

Lake Townsend Yacht Club

Tell Tales

OCTOBER, 2020



" Sailors, with their built – in sense of order, service, and discipline, should really be running the world."

Nicholas Monsarrat

" No pessimist ever discovered the secrets of the stars, or sailed to an uncharted land, or opened a new heaven to the human spirit."

Helen Keller

UPCOMING EVENTS

Please check the LTYC Calendar on the website for updated rescheduling/
cancellations and generally altered City Lake behaviors due to COVID-19.

Schedule of Events

Thurs. Nov. 5	LTYC Board Meeting	Zoom virtual meeting
Sun. Nov. 8	Vendee Globe Race around the world *	Les Sables d'Olonne France
Thurs. Nov. 12	LTYC Annual Meeting 6:30 – 8 p.m. **	Zoom virtual meeting
Tues, Dec. 8	Sail talk Special Guest Jerry Thompson Part 1	Zoom virtual meeting
Tues. Dec. 12,	Sail Talk Special guest Jerry Thompson Part 2	Zoom virtual meeting

For More Information, use this link <http://www.laketownsendyachtclub.com/homHomePort.asp>

* Follow your favorite racer and learn more. <https://www.vendeeglobe.org/en>

** Please register online or list your regrets. Participate in voting in the 2021 Board of Directors and hear the clubs plans for 2021.

Do you miss racing? Do you want learn about racing rules, tactics, and strategy? Do you like sharing your knowledge? If so, come join LTYC's "Tuesday Sail-Talk" discussions, held via Zoom on Tuesday evenings at 7:00pm eastern time. Each session addresses a particular aspect of sailing and sailboat racing. Group discussion is encouraged. Sessions typically last about an hour and include some social chit-chat.

Everybody is welcome to attend (whether you are a LTYC member or not), but you will need a Zoom meeting link and password. Contact [Joleen Rasmussen](#) for the meeting credentials. If you have any topic suggestions or questions you'd like to see covered in a future session, contact [Eric Rasmussen](#). Both e-mails are on the board of directors page 25.

SAVE THE DATE Our club's annual meeting is scheduled to be held via Zoom on Nov. 12. More details will be announced soon via our LTYC website and this newsletter.

Halloween On Townsend (HOT) October 24-25, 2020

With Covid 19 precautions in place, the HOT was sailed on a sparkly lake fringed by the fall colors of southern Tulip Poplars, Dogwoods and Sweet Gums. Three Fleets were represented with the Flying Scots leading the way with seven boats, the High School teams with six 420's and the Wayfarers had three. Some of the usual Wayfarer fleet members were away sailing at Annapolis and New Bern.

The PRO, Joleen Rasmussen, opted to start the 420's and Wayfarers together on a beautifully laid line with port end a bit favored as the shifts dictated. What a sight to see the youths maneuvering the 420's like old pros as they made the roll tacks look easy. My legs hurt watching them. They brought a joyful and festive mood to HOT as they sailed attired as pirates and cheerleaders and kept up the chattering and banter throughout their racing. Ah, Youth!

Three races were completed in the light wind that would show up for five minutes and then hide for awhile before flowing down from the approaching cold front to tease us anew. The fourth race was mercifully abandoned as the lead boats struggled near the windward mark with some of the kids yelling "I am going backwards now!"

Wayfarer racing was really tight, almost like a three boat match race. The lead changed over and over and any mistakes quickly erased any gaps that had been laboriously gained in the past few minutes. Evan Trudeau and Yukako Kayashima showed all the teenagers and a few of us old timers how to do the pin end port tack start perfectly and jump to a strong lead position. It was awesome!

Never give up on the last leg. Peter Thorn and Jeanne Allanby rounded well behind in third, tacked away toward the golf course shore, and got to the finish line three seconds behind Jim and Linda.

The High School Teams were only scheduled for Saturday. The Wayfarers were greeted on Sunday with cold rain and post frontal gusts so elected to pack up and wait for the Not Old Brown Dog at Jordan lake in November.

Jim Heffernan, W1066

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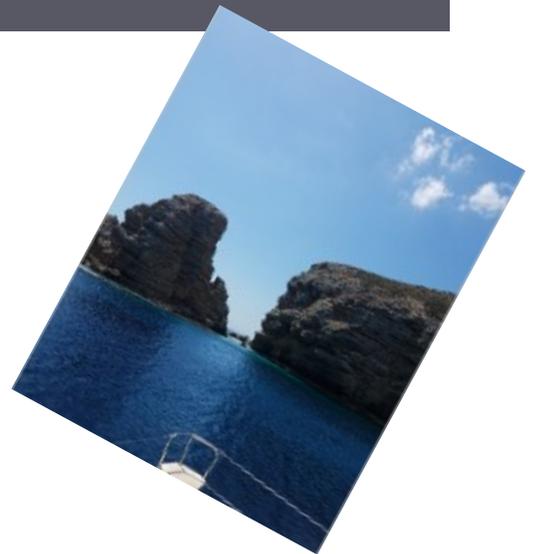
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All Hot Regatta photos
by Eric Rasmussen

MEET THE LTYC MEMBERS

KIM REGAN



Kim Regan joined the LTYC in the summer of 2019 after she, her husband Bill, and daughter Jenni took the “Learn to Sail” class as a family. The lessons were a birthday gift for Bill who has always had a passion for sailing. In fact, Bill and Kim met at Lake Lewisville in Dallas Texas where mutual friends met every weekend to sail Hobie Cats. Since joining LTYC, Bill and Kim have become active members, and Kim will be taking over the publication of the newsletter next year..

Kim is a robotics and machine vision engineer for ABCO Automation, a company that builds automated machinery for industry and loves her job. Bill works for Volvo and their daughter Jenni is in her 3rd year as a pre-med student at UNC. They have one dog and one cat.

While Bill and Kim don't currently own a boat, they hope to in the near future. They always try to sail when on vacation, and the most exotic place they have ever sailed is in Naxos, Greece. When they retire, they plan to move to the beach and spend their time sailing.

MEET THE LTYC MEMBERS

ROBERT & SUSAN UZZLE



Susan and I took the LTYC Sailing Class in 2015 and became members but became active in 2018, assisting with the Learn To Sail Class. Neither of us had sailed previously, but Susan had bought an O'Day Widgeon 14' day sailor prior to our marriage in 2001. I have acquired a 20 ft. Flying Dutchman for free along with trailer. I do hear this question frequently, "How much is this free boat going to cost us." While it will not end up being free, I promise that this will be a great boat to sail. I hope to have the Flying Dutchman ready to sail in early 2021.

Susan and I are both retired, but seem to stay busier now than before we retired. Susan's passion is saving and preserving old homes and buildings. She currently works part time with Preservation Greensboro.

I am currently editor of the LTYC NL and have been for the past two years. This is the year I will get to sail to my heart's content.

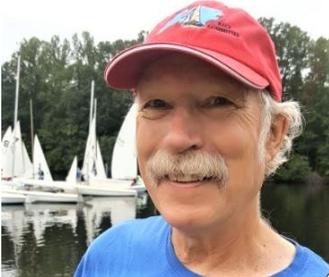
We bought a Colonial Revival home built in 1916. My passion is restoring things, anything really. We saved our home from being torn down and have restored it to its current condition. My passion has been restoring this home with my own hands and ingenuity.

The 1963 model Flying D had to stop by the car (boat) wash on the way home .



NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE

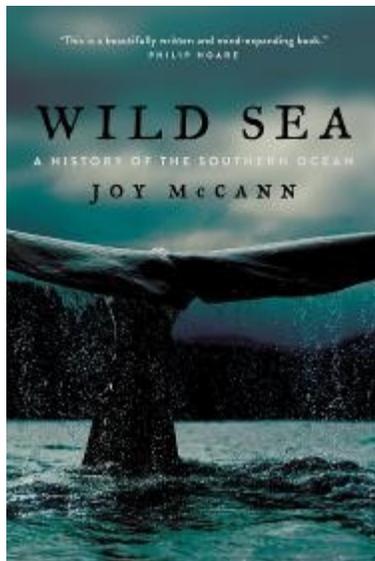


Scott

1. If you have a trailer that does not have waterproof lights, **apply grease** to the base of the bulbs and on the sockets and connections to reduce corrosion and loss of lights. Of course, you still should unplug the lights before backing into the water to prevent damage to the bulbs when you put on the brakes.
2. Winch cables on trailers and centerboards can develop one or more **broken strands**. One or two is probably not cause for immediately replacing the cable (but plan on replacing it soon), but the broken strands are often difficult to see and they can scratch or cut you like a knife blade.
3. If you are driving screws into fiberglass, it is a good idea to countersink the holes to prevent **cracking the gelcoat**.
4. **Avoid using silicone seal** for sealing small leaks or potential leaks in a boat. If it starts to fail, it is very difficult to remove and nothing will stick to the residue that's left from the removal process, especially in crevices and gaps where you can't sand down to bare fiberglass or wood. There are many excellent non-silicone sealants. A good permanent one is 3M 5200.
5. If you are applying fiberglass fabric or tape over **wide gaps** or cracks, push that round flexible plastic foam sold for weather stripping (also called "backer rod" and available in a range of sizes) down into the gap until it is just below the surface, then apply the fiberglass fabric and resin.
6. Keep your trailer coupler and winch **oiled**. It will be MUCH easier to use. Don't use too much oil, which will make for greasy hands when you use the coupler or winch.

The Sailor's Bookshelf

By Dawn-Michelle Oliver



Dawn-Michelle



With the fast approaching 2020-21 Vendée Globe race on my mind, I've been immersed in Joy McCann's 2019 book *Wild Sea: A History of the Southern Ocean*. In it she introduces the reader to the awe-inspiring conditions, incredible variety of life, and surprisingly early (and often devastating) human presence in the ocean that is the greatest test of the Vendée sailors. The book is available in both hardback and paperback, and don't forget to check your local library!

Review from *The Spectator*: 'Below the Forties there is no law, and below the Fifties there is no God.' Most sailors know some version of this saying, referring to the dangerous waters more than 40° south of the equator.

In *Wild Sea*, Joy McCann focuses on these waters with a history of the Southern Ocean. The ocean surrounds Antarctica, its northern bound still open to dispute. In the 1928 first edition of *Limits of Oceans and Seas*, the Southern Ocean was delineated by land-based limits: Antarctica to the south, and South America, Africa, Australia and Broughton Island, New Zealand to the north.

More recently, cartographers have tried to limit its scope. UK officials take the position that the Southern Ocean starts at 55° S, while their Australian counterparts still measure the limits of the ocean by its contact with land masses, meaning that it reaches up to the southern coasts of Australia and South America.

When even defining the ocean is difficult, it proves an elusive subject of study. The Southern Ocean is one we don't often think about: it has no famous ports and its cultural influence is diffuse. Some don't even realize it has an identity. (I mentioned it to one friend and he thought immediately of Tahiti. That would be the South Seas.)

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But as an ocean it certainly has its characteristics. As the nautical saying suggests, much of this is rough water. For a vessel heading south, rogue icebergs start appearing at 60° S. The cold gales and ocean currents can make even the most experienced sailor wary. But the risk carries a payoff in speed.

This is thanks to the world's longest ocean current: the Antarctic circum-polar current, which speeds along from west to east with no land masses in the way to slow or divert it. In the 19th century it was discovered that for ships travelling from Europe to Australasia the quickest route was to head south after passing the Cape of Good Hope and be carried along by the current and high winds of the Southern Ocean.

It's a strategy still used by round-the-world yacht racers. But heading so far from any land or hope of rescue is extremely risky. The Southern Ocean is littered with wrecks. It contains the oceanic pole of inaccessibility (at 48°52.6 S 123°23.6 W), the point on the globe farthest from any land — more than 1,400 nautical miles. That means days of sailing for any rescue vessel, although now that few of us travel by ship it's easy to forget the scale involved. Readers may remember Tony Bullimore's miraculous rescue from his capsized yacht, at 52°S 100°E: the remoteness of the Southern Ocean is real, even given today's satellite mapping and communications.

McCann is an environmental historian and her focus is our growing knowledge of the ocean and its incorporation into our understanding of the world. The first tentative European explorations of the Southern Ocean were made in the hope of finding another great continent (not Antarctica). Circumnavigators dipped into it while working their way round Tierra del Fuego. It was the furthest ocean from Europe, and the last to be charted.

The scientific possibilities were recognized early — the area features species found nowhere else — and the economic value was not far behind. By the mid-19th century, whalers and sealers were heading south to pursue their quarry, chasing them into the currents.

The Southern Ocean contains marine life still being discovered. Today much of it is protected as being part of the Antarctic; but it is not immune from the environmental problems of the rest of the world. Changing ocean temperatures and pollution are affecting it in different ways, and increased tourist traffic to Antarctica creates its own pressures. Its wildness and remoteness unfortunately constitutes part of its appeal.

McCann intersperses her own observations of the ocean with the story of its discovery and exploitation, beginning each chapter with an entry similar to an explorer's journal. But she does not foreground herself, dropping out of sight subtly to adopt the authorial voice, creating an effective and dramatic narrative.—Katrina Gulliver, London, June 8, 2019.

NOTE: Sailing-related book reviews or recommendations are welcome from anyone. Send your review to newsletter@laketownsendyachtclub.com, or simply recommend a title to me and I'll find a published review.

MAYOR'S CUP 2020

By Jim Cook

The 43rd Mayor's Cup regatta was hosted by Lake Townsend YC on Sept. 26-27, 2020. Lake Townsend is a small reservoir just outside of Greensboro, NC. The lake has very little development along the shore line, with a golf course on one side and trees on the other, which makes it a gorgeous place to sail. It also helps keep the boat traffic down, so sailing in lighter winds is actually possible. Entries for the regatta were restricted by the rules of the public boat ramp, but we still had 3 good fleets of boats with 7 Wayfarers, 9 Flying Scots, and a number of youth in 420's.

Over the summer, I purchased a beautiful mark IV named Black Skimmer (sail #10873) from Richard & Michelle. I have received so many compliments on the boat, one of them even before I drove away from the parking lot where we did the hand-off. I feel honored to be able to sail such a beloved boat. My daughter, Nora, also noticed and magically has a renewed interest in sailing with me, even racing. I've learned that if you want to get your family to sail with you then you should get a nice boat.

Nora was a true pleasure to have on the boat and kept me entertained the whole weekend. A simple question about import/export laws turned into a giggling discussion about mutant worms the size of dogs, wearing backpacks full of carrots, that tunnel underground to deliver carrots from China to North Korea.

The Mayor's Cup was our second regatta in the new boat and the first with other mark IV's, so I was eager to see how our boat speed compared. The entire regatta was very well organized, and the PRO did an excellent job with the difficult light wind conditions. All the members of LTYC are considerate and helpful. For example, they gave priority at the docks to visitors and helped tow boats out to the race course to get the races started on-time.

Race 1 was started in light winds, but was easily manageable, as it was on a course without boat wakes to contend with. Halfway down the first leeward leg, the wind had shifted 90°, and flying spinnakers was no longer possible. We were in the lead at the first mark. The remaining windward and leeward legs were reaches, which didn't leave many opportunities for passing.

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The RC moved to a new position and waited for the wind direction to settle in, but the wind died instead. Racing was canceled for the day, which was a good decision. There were no gatherings planned, so everyone split to spend the rest of the day at their leisure.

Sunday started out with very light winds that built slightly up to the first start. The Flying Scots started first, and I could see the pin end of the line was heavily favored, but port tack also seemed favored. We had to decide whether to start at the favored end, but risk getting pinned on the unfavored tack, or start at the unfavored end, but be able to tack onto port immediately. I opted to start at the pin end of the line. The pin end of the line remained favored throughout the day. After the first race, I decided to protect the left side of the course, so the committee boat end was no longer an option. We sailed relatively short courses in light wind. I believe the starts were key to get out of traffic and be able to adjust to the wind shifts. The finishes in all races were the same with a couple exceptions.

- 1 Jim Cook / Nora Cook
- 2 Richard Johnson / Michelle Parish
- 3 Uwe Heine / Nancy Collins
- 4 AnnMarie Covington / Andy Forman
- 5 Pete Thorn / Dawn-Michelle Oliver
- 6 Frans van Zeeland / Jeanne Allamby
- 7 Steve Freyaldenhoven / Mitch Krasowski

The second race on Sunday, the 3rd race of the series, was very close. Nora and I were in the lead at the windward mark, followed by Uwe & Nancy, then Richard & Michelle. We jibed immediately around the offset mark in search of a puff that never materialized. By the time we jibed back, Uwe & Nancy had taken the lead. We managed to gain an inside overlap. Uwe took advantage of our spinnaker take down to cross behind us and into the inside overlapped position. Up the windward leg to the finish, we tried to stay with Uwe & Nancy, sailing to windward and slightly behind them. My goal was to stay close enough to keep them from tacking, so that I could hold them out past the layline and be the first to tack to the finish. Meanwhile, Richard & Michelle were steadily gaining ground on both of us. We fell back into Uwe & Nancy's bad air and had to tack away. Luck would have it, we caught a little lift and cleared Uwe & Nancy on the next crossing, but it wasn't enough to clear Richard & Michelle who were now speeding to the finish line on starboard tack. We tacked to leeward of Richard & Michelle, and all 3 of us urged our boats across the finish line. We managed to finish 1st. The finish

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between Uwe & Nancy and Richard & Michelle was too close to tell on the water. Results would later show that Uwe & Nancy finished 2nd, ahead of Richard & Michelle.

I asked Nora for her input on the weekend. She told me it was a good weekend, because she didn't get hit with a golf ball (it's hard to get valuable information out of a 14yr old). Anyway, we want to thank LTYC for giving us the opportunity to have fun racing and for a well run re-



First Place, Bryan's Cup
Jim and Nora Cook



First Place, Mayor's Cup
David Rink and Joel Blade

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	A	B	C	D	E	F	G
1	Tally Sheet						
2							
3		Place		Race 1	Race 2	Race 3	Race 4
4	Wayfarers	Bryan Cup Winner					
5	Jim Cook & Nora Cook	First	10873	1	1	1	1
6	AnnMarie Covington & Andy Forman	Fourth	11134	4	4	4	4
7	Steve Freyaldenhoven & Mitch Krasowski	Seventh	3446	7 {7}	{7}	{7}	
8	Uwe Heine & Nancy Collins	Third	10978	3	3	2	3
9	Richard Johnson & Michele Parish	Second	560	2	2	3	2
10	Pete Thorn and Dawn-Michelle Oliver	Fifth	6066	6	5	5	6
11	Frans van Zeeland & Jeanne Allamby	Sixth	2435	DSQ	6	6	5
12	#boats beaten by winner			6	5	5	5
13							
14	Flying Scots	Mayors Cup Winner					
15	Tom Bews & Aubrey Bews	Sixth	5295	5	6	5	3
16	Robert Bouknight & Nancy Torkewitz	Third	4637	3	5	7	5
17	Charlie Buckner & Dale Oller	Second	5971	4	2	1	2
18	Rob Easton & Anthony Dillon	Seventh	4125	9	7	8	4
19	Wendell Gundlach & Leigh Wulforst	Eighth	5980	8	8	6	9
20	Jason Reiner & Joe Joplin	Ninth	3801	7	9	9	8
21	Dave Rink & Joel Blade	First	6125	1	1	2	1
22	Dave Safirstein & Carol Claypool	Fifth	6139	6	3	3	6
23	Mark Wilson & Steve Jones	Fourth	5451	2	4	4	7
24							
25	420s						
26	Nino Criscuolo & Abi Robinson	Fifth	5	5	5	6	5
27	Jackie Denenny & Ben Huitt	Sixth	8 {6}		6	5	6
28	Logan Hayes & Ella Porfilio/Sidney Lee Robinson	First	9	1	1	1	1
29	Emma McArthur & Emma Jewel Autry	Third	7	2	3	4	4
30	Jack McArthur & Elizabeth Davis	Fourth	11	3	4	3	3
31	Will Niven & Jackie Denenny/Preston Huitt	Second	1	4	2	2	2
32	#boats beaten by winner			4	5	5	5

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Scenes from the Mayor's Cup

Sailors, somehow know how to find joy in much less than ideal conditions



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It was a gray day on the lake !



Mayor's Cup Tactics—Tuesday Sail Talk 9/28/20

In Case You Missed It

During the Mayor's Cup race on 9/26-9/27, it became apparent that there is a widespread lack of understanding of racing rules within the fleet as there were quite a few infractions at the weather mark where boats were demanding mark-room when coming in on a port tack.

In an effort to clarify these rules, Eric Rasmussen, during the 9/28/20 Tuesday Sail Talk webinar, discussed the rights that the port tack boat has or does not have at the windward mark.

This article summarizes some of the main points discussed in the webinar concerning rule 18. from the racing rules book, specifically rule 18.1 and 18.3.

The complete recording for the webinar can be found at

<http://laketownsendyachtclub.com/home/HomePort.asp#TuesdayTactics>

18 MARK-ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

18.3 Tacking in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall

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give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

Per item 18.1a, if a starboard tack boat approaches a windward mark and, at the same time, a port tack boat starts its approach and demands mark-room, the starboard tack boat is not obligated to comply since the mark-room rule does not apply between boats on opposite tacks. This instance would be strictly a starboard/port situation. In addition, if boat #2 forces boat #1 to change course to avoid contact, boat #1 can call "PROTEST".

If boat #1 (green boat in bottom right corner), is just outside the zone and has been on a starboard tack the whole time and the port boat comes in and tacks in front of her, as long as boat #2 completes her tack so that both boats are on a starboard tack, you have a clear ahead/clear astern situation and boat #1 must keep clear.

But if boat #1 must sail above close-hauled to avoid contact, boat #2 has broken rule 18.3.

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If boat #1 dips down and gets inside, then boat #2 must give boat #1 mark-room.

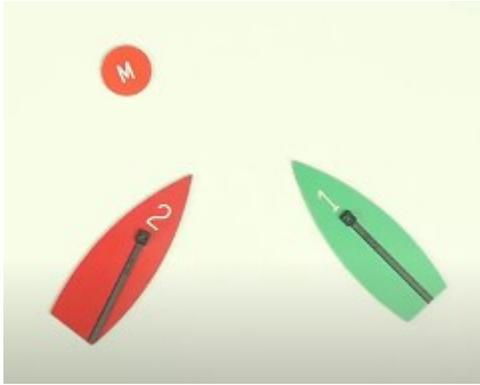
If boat #2 sails above the lay line and then tacks, and the starboard boat, boat #1, got inside, then the boat that tacked, boat #2, must give the boat that didn't tack, boat #1, mark room

In the situation to the right, if boat #2 comes in on a port tack right at the mark and flops over to the starboard tack and boat #1 has to harden up to close hauled, no rules have been broken as long as boat #1 isn't forced to sail above close hauled.

In big fleets, you often have several boats coming in on a port tack and trying to tack around the mark, while at the same time, there is a line of starboard tack boats approaching the mark. When this happens, rule 18.3 is more often than not broken and boats end up hitting the mark. This is a dangerous maneuver to attempt since you have to complete your tack in front of the other boats without them having to take avoiding action or sail above close hauled

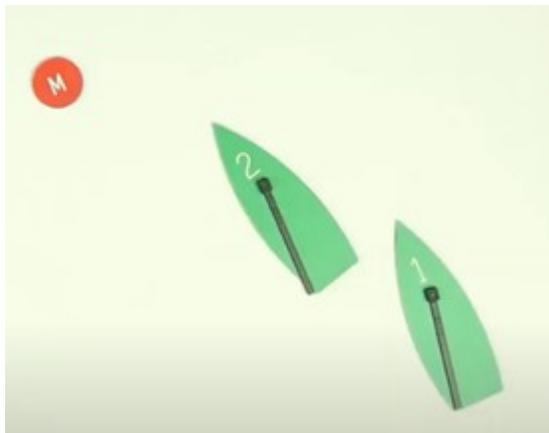
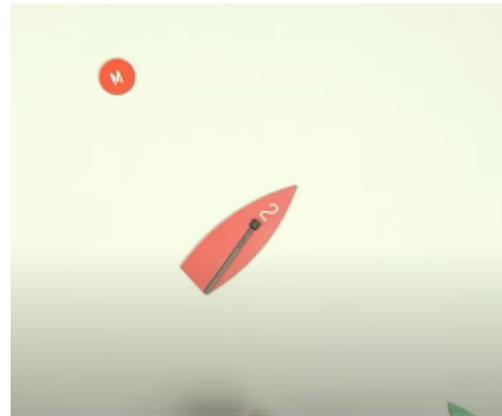
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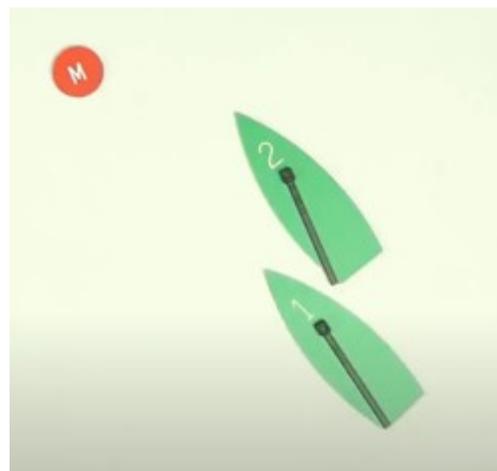


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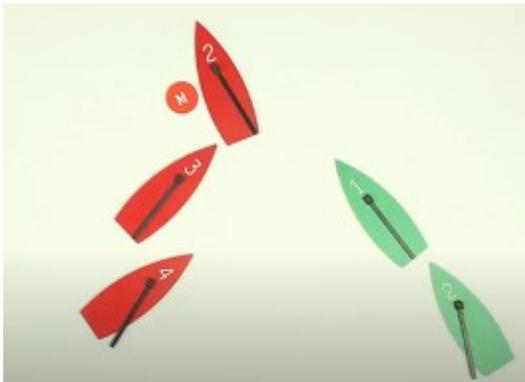


But if boat #1 must sail above close-hauled to avoid contact, boat #2 has broken rule 18.3.



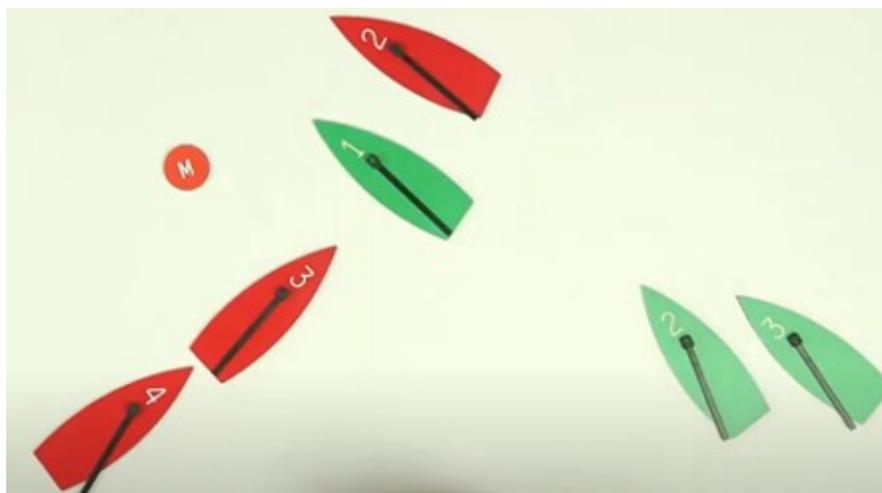
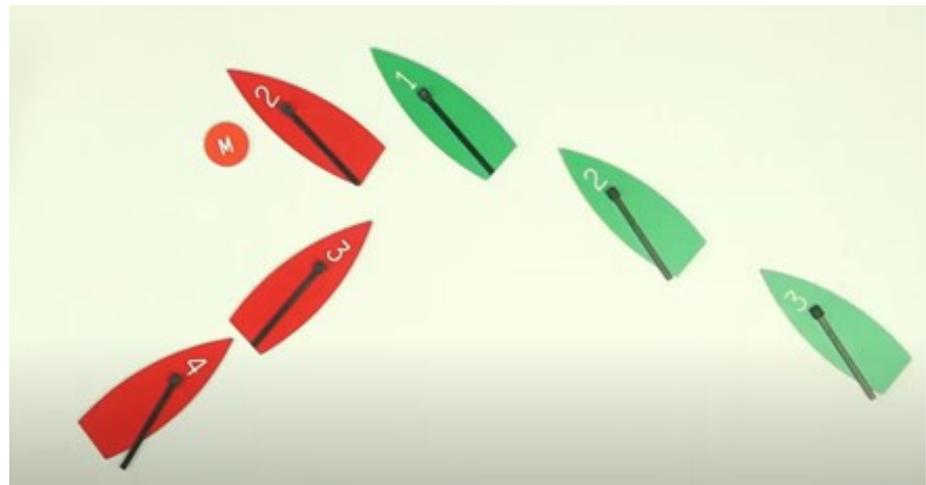
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HIGH SCHOOL SAILING

LTYC SAILING TEAM UPDATE-IT'S WONDERFUL TO BE RACING AGAIN!

The Sailing Team was not approved to practice by the city until October due to the pandemic, although starting in September we *were* allowed to race with the club on the club's regularly scheduled race days. With few exceptions, most of the returning members had not sailed since our last regatta against Research Triangle Park High School Sailing Team in December 2019 at Jordan Lake; and we had five new members who had not even met the rest of the team! But the teens would not let any of this deter them, and they "shook hands" with their new teammates behind their COVID masks, became instant friends, and went racing together! In the space of a little over 4 weeks we raced in three regattas—two club series races and the rescheduled Mayor's Cup. We averaged nearly six C420s on the line at Lake Townsend!

At the time of this writing we are looking forward to our first practice on October 17, followed the next weekend by the HOT Regatta on October 24. Research Triangle Park High School Sailing Team made plans to bring six of their C420s to race against us at the HOT Regatta, but their own COVID restrictions prevented them. Instead, we are planning on racing them again at Jordan Lake in early December, hosted during the Carolina Sailing Club's winter series, and finally getting to practice in November.

It's wonderful to be racing again!

2020 HOT REGATTA

The 2020 HOT Regatta, sailed October 24th and 25th, was a resounding success!

The Sailing Team had thirteen of their fifteen high school sailors competing in all six of the team's C420s. In addition to the Sailing Team, eight Flying Scots, three Wayfarers and a Laser joined in the racing, with juniors also helming three of these boats. In total sixteen juniors raced! This year HOT served as a fundraiser for the Sailing Team, with donations totaling nearly \$600. The team hopes to purchase spinnakers for next spring's club racing.

Saturday was a glorious fall day, with sunny skies and temperatures touching 80 degrees. Despite light and shifting winds, the Race Committee, led by Joleen Rasmussen (who also organized the regatta), was able to get off 3 excellent windward/leeward races before the wind shut off completely. In addition to Joleen, Eric Rasmussen shared his expertise, in both racing and photography, on the windward SCAT Boat. Two Sailing Team parents, Parker Huitt and Johnathan Carr, assisted on the SCAT boats along with one of the team's coaches. Rounding out the RC were volunteers Michelle Karais, Karolina Styk, Richard Fadle, Bill Rage. Hudson Barker served on RC on Sunday, after racing with his grandson on Saturday. Sunday the weather turned cold and rainy, so only 3 Scotts braved the conditions. This year's format allowed boats to sail on Saturday and/or Sunday, with most electing to sail only Saturday (including the Sailing Team).

The Saturday/Sunday format was originally necessitated because Research Triangle Park High School Sailing Team had hoped to trailer six of their C420s to race against our boats on Saturday, and COVID is still limiting the number of boats we are allowed to sail on our lake. However, due to COVID-19 issues, RTP had to cancel and could not make the trip. Our Sailing Team is now scheduled to race against RTP in December at Jordan Lake, during Carolina Sailing Club's December Frostbite Series. This will be our fifth interclub regatta with them, not including racing against them at other open high school regattas.

Thank you to LTYC and all of our members for supporting youth sailing!

Results:

C420

1st: Logan Hayes & Elizabeth Davis & Ella Portfilio

2nd: Will Niven & Preston Huitt

Continued on next page

Flying Scot

1st: Anderson Jones & Steve Jones (Anderson is a junior and skippered with his father crewing)

2nd: Lanie Walsh & Douglas Walsh (Lanie skippered with her father crewing; she is a Senior at Queens College and was one of the Sailing Teams original Co-Captains.)

Open

Jim Hefferman & Linda Hefferman



Many Thanks to Eric Rasmussen for the excellent photos



MEET THE NEW MEMBERS OF THE LTYC SAILING TEAM!

Elizabeth Davis

Elizabeth is a freshman at The Burlington School in Burlington. She has sailed for over seven years and first fell in love with sailing at Camp Seafarer on the Neuse River, where she continues to sail in the summers. She completed the S.A.I.L Program this past summer. Elizabeth is also a serious classical ballerina and studies all styles of dance, including contemporary and jazz.

Abi Robinson

Abi is a freshman at Williams High School in Burlington. She and her younger sister, Sidney, come from a large sailing family and Abi grew up cruising on her family's Olsen 42 in Maine and racing Hobie Cats on the finger lakes of New York. She has even cruised in the British Virgin Islands! Their mother is also an avid sailor. When not sailing Abi swims competitively, dances with a competitive team and sings and plays the guitar.

Sidney Robinson

Sidney is Abi's younger sister and also grew up cruising on her family's Olsen 42 in Maine and racing Hobie Cats on the finger lakes of New York. She is a 7th grader at The Burlington School in Burlington. In addition to loving sailing like her mother and older sister, Sidney is a very serious dancer, and sings and acts in stage productions at her school.

Ella Porfilio

Ella is a sophomore at Williams High School in Burlington, where she plays on the tennis team. She spends her summers at Camp Don Lee on the Neuse River in North Carolina, where she learned to sail on Flying Scotts, Sunfish, Lasers and Hobie Cats. Her father also loves sailing, and he and Ella have sailed Hobie Cats together. In addition to loving sailing, Ella is an accomplished scuba diver!

Emma Jewel Autry

Emma Jewel is a freshman at Noble Academy in Greensboro. She also spends her summers at Camp Don Lee, where she first fell in love with sailing in the camp's extensive sailing program in a variety of boats, learning to crew and skipper in the heavy winds of the Neuse River. Emma Jewel also loves music, theatre, art design and animals of all kinds!

**This season we have five new members, bringing our current membership to 15 middle and high school sailors! Please visit the 2020 March Issue of the Tell Tales for the biographies of our returning sailors.*

MEET THE NEW MEMBERS OF THE LTYC HIGH SCHOOL SAILING TEAM



Sidney Robinson



Emma Jewel Autry



Abi Robinson

Elizabeth Davis



Ella Porfilio



THIS FALL'S FULL HIGH SCHOOL SAILING TEAM





Sailing Reality Check— First Step to Avoid Col- lisions Worldwide

Captain John,
www.skippertips.com
captainjohnskippertips.com

Sailing in restricted waters ramps up the risk of collision between vessels. What single step can you take right now that could help protect your sailing crew and small sailboat when sailing or cruising?



If you are anything like me, the way some drivers on the road act these days can drive you bonkers. So called "distracted drivers" text while they drive, blab on the cell or fix their hair, nails or apply makeup. You've seen your share of this, I'm sure.

It's curious that we automobile drivers almost never consider that most of the time, we are just a fraction of a second from a collision. Look to the right or left on a highway, and you'll often see maybe three to five feet of separation between vehicles.

So, what factors create this invisible but powerful "cone of protection" around millions of folks driving to and from their destinations day in and day out? I'd bet that most all collisions on the road occur when either driver fails to use the most basic "collision avoidance" equipment.

You have it in your own car, SUV, van or truck. Manufacturers realize that this safety equipment--if used together--will provide you with full visibility: windshield; driver and passenger side windows, side-view mirrors; rear-view mirror. If you see another driver/vehicle doing something dopey or dangerous, these tools will help you take evasive action to avoid a collision!

But, if either driver forgets to look left, right, and use the side-view mirrors or rear-view mirrors, the risk of collision ramps up big time. It can be tough to remember to make a 360° scan as you drive, but it's pretty vital. So, how does this simple technique relate to boating safety afloat?

I believe a good way to introduce new sailors to navigation safety starts with Navigation Rule 5. Just one paragraph; one sentence; less than fifty words long. Follow it and you will stay "collision free" aboard any boat sailing on any body of water anywhere on the planet:

"Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."

Let's break this down to see how vehicles and vessels can use similar techniques for safety:

Continued on next page

Continued from previous page

Every

means sailboat, rowboat, dinghy, powerboat, commercial fishing boat, freighter, or any other contraption that fits the definition of a vessel. No vessel gets an exclusion, no matter whether their crew consists of one person, a couple, or a full complement of sailors.

shall

means you have no choice. I've taken the comprehensive NavRules test time and again for my licenses and license renewals. The CG always throw Rules with hidden "shall's" or "may's" in the answer choices. "Shall" type rules are mandatory because non-compliance would increase the likelihood of a collision. "May" type rules are optional and would never lead to a situation that could result in a collision.

at all times

means every moment you are underway. Fair weather or foul. Daylight or nighttime. If you are not moored, anchored or aground, then you are considered to be underway. Underway includes vessels adrift or hove-to.

sight and hearing

means both factors are required to fulfill a proper lookout. Again, the emphasis will be on those tricky words "and" or "or". Some Rules give you a choice of one or the other. Not this one. The use of the word "and" eliminates the confusion.

all means available

means visual (eyes), audible (ears), electronics (if installed and operable). You are not required to carry electronics, but you do, they are part of the collision avoidance toolkit. As I've stated time and again in past articles, many sailors have become over-reliant on AIS (in particular) or radar to warn them of danger. Electronics alone are not enough to avoid a collision in a land vehicle or aboard a water vehicle.

So, what can you do if you crew aboard a vessel where visual scans are lax or even non-existent? Set the example through your own actions. I've done this before on a few boats I've crewed on offshore, where watchstanding was "loose as a goose". Dozing on watch or reading a paperback while on watch does not constitute watchstanding by any stretch of the imagination. No need to go overboard, but those are off-watch activities in my book. Cut and dried.

Lives are at stake, no matter the size of the vessel. I've always believed that you should be close to exhaustion after a watch—even in the calmest weather when you are powering on a flat calm sea. This job requires more brainpower and evaluation skills than most any other task. Just another good reason to take the time to train your sailing crew or partner—before they stand watch alone on deck.



2020 LTYC Calendar

Blue= Racing Sat/Sailing Savvy Sun
 Peach=Social Sailing 4th Sat
 Classes: Green=Adult; Pink=Junior

Gray=Meeting/Seminar/Other; Black=Lake Closed Rev 20200307
 Board Meeting 1st Thurs each month
 Yellow=Holiday, Grid Pink-High School Sailing

January

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		

19 Change of Watch Dinner Social
 24-26 SAYRA Annual Meeting

February

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	

22 Racing Rules Seminar

March

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

7 HS Practice Starts
 21 Work Day (Alt 29)
 28 Race Management Seminar

April

M	T	W	T	F	S	S
			1	2	3	4
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			

3 NC A&T Science Maker Fair
 4 Piedmont Interclub (LTYC)
 18 Work Day (Alt 26)
 25 Let's Go Sailing w/STEM

May

M	T	W	T	F	S	S
					1	2
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

2, 17 Instructor Orientation
 3 Powerboat Training
 16 LTYC/RTP Interclub
 21-24 Learn to Race *New*
 23-HSST w/club racing

June

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					

5-7 Mayor's Cup
 26-28 Governor's Cup (Kerr)

July

M	T	W	T	F	S	S
			1	2	3	4
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		

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

September

M	T	W	T	F	S	S
			1	2	3	4
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	

23-25 HOT Charity 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

14 Interclub (OHC)
 12 Annual Meeting

December

M	T	W	T	F	S	S
			1	2	3	4
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			

Park closed Wed all year long
 Nov-Feb 8am-5pm; & closed Thurs

Share the Dock

Launching space is limited. Be efficient launching or retrieving your boat. Be courteous to others launching or retrieving their boats. Offer to help if they don't have a dock hand helping them. Move your boat to the outside docks if you are leaving the boat in the water for a bit. Neaten up your dock lines so that they are not such a trip hazard.

Permission First

Ask permission before stepping on, or moving, someone else's sailboat. If the sailboat owner is not around and you need to move their sailboat, ask others to help, and take extra care in moving their sailboat. If you have room to move down the dock, move down the dock. Don't wait 'til you are asked to do so. Never step onto a motorboat or move one. Wait, go elsewhere, or ask the park staff for assistance.

Ask a Board Member

Have a question or concern about the club, club policy, or city policy as it relates to being a club member? Ask a board member or fellow club member. Though P&R works with the board directly on all our policies and programs, they are very removed from the details.

Need to report a problem? LTYC has online reporting forms for non-urgent issues. These reported issues are reviewed by various committee chairs. The board then reports as one voice to the park staff so that we deliver a consistent message. If an issue is urgent, report the issue to a board member if available, else directly to the park staff.

Event Registration - Do It Online or Upon Arrival

Launching Outside of Club Event?

Check In at the Office Upon Arrival - Everyone

Trailer Boat - Annual Pass or Pay Daily Fee

Help Keep Our Park Beautiful & Trash Free

Share the Dock Space - It's Limited

Ask first before moving someone's sailboat or stepping onto a sailboat

Park staff will assist with motorboats

Question about Club policy, activity? Ask a board member, not the park staff.

City policy? You may still want to first ask a board member, unless it is urgent.

LAKE TOWNSEND PARK

“SAILORS’ RULES”

Event Registration

Event Registration is an important safety requirement before we head out onto the water. We’ve set up online preregistration. We have a hardcopies that we update during our on-shore registrations.

Sign up on the Scratch sheet online or when you first arrive at the lake. Our Race Committee use this registration information to keep track of boats on the water. Our scorers use this registration information to make sure all the boats are scored. The Park Staff use this information in the event of an emergency.

The Event Chair turns names into the park office before leaving shore. Please help the Chair by signing up online, or when you first arrive at the lake. Yes, our volunteers will track you down, but that is time not spent getting the RC boat ready. Yes, we can update the records after the meeting, but then that delays dock departures.

Launch Check-in

Except at club events, all sailors are required to check in with the Lake Townsend staff prior to launching boats. Whether you have a boat in dry dock, are trailering a boat in, or are launching a club boat, check in at the office when you arrive at the lake. Our current behavior: We have a boat stored stick-up in dry dock or are launching a club boat. We drive in, drive to the boat, hook up the trailer, prep the boat, drive to the ramp, launch the boat, tie up at the dock, park the trailer and then check in. All this time, park staff is required to keep an eye on us to be sure we check in before we head out. **We need to check in first!** Let’s show them that sailors can be as well behaved as fishermen.

Trailering a boat in? We need to do the same thing. Check in when we park, not after the boat is tied up to the dock.

For our safety, the park staff is responsible for knowing who is out on the water.

Pay to Launch

Except at club events, only boats stored in paid dry dock spots can launch without paying a launch fee. All others require an annual pass or a daily launch fee.

Keep our Parks Beautiful

This is our lake, our park. Let’s leave it better than we found it. If you see trash on the ground, please pick it up. If you see something out of place, let the office know.

CLASSIFIEDS

YOUR AD WILL RUN 3 MONTHS.

IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.

SEND YOUR CLASSIFIED TO :

newsletter@Laketownsendyachtclub.com

1979 Abbott MK1 Wayfarer #6066 "Fanfare"

(upgrades from 2018 to 2020)

The boat: Abbott Boats is considered one of the best 20th century builders of fiberglass Wayfarers. This is a strong, light boat. I have the original measurement certificate for review. The boat was acquired from the original owner's family.

Trailer renovation: Wayfarer class stalwart "Uncle Al" Schonborn, in his book "Kiss Your Dinghy", writes that Pamco trailers are his favorite because they provide a gentle ride to protect the boat from road bumps. After disassembling Fanfare's Pamco tilting trailer, grinding the frame pieces to bare metal, then applying 3 coats Rustoleum bare metal primer and two coats Rustoleum enamel paint, I reassembled it with new stronger hardware, recarpeted the bunks, added a new winch, and a new heavier safety chain. Fanfare ramp-launches and recovers quickly and easily on this renovated trailer and everything works as it should.

Fins: Custom made centerboard and rudder by Richard Johnson and Michelle Parrish.

Standing rigging: Proctor mast, new shrouds and shroud adjusters, new MK4 adjustable spreaders, dyneema forestay, and MK4 Selden boom.

All running rigging upgraded: Tapered Marlow excel 3/16 spin sheets lime green, Samson Amsteel AS-78 main halyard red, FSE Robline 3/16 spin halyard red/black, ¼" mainsheet white, FSE Robline 3/16 topping lift gray. MK4 dyneema cascade vang - double ended, Harken Jib halyard cascade 14:1, MK4 Harken barber hauler kit, Harken roller furler, MK4 style self-tacking adjustable bridle (not double ended), Harken centerline mainsheet relocated forward, like MK4, and new cam cleats

Sails: 2004 North main, Genoa (dyneema luff rope), spinnaker and older Hans Fogh sails. Newer Hartley sails available.

Floorboards: New one-piece custom made Coosa floorboards with Kiwi Grip non-skid.

Misc: Hans Goetchling spinnaker bags, Hans Goetchling boom tent for cruising/camping.

NC titles for both boat and trailer.

\$5,000

Please contact Pete Thorn
1-919-619-6544

peter@peterthornbuilders.com



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

Please follow our High School Racing Team on Instagram at [ltycsailingteam](https://www.instagram.com/ltycsailingteam), and of course, on facebook at www.facebook.com/laketownendyachtclub/

Next newsletter deadline: Nov. 10, 2020

◆ Lake Townsend Yacht Club Board

Interim Commodore: Andy Forman	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing:	◆ vicecommodore@laketownsendyachtclub.com
Rear Commodore/Education: Joleen Rasmussen	◆ education@laketownsendyachtclub.com
Treasurer: Dale Strickland	◆ treasurer@laketownsendyachtclub.com
Secretary: Dawn-Michelle Oliver	◆ secretary@laketownsendyachtclub.com
Equipment: Ken Butler	◆ equipment@laketownsendyachtclub.com
Membership: Cathy Leonard	◆ membership@laketownsendyachtclub.com
Social: Gail Walters	◆ lgs@laketownsendyachtclub.com
Publicity:	OPEN – Need a volunteer!
Webmaster: Eric Rasmussen	◆ webmaster@laketownsendyachtclub.com
Mayor's Cup/Nominating/Past Commodore: Robert Bouknight	◆ mayorscup@laketownsendyachtclub.com
Newsletter: Robert Uzzle	◆ newsletter@laketownsendyachtclub.com
Social Media: JC Aller	◆ socialedia@laketownsendyachtclub.com
Let's Go Sailing / STEM: Gail Walters	◆ lgs@laketownsendyachtclub.com
High School Sailing Team: Mark Hayes	◆ tychsst-coaches@laketownsendyachtclub.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 virtually, via, Zoom the first Thursday of each month at 6:00 p.m.