



Lake Townsend Yacht Club
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Tell Tales

Issue 12 December 2010

Schedule of LTYC Events

Frigid Digit	Jan 8	11:00 AM	Lake Townsend
Board Meeting	Jan 13	5:45 PM	Greensboro College Campus in Room 226 of Proctor Hall West
Change of Watch	Jan 15	6:00 PM	Greensboro College Reynolds Center
Board Meeting	Feb 3	5:45 PM	Greensboro College Campus in Room 226 of Proctor Hall West
Frigid Digit	Feb 12	11:00 AM	Lake Townsend

Change of Watch is coming up - January 15th. If you haven't done so – RSVP- the invite is at the end – just in case you misplace the original email.

December's non-race event -

ON THE LINE

By Chris Maginnis, December 17, 2010

On December 8, I wrote to the LTYC membership as a PRO in training. Noting that Joleen Rasmussen would be my training wheels for this first attempt at running a club regatta, I gathered my gumption and prepared for Old Frosty, our first "Frostbite" series race of the cold months. And when I say cold, I mean ice on the boats, frozen nose tips, really cold!

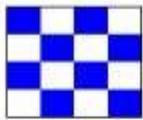


Bew's and Darby's boat covered with ice.

On December 11, anticipating the day's challenges, I jumped up on the committee boat and began removing the massive stained blue

canvas cover and checking out equipment. The skies were blue and there was absolutely zero wind. Zero point Zero, blowing out of nowhere. The lake was so glassy, a small bird gliding across the middle of the lake created the only ripples on the dark green 49° water. As I moved to the front of the boat, the early arrivals, Tom Bews and Bob Darby, greeted me with, "I wouldn't rush at getting the boats ready." Recognizing these guys represented 30 percent of the racers, I took their advice.

Joleen arrived shortly thereafter and quickly put Tom on goose poop duty. I even gave a phone call to those who had signed up on the scratch sheet, but hadn't yet arrived that there was no wind at the lake, and racing unlikely. Bob and I were assigned flag raising duty. Though I had looked at that flag pole a hundred times over the past year, I had no idea what went where. Our beautiful stars and stripes were flown proudly on the pole offset from the main stand. Then, we hoisted the club flag up precariously to the top, its ungainly wood staff attached with clips. It wouldn't be long and we would be posting the "N" over "A" flags notifying the folks arriving that racing was abandoned for the day due to a



N over A All races are abandoned. No more racing today.

lack of wind.
But, all was not lost! Far from it. After Joleen marshaled folks through the ever important coffee brewing routines, Rachel Skvarch showed up with delicious cakes, fruit, and a casserole of eggs, sausage and peppers that was too spicy for our veteran boat expert Bill Byrd. (He just doesn't

like green peppers.)



Hot breakfast, no wind.

peppers, load up the meat, and Bill Byrd was a well fed sailor.

Sailors continued to arrive. Their first question

was: "are we racing?"
The response was an invitation to join us for breakfast followed by a reference about the lack of wind.



(top) Starling Gunn was ready to go.
(below) The boats never left the parking lot.

At 11:22am, Kris VonFricken reported a wind reading of 0Kts at 265deg followed by a reading at 11:27am at 240deg.

We did have a race committee meeting officiated by our Commodore, Uwe Heine. During which we discussed safety issues related to hypothermia and on water rescues. As a Red Cross trained life guard (former life), I reminded folks that the water temperature is low enough that we need to be aware that somebody overboard could go into shock quickly. We discussed worrying about lives first and property second!

When the water is so cold, it is a dangerous rescue environment. All Committee boat operators should know where the boat hook and the throwable PFDs are aboard. Tom Bews made a super suggestion that we put placards on the boats to show where important safety equipment is located. (We also agreed the placards should indicate where the boat oil, and type of oil, is checked/added.)

Safety personnel on the boats should be able to pull at least 100 pounds onto a boat, and they should know the fastest way to get a person on board. If you can't board a person, get them to land even if you have to drag them there. All were reminded to shut off an engine before using the boarding ladder! Once somebody is on board, get them warm. It was agreed that we would verify weather space blankets were on all the boats.

By the way, a last resort should be to go into the water to help somebody, and then, **ONLY IF YOU ARE TRAINED IN WATER RESCUE.** Bill volunteered to extend our boarding ladders with ropes to make it easier for a frozen and scared over board survivor to climb aboard. This is a brilliant idea; but, other boaters asked for us to acquire man overboard ladders that hang on the rail well into the water.

During the competitors meeting, at 11:42 (or there about) the sunshine broke through, but still at 11:51am, the wind was still at 0kts.

After the meeting, I was on the line. But this line was in the parking lot! Joleen ran us through drills using the Garmin GPS to establish a square

starting line of appropriate length. Boy, did we look silly with now 16 boaters pretending in the parking lot to line up on the line, or representing imaginary SCAT or Committee boats, or as observers as we practiced using the GPS technology. We set up a line of 100 feet for five boats. We used the 11:27am wind readings as the direction kept everyone on shore where the 11:22 reading would have had some heading into



the water. Then, many began to question the 1 to 2 times

Figure 1: Mayor's Cup 2010 Starting Line provided plenty racing space.

competitors' average boat length times the number of competitors. We had set a line of 125 feet for five boats and it really looked long. But, when we set a line for 20 competitors of 400 feet, the guideline seemed crazy. So, there was quite a bit of debate about line length. Some argued the line should be shorter to develop competitive talent, while others argued that a short line does not permit racers to correctly sail down the line in pre-start tactics. It was noted the line should be shorter for lighter winds and longer for strong winds, approaching 2X boat length for winds over 15 MPH. For my part, I will set the lines longer than some may like believing that we should learn to sail down the line on starts. I also intend to have the SCAT boats on the water and in position before the committee meeting is over. This should help races start on time. Wouldn't you know it! During the onshore starting line exercises, around noon, the winds freshened, and at 12:35 we were reading 7kts on shore. We could still take a SCAT boat out if

anyone wanted to do some match racing? With the threat of rain later in the afternoon, those who might have been tempted were swayed otherwise with the idea of having to drop the mast in the rain.

Before the flags were retired and the boats put away, an epicurean delight of hot soup was served for lunch, the racers discussed course setup for future races. Wendell Gundlach, still nursing his wounded wing, would like to see us have more races on any given day. Tom Bews recommends we practice starts more often, perhaps making Sundays "start exercises" days. Others talked about laying out the courses so that we have more laps.

What are your thoughts? Make sure you communicate them to me or your race committee before the next time we are on the line.

Additional Notes from Joleen Rasmussen.

The day was not over yet. Wendell and Starling, with everyone else looking on and enjoying the



soup, engaged in a Flying Scot rudder reviewing having to do with making a new hole in the rudder and changing the

angle of the rudder in the water. There must be an official write-up somewhere but the pictures give you an idea.

To wrap up his club duty for the weekend, Tom Bews served as ballast as our PRO pulled the tarp back over the pontoon boat and with the help of many hands made quick work of storing our equipment until our next winter race day, January 8th.

Ocracoke cruise. -

Keep your options open. By Uwe Heine

We had planned to go sailing over the long Thanksgiving holiday, maybe take the Wednesday before Thanksgiving off and sail our old Island Packet 26 to Ocracoke. As the holiday weekend approached the weather forecast looked pretty dismal. Rain was expected on Thanksgiving Day and a strong front was to move through with high winds and cold air moving in on Friday. Small craft advisories were predicted, with conditions not moderating until Saturday. It was looking like we'd have to call the trip off.

I noticed that when it cleared on Saturday the frontal passage would bring in a brisk Northwest breeze, perfect for sailing to Ocracoke on a broad reach, and that two days later, on Monday, the wind would clock around to the Northeast for a perfect beam/broad reach back! This would be great – no tacking either direction and a relaxing day on the island in between! We were both able to get off from work on Monday on short notice and went ahead with our plans.

We drove to Oriental on Friday, had a nice dinner at M&Ms and readied the boat so we could motor out at first light. With the days getting very short the 8 hour sail would not leave much daylight in the evening for our arrival. The weather forecast was spot-on. It was COLD at 7 am! Windy and around 40 degrees. Small craft advisories for Pamlico Sound/Outer Banks were supposed to end at 9 am. The 15-20+ knot wind was expected to moderate to a perfect 10-15 by afternoon. The high for the day was forecast to be around 50, but it would be nearly 10 degrees warmer out on the outer banks.

We motored out of the shelter of Broad Creek bundled up and hot coffee in our bellies. Once we got clear of the land the waves were expected to be 3-4 feet. We hoisted a reefed main and unfurled the genoa.

I am still learning how to steer through waves. The whitecaps would try to push the stern of the boat around – you learn to anticipate this

and, as Starling Gunn once told me, you to steer for the low points of an oncoming wave. Sometimes the weight of the boat would cause a big swell underneath us to break just as it went by – causing us no problems but adding to the drama of the scene. Having no electronic chartplotter we went from marker to marker across the sound using paper charts and a compass and binoculars.



As we approached the channel into Ocracoke we started the engine and took down the sails. We had made it from the Broad Creek #1 marker to Ocracoke in 6 hours! We had decided to go in though the “9 foot shoal channel”, which saves almost a mile from the main channel and avoids most of the channel that is used by the ferries. Lower draft boats can use this channel – we never saw less than 6 feet depth. Just as we were getting ready to make the turn into the harbor our engine started to run erratically and died. A probable fuel flow problem – clogged filter or bad pump. Still going downwind in a narrow channel we quickly unfurled the genoa to keep the boat moving, but we would not be able to make the final turn upwind to the harbor entrance. At the turn in the channel we jibed back and forth doing figure eights to hold our position from the lee shore. I radioed the Anchorage Marina, who were expecting us. Bill, our contact at the marina, came out in a small powerboat and towed us in after I explained our predicament. Bill and Marco had us tied up and secure in no time. Bill turned down my offer of some compensation for the extra level of service, suggesting I pass it on to his assistant instead.



We walked around the waterfront and had a relaxing dinner at the Back Porch Restaurant. It was their last night of the season and the food was excellent. The next morning Bill set us up with two rental bikes at no charge and we rode to the beach and explored the town. After looking at the fuel system and having no luck fixing it, I made arrangements with a local fisherman to tow us out of the harbor Monday morning for a small fee. The forecast was again spot-on and we had a perfect 10-15 knot breeze on our starboard quarter. We made it back to Broad Creek in the same six hours it took to get to Ocracoke. We have TowBoat US towing insurance so as we approached Broad Creek I radioed them and they met us at the #1 marker to tow us back to Point Marina. Marine towing is very expensive so if you think you might need it you should consider getting the insurance. Our holiday weekend wasn't exactly what we had planned but it turned out great nonetheless. Being flexible and having contingency plans is a necessary part of sailing!



Looking for -

... a Flying Scot to charter for the 2011 season at Lake Townsend. Terms negotiable. Alan Taylor - 530-263-3009(m)

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

[Here is an article to go look at on Sailing World about safety and recognizing drowning.](#)

Lake Townsend Yacht Club Help Lines

Commodore:	Uwe Heine 336 585-0951 R heineu@bellsouth.net	Social:	Rachel Skvarch rskvarch@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 justbqunbell@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 Gwaihir23@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

You are invited to . . .

Lake Townsend Yacht Club Change of Watch Banquet

January 15, 2011

6 PM

\$15 per person

Greensboro College Reynolds Center

Mane Stage

1015 W. Market St.

Greensboro, NC, 27401

Program includes . . .

Social (wine and beer cash bar)

Slide show of 2010 activities

Buffet Dinner

2010 Racing Series Awards

Change of Watch (installation of new officers)

Special Presentations

Reservation by E-mail to Rachel rskvarch@yahoo.com (by January 9, 2010)
Money will be accepted at the door or mail form and check to address bellow.

Name(s) _____

Number attending _____ x \$15 = _____ Total

Mail form and check to

LTYC

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