



Lake Townsend Yacht Club  
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[www.laketownsendyachtclub.com/](http://www.laketownsendyachtclub.com/)

## Tell Tales

Issue 01 February 2010

### *Schedule of LTYC Events*

Board Meeting	04 Mar '10	17:45 hours	Greensboro College Campus in Room 226 of Proctor Hall West
March Madness	13 Mar '10	11:00 Skippers Mtg Sat	Lake Townsend
Board Meeting	1 Apr '10	17:45 hours	Greensboro College Campus in Room 226 of Proctor Hall West
Miss Piggy	10 Apr '10	10:30 Skippers Mtg Sat	Lake Townsend
Piedmont Challenge	11 Apr '10	tbd	Lake Townsend

### **Mark Your Calendars –**

**Piedmont Challenge April 11<sup>th</sup>.**

**2 more months!** (Do you think it will snow!?)

**& Swap Meet – Don't forget to rummage through your garage and find those things to swap!**



***FROST BITE (SnowFlake) SERIES RACE3***

***Weather vs LTYC 3-0***

The weather struck again... This was the snow flake series, and there were.

It didn't seem to matter that there was snow on the ground, there was a good crowd at the lake. The fact that there wasn't space for coffee didn't seem to deter any one either. The wardens office was being repainted. With the ice on the lake didn't seem like the fisherman were too keen on heading out either. (And the ice hadn't been thick enough to stand on) There was some thought that we probably didn't want to go swimming anytime soon, since the wind was

scheduled to pick up. I should never have let Uwe read that FastNet race tragedy book. We learned that the gusts can be 40% more than the average speed. The average wind speed was supposed to be 14. Making the gusts 20.

There was soon flying the N over A.



There had been several heavy snows and brisk winds in the not too distant past. Inspecting the boats in the dry dock, we found the 2 boats that had slipped their holding place. And like any group with idle time, we proceeded to rectify this. "Wild Thing" had jumped from it's trailer and had

to be tamed. Using the snow they slid the wily boat around behind the trailer and pushed her nose back on the rollers and caught her again with the winch line.



After brushing off snow on several of the boats and putting the other Tanzer back on it's lift - it was off for a group lunch at Ham's.

#### **NEW - US SAILING Club Race Officer.**



LTYC is proud to announce that Adam Zahand has met the requirements and is now certified as a US Sailing Club Race Officer. By participating in the US Sailing Race Management certification program and the LTYC Principle Race Officer mentoring program, Adam is comfortable in conducting races at LTYC, including organizing the race committee, writing correct sailing instructions, setting a course, and doing the scoring.

From John Hemphill - a fictionalized story daydreaming and pondering on our sailing obsession.

### **Winter Diary**

**January 30:** Eight inches of snow and ice cover the lawn. Temperature is 17 degrees. I've finished three shots of Jim Bean, Jimmy Buffet in Anguilla and now dream about sailboats . . .

We leave Broad Creek in JustBGunn, turn left at Marker 4 and sail for Norfolk -170 miles via the Intra-Coastal Waterway, including portions of the Pamlico, Pungo, Alligator and North rivers, the Currituck Sound, and canal locks at Great Bridge a few miles below Norfolk.. We hang out in marina bars and cafes in Belhaven, Coinjock and Great Bridge, before tying up at the Waterside Marina below battleship Wisconsin in downtown Norfolk . . .

Cleo nudges my hand off the keyboard and lays Squeaky Squirrel on my lap . . .

The Waterside Mall behind the marina is vast – Hooters on one end and Joe's Crab Shack on the other; Jillian's, a mega entertainment venue fills the mall's top floor with night clubs, restaurants, bars, pool hall and video arcade. After sunset, the place swarms with sailors, marines and a flood tide of assorted ages, skin tones, languages and hair cuts . . .

Cleo drops the squirrel and barks. Let's play.

**January 31:** The temperature is 34 degrees. There is only 7 inches of snow and ice on the lawn. I near the bottom of Jim Beam. James Taylor plays in the Berkshires. Max and Cleo wrestle on the carpet and I dream of sailboats . . .

I peer from the hatchway of JustBGunn, through the binoculars at the upper decks of a Navy destroyer a few hundred yards abeam, docked and deserted as we motor slowly up the Elizabeth River. Steel gray decks, portals, ladders and radar domes drift slowly through the viewfinder. NationsBank towers on the skyline. Multiple lanes of Norfolk traffic merge and sink into the river tunnel to starboard, reappear on portside and spew noise and fumes into Hampton. The giant American flag over Fort Monroe flies stiff on the northeast wind from the bay. So much for the plan to hug the western shore toward Mobjack Bay. We turn east to the open bay and Cape Charles, better to take the wind abeam than beat all day. It is September. The breeze is strong and steady - a great day for sailing . . .

The phone rings. It's my mother: "Ya'll get any snow down there?" After a 45 minute discussion about

the vagaries of shade and slope, the texture of snow and ice and the 100th retelling of the time we left Marion headed for Florida on a snowy night in 1965 in Dad's new Mustang, we sign off – "Love you." "Love you, too." I drain the last drop from Jim Beam . . .

We've got a 20 knot wind on our beam and it is a roller coaster ride. A bit scary. The boat climbs a wave, bow pointed well above the horizon. It levels only for a split second, then dips into the rolling gray trough. The pulpit drives into the base of the wave. Spray flies across the cabin and white water rolls down the deck. The bow climbs again toward another crest. "Gotta take that jib down and put up the storm jib," Captain Starling says. He directs me as I pull the storm sail out of the cabin and arrange the sheets. Now comes the real adventure. I crouch and crawl across the deck, one hand on the closest rail, one hand dragging the storm sail. On my knees in the pulpit, I begin the take down, one eye on the collapsing sail, one eye on the on-coming waves. It's a bit like riding a boogie board as a wave crashes across – except you can't use your hands for anything but to control the sail that is collapsing on you. . .

The e-mail chime dinged. Got a message from Sarah.

**February 1:** A balmy 40 degrees. Cleo whines in irritation at Max - one too many tugs on the collar at naptime. Bruce Springsteen rails about glory days and I dream about sailboats . . .

We leave Slaughter Creek off the Little Choptank on a gray glassy morning in late September. Across the water in Selby Bay, the Flying Scots are drifting in a foggy regatta we didn't make due to the nor'easter that nailed JustBGunn for a week. The rain blew out the nor'easter and now there is nothing, not a molecule of wind. An osprey drifts out of the fog - wings spread, flight feathers down to brake its descent. It's only a few feet astern and eyeing the boat. Then I see the fish hanging in its talons. Head cocked slightly, a yellow eye searches for a landing spot to eat his fish. I reach for the camera. The osprey lifts the tip of a wing, turns slightly and rises back into the fog. The captured image exists only in the mind . . .

Cleo yelps. Paws scramble across wooden floors. Max laughs. The dog peeks through the door of the study. Sad, desperate eyes beg for the backyard.

**February 2:** The slush turns to water. Jimmy, James and Bruce stowed the guitars. Max went back to his non-dog friends and Cleo was left to bark at the traffic on the street. I turn the key on the office door, flip on the fluorescent light, switch on the computer and try not to think about sailboats.

. . . We turn the boat dead downwind with the regular jib billowing to starboard. We lift the blue and white genoa on a spare halyard and fly it to port. It seems weird, two headsails on a big boat, flying wing and wing. Not particularly fast, but it sure is a beautiful sight.



## Nauty Thinking!

Since the weather gods have not been kind this season and we've not been able to sail here are some questions to encourage you to *think nauty!*

There may be more than one correct answer.

- 1) Why is the top leech area of the sail near the top of the mast trimmed a little more to leeward than the bottom part of the leech?
  - a. The sparfly at the top of mast disturbs the wind.
  - b. More wind near the top of the sail.
  - c. Too much weather helm.
  - d. Old sails.
- 2) You are sailing close-hauled with the jib sheeted in to proper shape. The inside telltales are flowing straight back but the outside (leeward side) telltales keep lifting up above straight back. What should you do?
  - a. Fall off away from the wind.
  - b. Tack.
  - c. Push the tiller to leeward and sail a little higher.
  - d. Ease the jib halyard.

- 3) You're sailing on a reach with sails well trimmed and boat balanced. How would you bear away from the wind without using the rudder?
  - a. Ease the main and heel the boat to windward.
  - b. Sheet in the main and heel the boat to windward.
  - c. Let the jib luff.
  - d. Backwind the jib.
  
- 4) You decided to try and sail using only the jib and do not bring the mainsail onboard. Leaving the launch area the wind is behind you and it is an easy run/reach out. There is a bit of a breeze and constant waves caused by the wind. You are sailing close hauled to get back to the docks but are now sailing upwind and into the wave as well. After numerous tries, you find you are not getting any closer to the docks. What can you do to get home?
  - a. Call yourself names for not bringing the main.
  - b. Sail on a much broader reach instead of close hauled .
  - c. Tighten the jib halyard and move the jib track all the way back.
  - d. Rake the centerboard aft.

Steve Raper (answers on last page, of course.)



Finally – we get to sail this winter – Let's hope for wonderful sailing weather next race day!!

## Looking for Scots

There are a number of sailors that are looking for Flying Scots. If you have a Flying Scot and you don't feel that it is getting the love and attention that it needs contact me – or the Flying Scot Fleet captain and we can put you in touch with a number of eager Scot Sailors.

[heineu@bellsouth.net](mailto:heineu@bellsouth.net) or [Steve.raper@greensboro-nc.gov](mailto:Steve.raper@greensboro-nc.gov)

## Saleboats for Sail -

**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](mailto:joleen.rasmussen@bowebellhowell.com)

**12'2 ft. Howmar day sailer/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](mailto:cdrexel@triad.rr.com)

Here is a link to a sister boat -

<http://www.sailingtexas.com/showmar12100.html>



## Lake Townsend Yacht Club Help Lines

<b>Commodore:</b>	<b>Uwe Heine</b> 336 585-0951 R <a href="mailto:heineu@bellsouth.net">heineu@bellsouth.net</a>	<b>Social:</b>	<b>Rachel Skvarch</b> <a href="mailto:rkskvarch@yahoo.com">rkskvarch@yahoo.com</a>
<b>Races: (Vice Commodore)</b>	<b>Adam Zahand</b> 336 288-3762 R <a href="mailto:adam_zahand@yahoo.com">adam_zahand@yahoo.com</a>		<b>Gloria Thornton</b> <a href="mailto:glorthorgso@yahoo.com">glorthorgso@yahoo.com</a>
<b>Education: (Rear Commodore)</b>	<b>David Duff</b> 336 282-7773 R <a href="mailto:David.Duff@analog.com">David.Duff@analog.com</a>	<b>Junior Sailing:</b>	<b>John Hemphill</b> (336) 632-0864 R <a href="mailto:jmhemphill@greensborocollege.edu">jmhemphill@greensborocollege.edu</a>
<b>Finance: (Treasurer)</b>	<b>Hudson Barker</b> (336) 644-1060 R <a href="mailto:hudsonbarker@att.net">hudsonbarker@att.net</a>	<b>Mayor's Cup Regatta:</b>	<b>Joleen Rasmussen</b> 919 732-5410 R <a href="mailto:joleenrasmussen@embarqmail.com">joleenrasmussen@embarqmail.com</a>
<b>Publicity/History: (Secretary)</b>	<b>David Young</b> 336 545-1655 R <a href="mailto:dwyoung@triad.rr.com">dwyoung@triad.rr.com</a>	<b>Newsletter/Directory:</b>	<b>Nancy Collins-Heine</b> 336 585-0951 R <a href="mailto:heineu@bellsouth.net">heineu@bellsouth.net</a>
<b>Cruising:</b>	<b>Starling Gunn</b> 336 939-2508 R <a href="mailto:justbgunbell@bellsouth.net">justbgunbell@bellsouth.net</a>	<b>Webmaster:</b>	<b>Steve Raper</b> <a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>
<b>Membership:</b>	<b>Steve Raper</b> <a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>	<b>Equipment</b>	<b>Keith Smoot</b> (336) 996-6734 R <a href="mailto:Gwahir23@Embarqmail.com">Gwahir23@Embarqmail.com</a>

### 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. 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 Nancy Heine, Newsletter Editor (See the Help Lines box located in this newsletter).

### Available To Crew

<b>Name</b>	<b>Home Phone</b>	<b>Work Phone</b>	<b>E-mail</b>
Bill Byrd	336-635-1926	N/A	
Chip Cromartie	336-601-0464	336-274-3559	<a href="mailto:cromartie@triad.rr.com">cromartie@triad.rr.com</a>
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	<a href="mailto:reichelson@cs.com">reichelson@cs.com</a>
Catherine Clark	336-315-0414		
Mike Bianco	336-299-4461		<a href="mailto:mfbbyanko@aol.com">mfbbyanko@aol.com</a>
Keith and Kelly Francies	336-292-9042	336-362-5335	<a href="mailto:keith.francies@davey.com">keith.francies@davey.com</a>
Valerie Nieman	336-908-3976		<a href="mailto:valnieman@yahoo.com">valnieman@yahoo.com</a>
Chris Maginnis	336-760-9811		<a href="mailto:cmaginnis@nuvox.com">cmaginnis@nuvox.com</a>

**\*\* Attention\*\*** – Can't remember the password for the login required for the Members Cove area on the website?? There is now a [\(Need password?\)](#) link. Click on this & it will bring up an email form addressed to our WebMaster with the subject line 'LTYC Members Cove login: - Send me your name and email address to receive login name and passwd

Answers:

- 1) **B.** True wind speed increases with height since there is less surface friction effect than the wind closer to the water. The boat speed is relatively the same so the apparent wind moves aft at that level. Compensate for this by letting the sail fall off more to leeward at the top than at the lower part of the sail to create more 'sail twist'.
- 2) **C.** The leeward telltales show that you are not sailing a true close-hauled course and that you can sail even higher to windward. Continuing without sailing higher will cause you to sail a longer course to get to your destination. Ease up to windward until both sides are flowing straight back.
- 3) **A.** Heeling to windward will cause the boat to bear away from the wind. Keeping the main in will cause it to be over-trimmed for the new course. When there is enough wind that you are sitting out on the side deck you are doing more than keeping the boat flat. The boat naturally wants to turn into the wind when it is heeling to leeward so hiking out helps to keep the boat on a straight course as well.
- 4) **B, D.** When sailing with only the jib, the center of effort of the sail plan moves all the way to the front of the boat and there is not much to resist the boat turning to leeward until it gets up to speed. Rake the centerboard aft even if close hauled to reduce the turning moment. You'll find that even on flat water you will have to 'foot off', that is sail on a close reach first to get the boat up to speed before coming up to a close hauled course. The other issue is that when sailing too close to the wind and hard into the waves the bow will be knocked to leeward and you will have to foot off again to get back up to speed. You may even have to sail back downwind a bit to get going again. This is worse when tacking and the boat speed is minimal.



**This Acronym is wrong - just like the one in my slightly dyslexic head.!**