



TELL TALES

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



December 2012

CHANGE OF WATCH

Awards & Banquet • January 19 • RSVP now

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. 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 List. (See the Help Lines box located in this newsletter).

Available To Crew

Name	Phone	E-mail
Jeanne Allamby		jallamby@yahoo.com
Bill Byrd	336-635-1926	
Lacy Joyce	336-413-7929	lacyjoyce@gmail.com
John Kuzmier	336-282-0411/336-580-5766	cjkuzmier@infolinktele.com
Jonathan Kreider	336-829-6196	jon@robbinskreider.com
Chris Maginnis	336-793-5313	cmaginnis@triad.rr.com
Dawn-Michelle Oliver		oliverd@rockinghamcc.edu
Jon Mitchell		jonm5214@hotmail.com
Remik Pearson		darlene_pearson@volvo.com
George Shen	336-451-2646	stock_78750@yahoo.com
Martin Sinozich	336-455-9445	msinozich@vennpartners.com
Keith Smoot	336 996-6734	Gwaihira23@Embarqmail.com
Robert Riley		rriley@wakehealth.edu
Bill Young	336-292-3102/336-707-0295	woyoung@triad.rr.com

Also, check the participation scratch sheet on the web

Have ideas, articles, photos or contributions for inclusion in the newsletter?

Send them to newsletter@laketownsendyachtclub.com.

Holiday Gift Idea brought to you by LTYC

Consider giving private sailing lessons as a gift this holiday season. We can create a lovely gift certificate for you to present to a friend or loved one. Private lessons cost \$15.00 an hour, with a minimum of two hours. There are many great sailors in the club, willing to give lessons. All proceeds go to the club. Sailing lessons, the gift that keeps on giving! Contact Susan Cole at sscole@triad.rr.com.

UPCOMING EVENTS

Frostbite Race Series	December 8	11 a.m.	Lake Townsend
Board Meeting	January 3	5:45 p.m.	Greensboro College; Proctor Hall West, 226
Frostbite Race Series	January 12	11 a.m.	Lake Townsend
Change of Watch Banquet	January 19	6-9:30 p.m.	Bur-Mil Clubhouse
Frostbite Race Series	February 9	11 a.m.	Lake Townsend

Full Calendar is posted on the website, both a one page version and a month by month.

ON THE COVER: Saturday, December 8, 2012 Frostbite Series; more December coverage in the January issue.

Photo © 2012 Christopher Maginnis, published with permission.



All members are encouraged to update their CPR and First Aid training.

Local courses are available from the American Red Cross:

<http://gso.redcross.org/get-trained/schedule>

Sailing Sydney

by Nancy Collins

Uwe and I, among other things, like to chase solar eclipses. So this past November after 10 years of planning we found ourselves in Australia. Part of the trip included a visit to Sydney. Sydney is very sailing oriented. It is on a big harbor with lots of sailboats.

We found a brochure in the hotel lobby, it was advertising a sail on an International America's Cup Class boat. The style of boat that Larry Ellis put out of business when he pushed to have multihulls in America's Cup competition.

The brochure, "Sailing Sydney" said that they had 2 types of events, a 2 ½ hr harbor sail and a 3 hr sail on Wednesdays where they raced. We looked at the wind and Wednesday the day of the race looked promising. So Uwe booked our spot.

It loaded on the other side of the Sydney Harbor Bridge in Darling harbor. All we found was a sign. About 5 minutes before our departure, we watched the boat come in. It had been modified to have a motor. It circled once around close to the loading dock, to get everyone's attention. There were obvious people waiting to go on this boat. People with boat shoes, sunscreen and jackets. After circling around the boat labeled AUS40 docked. The crew brought out a little sign. They really didn't need anything, everyone was already there. These are the stats of the boat that we got on:

It was called the AUS40 and is a 1992 sailboat.

Displacement	26,000 kg	57320 lbs
Ballast	18,000 kg	39683 lbs
Sail Area	380M(squared)	3767 ft(squared)
Mast	34.5 M	113.2 ft
LOA	22.2 M	72.83 ft
LWL	18.5 M	60.1 ft
Draft	4.3 M	14.1 ft
Beam	5.5 M	18 ft

(I have to admit, I only looked at this in metric, sometimes that really doesn't soak in, this is a BIG boat.)

We cheerfully signed our life away and boarded the

boat. As they pushed away from the docks we were given our sailing briefing.

"This boat wasn't built for tourists." They told us about the load on the winches and the load on the blocks for the main sail. ("Keep your hands away from these blocks!", they said. There is a tremendous load on the lines from those blocks, and misplacement of a hand could result in a loss of that hand.)

There were 4 cranks on the boat. Each crank was operated by 2 persons. There were 2 that were horizontal to the front of the boat and 2 that were vertical. They could all be geared together or separately. All four were used to raise the main. The mast was 113 feet high. It held a very large sail. There were 4 speeds on the cranks. The crew got all of the cranks

manned and pointed the boat into the wind to raise the main. "Faster, we need to go faster" "Crank harder!" Just so the tourists would get into the spirit the crew did yell at them just like one would expect the America's cup crew to yell.

After the main was up they set the 2 vertical cranks for adjusting the main and the 2 forward horizontal cranks for adjusting the genoa.

The wind was blowing 18-20 knots. Because of the wind the crew had reefed the main. The maximum wind speed that they would have the boat out was about 22 knots. There were waves 2-3 feet. The boat sliced through the water nicely, I did not notice of any rocking to any of the waves, or wake from any other boats. The boat was very wide with a rough surface on the deck. There were also indents in the deck that would work as a ladder to get from one side to the other. The tourists that weren't manning the winches were instructed to scuttle from one side to the other and to stay on the high side. (So they didn't fall in. The crew said that they hadn't had anyone to fall in yet, and that they didn't want to start now. They probably wouldn't have been very happy to go back and get someone, since they were currently first in the series.)

Continued on page 4



The winches were HUGE. They were probably 12" across. When they were under load they had 5-6 wraps of line on them. The crew could easily let the sail out by manipulating that line. The tourists would crank the sail back in. They did tell us that there was a head on board, but we really didn't want to use it they said. & as the boat was heeled over with the rail almost in the water and with the tourists straining to hold on, it wouldn't be tough to imagine the contortions that went along with that venture.

Wednesday was race day for this boat. (There are races EVERY day on the Sydney harbor.) There were several other 70" boats out on the water that competed with each other. The race course was set by standing channel markers or harbor items in the water. The course had been this way for many years.

It started like this, a little power boat came to an island with a light house. A race cannon was started. It was a 10 minute count down. The starting line was between the light house on the island and a channel marker in the water. We were off.

There were a lot of other boats. Our boat was skip-

pered by Anthony 'Nocka' Nossiter, a veteran of the Volvo Ocean Race. The team timed the start perfectly and were way out in front. There was another 70 ft maxi out there, but it had come late to the start. There were also a couple of blue water boats that had been in the Sydney to Hobart race, but they were also a little slower.

The race lasted for about an hour, rounding at the far end of the harbor a little yellow mark that looked like it was feet from the shore, with waves, crashing around it.

We came around the last mark, and headed for the finish line. Somewhere on the distant shore, waving out of a third floor window was an orange flag signaling that we had made the finish line, and were first over.

After the finish, they let some of the tourists sail the boat. Uwe gladly jumped at the chance. There was enough space left on the camera card to get a few more videos.

It was exhilarating. Definitely a great sailing experience. If you are ever in Australia, look up Sailing Sydney!
<http://www.sailingsydney.net/>



New One Design Fleet Discussion - Carolina Triad Sailing Blog

To reduce the emails and provide accessibility of the discussion to everyone, I have created a BLOG.

In my opinion, this is a worthwhile conversation to be having. It will take some time to reach consensus. My hope is that we (LTYC, OHSC, CSC) will be able to find common ground and build a new fleet that will meet the needs of more sailors in our community and attract new sailors to our sport.

Go to <http://triadsailing.blogspot.com/>

Please feel free to add your comments. All are welcome to participate.

There is a link to the blog on our homepage.

-Alan Taylor

3410 History Lesson

I think we may have a name for 3410 - *Prodical Scot*. Please see the history of the boat in Corky's email below. When I read this to my Mom she said she remembered Hap.

Alan Taylor

Al,

Looked up the LTYC news letter to see what's going on. Couldn't believe the Club has Scot #3410. Al that is the Scot I had. She is a OHYC or LTYC boat and if I don't miss my guess she was bought new by Hap Crow at CSC from David Bachelor. I picked her up in the 1995 cheap as a fixer upper to be our daysailor here at High Rock when we were spending most of our time on our Tartan at the coast. I swapped her 3 years ago for the wooden Lightning I am fixing up as my raceboat. Pam and I took her to Knoxville and the last I saw her she was headed for Ohio. Homing Scot for sure. She has some issues and I will be glad to advise the folks working on her and give them a update on what I did to her. Please forward this on to them.

- Clayton "Corky" Gray

YOU ARE INVITED TO THE ...

LAKE TOWNSEND YACHT CLUB CHANGE OF WATCH

AWARD PRESENTATIONS & BANQUET



6 p.m., January 19, 2013
Bur-Mil Club

5834 Bur-Mil Club Rd. Greensboro, NC 27410

Program Includes

Buffet Dinner

Wine and Beer Cash Bar

Awards & Trophies

\$10 per person

Reserve your spot on the scratch sheet at the club website

Photo by Mark Hayes

NOTICES

Lasers available for racing

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

Instructors Needed • Next Summer

Junior sailing classes - contact Bill Young
Adult classes - contact Susan Cole
or sign up online

Your support makes our sailing education
program successful

VOLUNTEERS NEEDED

Four volunteers are requested to serve on the "3410 Committee" (the committee responsible for the maintenance and repairs of the club Flying Scot #3410 (see page 7).

There will be 4 members, one for each of the following responsibilities:

- (A) Standing rigging and deck hardware;
- (B) Running rigging;
- (C) Deck, hull, rudder and centerboard;
- (D) trailer.

Rick Connelly will be available for training and or advice as needed. Please email Rick (crickconnelly@embarqmail.com) if you will serve on the committee and copy to Uwe (heineu@bellsouth.net).

Lake Townsend Yacht Club Help Lines

Commodore: Adam Zahand/Phil Leonard • 336 543-4942 R • adam_zahand@yahoo.com

Races: Alan Taylor • (Vice Commodore) 530-263-3009 C • alan@lakelevel.com

Education: Susan Cole • (Rear Commodore) • 336 668-0527 • sscole@triad.rr.com

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

Publicity/History: Steve Morris • (Secretary) 336 601-1428 C • samorris@triad.rr.com

Equipment: Amanda Reppel • (315) 558-3974 • areppel81@yahoo.com

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

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

Social: Wanda Williams • wkawilliams@juno.com

Webmaster: Steve Raper • Steve.raper@greensboro-nc.gov

Junior Sailing: Bill Young • 336-707-0295 C • woyoung@triad.rr.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

Newsletter/Directory: Michael V. Crouch • 336 275-3475 R • mcrouch@guilford.edu

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. Last year, LTYC set up a Scratch Sheet in Google documents for its events. It was a good move. 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.

SAILBOATS FOR SAIL

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

Buccaneer 18' - I am selling my 1980 Chrysler BumbleBee model. It has new North Sails worth \$1700, and Schaefer and Harken fittings. The galvanized Cox trailer is in very good condition. There are also a good set of working sails; the original Bumble black and yellow sails, and a new 60% size main, which is outstanding for single-hand sailing. There is no spinnaker. I am selling for \$3000 OBO. Chris Munson, 703-895-8006 or kayschrim2008@verizon.net.

1987 MC Scow with three sails, one is a racing sail, barely used, the other is an older racing sail that I use most of the time, then there is an older heavy air sail that is flat and good when the wind comes up. All three are highly usable. The MC Scow is a great boat for a larger guy, I floated between 205-250 lbs (I have heard the term a "fat guys Laser" used before), or two smaller persons. Great for racing, I have won several races/regattas with her or daysailing. Easy to set up and take down. Decent trailer that is road ready. I have had the boat over ten years but don't have title to the trailer or boat. I can give a bill of sale with no liens. The only reason to sell her is I have too many boats and one must go. Go to mscow.org to find out more about this great boat. Looking for a serious owner for her, this is a great winter sailing boat as she is relatively dry and stable compared to many of the wet rides that are out there. Pictures available. Bart Streb- bstreb@nc.rr.com

1981 Isotope \$2000 Has a trailer and a beach dolly. The sails are in decent shape and we just had new sail bags made with Sunbrella. New tires on the trailer and a tongue jack. Boat is in Burlington. Contact Alan Villanova, alan.villanova@gmail.com • 929-698-8152.



Many back issues of *Cruising World*, *Good Old Boat*, and *Practical Sailor* magazines—free to a good home. Contact Bill Young at woyoung@triad.rr.com.

1969 Douglas and McCloud - Hull number 509. This original Highlander classic has just undergone a complete restoration and is in mint condition. Trailer has been completely sanded and painted white with red fenders; new tires and wheels. Aluminum mast with mahogany boom and rudder. Ship set includes 3 main sails, 2 jibs, 1 spinnaker, plus all rigging set up for racing. Boat hull and deck have 2 coats of marine primer and 3 coats of marine paint. The hull is the original color black with red water stripe. The deck is semi-gloss white. All deck rails and rub rails have been sanded and varnished. The teak seats and interior running teak have been sanded and teak oiled. The inside is the original gray and white splatter paint. Also has sailors tailor-skirted mooring cover. *The Black Pearl* is in a Greensboro garage on trailer ready to go to her new owner for \$4,500. David J. Schlosser, Sr., djschlosser@aol.com or (336) 316-0804.



Great Scot for Sale. Fleet 27's Joe Price has moved to Southport and with a marina less than a quarter of a mile from his new home he has decided a keel boat is the way to go. As you know Joe has sailed this boat very competitively and winning a few trophies along the way without benefit of a regular crew. The boat is near minimum weight and has a new mast and centerboard that have been sailed only a few times. There is a 2011 suite of MAD main and jib that have been sailed sparingly plus a suite of North's good for club racing. There are 3 spinnakers and a tapered spinnaker pole. Low style aluminum trailer and the North trailering/mooring cover that comes down to the waterline has been used only when traveling. He has used an older cover for storage. This is an excellent opportunity at a truly race ready Scot at the club and district level at \$10,500 which is an excellent price with all the upgrades and extras. Call me directly as I am brokering the boat for Joe. Dave "Sailordave" Batchelor, 919-467-3512 Home • 919-414-6809 Mobile



OAK Hollow Interclub • 11/10/2012

Congratulations to you and all the other LTYC sailors who sailed in the Interclub Regatta, and once again won all three races to retain the Cup! Attached please find the race results. Please distribute this to your other sailors with our congratulatory statement below. -Thanks, Paul Walter

Congratulations to Lake Townsend Yacht Club for their November 10th victory over Oak Hollow Sailing Club in the Annual Inter-Club Regatta between the two clubs. Twenty-two boats participated in the regatta (11 from each club) and Lake Townsend once again won all three races and held onto the trophy for another year. (Scoring is on page 9).

All of us at Oak Hollow Sailing Club congratulate LTYC, and we thank all of your sailors, family and friends who participated. We had a beautiful day, good sailing, great fellowship, and good food.

We would like to thank all those who brought food and drinks, and we especially thank Connie Sloan for her home-made breakfast baked goods and setting up for our pre-race food and refreshments. Also, thank you to our race committee for giving of their time to set up the courses and to record our times. Craig, Bo, Bob, George, and Linda, thank you from all of us who were able to sail while you kept us organized!

We look forward to sailing at Lake Townsend in 2013!

Sincerely,

- Paul Walter, OHSC Commodore & Nancy Valego, OHSC 2nd Vice-Commodore

Lake Townsend Winter Hours

Nov. 1 through Feb. 28 hours are 8am-5pm
and the lake will be closed Wednesday and Thursday.



Late last year, the club acquired a Flying Scot to be used to expand our sailing education program.

A few months back, the board agreed on the first year usage policy for the FS3410, see below. Please direct any questions or feedback to ltycboard@laketownsendyachtclub.com

FS3410 Usage Policy

Flying Scot 3410 is owned and maintained by the Lake Townsend Yacht Club. It is intended to be used for Sailing Instruction, Training and Mentoring.

- FS-3410 is to be used by LTYC Lead Instructors while giving lessons
- Assistant Instructors may use the boat 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 policies are also in effect

Additionally, any LTYC Club member who is on the FS-3410 Maintenance Team has Right of Use.

Unless being used during a club event, the sailors need to register with the Office.

Launching fee policies are also in effect.

RACE RESULTS

Beaufort 2/3 (winds 4 to 12 mph)		Race #1				Race #2				Race #3																				
Date:	11/10/2012	Wind Velocity				Wind Velocity				Wind Velocity																				
Race Committee:	Craig Chastain	FORMULA: Elapsed Time(dec.min.) X 100 / Handicap = Corrected Time				FORMULA: Elapsed Time(dec.min.) X 100 / Handicap = Corrected Time				FORMULA: Elapsed Time(dec.min.) X 100 / Handicap = Corrected Time																				
Boat:	Bo Morgan	Clock	Decimal	Handi-	Correct	Finish	Position	LT	OH	PTs	Clock	Decimal	Handi-	Correct	Finish	Position	LT	OH	PTs	Clock	Decimal	Handi-	Correct	Finish	Position	LT	OH	PTs		
George	George	Finish	minutes	cap	time	time	Position	OH	OH	OH	Finish	minutes	cap	time	time	Position	OH	OH	OH	Finish	minutes	cap	time	time	Position	OH	OH	OH		
Skipper	Skipper	Time	(sec.)								Time	(sec.)								Time	(sec.)									
Sail #	Sail #	(min.)									(min.)									(min.)										
Laser	185542	Andrews, Phil	0.00	92.3	0.00	DNS					28.0	1	28.02	92.3	30.35	1	1			30.0	22	30.37	92.3	32.90	2	2				
Isotope	0 0	Bass, Stephen	69	37	69.62	74.3	93.70	16			41.0	8	41.13	74.3	55.36	18				34.0	15	34.25	74.3	46.10	14					
Flying Scot	2680	Bews, Tom	67	55	67.92	90.4	75.13	13			31.0	48	31.80	90.4	35.18	9				35.0	8	35.13	90.4	38.86	10					
Flying Scot	5861	Butler, Ken	55	16	55.27	90.4	61.14	3	3				0.00	90.4	0.00	DNF				31.0	2	31.03	90.4	34.33	7	7				
Flying Scot	1939	Duff, David	59	33	59.55	90.4	65.87	9			29.0	4	29.07	90.4	32.15	6	6			30.0	45	30.75	90.4	34.02	6	6				
Capri 14	972	Eldred, Gene			0.00	99.7	0.00	DNF			46.0	38	46.63	99.7	46.77	17				51.0	12	51.20	99.7	51.35	16					
Aqua Cat 14	45	Eldred, Jerry			0.00	100.5	0.00	DNF			43.0	38	43.63	100.5	43.42	14						0.00	0.00	0.00	0.00	DNF				
Wayfarer 16	2458	Heffernan, Jeff	55	22	55.37	91.7	60.38	2	2		28.0	8	28.13	91.7	30.68	3	3			29.0	8	29.13	91.7	31.77	1	1				
Pirate 15	75	Holder, Joe			0.00	103.6	0.00	DNF			58.0	59	58.98	103.6	56.93	20				52.0	19	52.32	103.6	50.50	15					
W. Wight Potter	2349	Humphries, Tait			0.00	138.1	0.00	DNF			64.0	13	64.22	138.1	46.50	16						0.00	0.00	0.00	0.00	DNF				
Flying Scot	5989	Jarzyna, Tad	57	46	57.77	90.4	63.90	6	6		36.0	26	36.43	90.4	40.30	11				31.0	4	31.07	90.4	34.37	8					
Flying Scot	2048	Jones, Steven	58	9	58.15	90.4	64.33	7			28.0	48	28.80	90.4	31.86	4	4			30.0	32	30.53	90.4	33.78	4	4				
Precision 16	999	Martz, Art			0.00	101.5	0.00	DNF					0.00	101.5	0.00	DNF						0.00	0.00	0.00	0.00	DNF				
A-Cat	308	Mitchell, Warren	43	34	43.57	65.6	66.41	10	7		29.0	48	29.80	65.6	45.43	15				26.0	49	26.82	65.6	40.88	12					
Harpoon 5.2	5.2	Nordahl, Michael	64	34	64.57	96.7	66.77	11	8		31.0	30	31.50	96.7	32.57	7	7			39.0	24	39.40	96.7	40.74	11					
Harpoon 4.6	4.6	Palmer, Melissa	0	0	0.00	101.5	0.00	DNF			42.0	22	42.37	101.5	41.74	12	10			53.0	9	53.15	101.5	52.36	17					
Flying Scot	4310	Payne, Mark	59	10	59.17	90.4	65.45	8			37.0	57	37.95	90.4	41.98	13				33.0	25	33.42	90.4	36.97	9					
Flying Scot	4051	Raper, Steve	57	22	57.59	90.4	63.70	5	5		29.0	0	29.00	90.4	32.08	5	5			30.0	45	30.75	90.4	34.02	5	5				
Sidewinder 16	2131	Smoot, Keith	79	5	79.08	100.6	78.61	14					0.00	100.6	0.00	DNF						0.00	0.00	0.00	0.00	DNF				
Hobie 18	44553	Squint, Andy	60	52	60.87	73.5	82.81	15	10		41.0	45	41.75	73.5	56.80	19				45.0	45	45.75	73.5	62.24	18					
Windmill	51	Taylor, Alan	54	49	54.82	91.4	59.97	1	1		27.0	49	27.82	91.4	30.43	2	2					0.00	0.00	0.00	0.00	DNF				
Holder 14	501	Valego, Nancy	70	21	70.35	111.7	62.98	4	4		37.0	16	37.27	111.7	33.36	8	8			36.0	46	36.77	111.7	32.92	3	3				
Hunter 170	h170	Walter, Paul	66	26	66.43	92.6	71.74	12	9		32.0	42	32.70	92.6	35.31	10	9			40.0	40	40.67	92.6	43.92	13	10				