

TELLTALES

October 2015

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



September raceday surprise visitor. Photo by Uwe Heine.

HOT IV Charity Regatta
Squall at the Flying Scots Atlantic Coast Conference
Tanzer 16 Nationals at LTYC
Year to Date Scores and more

UPCOMING EVENTS



LYYC



Monthly Events

Racing Series	Oct. 10 & 11th (2nd weekend every month)	Lake Townsend
Social Sail	Oct. 24th (4th Sat. every month)	Lake Townsend

Halloween on the Townsend IV	Oct. 31—Nov. 1	LYYC
<i>Charity event to support Earlier.org</i>		
HOT IV Golf Tournament	<i>Oct. 30th</i>	<i>Bryan Park</i>
Interclub with OHSC	Nov. 7th	LYYC
Annual Meeting	Nov. 12th	Bryan Park

*2015 Calendar and participation scratch sheets are posted on the website:
laketownsendyachtclub.com then click on "Scratch Sheet: Participation"*

Lake Townsend schedule: October— open 'til 7:00.
Nov. thru Feb.— open 'til 5:00 and closed on Thursdays.
The lake is always closed on Wednesdays.

Other Sailing Events

Old Brown Dog Regatta	Nov. 7-8	Catawba YC, Lake Wylie
Fall 48	Nov. 14-15	LNYC, Mooresville, NC



LYYC Annual Meeting

Thursday, November 12th, 6:00 social, 7:00 dinner
Bryan Park Enrichment Center
6275 Bryan Park Rd.
(Just up the street from where we sail)
Great food and camaraderie!

Board Elections! Please come and vote. Help us chart a great 2016 sailing season!



See Notice of
Race on page 4.

Lake Townsend Yacht Club Members & Friends:

A CHALLENGE TO YOU ALL

HALLOWEEN on the TOWNSEND 4 is just around the pumpkin. This is a fund-raiser that LTYC chose to get involved in. It was the right thing to do: raise money for breast cancer research and have fun sailing. This is the type of regatta for ALL OF US ... and it's tax deductible. Sign up NOW ... before 10/10 and your boat's name will be printed on the collectible T-shirt.

Sign up NOW ... to enjoy the Oktoberfest Italian dinner and much, much more.

Sign up NOW ... I would like to have more Flying Scots (and other boats) from LTYC than Wayfarers from Canada.

Go to earlier.org to register NOW

NOTICE OF RACE



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

Friday, Oct. 30:
 Social/Early Registration

6-9 p.m.

Saturday, Oct. 31:
 Breakfast & Registration
 Competitors' Meeting
 First Warning Signal
 Raffles, corn hole tournament, live
 auction, silent auction continues.
 Italian Dinner

9-10:15 a.m.
 10:35 a.m.
 12:00 Noon
 5-9 p.m.
 6 p.m.

Sunday, Nov. 1:
 First Warning Signal 10:30 a.m.
 'Second Chance' Italian lunch & Awards 2-4 p.m.
 Silent Auction closes 1 hour after lunch

5 races are scheduled. No score will be excluded. Regatta Goal \$10,000.

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 US Sailing Portsmouth numbers are invited to compete. Boats will be scored open Portsmouth with wind-dependent modifiers. Courses will be around drop marks. Racing prizes will be awarded, along with highest fund-raiser. One race is required to constitute the Regatta. Sailing instructions will be available at registration. Those that register before October 10 will have their boat names printed on the collectible pink long sleeve t-shirt.

Check **www.laketownsendyachtclub.com**, for additional details or amendments to this Notice made prior to 10/28. Changes made 10/28-10/30 will be posted on the regatta notice board. *Preregistered skippers will receive event favors while supplies last.*

Suggested Donation: Skipper Pass \$50; Crew/Shore Pass \$20/person. Qty: _____.

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 earlier.org - click on HOT IV. 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 _____

Race Management and How to Get Involved

by Nancy Collins, LTYC Vice Commodore

I understand – I love to sail. And I love to race. Most everyone that comes out on race week-ends wants to race. We spend time and effort buying upgrades for our boats, reading up on techniques, anticipating being on the water and that thrill of competition.



In our small club, and repeated across many other small clubs, there is a lack of people wanting to serve on race committee. We don't have paid dedicated race committee. So if we want to race, someone has to NOT race and be on race committee. And good race committee needs some people that have long experience racing. The ones that you really want to compete against. But even with no experience you can be invaluable because many of the basic tasks can be learned in a few minutes. Being on race committee doesn't just help your fellow club members, it is a great learning experience and will make you a better sailor as you see the race unfold from the perspective of the committee boat.

The Saturday summer series has a continuation of points across the whole summer. This is a standard race day using courses in the LTYC Sailing Instructions. It is important to get the courses set up right to make for fair, competitive sailing.

With the loose schedule of the Sunday series you can create fun training exercises and different courses that makes the skippers think outside the box. Maybe sailing up into the cove with the shallow water wasn't the funnest thing we could have thought of, but it wasn't just a cruel joke, it was a puzzle to be solved. Many of the old time sailors talk about the great loop, where the wind shift in the cove seems to want to keep you from tacking to the mark. How do you get around that mark when the wind won't let you? How will this experience help you when you are on a narrow river in a regatta where they are used to such obstacles?

You might ask, "What do you need to be on race committee?"

Enthusiasm – A general willingness to be there and assist. There are many things that can be done and ways to participate and still be on the water in the middle of a bunch of sailboats.

Attention to detail – Maybe this is just a club series, but every now and then we have a regional or national series at the lake. Being able to act fast in various roles is helpful. Being detail oriented and writing down the boat numbers and times are important. The more experienced our members become with race management, the more our club shines at the Mayor's Cup, Hot Regatta, and District or even National events that we host. Sailors that visit our club notice and appreciate this.

Training – Whether you are on RC at LTYC or sail in some big district championship, you need to know the rules. There are sailing organizations, of which US Sailing is part, that have standardized the rules and how racing is conducted. Attending the class put on by US Sailing every couple of years is very helpful to your racing in learning what things are permissible and what you can do to your advantage in racing. It also helps you when you are volunteering to be Principal Race Officer (PRO) or the head decider for that day.

US Sailing has standardized criteria for creating local, regional, and national PROs and also Judges.

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There are many exciting opportunities to help manage races at different venues across the country. LTYC is sponsoring a US Sailing Race Management class March 19th at the Oak Hollow Marina. You can sign up for this at <http://www.ussailing.org/race-officials/become-a-race-official/race-officer-seminar-calendar/>

Even if you aren't on race committee that day, you can still assist by either getting the race committee boats ready with all the marks and anchors before the race or helping to put the marks, anchors and boats away after it is all over. There are covers to go on and things to put away. I can't tell you how discouraging it is to get all the boats and equipment put away and finally make it to the shelter and all the beer is gone and all the food is gone!

You got to play – now help put the toys away.

Here's how to get involved:

- Contact me at heineu@bellsouth.net, or (336)-585-0951
- Sign up on the scratch sheet at: laketownsendyachtclub.com
- Sign up for the Race Management class on March 19th

The Race Management Team

No one person can run a good race or series. It takes a good team. Each member of the race committee team has an important role to play. When you join a race committee, you eat, drink and breathe TEAM! You should focus hard on your particular job responsibilities, follow the direction of your team leader (the Principal Race Officer) and keep an eye out for the needs of the rest of your team members.

Wind Reader

Observes and records wind direction at regular intervals.

Mark Setter

Positions, sets and relocates marks of the course. Relays changes in wind to the race committee.

Line Sighter

Sights starting line to identify boats "on the course side" and tracks boats returning to start. Sights finish line to determine order and moment of finish.

Sounder

In charge of sound signals (gun, horn or whistle) that draw competitors' attention to visual signals.

Principal Race Officer (PRO)

Chief executive of the race committee team. Makes the major race management decisions.

Scorer

Tabulates points and finishing times for finishers and calculates handicaps if required.



Spotter/Recorder

Identifies and records all boats starting and finishing, including competitors who do not complete the race.

Signaller

Signals information to competitors through visual signals from the race committee boat or station.

Timer

Calls the time sequence aloud so the start and finish can be properly run. The heartbeat of the committee.

Committee Boat Operator

Responsible for operating and equipping the race committee boat.

Figure 1 from the US Sailing Race Management Pamphlet

Race Series
Sept. 12 & 13th
The sky was ominous but it never rained!



photos by
Nancy Collins &
Scott Bogue

Tanzer Nationals at LTYC

photos by JC Aller, Uwe Heine, and Scott Bogue



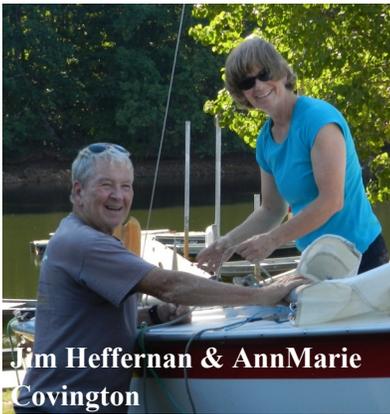
Captain's Meeting



Ken Warren



Phil Andrews & Arch Altman



Jim Heffernan & AnnMarie Covington



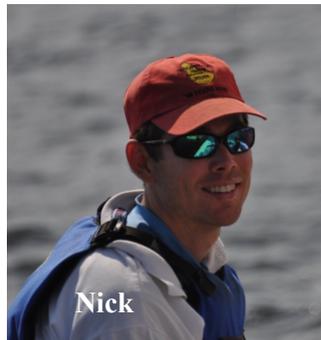
Measuring Sails



JC Aller



Nicholas Huffeldt & Jenny



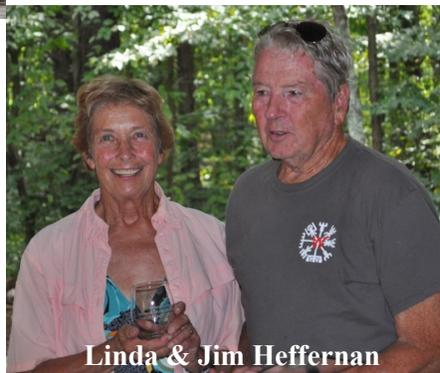
Nick



Joleen & Eric Rasmussen



Otto Afanador & Ken Butler



Linda & Jim Heffernan



Linda & Jim

More photos on page 9

Tanzer Nationals at LTYC



What a cool trophy



Mirror, mirror



LTYC members close the gap with Arch Altman



You never know who might drop in



JC Aller & Scott Bogue



Better racing on Sunday



Phil Andrews & Trish McDermott

Lessons Learned (Hopefully) at the Tanzer Nationals

by Phil Andrews

I'm in a season of life where I really enjoy crewing. I thought it would be fun to do the Tanzer Nationals with someone lacking confidence in racing. Not knowing who would enjoy that experience, I asked the LTYC club solution finder, Joleen. Joleen arranged for Trish McDermott to endure my endeavor.

I hoped to teach Trish a few things and help her gain confidence to race her own boat. I probably learned more than she did. Trish is a fast learner. I must not be.

The following are some of the lessons learned:

Humility

I'd only sailed a Tanzer once previously and it was not with a Tanzer sailor so I had no idea how to tweak a Tanzer. Therefore, we lagged behind the fleet, sliding sideways the whole time. I had not been that far behind since I was 14 years old sailing against the "old" guys. I had not been beaten up that badly since high school football when I was the smallest outside linebacker in the conference.

Expect the unexpected

Before Saturday, slipping sideways had only been a temporary occurrence in my boats. On Saturday, this was constant. We loosened everything we could loosen. We played with heel. None of it seemed to matter.

Lee helm was another brand new experience for me. I'd heard it existed, but I'd never been there. The centerboard was all the way down. The mast looked like it was in the same position as the other boats'. I stayed confused.

After rounding the windward mark we let out the main and started playing with the spinnaker stuff. As we looked away, the stopper knot on the main sheet managed to come untied and allow the line to go in its entirety into the lake.

We never lost our cool. We might have been punch drunk by that point.

Different boats handle very differently

I was used to a boat accelerating and tacking and backing up using certain methods. When I tried to back up this new boat at the start, I coasted almost into the Signal Boat. When I tried to be clever and do a port start at the pin with a former champion (or so I'd heard) the wind increased at the last minute and brought the rest of the fleet down to us. There was no cause for alarm as there was a nice sized hole three boats down the line. With a quick tack we headed on a great course for the line well ahead of the next windward boat. However, not knowing how to get this boat to accelerate, we got spit out the back at the start once again. At least Trish was getting experience having boats all around, for a while.

Practice keeps you sharp

Due to crewing, RC duties, doldrum winds and family vacations this summer, it had been a while since I



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had done any starts. Without practice, my starting prowess had suffered. Our starts at the Nationals were somewhere between miserable and pitiful. Note to self: “You need to practice.”

Sailors who have been mostly singlehanding it, don’t give instructions well

If you mostly sail singlehandedly, you think and react as a reflex. When you are sailing with someone else, you have to clearly give simple, understandable instructions well in advance. When I sailed with Tom Bews, he was very good at saying “Now take the green line out of the hook and jibe the boom over and get the red line,” etc. When I raced a 44 foot boat once with an experienced crew, the least advance notice you heard was “ready on the foredeck, ready on the afterdeck, ready amidships,” then you heard “ready” 3 times, and then you heard “ready about, hard-alee.” When I raced a 44 foot boat with an all dinghy sailor crew, you heard “tacking” after the wheel had already been turned. We need experience with thinking further ahead. Fortunately for me, Trish was understanding.

Don’t give up

When I was sliding sideways and loosening everything in sight to no avail, I considered raising the board to make sure it was clear. I rationalized away the need to do that as I’d never had seaweed on a board in this lake. If I had tried that, it could have been the difference maker.

We raised the board to get the boat on the trailer Saturday night and moved the mast just a tiny bit and boat handled much better on Sunday. We were even in the top 6 to 8 for a couple of short periods of time. We didn’t hold those positions but it was fun being in the thick of things for a while.

Tanzer opportunities

These Tanzers offer our club some good learning opportunities as all participants could use the same design boat. One idea to try might be a singlehanded intraclub event or even just a separate singlehanded start. Another might be a special junior event where an experienced sailor crews for a junior who is wanting to sail. Yet another might be practice drills in starts or turns or tactics.

I think we could all learn by utilizing these boats, no matter where we are with our abilities.

A view from the other side

by Trish McDermott

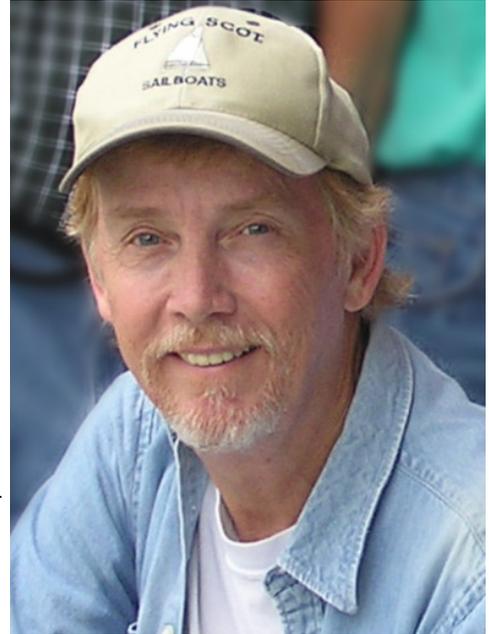
Phil is very patient, kind and a bit self-deprecating. As a new sailor I never thought I’d be at the helm during a race. Phil insisted without force and sold me on the idea. What a different, fun and exciting view of racing!

I thought I’d probably not skipper a race because I just didn’t know enough and it seemed very scary to me. I’m beginning to overcome those fears by getting out with seasoned sailors who are willing to teach. I cannot stress this enough to new sailors, and it’s the same that seasoned sailors told me: don’t be timid about asking someone to mentor you. You can just show up on a race day and say you’re available to crew, but it’s best if you put your name on the scratch sheet under “available to crew.” You will learn so much by sailing with others and just getting out there as much as possible.

Thanks to Phil Andrews for a wonderful sailing and racing experience!

Profile: Steve Raper LTYC Webmaster

I learned to sail by taking the LTYC *Beginner Learn To Sail* class in August 1986 and joined the club on graduation day. Other than waterskiing with friends as a teenager I had no background at all in power or sail boats. When I started the course I expected I would just rent a sailboat a few times each summer and that would be it. At that time I had no idea what an impact sailing and joining the club would have on my life but soon realized I was hooked on sailing and would be getting my own boat! That fall and winter I started hanging out with sailors like Starling Gunn, Bill Byrd and Sam Eich (my sailing class instructor). Cruising and racing with them in all kinds of conditions brought my skill level up quickly. One of the many challenges for new sailors is learning how to handle very windy gusty conditions and their mentoring was invaluable to this new sailor.



After the class, Sam Eich took me out on his Flying Scot and I fell in love with it. What a memorable ride that was! At that point I had only sailed Aqua Finns and Phantoms so the boat felt huge to me. Wow – you could even stand up and walk around in this boat while sailing. Great! It was a breezy day so I really got to see what the boat could do and really loved that “heeling feeling” going upwind. I spent the next six months sailing as much as I could on different types of boats to help decide exactly what boat would be right for me. Finally, my basic requirements were for it to be a dinghy that would carry at least four people, have a spinnaker, must currently be in production and not be a fixer upper. I came back to my first thought and purchased Flying Scot 4051 in March 1987. Later, she would be dubbed *Baby*. Friend David Layton said she was like a *bee* buzzing around any *bay* we could find, except he spelled it “Bay Bee”.

I had taken my time and looked at a lot of Scots before I found this one, which was brand new with new sails and I got a crazy good deal on her. A dentist in Tarboro had purchased ten new Flying Scots and this is the one he and his son kept, which had only been sailed three times. I called Flying Scot to verify his purchase and sure enough he bought ten new boats. The best price you could get anywhere at the time for a new boat was the Raleigh Boat Show price of \$9700. He was asking \$6,300 for this one so I jumped on it. Pays to shop around!

For my first rigging and sail I took her to Lake Townsend with my friends Dwight

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Cooke and Glenn Aldridge with the goal of trying figure out how to rig the darn thing and if that went okay then to sail her out and back. Glenn brought his video camera to document what we did so in case we got it right we'd know what to do next time. Or... to have something to show the insurance company if there were any unfortunate mishaps! Luckily for me that day the Scots were there for a Spring Tune-up race and Sam, Starling, Bill Byrd and others jumped in and showed us what to do to rig the boat. They even talked us into racing and since I didn't have a clue about that, Michael Cone, assistant in my sail class, took the helm so my friends and I could crew. The friendly and helpful attitude of the other Scot sailors and club members that day impressed me and I've found that Flying Scot family atmosphere to be the same no matter where you travel.

In 1987, I assisted with Sam's sailing class and have taught a class or classes most every year since. As all of you who teach know, the payoff for doing this volunteer "work" is seeing students getting excited about sailing and becoming part of our LTYC family. Here is a link to a video (1min 30secs) of my 1996 sailing class which was taped by Channel 45 and shown on the news - <http://1drv.ms/1JLeIn4> . You must watch this and see 13 year old Christa Carpenter's comments on sailing. The other instructor shown is Lyn Lawrence, our first female Commodore and Flying Scot sailor.

In 1988, I served on the Board of Directors for the first time as chair for Publicity/Historical. Two years later I still had that position as well as Mayors Cup chair and Sailing class chair. Yes, that was a busy year but I loved it. I skipped a few years after that but since then have served on the board in most every position except for Treasurer and Commodore. Serving on the Board is the only way most get a true picture of how much dedication, time and effort go into keeping LTYC a great club. So few do so much but it is very rewarding!

I worked in Information Technology as a Database Administrator and Systems Analyst beginning in 1974 and retired two years ago from the City of Greensboro where I worked for 33 years. About 1995 computers were really coming into the fore and now there was this thing called the web or internet. I secured a webhost and developed and implemented our first club website which consisted of five program code pages and four graphic files. Currently our site has 3,966 files and 39 file folders. To view the 1997 site go to <http://laketownsendyachtclub.com/1997.htm> . Note that Phil Leonard and John Russell were on the Board of Directors.

After all these years with the club there is still always something fresh and new going on at LTYC. I've made many lifelong friends and look forward to sharing more sailing adventures with everyone and making new friends at Lake Townsend.

Squall at the Flying Scot Atlantic Coast Championship Sept. 5th



A surprise squall hit the fleet at the ACC on September 5. Although the pictures are dreadful, a disaster was averted because of the skills and knowledge of the sailors, the skill of the rescue boat skippers and the many people who jumped in to help. This is one regatta that won't be forgotten.



Editor's note: Thank you to whomever took these pictures. As terrible as this event must have been, it's amazing that you had the foresight to record it!

read eyewitness accounts starting on page 15

Quick and Skillful Action Averts a Disaster at the FS ACC

Joleen Rasmussen reported by email on the event:

Flying Scot ACCs: 23 boats started race 1 on time, 12 noon sharp. 12:47: Winds just under 60 knots (so I heard) hit just as the 10th boat finished. Winds didn't last very long. Three boats stayed upright. Shallow venue had a nice choice of sail appetizers with plenty of spars for the main course. 10+ motor boats on the water assisting to right boats and recover equipment. All sailors and boats quickly and systematically accounted for. Race 1 Abandoned on shore. Sunday racing cancelled.

Lake Townsend had two boats and several members at the event:

Chris and Gabe Herman

Steve Morris and soon to be new member from Winston-Salem

Evan and Mary Trudeau sailing with Joe Price out of Atlanta

Eric and Joleen Rasmussen - Judges

Evan and Mary Trudeau were racing with Joe Price on FS 6092. Here's Evan's account:

Race 1 started with SW 9 knots with wind building to 12 knots with some puffs and whitecaps, cloudy skies but very good race conditions. On the first downwind leg, even though the vang was eased, a pin came loose from the shackle and we lost the vang, which prompted some quick discussion about what to do for the nearing upwind leg. We managed a repair on the water (which held all through the coming chaos!)

Heading upwind on the second leg and I noticed the sky turning very dark blue upriver over New Bern. It was looking pretty stormy. We rounded the upwind mark, set the pole, rounded the offset and hoisted the spinnaker. Winds were building but manageable. I looked port and noticed that the storm had intensified, couldn't even see the bridges of New Bern which are normally very visible. A keelboat upriver was on the edge of the blue sky and was in the process of being enveloped. She was straight and upright. I remember telling Mary before the storm hit that if hearing thunder then don't hold onto the shrouds; lightning could easily strike the mast and instantly travel to grasped hand on the shroud. I heard a thunder clap.

We were racing downwind, Charlie Buckner was on our starboard beam several boat lengths away. Wind started increasing and I started talking about how planing downwind works. Exactly then Charlie started planing his Scot. Mary and I talked about it; how his bow comes up out of the water, increasing boat speed. Right then we started planing ourselves. We were then approaching the finish line; Joe reckons we were in 7th or 8th place. Everyone was keeping an eye on the storm and the consensus was to cross that finish line then head back to dock before the storm arrived. I think most were surprised just how quickly the squall hit.

Very soon after we started planing I noticed Joe had looked behind him and he then urgently called for a spinnaker douse. I got it two-thirds down just as the first super gust hit. Boat speed increased dramatically, along with instantaneous waves. Spinnaker got stowed and Joe called for weight aft. Boats were going over. We collided with Charlie, who still had his spinnaker up. Joe yelled for Charlie to drive right, our boom was in Charlie's cockpit and spreaders and shrouds were risking getting tangled. I don't think Charlie heard Joe as the rain started to downpour. At this time I remember a swell lifting both

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boats and Charlie went over. Once that cleared I was able to see downwind that one of the Scots had turned and lowered all sails while pointing into the wind just poles up. I remember thinking, "That's smart and good for them for having gotten prepared in time!"

We then had a wild ride, very windy. I estimate sustained 35 perhaps 40 knots, reports of gusts 54-60 knots, and there were plenty of gusts. The centerboard was down the whole time it turns out, but I'm glad there was no lightning to mention or hail. Suddenly the stowed spinnaker blew over the bow and into the water; that took about 1/2 second. We quickly rode over it and the spinnaker was dragging behind us. Jib and main were eased and I think Joe was keeping the boom square to the wind. Joe asked for jib halyard eased all the way. I went forward, put the handle in and pretty quickly the wind had it free-spinning as the jib halyard eased. The jib was flying madly in front of the boat, and at some time the clew grommet had blown out, fortunately for us as it depowered some I think. I returned my weight aft and high. And I wonder that if some part of the dragging spinnaker was curled under the water and acting like a drogue or sea anchor in those conditions.

Soon we were running out of water, coming in fast onto a strong lee shore. "Joe, we're running out of water; what are we going to do?" Everyone was communicating well on the boat and calm during the storm. Joe wanted to head up a bit so we got ready. She heeled over near sideways and I scrambled over the edge to try to get a foot on the centerboard which I knew had to be exposed. I couldn't find the board though, I just remember the large brown waves with whitecaps, I straddled the gunwale and Mary was hiked out. We were like that for what felt forever!

However, I noticed we weren't heading ashore anymore! Turns out that dragging spinnaker came to our rescue! The sheet caught on a submerged log or old tree trunk, holding us in place. Somehow we were able to right some and I then went forward to lower the main. I don't think I've ever lowered a main so quickly! Things improved remarkably after that, though I remember telling Mary that if we ran hard aground to get off the boat and onto the shore! My thinking at the time was that if in deep water better to float with the boat but in shallow water with uncontrolled, heavy crashing waves and wind then get away from the boat to prevent injury. I remember having to yell over the noise of the wind and the rain.

I went forward to retrieve the jib from the water and got knocked off during a roll. I began swimming then quickly found the water about stomach deep. I scrambled back onboard okay. Joe asked to anchor, I went forward, retrieved the anchor and threw it where Joe said, upwind and off the starboard stern. It wouldn't catch on the bottom. I threw again it and it luckily caught on the very same obstruction that the spin sheet was caught on. Mary retrieved the spinnaker and we eventually had to cut the spinnaker sheet.

Soon the storm ebbed just as quickly as it rolled in. We were in the shallows for a while, and saw a lot of downed boats, some turtled. Race committee was already motoring and rescuing. We were towed out by one of the locals, a Blackbeard member I think; I met him in the clubhouse when I bought a burgee on Saturday morning but I can't remember his name. Once pulled out from the shallows we raised main and sailed out checking on sailors in the water; all we checked on said they were okay and accounted for.

The storm hit fast and it hit strong. Turns out locals call them Neuse River hurricanes. Race committee and shore support rescue operations were excellent, outstanding. Joleen was on the first dock upon entrance approach accounting for all returning sailors. Dinner was tons of shrimp, some really good banana pudding ice cream. One sailor said in 36 years of Scot sailing he'd never experienced anything like that. Steve Morris' friend shared some Race Q data at dinner showing the boat driving, accelerating red upon the storm then a sudden stop, hearty laughs had all around at that! Excellent debriefing and wrapping up by Joe Brake.

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That Blackbeard Sailing Club burgee I bought is now hanging on the wall with the other burgees. When we look at it we think we have quite a story to tell in our growing stories of sailing experiences.

Evan Trudeau, M.S.
 Research Specialist
 UNC Flow Cytometry Core Facility

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**
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- 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 • 88hawkgt650@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!

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
 14 InterClub(LTYC)
 28 Social Sailing

December						
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			

13 Winter Workday

Park closed Wed all year long. 11/1-2/28 8-5 & closed Thurs

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

YTD Scores Flying Scot

	Skipper		Boat		Place	Total Score
				Sail #		
1	<u>Bews</u>	Tom	FSCT	5295	2	72
2	<u>Hemphill</u>	John	FSCT	4043	5	61
3	Russell	John	FSCT	2300	4	64
4	Morris	Steve	FSCT	3500	7	31
5	Wilson	Mark	FSCT	5861	6	53
6	Duff	David	FSCT	1939	9	15
7	Heine	<u>Uwe</u>	FSCT	3801	1	74
8	Byrd	Bill	FSCT	CLUB	10	10
9	Jones	Steve	FSCT	2048	3	65
10	<u>Bouknight</u>	Robert	FSCT	775	8	30



YTD Scores Wayfarer

	Skipper		Boat		Place	Total Score
				Sail #		
1	Leonard	Phil	WF	864	4	42
2	<u>Covington</u>	<u>AnnMarie</u>	WF	276	1	69
3	Andrews	Phil	WF	Club	7	8
4	<u>Heffernan</u>	Jim(864)	WF	2458/8910	3	45
5	<u>Allamby</u>	Jeanne	WF	CLUB	6	12
6	<u>Kishbaugh</u>	Ali	WF	CLUB/1392	5	15
7	Butler	Ken	WF	449/7372	2	53



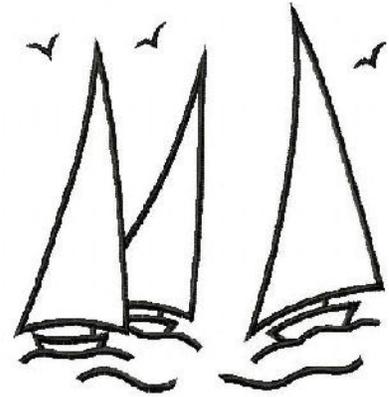
A few of the benefits of your LTYC membership:

- Monthly newsletter packed with pictures and tips
- Access to expert advice/guidance/support
- Membership recognition for your service to the club
- Lifetime friendships
- Use of club boats



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

Otto Afanador, ottosolar@aol.com, (336)-269-1765
 Jeanne Allamby, jeanne.a.allamby@usps.gov, (401)-996-0198
 JC Aller, aller.jc@gmail.com, (336)-580-0528
 John Carr, carrjl_40514@yahoo.com, (859)-227-3688
 Susan Cole, sscole@triad.rr.com, (336)-707-0678
 Kevin Gheen, ktgheen721@gmail.com, (336)-676-2369
 Trish McDermott, 88hawkgt650@gmail.com, (336)-707-2846
 Kathy Medlin, kathy@medlin.biz, (336)-255-0069
 Steve Newgard, slnpicture@aol.com, (336)-688-4952
 Kevin Perks, kevinperks@yahoo.com, (336)-269-5973
 Brock Pitts, brockpitts78@gmail.com (336)-684-8898
 Keith Smoot, keith@br1980.com, (336)-996-6734
 Marty Van Hecke, 1vanhecke@gmail.com



Want to be added to this list? Email membership@laketownsendyachtclub.com

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. Aaaarrrrh!!! Complete at \$975.00 Contact Jim Schwartz: detroit091@aol.com, or 336-282-9552

9/15

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

9/15

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.

9/15

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

9/15