

Lake Townsend Yacht Club

Tell Tales



August 2017



Flags of Many Nations at the Wayfarer International Rally at Wellesley Island in the Thousand Islands, NY



photo by Nancy Collins

Sailing Class Success and Appreciation
Nine Everyday Things a Sailor Is Better At
How to Recover a MOB

Let's Go Sailing!

Summer Racing Series	Aug. 12 & 13 (Sunday, Pirate Battle Regatta!)	Lake Townsend
Blackbeard One Design	Aug. 26 & 27	BBSC, New Bern
Women on the Water	Sep. 10	Lake Townsend
VISA Invitational	Oct. 7-8	Smith Mtn. Lake
HOT VI	Oct. 27, 28 & 29	Lake Townsend

www.laketownsendyachtclub.com

2017 LTYC Calendar



Anniversary

Blue=Racing

Peach=Social Sailing

Classes: Green=Adult; Pink=Junior

Gray=Meeting/Seminar/Other

Board Meeting 1st Thurs each month

Yellow=Holiday

August						
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			

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	

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					

10-WOW 2

7-8 VISA Invitational (Smith Mtn)
27-29 Hot Charity Regatta

From the Commodore
Nancy Collins

Learn to Sail

As the last of the 2017 sailing classes are winding down I want to take a moment and give recognition and appreciation to all that made the training season a big success.

Many of you took sailing lessons from LTYC, and as a return for being able to learn, many gave back their experiences and shared their enthusiasm with others. Many thanks to all that volunteered as instructors and also to those of you who showed up to watch and participated by offering verbal assistance.



George Bageant

The role of instructor was supported by many helping hands in the background, including those who kept rolls of students that were signed up, sent out emails, contacted the students and/or their parents, and made sure all the requirements were taken care of. Among the ones that I know of: Keith Smoot for fixing the rigging on the training model boat, Jim Schwartz for taking out students on club boats, and Scott Bogue for fixing the broken boats and for the care and maintenance of the powerboats.



Linda Heffernan

Thank you to Linda Heffernan, who contacted all the parents of the Juniors and got the list of students to the instructors. To George Bageant for the many times that he patiently led many of the Junior classes and still said he had fun doing it. To Hudson for picking up and putting away the t-shirts and many other odds and ends. To Eric Rasmussen for creating more timely and appropriate videos on DVDs for our training sessions.

To Otto Afanador, who was the background support, AV guy, t-shirt, book and paperwork guy and instructor substitute and whose assistance, support and enthusiasm made the adult sailing classes a large success.



Otto Afanador

I know that I am missing many. To the many that I didn't know about, thank you for the time that you could give, the seconds, the minutes and the many hours.

Moments from the Weekend Sailing Class that Uwe Heine and I Taught

Our July 28–30 weekend class had lots of interesting challenges. Two separate squall lines made it unwise to be outside and definitely not a good idea to practice capsizing on the water Friday evening. We had a good classroom session, learning how sailboats work, points of sail, proper safety, and knot tying.

Our class really needed to know about recovering a boat after a capsize, so we practiced that first thing on Saturday morning. Most of the students got to try out their new skill with the gusty and breezy conditions that built up that day. The winds were pretty stiff in the morning, so we had them practice in the marina leaving and returning to the dock. Returning to windward. With practice, they were doing beautiful gentle dockings even with the shifty breeze.

There were capsizes in the marina, just outside the marina and all over the lake. Having mastered capsize recovery, everyone was up and sailing again in no time. It was a challenging day and it is always good to know your limits. Everyone gave it a try, despite some anxiety, and some discovered the joy of planing at high speed. The afternoon was even windier and only two brave souls ventured out.

Sunday's wind was not as strong but was still plenty for good sailing, with 6-12 knots of breeze. Several souls took out the Capris without the using the jib. Andy Forman was there so we launched the club Scot and sent him and two of the students out, including one that hadn't been able to go out otherwise and all had lots of fun. (Thanks Andy!) They all used their new skills to play follow the leader and had tennis ball wars between boats. We hope to see our students out on the water again soon!

Pictures from July Racing

photos by Scott Bogue



Many new faces mingle with our regulars

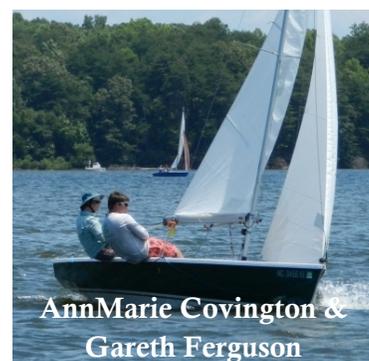
More pics on
pg 8 & 10.



Phil & Cathy Leonard



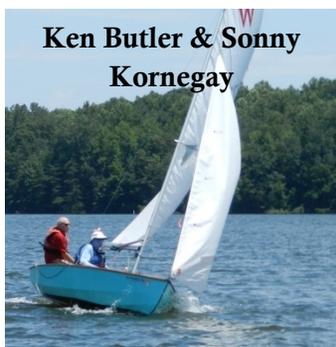
Ali Kishbaugh & Trish
McDermott



AnnMarie Covington &
Gareth Ferguson



Annette Grefe & Andy Forman



Ken Butler & Sonny
Kornegay



Jeanne Allamby & Otto Afanador

Captain John's Seamanship Secrets

Which Overboard Emergency Recovery Side Should You Choose?

Not many sailing safety issues chill the blood like the thought of falling overboard. But, the recovery itself can be dangerous too. You may have read and practiced different overboard approaches. But is there really just one way to do this right? Read on to help you make the best decision for safer sailing or cruising worldwide.

Read one book or another, or one magazine article or another, and authors tend to disagree on the recovery side. Should you place your boat upwind of the victim or downwind? In the end, I believe there will be no "fixed in stone" answer. We all must decide on this based on the conditions at hand. Realize that this will be the most dangerous part of any overboard recovery.



Do You Know Your Boat's "Bare-Hull" Behavior?

Take your boat out on a windy day with wavelets wherever you sail. Drop all sail and allow the boat to assume her normal attitude in the current conditions. Most all vessels, from the smallest sailboat to the largest super tanker, will lie beam to the wind and waves or almost beam to the wind when "bare hull" (no sails or propulsion).

Note her drift rate, or how fast she drifts crab-like in a sideways direction. Now, imagine that you combine that drift with seas. Even the smallest sea will create a rolling motion on a vessel.

The amount of roll will depend on under-body configuration (keel, amount and location of ballast, vessel displacement, and freeboard) and, in particular with some power vessels with flying bridges or "tuna towers"--weight aloft.

Some boats snap roll in a quick right-left motion whereas other heavy displacement boats with longer keels and heavy ballast will wallow from side to side. Use this exercise to get an idea of your boat's behavior after you round up alongside a person in the water.

Once alongside, you will drop sails right away to stay next to the victim and prevent the boat from "sailing off" on her own while you conduct recovery.

As soon as you do, your boat will assume a position close to that in your experiment. In a seaway, she may tend to rise and fall and roll from side to side. Each overboard circumstance will be different. I believe there are no easy answers, and that you must make the call based on the environmental conditions in your location.

Approach Side Pros and Cons

Use your knowledge of your vessel's behavior in a seaway to give you the edge in a real overboard situation in the future. Look over the list below; add your thoughts to it. Discuss it with your sailing partner or crew. Show your sailing partner or crew how your boat lies ahull (under bare poles) and how to heave-to on your sailboat. Remember that they might be the ones doing the recovery if you fall over the side!

Windward Approach

Pros:

Boat will drift down to the person (better control).

Less chance of drifting away from the person.

Blocks wind and waves to create a "calm" for recovery.
Flotation can be thrown and assisted by wind and waves.
Easier to launch dinghy or inflatable if necessary for recovery.
May be a better choice if victim unconscious and unable to assist.

Cons:

Boat could slam into person in a seaway (rise and fall).
Boat could push person beneath the boat.
Requires a fast, efficient recovery system to avoid injury.

Leeward Approach

Pros:

Sail closer to victim for recovery.
Protects person from severe injury in seaway.

Cons:

Must come closer to person for recovery.
Boat could drift away from person before recovery completed.
Flotation and rescue equipment must be tossed upwind.
May require that you make a second attempt if person out of reach.

Final Thoughts...

Man overboard (MOB) recovery will always be the most dangerous part of the MOB evolution. Just another reason to practice "stay aboard" techniques at all costs. There are specific body motions that will help you stay aboard.

The basics are to **grab, look, and go**. Do not even think of movement until you have a firm grip on something that will not give way. Look for tripping hazards on deck before you proceed. Then and only then, move your feet. Basic? You bet.

But I believe you would find in most every MOB incident, one of these was forgotten in the moment. We all have forgotten to hold on when changing out a sail. A gust hits, the boat heels, and we slide. Or we may have forgotten to brace ourselves first before we perform a simple task. One way or the other, overboard incidents will continue to happen from time to time.

Each skipper must decide on the final approach to the person in the water based on the "on scene" conditions at his or her location. No weather forecast can predict local conditions. I believe the best preparation will be an intimate knowledge of your own specific boat. Know her bare hull and heave-to characteristics in different wind and sea states. Then you will have the confidence to make the best decision possible in an overboard emergency at sea.

Best regards,

Captain John

www.skippertips.com

Nine Everyday Things a Sailor is Better At

By Tyson Jopson

You're winning at this life thing. You're well-travelled. You have strong opinions on the meat industry and an arsenal of impressive life hacks you picked up while backpacking in Burma. You can open a wine bottle with your shoe and cut a sarong in half using just a cat. Your family thinks you're great because you can make baklava from memory out of rain water. But...

But there's always someone out there that's cooler than you. Like sailors. You'll never be as cool as a sailor. Here are nine everyday things they'd crush you at without even trying.

1. *Parallel parking*

I know, I know. You're great at parallel parking. You should be the president of it. The words three-point turn don't even exist in your vocabulary. But you're an amateur. Try backing a fire truck (without rearview mirrors) into a car wash, on ground made of water, during a thunderstorm. That's what sailors do. They call it docking.

2. *Walking straight when drunk*

Your poker face is a farce. We all know how many tequilas you've had as soon as you see-saw to the bathroom like a sausage in a pinball machine. Legs don't lie, unless you're a sailor. A life on the water imbues sailors with a liquescent center of gravity. The more fluid you put inside them, the straighter they walk. In fact, if you see a sailor off-kilter you should probably buy him a drink.

3. *Straight facing a double entendre*

Sailing terminology is (wait for it) an ocean teeming with metaphors, puns, double entendres and that's-what-she-said. You can't think of a boating pun that hasn't been exhausted. Chuckling at words and phrases like 'breast lines; cockpit; coming about; and, in need of a tug' is the sole folly of us landlubbers. Find someone who can, without flinching, present a Seaman Discharge Book (yes, that's an actual thing) to a customs official and you've found a sailor.

4. *Giving directions*

'Ja, so like take a right by the tree and then pass the school. I think it's a school. Maybe it's prison. A few blocks behind that is a road. I can't remember the name of it but just call me when you're outside.' These are not directions. These are dangerous non sequiturs that cause people to remain seated in their own gaseous emissions longer than they should.

If people gave better directions, there'd be a smaller hole in the ozone layer. Sailors know this (and they're not even the ones using all the fuel). They also know that on the ocean vague directions can lead to death. Or worse, Port Elizabeth.

5. *Dressing appropriately*

Weather app, shmeather app. Even the best ones resort to some measure of horoscopic hocus pocus and the problem is nobody has built one out of actual human bones. Sailors have bones. They have bones that tingle, crack, wobble and creak. Sailors can feel inclement weather in their bones before the weather even knows it's feeling inclement. If you want to know what to wear for the day, find a sailor and copy what they're wearing. Except epaulettes. Never wear the epaulettes.

6. *BDSM*

Don't fib. The reason you've never been open to the idea of bondage isn't because it's taboo. It's because you're rubbish with ropes. Tying your beau to a bedpost isn't the same as tying a shoelace. There are safety issues. A combination of poor ropemanship and a slippery surface can turn into an emergency very quickly and nobody wants to be gnawing on a granny knot next to a blue cadaver when the police arrive. You know who knows a thing or two about knots? Sailors. They could string up a wrestler with birthday ribbon. And, more importantly, untie him afterwards.

7. *Pulling an all-nighter*

It was the pillar of your tertiary education, but somewhere along the line the insouciance of burning the midnight oil turned to chronic anxiety. The only thing that burns in your house after midnight now is the office block you're torching in your dreams (statistically the most satisfying dream experienced by the proletariat).

Caffeine is impotent, hardcore drum and bass is discombobulating and even The Panic Monster can't keep you awake anymore. But sailors are fueled by something stronger than caffeine and panic combined: fear of the unknown. The ocean is a capricious mistress and much like the writers of *Lost*, sailors don't always know what's going to happen next. They're prepared for every eventuality. And that requires being awake. ALL THE TIME.

8. *Letting things go*

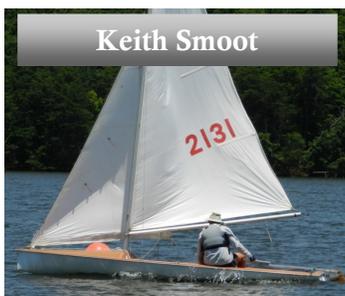
When something falls in the ocean it's gone forever (unless you're James Cameron). The only thing to do is forget about it and move on while muttering something profound like 'It belongs to the ocean now, man.' At sea if you don't learn to let things go, you drown. Sailors would make great psychologists.

9. *Democracy*

Jokes. Sailors don't know what that is. On a boat the captain is always right. Even when they're not.

(Reprinted with permission from the Delaware River Chapter of the Traditional Small Craft Association)

July Racing Pics



Keith Smoot



Robert Bouknight, Steve
Warwick & Nancy
Torkewitz

John Hemphill, Hayward Andres
& Eric Borland



Jim Schwartz & Jason & John
Sanders



Rob & Jonathon Easton

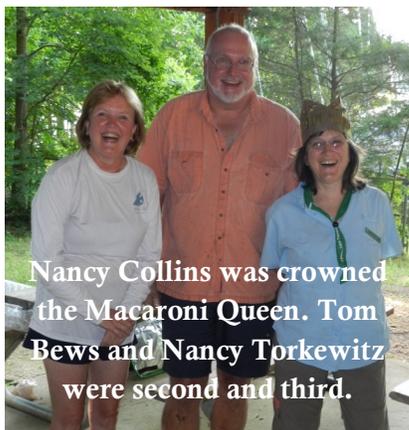


Uwe Heine & Nancy
Collins

July Racing Pictures



Great to see the usual suspects!
Come on out and see how much
fun we have!



Nancy Collins was crowned
the Macaroni Queen. Tom
Bews and Nancy Torkewitz
were second and third.



Nancy Torkewitz prepares
her special secret sauce.



Eric Rasmussen & Mark Critzer

Thanks to Nancy Torkewitz and Tom Bews, our July Social Pasta Salad contest had 7 entries! Thank you both for grilling and for organizing the great event.

LTyc Is Going Green!

Our goal is no more plastic water bottles or Styro-foam cups in the landfill. Did you know that only about 9% of what we recycle is actually recycled?

We encourage everyone to bring a reusable water bottle and coffee cup to events at the lake. If you have extra reusable coffee mugs or water bottles, please bring them to our races and social events. Thanks!



Next Newsletter deadline: September 12th

Please Like LTYC on facebook



- Check in at LTYC on facebook
 - Tag us
- Write an endorsement for LTYC
- Like LTYC on the “Like” page
- Post a review of LTYC on FB
- If you need help to post pictures or a video on our page, please contact JC Aller at aller.jc@gmail.com

Let's Go Sailing! 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

Jack Clodfelter, specialtypainting@gmail.com, (336)-286-6688

Susan Cole, sscole@triad.rr.com, (336)-707-0678

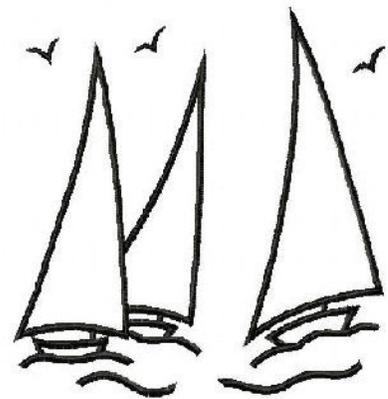
Mark Jozefowicz, mark.jozefowicz@reliantaluminumproducts.com
(336)-289-2205

Trish McDermott, 88hawkg650@gmail.com, (336)-707-2846

Steve Newgard, slnpicture@aol.com, (336)-688-4952

Keith Smoot, keith@br1980.com, (336)-996-6734

William Young, woyoung@triad.rr.com, (336)-707-0295



The best way to get a crew spot is to sign up on the racing scratch sheet under “Available to Crew.” Go to www.laketownsendyachtclub.com, click on Scratch Sheet: Participation Signup. Scroll down to the bottom of the page and select the tab for your chosen race day (you may have to use the left and right arrows). You can also come out to the lake on race day; many times skippers will be looking for crew.

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

Lake Townsend Yacht Club Board

Commodore: Nancy Collins ♦ 336-901-0090 ♦ ltyccommodore@gmail.com

Vice Commodore/Racing: AnnMarie Covington ♦ 336-266-5919 ♦ hobieone57@yahoo.com

Rear Commodore/Education:

Treasurer: Mark Wise ♦ 336-207-4200 ♦ ltyctreasurer@gmail.com

Secretary: Nancy Torkewitz ♦ 919-630-0360 ♦ heynineteen1919@gmail.com

Equipment: Scott Bogue ♦ 336-707-9183 ♦ scott.aomci@gmail.com

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

Social: Wanda Williams ♦ 518-339-0431 ♦ wandawka@gmail.com

Webmaster: Mark Wilson ♦ 336-324-5018 ♦ mark.wilson@wilsontechnologysolutions.com

Mayor's Cup/Nominating/Past Commodore: David Duff ♦ 336-908-9754 ♦ homengso@triad.rr.com

Newsletter/Publicity/Social Sailing: Trish McDermott ♦ 336-707-2846 ♦ 88hawkgt650@gmail.com

Social Media: JC Aller ♦ 336-580-0528 ♦ aller.jc@gmail.com

** You don't have to be a board member to help out. Everything this club does is done by volunteers. Please contact the individual board member to see how you can contribute.
Thanks for making LTYC the best!*

Did you know? . . You can now find a link to sailing instruction videos on our website in the top yellow box that has the Scratch Sheet sign-up.

Let's Go Sailing!

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! Then join us for dinner at a restaurant after the meeting.

Classified Ads

Buy – Sell – Want to Buy

Boats-Equipment-Accessories — Ads run for 3 months if not renewed.

newsletter@laketownsendyachtclub.com

1987 Flying Scot 4310 for Sale

Good condition. Includes many extras. Has Fowler loose rig main and jib (older sails). Spare main from North Sails. Race rigging with race timer. Swim ladder. New style motor bracket. Sailor's Tailor water-proof cover. Trailer overhauled in 2013. More info and pictures at <https://winstonsalem.craigslist.org/boa/61633905476.html>

Contact Kristie Staton: (336)-407-5275 or kristie@kristieland.com

7/17

For Sale 1963 Wood Wayfarer, "Woodwind"

Hull: #453 Designed by Ian Proctor. Made in England by SmallCraft of Southampton, Ltd. Main and jib from HANSA sails in Toronto. Spinnaker included. Proctor mast and boom. Wooden mast and boom. Tent for camping on boat and boat cover. Furling jib. Trailer included.

Located near Lansing, MI. Boat was well maintained by Jim Fletcher.

Price \$3600 USD

Contact Maribeth Fletcher 517-349-4572, 517-898-0546 (cell) or jmbfletcher@gmail.com

7/17

Tanzer for Sale

For sale: Tanzer 16. This is a good boat with a good racing record. Sails are in decent shape. Two spinners. New Sailor's Tailor cover. Solid trailer. Selling because I need more room for family and guests to cruise the lake. A good buy at \$2,000. Call JC Aller at [\(336\)580-0528](tel:3365800528) or email at aller.jc@gmail.com.

5/17

please remember to sign up for:

VI HOT Charity Regatta

October 27 - 29th

as you know, this benefits earlier.org, a local charity which supports research for an earlier test to detect breast cancer.

we all know someone who has been affected by this disease. Let's help put a stop to it!



A Quick Look at some of the Benefits of Your Membership

- * **Reduced sailing class tuition for you or a member of your family**
 - * **Free food and adult beverages after sailing**
 - * **Mentors available to help you**
 - * **Continuing education programs**
 - * **Free use of sailboats during LTYC events**
 - * **Use of club sailboats**
 - * **Free launching during club events**
 - * **Yacht club reciprocity**
 - * **Monthly newsletter**



Etc. -----



Yikes! Faster!

Evan and Mary Trudeau sail and paddle as fast as they can to get out of the way of a big tour boat on the St. Lawrence River.*

*They weren't in quite as much danger as it looks!

Eric Rasmussen's Tips

For those who may be having difficulty with knots, or if you want to learn others, check out <http://www.animatedknots.com/>.

