



TELL TALES

Lake Townsend Yacht Club • PO Box 4002 • Greensboro NC 27404-4002 • www.laketownsendyachtclub.com



March 2013

**Cruising the Great Lakes
Come Gunkholing!**

Instructors Needed This Summer

Junior sailing classes - contact David Craft
Adult classes - contact Susan Cole
or sign up online

**Your support makes our sailing education
program successful**

Many thanks to Uwe, Hudson and the Heffernans for their article in this issue!

Have ideas, articles, photos or contributions for
inclusion in the newsletter? Send them to
newsletter@laketownsendyachtclub.com.

Lake Townsend's Schedule*

November to February: 8 am to 5 pm (closed Thursdays)

March and October: 7 am to 7 pm

April and August: 7 am to 8 pm

May to July: 7 am to 8:30 pm

September: 7 am to 7:30 pm

*Lake Townsend is always closed on Wednesdays and is
open at 8 am on Sundays year round.

All city lakes will maintain normal operating hours during
all holidays with the exception of Thanksgiving Day,
Christmas Eve, Christmas Day and New Year's Day; the
lakes will be closed on those days.

<http://www.greensboro-nc.gov/index.aspx?page=1319>

UPCOMING EVENTS

Frostbite Race Series	March 9	11 a.m.	Lake Townsend
Cruise Weekend	March 15-17	Details on page 3 • sign up at the scratch sheet online •	Belews Lake
Workday/Instructor Training	March 23	10 a.m.	Lake Townsend
CPR Course	March 30	Details dependant upon number of registrants \$55, sign up on the scratch sheet	
Board Meeting	April 4	5:45 p.m.	Greensboro Christian Church
Race Series	April 13	11 a.m.	Lake Townsend
		• Social menu includes hearty beef stew and assorted desserts - sign up at the scratch sheet online •	
Piedmont Interclub	April 14	11 a.m.	Jordan Lake
		• Details on page 5 - sign up at the scratch sheet online •	
Workday/Powerboat Training	April 27	10 a.m.	Lake Townsend
Board Meeting	May 2	5:45 p.m.	Greensboro Christian Church
Mayor's Cup	June 2 & 3	Details TBA	Lake Townsend
		• NOR will be out soon - sign up at the scratch sheet online •	
Let's Go Sailing	June 22	11 a.m. - 3 p.m.	Lake Townsend
		• Plan to come out for LTYC's community afternoon and take some novices sailing! •	
Halloween on the Townsend 2	October 25, 26 & 27	Details TBA	Lake Townsend

Full Calendar is posted on the website, both a one page version and a month by month.

Board meetings: first Thursday each month, 5:30 pm
at Greensboro Christian Church, 3232 Yanceyville Street, Greensboro, NC 27405

ON THE COVER: A look back at Halloween On the Townsend, Oct. '12. Mark your calendars for HOT 2, Oct. 25-27, 2013!

Beginning Cruising.

There is nothing as exhilarating as free and aimless wandering.

By Uwe Heine

Someone asked – “What do I need to get started in cruising?” So you think, what do you need to go cruising? What does cruising mean? Just as someone asks “What does it take to go camping?”, you visualize the backpacker with their minimal pack and then the behemoth of an RV that looks like a large singlewide on wheels.

While cruising can be around the world or down in the local lake, let's focus on small cruising boats. I read an article in Scots and Water about a guy that took his Flying Scot, equipped it with a tent covering the boom so that he could sleep in it at night. He also brought a folding chair to sit on the deck.

And we have all seen the images of the other types of cruising boats splashed all over the magazines. Extreme ends with very different outcomes.

The Scot or the small trailerable cruising boat, can go in little coves and inlets where nothing but the turtles and the herons are watching. The big boats are limited by draft and don't leave as much opportunity to escape and be alone.

The idea of puttering around in a little sailboat (indeed any boat) and checking out the back estuaries and side creeks or a mountain lake, dropping anchor (or tent) is a great way to spend idle and free time.

Here are what I think are essential steps in learning to cruise.

Being familiar with the whole process and knowing which direction you want to go is a great start. So... start by going on local outings with people who have boats. Start small. Try out some group sailing events, maybe catching a ride for the day. A lot of little cruisers, don't have luxurious facilities and might be a little awkward for people with the close quarters of the marine port-a-pottie. Something to consider if an overnight stay is a possibility.

The boat. The bigger the boat the more it costs to maintain, in both money and time. There is something to be said for simplicity. Talk to people that have boats, been around boats, and have sailed different boats. Go sailing with people. Try out different boats. Figuring out what

you can have time to do with a boat, can help determine what type of boat you might want. Look on line at forums and in sailing magazines. Though there are a lot of different boats and opinions to go along with them.

The other things that are helpful, small boat or large:

Training – read, go learn, practice. I have talked to several people that have signed up for sailing lessons with the intent on sailing a cruising boat. It was my intent when I found Lake Townsend and wanted to sail and take sailing lessons. It is an essential step to sailing a big boat, learning to sail the little boats, knowing the wind and

knowing how to set the sails. It is also helpful in learning to sail, to be in the sailboat races, it forces you to sail in conditions and directions that you might not otherwise go. When it comes to the bigger boats, I took a course on sailing in Ft. Lauderdale. The instructor said that only about 5% of the people in boats have taken any kind of formal training. The right of way

rules, aren't just about racing, they are about meeting other boats on the water. Learn what all those odd things are in the water, knowing that they don't always mean the same thing. (For instance, the ICW markers are going to be different than the regular ocean channel markers.) These same markers or even local markers will be out on some lakes. Training teaches many things, including the most important “man-over-board” instructions.

Communication – VHF, cell phones. Being able to communicate with other boats or people on shore is always

helpful. It would have been a lot easier when we ran into this situation: It was just meant to be a daysail with his dad. But it didn't turn out that way. We saw that they were tilted over and didn't appear to be moving – hard aground. We only draw 2 ½ feet, so we went closer to see if we could help. We motioned with hand signals to see if they had a VHF radio. They did not. Nor did they have a phone, and yes they were stuck. They drew 4'. After multiple passes we were able to get a line from them and pull them to deeper water. They started up to motor out,



LYC Gunkholing at Smith Mountain Lake 2011

**gunkholing present participle
of gunk-hole - Verb - Cruise in
and out of such inlets**

they indicated for us to toss back the line. We did. They almost immediately got it stuck in the prop. But they were a sailboat and they sailed out of the creek. (If you do get that cruising boat, depending on where you go, you want to consider “on the water towing insurance”.) (Take your phone, signal travels well over water. Better than around a mountain.)

Charts – If there aren’t any charts – get local knowledge, chatter with the people at the marina where you are launching, get information on – new shoaling, fallen trees, sunken boats and other hazards.

Weather – there are so many for avenues of looking at predicted weather, and wind. But just as “you don’t know what it’s like till you are standing on the dock”, weather can have change dramatically or come in with greater ferocity than current weather forecasting can predict. (That VHF radio has weather on it, if you didn’t pack that smart phone.). Always plan for the worst weather contingency, both with proper clothing for you and equipment for the boat.

Safety – life vest, gear appropriate to weather. Tools for any on-the-fly repairs. If there is an engine, fuel and the possibility of things that can catch fire – A fire extinguisher. Many of these items are required by law on boats of a certain size.

Know your limits/ experience levels – nothing like testing the wind and conditions. But knowing when to hide in the lee of the trees and waiting it out. Nothing is

proved by putting on a good face when you should have put a reef in, or gone back to the marina.

Before you leave create a float plan – even if that means simply telling people general area where you will be sailing and when to expect you back.

If you decide cruising is for you, put a lot of thought into what boat is right for you – what water will you be on? Will it be a trailerable “pocket cruiser”? What tow vehicle options do you have? You may want to get a “project boat” to work on and then go cruising – there are tons of boats out unused in people’s driveways that can be bought cheaply and resurrected. Get advice from people who know boats so you don’t get in over your head! Project boats do have a way of staying that way, even with a new owner, just sitting in a new driveway. If you’re lucky you can get a boat that is ready to go so that you can enjoy it. You may decide your money is best spent learning to cruise and chartering instead of owning. For not much more than a beachfront hotel room you can split a boat charter with a few friends and have an amazing vacation!

The next Lake Townsend Cruising event is up at Belews Lake in mid-March. ***Come out and go gunkholing!***

Information here: <http://www.laketownsendyachtclub.com/v10-Images/Homeport/2013-03-16BelewsCruise.pdf>

Sign up here: <https://docs.google.com/spreadsheet/ccc?key=0ApsZK851mY1edGdPT0g5bXBNSGtSUENRVmliU2U2WXc&hl=en#gid=125>

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. If you have a boat and would like to participate in the Summer or Frostbite Race Series, 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 are interested in crewing and would like to add your name to the list, please let Joleen know. Joleen has the best intentions of calling each new member if she doesn’t hear from them to encourage them to sign up on the Crew or Race Committee List. (See the Help Lines located in this newsletter).

Available To Crew

Name	Phone	E-mail
Jeanne Allamby		jallamby@yahoo.com
Bill Byrd	336-635-1926	
Lacy Joyce	336-413-7929	lacyjoyce@gmail.com
Jonathan Kreider	336-829-6196	jon@robbsinkreider.com
Chris Maginnis	336-793-5313	cmaginnis@triad.rr.com
Dawn-Michelle Oliver		oliverd@rockinghamcc.edu
Jon Mitchell		jonm5214@hotmail.com
George Shen	336-451-2646	stock_78750@yahoo.com
Martin Sinozich	336-455-9445	msinozich@vennpartners.com
Keith Smoot	336 996-6734	Gwaih23@Embarqmail.com
Robert Riley		rriley@wakehealth.edu
Bill Young	336-292-3102/336-707-0295	woyoung@triad.rr.com

**Also,
check the
participation
scratch sheet
on the web**

**CAROLINA
SAILING
CLUB**



**LAKE
TOWNSEND
YACHT CLUB**

**7th Annual
Piedmont Interclub Challenge**

**Sunday, April 14, 2013
Jordan Lake, Vista Point, Pittsboro**

NOTICE OF REGATTA

To promote sailing and interclub camaraderie in the Piedmont region of North Carolina, the Carolina Sailing Club challenges Lake Townsend Yacht Club to a one day competition.

RULES

The Challenge is a handicapped regatta open to all boats with a U.S. Sailing Portsmouth handicap rating. The racing will be governed by the rules as defined in *The Racing Rules of Sailing*. *Sailing Instruction* will be provided on the day of the regatta.

REGATTA SCHEDULE

Competitors Meeting: 11:00 am
First Signal: 12:00 pm

SCORING

Three races are scheduled, one of which is required to constitute a regatta. The club winning the most races wins the Challenge. The races are scored on a low point system (1st finisher = 1 point, 2nd finisher = 2 points, etc.) For each race, the top five boats from each club are awarded points based on finishing position. The club with the lowest total points wins the race. The winner of the Challenge is the club winning the most races. In the event only two races are held and each club wins one race, the Challenge is scored as a tie.

DISCLAIMER OF LIABILITY

Competitors participate in the series regatta at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

PICNIC SOCIAL

The Carolina Sailing Club will host a picnic social after the races Sunday. Food and beverages will be provided.

FURTHER INFORMATION

Howard Mendlovitz, Carolina Sailing Club: mendlovitz@unc.edu
Stephen Morris, Lake Townsend Yacht Club: samorris@triad.rr.com

To help the Carolina Sailing Club with planning, please sign-in to the event Scratch Sheet.

NOR <http://www.carolinasailingclub.org/xoops/csc-resources/regattas/InterClub/InterclubChallenge2013.pdf>

Scratch Sheet <https://docs.google.com/spreadsheet/ccc?key=0AvchJXwSuDr0dDNtdzNENllpY0I4X21IUVY3ajE2akE&usp=sharing>

RACE RESULTS

9-Feb-13				Foxtrot	Uniform				
Race #	1	Saturday-1	Clock	Starting time	12:57	0:00			
wind	2		Clock finish	Elapsed time	Elapsed Time	Dec. Min.	Handicap	Corrected time	
Fleet	Sail #	Skipper	Crew	time	time	time			
1	fs 5861	Tom Bews	Alan Taylor	13:07:30	0:10:20	10.33	90.4	11.43	
2	fs 5980	Wendell Gundlach	Alex Gundlach	13:08:03	0:10:53	10.88	90.4	12.04	
3	las (int) 185542	Phil Andrews	13:08:30	0:11:20	11.33	92.3	12.28		
4	tnz16 232	Eric Rasmussen	Joleen Rasmussen	13:09:10	0:12:00	12.00	97.2	12.35	
5	fs 1939	David Duff	Starling Gunn	13:09:18	0:12:08	12.13	90.4	13.42	
6	Las Radial 200622		Luke Hayes	13:10:35	0:13:25	13.42	97.3	13.79	
7	li 15142	Corky Gray	Rick Simpson/Ken Warren	13:09:15	0:12:05	12.08	87.6	13.79	
8	fs 2048	Steve Jones	Dennis Miller	13:09:50	0:12:40	12.67	90.4	14.01	
9	fs 4088	Chris Herman	Gabriel Herman	13:09:59	0:12:49	12.82	90.4	14.18	
10	fs 5989	Tad Jarzyna	Donna Jarzyna		90.4	DNS			
11									

9-Feb-13				Foxtrot	Uniform				
Race #	2	Saturday-2	Clock	Starting time	13:19:26	0:00:00			
wind	2		Clock finish	Elapsed time	Elapsed Time	Dec. Min.	Handicap	Corrected time	
Fleet	Sail #	Skipper	Crew	time	time	time			
1	las (int) 185542	Phil Andrews	13:45:26	0:48:16	48.27	92.3	52.29		
2	fs 1939	David Duff	Starling Gunn	13:45:12	0:48:02	48.03	90.4	53.13	
3	li 15142	Corky Gray	Rick Simpson/Ken Warren	13:45:20	0:48:10	48.17	87.6	54.98	
4	fs 5861	Tom Bews	Alan Taylor	13:46:13	0:49:03	49.05	90.4	54.26	
5	Las Radial 200622		Luke Hayes	13:49:30	0:52:20	52.33	97.3	53.79	
6	fs 5980	Wendell Gundlach	Alex Gundlach	13:47:58	0:50:48	50.80	90.4	56.19	
7	fs 2048	Steve Jones	Dennis Miller	13:48:04	0:50:54	50.90	90.4	56.31	
8	fs 4088	Chris Herman	Gabriel Herman	13:49:21	0:52:11	52.18	90.4	57.72	
9	tnz16 232	Eric Rasmussen	Joleen Rasmussen	13:56:49	0:59:39	59.65	97.2	61.37	
10	fs 5989	Tad Jarzyna	Donna Jarzyna		90.4	DNS			

9-Feb-13				Foxtrot	Uniform				
Race #	3	Saturday-3	Clock	Starting time	14:02:52	0:00:00			
wind	2		Clock finish	Elapsed time	Elapsed Time	Dec. Min.	Handicap	Corrected time	
Fleet	Sail #	Skipper	Crew	time	time	time			
1	fs 5980	Wendell Gundlach	Alex Gundlach	14:16:54	1:19:44	79.73	90.4	88.20	
2	fs 1939	David Duff	Starling Gunn	14:17:00	1:19:50	79.83	90.4	88.31	
3	Las Radial 200622		Luke Hayes	14:19:33	1:22:23	82.38	97.3	84.67	
4	fs 4088	Chris Herman	Gabriel Herman	14:18:45	1:21:35	81.58	90.4	90.25	
5	las (int) 185542	Phil Andrews	14:19:10	1:22:00	82.00	92.3	88.84		
6	fs 5861	Tom Bews	Alan Taylor	14:19:26	1:22:16	82.27	90.4	91.00	
7	tnz16 232	Eric Rasmussen	Joleen Rasmussen	14:21:21	1:24:11	84.18	97.2	86.61	
8	fs 2048	Steve Jones	Dennis Miller	14:20:24	1:23:14	83.23	90.4	92.07	
9	li 15142	Corky Gray	Rick Simpson/Ken Warren	14:19:56	1:22:46	82.77	87.6	94.48	
10	fs 5989	Tad Jarzyna	Donna Jarzyna		90.4	DNS			

Thanks to the RC: Hudson Barker, Carol McConnell, Nancy Colins, Bob Hoffman, Mark, Linia, and Cecilia Wilson, John Russell, Jeanne Allamby, Uwe Heine, JC Aller and Mark Hayes

A Good Race Day – Winter Series – Saturday, 2/9, 2013

By Hudson Barker

A good race day was finally ours on Saturday, February 9, 2013 for the third race day in our Winter Series at Lake Townsend. Better winds, 8 to 10 knots, and just barely warm enough, high 30's to low 40's, made it possible for our hardy regular sailors to race three good races.

The small but eager crowd leaving the dock included two Lasers, one Lightning, one Tanzer and six Flying Scots. A strong gust of wind hit us all just as we were leaving the dock and encouraged Tad and Donna aboard White Eagle to turn back and skip the race for the day - probably a safe and understandable decision, given their past winter time experiences.

The nine boats at the starting line for the first start had to be called back with a general recall due to the eagerness of our "hardy regular sailors." High skill levels were evident aboard all nine sailboats as they rapidly and smoothly completed the three races in wind that still occasionally gusted above 10 knots, but not so strong as that first gust

earlier when leaving the dock.

Race Committee was well staffed with both experienced and novice volunteers. We managed to mix 'em up a bit with one veteran and one novice person on each Scat boat and similar on the Signal boat. So it was a good learning day for all. Due to the cold day and the gusty wind the RC boats were particularly vigilant to assure a safe day even for our eager hardy regular sailors. Also a big thank you to Mark Hayes for his presence aboard his power boat. Note: Scat #1 with its new engine performed well. And finally after 3 seasons of PROing winter racing, Hudson finally got to hoist the class flag.....vs the N flag on shore.

A Race Committee Plea for next time: As you know, a safe and enjoyable race requires a fully staffed Race Committee, so whenever you notice the Race Committee signups are not quite enough I hope you will consider volunteering for RC and help make it a good race day.

Race results, page 6.



H.O.T. 2

HALLOWEEN ON THE TOWNSEND 2

For Earlier.org

OCTOBER 25, 26 & 27, 2013



All members are encouraged to update their CPR and First Aid training.

We have a CPR session scheduled March 30. Cost is \$55 per person.

Time & location dependant on number of participants so sign the scratch sheet NOW!

Be a Fan on Facebook

LTYC has a Facebook page.

If you want to keep up with what is happening at LTYC, what other club members think or LTYC Trivia, become a Fan.

Help promote our club in the region.



ONE GREAT TRIP, FIVE GREAT LAKES!

Dawn Treader W1066 Sails in All Five!

Linda Heffernan

The versatility of the Wayfarer was shown again this summer when my husband, Jim, and I enjoyed a two week holiday trailering our Wayfarer, *Dawn Treader* to Canada and Michigan. It didn't begin as a quest to sail our restored woodie, W1066 in all five of the Great Lakes, but rather evolved after we made plans to attend the North Americans at Mississauga Sailing Club on Lake Ontario.

Driving to Canada from our home in North Carolina is a 12 hour trip, too lengthy for a weekend so we retirees wanted to add other activities to this championship regatta. We happily accepted Nick and Mary Seraphinoff's invitation to spend a few days at their home on Grand Traverse

time lost the sail under the boat! Quick action prevented any damage. Not a very auspicious start to our Great Lakes tour! Saturday's four races in the 8-12 mph southeasterly winds went smoother but missing a few shifts and less than proper sail settings contributed to our disappointing 10th place.

On Sunday the winds blew in excess of 25 mph from the west and the Race Committee and sailors concurred that the sensible decision was to stay ashore. CWA Chairman, Mike Codd, brought out the overhead scale and Wayfarers lined up to be weighed. This activity had been scheduled for Monday as an effort to document boats plan-



Saturday racing off the Mississauga SC: *Dawn Treader* (1066) spinnaker hoist

Bay on Lake Michigan. Nick extended this invitation to USWA skippers and crews interested in a tuning and training session in preparation for the 2013 Worlds.

Traverse Bay is just a few hours' drive from the Upper Peninsula and as a native Michigander I had always wanted to visit Tahquamenon Falls, so it didn't take a great leap to tack this venture on to our two week escape from the heat and humidity of our home state. In addition, if the weather cooperated we could sail in Lake Superior! Wow! Three Great Lakes, three wonderful bodies of fresh water! We had our August get-away planned!

Upon arrival at the Mississauga Sailing Club on Friday, we were greeted by the club's ambassador, Bill Taylor, father of MSC's racing team Mark and Paul. At 3PM we launched *Dawn Treader* in Lake Ontario in comfortable 9-11 mph easterly winds and a fair amount of chop. For reasons unknown to us, perhaps it was the unsteady seas, we stumbled our way through the tacks and gybes and to our chagrin upon raising our new spinnaker for the very first

time to compete in next summer's World Championship at Mississauga Sail Club.

We anxiously watched as *Dawn Treader* was hoisted up and weighed in at 422 pounds very near the weight of another woodie, *Chich*, sailed by Sue Pilling and Steph Romaniuk.

Since we had ended our Ontario stay a day early, we grabbed the opportunity to sail *Dawn Treader* in Lake Huron on our way to Traverse City. On midday Monday we arrived at Lakeport State Park nestled on the sandy shoreline of Lake Huron, set up camp and drove to the launch at the public marina in Lexington, 10 miles north. We were excited about the unexpected opportunity to add another Great Lake to our list but Monday's onshore east winds were a bit strong, kicked up a lot of waves and promised an uncomfortable departure from the lone finger pier and a tough sail around the breakwater. We decided to wait until the morning and the forecast of less wind.

Our patience paid off as Tuesday morning brought

southwesterly winds of 12-15 mph and calmer seas. We enjoyed a brisk sail reaching along the shoreline in the light chop and looking through the clear water at the rocks fifteen feet below the surface. We snapped photos and captured a short video of Lexington Trailer Park to share with Jim's brother and sister since LTP was where they all spent their childhood summers.

By late afternoon we were on the western side of the state, ready to take on Lake Michigan! From the moment we arrived at the Seraphinoff's lovely home on East Bay of Grand Traverse Bay we were immersed in Nick's Adult Sailing Camp with the finest facilities for sailing, launching and day docking. We walked to the water to see Nick and his

daughter, Julie, sailing the *Osprey*, a 19-foot Hartley Boat, with Julie testing her skills on the trapeze. Richard Watter-son had just docked his new *Wanderer*, the 14-foot version of a *Wayfarer*. On a trailer waiting to be sailed was another Hartley boat, the *Super Nova*, a sleek and speedy 12-footer. In case you didn't already know this, Nick and Peter Rahn

are now distributors of Hartley Boats in North America and good salesman that he is, Nick wants to provide more than a brochure for his prospective customers!

Wednesday began with coffee on the deck overlooking the collection of boats tied up at the long pier or on dollies. While we slept Marc Bennett had arrived with *Jamaica Blue* W10861. During the coffee hour, Chip Cunningham showed up having driven from Lapeer, Michigan with *Solje* W1321. An hour later Mary Seraphinoff arrived from Detroit with son-in-law, Nikos Damaskinos, and his daughter, Marina. Next Bill Smethells arrived by sea – he had solo-sailed his *Wayfarer* from his summer house on the west side of the bay.

We were eager to launch *Dawn Treader* in Lake Michigan and sail with our friends but Race Captain Marc

Bennett had promised a rigging and tuning session. Thus, four *Wayfarers* and one *Wanderer* were gathered at the near-by boat launch for measurement of mast rake, jib luff tension, and spreader angles. By mid-afternoon all boats were launched and the match sailing began in moderate winds. Two woodies, two Mark IV's and one *Wanderer* provided a beautiful display of finely tuned sailboats slicing

through the blue waters in the bright sunshine. After comparing boat speed on windward tacks and reaches, we sailed our boats back to the Seraphinoff pier for the night. The sailing talk and camaraderie continued through our pizza dinner. In early evening we said good-bye to Marc and Julie who returned to work responsibilities in East Lansing.

On Thursday Nick showed us one of his favorite day cruises and led our fleet of four boats to the "sandbar," a local shallow area on the east side of the bay where we anchored the boats, walked barefoot in the soft sand, enjoyed refreshments and shared laughs. Dinner back at the Seraphinoff home was a special event that included Mary's cousin,

Ray, and his wife. And Linda's cousin, Virginia, all Traverse City residents. The wonderful company and memorable sailing on East Traverse Bay of Lake Michigan, our Great Lake #3, was a highlight of the entire trip.

Friday morning we said good bye to our *Wayfarer* friends and headed to the Upper Peninsula. In two hours we were crossing the Mackinac Bridge,

the four mile wonder that spans the Straits of Mackinac where the waters of Lake Huron to the east join the waters of Lake Michigan to the west.

We thought of Gary Hirsh and Al Schonborn who one year ago had sailed Gary's *Wayfarer*, *Solje*, through these straights on their Tip of the Mitt Adventure. Their *Wayfarer* must have appeared and felt pretty small under this mammoth structure.



A pleasant drive amid the northern pines and birches brought us to our reserved campsite at Tahquamenon State Park near Paradise, Michigan and within striking distance of Lake Superior, the next quest on our Great Lakes Tour. The winds were too strong for sailing but we knew we had four days to complete a splash of *Dawn Treader* and thus add Great Lake #4 to the list. Fortunately, there was plenty to do at this beautiful park and famous falls, second highest east of the Mississippi River. We filled Friday and Saturday with touring the upper and lower falls, hiking into Clark



Lake where we found a patch of wild blueberries, some of the few survivors in this year's poor crop. The tempera-

tures in the 70's were comfortable for us but we learned we were far too warm for the elusive moose that hunker into the bogs whenever the thermometer rises above 66 degrees!

On Sunday the wind abated and we launched *Dawn Treader* into Whitefish Bay, known as the Graveyard of Lake Superior. What a thrill it was to sail around the sandy point of the bay and into the expanse of the largest of the great lakes. As we sailed near the shore, avoiding the shoals near Whitefish Point, we put on a good show for the tourists at the Shipwreck Museum, but were always aware that we were the only sail or power boat on the water! And yes, even on a sunny August day, the water is very cold!

While unrigging in the parking lot after our successful sail, we met a family arriving with a Flying Dutchman sailboat. We thought about re-launching the Wayfarer but chatted instead, because we still needed time to tour the Lighthouse and Shipwreck Museum. At this attractive museum we learned about the fate of over 300 freighters and passenger vessels that foundered and sank near Whitefish Point due to careless collisions or winter storms in the mighty Superior. We both have strong memories of the tragic loss of the *Edmund Fitzgerald* immortalized by Gordon Lightfoot in his soulful ballad of the shipwreck in an early November storm in 1974. We were living in southern Michigan then and the tragedy seemed personal to many persons familiar with the sight of the ore freighters moving north and south off the eastern shores of Michigan.

With the fourth Great Lake entered into our log, we

began to wander home on a route that took us to Detroit for a short visit with my brother and sister-in-law who live between the Bayview Yacht Club and the Renaissance Center both located on the Detroit River. At this time we already had our minds set on sailing in Lake Erie which would complete the five Great Lake circuit but agreed that the Detroit River, one of the links between Lake Huron and Lake Erie, didn't really qualify. However, the stop-over gave us a chance to catch up with family and feast on our sister-in-law's tasty seafood gumbo, while we waited for some wind and investigated some public launches on Lake Erie.

Late Thursday morning we headed south, passing automobile factories, steel plants and huge oil reservoirs, all familiar sights, but ones we hadn't viewed in years. Outside of Toledo, Ohio we stopped at the Pointe Mouillee Waterfowl Preserve and Custer State Park. The launch was more than adequate and the south winds in the narrow channel leading to the river mouth provided an easy run out but a challenging windward approach back in. We were committed to completing this quest so we rigged and launched before we could change our minds.

Egrets lined the west shore of the channel and we enjoyed the beauty of the preserve, a jewel in the midst of the industrial community. In the clear waters of Lake Erie we saw for ourselves that the zebra mussels are still doing their algae clean-up job. The 10-mph winds steadily increased and the choppy seas contributed to a frisky sail. We snapped photos of the cooling towers of the Enrico Fermi Nuclear Plant to the north and other smokestacks on the shore to the south.

Looking around we saw no other boats so skipped the spinnaker. Knowing we had road miles to cover, we wound up a happy sail and began the difficult beat back up the narrow channel to the launch. It proved to be as tedious as we had predicted but lots of practice in the Branch of Hermit Island, Maine in previous years paid off.

This day sail on Lake Erie completed our adventure of sailing *Dawn Treader* in all five Great Lakes during a two week trip that again demonstrated the versatility of the Wayfarer. In this short period we had raced W1066 in a North American Championship in Lake Ontario, sailed with Wayfarer friends in Lake Michigan, and day sailed on our own in Lake Huron, Lake Superior and Lake Erie. However, whatever the event or reason for launching our Wayfarer, we know that it is the friendships we have made through our years of sailing with the Wayfarer Class that are the real reasons for our participation!

To see more photos from this trip, visit <http://www.wayfarer-international.org/WIC/Cruise.Logs/2012FiveGreatLakes/FiveGreatLakes.html>

SAILBOATS FOR SAIL

Buccaneer 18' for sale due to relocation. Craig Huey 303-884-4682 chueygm@yahoo.com Asking price is \$1325 with trailer, paddle, 2 hp Johnson outboard, and manuals, rigging guides.

Great Scot for Sale. Fleet 27's Joe Price has moved to Southport and with a marina less than a quarter of a mile from his new home he has decided a keel boat is the way to go. As you know Joe has sailed this boat very competitively and winning a few trophies along the way without benefit of a regular crew. The boat is near minimum weight and has a new mast and centerboard that have been sailed only a few times. There is a 2011 suite of MAD main and jib that have been sailed sparingly plus a suite of North's good for club racing. There are 3 spinnakers and a tapered spinnaker pole. Low style aluminum trailer and the North trailering/mooring cover that comes down to the waterline has been used only when traveling. He has used an older cover for storage. This is an excellent opportunity at a truly race ready Scot at the club and district level at \$10,500 which is an excellent price with all the upgrades and extras. Call me directly as I am brokering the boat for Joe. Dave "Sailordave" Batchelor, 919-467-3512 Home • 919-414-6809 cell



1969 Douglas and McCloud - Hull number 509. This original Highlander classic has just undergone a complete restoration and is in mint condition. Trailer has been completely sanded and painted white with red fenders; new tires and wheels. Aluminum mast with mahogany boom and rudder. Ship set includes 3 main sails, 2 jibs, 1 spinnaker, plus all rigging set up for racing. Boat hull and deck have 2 coats of marine primer and 3 coats of marine paint. The hull is the original color black with red water stripe. The deck is semi-gloss white. All deck rails and rub rails have been sanded and varnished. The teak seats and interior running teak have been sanded and teak oiled. The inside is the original gray and white splatter paint. Also has sailors tailor-skirted mooring cover. *The Black Pearl* is in a Greensboro garage on trailer ready to go to her new owner for \$4,500. David J. Schlosser, Sr., djschlosser@aol.com or (336) 316-0804.



Buccaneer 18' - I am selling my 1980 Chrysler BumbleBee model. It has new North Sails worth \$1700, and Schaefer and Harken fittings. The galvanized Cox trailer is in very good condition. There are also a good set of working sails; the original Bumble black and yellow sails, and a new 60% size main, which is outstanding for single-hand sailing. There is no spinnaker. I am selling for \$3000 OBO. Chris Munson, 703-895-8006 or kayschrism2008@verizon.net.

Back issues: *Cruising World*, *Good Old Boat*, & *Practical Sailor* magazines, free! Contact Bill Young - woyoung@triad.rr.com.

FS3410 Usage Policy

Flying Scot 3410 is owned and maintained by the Lake Townsend Yacht Club. It is intended to be used for Sailing Instruction, Training and Mentoring.

- FS-3410 is to be used by LTYC Lead Instructors while giving lessons
- Assistant Instructors may use the boat for lessons with approval from the board or a Lead Instructor
- Qualifying lessons include:

Private lessons as prescribed by the LTYC Learn To Sail program.

Follow-up lessons for students of previous LTS classes that have joined LTYC as members
Mentoring for all LTYC Members

On course racing coaching for all LTYC Members polices are also in effect

Additionally, any LTYC Club member who is on the FS-3410 Maintenance Team has Right of Use.

Unless being used during a club event, the sailors need to register with the Office.

Launching fee policies are also in effect.

Please direct any questions or feedback to ltycboard@laketownsendyachtclub.com

NOTICES

Lasers available for racing

Uwe Heine has a couple of Lasers available, if someone would like to race them during an upcoming LTYC event. Give Uwe a call - with a few days' advance notice - 336 585-0951
heineu@bellsouth.net

Windmills available for racing

Alan Taylor has a couple of Windmills available, if someone would like to race them during an upcoming LTYC event. Give Alan a call - with a few days' advance notice - 530 263-3009
alan@lakelevel.com

VOLUNTEERS NEEDED

Four volunteers are requested to serve on the "3410 Committee" (the committee responsible for the maintenance and repairs of the club Flying Scot #3410 (see page 7). Tom Bews is now the committee chair for FS-3410

There will be 4 members, one for each of the following responsibilities: (A) Standing rigging and deck hardware; (B) Running rigging; (C) Deck, hull, rudder and centerboard; (D) trailer.

Rick Connelly will be available for training and or advice as needed. Please email Rick (crickconnelly@embarqmail.com) if you will serve on the committee and copy to Uwe (heineu@bellsouth.net).

Lake Townsend Yacht Club Help Lines

Commodore: Alan Taylor • (Vice Commodore) 530 263-3009 C • alan@lakelevel.com

Races: Steve Morris • (Secretary) 336 601-1428 C • samorris@triad.rr.com

Education: Susan Cole • (Rear Commodore) • 336 668-0527 • sscole@triad.rr.com

Finance: Hudson Barker • (Treasurer) 336 644-1060 R • hudsonbarker@att.net

Publicity/History: Jon Mitchell • 336 554-6044 • jonm5214@hotmail.com

Equipment: Amanda Reppel • 315 558-3974 • areppel81@yahoo.com

Cruising: Nancy Collins-Heine • 336 585-0951 R • heineu@bellsouth.net

Membership: Joleen Rasmussen • 919 440-2802 • joleenrasmussen@embarqmail.com

Social: Wanda Williams • wkawilliams@juno.com

Webmaster: Steve Raper • Steve.raper@greensboro-nc.gov

Junior Sailing: David Craft • 336 686-1888 • chsyhkr@gmail.com

Mayor's Cup Regatta: Uwe Heine • 336 585-0951 R • heineu@bellsouth.net

Fleet Captain: Bob Hoffman • 336 831-6271 C • bobh9447@aol.com

Newsletter/Directory: Michael V. Crouch • 336 275-3475 R • mcrouch@guilford.edu

What's a Scratch Sheet?

A few years back, big regattas started posting scratch sheets on the internet to drum up interest and promote participation. As there is typically no cost to signing up, Scratch Sheets give a good indication of who is thinking about going to an event. It helps the organizers plan and prepare for the event. Last year, LTYC set up a Scratch Sheet in Google documents for its events. It was a good move. If you expect to be at some of our upcoming events, take a few moments to step through the different Scratch Sheets and let us know to expect you. Don't worry about last minute change of plans, Scratch Sheets are only an indication of your intentions. If you need crew, want to crew, would like to help with the social, or have some other creative idea, just list it in the Scratch Sheet. The Scratch Sheet is available from the home page or the LTYC Website.