

# TELLTALES

September 2015

Lake Townsend Yacht Club • PO Box 4002 • Greensboro, NC 27404-4002 •  
[www.laketownsendyachtclub.com](http://www.laketownsendyachtclub.com)

## Our New Sign!



**An Awesome August!**  
**Rigging Maintenance**  
**Wayfarers at the Blackbeard Regatta in New Bern**  
**What a Trip!**

# UPCOMING EVENTS



## LTYC



<b>Racing Series</b>	Sep. 12 & 13 (2nd weekend every month)	Lake Townsend
<b>Social Sail*</b>	Sept. 26 UNCG (4th Sat. every month)	Lake Townsend

<b>Tanzer 16 Nationals</b>	Sep. 19-20	Hosted by LTYC
<b>Halloween on the Townsend IV</b>	Oct. 31, Nov. 1 and 2	Lake Townsend
<i>All proceeds go to Earlier. org</i>		<i>Regatta and Golf Tournament</i>

2015 Calendar and participation scratch sheets are posted on the website:  
[laketownsendyachtclub.com](http://laketownsendyachtclub.com) then click on "Scratch Sheet: Participation"

Lake Townsend is open until 7:30 pm.  
 The lake is always closed on Wednesdays.

**New!**

### \*Saturday, Sept. 26th UNCG Outdoor Adventure Group

UNCG Outdoor Adventures is partnering with the Lake Townsend Yacht Club for a new adventure to learn about sailing small boats! Students will get the experience of being behind the sail and helping fellow boaters out as they learn alongside you. **Volunteers are needed ! Please bring your boat and help students learn knot tying, boat rigging, and how to sail. Thanks!**

Please sign up on the scratch sheet soon as we need to give UNCG a head count for food.

## Other Sailing Events

<b>FS Atl. Coast Championship</b>	Sep.12-13	BBSC, New Bern, NC
<b>Youth Regatta</b>	Sep. 20th	OHSC, High Point, NC
<b>VISA Invitational</b>	Oct. 3-4	VISA YC, Smith Mtn. Lake, VA
<b>Halloween on the Townsend</b>	Oct. 31–Nov.1	Lake Townsend
<b>Interclub</b>	Nov. 7	LTYC
<b>Fall 48</b>	Nov. 14-15	LNYS, Mooresville, NC

**Thank you, Clint for our new sign and to Chester for helping install it!**



September						
M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				
19-20 Tanzer 16 Nationals						
26 Social Sailing						

October						
M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
3-4 VISA(FS)						
24 Social Sailing						
31-Nov 1 Hot Regatta						

November						
M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						
7-8 Fall 48(FS)						
12 Annual Meeting						
7 Interclub LTYC						
28 Social Sailing						

Yellow=Holiday; Gray=Meeting; Blue=Racing;  
 Peach=Social Sailing  
 Classes: Green=Adult; Pink=Junior

**Oak Hollow Sailing Club Invites You to Our Youth Regatta**

**September 20th, 2015**

**Oak Hollow Sailing Marina (3700 Waterview Road, High Point, NC)**

**Captain's meeting: 12:30pm**

**Race review and learning session: 1:00pm**

**First race: 1:30pm**

**Afternoon snacks: 3:15pm**

Between or after the races there will be fun sailing activities to improve your skills. Boats needed to participate are Force 5, Sunfish, and Lasers. If you do not own a boat, Sunfish can be rented from OHSC for the day (336-707-8112). For any questions or concerns please contact Spencer Sherrill (jss2@northstate.net) or Andy Squint (catsailor1035@gmail.com).



**2015**  
**HOT IV**  
Halloween On the Townsend 4  
*for Earlier.org*  
*LakeTownsendYachtClub.com*

**Oct. 30-Nov 1, 2015**  
Lake Townsend, Greensboro, N.C.

**NEW FOR  
HOT IV  
LIVE AUCTIONEER  
GOLF TOURNAMENT**

*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](http://www.laketownsendyachtclub.com) for additional details



## Race Weekend Aug. 8th & 9th, 2015



Captain's Meeting

Photo by Michael Crouch

### **A note from Nancy Collins-Heine, Vice Commodore for Racing:**

This was a great and fun weekend of sailing. Tom Bews did a great job as PRO and took the opportunity on Sunday to play with designing a new course.

Being PRO gives you the opportunity to get a little deeper involved in sailing tactics and a deep appreciation of the wind. The open Sunday Series invites creativeness and learning tactics.

As the summer winds up think about the coming opportunities to be PRO and be on Race Committee.

September & October races currently need a PRO and Race Committee. When I solicited volunteers at the Annual meeting these were a little farther out than everyone's social calendar at the time.

We will also need Race Committee for the Tanzer Nationals Sep. 19th and 20th, and of course we need Race Committee for the HOT Regatta.

Sign-ups for Race Committee are at [laketownsendyachtclub.com](http://laketownsendyachtclub.com). Look for Scratch Sheet—Race Committee.

Fun times! Come out and join in.

Thanks Tom and everyone who served on Race Committee today and thank you all for coming out and having fun.

### **Nancy adds: LTYC's Harvest Moon September race is just around the corner:**

Picture the dark tendrils of a "cat's paw" stretching across the already rippling water, feel the rush of adrenaline as it hits the sails and moves the boat onto a deep heel. Imagine that wind whipping by your face as you gain on the boat to windward of you, the extra puff that rolls you past that other boat.

Picture the tug of the lines, the rattle of the blocks and the crackling of the sails as the boat tacks around to a new direction.

Or imagine the horn's echo on the trees as you snatch the signal flag up to the top of the pole.

It'll be a great day - come out and bring a boat - come be on race committee. Come and find out about checking out a club boat for race day.

Come out and practice for next weekend's Tanzer Nationals; there appears to be one left of the club boats available for that weekend.

Skipper's meeting - 11:00, first start 12:00. See you on the water!

Nancy -

btw - Looking for PRO. It will be a great opportunity to invent a race course for Sunday's free style event.

## Sailing Tips

### Rigging Maintenance

By John Hemphill

In case you don't routinely inspect the standing rigging on your boat, here are three photos of the damage that resulted to my Flying Scot when the starboard shroud broke on August 8, in a heavy breeze, when we were only a few minutes out of the Lake Townsend marina.

We were on a starboard tack. The wind was strong enough to create small whitecaps. Steve Raper, Dietrick Harley and I sat on the windward deck to keep the boat reasonably flat. There was a pop and then the mast, the jib and the mainsail slowly collapsed into the water. We were done for the day before the first race started. It took about 15 minutes to get the sails and the mast back in the boat and secured so that a safety boat could tow us to the dock.

The shroud pic shows that it broke at the very top, at the attachment to the mast. The mast pic shows the bottom of the mast, which has a slot where a hinge pin sits just inside the stepped mast. When the mast fell to the port side, the pin bent, but not before it ripped a tear in the mast on the starboard side of the base. The hinge pin photo shows the damage to the pin. I'll be replacing the shroud and the hinge pin and buying a stainless steel collar to install at the mast base to provide the necessary strength and stability. The cost of all this will be about \$280 plus, of course, my time.

Here are some things I learned when I talked about the repair to Harry Carpenter, the boat builder. Harry said the shrouds almost always break at either the top or bottom because those are the points where the stresses of vibrating shrouds are focused. It is important to inspect the shrouds regularly at those points because the 16 strands of the Flying Scot shrouds usually break one at a time until the shroud becomes too weak to hold in a strong breeze. He also said that the replacement hinge pins are engineered with less strength than the older ones, so they will break before bending the windward edge of the mast. He also said that if the bottom edge is bent, but not torn, it can be hammered back into shape and used without installing the stainless steel sleeve.

The integrity of the standing rigging is critical. Imagine the consequences of a broken shroud or stay if you are sailing far from the marina and there's no safety boat. I will be looking more routinely and carefully at the rigging – the wires and the various pins that secure the rigging, that hold the sails up and make the breezes work for our enjoyment.



Photos by John Hemphill



## A Happy Surprise!

Donating nice boats to the city seems to be catching on...first two restored Sunfish, and then, late in August, Clint received a call from a Mr. and Mrs. Morris that they were bringing over the boat. They had told him they wanted to give him a 14 foot Capri. They had bought it in 2003, in Iowa, and then had moved to Texas, and then to North Carolina, and most of those years it sat unused in their garage. They realized that they were never going to really use it, and they wanted it to go to someone who would.

It's a beautiful boat, almost like new. When the third Capri (which was donated by Joleen and Eric Rasmussen this spring) goes into service, the city's three Capri cradles will again be full.



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## August 22nd Social Sail Highlights

Marty van Hecke's First Sail in His Catalina 25

Tanzers Practice for the Nationals



Marty and his dad



Photos by Scott Bogue



David Duff with Robert & Susan Uzzle and Molly & Marcia Isley



Cap'n Al Taylor and Gizmo ran the practice race.



## Blackbeard Sailing Club Regatta New Bern, NC

### August 22<sup>nd</sup> & 23<sup>rd</sup> 2015 Regatta Review

By Richard and Michele Johnson, Catawba Yacht Club

The thought struck me that we are the lucky few. Swilling warm Gatorade while standing under the hatch of the truck to escape the late afternoon sun, I took a moment to look around and listen. Boats were bouncing dangerously off their trailers as they were pulled around to be de-rigged. You could hear the low murmur of conversation, the laughter of small groups discussing the racing, and see masts being lowered and sails rolled. Typical post-regatta activity, but that is the point, it is typical, and we are the lucky few who can and do race small sailboats. And... it is good.

I guess a bit more information would be appreciated. Specifically, we were in eastern North Carolina at the Blackbeard Sailing Club on the Neuse River. This is my fourth year at this late August regatta, which is also one of my favorites, if not my favorite. The beauty of this location is the club and the Neuse. The club is tremendous and the members are very welcoming. The facilities are excellent. The race committee sets the standard of excellence for race committees everywhere. The Neuse is a wide river that empties into the Pamlico Sound and always seems to have a breeze. Oddly enough, for the last three years the breeze has been out of the north for this regatta, which makes for an interesting dynamic on the course. Despite the race committee's efforts to get away from shore, the windward mark ends up to the lee of the marsh, so as one approached the windward mark the wind gets puffy and shifty, the nautical equivalent of Chutes and Ladders.



Photos by Otto Afanador

My recollections of races are just a series of snapshots. Remarkable moves, surprising appearances, and moments of fear, seem to be easily remembered. The rest of the race seems to be staring at tell-tales, adjusting sails, and interrogating my poor crew and wife for information but I will do my best to convey my impressions and the results of the race.

Unscripted seems to be the best ways to describe the regatta. Of the six races, I only recall one race where the leader got out in front and stayed in front. In the first race, Anne Marie Covington and Andy Forman headed for wind lines far to the right of the course while the rest of us muddled along in the middle, picking our way through the lifts and headers. They caught a wind line, came screaming back, and opened up a lead

## 2015 Blackbeard Regatta Review

that could not be closed. It was a tremendous win that highlighted that trying to be safe and conservative was dangerous. The sane sailing script was tossed and it was improv from that point forward.

Fortunes were made and lost on the windward leg. The course was very square and the combination of a slight oscillation near the leeward mark and more significant shifts at the windward mark created a fun house mirror effect that made it very difficult to determine where you really were on the course. It rewarded the attentive and the brave. It was fun to see Trish McDermott and Ali Kishbaugh rounding the windward mark first in one race, sailing away from the fleet. If they had only had a spinnaker they would have had a potential bullet on their hands. Phil and Cathy Leonard were consistently at the head of the fleet at the windward mark, which is remarkable given they have only had this boat for a few months. At one point during one windward leg, I looked up and saw three boats to leeward. All were equally spaced by five to 10 yards, all moving at the same pace, none seeming to be getting ahead or behind. That was the nature of the competition.



The starts were tight. I did get a good view of the starts because I was tardy for most. This was the rare regatta where everyone was right on time, except me, but that seems to be normal. The one good start, or what I thought was a good start, was thwarted by Ken Butler and Jeannie Allamby. Ken had quietly tacked into a hole I had left open to leeward at the start. The gun went off, we settled into the first beat, and I started hearing splashing noises from under the jib. “Michele...what is that splashing noise?” “It’s Ken.” “Where did he come from?” “I’m not sure.” “What’s he doing?” “Coming up.” “I can’t hold it.” “We need to tack.” “Can’t tack... no room.” It felt like we were being sucked back to the starting line. It was a really nice move on his part. I never noticed him until it was too late. It was like racing against a ninja...a mint green ninja.



We opened each day of the regatta with an Olympic course, which gave us a chance to reach off after the first mark. The rest of the races were windward-leeward. The winds were higher on Saturday and favored those of us with more spinnaker experience. On Sunday it was great to see that Mary and Evan Trudeau (first time racing the Wayfarer) had their spinnaker up, as well as Phil and Cathy. I really applauded them for

## 2015 Blackbeard Regatta Review

getting into the spirit of things, making the effort to get the chute up. I won't go so far as to say it is a life changing event, but it can and will impact race results. The first time is the hardest.

The fleet finished always within minutes of each other and a couple of finishes were separated by a few seconds only. In the last race, after having struggled to get to the windward mark, we rounded behind Jim and Linda Heffernan. We closed the several boat lengths to get to their transom but we could not get past them to windward or to leeward without sacrificing positions to the rest of the fleet. Finally we had to be satisfied to finish NASCAR style with our bow to their transom, drafting. Jim looked back at us, gave us a bemused smile, and crossed the line like a coyote padding confidently into the leafy darkness of the woods.

There are a couple more observations I would like to make. I am proud to say that the Wayfarer fleet, overall, had perhaps the best-prepared boats in the regatta. We all had newer sails, the boats were properly set up and were well maintained and cared for. This may seem to be a small point but it shows a commitment to racing and also to the class. We may not have the newest boats but we keep our boats up to snuff. I would like to thank everyone for that. The other observation I would like to make is actually one that Michele made. Each boat was crewed by a male/female combination except one boat which was female/female. This is very significant. While other classes remain male, and stale, we have been able to attract the 51% of the population, women, that heretofore have been relegated to shore support. The Wayfarer is a racing boat that allows men and women to race together or against each other competitively, equally, and without compromise.

We are the lucky few: Near perfect wind, tight competition, a growing fleet. It is worth taking a few moments to take it all in, and then get prepped for the next regatta.



## Six in a Row at the 40th

by Joleen Rasmussen

The Isotopes celebrated their 40th Annual Nationals with a club that has been closely associated with the fleet since the fleet's very first Nationals, the Carolina Sailing Club. Several boats arrived at Kerr Lake on Friday afternoon, rigged, even sailed a bit, then headed on over to Chalet Chobots or their preferred Henderson hotel. We had four first-time National sailors: Brad Earle (Greensboro), Frewen Wilson (Raleigh), Gareth Ferguson (Durham), and Coco Meldau (Wake Forest).

Each skipper received an embroidered Isotope duffle bag, sponsored by Custom Fiberglass (builders of the Isotope), with artwork by Uwe Heine. The Carolina Sailing Foundation also sponsored each skipper.

Saturday morning found the sailors running just a bit behind schedule. With over a 1 hour postponement waiting on wind, everyone had plenty of time to address any rigging issues and get out to the race course. Race Committee quickly set a course, WD, when the winds showed up. The competition was tight and the fleet stayed close together. The winds started to drop during the start of the second race. RC shortened at the first leeward mark rounding and the sailors headed in for a really awesome social! Saturday's racing had just three points separating the third to sixth place boats.

Sunday morning the winds were nice. RC set a WD2. Steve Chobot crossed the fleet port at the start. The winds gradually lessened, and RC shortened the catamarans at the second weather rounding at the same time they were shortening the monohulls at the monohulls' first leeward mark rounding. Well done RC! Yes, RC really flew S over Isotope and S over Buccaneer. RC waited for a bit, but then 3 horns signaled back to shore, for raffle drawings, grilling, and awards!

Tom Wille served as Grand Griller for the event. As dinner wrapped up, it was time for the raffles. In celebration of the 40th, several skippers contributed to the raffle prize pool. Jim Howard won the fiberglass battens donated by Howard Alexander and Joleen Rasmussen of Alexander's Playhouse. Rhoda Meldau won the Walnut Bookends (Isotope/Chesire - I couldn't have planned that better!) made by John Kirles. Peter Hamilton won the Engraved Stemless Wineglasses made by Eric Rasmussen. JP Ayers won the repair kit donated by Sailrite, and four sailors took home APS gift certificates.

As mentioned earlier, the competition was tight. The top three boats each had a first and a second. The fourth and fifth placed boats were tied.

Congratulations to our winners:



First - Eric Rasmussen, 6 pts. Second - David Howard, 8 pts. Third - Steve Chobot, 9 pts. Fourth - JP Ayers, 16 pts Fifth - John Kirles, 16 pts. Full results posted at <http://www.intl-fiberglass.com/IsotopeNationals2015.pdf>

This is Eric's 9th Isotope Nationals Title, with an unprecedented six in a row.

We are all winners, having experienced the joy and thrill of sailing and racing an Isotope!

Frank and Rhoda, with the support of your family and friends over these past 40-plus years, you have created a masterpiece!

Thank you! -The Isotope Fleet

## What A Trip!

by Alan Taylor and Hudson Barker

The benefits of having sailor friends can show up in interesting ways. Like when a sailor friend has a big boat ( a 34' Tartan named *Lyra* ) in Maine and wants to move her to the North Carolina coast – and the best part, he asks you to help!

Recently our LTYC member and sailor friend, Corky Gray, had just such a challenge / opportunity for Alan Taylor and Hudson Barker - and What A Trip! Since Corky had made this trip several times before, he knew most of the details from experience, but with new and different crew he had to be ready for anything. Lucky for us Corky wanted four crewmen, one on board with him each week, swapping out at different points: A sailing and motor-sailing trip of about five weeks: Maine to Boston Harbor, Boston to New York Harbor, New York to Chesapeake Bay, Chesapeake to Oriental, NC. Alan and Hudson signed up, one each, for the last two legs of the trip.



Corky Gray

### “New York to Chesapeake Bay” by Alan

The adventure started in the wee hours of Saturday morning. Hudson took me to the Amtrak station in downtown Greensboro and then held onto the car keys for a week later. The train/subway/bus ride to Minneford Marina, City Island, NY was an adventure in itself. Ask me for that story sometime. Minneford Marina is where all the classic 12 meter boats were built back in the day. Now it is just another marina, but knowing the history is very cool.

I met Corky, who had spent the previous three weeks bringing *Lyra* from Maine to City Island, NY, partway with crew and partway alone. Sunday morning we cast off and motor-sailed down the Hudson River, through Hell’s Gate, past Manhattan and across Long Island sound. The next few days took us along the New Jersey shore, down Barnegat Bay, and on to Cape May, motoring and motor-sailing 40 to 60 miles a day. The drill was one-hour watches at the helm and anchor at night. This worked very well as each person remained fresh at the helm. If you think the North Carolina sounds are shallow you haven’t been to Barnegat Bay! Watching the channel marks is mandatory. Fortunately, we didn’t find any of the shoals.

The scenery was spectacular and the weather couldn’t have been better. Sunny skies and warm temperatures the entire trip, yet cool enough at night to be able to sleep. We were blessed because we could see storms in the distance, but none of them found us.

From a sailing perspective the highlight of the trip was sailing up Delaware Bay. We had 10-15 knot winds on the quarter and a 3 knot favorable tide, giving us 8-9 knots over land. From the north end of Delaware Bay we motored through the C&D canal and down the Chesapeake to Fishing Bay Yacht Club at Deltaville, VA.



Hudson drove my car to Fishing Bay, where we had dinner with Debbie Cycotte, a Flying Scot sailor that Corky and I have known since the early days of High Rock Yacht Club. Sailing makes lifelong friends.

## What A Trip!

After nine days' sailing with Corky aboard *Lyra*, I found my land legs and drove back to Greensboro while Hudson stepped aboard *Lyra* for the last leg to Oriental.

### “Fishing Bay at Deltaville, VA to Oriental, NC” by Hudson

Having never had an experience like this before, I kept noticing new things, like the quietness, the many boats in the marinas but almost no week-day traffic for us to worry about on the water, and the way Corky really seemed to know where we were and where we were going the whole time.

Late that first day we motor-sailed into Norfolk and *Lyra's* 44 ft mast did not even come close to hitting the rather high bridge. Corky just laughed and suggested I should be ready for lots of bridges – some easier than others. In Norfolk and Portsmouth the US Navy is everywhere. I recall seeing some of this from the highway in the past but it is nothing like seeing it from the water! Wow – a safe place to anchor for the night. Anchoring in downtown Portsmouth gave us a chance to eat in a real restaurant even though Corky's on-board cooking that morning and throughout the week was quite good.

A Portsmouth coffee shop was just right for breakfast before we cast off heading down the ICW (Intra-Coastal Waterway), very straight and very long and very lonely and very shallow in some places as a canal should be. Corky was right – more bridges, some draw bridges requiring radio contact to proceed and even a lock or two requiring even more radio contact and careful steering.

Eventually the Albemarle Sound gave us an opportunity



to sail in deep open water south to Roanoke Island, where we discovered a 420 National regatta with lots of 420 sailboats from all over the country. Further south off Roanoke Island we also found a Laser regatta with lots more boats! Later in the week we anchored at Ocracoke Island to enjoy that quaint little fishing village. Ha! –There were hordes of tourists enjoying a last fling of the summer. Glad we did not have a car to park and that we brought our sleeping quarters with us. Corky laughed at the restaurants all touting “fresh seafood” and asked how many fishing trawlers did we see in the harbor? Corky really seems to know stuff – or pays attention!

On the final morning Corky and I pulled up anchor at Ocracoke and made it to Oriental by mid-afternoon to meet Alan for dinner with Tom and Liz Lathrop, more long-time sailor friends of Corky and Alan.

All in all – What A Trip!



## Beware of Crewing with a Pirate Boat and Skipper!

By Otto Afanador

At the beginning of the week, during the introductions of a junior beginner class, the instructor and the assistant shared stories about their sailing experience with the class. The assistant informed the beginners that his boat is a Pirate boat, it is a Buccaneer and if any crew would not perform as expected he/she would be asked to walk the plank in the middle of the lake and swim home!

On a Thursday soon after, the assistant (he was now a brave crew) asked a Buccaneer skipper if he could crew for him in the coming weekend races at LTYC. The skipper asked, "Do you know the type of boat?" The crew replied, "Yeah, it is a Buccaneer!" "I heard about the plank!" said the skipper. "O.K., be there for the races."

On Saturday's first race, after the Buccaneer skipper took the boat from the marina to the starting line... then the skipper asked the crew, "Can you handle the boat?" "Oh yeah!" said the crew and so they traded places.

The Buccaneer skipper told the new skipper, "This boat is fast when is flat! There is no need to hike."

Well the new skipper (yes it was me) had a different opinion and so on his first tack after the starting line, he heeled the boat so aggressively that water was coming over the side of the boat, filling the cockpit...by the third aggressive tack the water level inside the boat was rising...no matter their efforts to bail it out, even with an excellent bailer borrowed from a friendly Flying Scot...20 yards from completing the first race the new skipper said, "Excuse me, I cannot steer." "Did you lose the rudder?" asked the crew. "No," said the new skipper, "it is still there," but the boat was so heavy in the water and sinking fast... the new skipper made an emergency signal to the committee boat and blew the whistle...this boat was going submarine!... and then it capsized!

Thanks to SCAT boat assistance the Buccaneer boat was towed to the nearest shallow place and then by missing the second race all time was focused on bailing out all the water inside the boat: cockpit, stern, bow...The new skipper and the crew now raise the main and jib and sail the boat back...ask the PRO if Buccaneer 1842 can join the third race...permission granted...and third race completed!

By then the reputation of the new skipper was set in stone: sink and capsize a Buccaneer! Never before in the fleet history...so the price to pay of walking the plank was not enough... the new skipper after walking the plank will have to be tied to a rope and dragged around the lake as a lesson to potential crews!

Arrrhhhh!!



Photo by Otto Afanador



Photo by Stephanie DeLair

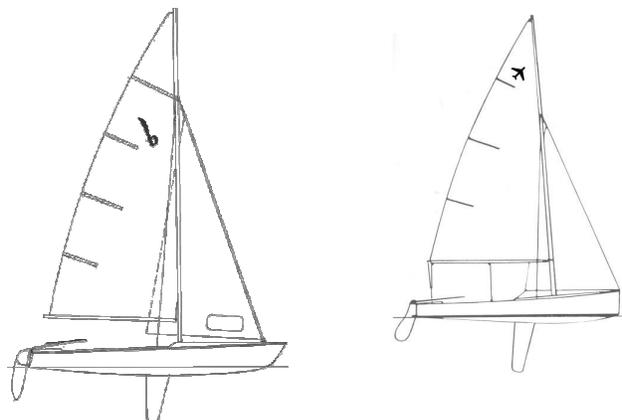
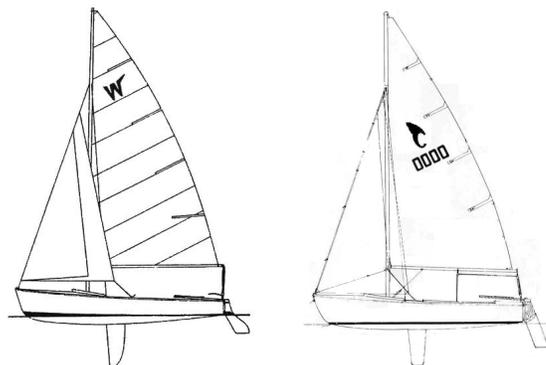
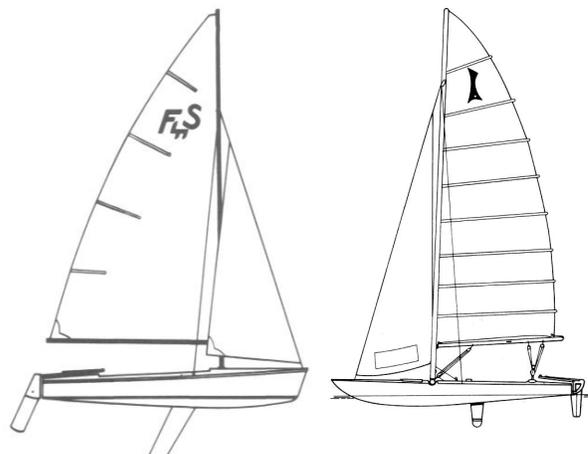
## August Race Results

9-Aug

		Finish Time	Minutes	Corrected
<b>Race 1</b>	<b>10knts</b>	<b>12:25:00</b>		
Isotope	1992	12:41:14	0:16:14	0:21:51
WF	864	12:46:18	0:21:18	0:23:48
FS	2048	12:47:05	0:22:05	0:25:14
Tanzer	232	12:50:23	0:25:23	0:26:15
WF	8910	12:48:50	0:23:50	0:26:38
WF	276	12:49:00	0:24:00	0:26:49
WF	7372	12:49:22	0:24:22	0:27:14
FS	3801	12:52:55	0:27:55	0:31:54
Tanzer	1250	12:58:00	0:33:00	0:34:08
FS	2300	12:56:11	0:31:11	0:35:38
Jet14	1050	12:59:03	0:34:03	0:36:00
FS	3500	12:57:08	0:32:08	0:36:43
Buc	1842	DNF		

		Finish Time	Minutes	Corrected
<b>Race2</b>	<b>7 knts</b>	<b>13:35:00</b>		
TZ16	232	14:28:52	0:53:52	0:55:42
WF	8910	14:28:49	0:53:49	1:00:08
TZ16	1250	14:33:24	0:58:24	1:00:24
WF	864	14:29:17	0:54:17	1:00:39
FS	3801	14:29:15	0:54:15	1:02:00
WF	276	14:30:35	0:55:35	1:02:06
WF	7372	14:30:51	0:55:51	1:02:24
Jet14	1050	14:34:06	0:59:06	1:02:28
FS	2300	14:30:31	0:55:31	1:03:27
FS	2048	14:31:04	0:56:04	1:04:05
FS	3500	14:31:35	0:56:35	1:04:40
Isotope	1992	14:25:37	0:50:37	1:08:07
Isotope	1100	14:25:55	0:50:55	1:08:32
BUC	1842	DNC		

		Finish Time	Minutes	Corrected
<b>Race3</b>	<b>8 knts</b>	<b>14:20:20</b>		
Isotope	1992	14:38:14	0:17:54	0:24:05
TZ16	232	14:44:56	0:24:36	0:25:26
WF	276	14:44:02	0:23:42	0:26:29
WF	8910	14:44:43	0:24:23	0:27:15
WF	7372	14:45:08	0:24:48	0:27:43
FS	2048	14:45:18	0:24:58	0:28:32
WF	864	14:46:05	0:25:45	0:28:46
JET14	1050	14:48:30	0:28:10	0:29:46
FS	3801	14:46:34	0:26:14	0:29:59
Tanzer	1250	14:49:33	0:29:13	0:30:13
FS	2300	14:46:53	0:26:33	0:30:21
BUC	1842	14:49:18	0:28:58	0:33:55
FS	3500	14:52:52	0:32:32	0:37:11
Isotope	1100	14:51:27	0:31:07	0:41:53



## Lake Townsend Yacht Club Summer Series April 2015– October 2015

### Flying Scot

Skipper		Boat	Sail #	Place	TotalScore
Bews	Tom	FSCT	5295	3	51
Hemphill	John	FSCT	4043	4	41
Russell	John	FSCT	2300	2	55
Morris	Steve	FSCT	3500	7	31
Wilson	Mark	FSCT	5861	6	33
Duff	David	FSCT	1939	10	9
Heine	Uwe	FSCT	3801	1	56
Byrd	Bill	FSCT	CLUB	9	10
Jones	Steve	FSCT	2048	5	37
Bouknight	Robert	FSCT	775	8	10

### Open Monohull

Skipper		Boat	Sail #	Place	TotalScore
Hoffman	Bob	HLR20	227	3	12
Fragakis	John	LASEM	166847	1	19
Warren	Ken	LI	Green	2	15
Schwartz	Jim	LI	Blue	4	11
Smoot	Keith	SWND	2131	10	2
Taylor	Alan	WM	4051	5	10
Trudeau	Evan	JT14	1050	7	7
Rasmussen	Eric	TNZ16	2003	6	10
Brady	Sean	TH	2304	9	5
Prewett	Charlie	LASPCU	0	8	6

### Wayfarer

Skipper		Boat	Sail #	Place	TotalScore
Leonard	Phil	WF	864	3	32
Covington	AnnMarie	WF	276	1	56
Andrews	Phil	WF	Club	7	8
Heffernan	Jim(864)	WF	2458	4	27
Allamby	Jeanne	WF	CLUB	6	12
Kishbaugh	Ali	WF	CLUB/1392	5	15
Butler	Ken	WF	449	2	40

### Open Multihull

Kuzimer	John	ISTP	1992		21
Earle	Brad	ISTP	1100		6



## ***How You Can Help LTYC***

**Want to help out when time permits? You don't have to be a board member to help your club. We are always looking for sailors to assist in different ways and no special expertise is necessary. This is a good way to learn new things and feel good about volunteering your time.**

**Here are examples of how you can help: Race Committee, Scat boat help during Social Sails, boat maintenance, sailing instructors and assistants, mentoring, taking visitors out on Let's Go Sailing day.**

**And if you'd like to join the board we'd love to have you!**

**Please contact David Duff or any board member to see how you can help. Thanks for your support!**



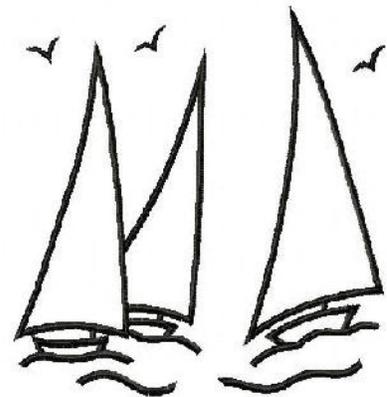

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### **Skippers: Here are people Available to Crew:**

Otto Afanador, [ottosolar@aol.com](mailto:ottosolar@aol.com), (336)-269-1765  
 Jeanne Allamby, [jeanne.a.allamby@usps.gov](mailto:jeanne.a.allamby@usps.gov), (401)-996-0198  
 JC Aller, [aller.jc@gmail.com](mailto:aller.jc@gmail.com), (336)-580-0528  
 John Carr, [carrjl\\_40514@yahoo.com](mailto:carrjl_40514@yahoo.com), (859)-227-3688  
 Susan Cole, [sscole@triad.rr.com](mailto:sscole@triad.rr.com), (336)-707-0678  
 Kevin Gheen, [ktgheen721@gmail.com](mailto:ktgheen721@gmail.com), (336)-676-2369  
 Trish McDermott, [88hawkg650@gmail.com](mailto:88hawkg650@gmail.com), (336)-707-2846  
 Kathy Medlin, [kathy@medlin.biz](mailto:kathy@medlin.biz), (336)-255-0069  
 Steve Newgard, [slnpicture@aol.com](mailto:slnpicture@aol.com), (336)-688-4952  
 Kevin Perks, [kevinperks@yahoo.com](mailto:kevinperks@yahoo.com), (336)-269-5973  
 Brock Pitts, [brockpitts78@gmail.com](mailto:brockpitts78@gmail.com) (336)-684-8898  
 Keith Smoot, [keith@br1980.com](mailto:keith@br1980.com), (336)-996-6734  
 Marty Van Hecke, [Ivanhecke@gmail.com](mailto:Ivanhecke@gmail.com)



**Want to be added to this list? Email [membership@laketownsendyachtclub.com](mailto:membership@laketownsendyachtclub.com)**

## Lake Townsend Yacht Club Board



**Commodore: David Duff • 336-908-9754 • homengso@triad.rr.com**

**Vice Commodore/Races: Nancy Collins-Heine • 336-585-0951 • heineu@bellsouth.net**

**Education/Rear Commodore: Ken Butler • 919-235-8376**

**Treasurer: Hudson Barker • 336-644-1060 • hudsonbarker@att.net**

**Secretary/History: George Bageant • 336-267-0293 • gbageant@hotmail.com**

**Equipment: Scott Bogue • 336-375-4247 • spbogue@earthlink.net**

**Cruising: Starling Gunn • 336-552-6055 • justbgunn@bellsouth.net**

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

**Social: Steve Morris • 336-601-1428 • samorris@triad.rr.com and JC Aller**

**• 336-580-0528 • aller.jc@gmail.com**

**Webmaster: Steve Raper • sraper4051@outlook.com**

**Mayor's Cup/Nominating/Past Commodore: Alan Taylor • 530-263-3009 • alan@lakelevel.com**

**Newsletter/Publicity: Trish McDermott • 336-707-2846 • 88hawkg650@gmail.com**

**Note: Board meetings are open to all members. They are held the first Thursday of each month at 5:45. Greensboro Christian Church, 3232 Yanceyville St., Greensboro, NC. Share your thoughts and ideas!**

## Classified Ads

### Buy – Sell – Want to Buy

Boats-Equipment-Accessories — Ads run for 3 months if not renewed.  
newsletter@laketownsendyachtclub.com

### Wayfarer For Sale

**1991 Wayfarer, Mark III, #8910 for sale. A fun and responsive 16' boat.**

**Made by Abbott Boats. Fiberglass in excellent condition with good shine and no soft spots. White with blue striping. North Sails main and genoa, in good shape.**

**New rear hatch cover, hiking straps, boom vang, mast spreaders, spreader bracket, and mast stop. New winch strap. Refinished the tiller wood, new Harken tiller extension. Centerboard and rudder in excellent condition. All hardware and sheets in excellent shape. Trailer included, has new wheel hubs and bearings, bearing buddies, galvanized 12" wheels including galvanized spare. Recently sandblasted the axle, and fenders and repainted and added undercoating inside fenders. The trailer also has new non-marking rollers and is in roadworthy condition. Boat cover in excellent shape for mast up or down storage. This boat is nice and ready to sail and is being stored in Greensboro.**

**Come join the quickly growing fleet of Wayfarers at the LTYC!**

**\$3400.00**

**If interested please contact Phil Leonard 803-230-6619  
or Jim Heffernan 919-942-6862.**

8/4/15

## Classified Ads

### Buy – Sell – Want to Buy

Boats-Equipment-Accessories — Ads run for 3 months if not renewed.  
newsletter@laketownsendyachtclub.com



**BUCCANEER ... 1979 fiberglass sailboat made by Chrysler. Boat number 5009. This is a fast boat sailed by former club member Bill Grossie. It has a roller furling jib and main sail. This boat can be rigged by one person in less than 15 minutes! Comes with a strong trailer. This Buccaneer is ready to go and enjoy. NOT a project boat. Very active Buccaneer fleet in the area. Aaaarrhh!!! Complete at \$975.00 Contact Jim Schwartz: detroit091@aol.com, or 336-282-9552**

**Wayfarer for sale. Mark 1, fiberglass, set up to race or cruise. \$3,500.  
Text Ken Butler for more information: 919-235-8376**

### Wooden Lightning For Sale

**Wooden Lightning in overall good condition; needs refinishing and new mast. On good trailer (no title), protected in dry garage. Hull # 8355; built by Lippincott Boatworks, Skaneateles, NY, July 1962. \$500 to a good home. Located in downtown Greensboro, available for inspection. Contact Bill Payne at bpayne@UnifiedAV.com.**

### 2006 Vanguard Laser Pro For Sale

**Excellent condition, this boat was used in only 7 or 8 regattas. Hull number OQTI +5571506, the boat is white with a dark blue boot stripe. Pro upgrades include dry and still hull, carbon fiber tiller and extension. The boat is in the Triangle area near Lake Jordan. It is currently advertised on LaserTrader.org. Price: \$4,300. Contact Deborah Bender, bender.deborah@gmail.com**