



Lake Townsend Yacht Club
PO Box 4002
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www.laketownsendyachtclub.com/

Tell Tales

Issue 3 March 2008

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
Saturday - Miss Piggy	5 April 2008	10:30 hrs	Lake Townsend Marina
Interclub LTYC vs. CSC	6 April 2008	11:00 hrs	Lake Townsend Marina
Board of Directors Meeting	3 April 2008	17:45 hours	Greensboro College Campus in Room 226 of Proctor Hall West

ANNOUNCEMENTS

The Miss Piggy - Saturday/ Sunday series begins this April. The Sunday Race is an Interclub Challenge with CSC.

Race Notes – March Madness

Uwe Heine

(My wife Nancy sent out an email that said "let's hope for wind" for the next race, be careful what you wish for! ... OK – next time let's hope for 8-10)



Surf on Lake Townsend!

Saturday did not look promising for racing. The forecast was for a sunny day in the high fifties but with winds gusting up to 30 mph. When we got there Eric

was taking wind readings. It was steady at about 20 knots gusting up to 26. There were heavy whitecaps all over the lake and small breakers on the beach. Since the water was probably in the mid 40's, no one wanted to go swimming. Racing was cancelled by unanimous decision. Joleen set up some sailing videos in the clubhouse while we socialized and had muffins and coffee. Starling very graciously agreed to give a primer on starting and racing tactics.



Starling's Racing Primer

After some discussion we decided that enough people were considering coming back to the lake on Sunday that we should just make it official and re-schedule the races for Sunday. It was a good decision because Sunday turned out to be a beautiful day for sailing with

temperatures in the mid 60s and winds five to ten knots – much better than the 4 mph predicted



Sunday was a perfect day for racing!

Things we did wrong – first race, classic Lake Townsend mistake – stayed back from the start when wind dropped. The rest of the fleet was halfway to the windward mark by the time we crossed the line. Ken was driving that little Capri like a pro and stayed with the Scots right up to the windward mark!



Ken Showing Fred and Wendell that a Capri can keep up with the Scots!

The wind had shifted enough that the downwind leg was more of a beam reach two of us chose to leave our spinnakers down and reach for the mark, while the other two had a luffing match with spinnakers that was captured on video (see LTYC website). We managed to pass by the spinnaker battle and even got past Ken (who was still way ahead of us by corrected time) by the time we finished this very quick W1 race. John

had done a “horizon job” on the rest of us and kept it for the whole race, finishing more than a minute before anyone else.



Starling stalking Fred and Wendell

In the 2nd race the wind had picked up nicely – a little too nicely for Ken single-handing the Capri, but great conditions for the Scots. I tried to follow some of Starling’s advice from the day before and did much better with the start. We had great momentum and left the whole fleet behind! We rounded the windward mark with a great lead. This time we used our spinnakers and the fleet made some gains on us, but we still had a pretty good lead as we rounded the leeward mark. We made an immediate tack around the mark and headed for the finish line...wait a minute, why is John going off to the right? Apparently John had actually READ THE BOARD and knew that this was a W3 race, not a W1!!! Starling later admitted to us that he followed us when we were going the wrong way. We tacked back to the right side of the course, but by the time we crossed John he was ahead of us. We briefly got our bow ahead of John on the next downwind leg by covering his wind, but John had the inside and was able to keep ahead around the mark. All four Scots were keeping things competitive, with Fred and Wendell attacking us from behind on the last run. Their spinnaker was looking pretty big by the time we rounded the leeward mark! We managed to cover them during the sprint to the line and pulled off a second place finish.

Race notes from John Hemphill

I do have a couple of observations about Sunday's racing and it would be interesting to hear what others think. I was rarely the fastest boat on the water. In our racing seminar on Saturday, Starling said that boat speed wasn't a major factor in racing, and Sunday's racing bore that out. I think I won the races on Sunday for two fairly basic reasons. I spent more time sailing on the favored tack than the other boats. There were times when I watched my competitors sailing 80-90 degrees off the mark - for more than a few seconds. As Byrd has said, or yelled, to me, "If you ain't sailing toward the mark, tack!" Maybe the other skippers had a specific strategy in mind, like getting to an area on the course where they could get better wind (Ed: or maybe they didn't read the race board!). I've tried that before. Sometimes it works, but if you go off the course looking for better wind, you better get a really big lift if you're going to beat a boat that is sailing a shorter course to the mark. The other basic factor in yesterday's racing (and in any race) is boat position - being the inside boat, the boat closest to the wind. I think I spent more time than my competitors in the inside position. The one time that I deliberately sailed parallel to the mark was to switch sides on the boat in front of me to gain the inside position. In this case, it was just after rounding the leeward mark. A boat was just in front of me, less than a boat length ahead and to windward. I tacked, crossed behind him so I would be the windward boat, then tacked back. I don't think he noticed, maybe because he was concentrating on the boat ahead of him. As we sailed up the course, I eventually got the advantage on both of them. This may be too simple, but here's the two principles. (1) sail the favored tack, (2) fight to be the inside boat.

Notes from Fred Lupton

In the first race, after the windward mark, Wendell and I set the chute. This turned out to be a bit of a fiasco, since my boat is laid out differently from Wendell's, he had not done crew work for a while, and I hadn't had a spinnaker up since last fall. As we were fumbling our way through the process, up comes Starling to leeward of us. He watched, bemused at the uncoordinated efforts on our boat, but after generous and considerate length of time, it was time to slip in the knife. Up, up, up he comes, I try to keep my boom off his shroud. Up, up, up he comes, contact! The gunwales rub. Wendell and I struggle to get the kite down. Starling watches as our boats rub rails. "How

about a 360?" he says. We are still trying to stow the chute. "It'll help if you take the spinnaker down!" Thanks, Starling, we're working on it. "When are you going to do the 360?" We're still rubbing, hog tied in all the sheets. Starling tires of the game, and eases off to leeward. Kinda like a cat tired of playing with a defeated mouse. We finally do the 360, and Starling's way ahead, looking for more entertainment.

Thanks go to the PRO, Kent Leverich and his assistants Keith Smoot (safety boat) Eric Rasmussen, and Steve Raper, who got the great photos and "YouTube videos. The links to the videos are on the LTYC website, or can be found by going to www.youtube.com and searching for "ltyc".

Meet Yer Mates!

No, this is not a dating service! This is a newsletter feature to help get new club members acquainted with the other members. We will use the questions below in an interview format and feature a different member each month. I will accept submissions from any member at any time, but we will start with the board members:



Meet Yer Mate: Joleen Rasmussen

What do you do other than sailing?

When not sailing, I can often be found on the water, providing Race Committee support. I am working to be a US Sailing Judge, though I'm a better Race Officer than Judge. I am Isotope Fleet Captain, and I serve as Newsletter editor for SAYRA. Course, I do have a day job to pay the bills. I am a Project Manager for Bowe Bell & Howell (BBH). BBH manufactures mail processing machines,

machinery that cuts, folds, inserts statements into the envelopes for delivery to your mailbox. My department provides software that tracks and manipulates the actual piece of mail. I project manage the software implementations.

What boat(s) do you sail/race?

My husband, Eric, and I own three Isotopes, a Tanzer 16, and a Catalina 22. We sail the Tanzer during the winter, the Isotopes during the summer. The Catalina is for cruising, but there does not seem to be enough weekends in the year to do all three. I also race a Hobie-16 when I sail with the North Carolina Special Olympics Sailing Team, 2-3 times a year.

Why did you choose this type of boat?

One evening, we were watching "Sabrina", with Hepburn/Bogart. During the daysailing scene, I voiced that I wanted a sailboat. A month later as an anniversary gift, Eric presented me with the 1981 Isotope. Not quite the type of sailboat I had in mind, but I was game to give it a try. Eric selected the Isotope as he wanted a catamaran and the Isotopes actively race in this region. We wanted a monohull to sail during the winter. We had been crewing on Tanzers a fair amount. We liked the sociability of Tanzer sailors, in addition to their friendliness and support.

What changes or upgrades have you made on your boat? Are you happy with how this turned out?

Eric set me up with 2-1 rigging on the jib sheet, and 7-1 on the mainsheet. This was after I figured out how to stop capsizing. Now I can sheet in even in the heavier wind and keep the boat upright.

How long have you been sailing/racing and what got you interested in it?

We got the first Isotope in 1999. I spent the next year on Race Committee while Eric figured out how to sail the boat. My first time at the tiller was during one of the 2001 summer sailing classes where I was serving as an assistant. I lead the students around the buoys. I had learned to sheet in up wind, let it out down wind, and stay off the wind when trying to go upwind. I spent the next year serving as crew, where I discovered that I was actually pretty good crew. I was able to keep the skippers advised on what Race Committee was doing, what the other sailors were doing, and what the wind was doing, all while manning the jib, and keeping the lines neat in the boat. The only thing I didn't do was galley work, but as dingys don't have galleys, this shortcoming went unnoticed.

What do you like best about sailing/racing?

My day job is a bit on the stressful side. That totally gets left behind when I'm out on the water. When racing, I'm doing my best to get to my destination, the next mark. If I can beat others to the mark, great, but if I can't, I'm still

having a great time. I'm in control and what I do makes a difference.

How did you learn about the club?

Rhoda and Frank Meldau introduced us to Lake Townsend Yacht Club.

What do you like about Lake Townsend Yacht Club?

When we first starting racing, Lake Townsend was very welcoming and helpful. Even though we travel all over the region, and visit many sailing clubs, Lake Townsend is a very special place for us. Lake Townsend has a really good equipment setup. The members work together to keep the equipment in race ready condition. I like the support we receive from the Wardens and the City.

How long have you been a member? Since 2000.

What do you like about the lake?

I like that there are no motor boats and that the park is not crowded. I like the beach for the catamaran launching. I like that the lake is not real deep, so setting and lifting anchors is fairly easy. Now for the nutty part. I like the inconsistent wind. It adds to the challenge of racing at Lake Townsend. I don't like no wind however. If there is no wind, I go to shore rather than try to race.

What is your sailing goal for the year?

Learn to right the Isotope. After five years of capsizing, I have yet to right the boat. (Ed: If this happens it will definitely make the newsletter, and I hope there are photos!)

What is your favorite sailing story?

I have several stories, they tend to be both my favorite, and my worst. Things happen, I deal with it, and I'm back out on the water. My first story that involves Lake Townsend is also my first day racing the Isotope as crew at Lake Townsend. It was July, hot, and light wind. We didn't know how to sail the boat. We were still heading to weather, and all the other boats had finished. We were miserable. Frank M, as Race Committee, motored up and asked we would accept our finish on the water. I said "Yes, Please." We sailed the next race. It went a little better. After that I got off the boat, and served on Race Committee for the rest of the year while Eric learned to sail the boat. Look at me now.

What is your favorite sailing story about another club member?

I really enjoy teaching a sailing class with David Young. It is a real treat listening to him talk around the cigar while he is teaching the classes. Though I can't understand him, the students can, and that's what counts.

Here is a review of a DVD that was purchased by LTYC with US Sailing points. The DVD is available for viewing by LTYC members.

My name is Jason Waller and I have been sailing at Lake Townsend for just over a year now. For those of you who don't know me, I am John Hemphill's crew on his Flying Scot. After the Saturday race was postponed due to heavy winds, I decided to borrow the Racing Sailor dvd to watch over the weekend. I actually borrowed three dvd's and I am glad I did as I ended up being sick and on the couch all weekend. Joleen asked if I would share my thoughts on the dvd in the next newsletter so here I am. The Racing Sailor dvd is just over an hour long. A man by the name of Jim Jeffreys narrates the video. I feel that the video is good for both beginners and advanced sailors. The video starts out by going over parts of the sailboat and sailing terminology. Next they discuss true wind vs. apparent wind. In sailing, the apparent wind is the flow of air on a sail, or the wind as it appears to the sailor. True wind is what one would see standing on a dock. This was one thing I learned from the video. The video then goes on to cover certain topics. First they go over racing starts and how to find the favored starting end. Next, they go over various upwind strategies. Here I learned about tight and loose covering of another boat. Afterwards, the video discusses downwind strategies and finally finishing techniques. Most of the video teaches sailors how to go faster in a race. It reminds sailors about the importance of clear air, watching for wind shifts, looking for puffs and lulls in the water, and how to use other boats to your advantage. I thought the graphics in the video were really good and realistic. They also went over what to do when your boat capsizes and reminds everyone to always watch the weather before sailing (www.noaa.gov). These two points are really good especially for the new or beginner sailor. I would recommend the dvd to both new and experienced sailors. Beginning sailors will learn new things and experienced sailors may learn some alternative tactics for sailing. Overall, I feel the DVD is appropriate for any sailor or sailor to be. Thank you for taking the time to read my comments.

~ Jason Waller

LTYC Introduction to Cruising All "want to be" cruisers and crew

LTYC bare boat charter. This is a great way to advance into the fun of bare boat chartering. The cruise is planned for late spring and/or early fall. The cruise will include skippers with cruise experience and boats, skippers who would like to learn to bare boat charter and new crews that would like to enjoy the fun of overnight cruising. If you ever wanted to charter a sail boat and anchor out under the stars for a night or two? NOW IS YOUR CHANCE! LTYC IS PLANNING A MAJOR BARE BOAT CRUISE THIS SPRING AND FALL.

First if you are a paid LTYC member and want to learn to charter a bare boat or crew most charter companies

would like for you to have an eight hour US Coast Guard Boat Safety course. This Course will also qualify you for a 10/15 % discount with some insurance companies. The Greensboro Flotilla is teaching the boating safety course on Saturday March 29 from 9am to 5pm at the Centenary United Methodist Church (N. Friendly Ave.). The cost is \$40.00 which includes Book & Lunch. Contact is Scott Spillman 336 996-5284. Tom Clark has also agreed to teach a group of LTYC members. He can do the class for \$35/student which includes the book. Couples can share a book and save \$10.00. All fees go to support the Auxiliary public safe boating mission. His classes will be held at Fred Lupton's office. The address is Lupton Dermatology and Skin Care Center, 1587 Yanceyville Street, Greensboro, NC. The classes will start Monday April 21st, Wednesday 23rd and Friday 25th, 6:30 to 9:30 Pm. If this is an adventure that you would like to participate in and would like to take the US Coast Guard Boat Safety Course please get in touch with me ASAP.

Second the boats we are planning to charter will sleep two couples or a couple and a crew. So be making plans to team up with your skipper and crew. I think there are many LTYC skippers or crews that will have no trouble chartering a bare boat. I have chartered many bare boats in the Caribbean and Washington state so I know what the charter companies are looking for. I will be going with the skippers and make most of the arrangements when we go to the charter company. As a rule most charter boat requirements are not that you know all the sailboat terms but if you can steer and park a heavy displace boat under power and have some navigation understanding. So lets get the US Coast Guard Safety course out of our way asap.

Third if you would like to be a bare boat skipper please contact me.

LTYC Cruise Director
Starling Gunn



LTYC INTRODUCTION TO BAREBOAT CRUISING UPDATE

I would like to thank all the members for the response to the LTYC INTRODUCTION TO BAREBOAT CRUISING We have over fourteen members signed up for the USCG BOAT SAFETY COURSES. The plan is to start with a charter of one or two boats for a one day orientation check out cruise. This will be for the skippers who think they could become comfortable maneuvering a thirty or forty foot sailboat under power, raising and lowering sails and anchoring. The two boats will cost \$500.00 dollars for the day and if divided twelve ways that will be about \$42.00 each. There will be a LTYC skipper instructor on each boat. We will meet in Oriental at Brantley's Village Restaurant on highway 55 at seven o'clock AM for breakfast or on the boats at eight o'clock. After departing we will take turns practicing till late afternoon, so bring a bag lunch a cooler and ice will be provided. After returning to the dock I would suggest we meet at M&M for fellowship and food. Transportation and lodging will be the responsibility of each person. I can provide a place to tent camp with water or a place to park a car if you want to sleep in a car or truck. It's about a five hour drive to Oriental from Greensboro so I would suggest a motel on the way. New Bern is about a thirty five minute drive to Brantley's and breakfast. The dates for this event are being worked out and will be posted SOON! If you have any questions and want to continue on the update list.

PLEASE CONTACT ME! (justbgunn@bellsouth.net)

LTYC CRUISE DIRECTOR
Starling Gunn

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, etc. Appraisal done in 2004. Call Carole Drexel - (336) 274-4789 or cdrexel@triad.rr.com

14 Force 5 sailboat with trailer - \$550. Ready to sail. Excellent boat for single-handed daysailing and racing. Contact David Layton at 336-643-0282.

16-foot Isotope- \$3000 These boats are built for speed and race regularly on Jordan Lake as well as other local regattas. They have been built locally in Durham and New Bern, NC for over 30 years: <http://www.intl-fiberglass.com/boats.html>

This particular boat is vintage 1981 (see pictures below). It is in very good condition, with trampoline replaced a few years ago. Includes:

- Furling jib
- Righting bar (just in case)
- Trailer
- Catamaran sailing book

The boat is very light and can be pulled by any vehicle (including a car). It can be rigged by one person in about 30 minutes and sailed by one or two.

Contact - Phil Herold [pherold@nc.rr.com]
<http://raleigh.craigslis.org/boa/584349841.html>

Lake Townsend Yacht Club Help Lines

<p>Commodore: John Hemphill 336 632-0864 R jmhemphill@gborocollege.edu</p> <p>Races: (Vice Commodore) Joleen Rasmussen 919 732-5410 R joleen.Rasmussen@bowebellhowell.com</p> <p>Education: (Rear Commodore) Steve Raper 336 288-3762 R Steve.raper@greensboro-nc.gov</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>Property: Fred Lupton 336 288-4284 lupton4@aol.com</p>	<p>Cruising: Starling Gunn 336 939-2508 R justbgunn@bellsouth.net</p> <p>Membership: Kim Kirsh 336 851-5229 R kkirsh@triad.rr.com</p> <p>Social: Sonja Hughes, smhuges@infonline.net Sam Reichelson , reichelson@cs.com</p> <p>Junior Sailing: David Duff 336 282-7773 R David.Duff@analog.com</p> <p>Mayor's Cup Regatta:</p> <p>Newsletter/Directory: Uwe and Nancy Heine 336 585-0951 R heineu@bellsouth.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 Uwe Heine, 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

Lake Townsend Yacht Club Frostbite Series-Highpoint

Winter 2007/2008

Open Portsmouth

Skipper	Boat	Sail #	13			14			Fun			
			Deci mal Elap sed Time	Corr ecte d Time	Sc or e	Deci mal Elap sed Time	Corr ecte d Time	Sc or e	Deci mal Elap sed Time	Corr ecte d Time	Sc or e	
Hemphill	John	FSCT	4043	12.17	13.45	7	36.63	40.48	7	27.73	30.64	6
Gunn	Starling	FSCT	1104	14.08	15.56	4	39.27	43.39	4	28.12	31.07	4
Lupton	Fred	FSCT	3638	15.78	17.44	3	38.98	43.07	5	28.45	31.44	3
Heine	Uwe	FSCT	3801	13.27	14.66	5	38.42	42.45	6	27.82	30.74	5
Warren	Ken	CAT142		14.03	14.03	6	46.52	46.52	3			

Lake Townsend Yacht Club Frostbite Series-Highpoint

Winter 2007/2008

Open Portsmouth

Skipper	Class	Sail #	Series Total	Dec			Jan			Feb			Mar		
				1	2	Fun	5	6	Fun	9	10	13	14	Fun	
Andrews	Phil	LASE	69511	24	6	5	7	8	5	6					
Hemphill	John	FSCT	4043	48	5	7	5	5	6	5	5	6	7	7	6
Gundlach	Wendell	FSCT	4416	28	3	4	3	6	4	4	7	4			
Gunn	Starling	FSCT	1104	22	8	6	4						4	4	4
Raper	Steve	FSCT	4051	15	7	8									
Lupton	Fred	FSCT	3638	22				7	7				3	5	3
Zahand	Adam	CAT142		14	4	3	6				4	3			
Heine	Uwe	FSCT	3801	29				4	3	3	6	5	5	6	5
Duff	David	FSCT	3638	0						7					
Borland	Eric	MACD		4				D N S	2		dn s	2			
Warren	Ken	CAT142		9									6	3	