



TELL TALES

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



October 2013
HOT II Regatta
View from a Crew



All members are encouraged to update their CPR and First Aid training. Local courses are available from the American Red Cross: gso.redcross.org/get-trained/schedule

Have ideas, articles, photos or contributions for inclusion in the newsletter? Send them to

newsletter@laketownsendyachtclub.com

Lake Townsend's Schedule*

November to February: 8 am to 5 pm (closed Thursdays)

March and October: 7 am to 7 pm

April and August: 7 am to 8 pm

May to July: 7 am to 8:30 pm

September: 7 am to 7:30 pm

*Lake Townsend is always closed on Wednesdays and is open at 8 am on Sundays year round.

All city lakes will maintain normal operating hours during all holidays with the exception of Thanksgiving Day, Christmas Eve, Christmas Day and New Year's Day; the lakes will be closed on those days.

<http://www.greensboro-nc.gov/index.aspx?page=1319>

ON THE COVER: September's Saturday race had a spectator. Photo by Michael V. Crouch, photos by Bill Cooper on page 12

UPCOMING EVENTS

'Harvest Moon' Race Series	Oct. 12 & 13	11 a.m.	Lake Townsend
Saturday's social menu: Chicken and Dumplings, rolls and dessert. • sign up at the scratch sheet online •			
Halloween on the Townsend 2	Oct. 25, 26 & 27	Details available online	Lake Townsend
Join us for the Second Annual fund-raising regatta - all proceed go to Earlier.org to help find a method for earlier breast cancer detection!			
LTYC vs. OHYC Interclub Regatta	Nov. 9	11 a.m.	Lake Townsend
• sign up at the scratch sheet online •			
Annual Meeting & Dinner	Nov. 14	Details TBD	Mark your calendars
• sign up at the scratch sheet online •			
'Old Frosty' Race Series	Dec. 14 & 15	11 a.m.	Lake Townsend
Saturday's social menu: Chicken and Dumplings, rolls and dessert. • sign up at the scratch sheet online •			
Change of Watch Dinner	Jan 18	Details TBD	Mark your calendars
• sign up at the scratch sheet online •			

Calendar and participation scratch sheets are posted on the website.

Board meetings: first Thursday each month, 5:45 pm, at Greensboro Christian Church, 3232 Yanceyville Street, 27405

What's a Scratch Sheet?

A few years back, big regattas started posting scratch sheets on the internet to drum up interest and promote participation. As there is typically no cost to signing up, Scratch Sheets give a good indication of who is thinking about going to an event. It helps the organizers plan and prepare for the event. LTYC has set up a Scratch Sheet in Google documents for its events. If you expect to be at some of our upcoming events, take a few moments to step through the different Scratch Sheets and let us know to expect you. Don't worry about last minute change of plans, Scratch Sheets are only an indication of your intentions. If you need crew, want to crew, would like to help with the social, or have some other creative idea, just list it in the Scratch Sheet. The Scratch Sheet is available from the home page or the LTYC Website.

THE FEATHER

The first week of September I was in the San Francisco Bay area watching the America's Cup Finals. The first few days Uwe and I met up. We did some sightseeing and watched the first day of America's Cup racing from the shore in front of the Golden Gate Yacht Club. Sunday we were joined by Eric and Joleen and Frank and Rhoda Meldau from CSC. We chartered a Saber 36 and sailed out to the race course for Sunday's racing. Heavy fog and a strong current kept us in the lee of Alcatraz Is. Good viewing of the leeward mark roundings from there. Monday was more sightseeing, including a drive down Lombard St (the crookedest street in the world) and a drive across fog enshrouded Golden Gate Bridge. Uwe had to go home, but a friend from Berkeley joined us for Tuesday's sail. This time we were out by the starting line. I found it interesting to compare the different vantage points to the course. Team Oracle USA won the Cup in an unbelievable comeback, winning 8 straight races. Watch the replays on YouTube. Incredible racing with tacking duels, passing, luffing matching and anything else you can think of that happens in a sailboat race. All at 20-40 knots boat speed! These boats were sailing UPWIND at 30 knots in 18 knot winds!

It was an awesome vacation, but I have to admit it was good to get back home. I returned just in time for the September Summer Series. We had 19 boats on the line. Ten Flying Scots, three Hobie Cats (14,16,18) and five Wayfarers and Ken Warren in his Lightning. Looks like we might have a new fleet next year. Steve Morris did an outstanding job of dealing with the typical light and fluky

winds of Lake T. He set a triangle course which insured at least some upwind sailing. Actually I think we were beating, reaching and running on every leg of both races. Sunday's fun races brought more warm weather and the winds Lake T is famous for.

Autumn is here and the leaves should start turning soon. I personally enjoy the beauty of the turning trees reflecting off the lake this time of year. The final race day

of the Summer Series is October 11 with a fun sail/race on Sunday.

On Saturday September 28 we had a social event with the Greensboro Power Squadron. They brought a couple powerboats and we had a handful of Scots (and Susan's Javelin). Everyone had a good time on the water and an exceptional party followed. Kudos to David Craft for the vision and planning for this event. And thanks to the Power Squadron folks who came out. Word is that the Power Squadron folks will join us next spring for the Let's Go Boating event.

HOT-2 Charity Regatta is coming up soon. Friday night there will be pre-registration and socializing at the pavilion. Racing on Saturday and Sunday. There will be a silent auction and raffle. Great prizes are guaranteed. We

have sponsors providing great food. All proceeds, including registration fees, go to the benefit of Earlier.org, a local charity whose mission is to find a biological test to detect breast cancer in its early stages. Gather sponsors. Visit the Earlier.org website to register for the event. Let's make this year's contribution even better than last year.

See y'all On The Townsend,

Alan Taylor, LTYC Commodore



A MESSAGE ABOUT THE HOT II REGATTA

I am still looking for more sponsors for the regatta. West Marine had to drop out, so I am looking for another marine store to become involved. Any member that has items for the raffle/silent auction please contact me. This will be the only way to raise more money than we did last year. Please contact me with items or names of potential sponsors. I would be glad to contact them.

282-9552 (cell) or jschwartz@modernautomotive.com

thanks ... Jim Schwartz- *THE lightning*

HALLOWEEN ON THE TOWNSEND 2013

HOT II



for *Earlier.org*

LAKE TOWNSEND YACHT CLUB

October 25 -27, 2013

Lake Townsend, Greensboro, N.C.

Racing, great food, better drinks, & silent auctions to benefit EARLIER.ORG

All proceeds from the HOT Regatta go directly to Earlier.org, a Greensboro based charity founded in 1995 with the mission of directing funds to finding an earlier biological test for breast cancer.

Every crew is encouraged to obtain sponsors for their boat; with prizes awarded for the highest amount collected and the highest number of individuals donating.



All classes of sailboats with active US Sailing Portsmouth numbers are invited to compete.

Check www.laketownsendyachtclub.com for additional details

NOTICE OF RACE

HALLOWEEN ON THE TOWNSEND 2013

HOT II



for *Earlier.org*
LAKE TOWNSEND YACHT CLUB

Friday, Oct. 25: Social/Early Registration
6-9 p.m.

Saturday, Oct. 26: Breakfast & Registration
9-10:15 a.m.

Competitors' Meeting
10:35 a.m.

First Warning Signal
12:00 Noon

Raffles, Pumpkin Carving,
Corn Hole Tournament,
Costume Competition
5-8 p.m.

Dinner
6 p.m.

Sunday, Oct 27: Breakfast
8:30-9:45 a.m.

First Warning Signal
10:30 a.m.

Silent Auction, & Awards
3-4 p.m.

5 races are scheduled. No score will be excluded. Regatta Goal \$6500.

All proceeds from the HOT Regatta go directly to Earlier.org, a Greensboro based charity founded in 1995 with the mission of directing funds to finding an earlier biological test for breast cancer (*for more information about Earlier.org, see the reverse*). Every crew is encouraged to obtain sponsors for their boat; with prizes awarded for the highest amount collected and the highest number of individuals donating. All classes of sailboats with active US Sailing Portsmouth numbers are invited to compete. Boats will be scored open Portsmouth with wind-dependent modifiers. RC may divide the boats into two divisions based on Portsmouth number. Courses will be around drop marks. Racing prizes will be awarded 12 deep, along with prizes for best costume and highest fund-raiser. One race is required to constitute the Regatta. Sailing instructions will be available at registration. Preregistration through 10/22.

Check www.laketownsendyachtclub.com, for additional details or amendments to this Notice made prior to 10/24. Changes made 10/25-10/27 will be posted on the regatta notice board. *Preregistered skippers will receive event favors while supplies last.*

Preregister by Oct. 22. Suggested Donation: Skipper Pass \$45; Crew/Shore Pass \$20/person. Qty: _____ *See reverse for details.*

Additional Boat Sponsorship (+1 to your count) \$ _____

Long Sleeve T-shirts \$20 • Sizes & Qty _____ x \$20 = \$ _____

Total Donation: \$ _____

Make tax deductible check payable to Earlier.Org or register your donation/skipper sponsorship online at <http://earlier.donordrive.com/event/HOT/>. Mail preregistration information to: LTYC, PO Box 4002, Greensboro, NC 27404 or sign up on the scratch sheet at www.laketownsendyachtclub.com

The regatta will be governed by the rules as defined in the Racing Rules of Sailing. Competitors participate in the regatta entirely at their own risk.

Skipper _____ E-mail _____

Tel _____ Class/Sail # _____ Crew/E-mail _____

Skippers only, sign below: *I agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event.*

Signature: _____ Date _____

A Single Mission

Since its founding in 1995, Friends for an Earlier Breast Cancer Test® has worked and focused solely on earlier detection of breast cancer as opposed to focusing on a cure for the disease.

Earlier detection may prevent invasive surgery, minimize treatment and dramatically increase survival chances. Many non-profit organizations have multiple offices, staff and multi-level internal organizations.

Friends for an Earlier Breast Cancer Test® has only one office, located in Greensboro, North Carolina, with one full time and two part time staff members. The objective of the organization is to direct as many funds as possible, as quickly as possible, to the research.

When Friends for an Earlier Breast Cancer Test® achieves its clearly defined mission to fund research leading to successful earlier detection, the organization can willingly and thankfully close its doors.

“This is a project, not an ongoing organization. A biomarker will be found and a test to detect breast cancer in its earliest stages will be created. No previous generation has had the opportunity to make an impact of this magnitude on breast cancer.”

— *Martha Kaley, Founder*

For more information, contact Jim Schwartz, 336.282.9552, detroito91@aol.com.

Regatta Goal \$6500.



Boat Sponsorship: Sponsor your skipper/crew at <http://earlier.donordrive.com/event/HOT/>, listing donation details under special instructions, or mail to LTYC address listed above (+1 to your count).

Skipper Pass: Friday social, pre-registration favors*, pumpkin*, Saturday breakfast, lite lunch, dinner, position on the starting line, Sunday breakfast & social.

Crew/Shore Pass: Friday social, pumpkin vote, Saturday breakfast, lite lunch, dinner, Sunday breakfast & social.

Silent Auction & Raffles: Open to all.

For more information, contact Jim Schwartz, 336.282.9552, detroito91@aol.com, or go to www.laketownsendyachtclub.com.

**while supplies last*

The View from a Crew

This past Saturday, AnnMarie was kind enough to let me crew for her. Recently I also crewed for John Hemphill. I love sailing on boats I've never sailed previously. I do not think it is an altruistic thing. I think it is because there is always so much to learn on a new boat. Both times were great learning experiences for me.

When I was a freshman on the college sailing team, I could never stay close to this guy named VanCleve. I was not the worst sailor on the team but I really struggled staying in the thick of things. I sought advice from the one of the team captains named Chris H. Chris told me that I should find an experienced upperclassman and crew for him for awhile. Since I had been sailing and skippering for several years and could beat most of my friends at home, I thought I probably already knew most of what was really important already. After all, at 18 you do know pretty much everything of importance in life, don't you? As a result I continued to stay about where I had been.

One day my crew couldn't show up and a short, skinny upperclassman named Darryl was looking for a temporary replacement for his crew. I crewed that day for Darryl. Boy was there a ton of stuff that I had no idea that was out there to learn that I didn't know. Then I sailed and started hanging out, as much as I could, with another guy named Chris D. and another guy named Gar. Made me a believer in learning from other folk on other boats.

If you feel like you are stuck in a rut, you might want to try sailing a different boat or crewing for someone else and pick the brains of guys/gals who do well with those boats. You may have heard the adage about insanity that has something to do with doing the same things over and over and expecting different results.

I grew up in the same general neck of the sailing world as George, Matt and Greg Fisher. Every other weekend they seemed to be sailing in a different boat. I wonder if they were seeing what worked best in the different boats, then tried to figure out what was being accomplished by the different techniques and set-ups and then compared it to what they had been doing. "I ask myself questions" is what one of my mentors used to tell me. Another mentor used to say "when everyone thinks alike, no one is thinking very much." Another used to say "keep the pole thing pointed toward the sky and you'll stay dry." Not sure that last one was very profound or had anything to do with this paragraph.

Sailing a Sunfish on a small lake will train you on some things; racing an Olson 30 on Lake Erie will train you on other things. Neither gives you a complete experience.

As I drove home Saturday I had time to reflect on how lucky I had been to have sailed different boats with different sailors and the different things that can be learned from each.

Sail a Sunfish and get "seat of the pants feel" for boat speed, angle of attack and "hand over hand" sheeting. Maybe even try a roll tack. Sail an Olson 30 across Lake Erie and learn how

to draft on faster boats ahead of you downwind. Frostbite in a Laser fleet and learn all kinds of new starting maneuvers and how to accelerate at the start or be spit out the back. You might see this lady older than you, named Susie, hobbling across the parking lot and think "I do triathlons; I can beat her" and then finish about 64th out of 70 when she finished in the top 20. Sail a Windsurfer and FEEL how mast rake affects helm. Try tuning a boat with one set of shrouds when you are used to tuning a boat with two sets of shrouds. Try sailing a boat without a backstay when you are used to having a backstay to adjust. Sail a Windmill and FEEL the effects "like right now or sooner" of what happens when you make a teeny tiny little adjustment in one of the strings. There is no wondering on a Windmill if your string pulling had any effect on your speed and what each string does. When I sailed with John, I learned about the nifty way Scots cross sheet their jibs. When I sailed with AnnMarie we learned that if the crew(me) gets the spinnaker sheet under the boat or the spinnaker halyard on the wrong side of the jib, your speed is less than optimum. Actually more good things but I don't want to divulge her secrets.

I crewed for a World Champion Lightning sailor for one regatta. (Ken Warren crewed for him regularly when he was younger.) I was expecting he would be doing things much differently from folks I sailed with. I was surprised to find he did not really do anything much differently. He did however make little one inch adjustments in about every string, constantly. Repeat. Constantly. Constantly. Another surprise I had was how little he let me do because his wife was such an able crew. If you are phobic with heights, you might try sailing on a custom built, S&S 60 or so footer (Siren Song) on a day when a line squall comes through and you don't get the sails down fast enough so the sails end up in the drink and the newest guy onboard gets hauled to the top of the moving 80 something foot tall mast in a bo'suns chair to get the halyards, but I digress, except that any boat will probably teach you something. You might learn that being at the top of a mast does not cure phobia of heights.

Did I ever catch up to VanCleave or Darryl or either one of the Chrises? Of course not. (Actually there was one time I was in 2nd or 3rd place and hiking to beat the band, when the hiking strap broke, resulting in my fall into the river.) They had been sailing different boats and picking the brains of a lot more sailors for a lot longer time than I. As I understand things: VanCleave eventually was in the running for an Olympic spot in Finns once. Chris D. became a Comet national champion. Chris H. became an Olympic board sailor and Snipe national champion. Gar became some kind of champion in the Shields class.

I did move up into the middle of the thick of things thanks to them and really have to thank ALL the sailors who let me sail with them for my increased enjoyment in this game we play in our little boats.

- Phillip Andrews

SAILBOATS FOR SAIL



El Toro Sailboat w/ Trailer - \$900.
Dingy style sailboat great for young person. My son is now 6'2" and cannot fit in the boat. Entire bottom fiber glassed due to aging wood. Does need sanding and painting however boat is in great shape otherwise. Comes with 2 wooden masts, rudder, centerboard, sails, rigging, and flotation. Trailer was especially designed to transport this sailboat. wkawilliams@juno.com. (518)339-0431.

1969 Douglas and McCloud - Hull number 509. This original Highlander classic w/complete restoration is in mint condition. Trailer sanded and painted white w/red fenders; new tires and wheels. Aluminum mast, mahogany boom and rudder. Ship set includes 3 main sails, 2 jibs, 1 spinnaker, plus all rigging for racing. Boat hull and deck have 2 coats marine primer and 3 coats marine paint. Hull is the original black with red water stripe, deck is semi-gloss white. All deck rails and rub rails have been sanded and varnished. Teak seats and interior running teak have been sanded and teak oiled. Inside is the original gray and white splatter paint. W/sailors tailor-skirted mooring cover. *The Black Pearl* is in a Greensboro garage on trailer ready to go for \$4,500. David J. Schlosser, Sr., djschlosser@aol.com or (336) 316-0804.

Buccaneer 18' for sale. Craig Huey 303-884-4682 chueygman@yahoo.com Asking price is \$1325 with trailer, paddle, 2 hp Johnson outboard, and manuals, rigging guides.

Very nice Flying Scot # 4004 with excellent trailer. Hull is in excellent condition with green hull stripe. Some minor repair under front deck needed (little delamination), will probably be fixed this weekend. Boat is a 1984 and rigged as such. Was seen at the last race Saturday. If you want a Scot-this is a good one. Have \$4600 in it and am asking that much to recoup my cost. Come on people, let's grow the fleet. You can waste a whole sailing season looking for the "right" boat, when a good one is right under your nose!! - Tom Bews 540-588-5794

Great Scot for Sale. Near minimum weight, new mast and centerboard. 2011 suite of MAD main and jib that have been sailed sparingly plus a suite of North's and 3 spinnakers, tapered spinnaker pole. Low aluminum trailer and North trailering/ mooring cover that comes down to the waterline has been used only when traveling. Race ready Scot \$10,500; excellent price with upgrades and extras. Dave "Sailordave" Batchelor, 919-467-3512 Home 919-414-6809 cell.

Back issues: *Cruising World*, *Good Old Boat*, & *Practical Sailor* magazines, free! Contact Bill Young - woyoung@triad.rr.com.

The LTYC STORE



Sturdy Nylon Burgees by Prestige Flag.
Approx. size is 12.5" tall by 19" wide. \$20 each.
Contact Steve Morris at: samorris@triad.rr.com



Neck Chillers.
One size fits all. \$5 each.

Contact Nancy Collins-Heine at: snaggleteeth@gmail.com



Mayor' Cup T-shirts (Med and XXL only) \$15
This thing has a pocket, too!
Contact Nancy Collins-Heine at: snaggleteeth@gmail.com

TEST DRIVE A WINNER

Lasers Available for Sailing

Uwe Heine has a couple of Lasers available, if someone would like to sail them during an upcoming LTYC event.

Give Uwe a call - with a few days' advance notice - 336 585-0951 • heineu@bellsouth.net

Windmills Available for Sailing

Alan Taylor has a couple of Windmills available, if someone would like to sail them during an upcoming LTYC event.

Give Alan a call - with a few days' advance notice - 530 263-3009 • alan@lakelevel.com

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. If you have a boat and would like to participate in the Summer or Frostbite Race Series, 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 are interested in crewing and would like to add your name to the list, please let Joleen know. Joleen has the best intentions of calling each new member if she doesn't hear from them to encourage them to sign up on the Crew or Race Committee List. (See the Help Lines located in this newsletter).

Available To Crew

Name	Phone	E-mail
Jeanne Allamby	401-996-0198	jallamby@yahoo.com
Bill Byrd	336-635-1926	
Jonathan Kreider	336-829-6196	jon@robbinskreider.com
Boyd Martin	(336) 908-4133	boymartin2003@yahoo.com
Martin Sinozich	336-455-9445	msinozich@vennpartners.com
Keith Smoot	336 996-6734	gwaihir23@triad.rr.com
Gil Whisnant		gwhisnant@northstate.net
Bill Young	336-292-3102/336-707-0295	woyoung@triad.rr.com

Also,
check the
participation
scratch sheet
on the web

Lake Townsend Yacht Club Help Lines

Commodore: Alan Taylor • 530 263-3009 C • alan@lakelevel.com

Vice Commodore /Races: Steve Morris • 336 601-1428 C • samorris@triad.rr.com

Education: Susan Cole • (Rear Commodore) • 336 668-0527 • sscole@triad.rr.com

Finance: Hudson Barker • (Treasurer) 336 644-1060 R • hudsonbarker@att.net

Secretary/Publicity/History: Jon Mitchell • 336 554-6044 • jonm5214@hotmail.com

Equipment: Jim Goodman • jgoodman@highpoint.edu

Cruising: Nancy Collins-Heine • 336 585-0951 R • heineu@bellsouth.net

Membership: Joleen Rasmussen • 919 440-2802 • joleenrasmussen@embarqmail.com

Social: Wanda Williams • wkawilliams@juno.com

Webmaster: Steve Raper • sraper4051@outlook.com

Junior Sailing: David Craft • 336 686-1888 • chsyhkr@gmail.com

Mayor's Cup Regatta: Uwe Heine • 336 585-0951 R • heineu@bellsouth.net

Fleet Captain: Bob Hoffman • 336 831-6271 C • bobh9447@aol.com

Newsletter: Michael V. Crouch • 336 275-3475 R • mcrouch@guilford.edu

We're Social, Y'all!

LTYC has a Facebook page. If you want to keep up with what is happening at LTYC, other club members, or LTYC Trivia, become a Fan. Promote our club in the region.



NEW: We're also on Twitter at https://twitter.com/LTYC_tweets

RACE RESULTS

Summer Saturday series totals available at the box score link:
www.laketownsendyachtclub.com/v10-Racing/boxscore.htm

Date:	10-Aug-13		24hr Clock Starting Time			Flying Scot	Cats	Open			
Saturday-1	Race #1				12:29:40	12:23:40	12:29:40				
Skipper	Crew	Fleet	Sail #	Finish Time	Elapsed time	Elapsed time	Handicap	Corrected time	POINTS		
1	Tad Jarzyna	Donna Jarzyna	FSCT	5989	12:59:29	0:29:49	0.82	29.82	90.4	32.98	8
2	Bob Hoffman	Hudson Barker	FSCT	3853	13:01:02	0:31:22	0.37	31.37	90.4	34.70	7
3	Steven Jones	Dennis Miller	FSCT	2048	13:01:55	0:32:15	0.25	32.25	90.4	35.67	6
4	Mark Wilson	Alaina Wilson	FSCT	5861	13:02:07	0:32:27	0.45	32.45	90.4	35.90	5
5	Dan Shuee	JC Aller	FSCT	1897	13:03:16	0:33:36	0.60	33.60	90.4	37.17	4
6	unknown	unknown	FSCT	3801F	13:05:36	0:35:56	0.93	35.93	90.4	39.75	3

1	Eric Rasmussen	Iso 1 up	235	12:50:28	0:26:48	0.80	26.80	74.3	36.07	8	
2	Brad Earle	H14	15778	12:57:59	0:34:19	0.32	34.32	90.1	38.09	7	
3	John Kuzmier	Iso 1 up	1992	12:52:12	0:28:32	0.53	28.53	74.3	38.40	6	
4	Phil Leonard	Jeanne Allamby	H16	87700	12:54:12	0:30:32	0.53	30.53	78.7	38.80	5
5	Joleen Rasmussen	Rose Espenosa	Iso 2 up	199	12:54:59	0:31:19	0.32	31.32	77.5	40.41	4
6	Jim Irvin	Iso 1 up	999	12:54:54	0:31:14	0.23	31.23	74.3	42.04	3	

1	AnnMarie Covington	Mike Sigmund	WF	276	12:59:08	0:29:28	0.47	29.47	91.7	32.13	6
2	Phil Andrews	LASE	185542	13:00:47	0:31:07	0.12	31.12	92.3	33.71	5	
3	Ken Warren	Wendy Cecil, Dexter Cox	LI	10386	13:00:07	0:30:27	0.45	30.45	87.6	34.76	4
4	Gavin Andrews	LASE	0	13:02:32	0:32:52	0.87	32.87	92.3	35.61	3	

Date:	10-Aug-13		24hr Clock Starting Time			Flying Scot	Cats	Open			
Saturday-2	Race #2				13:26:00	13:20:00	13:26:00				
Skipper	Crew	Fleet	Sail #	Finish Time	Elapsed time	Elapsed time	Handicap	Corrected time	POINTS		
1	Steven Jones	Dennis Miller	FSCT	2048	14:17:59	1:48:19	0.32	108.32	90.4	119.82	8
2	Tad Jarzyna	Donna Jarzyna	FSCT	5989	14:20:04	1:50:24	0.40	110.40	90.4	122.12	7
3	Bob Hoffman	Hudson Barker	FSCT	3853	14:21:30	1:51:50	0.83	111.83	90.4	123.71	6
4	Dan Shuee	JC Aller	FSCT	1897	14:24:41	1:55:01	0.02	115.02	90.4	127.23	5
5	Mark Wilson	Alaina Wilson	FSCT	5861	14:24:42	1:55:02	0.03	115.03	90.4	127.25	4
6	unknown	unknown	FSCT	3801F	14:25:20	1:55:40	0.67	115.67	90.4	127.95	3

1	Eric Rasmussen	Iso 1 up	235	13:57:34	1:33:54	0.90	93.90	74.3	126.38	8	
2	Brad Earle	H14	15778	14:16:19	1:52:39	0.65	112.65	90.1	125.03	7	
3	Phil Leonard	Jeanne Allamby	H16	87700	14:15:09	1:51:29	0.48	111.48	78.7	141.66	6
4	Joleen Rasmussen	Rose Espenosa	Iso 2 up	199	14:16:38	1:52:58	0.97	112.97	77.5	145.76	5
5	Jim Irvin	Iso 1 up	999	14:17:21	1:53:41	0.68	113.68	74.3	153.01	4	
6	John Kuzmier	Iso 1 up	1992	DSQ	DSQ	0.00	DSQ	74.3	DSQ	2	

1	AnnMarie Covington	Mike Sigmund	WF	276	14:17:50	1:48:10	0.17	108.17	91.7	117.96	6
2	Phil Andrews	LASE	185542	14:19:42	1:50:02	0.03	110.03	92.3	119.21	5	
3	Ken Warren	Wendy Cecil, Dexter Cox	LI	10386	14:19:02	1:49:22	0.37	109.37	87.6	124.85	4
4	Gavin Andrews	LASE	0	14:25:37	1:55:57	0.95	115.95	92.3	125.62	3	

In connection with HOT II, Omega Sports will one again give us a way to raise extra money for earlier.org / HOT II.

On Saturday October 12th, between the hours of 10:00 am and 3:00 pm, customers (anyone) will receive a coupon for 10% off their purchase and 10% will be donated to earlier.org. offer only good at the Battleground store.

GREAT time to make that purchase and help us reach our goal!

We will also need a volunteer to sit there and pass out coupons to all coming in. 12:00 till 3:00, please advise me. - thanks jim schwartz 282-9552 (cell) or jschwartz@modernautomotive.com

Date:	14-Sep-13				1st Start	2nd Start	3rd Start			
Saturday-1	Race #1	24hr Clock Starting Time			12:04:30	12:04:30	12:17:00			
Skipper	Crew	Fleet	Sail #	Finish Time	Elapsed time	Elapsed time	Handicap	Corrected time	POINTS	
1	Tom Armstrong	William Armstrong	H18	15782	12:58:05	0:53:35	53.58	73.5	72.90	5
2	Brad Earle		H14	15778	13:18:58	1:14:28	74.47	90.1	82.65	4
3	Phil Leonard	Jeanne Allamby, Cal, Rio	H16	87700	DNF	DNF	DNF	78.7	DNF	2
1	Jim Heffernan	Linda Heffernan	WF	1066	13:00:33	0:56:03	56.05	91.7	61.12	8
2	Ken Butler	Alan Taylor	WF	7372	13:02:26	0:57:56	57.93	91.7	63.18	7
3	Ken Warren	Dalton Cox	LI	10386	13:04:44	1:00:14	60.23	87.6	68.76	6
4	Mike Sigmund (guest)	Julia Pulawski	WF	2458	13:09:20	1:04:50	64.83	91.7	70.70	5
5	AnnMarie Covington	Phil Andrews	WF	276	13:11:10	1:06:40	66.67	91.7	72.70	4
6	Jon Mitchell	Addison Mitchell	WF	9411	13:23:21	1:18:51	78.85	91.7	85.99	3
1	Uwe Heine	Nancy Collins	FSCT	3801	13:26:00	1:09:00	69.00	90.4	76.33	12
2	Wendell Gundlach	Alex Gundlach	FSCT	5980	13:26:44	1:09:44	69.73	90.4	77.14	11
3	John Hemphill	Barry Johnson	FSCT	4043	13:28:08	1:11:08	71.13	90.4	78.69	10
4	David Duff	Steve Raper	FSCT	1939	13:28:46	1:11:46	71.77	90.4	79.39	9
5	Tad Jarzyna	Donna Jarzyna	FSCT	5989	13:29:10	1:12:10	72.17	90.4	79.83	8
6	Tom Bews	Anne Gundlach, Nicholas Huffeldt	FSCT	2680	13:30:11	1:13:11	73.18	90.4	80.96	7
7	?	?	FSCT	5861	13:31:54	1:14:54	74.90	90.4	82.85	6
8	Steven Jones	Dennis Miller	FSCT	2048	13:32:05	1:15:05	75.08	90.4	83.06	5
9	Mark Wilson	Laina Wilson	FSCT	3633	DNF	DNF	DNF	90.4	DNF	2
10	Bill Fullington	Tim Key	FSCT	2203	DNF	DNF	DNF	90.4	DNF	2
Saturday-2	Race #2	24hr Clock Starting Time			14:20:50	14:20:50	14:30:00			
Skipper	Crew	Fleet	Sail #	Finish Time	Elapsed time	Elapsed time	Handicap	Corrected time	POINTS	
1	Brad Earle	H14	15778	15:22:14	1:01:24	61.40	90.1	68.15	5	
2	Tom Armstrong	William Armstrong	H18	15782	15:12:31	0:51:41	51.68	73.5	70.32	4
3	Phil Leonard	Jeanne Allamby, Cal, Rio	H16	87700	DNS	DNS	DNS	78.7	DNS	2
1	Jim Heffernan	Linda Heffernan	WF	1066	15:07:00	0:46:10	46.17	91.7	50.35	8
2	AnnMarie Covington	Phil Andrews	WF	276	15:10:07	0:49:17	49.28	91.7	53.74	7
3	Ken Butler	Alan Taylor	WF	7372	15:10:41	0:53:41	53.68	91.7	58.54	6
4	Mike Sigmund (guest)	Julia Pulawski	WF	2458	15:15:31	0:54:41	54.68	91.7	59.63	5
5	Ken Warren	Dalton Cox	LI	10386	15:14:31	0:53:41	53.68	87.6	61.28	4
6	Jon Mitchell	Addison Mitchell	WF	9411	15:18:52	0:58:02	58.03	91.7	63.29	3
1	Wendell Gundlach	Alex Gundlach	FSCT	5980	15:11:28	0:41:28	41.47	90.4	45.87	11
2	Uwe Heine	Nancy Collins	FSCT	3801	15:18:17	0:48:17	48.28	90.4	53.41	10
3	Tad Jarzyna	Donna Jarzyna	FSCT	5989	15:18:39	0:48:39	48.65	90.4	53.82	9
4	David Duff	Steve Raper	FSCT	1939	15:18:49	0:48:49	48.82	90.4	54.00	8
5	John Hemphill	Barry Johnson	FSCT	4043	15:26:41	0:56:41	56.68	90.4	62.70	7
6	Tom Bews	Anne Gundlach, Nicholas Huffeldt	FSCT	2680	15:27:44	0:57:44	57.73	90.4	63.86	6
7	Steven Jones	Dennis Miller	FSCT	2048	15:27:54	0:57:54	57.90	90.4	64.05	5
8	Mark Wilson	Alaina Wilson	FSCT	5861	15:28:59	0:58:59	58.98	90.4	65.25	4
9	Bill Fullington	Tim Key	FSCT	2203	15:35:50	1:05:50	65.83	90.4	72.82	3
Date:	15-Sep-13				1st Start	2nd Start	3rd Start			
Sunday-1	Race #1	24hr Clock Starting Time			12:15:00	0:00:00	0:00:00			
Skipper	Crew	Fleet	Sail #	Finish Time	Elapsed time	Elapsed time	Handicap	Corrected time	POINTS	
1	Uwe Heine	Nancy Collins	FSCT	3801	13:02:36	0:47:36	47.60	92.1	51.68	12
2	Brad Earle	H14	15778	13:05:08	0:50:08	50.13	95	52.77	11	
3	Alan Taylor	Ken Butler	WF	7372	13:05:52	0:50:52	50.87	94	54.11	10
4	AnnMarie Covington	Susan Cole	WF	276	13:06:02	0:51:02	51.03	94	54.29	9
5	Tom Bews	Aubry Bews	FSCT	2680	13:05:12	0:50:12	50.20	92.1	54.51	8
6	Ken Warren	?	LI	10386	13:05:48	0:50:48	50.80	92.6	54.86	7
7	Tad Jarzyna	Donna Jarzyna	FSCT	5989	13:05:33	0:50:33	50.55	92.1	54.89	6
8	John Hemphill	Barry Johnson	FSCT	4043	13:05:48	0:50:48	50.80	92.1	55.16	5
9	Tom Armstrong	William Armstrong	H18	15782	13:07:00	0:52:00	52.00	76.8	67.71	4
10	Phil Leonard	Jeanne Allamby	H16	87700	13:12:10	0:57:10	57.17	81.5	70.14	3
Date:	15-Sep-13				1st Start	2nd Start	3rd Start			
Sunday-2	Race #	2	24hr Clock Starting Time		13:30:00	0:00:00	0:00:00			
Skipper	Crew	Fleet	Sail #	Finish Time	Elapsed time	Elapsed time	Handicap	Corrected time	POINTS	
1	Alan Taylor	Ken Butler	WF	7372	14:12:08	0:42:08	42.13	94	44.82	12
2	AnnMarie Covington	Susan Cole	WF	276	14:12:43	0:42:43	42.72	94	45.44	11
3	John Hemphill	Barry Johnson	FSCT	4043	14:12:49	0:42:49	42.82	92.1	46.49	10
4	Tad Jarzyna	Donna Jarzyna	FSCT	5989	14:12:57	0:42:57	42.95	92.1	46.63	9
5	Uwe Heine	Nancy Collins	FSCT	3801	14:14:13	0:44:13	44.22	92.1	48.01	8
6	Ken Warren	?	LI	10386	14:14:29	0:44:29	44.48	92.6	48.04	7
7	Brad Earle	H14	15778	14:16:20	0:46:20	46.33	95	48.77	6	
8	Tom Armstrong	William Armstrong	H18	15782	DNS	DNS	DNS	76.8	DNS	2
9	Phil Leonard	Jeanne Allamby	H16	87700	DNS	DNS	DNS	81.5	DNS	2
10	Tom Bews	Aubry Bews	FSCT	2680	DNS	DNS	DNS	92.1	DNS	2

