

Lake Townsend Yacht Club

Tell Tales

MAY, 2024



all things seem
possible in

May!

47th Mayor's Cup Regatta



LTYC's 2024 Mayor's Cup invitational is set for **Saturday June 1st and Sunday June 2nd.**

The Mayor's Cup Regatta is our annual Invitational regatta, so besides our own fleet of competitors, we are expecting boats from Lake Jordan, Lake Norman, and other regional clubs to participate as well.

Beside the 2 days of racing, we'll have a great social on Saturday evening with great food and drink along with the camaraderie that always occurs when you get a bunch of avid sailors together after a day of competition.

So, check here to [Register](#) and to get the [Notice of Race, Sailing Instructions, and Event Registration](#).

Consider sailing in LTYC's annual Mayor's Cup on June 1 and 2. **We will have a social in Shelter 10 after the races on Saturday June 1!** The races on Saturday, June 1 will also count towards the LTYC Saturday Series race trophies.

There is still room for race committee volunteers for those two days.

Sign up for Race Committee duty at

<http://laketownsendyachtclub.com/activities/SignUp.asp>.

May 11 2024 Racing Report

By Trish McDermott

The forecast was promising but there was little wind when we held the skippers' meeting. It was a bit chilly for this time of year, but most people were ready for it. There were 15 boats registered and we ended up with 6 Flying Scots, 4 Wayfarers and 3 Sunfish and 1 420. This was a great turnout and because of previous inclement weather, it's the first race we've had in a couple of months.

The wind was predicted to be steady in the 8-10 range, but as it turned out, it was more a Lake Townsend style wind with 2-11 knots and constant changes.

We held 3 races, one which was an O course which several sailors really enjoyed. Steve and Anderson Jones were tough to beat and had a great sailing day. AnnMarie Covington and Eric Hakala also had an excellent day. One of the best surprises was when Ron Washburn and Hudson Barker came flying to the finish on the second race and I believe they came in second, too!

It was my first solo PRO stint and I couldn't have done it without the help of Pete Thorn, his friend Christine Cabot and Kim Jones. Thanks also to Sean & Stacy Brady and Jim Heffernan and Keith Smoot . AnnMarie also helped out when I had a brain fart and couldn't think of what needed to be said at the skippers' meeting. Speaking of Mighty Mouse, she's so knowledgeable of everything sailing-related and did you know she does all the scoring for our monthly races?

I hope the rest of our races this year are as well attended and fun as this was. Come on out and Let's Go Sailing!

Saturday Race Series Scores

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ARE YOU A CURRENT MEMBER?

2024 Memberships Renewals Are Due

The Benefits of Membership

Competitive Fun Sailing

On the second Saturday of each month we hold our regular LTYC race series. This is 'around the buoys' racing where courses are laid out and there is a Signal Boat (pontoon boat) which carries the Race Committee who administer the race. There are specific times set to attend an online competitors meeting prior to the race day and to have your boat at the starting area to race. Typically, there are three races run.

Social Fun Sailing

On the fourth Saturday of each month we have a Sail-abration! There is no set time or agenda. This weekend is for daysailing and cruising just for fun. Club members are there who may either invite you to go sailing on their boat or give you advice about sailing your boat or a rental. It's a good time to practice and improve your sailing or racing skills. Best way to learn is to be onboard with one of our experienced skippers.

Other Benefits

Seminars and training for beginning and intermediate sailors

Availability of club boats including one Lightning, two Flying Scots, two Wayfarers, and 2 Tanzer 16s. All are ready for use, mast-up and on trailers. For more information, see the [club sailboat usage policy, agreement, and reservations](#) in the Members' Cove.

THERE'S NO TIME LIKE THE PRESENT



New Membership

Membership Renewal

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Let's Learn to Sail!

Of the 23 separate classes we have scheduled for this year, only 14 still have space available!



Don't miss out. Register early to make sure you lock in one of the rapidly disappearing slots. Early registration will give you the widest range of choices and if you want this training wouldn't it make sense to get it as early as possible rather than at the end of the sailing season?

There are Beginner courses, Intermediate courses, Individual lessons, Sail Camps for Juniors, and even a Learn to Race course.

NOTE: Only Intermediate and Learn to Race classes still have room (assuming you act now), so check out this year's schedule and then click on the link to the Online Registration Form.

SEE PHOTOS OF MOST RECENT CLASS BEGINNING ON THE NEXT PAGE

Visit the LTYC website to sign up for one of the classes listed.

Learn to Sail:

[Learn-to-Sail \(laketownsendyachtclub.com\)](http://laketownsendyachtclub.com)

Volunteers Needed!

All classes are in need of volunteers. Visit <https://laketownsendyachtclub.com/activities/InstructorSignUp.asp> to sign up as an Instructor, Assistant, or Safety Boat crew.



Students and Instructors from latest Learn 2 Sail class

Knot tying



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Drills

Capsize....



...and Recovery

Continued on next page



Rigging single-handed boats

First sail under heavily overcast sky



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On Sunday, students rigged two Flying Scots and a Wayfarer for some double-handed sailing

First sail under heavily overcast sky



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Student at the helm with fair winds

Students in two Flying Scots



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Randy enjoyed himself so much, he joined LTYC as soon as he got home. Welcome our new member.

[CLICK HERE](#) for more photos

High School Sailing Report

Practice, Practice and More Practice!

It's that time of year again for the High School team. As we welcome spring and summer, we have four seniors who are crossing the finish line for the last time with us, as their high school careers also come to an end. Emma Jewel Autry, Lilly Copplestone, Elizabeth Davis, and Molly Lovvorn.



Molly and Lilly at Wilmington

Lilly and Molly were our team captains over the past year and were always excited and bringing the team spirit to our events. They led us at several home regatta and North Point regattas through the year.

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All four of our seniors have been dedicated through the years and sailing has been a part of their lives. From Emma Jewel who always has a smile, even when being dunked in the water in November, to Lilly's constant strive to race better while having fun.



Emma Jewel with teammates William, Jackson, and James during practice

Molly and Elizabeth are two of our members that met at Camp Seafarer and return every summer to teach sailing and race with us during the school year. Molly will be attending UNC Chapel Hill in the fall and Elizabeth is attending Wake Forest Univ.

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Molly and Elizabeth racing at Lake Jordan

We will miss them and wish them all the best of luck as the journey forward and hope they keep on sailing. Elizabeth said it best with the old saying, "You can't adjust the wind, but you can always adjust your sail."



Cinco De Mayo Regatta May 4-5, 2024

The Cinco de Mayo Regatta is sponsored by Neuse Yacht Racing Association and held at Blackbeard Sailing Club. The Wayfarer Fleet had five boats in attendance: Richard Johnson and Michele Parish, Uwe Heine and Nancy Collins, Jim Heffernan and Lynn Marie Abram, Pete Thorn and Ann Brice and AnnMarie Covington and Sergio Rosa.

The forecast called for medium wind around 8 with gusts to 12. On Saturday, when the Wayfarer Fleet left shore around 10:15 to sail to the race course, the wind was very light. Racing was postponed at 11:25 due to lack of wind. Around 12:30, my crew, Sergio, and I began to see ripples forming on the water down river. Within a few minutes, the wind had filled in and Bill Jarvis had started the sequence for the first race. The wind continued to build. It was a steady breeze with a few small gusts and not many shifts. My crew and I hiked out so much that our bodies were horizontal and I still had to let out the main to keep the boat flat. There was quite a bit of chop, so Sergio let out the jib a tiny bit to open the slot between the main and the jib. This gave us more power and allowed me to bring in the main a little and still keep the boat flat. We sailed four very fast races.

Richard and Michele sailed incredibly well. In the third race, he and Michele were ahead the entire race, up until the last inch. It was a downwind finish to the left of the signal boat with Richard on starboard tack on my port side and we were on port tack. Our booms were pointing away from each other. The wind was blowing about 15 knots. We were both dead down; sailing fast with spinnakers full. We were heading to the signal boat and once inside the 3 boat zone, Richard was required to give us room to finish. Another complication was a 420 sailing upwind between us. The maneuvering was intense. We couldn't head up because we were on port tack (We were the give way boat, Richard had rights) and we had to avoid a gybe or our boom would hit Fetch. We also had to avoid our boom hitting the signal boat! Finally, we heard the horn blow for the first boat and the whistle for the second boat immediately afterwards. We overheard the race committee person say "11134 first".

Whew!

In the fourth race of the day, Richard and Michele led the entire way. Sergio and I couldn't catch them.

On Sunday, the wind was a bit stronger than on Saturday. The wind was blowing in a similar direction. It was steady with very few shifts and the river was choppy. The wind was strong enough that 3 of the Wayfarers decided not to race.

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We set up the boat for heavy air with the mainsail sweated snug, all the chocks in, jib hal-yard at maximum tightness, outhaul tight, bridle set fairly low, vang on and Cunningham set so wrinkles on the main went to the middle of the window. Then Sergio and I decided to try something different. He routed the jib sheet from the clew directly through the block on the thwart. He did not put the sheet through the block on the seat. This created a barberhauler effect similar to boats like the 505. This opened up the slot between the main and the jib massively. I was able to bring the main much closer to the center line, without increasing the heeling force. Sergio instructed me to pinch so much that the jib was actually luffing. This configuration gave us power and pointing. Two things gave us more power: Luffing the smaller jib instead of the larger main, and the huge slot allowed the large amount of air to flow past the jib and onto the back of the main. The boat settled down and the helm was completely neutral. An added bonus is that we were sailing much higher! When a puff would come, we would “ease, hike, trim” and feather up as usual.

We sailed three more races with lots of planing and surfing the swells. I have never gone that fast before! It was an amazing day.

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3rd Flying Scot Added to Club Fleet

By Scott Bogue

It all started late last Fall, when Tom Bews told the Board that he had found a Flying Scot for sale, cheap. Tom knew that the club has been gradually upgrading the club fleet so this looked like a no-brainer. Except that while she was fundamentally sound, she needed a LOT of work. The aft portion of the hull coring was soft (as in rotten), there was a football sized hole in the transom, and all the internal wood reinforcement in the transom was rotten. In addition, the standing and running rigging needed to be replaced and the mast and boom both needed repair. The jib cars were unusable, there were several extraneous holes in the side decks, the mainsheet block was missing, and the centerboard cap needed to be replaced. The rudderhead was cracked and unrepairable, and of course, the bootstripe and the deck and hull gelcoat were faded and dull. The centerboard gasket had disintegrated. Tom also wanted to rig her for a spinnaker, and all of the necessary hardware had to be acquired and installed.



The Sunday crew. Note the fit and finish on the club's "new" Scot.

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All this could have cost a bundle to fix, negating the cost savings, but Tom said he would do the work. Over the years the club has accumulated blocks, shackles and other hardware, some if it salvaged from scrapped boats, and Tom dipped into his own inventory of used Flying Scot hardware and parts. In addition, members donated some bits and pieces. Tom bought all new lines and some new parts, along with balsa coring and fiberglass cloth, mat, and resin.

Anyone who has attempted to restore and upfit an old fiberglass sailboat, or who has just wanted his or her boat to look nicer, probably has some idea of the number of hours that were necessary to bring the old Scot back. Nothing is quick or easy. There were many blocks and cleats to install, buffing out gelcoat is tedious, and nearly all of the work on the transom had to be done in an awkward position under the afterdeck.

Tom brought the boat to the lake on the weekend of April 27 and 28, and on Saturday Tom, along with Jason Reiner, David DeMiranda, Jim Levine, Ron Washburn, Kim Jones, David Duff and Andy Forman, assembled and rigged the boat. Unfortunately, no photos were taken, but David, Jason and Tom came back on Sunday for the final touches.

From the photos you can get an idea of the level of quality of the work.



David DeMiranda, Jason Reiner and Tom attend to some final details.

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The last task was to replace the centerboard gasket, which has to be done from the outside of the boat. On May 3 Tom, Jason, David DeMiranda, Ron, David Duff, Phil Leonard, Andy and I launched the Scot. Ron paddled her over to the kayak beach and we pulled her over on her side, a time-honored procedure from the early days of sail when there were no drydocks or Travelifts and a ship's bottom had to be cleaned or repaired.

Next up: the shakedown cruise!



(L-R) Jason and Tom prepare the centerboard slot for the new gasket as Ron, David Duff, and Andy look on. The “extra” talent was necessary to safely turn the 850 lb Scot up on her side.

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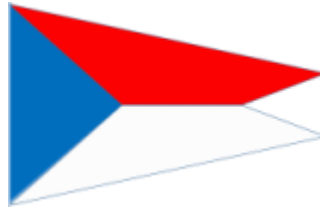
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Installing the new centerboard gasket.



Note the cloths, laid down to protect the hull from damage by sand and to catch any dropped screws.

North Carolina Governor's Cup



67th Annual **North Carolina Governor's Cup** June 15-16, 2024

Organized by the Carolina Sailing Club, the Governor's Cup is **one of the oldest Dinghy Regattas on the East Coast!**

The Regatta includes up to five races over two days.

**Famous dinner meal Saturday night.
Camping at Henderson Point.**

Spectacular Sailboat Racing Venue off Henderson Point Recreation Area on Kerr Lake known for its beautiful expanse of water, tree-lined shores, great family camping, and easy access from Interstate 85 !

Click **[HERE](#)** for the Notice of Race and Registration.



Catch This 'Mainsail-Killer' to Save Money on Costly Sail Repairs

Captain John,

[Www.skippertips.com](http://www.skippertips.com)

[Captainjohnskippertips.com](http://captainjohnskippertips.com)

Do you know the single most common sail repair based on surveys of long-distance cruisers? Torn or ripped sails? Nope. Broken sail slugs or slides? Not that, either. Learn how to catch this killer before it damages your expensive mainsail.



Have you checked your mainsail battens to get ready for the new sailing season? Save big dollars on sailboat mainsail repairs by catching the batten chafe before it snags your wallet! Follow these sail-saver sailing tips starting today.

Conventional Batten Inspection

Short, traditional battens--called conventional battens--support the excess material outside of the straight line formed by the clew and head of your mainsail. This excess material, called 'roach', gives your sailboat power and drive when reaching or running. But it also flaps like a flag in the wind if not supported by wooden or plastic battens.

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These stiffeners are inserted into pockets and spaced at intervals along the leech from the clew to the head. Each batten pocket has a loop of elastic at the bottom that pushes the batten back toward the leech to keep the batten in place. But all elastic breaks down over time, just like the elastic in a pair of underwear. Attack chafe with the three easy steps below:

1. Check and replace the elastic on any batten pocket as soon as the elastic loses flexibility.
2. Look for sailcloth chafe in the pocket and at the leech tape (or fold). Replace the batten pocket or patch the leech tape if worn.
3. Ask your sailmaker to rip out all the old stitching on the pocket--not just those areas that show worn or missing thread. You'd be surprised how many sails come back from the loft with patchwork repairs. No good! That's sloppy work--no different from an auto mechanic changing your oil without changing the oil filter at the same time.

Full-Length Batten Inspection

Battens that run from luff to leech increase the lifespan of a mainsail by several hundred hours. They support the sail across its width, keep flutter to a minimum, and help [shape the mainsail for power and drive](#).

Look at the upper part of the huge mainsail in the photo above. Note that the two uppermost battens are full length (the rest are conventional length). Sailmakers sometimes use full-length battens near the head of racing mainsails to help control sail shape up high.

Full-length batten pockets extend all the way across the sail, which means there is more wear on the thread along each pocket. Also, the forward part of each batten compresses into the luff, adding to chafe and wear near the luff boltrope. When running, the sail lies up against the shrouds, and hard spots develop, causing a huge amount of wear.

Add these steps for boat sails with full-length battens. Included are some tips for do-it-yourself sailors who want to try their hand at sail repair.

1. Inspect the pocket elastic, luff tape, batten hardware, and boltrope at the luff for tears or chafe. Any weak spots could cause the sail to tear. Repair or patch worn areas right away.
2. Check for chafing across each batten pocket from luff to leech. Rip out the old thread and restitch with Dacron sail thread (or have your sailmaker do this).
3. Hoist the sail on a calm day. Ease it out against the shrouds as if running. Note the places where the sail rubs up against the shrouds and spreader tips. Mark those points. Push the sail onto the opposite side and repeat the procedure. Have your sailmaker install chafe patches at these points to protect the sail from damage while running downwind.

Use these mainsail batten inspection and repair tips to keep your expensive mainsail chafe in check. Extend the life of your cruising mainsail to save money on costly materials and repairs wherever you choose to sail or cruise!

Today < > June 2024							Month			
MON	TUE	WED	THU	FRI	SAT	SUN				
27	28	29	30	31	Jun 1	2	<div style="background-color: #4a90e2; padding: 2px;">HSST - Mayor's Cup Regatta</div> <div style="background-color: #4a90e2; padding: 2px;">Mayor's Cup Regatta</div>			
3	4	5	6	7	8	9	● 7pm Board Meetin			
10	11	12	13	14	15	16	<div style="background-color: #27ae60; padding: 2px;">NC Gov Cup (CSC)</div>			
17	18	19	20	21	22	23	<div style="background-color: #4a90e2; padding: 2px;">Social Sail</div>		● 6pm Junior Sailing	
24	25	26	27	28	29	30	<div style="background-color: #27ae60; padding: 2px;">● 9:30am Junior Sail</div> <div style="background-color: #27ae60; padding: 2px;">● 9:30am Junior Sail</div> <div style="background-color: #e91e63; padding: 2px;">Marina Closed</div> <div style="background-color: #27ae60; padding: 2px;">● 9:30am Junior Sail</div> <div style="background-color: #27ae60; padding: 2px;">● 9:30am Junior Sail</div>			

Today < > July 2024							Month					
MON	TUE	WED	THU	FRI	SAT	SUN						
Jul 1	2	3	4	5	6	7	<div style="background-color: #ffc107; padding: 2px;">Independence Day</div> <div style="background-color: #27ae60; padding: 2px;">● 7pm Board Meetin</div>					
8	9	10	11	12	13	14	<div style="background-color: #4a90e2; padding: 2px;">USA Races</div>					
15	16	17	18	19	20	21	<div style="background-color: #4a90e2; padding: 2px;">● 4pm Adult Sailing C</div>		<div style="background-color: #27ae60; padding: 2px;">● 9:30am Adult Sailii</div> <div style="background-color: #27ae60; padding: 2px;">● 9:30am Adult Sailii</div> <div style="background-color: #27ae60; padding: 2px;">● 6pm Junior Sail Ce</div>			
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29	30	31	Aug 1	2	3	4	<div style="background-color: #27ae60; padding: 2px;">● 7pm Board Meetin</div>		<div style="background-color: #27ae60; padding: 2px;">● 6pm Intermediate</div> <div style="background-color: #27ae60; padding: 2px;">● 9:30am Intermedia</div>		<div style="background-color: #27ae60; padding: 2px;">● 9:30am Intermedia</div>	

CLASSIFIED ADS

YOUR AD WILL RUN 3 MONTHS.

IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.

SEND YOUR CLASSIFIED TO :

newsletter@Laketownsendyachtclub.com



For Sale:

With a heavy heart...

I've decided to put Epiphany up for sale. She is a beautiful Mark I woody Wayfarer, built, we think, in 1962 from a kit, owned for some time by Al Schoenborn's brother, Mike, and refurbished by AnneMarie Covington and Jim Heffernan in 2017. She is rigged for racing, with a solid main, jib and spinnaker, and a new centerboard (built by Richard Johnson). She also comes with:

New Load Rite trailer with guide posts (2021, \$2,000 value)

Beautiful wooden benches

Reefing sail

Storm jib

Gottsching cover

Boom crutch

Optional mast flotation and motor mount

I LOVE this boat – very comfortable, handles very well. Have put lots of TLC into her upkeep – sanding and varnishing yearly. However, she has a slow leak from the center trunk area, and I do not have the skill, tools or space to be able to fix that. I would really like for her to stay at LYTC or at least within the Fleet 16 community. Asking \$3500 – negotiable.

Annette Grefe 336-207-1401 (text) or agrefemt@icloud.com

See photos below...

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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: June 16 2024

◆ Lake Townsend Yacht Club Board

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Social Media, City Liason: JC Aller	◆ socialmedia@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 7:00 p.m.