

Lake Townsend Yacht Club

Tell Tales



March 2019



Upcoming Events

| | | |
|-----------------|------------------------------|---------------|
| March 14 | High.Sch. Practice Starts | Lake Townsend |
| March 23 | Race Mgmt. Seminar | Lake Townsend |
| April 13 | Miss Piggy Regatta | Lake Townsend |
| April 5 | N.C. A&T Science Maker Faire | N.C. A&T |
| April 14 | Piedmont Interclub | Jordan Lake |
| April 20 | Work Day (Alt. 28th) | Lake Townsend |
| April 27 | Let's Go Sailing, STEM 2* | Lake Townsend |
| May 31 – June 2 | 42nd LTYC Mayor's Cup | Lake Townsend |
| May-August | Learn To Sail Classes | Lake Townsend |

Stem = Science, Technology, Engineering and Math

High School Sailing Team News

Ahoy Members!

We are getting ready to start the second year of our LTYC High School Sailing Team and we are very excited! The team formed in Spring 2018 and completed two very successful seasons of competition. With the recent acquisition of a small fleet of C420s, we have a strong foundation in place for 2019. We have already been invited to race in April at a high school invitational against Hampton Yacht Club and Norfolk Yacht and Country Club on the Chesapeake. Our plans are to send a team of four sailors.

To help us continue to grow, the Carolina Sailing Foundation is accepting tax deductible donations on behalf of the sailing team.

Carolina Sailing Foundation is a 501 c3 founded in 2003 to promote the sport of sailing in central North Carolina. The Foundation provides sailing classes at Crosswinds Marina, Jordan Lake, Apex, NC in addition to sponsoring sailing events and sailing related seminars. Currently in the works are plans for the Foundation to coach a week-long intensive racing camp for our high school sailors as well as purchase C420 dollies. The dollies are rather pricey at \$620 each.

If you would like to make a tax-deductible contribution to the LTYC High School Sailing Team, mark your donation "LTYC High School Sailing Team." Mail your donation to Carolina Sailing Foundation, c/o Dave Burchfiel, LTYC HSST, 6004 Bunchberry Court, Raleigh, NC 27616. You can also give your check to either Trish McDermott or Joleen Rasmussen. 100% of your contribution goes to the team.

Refer to our 2018 December newsletter for more details on what our high school sailing team is doing, how high school racing is organized, and plans for this coming year. Spring Training starts March 14th!

Let's Go Sailing!

Trish & Joleen

Commodore & Rear Commodore, Lake Townsend Yacht Club

High School Sailing Team News

Tentative Spring 2019 LTYC High School Sailing Team Schedule

Notes:

- Weekly Practices: (Total of 16 practices) Mondays: 5 pm to 7 pm (10 practices) Saturdays: 9 am to 12 noon (6 practices)
- Regattas designated by * (2 away, 2 home; with options for additional)
- No practice over Memorial Day Weekend, May 25-27

March 2: Work Day-unload, wash & rig 420s; leave rigged on dollies or stands

March 14: Interest Meeting/First Meeting (LTYC Classroom)

March 18: First Scheduled Practice (Mon & Sat scheduled practices to follow weekly)

April 7 (Sunday): Optional practice for NYCC Team

April 13: Away Regatta NYCC Invitational—Norfolk, VA*

May 11: Home Regatta LTYC Monthly Series*

May 18: Away Regatta RTP/LTYC Invitational—Lake Crabtree, Raleigh, NC*

May 20: Last Scheduled Practice

June 1-2: Home Regatta LTYC Mayor's Cup* (Last event of season)

Let's Go Sailing!

Race Seminar March 14, found a lively group present for an engaging and information-packed question and answer session led by Eric Rasmussen.



ERIC RASMUSSEN ILLUSTRATES KEY POINTS IN SITUATIONS WHICH DETERMINE WHO HAS RIGHT OF WAY.

Left to Right - J.C. ALLER, HUDSON BARKER, ANN MARIE COVINGTON, CATHY LEONARD, FRED LUPTON, BILL FRANCIS AND TOM BEWS.



Clockwise - Presenter ERIC RASMUSSEN, ANNE MARIE COVINGTON, KEN BUTLER, GEORGE ENELL, PEPI STALHMANN, JULIE FELDKAMP, AND PHIL LEONARD.

MARCH MADNESS 2019

Lake Townsend

“March Madness” is the name given to the last race day in the Lake Townsend club winter racing series. On March 9, at ten in the morning we arrived at the marina to serve on race committee. Temperature was 37F with a lovely NE wind at 6 which held for the day. Remarkably we noticed five boats with masts up ready to take on the cold and wet “madness.” As race committee members stood in the parking lot debating whether to race, Wendell and Alex Gundlach launched their boat. The decision to race was made!

Two of our club members braved the 40 degrees and drizzle for their very first club racing experiences. Frans van Zeeland brought his composite Wayfarer (wood decks/fiberglass hull) for his first time racing at the helm. In his first club race Robert Uzzle crewed for George Enell in a club Tanzer.

At the start of race 1, all sailors but Evan Trudeau started on starboard. Jason Reiner at the helm of Tom Bews’s Flying Scot passed closest to the signal boat on the starting line. Wendell and Uwe Heine, also sailing a Scot, were both late to the starting line and made impressive comebacks in this race. Uwe passed two boats and Wendell took second place. Jason took first and Evan in his Wayfarer had his best race of the day with a third place thanks to his port tack start.

To get sailors out of the weather sooner, PRO Jim Heffernan changed from a W-2 to a shorter W-1 course. At the same time the wind picked up from 5 to 7 mph, also shortening the race time. Wendell, Uwe and Jason took first, second, and third in Flying Scots. There was a close battle for third with Steve Morris crossing the finish line only 1 second behind Jason. Jason had crossed the starting line last, on the opposite tack from the crowd, thus passing several of the eight boats to take third. Hats off to Tom Bews for allowing newbie Jason to skipper his boat.

Race 3 was a “three-leg race.” Jim put W-2 back on the course board with the intention of shortening the course at the windward mark. In this race all boats started on port because of a last minute wind shift. Once the race was underway, we moved the signal boat to the windward mark and flew the “S” flag. The new finish line was closer to the Marina. I think everyone welcomed the early finish to head in and get dry and warm. Wendell and his son Alex, who had traveled up from Wilmington, had a great day taking first in both Race 2 and 3. This was Steve Morris and Elizabeth Bonnell’s best race with a second place while Jason took third.

Kathy Leonard, Steve Jones and Mark Wilson

March Madness racing action.

ALEX & WENDELL GUNDLACH



UWE HEINE & NANCY COLLINS





**EVAN TRUDEAU & YUKAKO
KAYASHIMA**

ELIZABETH BONNELL



Heavy Weather: Racing and Day Sailing/Cruising

By Jim Hefferman

The dinghy racing sailor will push the wind envelope to the edges knowing there are rescue boats nearby and hopefully a Race Committee that will send the boats home before someone gets hurt or equipment becomes seriously damaged.

The day sailor and the cruising folks will shorten sail as the winds start to increase and their comfort level is challenged. Both groups share the same goal: keep the boat upright and keep themselves and their crew safe. All sailors can learn from these techniques.

In his book *Sail, Race and Win* British sailor Eric Twiname has a chapter devoted to "Survival Racing." Here are some of his thoughts, which can apply to any dinghy in heavy air.

1. Get over the fear. Go out and practice in challenging winds when other boats are out there in order for you to learn the feel and balance of the boat so you are controlling the boat rather than being controlled by it.
2. Upwind capsize and how to avoid: A centerboard dinghy properly sailed will survive a 30 plus mph gust on the beat. The knockdown capsize on the beat usually happens because the jib is cleated very tight and the helmsman spills the wind by letting go the mainsheet. The jib now pushes the bow off and with no mainsail to balance the helm, the boat develops excessive lee helm and nothing you do with the rudder will bring her back up to a close-hauled course. You are now beam on to the wind and slowly going over.

So, before being overpowered, have the jib eased and be ready to ease main and jib together, keeping the boat moving on a close-hauled course even with the sails flogging somewhat.

Keep your eyes upwind to see a gust coming, then ease the jib and sit out quickly to keep the boat level so that the gust drives the boat forward rather than sideways. Don't come back in too soon and lose that forward momentum. Keep her flat!

Lifting the centerboard a third of the way will make most dinghies easier to hold up on the beat in the heaviest weather, although leeway is slightly increased.

When it is time to tack, try to tack in a lull, making sure the jib is uncled and the sheets untangled before the tack begins. Make sure you have enough boat speed to get through the tack since your flogging sails will create a lot of drag.

3. Downwind capsize avoidance: Running in heavy weather takes courage. Once you're pointing dead downwind you move fast, whether you want to or not. And unlike the

Heavy Weather: Racing and Day Sailing/Cruising Continued

beam or close reach, which allows you to ease off the mainsail and spill wind, a run provides no safety valve which will slow you down or get you out of trouble.

There are techniques that the expert sailor can use to successfully jibe in high winds with a spinnaker. Eric Twiname has some good methods described in his book that you can look into if you plan to carry a spinnaker in winds above 18 mph.

For our purposes here we are ripping downwind with jib and main. Without the spinnaker, a boat running is more stable with the jib goose-winged than with it left to look after itself in the lee of the mainsail. The goose-winged jib balances the rig and, like the spinnaker, gives that extra lift and forward drive which helps to prevent the bow burying in the biggest gusts. As the bow buries and slews off to leeward, the beginning of the death roll is imminent.

The kicker (boom vang) should be tight enough to prevent the top of the mainsail twisting off forward when either a gust strikes or the boat buries its bow into the back of a wave. And that is very tight indeed. With a half-tightened kicker, the first impact of a gust twists the sail so that the top third is pushed forward of square. The wind flow reverses over this upper part of the sail and again you have windward heeling forces. The boat reacts with a sudden lurch to windward, which is usually violent enough to put the boat out of the helmsman's control and into the death roll to windward. Everyone gets very wet.

Keeping the crew weight right aft also reduces the chances of getting into the familiar downwind roll - a rhythmic and ever-increasing roll from side to side which usually ends in a splash.

Of course for the non-racing sailor, sailing downwind with jib alone is fast and comfortable. Be sure to tie the main down so a gust doesn't blow it out of the boat at an inopportune moment. The centerboard should be down enough to help the steering and tracking of the boat. If you need to navigate to a point on the beam this is doable with jib alone and three-quarter board down.

When using both main and jib downwind and it is time to jibe, consider doing a tack instead by turning upwind to a close reach, sheeting in to keep the speed up and then tacking and bearing away to resume going downwind. Make sure the jib is uncled before tacking.

Wayfarers Return to Cedar Key, FL

The Cedar Key town docks and boat launch ramps get busy just before sunrise and stay active until the last of the sun's rays have disappeared behind Seahorse Key. Five Wayfarers trailered there after the Lake Eustis Midwinters to spend time exploring the Keys and enjoying local seafood. We launched and recovered amid working watermen heading off to fish, clam, shrimp and dive in the beautiful Gulf of Mexico water. Along the shore the water is more tannin colored since the Suwannee River empties into the Gulf about 15 miles northeast of Cedar Key. The mixture of fresh and sea water provides the perfect salinity for growing shellfish.

Sailing is tricky in these waters due to many shallow areas and the currents in the deep channels. The late morning sail plan had to wait until there was enough water under the anchored boats to allow easy passage to the old ship channel. With a strong incoming tide and a headwind our plan to visit Seahorse Key was abandoned and we followed Pat Kuntz and Uncle Al Schonborn into a protected white sand beach on Atsena Otie Key. On the Key we read the history of the early residents and visited the graveyard where the tombstones showed that folks did not live long lives there. Disease and hurricanes made life tough there as they worked to produce cedar blanks for the Faber Pencil Co.

John Cadman with crew Charles Child, along with Jim and Linda Heffernan followed the distinctive call of an owl and were happy to see a Great Horned Owl taking up a lot of space on a pine branch. Dinner that night was with the locals in a restaurant that had finally opened after heavy damage from a hurricane 17 months earlier.

The Wednesday sail had Snake Key as a planned destination. After an hour of light air sailing we opted to break for lunch and sailed/paddled over to a poster perfect narrow beach with natural fallen tree benches thanks to erosion by recent hurricanes. Some resident bald eagles gave us the wary eye and were happy to see us depart as a sea breeze filled in, making Snake Key attainable. We had heard from a local sailor that there was a narrow passage through the mangroves that was passable at high tide albeit a bit difficult to see until one ventured into the shadowy lagoon interior surrounded by marsh and mangroves. Ken Butler with crew Gail Walters,

**KEN BUTLER & GAIL
WALTERS AT
CEDAR KEY.**



Continued on page 11, more pics page 12

let out a whoop as they discovered the channel and we all worked downwind through the narrow but navigable waterway. It brought back memories of the Parry Sound "Hole in the Wall" passage between granite walls but shorter, skinny, and with softer edges.

Most of us did not sail on the final day so we watched as Annette Grefe in *Epiphany* take her husband and dogs on a motor cruise to try her new Torqeedo electric motor while showing off her beautiful wooden W276 to the Cedar Key water watchers. We will return next February and enjoy the local clam chowder. Jim Heffernan, W1066

Captain John's Skippertips: Five Easy Rules of Docking a Boat

If you are anything like me, you've had unexpected events pop up from time to time when docking your boat. Just when things seem to be going perfect, you may experience one or more of these "game-changers"...

- * Loss of engine power.
- * Wind shift at the last moment.
- * Unexpected current eddies.
- * Heavy boat traffic inside canal.
- * Fuel dock full; must hold position.
- * Assigned dock or slip occupied.
- * Boat backing out of slip blocks approach.

Captainjohn@skippertips.com



Follow these five easy rules of docking for any type of boat. That way, you and your sailing crew or partner will be ready if the unexpected comes your way.

- 1.** Rig docking lines on both sides of the boat. The pros know that things can change once you get into a narrow maneuvering situation. With lines rigged on each side, you are ready to tie up on port or starboard side.
- 2.** Hang two to three fenders on each side--one near the bow and another near the beam (widest part of the boat). This protects you no matter which side you dock on, and protects other boats in case you make contact while maneuvering.
- 3.** Break out a boat hook or two. Open up the collapsible type boat hook to the full extended position. This helps your crew reach hard to grab lines without leaning out over the water. If in a sailboat, place the boat hook on the coach roof to prevent it from becoming a trip hazard.
- 4.** Assign a roving fender to one of your crew. This becomes the most important position of your crew during docking and maneuvering. Take a fender and make a large loop from the eye in one end to the other. The rover uses the fender to cushion wherever he or she sees contact will be made. This prevents costly damage to your hull, pier structures, or other moored yachts.
- 5.** Know your wind and current. Near the entrance to the marina or yacht basin, stop your boat. Which way does she drift? What signs do you see inside the basin to indicate wind direction? Look for flags, masthead wind indicators on the top of sailboats masts or ruffles on the water. For current, check water flowing around pilings, day-beacons, or light structures.

Scenes from Cedar Key, FL



JIM HEFFERNAN



PHIL LEONARD (L)
& UWE HEINE



Left to Right: MIKE TAYLOR, EVAN TRUDEAU, YUKAKO KAYASHIMA, RICHARD JOHNSON, MICHELE PARISH, GAIL WALTERS, KEN BUTLER, JIM COOK, NANCY COLLINS, UWE HEINE AND PATRICIA KUNTZ

My First Year with LTYC

By George Enell

“All hands on deck!” she said. “Saturday, April 27th will be the 2019 “Let’s Go Sailing!”

“Wow,” I thought, “has it been a year already?” It was April of 2018 when I had my first *formal* interactions with the Lake Townsend Yacht Club. I had been nibbling around the edges the prior month, dropping in at the lake to see what this club was all about.

I showed up for the 2018 “Let’s Go Sailing” not knowing what to expect, but my dog Dayton and I were greeted warmly and before I knew it I was invited to take a cruise with a trio of sailors. My captain and his crew were all members of the high-school racing team – club sponsored and club trained. They were young, but with plenty of experience and no lack of skill. We sailed for most of an hour and had a great time. That night I signed up for sailing lessons with LTYC.

Over the summer, I attended and passed the beginner’s sailing class – learning about sailing terminology, sailing knots, sailing rules, rigging boats, boat handling, and the importance of communication between captain and crew. I also made friends with my classmates, crewmates, and members of the club, and I joined the club.

Over the next 10 months, I had opportunities to take part in many activities with the Lake Townsend Yacht Club and its members. Club members and guests welcomed me as crew for social sails and for races and even a 2-day regatta on Lake Norman (thanks, Tom Bews). Other members invited me to kayak with them Friday nights on Lake Townsend or in the mountains near Hanging Rock (thanks, Robert Uzzle). I served on race committee for big events (like our HOT series in the summer) and for small races (like our Frostbite series in the winter) where I was introduced to all the work that goes into staging and scoring a race. This past December, I took out one of the club boats, a Tanzer 16, for my first time as captain (thanks to Able Crew Cathy Leonard) and we not only finished each race, but we won the last race. I have even spent 5 hours in our classroom with 25-30 other members, discussing the finer points of racing rules – and we all loved it.

Membership in the Lake Townsend Yacht Club provides me access to the club boats and training and races and social sails and various social events. But more than that, membership provides me access to a community where I can belong, where I can be an active participant, and where I can share friendships.

After my first year with the club, I’m looking forward 2019 when I will:

- Practice and attend club classes to become a better sailor
- Help at club events to introduce people to sailing
- Learn how to maintain and repair boats by helping to maintain the club boats
- Learn how to tow a trailer and launch ‘my’ boat
- Race with my friends



42nd Annual LTYC Mayor's Cup



May 31st - June 2nd, 2019
Lake Townsend Yacht Club
Greensboro, NC

NOTICE OF RACE

Lake Townsend Yacht Club, Greensboro, NC and Greensboro Parks and Recreation invite you to the 2019 Mayor's Cup Regatta located on Lake Townsend. Lake Townsend is a gem of a lake with minimal motorboat traffic and a great venue for the social events that accompany the regatta. Come join the fun!

For complete information use this link : <http://laketownsendyachtclub.com/racing/MayorsCup.asp>

Congratulations and Thank You

As a volunteer club we are privileged to have a whole slew of talented people as members. Congratulations and many heartfelt thanks to Eric Rasmussen for updating our website and accepting the position of Webmaster. In addition we are indebted to Mark Wilson for having assumed this position over the past year. Thank you Eric and Mark!



To new board members Cathy Leonard,
Robert Uzzle, and Gail Walters!

Lake Townsend Yacht Club Board

Commodore: Trish McDermott ♦ ltyccommodore@gmail.com

Vice Commodore/Racing: AnnMarie Covington ♦ hobieone57@yahoo.com

Rear Commodore/Education: Joleen Rasmussen ♦ joleenrasmus-
sen@embarqmail.com

Treasurer: Mark Wise ♦ ltyctreasurer@gmail.com

Secretary: Nancy Torkewitz ♦ heynineteen1919@gmail.com

Equipment: Scott Bogue ♦ scott.aomci@gmail.com

Membership: Cathy Leonard ♦ cleonard864@triad.rr.com

Social: **OPEN – Need a volunteer!**

Publicity: **OPEN – Need a volunteer!**

Webmaster: Mark Wilson ♦ mark.wilson@wilsontechnologysolutions.com

Mayor's Cup/Nominating/Past Commodore: Robert Bouknight ♦ rob-
ertb1958@gmail.com

Newsletter: Robert Uzzle ♦ newolderhouse2001@gmail.com

Social Media: JC Aller ♦ aller.jc@gmail.com

Let's Go Sailing / STEM: Gail Walters ♦ lemheli1@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 members to see how you can contribute.

Thanks for making LTYC the best!

Board meetings are open to all members. They are held the first Thursday of each month at 6:00. Watch for location!



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

Next newsletter deadline: April 15, 2019

Buy - Sell - Want to Buy

Boats-Equipment-Accessories – Ads run for 3 months. If not renewed by the seller, they are deleted.

newsletter@laketownsendyachtclub.com

High School Sailing Team Needs Sailboat Dolly

I would like to ask any members if they have by any chance a sailboat dolly, like for a Laser, they would be willing to donate to our team? A small trailer we could also use as a dolly? It would be a huge help! Please contact Mark Hayes, mhayeslaw@triad.rr.com

Trapeze Harness Needed

Wanted - A used but in good shape harness to use on my Flying Dutchman sailboat. Please contact Robert Uzzle at newolderhouse2001@yahoo.com. 2/19

WAYFARER 16 MARK I - MAHOGANY/FIBERGLASS HYBRID, SAIL # 2324 (\$3500)

"The Beedlebaum", a 1972 Wayfarer 16 Hybrid, has upper works, centerboard and rudder of mahogany and a spruce mast. The boom is anodized aluminum and her hull is full fiberglass. The mainsail and genoa are like-new North Sails, with reefing points, very lightly used. It comes with a 2002 Load-Rite bunk-type trailer with working lights, equipped with 12" X 4" tires. A canvas twill tent cover by Hans Gottschling is included. The sale also includes fenders, PFDs, extra lines and parts, shrouds, an anchor, and an older working set of sails with storm jib and a spinnaker with pole, sheets and hardware. The foredeck was refinished two years ago; there are some spots of blistered varnish here and there that will require routine maintenance.

The boat is ready to sail. I have the full documentary trail for the boat through the years, including the original owner's manual! A move to landlocked Texas means that she deserves another family who can appreciate and create new memories with her.

Please contact Bryan Giemza - bgiemza@gmail.com - (919) 418 0761 for photos and to ask questions. Thanks!

Etc. -----

And now for our 2019 weather forecast:

It'll be 50% pretty good, 40% just fine, and 10% GREAT with a 100% chance of sailing!

