



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

Tell Tales

Issue 08 August 2010

Schedule of LTYC Events

NOTE – Date / Time change on Board meeting -

**** Board Meeting	Sep 13 (Mon)	5:45 PM	Greensboro College Campus in Room 226 of Proctor Hall West
Harvest Moon	Sep 11-12	Sat 10:30 Sun 10:00	Lake Townsend

Flying Scot Regional – OCT 23-24 at LAKE TOWNSEND... stay tuned

ON THE LINE

By Chris Maginnis, August 18, 2010

“Lake Townsend is one of the best inland sailing venues in the state. The restrictions on power boats ensure that sailboats never contend with choppy water created by skiers and jet skis.” John Hemphill

About 60 people a year pass through the Lake Townsend Yacht Club sailing courses because of its sailor friendly environment, beautiful scenery of Bryan Park, and hospitable and charitable yacht club members.



Figure 0 New member John Kuzmier rigs boat for race.

Volunteers for this year’s training courses

include (George Bageant, Adam Zahand, Bill Byrd, Hudson Barker, David Young, Dan Shaw, Uwe Heine, Nancy Collins, Steve Raper, Wayne Jones, Steve Morris, Bob Moates)The club generated a lot of youth interest this year. So, it was not surprising that this year’s Youth Regatta Series comprised five new youth participants, four that raced. We also had a new



Figure 0 Coach Bronson does a little on the water instruction before the race.

member join us, Matt, that crewed on a Flying Scot.

I think YOUTH is an acronym for You Only Understand The Happiness. Yeah! Remember that time in your life? The race committee boat saw the happiness as sailing in a casual atmosphere with light and variable winds that never broke 5 MPH. Hey, we actually saw one

sailor (appropriately) sleeping on her Aqua Finn during a lovely lull in the sailing.

We also saw an impromptu match race between two not so junior Capri sailors that looked a lot like a budding future rivalry. Is it possible, Rachel, the plug on Bronson's boat was not forgotten? Could it have been purposely removed? Hmmm?

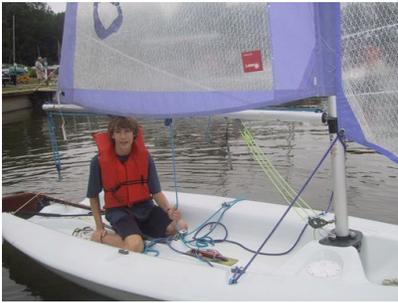


Figure 0 Ready at the docks.

Rick Connely joined PRO Bill Grossie on the Race Committee signal boat as flag tender and wind tracker. I was on the line as the committee boat timer this weekend, once again a Principle Race Officer (PRO) in training. And though we are sheltered from skiers and other nuisances, nobody could protect the sailors from my PRO training.

My call for shortening the course during the August Series became an interesting (though painful for me) lesson in US Sailing rules and definitions.



Steve Raper was one of my 2009 instructors at the Lake Townsend Yacht Club's "Learn To Sail Course." I write to him when I am worried about my performance as PRO trainee. So,

when I screwed up as an assistant to PRO Bill Grossie during the race, I contacted Steve. He wrote to back to me: "Ah, the joys of working race committee! My Dad ('the Old Man') used to say 'Remember, you can't make an omelet without breaking a few eggs.'"

To those that raced on our Saturday regatta, I apologize for the confusion. To the magnanimous PRO Bill Grossie, who let me make the errand call, forgive me for the ensuing threats on our lives, and aspersions about our character. (Actually, we were only insulted repeatedly for two days. And heck, our new lives as Swiss chocolate inspectors are working out well, right Bill?)

I digress: We completed two races on Saturday. Sailing was a lovely mix of 0.3 to 4.8 knot winds ranging in direction northerly to westerly, a mere 100 degree variance. What a piece of cake for a race committee (RC) trying to set a square course!

I totally understand the frustration of racers waiting on the water for the race to begin every regatta. But, can you imagine the RC challenge in these conditions? If you can't imagine our pain, please sign up for RC by contacting the commodore, race PRO, or Adam Zahand. By the way, consider this enticement == the RC boat has a full bar, deli, and bathroom. The SCAT boats are frequented by movie stars and have their own video recorders for MySpace.

Disclaimer: The opinions of the author may or may not represent those of the Lake Townsend Yacht Club. Mr. Maginnis is



Figure 0 Boats heading for the leeward mark.

under federal investigation for writing fictitious articles for this publication. He also drinks beer at the after race functions. And, it has been reported he has been seen sailing recreationally at Belews Lake while listening to Jethro Tull.)

So, we should all thank Tom Bews and Bob Darby, as well as Bill Byrd and David Young. At first, the RC confused the two boats making for an interesting first set of marks! On Saturday alone, these guys set two windward marks, two leeward marks, and the pin many times! That requires throwing weights and anchors overboard (hard work in humid, hot conditions), and then pulling the whole setup again and resetting. Repeat! Oh, and don't forget, they have to save lives, record shortened races, and log all potential protests and violations. It's OK though. They do it for free.



Figure 0 Bob Darby readies

we had a junior sailor recording the finishes – [Katie (sp?)] who did marvelous job with the assistance of [lovely lady whose name I failed to write down.]

Though relatively uneventful besides

Through it all, they were total gentleman (at least on the radio). And surprisingly, they did it for two days.

And on the signal boat,

spectacular racing, we had some interesting moments under the cloudy skies. Uwe and Nancy were perpetually posing for pictures, delaying their starts. They said they were spotting the field 30 seconds. One of our youth sailors also forgot to put plugs in the boat, resulting in one SCAT boat save notched on the side of SCAT I.

At the end of day 1, Chris [LAST NAME] took the honors in the sailing regatta. We had a tie for second: [NAMES HERE. ALSO INCLUDE PICTURES.]



Figure 1 There were three classes on Saturday, Isotopes, monohull, and youth.

Sunday saw very light winds. David Young piloted the signal boat while Joleen Rasmussen and Andrew Heine took on the duties of piloting SCAT I. Bob and Tom still mightily manned SCAT II. At the pre-race meeting, it was agreed that there would only be one start on the Windward/Leeward course. Due to winds that barely reached 3 MPH, RC had to shorten the first race, this time in accordance with the rules and regional customs, after considerable discussion from the peanut galleries on the signal and SCAT boats.

The second race was set for two laps until 40 seconds before the start. PRO Grossie postponed the race, changing the lap count to one, as the wind died to a barely discernable knot. Shortly thereafter, the start sequence was



Figure 1 Winds were light and fickle, often under cloudy skies

completed and all the boats crossed the line within eight minutes, barely. Within 15 minutes, two boats abandoned the race, which could be likened to watching paint dry. We knew they were leaving because we could see them paddling!

So, we blew the horn and flew the N over A flags announcing cancellation of all racing for the day. The work began for RC to clean up, pulling all the markers and towing boats in. We flew the red flag at the dock and started the 30 minute countdown for protests. (There were none.) RC then began stowing the equipment and putting up the boats, which is a real chore! Another weekend at the club came to the close as some of the club members gathered to compare notes, share lies, and drink beverages. As we ended our weekend, we all looked forward to our next meeting on the line.

~ Thanks Bill Byrd. A lot of time is put into puttering around and keeping the engines on the boats running. Bill was fixing an engine right before the race on the pontoon boat. We all enjoy racing and it goes off without a hitch, thanks to the people that are working and maintaining the equipment.

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 have upgraded 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

1991 Com-Pac 16 II Sailboat END OF SUMMER SALE! - \$4900 (Cary, NC)

More details here :

<http://raleigh.craigslist.org/boa/1913211445.html>

It is a wonderful relaxing day or weekend camping/sailing craft. We will miss this boat--

Call 919-619-1702

Lake Townsend Yacht Club Help Lines

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

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

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
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	reichelson@cs.com
Catherine Clark	336-315-0414		
Mike Bianco	336-299-4461		mfbyanko@aol.com
Keith and Kelly Francies	336-292-9042	336-362-5335	keith.francies@davey.com
Valerie Nieman	336-908-3976		valnieman@yahoo.com
Chris Maginnis	336-793-5313		cmaginnis@triad.rr.com
Hudson Barker	336-644-1060		hudsonbarker@att.net

**** 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