



Lake Townsend Yacht Club
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www.laketownsendyachtclub.com/

Tell Tales

Issue 10 October 2007

Schedule of LTYC Events

| EVENT | DATE | TIME | LOCATION |
|------------------------------|-----------------|----------|--|
| Inter Club Regatta LTYC-OHYC | 3 November 2007 | 1030 hrs | Lake Townsend Marina |
| Board of Directors Meeting | 8 November 2007 | 1745 hrs | Greensboro College Campus in Room 226 of Proctor Hall West |
| Annual Club Meeting | | | |
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Annual Interclub Regatta: Lake Townsend Yacht Club & Oak Hollow Yacht Club

The Annual Interclub Regatta pitting Lake Townsend sailors against the Oak Hollow Sailors will November 3. The Lake Townsend Yacht Club will host this event.

This Regatta is a handicapped event open to all members of the Lake Townsend Yacht Club and the Oak Hollow Yacht Club with boats with a U.S. Sailing Portsmouth handicap rating. The racing will be governed by the rules as defined in The Racing Rules of Sailing and the 2007 Lake Townsend Yacht Club Sailing Instructions. Boats must be skippered by members of the two participating clubs. Competitors who are members of both clubs must declare at registration the club for which they will compete. The Competitors Meeting will be at 10:30 a.m. and the First Signal is at 11:25 a.m.

Three races are scheduled but one is required to constitute a regatta. The club winning the most

races wins the Challenge. The races will be scored on a low point system (1st finisher = 1 point, 2nd finisher = 2 points, etc.) For each race, the top five boats from each club will be awarded points based on overall finishing position. The club with the lowest total points for the top five boats will win the race. The winner of the Challenge will be the club winning the most races. In the event only two races are held and each club wins one race, the Challenge will be scored a tie.

The Lake Townsend Yacht Club will host a picnic social after the races. Food and beverages provided.

InterClub Challenge

The Interclub regatta with Carolina Sailing Club was a non-event as no sailors from CSC showed at the Regatta on October 6.

Thanks to the Race Committee for their work.

IMPORTANT!! The Club Annual meeting at which the 2008 officers will be elected and the Club calendar and budget approved will not follow the Interclub Regatta. The Annual Meeting will be held on November 17. Time and location will be announced at the Interclub Regatta and an e-mail will be sent on the same schedule.

Yeoman Class 2007



I sent an invitation out to some of our newer sailors and club members who have shown a continued interest in sailing and coming out for some of our club events. I got a good response so, on September 15, we had an on-the-water class session for our 'yeoman' sailors and it was a resounding success!

The idea was to get them onboard with some of our experienced skippers as coaches on their boats to fine tune their skills. Volunteer coaches and boats were: George Bageant on his Tanzer 16, David Duff on his Isotope and on their Flying Scots were John Hemphill, Uwe Heine, Starling Gunn and yours truly on 'Baby'. Bill Byrd was on hand to help out as well. Yeomen attending the class were: Stephen and Cameron Paschall, Keith Francies, Nick Holliday, Bart Smith, Ceci Stapleton and Adam Zahand.

This on-the-water session was to run from about 9 am to 3 pm. First, we met briefly in the marina

classroom to talk about what we wanted to do for the day. The focus was to be on proper running rigging adjustment, proper sail trim on all points of sail, communication between helmsman and crew and boat handling and sailing skills. After that we all got our boats rigged and on the water. Just as everyone was about ready to depart a big blow came in and we decided to hold off and see if it would settle down a bit. While we were waiting, Stephen and Cameron helped me double-reef the main on Baby. Meanwhile, Starling dug out the postpone pennant and hoisted it on our flagpole. Patience does pay - the wind backed down to about the 12 - 14 range and we went sailing. It was just perfect wind for the class and we sailed up and down the channel and to the bridge and back. We did several series of consecutive tacks and gybes and talked about sail trim and the best way to get the main and jib across and keeping the boat balanced. We had them sail by the lee until an accidental gybe (on purpose) and showed them how to sail in the downwind groove by heading up just enough to keep the jib working.

We had planned to come back in about noon to have lunch and swap them to another boat but decided to skip lunch and keep sailing. We sailed for a good while and finally gave it up and came back to the docks where everyone secured their boats and dug out their lunch. Ceci was dubbed the official social chairperson for the event (translation: she made brownies for everyone!). Some (Bill) even got a batch to take home. For photos of the day, go to <http://laketownsendyachtclub.com/YeomanClass2007.pdf>.

Yeoman and coaches were each given certificates to show the club's and my appreciation for participating in this event. When our schedule allows, I plan to have another session of this class to continue what we started.

Steve Raper
Captain, Flying Scot Fleet 126

Broad Creek - Ocracoke Cruise We've only Just B Gunn!

On Thursday Sept 27, I met Starling Gunn and John Hemphill for lunch at Brantley's restaurant in Oriental, NC to begin our cruise on Starling's Pearson 30, Just B Gunn, from her homeport on the Broad River. After lunch, we spent some time at the town docks, shops and West Marine store and then stopped at the Town and Country grocery store to provision the boat for the cruise. After discussing our options, we decided to depart just after midnight and sail directly to Ocracoke so we would end up navigating the narrow channel coming into Silver Lake in daylight.

We left the dock at 12:30 am Friday morning and motored out of Broad Creek where we shut down the motor and put the main and genoa up. The wind was about 10 -12 knots coming from the southwest, there wasn't any chop, the full moon was up and the sky was very clear. Perfect! Visibility was great and we could almost read the charts by the moonlight. Starling and I both had GPS units with breadcrumbs (tracks) from previous cruises and used that for navigation while verifying our position on the water by identifying upcoming markers and keeping an eye on our depth finder as well. We sailed out past the NR marker, which indicates the end of the Neuse River and start of the sound, across towards Brant Shoal, then past Royal Shoal and into Nine Foot Shoal channel which is the entrance to Silver Lake in Ocracoke. We mostly had the Pamlico Sound to ourselves except for seeing a number of commercial fishing boats.

The trip across is about 40 miles and after sailing for 8 ½ hours we pulled into Silver Lake and docked at 9:30 am. Roger and Sue Brake were docked close by on their trimarran which is 46 feet long and 24 feet wide. Awesome! We were in need of coffee so Roger drove us to a local coffee shop and also very generously offered us the use of his SUV. We visited with the Brakes' and their pups that

afternoon on our boat and theirs. Some of you may know Roger's son Joe who is one of the top Flying Scot racers in the district. Except for a short nap, we had been having too much fun so far to sleep but at some point we headed for our bunks on Just B Gunn and crashed for awhile to catch up. We had all planned to go out to dinner that evening. However, Sue's daughter Catherine, Zack and their daughter Caroline had arrived that afternoon and Catherine invited us over to the Brakes to share the chicken and pasta that she had prepared. Starling and Roger played dominoes - each by his own set of rules. First time I've seen both players win the same game of dominoes. After that great dinner and fellowship with the Brakes we headed back to Just B Gunn. We really appreciated the wonderful hospitality of the Brakes.

That afternoon the wind had built considerably and the forecast was for 15 - 20 knots gusting to 25 from the Northeast for the next few days and there would be small craft warnings issued. We weren't sure what we would do tomorrow yet but decided that putting a double reef in the main that night would be a good idea. And it was! The next morning we decided to sail back as we didn't want to wait three more days for the wind to settle. So, at 9:30 am we started out on what would prove to be an eventful crossing.

As you leave Silver Lake, the first part of Nine Foot Shoal channel is very narrow and the wind was about on the nose of the boat. We motored with no sails up but had to tack back and forth to make even 1 knot of headway against the strong wind and large waves. We had barely gotten around the first couple of marks when our depth finder went from 13 ft straight away to 3.2 ft. Not good when your boat has 5 ft draft. We were aground! Starling used the motor and steered while John and I jumped outboard and hiked out to try to kick the boat back around. Little by little we came around and got back into deeper water. We continued on and about half way out Nine Foot Shoal channel the motor started sputtering and quit. We could

restart it but it would only run for a minute before quitting again. We unfurled a small portion of the genoa to try to sail out of this narrow channel. It had barely started working when John asked "Does that genoa look like it's getting larger to you?" The amount of genoa deployed was getting larger and larger even though we had the furler line cleated. Not what you want to see in these conditions. Then, the entire genoa rapidly unfurled and all of a sudden... boom! The sail ripped, the roller furler at the foot became detached from the boat and the entire genoa with furler was flailing wildly in the air beside the boat like a spinnaker out of control. I could occasionally get my hands on the sheet but there was way too much pressure to pull it in. Since that was not going to work, John was at the mast and let the halyard down. The sail settled into the water and this took all the pressure off. I hauled it in easily and quickly stowed it below. At this point, we had no sails up and the motor was questionable so we got the anchor ready to deploy just in case. We had no extra foresail so while Starling tried to keep the motor fired John and I set the main. The next little bit, we did short tacks while Starling worked on the perplexing problem with the motor - perplexing because everything in the system was brand new. We soon noticed that the bulb leading to the overflow tank was completely flat and it just wasn't getting any fuel. Starling bypassed the regular fuel tank and jury-rigged a spare can of diesel fuel in its place to fix the problem. Yea! Good job Starling! Next thing I know Starling is on his cell phone placing a call to Santa Claus and asking for a new genoa for Christmas.

So, we are motor sailing now and everything is looking much better until ... I hear a banging noise. I go down into the cabin to listen and feel around below the forward sink cabinet where there is definitely something heavy making contact with the hull. "Starling, something big is knocking and wants to get in!" When I come back outside and look forward I see something that explains the noise. 'Hey guys, where's the anchor?'. Starling is concerned that it may foul the prop should it deploy

too far. John and I go to the bow to check it out and can see that it has only deployed for the length of the chain so pull it back in with no problem and tie it down.

We continue to motor-sail and shortly turn the corner past Royal Shoal and fall off to a reach with the wind and waves on our back quarter. The rest of the trip was a fantastic downhill sleigh ride back and even with the issues we had earlier we made it back to Broad Creek in the same time it took us to come across - 8 ½ hours.

Thanks to Starling for instigating this adventure. John and I are ready to sign up for the next anytime.

Here are links to photos and two video clips from the cruise.

<http://laketownsendyachtclub.com/2007Sept-Ocracoke.pdf>,

<http://laketownsendyachtclub.com/2007Sept-Ocracoke1.mov> ,

<http://laketownsendyachtclub.com/2007Sept-Ocracoke2.mov> . The .mov files will be slow to download and should play in Internet Explorer browsers.

Steve Raper
Cruise Director

SAILBOATS FOR SALE!

1981 Isotope - \$2500 with sails and a galvanized trailer. Crossbar, dolphin striker, and trampoline have been replaced and an extension added to the righting bar. Good boat for a beginning racer or someone looking to get back into racing. She won the 2005 Governor's Cup and continues to give challenge to the fleet leaders. Eric and I have owned this boat since 1998. She's gotten us hooked on Isotopes, so much so that we are upgrading to a 2006 model.

Boat specifications at <http://www.intl-fiberglass.com/isotope.html>.

Fleet Activities -

<http://www.intl-fiberglass.com/Isotope%20Nationals%202006.html>

Call or email if interested: 919-732-5410;

joleen.rasmussen@bowebellhowell.com

Vanguard 470, one main, two jibs and a spinnaker and comes with a trailer. We're asking \$1900, but might be willing to negotiate if we get a decent offer soon. Contact Clay Johnson at CLAYCARY@aol.com (The original owner sailed it in the Olympic trials in 2000)

Great providence!

12'2 ft. Howmar daysailer/racer for sale in Greensboro. (don't know year) Designed by Sparkman and Stephens. A great boat for kids, very fast and tippy. 90 sq. ft. of sail with jib. Beam 4'10". 86 long trailer. \$1500 for both, includes both sails ,ect. Appraisal done in 2004. Call Carole Drexel -(336) 274-4789 or cdrexel@triad.rr.com

Lake Townsend Yacht Club Help Lines

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| <p>Commodore: George Bageant 336 629-2750 R gbageant@hotmail.com</p> <p>Races/Property: (Vice Commodore) John Hemphill 336 632-0864 R jmhemphill@gborocollege.edu</p> <p>Education: (Rear Commodore) Starling Gunn 336 939-2508 R gunncenter@bellsouth.net</p> <p>Finance: (Treasurer) David Raper 336 6432-7071 R Gwynedd22@bellsouth.net</p> <p>Publicity/History: (Secretary) David Young 336 545-1655 dwyoung@triad.rr.com</p> | <p>Cruising: Steve Raper 336 288-3762 R Steve.raper@greensboro-nc.gov</p> <p>Membership: Alan Hawkes 336 282-8367 R arhawkes@earthlink.net</p> <p>Social: Kim Kirch 336 851-5229 R kkirsh@triad.rr.com</p> <p>Junior Sailing: David Duff 336 282-7773 R David.Duff@analog.com</p> <p>Mayor's Cup Regatta: Joleen Rasmussen 919 732-5410 R Joleen.rasmussen@bowebellhowell.com</p> <p>Newsletter/Directory: Bill Grossie 336 643-1730 R wgrossie@infionline.net</p> <p>Webmaster: Steve Raper Steve.raper@greensboro-nc.gov</p> |
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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. The people listed have taken our Learn to Sail class or have other previous sailing experience and are looking to get more time on the water. So, if you have a boat and would like to participate in the Summer or Frostbite Race Series, why don't you call one of these folks for your crew? Alternatively, if you need a cruising partner on your boat or would like to team with someone on one of the city sailboats for a day sail or a race, contact someone on this list. If you would like to add your name to the list, contact Bill Grossie, Newsletter Committee (See the Help Lines box located in this newsletter).

Available To Crew

| Name | Home Phone | Work Phone | E-mail |
|--------------------------|-------------------|-------------------|--|
| Bill Byrd | 336-635-1926 | N/A | |
| Chip Cromartie | 336-601-0464 | 336-274-3559 | cromartie@triad.rr.com |
| Paul/Jean Leslie | 336-668-2874 | 336-272-7102 x276 | lesliep@gborocollege.edu |
| Cynthia & Sam Reichelson | 336-540-1279 | 336-273-2511 | reichelson@cs.com |
| Catherine Clark | 336-315-0414 | | |
| Mike Bianco | 336-299-4461 | | mfbiano@aol.com |
| Keith and Kelly Francies | 366-292-9042 | 336-362-5335 | keith.francies@davey.com |

