



Lake Townsend Yacht Club  
 PO Box 4002  
 Greensboro NC 27404-4002

[www.laketownsendyachtclub.com/](http://www.laketownsendyachtclub.com/)

## Tell Tales

Issue 4 April 2008

### Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
Friday - Evening sail Saturday - Mayors Cup	6 June 2008 7 June 2008	19:00 hrs 8:30 hrs snacks 10:30 hrs meeting 11:30 1 <sup>st</sup> signal	Lake Townsend Marina
Sunday - Mayors Cup	8 June 2008	8:30 snacks 10:30 hrs 1 <sup>st</sup> signal	
Board of Directors Meeting	5 June 2008	17:45 hours	Greensboro College Campus in Room 226 of Proctor Hall West

**ANNOUNCEMENTS** Saturday/ Sunday series continues with the Mayday series. Plan now on the Mayors cup event June 6,7 & 8.

Looking for volunteers to assist with Jr. Sailing. Contact David Duff  
[David.Duff@analog.com](mailto:David.Duff@analog.com)

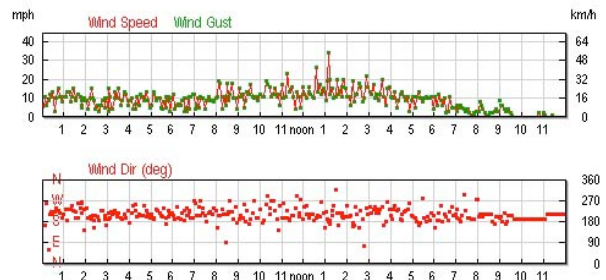


Don't forget to plan for the Mayor's cup on June 6-8! Registration available on the LTYC website.

### Race Highlights "May Day"

Saturday was a windy day. You know it is a windy day when the Scot sailors all get wet.

It was quite a windy day and everyone (ok me) was just a little anxious, since we (Uwe and I) seem to need some counseling (and weight) in the heavier wind, I asked Bill Byrd to sail with us, hoping to glean some heavy air pointers. He may have regretted this since he ended up forward and was the first one to catch the spray over the bow. (Uwe at the helm was mostly dry.) It was a gusty day.



(weather info from Lake Brandt:  
<http://www.wunderground.com/weatherstation/WXDailyHistory.asp?ID=KNCGREEN4>)

The race committee told us that we had winds 15-20knts. The weather station at Lake Brandt recorded a gust up to 34mph and several over 20 mph. The breeze prior to the race caught the isotope sails and tried to give them a head start. Since they were not manned and since they were on the shore, this made the isotope sailors rather frantic and gave them a couple of exciting moments as they pulled down the main sails. All of the boats went out. Bob and Carol Moates were sailing by themselves and decided that they would rethink going out, and went back to the dock. They had some loose ends to attend to on their new Scot. There were 2 Lasers, Phil and Kent. David Raper on the one lone Tanzer. Joleen and David Duff decided to team up on Joleen's isotope and Eric on his. Adam went out in the shiny new Aqua Finn. There was also a couple one of the picos. Since there were 2 people they rigged up the pico's jib. Not sure what happened, but the pico wasn't out very long and it went over. The Scot boat helped them out and back to the marina. Since it was so windy, we ran one long lap.



Adam on the new Aqua fin



David and Joleen going fast...(all photos by Susan Quirk)



Eric flying a hull



Phil hiking out

## Race 2.

Bob and Carol are back with reinforcements, they have picked up a spare International Star sailor. (We concentrated our efforts on racing the other Scot. & Bob won this one.) This race was 3 laps. It was too windy (for us) to try to fly the spinnaker, on one of the rounds, Uwe managed to pin Bill against the coaming with the boomvang. (Note to self - loosen the vang, don't just try to pull the boom back. ) Uwe headed up in to the wind and we got Bill free. I am sure he remembers now why he doesn't sail on windy days with those whacked out noobie Scot sailors! It was a lot of fun and work. The best part

was planing back and forth on a beam reach in between the races!



*Check out that bow wave!!*

The Sails looked so pretty against the blue of the sky coming back into the marina. About the time that everyone had gone, we being the "last dog to die", watched with interest as a pair rigged up the capri. It was still rather windy. I watched as they didn't quite get away from the dock with out getting tangled in the pole at the end. This peaked my interest. So Now I got Uwe to watch. (now, I don't consider myself a good sailor, I just know enough to know who might be interesting.) Of course it was head to wind going out of the marina. They came out of the Marina, immediately the wind hit them and being the Capri it rounded up and tacked itself. And then it went right down with both crew suddenly on the low side. And then it turtled. Uwe watched and only counted one of the 2 men. But while we were watching one came out from under the boat. So we watched the marina staff, get in their boat and go out to the Capri. The men had gotten the centerboard back out and they were instructed to pull on the centerboard until the marina staff could get the boat up to where they could grab a shroud, and hold on to it while the Capri came on the rest of the way up. We talked to the 2 men afterwards. They were embarrassed by this. One of them said that he had been on keel boats in the Chesapeake many times, and the other had rented the Aquafins often. Even

experienced people should remember to be humble.

### **Sunday.**

This was a triangle course. We were on the second leg of the course and we watched Joleen come up behind us. Then she turns back down the way that she came. Since it was a "little more then a drift day" Uwe said "the isotope sailors always like to go up a little higher on the downwind leg for speed" Hmm. By the time that we figured out that she wasn't going for that other puff, she was out of shouting range.

Race two the wind was even less. Still there were little spots of wind. We were really close to the starting line when the horn went off. We were coming up to the line and we got caught between the Int'l Star and were forced to tack, and we almost ran into Joleen. At some point we got behind, as it happens on the days with the light and variable winds. We were 1/2 way to the leeward mark and Bob had already rounded the last mark and was heading toward the finish line. Then Bob got stuck in a dead spot in the middle of the course. When we rounded the mark, Uwe noticed a little air movement filling in to the left. It was a little ways off the lay line but we made our way to it and it was a nice breeze and we caught up to Bob and Carol. We were almost to the (shortened) finish line and were on the starboard side of Bob. We were windward boat, he was leeward boat. He kept moving ever so slightly toward the safety boat and then luffed us up hard and off the course. To which Uwe responds, "Oh so that's how you do that". Bob just laughed.

May was a very busy month for the Lake Townsend sailors. There was the Mayday race and the great 48. A lot of the Scot sailors had gone to the Great 48. We couldn't go because we had work obligations.

Results from the Great 48 show Starling and Wendell as placing 5th overall. There appeared to be some tough competition with Harry and Carrie Carpenter, The Flying Scot builders. Looks like Starling and Wendell did progressively better. Placing 4th in the last race. Great Job guys! Rumor also has it that one of our Scots turtled. Apparently it isn't as easy as the pictures on our website make it to right a scot on a blustery day.

**Nancy Collins**

## LTYC INTRODUCTION TO BAREBOAT CHARTERING

### UPDATE #10 B

I would like to thank these people for letting me do what I love to do, GO SAILING!

The skippers and crew of Silk Degree, Bill Byrd, George Bageant, Nick Holliday and Megan Brown, Adam Zahand. Also the skippers and crew on Carolina Dreamer, Sergey and Natalia Kobelev, Steve Raper, Wayne and Peggy Jones, Bill Grossie and Sonja Hughes, and Myself. Prayer works! After two days of wind and rain on the big day of the Charter the weather could not have been better. We left the dock at eight o'clock and returned at about four o'clock and the wind ranged from about ten to fifteen knots. Thanks again to all of my LTYC BAREBOAT FRIENDS. I'm Looking forward to doing it again. (Check out Sergei's great photos on the LTYC website!)

### LTYC CRUISE DIRECTOR

Starling Gunn

### Meet yer Mate: Adam Zahand



### What do you do other than sailing?

Because work is for people who don't know how to sail, I try to do as little of it as possible. Fortunately for me, my wife, and our finances, I love my job and hardly consider it to be work. I'm a lecturer at UNCG in the Department of Biology and I teach lab courses ranging from introductory biology to genetics and cell biology. Thus, most of my life is consumed with lesson plans, teaching, and grading. Outside of work I'm a musician classically trained in bassoon and piano, though I spend most of my time now with the guitar and Irish flute. I also spend much of my time being a new husband. My wife Robyn and I will be celebrating our first anniversary in June.

### How did you get into sailing?

The first time I sailed I was about 10 years old and I was at summer camp in northern Idaho. The boats we sailed were essentially bathtubs with masts, and we were given absolutely no instruction on how to sail. Regardless, I remember immediately loving it, and for years to come I would think about getting back into sailing. My chance came in 2005 while attending graduate school in Ithaca, NY. I took a summer introduction to sailing course through the school and rediscovered my love for the sport.

### How did you find Lake Townsend Yacht Club?

When I moved from upstate New York to Greensboro to be with my wife, the first thing I did was to search the internet for sailing opportunities in the Greensboro area. I found the LTYC website and was thrilled. Shortly after arriving in town, I went up to the marina to look at the facilities. A man standing on shore must have seen me staring longingly at the boats on the dock, because he came up and introduced himself as Steve Raper and we started talking about sailing. He gave me more information about the sailing club and also invited me and my wife out on his boat. I could not have had a more pleasant introduction to the club. I quickly came to love the club and its people, and I enjoy every opportunity I have to be a part of it.

### What is your favorite sailing story?

I think my favorite story would be that very first sailing experience on Lake Townsend with Steve Raper and my soon-to-be wife. It was a beautiful day and Steve already had his boat in the water. When I went to step onto the boat, I of course made the rookie mistake of not bringing the boat to me first. I wound up with one foot on the dock and the other on the boat, and they were moving apart from each other at an alarming rate. My intention then was to pirouette onto the boat with grace and litheness. Instead, however, with arms wildly wind-milling I slipped off the deck, looking not unlike a startled and ungainly penguin. This was much to the concern, and later intense amusement, of my future wife. In the end, the bottom half of me went splashing into the water while my arms and chin clung desperately to the deck of the boat. I managed to move to the dock and once I pulled myself up on land, a quick damage assessment ascertained that other than being wet and having a few bruises, mostly on my pride, I was fine. Steve, being a very considerate fellow, was concerned for my wellbeing, but I convinced him I was well and good and wished to continue on. Having no change of clothes with me (another rookie mistake) we set off to sail around the lake. We could not have asked for nicer weather. It was just a bit chilly, especially with wet clothes, but the sun was shining and the light breeze quickly dried me off. After a

very pleasant time on the water, we returned back to shore and de-rigged the boat. A hearty thanks was given to Steve, and Robyn and I returned to the car to get our gear put away. Now over time I have developed the habit of locking my car whenever I close my door, even if I am not leaving it for long. So naturally after dropping my gear off in the car, I locked it back up again so as to visit the vending machine. I think most people at some point in their lives have experienced the sinking-pit-of-the-stomach feeling as they realize they just locked their keys in the car. This is then replaced by fleeting hope, as one races around and tests all the doors or looks for a window that was never closed. But hope fades as one realizes they're not smart enough to have left a window even slightly cracked. And so I was left to stare pitifully through the window at my keys that were sitting on the driver's seat. Fortunately, the warden's office had a phone and phonebook, and so after bearing my shame to Robert the lake warden, I was able to call a locksmith. Following a lengthy wait, the locksmith came and unlocked the door. My wife and I only had part of the payment available but Steve was kind enough to give us the remaining five or ten dollars. So in the end it was quite an experience. But regardless of what happened, I still consider it to be a terrific day. I was introduced to sailing at Lake Townsend and to the lake itself - though a bit too intimately. I was also the recipient of generosity from Steve that, as it turns out, is representative of all the members of the yacht club. I also learned many things from this experience. I now know the proper way in which to step on and off a boat. I also carry a spare key in my other pocket lest I make the mistake of setting my car keys on the driver's seat again. Although the spare key may be redundant, because every time Robert sees me now, he is thoughtful enough to ask me where my keys are.

#### **What boats do you sail or race?**

One of the nicest things about not logistically being able to own a boat is that I've had wonderful opportunities to crew for many people at LTYC. Therefore, I've had experience with many different types of boats since I've started sailing: Club 420s, J24s, Flying Scots, Lightings, and Tanzers. After crewing for a year or so, I'm just starting to skipper boats in races, usually with the Aqua Finns or Capris at the marina. I've also had the wonderful pleasure of single-handing an Isotope at Lake Jordan thanks to Joleen Rassmussen.

#### **When it does come time for you to buy a boat, what sort of boat will you look for?**

Because I have sailed or crewed on so many different boats, I am starting to get an idea of the sort of boat I would like. After sailing Isotopes, the idea of a "fast, wet ride" is extremely appealing. There's nothing more exhilarating than flying a hull on the way to the windward mark while in moderately-heavy wind and then

having spray lash the face while on a run. At the same time, having a comfortable boat for cruising is an attractive thought; maybe something that could be single-handed if need be. I have fallen in love with the Flying Scot design, with its stability and ease of sailing. Or perhaps a Tanzer for the reason that everyone always underestimates them in races. Lately I've taken interest in the Buccaneer, which seems the perfect size and easy to manage. But we'll see. As someone so wisely advised me, I will probably make my decision based on the fleets that are active in the area in which I ultimately live. But whichever I purchase, the boat must be able to carry passengers. Because one day there may be someone standing along the docks staring longingly at the sailboats, and I too would like to be able to invite them to go sailing with me.

#### **SAILBOATS FOR SALE!**

**20' HIGHLANDER Sailboat #678 (1970),** See photo below, the "Cordial", Durabilt in Winston-Salem with Long trailer, 2 sets of sails and spinnaker. This is a Sandy Douglas design (of Thistle and Flying Scot fame). Boat is fiberglass in good condition, wood strip needs re-varnishing. Trailer in need of paint job. \$975 or best offer. Gerald Donnelly 336-282-3453.



**1983 Flying Scot** in good shape. White hull with a teal/blue deck. It comes complete with trailer, main (M & N), jib (North), and full spinnaker rig (orange, red, yellow spinnaker). The boat is solid and is ready to go. \$3400.00

Trey Brown

(919)-302-0880

[velocitytrey@gmail.com](mailto:velocitytrey@gmail.com)

**1981 Isotope** - \$2500 with sails and a galvanized trailer. Crossbar, dolphin striker, and trampoline have been replaced and an extension added to the righting bar. Good boat for a beginning racer or someone looking to get back into racing. She won the 2005 Governor's Cup and continues to give challenge to the fleet leaders. Eric and I have owned this boat since 1998. She's gotten us hooked on Isotopes, so much so that we are upgrading to a 2006 model.

Boat specifications at <http://www.intl-fiberglass.com/isotope.html>.

Fleet Activities -

<http://www.intl-fiberglass.com/Isotope%20Nationals%202006.html>

Call or email if interested: 919-732-5410;

[joleen.rasmussen@bowebellhowell.com](mailto:joleen.rasmussen@bowebellhowell.com)

**Vanguard 470**, one main, two jibs and a spinnaker and comes with a trailer. We're asking \$1900, but might be willing to negotiate if we get a decent offer soon. Contact Clay Johnson at [CLAYCARY@aol.com](mailto:CLAYCARY@aol.com)  
(The original owner sailed it in the Olympic trials in 2000)  
Great providence!

**12'2 ft. Howmar daysailer/racer** for sale in Greensboro. (don't know year) Designed by Sparkman and Stephens. A great boat for kids, very fast and tippy. 90 sq. ft. of sail with jib. Beam 4'10". 86 long trailer. \$1500 for both, includes both sails, etc. Appraisal done in 2004. Call Carole Drexel - (336) 274-4789 or [cdrexel@triad.rr.com](mailto:cdrexel@triad.rr.com)

**14 Force 5 sailboat** with trailer - \$550. Ready to sail. Excellent boat for single-handed daysailing and racing. Contact David Layton at 336-643-0282.

**16-foot Isotope**- \$3000 These boats are built for speed and race regularly on Jordan Lake as well as other local regattas. They have been built locally in Durham and New Bern, NC for over 30 years:  
<http://www.intl-fiberglass.com/boats.html>

This particular boat is vintage 1981 (see pictures below). It is in very good condition, with trampoline replaced a few years ago. Includes:

- Furling jib
- Righting bar (just in case)

- Trailer
- Catamaran sailing book

The boat is very light and can be pulled by any vehicle (including a car). It can be rigged by one person in about 30 minutes and sailed by one or two.

Contact - Phil Herold [[pherold@nc.rr.com](mailto:pherold@nc.rr.com)]  
<http://raleigh.craigslist.org/boa/584349841.html>

## Lake Townsend Yacht Club Help Lines

<p><b>Commodore:</b> John Hemphill 336 632-0864 R <a href="mailto:jmhemphill@gborocollege.edu">jmhemphill@gborocollege.edu</a></p> <p><b>Races:</b> Joleen Rasmussen (Vice Commodore) 919 732-5410R  <a href="mailto:joleen.Rasmussen@bowebellhowell.com">joleen.Rasmussen@bowebellhowell.com</a></p> <p><b>Education:</b> Steve Raper (Rear Commodore) 336 288-3762 R  <a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a></p> <p><b>Finance:</b> David Raper (Treasurer) 336 6432-7071 R  <a href="mailto:Gwynedd22@bellsouth.net">Gwynedd22@bellsouth.net</a></p> <p><b>Publicity/History:</b> David Young (Secretary) 336 545-1655  <a href="mailto:dwyoung@triad.rr.com">dwyoung@triad.rr.com</a></p> <p><b>Property:</b> Fred Lupton 336 288-4284  <a href="mailto:lupton4@aol.com">lupton4@aol.com</a></p>	<p><b>Cruising:</b> Starling Gunn 336 939-2508 R  <a href="mailto:justbgunn@bellsouth.net">justbgunn@bellsouth.net</a></p> <p><b>Membership:</b> Kim Kirsh 336 851-5229 R  <a href="mailto:kkirsh@triad.rr.com">kkirsh@triad.rr.com</a></p> <p><b>Social:</b> Sonja Hughes, <a href="mailto:smhuges@infonline.net">smhuges@infonline.net</a> Sam Reichelson, <a href="mailto:reichelson@cs.com">reichelson@cs.com</a></p> <p><b>Junior Sailing:</b> David Duff 336 282-7773 R  <a href="mailto:David.Duff@analog.com">David.Duff@analog.com</a></p> <p><b>Mayor's Cup Regatta:</b></p> <p><b>Newsletter/Directory:</b> Uwe and Nancy Heine 336 585-0951 R  <a href="mailto:heineu@bellsouth.net">heineu@bellsouth.net</a></p> <p><b>Webmaster:</b> Steve Raper  <a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a></p>
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### Call People. Go Sailing

In an effort to involve more sailors in the Club's Sailing Events and Racing Programs, this "Available to Crew" list is published in each newsletter. The people listed have taken our Learn to Sail class or have other previous sailing experience and are looking to get more time on the water. So, if you have a boat and would like to participate in the Summer or Frostbite Race Series, why don't you call one of these folks for your crew? Alternatively, if you need a cruising partner on your boat or would like to team with someone on one of the city sailboats for a day sail or a race, contact someone on this list. If you would like to add your name to the list, contact Uwe Heine, Newsletter Committee (See the Help Lines box located in this newsletter).

#### Available To Crew

Name	Home Phone	Work Phone	E-mail
Bill Byrd	336-635-1926	N/A	
Chip Cromartie	336-601-0464	336-274-3559	<a href="mailto:cromartie@triad.rr.com">cromartie@triad.rr.com</a>
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	<a href="mailto:lesliep@gborocollege.edu">lesliep@gborocollege.edu</a>
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	<a href="mailto:reichelson@cs.com">reichelson@cs.com</a>
Catherine Clark	336-315-0414		
Mike Bianco	336-299-4461		<a href="mailto:mfbiano@aol.com">mfbiano@aol.com</a>
Keith and Kelly Francies	366-292-9042	336-362-5335	<a href="mailto:keith.francies@davey.com">keith.francies@davey.com</a>

