

Lake Townsend Yacht Club

Tell Tales

DECEMBER, 2020



MERRY CHRISTMAS



HAPPY NEW YEAR

Sail on Sailors into a promising new year! Here's to leaving covid-19 in our rear view mirror and sailing forward. So thankful for sailing.



“On a day when the wind is perfect, the sail just needs to open and the world is full of beauty,” Rumi

A NOTE FROM THE COMMODORE



Andy Forman
Commodore

Dear Sailors and supporters and Bubble members,

In case you have not yet done so, please sign up for 2021 Membership using the Home Port. LTYC Winter Racing is underway and my (and the Board's) hope is that you and those in your bubble will come out and race. This time of year, the temperature is unseasonably mild and the winds are generally great for sailing. Yes, it's less likely you will experience a floater.

Frankly, I would think many of you are feeling frustrated by the need to continue to avoid normal social activities until the vaccine deployment makes significant progress. I think it's called having "Cabin Fever" with symptoms (from verywellmind.com) that may include: Decreased motivation, Difficulty waking, Food cravings, Frequent napping, Hopelessness, Lack of patience, Lethargy, Sadness or depression, Trouble concentrating, etc. The website also has one important therapeutic suggestion "GET OUT OF THE HOUSE", get some "EXERCISE" to release some endorphins and "USE YOUR BRAIN".

I can't think of a better therapy for these categories than sailing...more better racing.

Personally, some of these Cabin Fever symptoms also occur when I have run out of interesting shows to watch on Netflix and Amazon Prime.

Saturday, Dec.12, AnnMarie and I raced "Intrepid" in "Old Frosty". Air temperatures were 50's to 60's. Blue skies. Wind started off mild (3 - 5 mph). After our practice lap around the course, the forecast wind came in at 10 to 14 mph from the South-West, just in time for the 1st race. It was wonderful competition, invigorating and great racing.

Perhaps there was additional invigoration due the fact that we turtled at the leeward mark jib on the 1st lap of the 3rd race. As I said to AnnMarie "This is good experience as we prepare for the Wayfarer Worlds in 2022 at Lake Eustis." Photos of the race are available later in this Newsletter and on the LTYC Facebook page.

Thanks to all who rallied to provide land support, prepare and launch RC boats, a full race committee and support boats.

Thanks to all who showed up to race. It was great competition.

Saturday, I also had the opportunity to introduce myself to Lake Management (Clint) as the new Commodore. Clint and I had a productive and far ranging conversation which touched on

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many of the concerns of the Lake Management and LTYC. These concerns are the board's top priority this year. I am looking forward to improving the club's relationship with Lake Management and the City of Greensboro, which has been under strain these past 18 months.

Hey Y'all, get off your couch and come out racing!

And don't forget, LTYC offers a limited number of "Gift of Sailing" Certificates. You can find them on the home port.

Wishing everyone a safe holiday season and great sailing and racing in 2021.

Sail on! Stay Healthy!

Andy

OLD FROSTY

An awesome day of racing at Lake Townsend



AnneMarie Covington , our vice commodore and our Commodore, Andy Forman experienced recover from turtling and finished strong!



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Wendall Gundlach (left) and son Alex while being accomplished racers also get style points!

J.C. Aller (left) and John Russell, wait for the start of the race.



A question I might ask, did the Christmas wreath on the approaching boat survive the entire Old Frosty Race?

When you're ahead your wind is clean, well most of the time.

Photos by Uwe Hein and Nancy Collins



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Below is an article written by Joleen Rasmussen and photo of her and Annette Grafe from a participants viewpoint in Old Frosty.

Annette Grafe , left and Joleen Rasmussen team up in



Annette and I texted back a forth a couple of times Friday and again Saturday am. Do we make the hour long drive only to decide too much wind. I shared with Annette that I have almost no experience crewing in a monohull in 12+ kt winds. Accuweather was reporting about 4 kts less than Windfinder. Being a firm believer in not letting the forecast make the decision if there is a possibility we can race, I told my skipper that I was game. Also, the only way to be able to sail in 12kts is to experience 12kts.

We arrived at the lake around 10:30 with the lake showing nice, easy, friendly winter sailing wind. We said no need to reef the main. We left the dock about 11:30 for a 12:00 first signal. We were in the Club Wayfarer and neither of us were familiar with the lines/controls. The boat floor was also very very slippery. We tested the spinnaker and decided we were not going to try that again. It got windier and windier and windier. We were out there and we were going to give it a try. A few times during the race, with the floor being so slippery, Annette loss her footing while tacking. The boat rounded up and over as Annette and I both released the sheets and leaned out over the side looking at the center board somewhat parallel to the water surface, but still below the water surface. Race Committee may be able to comment if we looked as out of control as we felt. Each time, we immediately sheeted back in and resumed our course for the mark. Preparing to gybe around the leeward mark, something went awry. We ended up doing a Chicken Gybe. we tacked. It wasn't intentional, but it worked.

<https://www.nauticed.org/sailing-blog/the-chicken-gybe-jibe/>

We had a blast and are very proud that we were able to start and finish the race. Thank you to Race Committee for their service and support to racing and to the other sailors for being out there with us.

Joleen

Old Frosty From the Signal Boat's ViewPoint

By Uwe Heine and Nancy Collins

The forecast for December's "Old Frosty" race was mixed. Temperatures were expected to be mild but wind was supposed to be 10-15 knots with gusts into the twenties. This can be challenging and after a recent cold spell the lake water was only about 50 degrees. It was clear to the Race Committee that no one wanted to go swimming on this December day! Fortunately the wind was blowing from the southwest down the length of the lake, allowing RC to set up a long version of the Winter Race Course. With the long fetch there was more wave action than we are used to on Lake Townsend, but the airflow was much less turbulent and shifty than when the wind blows from other directions.

Nancy Collins was PRO for the day, assisted by Uwe Heine, operating from a powerboat kindly loaned for the day by Scott Bogue. The Pin Boat was operated by Jeannie Allamby and Hudson Barker. The Mark Boat was operated by Leigh Wulforst, George Enell and friend. Despite the windy forecast when RC went out at about 11 am conditions were moderate with wind only about 10 knots. We set up a course and as the 12 noon first warning time approached the wind picked up, blowing well into the teens. We ran a two lap race with eight boats participating: one Tanzer, Two Wayfarers, and five Flying Scots. The boats beat their way up the length of the lake with whitecaps and bow wave spray making for some dramatic photos from the signal boat. Some boats were struggling a bit but there were no capsizes! There was some confusion as to the proper finishing with the Winter Course. In previous seasons we had only a single version of this course, which was twice around the windward mark and using the starting pin as a leeward mark with a downwind finish across the line. In 2019 this was revised to allow varying the number of laps. Always check the Sailing Instructions and Course Diagrams and ask questions if there is any doubt!

Some competitors decided they'd had enough (or too much?) fun for the day and retired before the second race. The second race, also two laps, was shortened abruptly because unbeknownst to the RC the windward mark anchor had stopped holding and was dragging. On very windy days a long line and heavier anchor should be used if available. Our signal boat also started dragging the anchor but we were able to reposition and set ourselves in time for taking finishes.

A few more boats retired after the second race, where wind was blowing a steady 15-18 knots. For the three boats remaining, all very experienced sailors, we decided to do three laps after we reset the windward mark. After the first lap AnnMarie and her crew Andy were planing downwind in first place approaching the leeward mark. They jibed as they prepared for rounding and abruptly rounded up and got knocked flat. They were both quickly on the high rail and the boat hung in the balance between righting and capsizing for a painfully long time! Eventually the wind on the hull forced them over and they were inducted into the "Lake Townsend Polar Bear Club". An elite group! With assistance from the scat boats they were quickly upright again and back in their Wayfarer Mark IV, which can be sailed dry after a capsize with it's large transom bailers. They sailed into the marina to change into dry clothes. Now there remained only two Scots, with Mark Wilson and Rob Eastman vs. Wendell Gundlach and his son Alex Gundlach. With some splits upwind and nice tactical spinnaker runs Wendel and Alex managed to pass Mark and Rob for the win!

IT'S THAT TIME AGAIN

2021 Memberships Renewals Are Due

It has been an interesting year for sailing at Lake Townsend.

Initially, starting March, we were able to continue to sailing, just no organized group events. During this time we started our Tuesday Sail Talks (zoom) to stay connected with our sailing community. We setup a mentoring program as well as one-on-one sailing classes to be ready for small group classes.

In July, we obtained approval for club sailing and hosted the September Mayor's Cup and October HOT invitational regatta. We had a fall Sailing Team season, co-ed 14-18 years old. New, this year, we had our First Learn to Race class, or 1st First Sail and a UNCG Outdoor Adventures trip.

This was all possible through your support as an LTYC Member. 2021 Membership renewals are due by Jan 1. Please go online and submit your renewal application, either paying online or by cash/check.

Thank you to all our 2020 members who supported us so strongly during this past COVID year.

2021 looks to be rather similar to 2020. We thank you in advance for your continued support.

2021 Membership Renewals are \$75.

2021 LTYC Membership

Membership is from January 1 to December 31

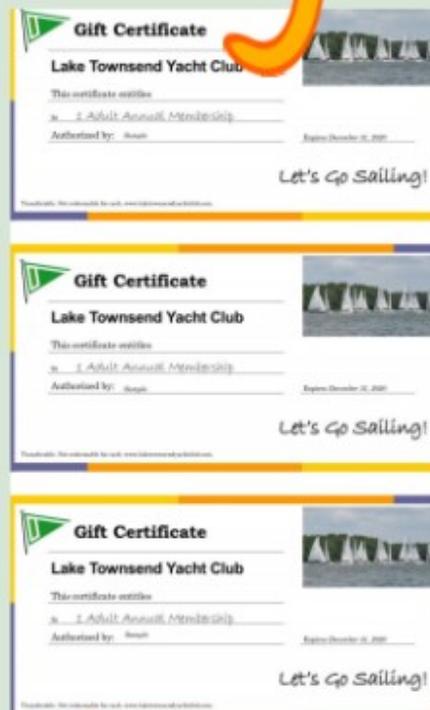
Membership Type *

<input type="radio"/> New Member \$75	<input type="radio"/> Learn to Sail Student \$37.50
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<input type="radio"/> Member Emeritus \$0	

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ALL I WANT FOR CHRISTMAS IS....

Give a gift that lasts a lifetime, give the gift of sailing. This is an incredible present. Gift Certificates are available for our Learn to Sail classes or Racing class, as well as annual membership. Certificates can be purchased on our web-site, www.laketownsendyachtclub.com. We customize the certificate for your occasion and email you a PDF that you can print and put in a card.





THE BEAT

NORTH CAROLINA SAILBOAT RACING NEWS

The coronavirus pandemic is still impacting our sailboat racing. Contact event organizers to receive the latest information.

There are no regattas scheduled for December as our unique sailboat racing year comes to a conclusion.

Sailing Clubs are holding Frostbiting and will be for the next couple of months. What is Frostbiting? It is simply sailboat racing during the winter season. Click [here](#) for a *Sailing World* article that describes frostbiting along with some great photos.

Many clubs in North Carolina hold sailboat races during the winter. Carolina Sailing Club (CSC) in Raleigh is one. Often more than 30 competitors show up for racing. The CSC's Notice of Race for winter racing includes special rules, for example:

- The first warning is at 1300 which gives the sun, if it shows up, time to warm things up a bit.
- Personal flotation devices are required to be worn by all competitors.
- When the water temperature is at or below 50 degrees Fahrenheit, competitors under the age of 18 must wear a wetsuit or dry suit.

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- If the air temperature is below 45 degrees or the average wind speed is over 12 knots, racing will probably be cancelled for all fleets except for fully self-rescuing boats (Lasers, 420s, etc.).
- If the air temperature is below 32 degrees or the average wind speed is over 16 knots, then all racing will be cancelled for all fleets.

As you can see, safety is the top priority.

Finally, Appendix U, Audible-Signal Racing System (aka whistle start) applies which includes a three minute starting sequence and the starting line pin end also serves as the leeward mark. This simplifies race management so that race committee can give additional emphasis to safety.

If you are sitting on the fence, I invite you to give frostbiting a chance. I think you will be pleasantly surprised at how much fun can be had sailboat racing during the winter months.



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THE HANGOVER CUP



FOR RC LASERS

FRIDAY JANUARY 1 - NEW YEARS DAY

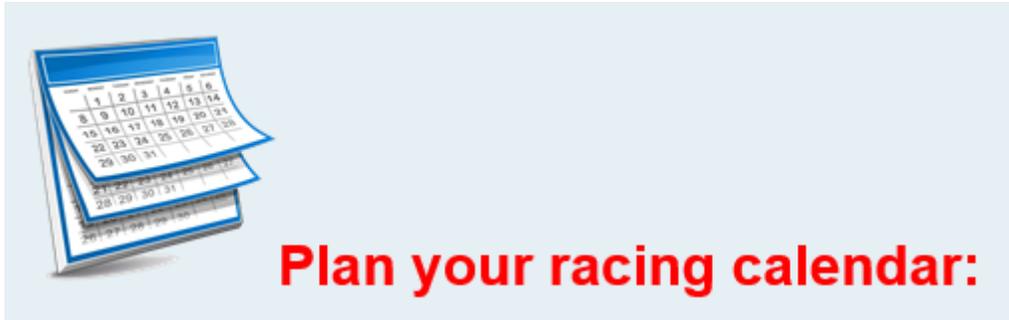
SILVER LAKE, SILVER BEACH WAY, RALEIGH

Kick off the New Year properly with the sailors of the Triangle Model Yacht Club at their annual Hangover Cup Regatta. This is a low-key regatta with the emphasis on getting out on the water and enjoying RC Laser racing. From the Notice of Race: "NO REGISTRATION – NO FEE – NO TROPHIES – NO FOOD – NO CHASE BOAT - JUST SHOW UP WITH AN RC LASER". However there is a significant prize - the winner's name will be placed on the perpetual Hangover Cup Trophy. Click [here](#) for the Notice of Race.

For more information contact Rick Ferguson, starboard@whither-bound.com.

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Open regattas:

Keelboat Midwinters (One Design and PHRF), March 2021, Lake Norman Yacht Club, Mooresville.

1st Annual Alligator Run Regatta, April 2021, Waccamaw Sailing Club, Lake Waccamaw.

Cinco De Mayo, May 2021, Blackbeard Sailing Club, New Bern.

Pirates on the Pungo, May 2021, Belhaven.

Albemarle Challenge Regatta, May 2021, Osprey Yacht Club, Hertford.

64th Annual North Carolina Governor's Cup Regatta, June 18, 19, 20, 2021, Carolina Sailing Club, Henderson Point State Park.

July 4th Regatta, July 2021, Lake Norman Yacht Club, Mooresville.

Manteo One Design Regatta, July 2021, Manteo.

2021 Colington Youth Small Boat Regatta, August 2021, Colington Yacht Club, Colington.

SAYRA Open Regatta, August 2021, Carolina Yacht Club, Wrightsville Beach.

Hoop Pole Youth Regatta, August 2021, Friends of the Museum, Beaufort.

Bow To Stern Regatta, August 2021, Bow To Stern Sailing, Oriental.

Blackbeard Sailing Club One Design Regatta, August 2021, Blackbeard Sailing Club, New Bern.

Indian Summer Regatta, September 2021, Lake Waccamaw Sailing Club, Lake Waccamaw.

Labor Day Regatta, September 2021, Lake Norman Yacht Club, Mooresville.

20th Annual Lake Norman Hospice Regatta, September 2021, Lake Norman Yacht Club, Mooresville.

Greens Creek Regatta, September 2021, Oriental Dinghy Club, Oriental.

43rd Annual Mayor's Cup Regatta, April 2021, Lake Townsend Yacht Club, Lake Townsend.

Board Bash, September 2021, Lake Norman Yacht Club, Mooresville.

Peninsula Cup Regatta, October 2021, Peninsula Yacht Club, Cornelius.

Annual Halloween Regatta, October 2021, Bow To Stern Sailing, Oriental.

31st Annual Carolina Keelboat One Design Regatta, November 2021, Lake Norman Yacht Club, Mooresville.

Turkey Trot, November 2021, SJ Fleet 8, Blackbeard Sailing Club, New Bern.

College regattas:

None scheduled at this time :-)

Radio Controlled Sailboat regattas:

Hangover Cup Regatta, January 1, 2021, Silver Lake, Raleigh.

Fools Regatta, Victoria Class, October 2021, TMYC, Lake Crabtree, Raleigh.

STARMAGEDDON, Star Regatta, October 2021, TMYC, Lake Crabtree, Raleigh.

Fall Overboard Regatta, RC Laser Class, November 2021, Lake Crabtree, Raleigh.

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Class regattas:

Highlander Midwinters, March 2021, Lake Norman Yacht Club, Mooresville.

MC Scow Bunny Hop Regatta, April 2021, Lake Norman Yacht Club, Mooresville.

Thistle Bottoms Up Regatta, April 2021, Jordan Lake, Wilsonville.

Flying Scot Great 48, May 2021, Lake Norman Yacht Club, Mooresville.

Tanzer 16 Nationals, 2021.

Weta East Coast Championship, 2021.

Wayfarer US Nationals, June 18, 19, 20, 2021, Carolina Sailing Club, Henderson Point State Park.

Croaker Fest Regatta, July 2021, Bow To Stern Sailing, FJ, 420, Sunfish.

North Carolina Governor's Cup Regatta (the oldest), July 2021, Elizabeth City. Moth Boats, Topaz Un-
os, Topaz Argos, O'pen Bics.

Lightning Southeastern District Championships

Sunfish Southeast Regional

Classic Moth Boat Nationals, September 2021, Elizabeth City.

Old Salty Regatta, October 2021, Thistle Fleet 128, Lake Norman Yacht Club, Mooresville.

54th Annual Pipers and Pluckers Highlander Regatta, October 2021, Lake Norman Yacht Club,
Mooresville.

Weta Swarm, October 2021, Blackbeard Sailing Club, New Bern.

Old Brown Dog Regatta (Wayfarers and MC Scows), November 2021, Catawba Yacht Club, Lake
Wylie.

Flying Scot Fall 48 Regatta, November 2021, Lake Norman Yacht Club, Mooresville.

Ultimate 20 East Coast Championship, November 2021, Lake Norman Yacht Club, Mooresville.

Open PHRF regattas:

Instead of Football Regatta, January 1, 2021, Oriental Dinghy Club, Oriental.

Keelboat Midwinters, March 2021, Lake Norman Yacht Club, Mooresville.

Pirates on the Pungo, May 2021, Belhaven.

Lone Palm Regatta, May 2021, Southport Yacht Club, Southport.

ETYSA/SoundBank Charity Regatta, May 2021, Blackbeard Sailing Club, New Bern.

58th Annual Ocracoke Regatta, June 2021, Pamlico Sailing Club, Indian Island.

Hancock Yacht Club Regatta, July 2021, Hancock Yacht Club, Cherry Point.

Neuse Yacht Racing Association Parrothead Regatta, July 2021, Oriental.

Dragon's Breath Regatta, Oriental Dinghy Club, August 2021, Oriental.

Bow and Stern Regatta, August 2021, Bow To Stern Sailing, Oriental.

Second Annual OBX Multi-Hull Sail Fest, September 2021, East Coast Sailboats, Southern Shores.

The Southport Cup, October 2021, Southport Yacht Club, Southport.

Oriental Cup, October 2021, Oriental Dinghy Club, Oriental.

Peninsula Cup Regatta, October 2021, Peninsula Yacht Club, Cornelius.

Bluenose Regatta, October 2021, Steele Creek Yacht Club, Kerr Lake.

2nd Annual Halloween Regatta, October 2021, Bow To Stern Sailing, Oriental.

Stede Bonnet Regatta, October 2021, Southport Yacht Club, Southport.

MEET THE LTYC MEMBERS

DANIEL & STEPHANIE ADAMS

Daniel and Stephanie Adams are native North Carolinians who returned home four years ago after many years in New York, Boston, Houston, and other far flung places. Stephanie ran an elementary school in New York for 7 years and now trains principals and writes content for education masters programs with a nonprofit, New Leaders. Her hobbies include reading, playing tennis, and watching videos of cakes being iced (it is therapeutic).



Daniel is a recovering New York corporate lawyer and white collar criminal defense attorney with the law firm of Brooks Pierce. His hobbies include running, biking, and sailing. They have three daughters, ages 6, 4, and nearly 2.

Daniel became interested in sailing when his parents bought a Laser at a yard sale for around \$400 when he was about 8 years old, and he grew up sailing on local mountain lakes. The whole family - Daniel, his parents, little sister, and even the dog - would pack onto the Laser and shove off, hoping for a puff of wind. More often than not, Daniel found himself towing the bow line and swimming the boat back to shore.

In college, Daniel raced with the University of Maryland sailing team for a year, until the long commute to and from Annapolis started to conflict with his class schedule.

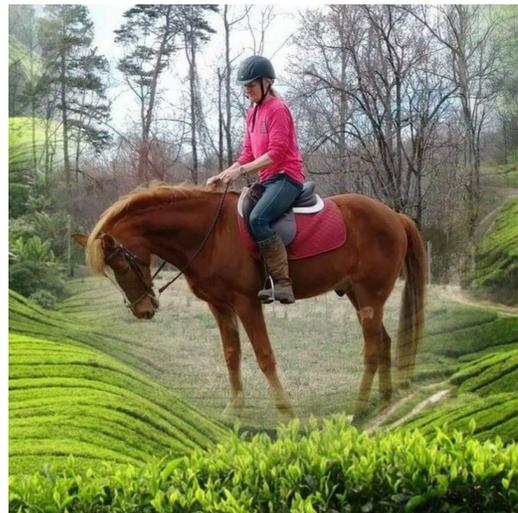
Last year, after receiving a LTYC membership for Father's Day, Daniel and his family resurrected the Laser (with the same rigging) that his parents bought back in the 80's. It was old back then, and is positively ancient now, but they have resumed family sailing, this time with their kids. Daniel can't wait to teach the girls how to sail it on their own.

Stephanie is new to sailing, having grown up with motorboats, knee boards, and jet skis. However, occasionally the wind blows hard enough that she finds sailing fun.

Daniel's absolute favorite sailing was off the coast of Oriental during a jellyfish bloom. The wind was fierce, and the air was permeated with the "whump whump whump" of the boat nailing jellies. The most exotic place that Stephanie has sailed is Belize. She wins!

MEET THE LTYC MEMBERS

JEANNE ALLAMBY



Jeanne Allamby became interested in sailing after moving to North Carolina from Rhode Island in 2011. She was looking for a way to meet people while, at the same time, trying something different, and found the Lake Townsend Yacht Club on the Greensboro Parks and Recs website in 2012. She has been a member of LTYC ever since.

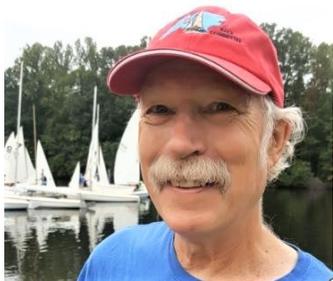
Jeanne is single. She has 3 boys—Nick, Ty, and Cal—who all live up North—and 2 grandsons—Nicholas Jr, 13 and Jace, 5, both of whom race quarter midget cars. Jeanne also owns a horse named Gatsby.

Jeanne works for USPS, in the Human Resources department. She loves sailing, riding her horse, golfing, kayaking, and hiking.

The most exotic place Jeanne has ever sailed is Cayo Costa Florida with the Wayfarer group.

NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE



Scott

1. **Water expands** when it freezes. Everybody knows that, but it's easy to forget. Don't let water accumulate in enclosed spaces in your boat or trailer. Maybe nothing will happen, but maybe it will cause a leak, or break something, by bursting the metal or fiberglass. I have seen a heavy steel trailer jack burst open (it jammed as a result) by freezing water. (Wasn't mine.)

2. If you're doing **fiberglass** work, and aren't using the fast curing type of resin, you can often save small quantities of mixed resin by putting it in the freezer. Make sure the container is well sealed. When you bring it out, let it warm for a few minutes, or moisture may condense on the cold surface.

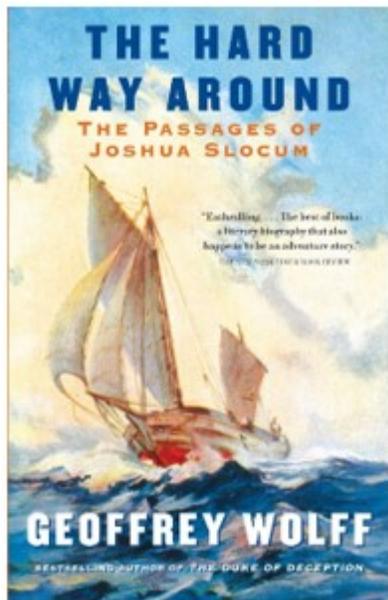
3. Trailer **safety chains**: you don't need 'em until you **NEED** 'em. Make sure they're in good condition and are heavy enough (including the hooks, which must be about *twice as thick* as the links) for the weight of your boat and trailer.

4. Stainless steel bolts have a bad habit of **seizing up** when you tighten them. When that happens, you can't fully tighten them and you usually can't unscrew them. Apply a little silicone grease to the threads before you put on the nut.

5. Common household **bleach**, used full strength or mixed 50/50 with water, is very effective against mildew and other stains. Apply, wait a minute or two, and rinse *thoroughly*. Do not let it get on your sails or lines (it will weaken them). Protect your eyes and skin when you handle it.

The Sailor's Bookshelf

By Dawn-Michelle Oliver



Dawn-Michelle



Many of you may have read Joshua Slocum's *Alone Around the World*, or at least be aware of his now classic first-hand account of the first solo circumnavigation of the world in the 1890s. Geoffrey Wolff's 2010 biography, *The Hard Way Round: The Passages of Joshua Slocum*, paints the larger picture of his life for those who have already sailed with him, and will entice those who don't yet know him to come aboard. The book is available in hardback, paperback, and ebook editions, and is also widely available at local libraries, and for purchase new and used.

Excerpt from *The New York Times Book Review*:

I grew up loving Joshua Slocum's *Sailing Alone Around the World*. It was *Walden* without the training wheels. Whereas Thoreau made so much of his precious solitude in a shack only a couple of miles from his home in Concord, Slocum actually put himself at risk. In his 50s, pistol-whipped by fate, he set out in a largely self-built 36-foot sailboat and somehow managed to circumnavigate the earth. He might have been without a crew, but he was hardly alone; he had the magical Spray for a companion: a vessel that could literally steer herself for hundreds of miles at a time while he reclined contentedly in his book-lined cabin eating salt cod and reading "Don Quixote." For a landlocked teenager who had both nautical and literary ambitions, Slocum was almost too good to be true.

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I also developed an early appreciation for the writer Geoffrey Wolff, whose 1979 book *The Duke of Deception* remains one of my favorite memoirs. When I learned that Wolff had written a biography of Slocum, it seemed an ideal pairing. But a disturbing doubt began to creep into my consciousness. Did I really want to know more about Joshua Slocum? No real person could possibly measure up to the narrator of "Sailing Alone Around the World." And as Wolff writes in one of the many fascinating notes in his new book, there is no accounting for how a reader will react to the subject of a biography. "The responses of book reviewers to subjects of biography are as unpredictable as the responses of a friend to someone introduced with the assurance 'You'll love her.' "

I needn't have worried. "The Hard Way Around" is the best of books: a literary biography that also happens to be an adventure story. As it turns out, Slocum's back story is just as enthralling, if not more so, than anything that happened to him aboard the *Spray*. Indeed, portions of his life read like a novel by Robert Louis Stevenson. Instead of subjecting Slocum to the needless third degree, Wolff approaches his subject as an unapologetic fan. At one point, he recounts his initial, completely unexpected response to an early passage in "Sailing Alone Around the World": "I stumbled on this run of language, bearing its load so easily, and the emotional burden it discharges so cunningly. Taking my breath away, it made me feel what I can only describe as love."

Wolff does not fall victim to the modern obsession with having to find a new, never-before-glimpsed scrap of useless information about a time-worn topic; he is content, and self-confident enough, to provide his own view of the existing record. Instead of being intimidated by the many researchers and writers who have come before him in the search for Slocum, he embraces their labors. He even concludes with a passage from another author. After finishing this little book (which I did not want to end), I decided it was worthy of the admonition the British children's writer Arthur Ransome directed toward prospective readers of Slocum's narrative: those "who do not like this book ought to be drowned at once."—Nathaniel Philbrick, Oct. 31, 2010.

NOTE: Sailing-related book reviews or recommendations are welcome from anyone. Send your review, or simply recommend a title and I'll find a published review.

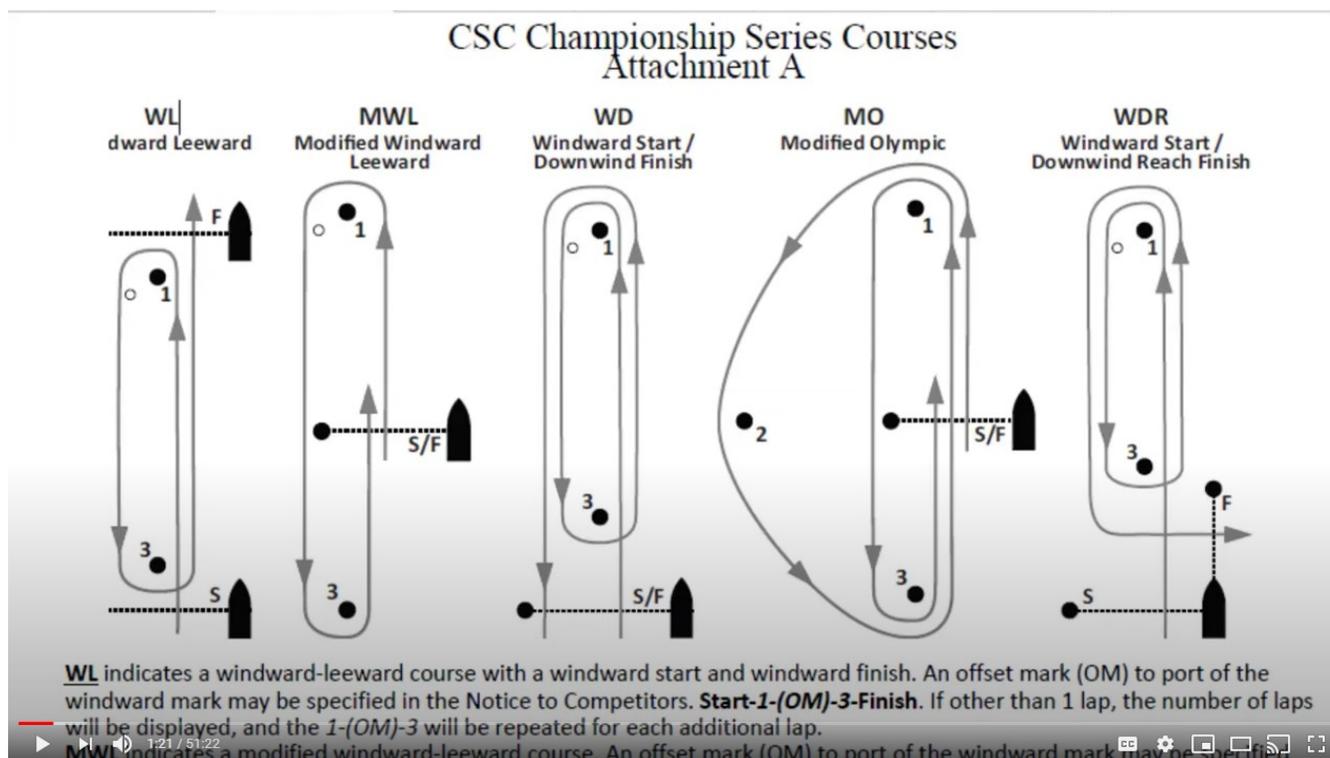
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In Case You Missed It

Courses—Tuesday Sail Talk 10/14/20

This article below provides an overview of the October 14th Tuesday Sail Talk and covers the topic of courses. The full webinar can be viewed at <https://www.youtube.com/watch?v=P5w42Q-188Q>.

The sailing rules only say the Sailing Instructions (SIs) have to designate the course and all the marks, but the rules don't say what the marks are or what the course is so every organizing authority is free to make up something for themselves. The image below is from Carolina Sailing Club. It is their regular championship course diagram, and it shows a variety of different options that they can run and how they are signaled.



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The first diagram is the traditional Windward Leeward (WL) course. In this course you start at the Leeward end of the course and sail around a Windward mark and potentially around an offset mark, around the Leeward mark, and then back up to finish. This course has some advantages, but it requires that there be a separate start and finish line. This can be difficult for small clubs.

Small clubs typically utilize a course such as the Windward Start/Downwind Finish (WD). In this course, the start and finish lines are at the Leeward end of the course. When sailing a WD, you sail up and around the Windward mark, down and around the Leeward mark, up again around the Windward mark, and then downwind to finish.

Optionally, the start/finish line can be placed in the middle of the course for a Modified Windward Leeward (MWL) course. In this course, you begin sailing and round a Windward mark and possibly an offset mark and then around the Leeward mark and then finish upwind in the middle of the course. At Lake Townsend, if a MWL course is being sailed, the start/finish line is typically biased toward the Leeward mark to give boats more room to separate after the start.

The advantage of the WL and MD courses is that you have the entire Windward leg for boats to separate before reaching the Windward mark, resulting in less traffic around the mark. Likewise, in the WL course, you have a long Windward leg heading into the finish giving boats an opportunity to pass after rounding the last mark. There is much less opportunity for this in the MWL course. While there is more opportunity to pass on an upwind leg than a downwind leg, the WD course also gives a long downwind leg enabling boats to pass each other as well.

A WDR, Windward Start/Downwind Reach Finish, course has the advantage that you are starting and finishing in different places so starts and finishes do not interfere with each other. This advantage is also seen in the WL course.

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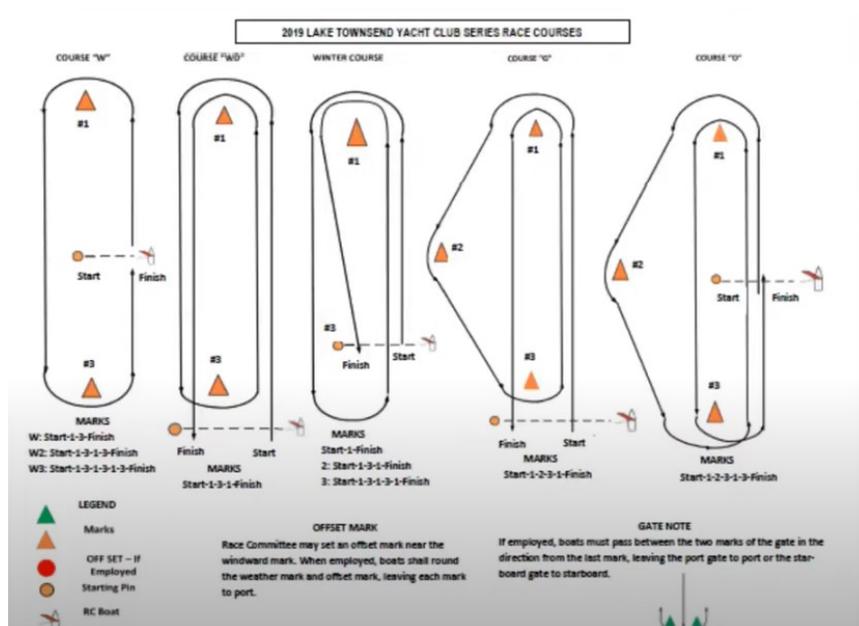
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Some clubs will add a number designation to the end of a course. For example, a WD2 course indicates that the racers will go around the Windward or Leeward mark twice (as specified by the club). Some club rules are not consistent in how they designate this numerical adder. Therefore, you must read the Sailing Instructions closely before an event, especially if it is an away event and you are not familiar with that club’s policies, to be sure you understand how the course is to be sailed.

A MO, Modified Olympic, course is the traditional Olympic course and consists of the start line to Leeward and the finish line to Windward like the WL. It is a triangle followed by a Windward/Leeward.

Each of the courses presented in the graphic above are common courses and have common nomenclature. However, there is no standard signaling for them.

The diagram below shows Lake Townsend’s racecourses. They are very similar to those designated by the Carolina Sailing Club discussed above.



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The W Course is a modified Windward/Leeward. There is a WD Course with a downwind finish. During the winter, the Winter course is sailed. In this course the start/finish pin also serves as the Leeward mark. The G Course is a Gold Cup Course. Finally, Course O, is a modified Olympic Course that has been altered to have the start/finish line in the middle.

Whatever course you are sailing, it is imperative that you read and understand the Sailing Instructions to make sure you are sailing the correct course.



High School Sailing Report



That's a wrap on the LTYC High School Sailing Team's Fall Season! Our final scheduled fall regatta, an interclub against Research Triangle Park High School Sailing Team at Jordan Lake, was cancelled due to COVID concerns. While the season did not end (nor begin!) like we would have liked, all things considered, we had a fantastic time. We had 15 sailors, added two new C420s, and raced in 4 regattas despite the shortened season. Each sailor was committed and excelled in very difficult conditions, and no coach could ever hope for a better group of sailors!

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We are well underway with planning for the Spring Season. We plan to start practice in March. As of now, the South Atlantic Interscholastic Sailing Association is hoping to have high school regattas in the spring, including one for our division in Atlanta in March or April. We hope there will also be regional high school regattas we can attend at Lake Crabtree and Jordan Lake in Raleigh, and Lake Norman in Charlotte. And of course, we will continue to race with the Club at Lake Townsend.

We already have 15 sailors committed to sailing in the Spring, but we can always find room for children of club members. Please contact us if you have an 8th through 12th grade student who wants to have fun!

We can't wait for March!





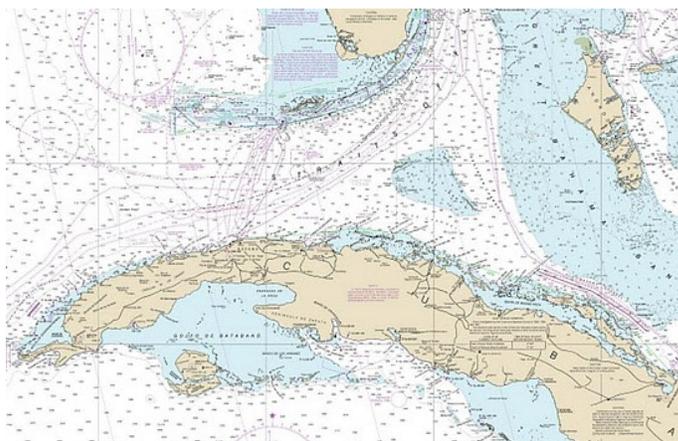
Special Thanksgiving

Message

Single Line to Freedom

Captain John,
 Www.skippertips.com
 Captainjohnskip-

In the 90s Cuba's Fidel Castro opened a narrow "window of opportunity" to his citizens. If they wanted to leave Cuba, they had to do it now. And not by air! And not by cruise ship. They were on their own...



Families, friends and neighbors took to the sea in tiny rafts, some made of barrels tied together, others rickety boats. They aimed their tiny boats toward the US, hoping to make the crossing without dying from starvation, thirst or drowning.

Many of these craft were not seaworthy, some just a few inches above the sea surface. It wouldn't take much more than a small wave to crash aboard to capsize the boat. So, no way were they going to cross the sea and the Gulf Stream. Loss of life would be astronomical...

Our mission was to rescue them as soon as they entered International waters. This combined Coast Guard / Navy effort rescued over 30,000 people in one of the most successful peacetime operations in maritime history. Here's a tale from that operation...

It was another long, hot day off the coast of Cuba. Our cutter had been working the coast for weeks now. Tired, sweating like a stuffed pig in the sweltering heat. I opened the door of the Chief's quarters to take a breather. I needed a few minutes to wind down. Brutally tired. Is it ever going to end?

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When you're fatigued, the mind does "buzz warfare" with the brain cells. When I entered the small room, I noted it too was empty. A mess on the table. Snack wrappers, day old coffee, whatever remnants we could grab to give a rush-boost of energy for more rescue operations.

The enormity of humanity we were seeing day in and day out. Men, women, children, the elderly. Huddled masses. Most without anything except a small bag, satchel, and often, trash bag. All they owned. Whatever they could grab. Leaving everything else behind. All in a quest to experience the land of the free.

And then I saw it. A small white square of paper, folded, lying atop the bench seat in one corner. Being a navigator, I recognized the paper looked like a chart. Hmmm. Must have left one of our charts from the bridge down here. Now, which one would that be. So, I unfolded it one square at a time.

The first thing I noticed were the printed labels on the chart. All in Spanish. Once fully unfolded, I noted the water stains in each corner and along the borders. Tattered but still fully usable. It showed Cuba, the surrounding islands, the Straits of Florida, and the southeastern coastline of the United States.

And then I saw it. A faint line. Just a single line. Drawn from the coastal edge of Cuba to Florida. Labeled with one number. A course, penciled atop the line. Nothing more. Just one label, one course, one direction. At that moment, all my problems melted away like wax dripping from a candle.

What I held in my hands was one of the most valuable gifts I had ever received. At least in my mind. This represented one person's hopes, dreams and quest. Something I would never, ever face in my own life. Having just a few days to decide whether to leave it all behind, take to the water in a rickety boat, overloaded.

And perhaps, be tasked with the responsibility of getting your family and passengers across a massive expanse of water to a place that promised a new life. Freedom. And the land you had dreamed about for so long.

Now, within your grasp. I'll never know who that was. Were they aboard our ship right now? Or had we already transferred them to the transport ship to take them to the land of the free?

I said a quick prayer for them, wishing them well.

And a smile crept across my face as I walked back up to the bridge, renewed with energy, my own batteries recharged. Time to get back to work. There were folks waiting to start a new life in a new place, just over the horizon.



Please Like LTYC on facebook

- Check in at LTYC on facebook
 - Tag us
 - Write an endorsement for LTYC
 - Like LTYC on the "Like" page
 - Post a review of LTYC on FB
- If you need help to post pictures or a video on our page, please contact JC Aller at aller.jc@gmail.com

Please follow our High School Racing Team on Instagram at [ltycsailingteam](https://www.instagram.com/ltycsailingteam), and of course, on facebook at www.facebook.com/laketownendyachtclub/

Next newsletter deadline: Jan 9, 2021

◆ Lake Townsend Yacht Club Board

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High School Sailing Team: Mark Hayes	◆ tychsst-coaches@laketownsendyachtclub.com

You don't have to be a board member to help out. Everything this club does is done by volunteers. Please contact the individual board members to see how you can contribute.

Thanks for making LTYC the best!

Board meetings are open to all members. They are held virtually, via, Zoom the first Thursday of each month at 6:00 p.m.

If I were Santa Claus this year
I'd change his methods for the day.
I've give to all the children here
But there are things I'd take away.

I'd enter every home to steal,
With giving I'd not be content.
I find the heartache men conceal
And take them with me when I went.

I'd rob the invalid of pain,
I'd steal the poor man's weight of care,
I'd take the prisoner's ball and chain
And every crime which sent him there.

I'd take the mother's fears away
The doubts which often fret the wise
And all should wake on Christmas Day
With happy hearts and shining eyes.

For old and young this is my prayer,
God bless us all this Christmas Day
And give us strength our tasks to bear
And take our bitter griefs away.

From verse of Edgar A. Guest