

Lake Townsend Yacht Club

Tell Tales

MARCH, 2025



HAPPY
St. Patrick's
DAY



“May the strength of God pilot us, may the wisdom of God instruct us, may the hand of God protect us, may the work of God direct us. Be always ours this day and for evermore.”

— St Patrick

Eight Bells – John Fragakis

Phil Andrews' reflections on our friend and club mate, John Fragakis.

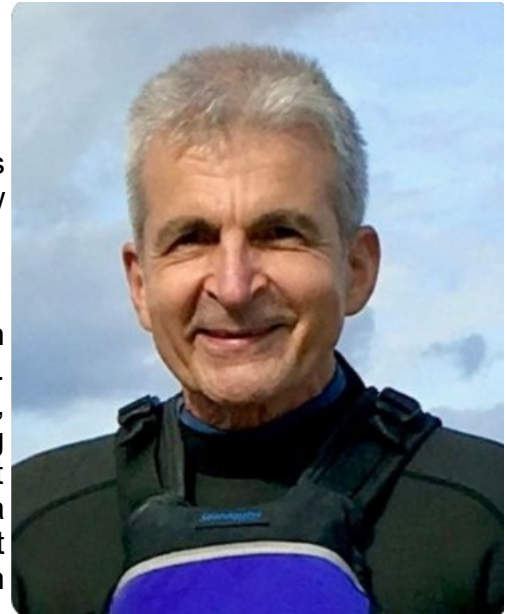
John and I were fellow competitors in Windmills, Lasers and Sunfish (He sailed other boats; I have no idea how many).

I have learned that after graduating NCSU with an engineering degree and spending a stint in the U.S. Army, John did an MBA program at GWU. While there, he took up sailing on the Potomac. A passion for sailing quickly took hold. Moving on to Winston-Salem, he met and married his wife Sophia in 1975. They purchased a Windmill and started sailing and racing. Sophia said that one of their first sailing experiences was capsizing on Oak Hollow--not uncommon for Windmill sailors.

Apparently, Neil Benson was often there to encourage John. After Oak Hollow Sailing Club events, John continued to thank Neil for all the work he did to get the sailing club going. John and Sophia pressed on and raced until their daughters arrived on the scene. At that point, John purchased a Laser and started racing Lasers. His daughters eventually crewed on the Windmill. Now, I see his grandkids sailing on the Lake Townsend Yacht Club high school team.

John continually looked for ways to improve. He went as far as San Francisco and Key Largo to train and compete with the best of the best. He was not on the water to cruise around, nor just beat other sailors; his intent was to hone his skills. He used competition to gauge his improvement. When he and I would travel to the same distant regattas, he was amongst the top of the fleet.

John was one guy I could never beat. I did get close once or twice and felt I had accomplished something significant. When I did training sessions with high end competitors, it seemed everything they drilled us to do were things I'd already watched John do, including saying "thanks" to the Race Committee staff.



He was intense on the race course but was fair, and not cutthroat. When I saw a Lincoln Navigator pulling a custom trailer and boats, all looking freshly washed and waxed, I knew I needed to get my A-game ready. Those around me noticed my intensity level rise. John knew my goal was to beat him, yet if I would ask him for advice and he didn't have an easy answer, he'd say, "Come by the house". When I'd stop by his house, he'd greet me in his garage with an organized stack of appropriate materials. If he wasn't home, he kept them in a place where Sophia knew to get them for me.

John encouraged me to start racing Lasers. When I purchased a new Laser, I wanted to save my new sail for important regattas or the days John showed up. I asked John if he knew where I could get a cheap used sail. "Come by the house." When I met him in the garage, he handed me one of his old sails and said, "I was thinking \$25, but how does 'free' sound? I think that is a heck of a deal."

The first time I saw him on a Laser radial rig, he said, "Hey, you need to try this out! It's a lot like a Laser, except much better behaved." You may remember his generous donations of fine wine collections to the HOT charity auctions. Also, whenever John showed up for the Oak Hollow team at the Interclub, the Neil Benson trophy ended up in High Point.

John's thoughts were deep and methodical. He had an optimistic sense of poise and was very gracious. In a group of sailors, if John was asked a question, other sailors stopped to listen to his responses, which could have a bit of added humor. We considered him to be indestructible; he was much more fit and athletic than most men half his age. Since racing dinghies can be compared to playing chess on a moving board while also doing gymnastics, John was well suited for his racing adventures.

His life and speech showed John was faithful to his family, his Church, and his Greek community. As his brother William put it, "John fell asleep in the Lord on February 15, 2025."

We will miss him.

"Fair Winds and Following Seas"

IT'S THAT TIME AGAIN

2025 Membership Renewals Are Due

The Benefits of Membership

Competitive Fun Sailing

On the second Saturday of each month (March-October) 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 weekend of each month (March-October) 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 one Tanzer 16. 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.

You can join the Lake Townsend Yacht Club or [renew your existing membership](#) by clicking the button below.



New Membership

Membership Renewal

Let's Learn to Sail!

Of the 24 separate classes we have scheduled for this year, 16 of them have already been filled!

Don't miss out. Register early to make sure you get 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.

You can still choose between the 8 classes that 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.

Visit the LTYC Site 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 Scat Boat Driver.

March 8 2025 Racing Report

It was a little blustery (10-11 knots) as Jim Heffernan conducted the skippers meeting on shore, and the forecast called for a gradual increase in wind throughout the afternoon.



Jim Heffernan conducting the skippers meeting

Gusts were forecast in the low 20's but as long as they were of short duration we felt like we could handle them and decided to go ahead with racing, but to start 30 minutes early to increase our chances of getting in a full day of racing.

It was after all, the last day of the Winter Sailing Season.

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Because the turnout was low and we were running the Winter course, we reduced the number of race committee, left the committee boat ashore and used just the 2 scat boats for race support.

The wind was out of the north and everyone got out to the course in plenty of time.

Even brand new members Max Changeteev and his crew, Diana Simoni. They have sailing experience, but had never raced before. I sailed with them to check them out on the Flying Scot and fully expected to spend most of my time getting photos for this issue of Tell Tales. We'll get to that in the next few minutes.

The "first" gun sounded at 1130hrs and everyone got off to a clean start for a 2 lap race. It was great fun for the first time around the course, but as we approached the downwind mark for the first time, things started to pick up. The wind was now in the mid to high teens, but everyone was coping right up to the approach at the top mark. I didn't get a wind reading, but I think we were probably at about 18 knots. I don't think anyone was managing to keep the Flying Scots flat.



Max and Diana on the way out of the cove

Ann-Marie and Shauna on the way out of the cove



By the time we got back down to the finish, I'm pretty sure the wind was up into the low 20's and we had whitecaps over the entire lake.

Instead of gusts, we were seeing a pretty dramatic increase in the steady windspeed.

Everyone successfully completed this one race with no one getting knocked down. At least not during the race.

Because of the wind condition, we decided to call it a day and Ann-Marie/Shauana capsized just prior to entering the cove.

After de-rigging, we had the requisite social at Shelter 10.

Education



US Sailing is offering another Basic Race Management Seminar online this spring and two at nearby clubs.

This training helps clubs provide consistent, high quality race operations. Club Race Officers are encouraged to attend a seminar once every 4 years. Targeted towards Race Officers, mark boat operators and signal staff skills also improve from this training.

If you enjoy being on the race committee team and want to improve your skills and help your club provide quality race operations to your racers, attend a seminar.

Online Seminar:

4/6-4/10 The seminar consists of three live 2.5-hour Zoom sessions on Sunday, April 6, Tuesday, April 8 and Thursday, April 10, 2025. All sessions are 7:00 pm to 9:30 pm CT (8:00 pm - 10:30 pm ET, 5:00 pm - 7:30 pm PT).

There are also in person seminars at

- Fishing Bay YC, 3/29 Chesterfield, VA
- Lake Norman YC 4/19, Mooresville, NC

Seminar cost is \$40,

Testing is optional. If you take and pass the test, at least 50% Registration fee reimbursement is available through SAYRA Helen Hanley Memorial Fund.

[Register Here](#)

US Sailing Membership is required. \$79



Five Time-Saving Tacking Tips for Shorthanded Sailors

Captain John,

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

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

Imagine sailing upwind in a narrow channel, and you have another tack coming up in less than a minute. You will need to cast off the leeward sheet, tack the boat, and haul in the windward sheet. What steps can you take now to save tons of time and effort?

1. Prepare the Traveler and Windward Winch.

In light to moderate winds, keep the mainsheet centered along the traveler track. Ensure that both track stops are tight and in place on either side of the mainsheet car. That way, when you tack, the mainsheet car will remain centered.

In heavy air, you will have the mainsheet set downwind along the traveler track. Duplicate this position on the windward side now. That way, after you tack, the mainsheet car will slide downwind to the same relative position on the opposite side of the track.



Prepare your headsail for tacking. Some singlehanders like to mark their sheets for tacking. While beating, mark each sheet where it exits the sheet block for an easy reference point to set the lazy sheet (windward sheet) for future tacks.

Wrap the lazy sheet two times around the windward sheet winch. Pull some slack out of the sheet to prepare the sheet for grinding. Pre-wrapping the sheet will save you time once you make the tack.

2. Set Your Over-the-Shoulder Mark.

Stand up; position your body with your shoulders perpendicular to the centerline of the boat. Without moving your body, turn your head and look over your windward shoulder. Pick a 'steady up' point to aim toward once you complete the tack (house, building, spire, hill, dip in the tree line, or other prominent reference points).

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Because most boats are able to tack through 90 to 100 degrees, this simulates the approximate point you will aim for after you make the tack. Tacking causes a momentary loss of orientation. Picking a reference point ahead of time will make tacking easier for the solo or shorthanded sailor.

3. Scan to Windward to Check for Traffic.

Keep a sharp lookout for boat traffic on the leeward side of the boat while sailing. But, before you make a tack, conduct a quick scan on the windward side of your boat through 180 degrees from the bow to the stern.

Look for boats approaching from upwind, boats off the windward beam, and boats overtaking you from astern. It takes just seconds to make this extra windward-side scan, but it can add volumes to [sailing safety](#) (and could prevent a collision or grounding).

4. Face Forward as You Tack the Boat.

Singlehanders should face forward at all times when tacking so that they can maintain a sharp lookout throughout the maneuver. This posture will also help you keep oriented and help you find your 'steady up' point faster.

5. Scan Again and Trim the Sails.

Complete the tack, steady up on your reference point, sheet the headsail close to your sheet mark, and make a second scan. At this point, do not go for perfect trim on the jib or Genoa. Make a quick, second scan through a full 360 degrees to check for boats or other hazards in your path, then finish trimming the headsail.

Scuttlebutt

from: **Scuttlebutt Sailing News**

[Tips for Getting Into Local Racing](#) (CTRL-Click to open in new window)

Published on February 28th, 2024



We invite ALL members of LTYC to participate in our racing series!

It doesn't matter whether you have prior racing experience, and there is no long-term commitment. You may decide that it's not really your cup of tea, and that's OK... but you won't know unless you try, and we want to at least give you that opportunity.

If you're interested, you should let others know by clicking [HERE](#) and entering your information in the spreadsheet and then just show up at the lake between 9:30 and 10:00am.

If you don't have your own boat to sail, we will make every effort to get you onto a boat with one of our experienced racers. You can just show up... or enter your info in the light green section of the spreadsheet (at the above link). If we can't get you onto a boat with another racer, we can put you onto one of the committee boats to experience that side of the racing experience.

Racing Tactics (videos)

from: Dan Self Sailing

Sailboat Racing Tips: [Recovering From a Bad Start \(Like a 2-time World Champion\)](#)

(CTRL-Click to play in new window)

Getting bad starts is inevitable, even for the best sailors in the world. But what separates the best from the mid-fleet is what they do when they have a bad start. Check out this video to learn the comeback secrets from one of the world's best ILCA sailors. .

Competitor	Name	R8	COG [deg]	L1	Distance (w/ Gate Start) [m]	SOG (at end) [kts]	VMG [kts]	Rank Gain	L2	L3	L4	L5	Σ
GBR 211921	Nick Thompson	4	292.2	4	1618	4.27	3.31	4					57
CYP 212431	Pavlos Kontides	1	332.7	1	1607	4.34	3.29	1					24
AUS 199012	Tom Burton	3	313.6	3	1665	4.41	3.28	3					29
CRO 213373	Filip Jurisic	2	298.7	2	1640	4.35	3.28	2					128
BRA 203766	Bruno Fontes	13	316.9	12	1690	4.36	3.26	13					71
GBR 209134	Elliot Hanson	7	289.5	6	1628	4.27	3.26	7					34
NZL 197250	Thomas Saunders	12	300.3	8	1725	4.49	3.25	12					83
EST 203724	Karl-Martin Rammo	5	307.5	7	1673	4.37	3.24	5					79
GER 211432	Nik Aaron Nik Aaron Willim	8	305.5	9	1672	4.35	3.24	8					110
NZL 214435	Sam Meech	10	328.8	14	1686	4.34	3.23	10					32
FRA 213932	Jean Baptiste Bernaz	19	292.0	10	1675	4.34	3.23	19					64
CRO 212013	Tonci Stipanovic	6	325.4	5	1654	4.36	3.23	6					75
		23	282.0	13	1659	4.28	3.22	23					138

first upwind he was able to make it because of

Today < > April 2025							Month	Calendar	Checklist	Grid
MON	TUE	WED	THU	FRI	SAT	SUN				
31	Apr 1	2	3 ● 7pm Board Meeting	4	5 HSST - Azalea Bowl / CYC	6				
7	8	9	10	11	12 Miss Piggy Races	13 CSC Interclub (at Jordan I)				
14	15	16	17	18	19 HSST - No Practice	20				
21	22	23	24	25 ● 5pm Learn To Sail Class	26 HSST - Practice Social Sail ● 9:30am Learn To Sail Cla	27 ● 9:30am Learn To Sail Cla				
28	29	30	May 1 ● 7pm Board Meeting	2	3 HSST - Practice [SAT]	4				

Today < > May 2025							Month	Calendar	Checklist	Grid
MON	TUE	WED	THU	FRI	SAT	SUN				
28	29	30	May 1 ● 7pm Board Meeting	2	3 HSST - Practice [SAT]	4				
5	6	7	8	9	10 May Day Races	11				
12	13	14	15	16 ● 5pm Learn To Sail Class	17 HSST - Practice ● 9:30am Learn To Sail Cla	18 ● 9:30am Learn To Sail Cla				
19	20	21	22	23 ● 5pm Learn To Sail Class	24 HSST - No Practie (memo) Social Sail ● 9:30am Learn To Sail Cla	25 ● 9:30am Learn To Sail Cla				
26	27	28	29	30 Mayors Cup (Setup)	31 Mayors Cup	Jun 1 Mayors Cup				

CLASSIFIED ADS

YOUR ADS WILL RUN FOR 3 MONTHS.

IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.

SEND YOUR CLASSIFIED AD TO :

newsletter@Laketownsendyachtclub.com



◆ Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ commodore@laketownsendyachtclub.com
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Rear Commodore/Education: Ron Washburn	◆ education@laketownsendyachtclub.com
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Membership: JC Aller	◆ membership@laketownsendyachtclub.com
Social Outreach:	OPEN – Need a volunteer!
Marketing:	OPEN – Need a volunteer!
Newsletter/Website: Sid Hale	◆ newsletter@laketownsendyachtclub.com
Social Media: Laina Wilson:	◆ 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 the first Thursday of each month at 6:00 p.m. If you wish to attend, contact the Commodore at:
commodore@laketownsendyachtclub.com