87.6	0.00	27/DNC		
Mike	Sigmund	NA	BCN	3687			0.00	87.0	0.00	27/DNC		
Eric	Boreland	NA	Force5	6043			0.00	96.6	0.00	27/DNC		

Beaufort 2/3 (winds 1.5 to 15.9 knots)					Race #2 Course: W2 Wind 7.2 Avg							
PRO: Phil Leonard												
2014 Piedmont Interclub Challenge April 6 LTYC					Elapse Time		Decimal	Handi-	Correct	Finish	Totals	
First	Last	Crew	Type	Sail #	(min.)	(sec.)	minutes	cap	time	Position	LT	CS
											26	29
Charlie	Buckner	Dale Oller	FS	5971	47.0	48	47.80	90.4	52.88	1		1
Corky	Gray	Alan Taylor	TH	3739B	44.0	29	44.48	83.0	53.59	2		2
Tom	Bews	Nicolas Huffledt	FS	5295	49.0	30	49.50	90.4	54.76	3		3
Jim	Heffernan	Linda Heffernan	WF	2458	50.0	47	50.78	91.7	55.38	4		4
Steve	Cardoze	Kirk Kitchen	TH	3739	46.0	7	46.12	83.0	55.56	5		5
Ray	Merrill	Alex White	FS	4322	50.0	24	50.40	90.4	55.75	6		6
Dave	Burchfiel	Andy Forman	505	8822	46.0	52	46.87	80.9	57.93	7		7
Wendell	Gundlach	Nancy Heine	FS	3801/5861S	54.0	10	54.17	90.4	59.92	8		8
Steve	jones	Dennis Miller	FS	2048	54.0	29	54.48	90.4	60.27	9		9
AnnMarie	Covington	Susan Cole	WF	4105	55.0	21	55.35	91.7	60.36	10		
Ray	Flynn	NA	Lase	--	56.0	0	56.00	92.3	60.67	11		10
Mark	Thompson	NA	Lase	181781	56.0	3	56.05	92.3	60.73	12		
Phil	Andrews	NA	Lase	185542	56.0	7	56.12	92.3	60.80	13		
Tony	Corkell	NA	Lase	131476	56.0	13	56.22	92.3	60.91	14		
Kelly	Smith	Robert Teague	BCN	6	53.0	31	53.52	87.0	61.51	15		
David	Howard	Jim Howard	ISO2	808	47.0	56	47.93	77.5	61.85	16		
Jack	Griffin	John Tucker	FS	5818	56.0	18	56.30	90.4	62.28	17		
Ken	Butler	Nick Seraphinoff	WF	--	58.0	13	58.22	91.7	63.49	18		
Bill	Powell	Will Powell	FS	3694	57.0	30	57.50	90.4	63.61	19		
John	Hemphill	JC Aller	FS	4043	58.0	52	58.87	90.4	65.12	20		
Tad	Jarzyna	Donna	FS	5989	59.0	26	59.43	90.4	65.74	21		
Ken	Warren	Wendy	LI	14532	58.0	36	58.60	87.6	66.89	23		
Bob	Hoffman	Hudson Barker	H20	227	64.0	35	64.58	87.8	73.56	24		
Mark	Wilson	Laina Wilson	FS	5861	67.0	17	67.28	90.4	74.43	25		
Mike	Sigmund	NA	BCN	3687			0.00	87.0	0.00	27/DNC		
Eric	Boreland	NA	Force5	6043			0.00	96.6	0.00	27/DNC		

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Beaufort 2/3 (winds 1.5 to 15.9 knots)					Race #3 W2 Shortened 2nd M1		knots					
PRO: Phil Leonard												
2014 Piedmont Interclub Challenge April 6 LTYC					Elapse Time		Decimal	Handi-	Correct	Finish	Totals	
					(min.)	(sec.)	minutes	cap	time	Position	LT	CS
First	Last	Crew	Type	Sail #							34	21
Steve	Cardoze	Kirk Kitchen	TH	3739	35.0	54	35.90	83.0	43.25	1		1
Corky	Gray	Alan Taylor	TH	3739B	39.0	5	39.08	83.0	47.09	2	2	
Dave	Burchfiel	Andy Forman	505	8822	39.0	51	39.85	80.9	49.26	3		3
Charlie	Buckner	Dale Oller	FS	5971	44.0	41	44.68	90.4	49.43	4		4
Jim	Heffernan	Linda Heffernan	WF	2458	46.0	20	46.33	91.7	50.53	5	5	
Mark	Thompson	NA	Lase	181781	48.0	52	48.87	92.3	52.94	6		6
Tony	Corkell	NA	Lase	131476	50.0	6	50.10	92.3	54.28	7		7
Tom	Bews	Nicolas Huffledt	FS	5295	49.0	15	49.25	90.4	54.48	8	8	
Jack	Griffin	John Tucker	FS	5818	49.0	31	49.52	90.4	54.78	9		
Steve	jones	Dennis Miller	FS	2048	49.0	32	49.53	90.4	54.79	10	9	
Ray	Flynn	NA	Lase	--	50.0	38	50.63	92.3	54.86	11		
Tad	Jarzyna	Donna	FS	5989	49.0	52	49.87	90.4	55.16	12	10	
Wendell	Gundlach	Nancy Heine	FS	3801/5861S	50.0	37	50.62	90.4	55.99	13		
John	Hemphill	JC Aller	FS	4043	50.0	44	50.73	90.4	56.12	14		
Ray	Merrill	Alex White	FS	4322	51.0	4	51.07	90.4	56.49	15		
Bob	Hoffman	Hudson Barker	H20	227	49.0	56	49.93	87.8	56.87	16		
AnnMarie	Covington	Susan Cole	WF	4105	52.0	52	52.87	91.7	57.65	17		
Ken	Warren	Wendy	LI	14532	50.0	33	50.55	87.6	57.71	18		
Ken	Butler	Nick Seraphinoff	WF	--	52.0	56	52.93	91.7	57.72	19		
Bill	Powell	Will Powell	FS	3694	58.0	57	58.95	90.4	65.21	20		
Kelly	Smith	Robert Teague	BCN	6	59.1		59.13	87.0	67.97	21		
Phil	Andrews	NA	Lase	185542			0.00	92.3	0.00	27/DNC		
David	Howard	Jim Howard	ISO2	808			0.00	77.5	0.00	27/DNC		
Mark	Wilson	Laina Wilson	FS	5861			0.00	90.4	0.00	27/DNC		
Mike	Sigmund	NA	BCN	3687			0.00	87.0	0.00	27/DNC		
Eric	Boreland	NA	Force5	6043			0.00	96.6	0.00	27/DNC		

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