

TELLTALES

July 2015

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



Steve Morris and daughter,
Holly Deuterman having fun at
the Mayor's Cup

Photo by Kathy Holland

More on the Mayor's Cup

The Governor's Cup

Otto's Grand Adventure

Spinnaker Tips

Upcoming Regattas

A Star is (re)Born

UPCOMING EVENTS



LTYC



Racing Series	July 11-12 (2nd weekend every month)	Lake Townsend
Social Sail	July 25 (4th Sat. every month)	Lake Townsend

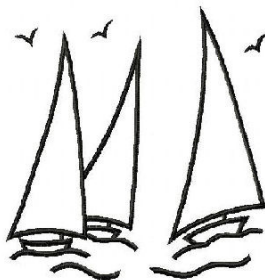
Tanzer 16 Nationals	Sept. 19-20	Hosted by Lake Townsend
Halloween on the Townsend IV Regatta and Golf Tournament	Oct. 31, Nov. 1 and 2	Lake Townsend

*2015 Calendar and participation scratch sheets are posted on the website:
laketownsendyachtclub.com then click on "Scratch Sheet: Participation"*

**Lake Townsend is open until 8:30 pm. Now you have time for an evening sail!
Remember that the lake is always closed on Wednesdays.**

Other Sailing Events

Blue Chips Regatta	July 18 (see pg 5)	Oak Hollow Sailing Marina
Wayfarer Rally	July 18-25	Wellesly Island State Park, NY
Fishing Bay One Design	Aug. 8-9	FBYC, Deltaville, VA
Blackbeard SC Invitational	Aug. 22-23 (see pg 5)	BBSC, New Bern, NC
Scots on the Rocks	Sept. 5-6	LMSC, Lake Murray, SC
FS Atl. Coast Championship	Sept. 12-13	BBSC, New Bern, NC
VISA Invitational	Oct. 3-4	VISA YC, Smith Mtn. Lake, VA
Fall 48	Nov. 14-15	LNYS, Mooresville, NC



2015 Mayor's Cup – Lake Townsend Yacht Club – Greensboro, NC

*Alan Taylor, Past Commodore, LTYC
reprinted with permission from the Wayfarer Skimmer*

June 6-7 was the 38th Annual Mayor's Cup Regatta at Lake Townsend, Greensboro, NC. Thirty-five boats participated with fleets of Flying Scot, Tanzer 16, Wayfarer and Open. There were six Wayfarers, including a Mark 4, a Mark 2, a Mark 3, and three woodies.

Saturday's winds were in the 5 – 10 knot range, typical puffy shifty lake conditions. The Wayfarers were started with the Open division which consisted of Isotope catamarans, Lightnings, a couple 21' keelboats, and a few other boats. It made for some interesting starts.



The first race was won by Kat Williams, the only woman skipper in the regatta. This was Kat's first time skippering a Wayfarer and perhaps her first time in a Wayfarer. She had a rock star crew in Mike Sigmund. Mike normally sails a Buccaneer, but has sailed and crewed on Wayfarers on occasion. Second place by 30 seconds was Jim Heffernan in 1066 with Trish McDermott crewing. Trish and her husband Scott recently bought a Wayfarer but are still building their racing skills. I'm sure Trish learned a lot this weekend. Phil Leonard was third in his new to him Mark 2, W864, and Ken Butler/Richard Johnson and AnnMarie Covington/Andy Naylor were a close fourth and fifth in their beautifully restored woodies. Alan Taylor and Gareth Ferguson were sailing the club's Wayfarer Class loaner boat. They would have done better if they hadn't been over early at the start. AnnMarie beat them by 5 seconds.

The second race mixed things up a bit with Jim beating Kat and Phil and Ken swapping third and fourth. Gareth took the helm of the Class boat. Gareth, a 13 year old high school sailor, is a natural. The third race of the day Ken chased the wind on the right side of the downwind leg and pulled a horizon job on the fleet. Kat was second, with Jim, who got caught on the left side with no wind and to leeward of the San Juan 21, coming in third.

Sunday the wind had shifted to the south, which on Lake Townsend means 3-7 knot winds with 110 degree wind shifts. Alan helmed the first race and finished 2 seconds behind Jim. AnnMarie came in third followed closely by Ken.

The second race on Sunday, Gareth took the helm and again the Ferguson/Taylor team came within 4 seconds of catching Jim. It was a photo finish. Ken was third followed by Kat, Phil and AnnMarie.

Overall the racing was very close with an average of 4.5 minutes separating the Wayfarer fleet. Final standing found Jim & Trish in first, Kat & Mike in second, Ken & Richard in third, Gareth & Alan in fourth, AnnMarie & Andy in fifth and Phil & Jeannie in sixth by one point.

The Wayfarer fleet has been building at Lake Townsend over the past few years. Plan to come out next June for the Mayor's Cup. Also, a regatta not to be missed is the HOT Charity event October 31-November 1. Hope to see y'all On The Townsend.

More pictures from the Mayor's Cup

Photos by Kathy Holland



David Duff & Steve Raper



Janet & Bart Streb



Andy Foreman & Michael Crouch



AnnMarie Covington



George Bageant



JC Aller

BLUE CHIPS REGATTA

A CELEBRATION OF NANCY VALEGO

Join Us

July 18, 2015
Oak Hollow Sailing Marina
Morning Refreshments: 9:00am
Captains Meeting: 10:30am
First Race: 11:30am

Community meal after last race






Oak Hollow Sailing Club
3700 Waterview Road
High Point, NC
www.ohsc.us
Facebook

Registration Fee
Your donation
All funds will be forwarded to the
SUSAN G. KOMEN.
NORTHWEST NC

Blackbeard Sailing Club is hosting our annual **One-Design Regatta August 22-23 in New Bern**. The folks at Vacation Resorts International have arranged a great deal for lodging with 2 bedroom condos for about \$80/night less than a mile from the club. The format will be like last year with the meal served immediately after everyone gets done with racing on Saturday. It will be brats, burgers, beverages and all the fixin's for \$8. Awards will be at 2:00 Sunday so everyone can get home at a decent hour.

Registration is by regular mail. If you sign up early it will only cost \$20.49 to enter. If you like, email me with your entry information and you can pay on Friday night or Saturday morning.

So far I have heard from the Buccaneer, Flying Scot, Tanzer and San Juan 21 fleets with interest. Would love to see 420s, FJs, Ensigns, Sunfish, Lasers, O'Days or some multi-hull fleets as well. Last year we had almost 40 boats racing; it would be great to see that number doubled! Anyone who came last year knows what a great time we all had.

For the Flying Scots racing in the SEC Championships a couple of weeks later, we can offer mast-up storage at Blackbeard Sailing Club between the events.

If you don't want to race but want to enjoy the racing, we can always use help with Race Committee. With so many small boats we'll need extra safety boats on the water to keep an eye on everyone.

There will be a separate course for Optimist Dinghies and Topaz sloops for the junior sailors.

NOR: <http://blackbeardsailingclub.com/Downloads/OtherDocs/2015BSCOneDesignNOR.pdf>

I look forward to seeing everyone! Eddy Parker, eddy52257@yahoo.com, 919-801-8368

Board Profile - Scott Bogue **Equipment Manager**

Name: Scott Parker Bogue (aka “Sparker”)

Board Position: Equipment Chair. The position responsibilities include maintenance of city and club sailboats, maintaining the SCAT boats and the signal boat, and repairs as necessary to boats or parts.

I’ve been an LTYC member for: just under two years.

Why I joined LTYC: my wife took a class and enjoyed the people she met.

The sailboat(s) I own is/are: 1967 Wayfarer (joint ownership).

I’ve been sailing for (months, years): 1.5 years; before LTYC, bits and pieces of sailing experience since 1976 (1946 Dyer Dink D-10; Paceship 17, Sunfish, Sea Witch).

I learned to sail: At Lake Phelps, NC, 1980. It was pure guesswork.

When I’m not sailing I’m (other hobbies): Playing acoustic guitar, collecting and running antique outboard motors, running a simple powerboat, riding a motorcycle, fixing stuff.

For a living I work at (optional): Freelance technical editor and writer, specializing in manufacturing-related topics and training materials.

Family and if family sails with you (optional): Wife Trish McDermott, and I sail with *her*.

What I’d like to accomplish as a board member (optional): 1) Help keep the club and city boats in good shape; 2) Help with the newsletter; 3) Help promote non-racing sailing activities alongside the club’s traditional focus on racing; 4) Support the board in its decisions via informed commentary, careful thought and reasoned voting. Not to mention help the board decide where to have dinner after the meeting.



**Scott in his 1946 Dyer D-10 dinghy, *Ardent*
sailing on Lake Phelps, 1980**

58th Governor's Cup Regatta at Kerr Lake

by Dave "SailorDave" Batchelor

Someone asked me, "What makes a great Governor's Cup regatta?" Well, this year's regatta was a great example with 86 total boats in 10 classes, winds that were nearly perfect with 6-12 on Saturday and 8-14 on Sunday (shifty as expected on a lake), temps maxing out at 91 degrees, good food and social, and it all started off with an excellent seminar by Brad Russell of North Sails that was attended by about 50 people inshore and 15 boats out for practice starts and drills. We had all ages racing from kids to granddads in their 80s, nay 91 in one case. It's always special when a father has his son or daughter crewing for them on the Father's Day regatta, and even more so when you win like Charlie Buckner and Silas did in the Scot class. There are always a lot of new people to meet at these regattas and old friends to reunite with. With my many years on the circuit they are like mini family reunions for me, the kind you *want* to attend. (It's important to remember that this event is run entirely by volunteers, and the service to our club is a requirement for membership.)

Brad Russell went on to validate his credentials with a convincing win in the Thistle class. Regatta chair Sara Paisner and husband/commodore Howard Mendlovit sailed to second place behind Brad while running the regatta, and I can't walk and chew gum at the same time. Well done Sara and Howard!

With that many boats and fleets, PRO Bill Jarvis had his hands full, but the WDR course that saw its debut in the 2014 Governor's Cup pushed the finishing boats coming downwind onto a reaching leg toward a finish line that was well separated from the start line. This allowed classes to start another race as soon as a class finished. It worked very well and races were more fun with not having to wait for everyone to finish. Wish more multi-class regattas would use the WDR.

Once again the Buccaneers, a.k.a. "Bucs" were the largest fleet with 20 boats. Scots were next in line with 13, then Thistles with 9 and on down the line. Mike Sigmund loaned his premiere regatta Buc to Joe David, a former CSC and CSF graduate who now sails on the Old Dominion sailing team. With the great training he got growing up in Optimist and later in 420s on the high school team, he showed the class stars how to do it right, winning the class and the Governor's Cup, arggggg... Mike has done wonders with the class locally and regionally, teaming up with a few others from Maryland. Support from regional fleets is "sine qua non" to winning the Cup and they are doing it well.

The only real negative was there were two cases of heat exhaustion and probably dehydration resulting from the heat. Both individuals recovered and we are very thankful for the assistance of Dr. Dale Oller, who normally sails with Charlie Buckner. I only mention this because heat cannot be taken lightly. Sara was on top of both situations as well.

Competition was tight in all classes. See participation below. And, come back next year with your friends.

Classes attending were

Buccaneer	20
Flying Scot	13
Thistle	12
Isotope	11
Laser	7
Hobie 16	5
Open mono hull fleet (505, Wayfarer, RS300)	5
420	4
Jet 14	4
Open multi hull (F16)	1
Tanzer	4

A STAR is (re)Born

By Ken Butler

OK guys, today I got to sail on the Star, Robert Bouknight's boat that was at LTYC. Robert spent 8 hours cleaning and getting it ready for the Lake Norman Yacht Club's July 4th celebration. When I arrived at LNYC, Robert was ready to launch the Star. He had already set the mast and was completing some tuning.

The Star was an Olympic class sailboat, no longer used at the games, but is still raced at top levels, and is still a "techno wizard" despite being one of the oldest classes of boats. This boat allows you to adjust every facet you have ever considered adjusting.

A sidebar: I have seen the Star for several years in dry storage at LTYC and had no clue what a machine it was. It was an Olympic machine at a time when there was a focus on technology and sailing. Tweak this line this way and go faster.

First task was to rig a system to launch the Star using LNYC's boom and hoist system. Well we got her in the water, got the sails hanked on and went sailing. She handled like the Star she was. We performed several tacks and jibes. Well, this was my first experience with having running backstays and we did not wipe out the mast even though we had some wind. With clouds showing threatening weather, we chose to return to the dock and put her back on the trailer.

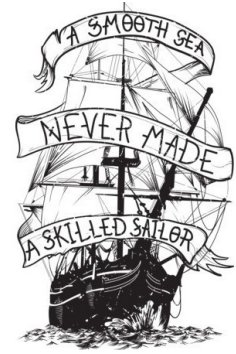
There is a Signup sheet for crewing on the Star at LNYC in the future!



The Star at LNYC

Sailing Tips, Terms and Phrases

Have a question about a term or phrase? Have an interesting tip? Send it to: newsletter@laketownsendyachtclub.com.



A Spinnaker Primer

By Capt'n Al

Flying the Spinnaker

Once the spinnaker is set and flying the trick is to keep it flying!

Set the pole at right angles to the wind. Ease the sheet until the luff of the sail just starts to curl. This is the sweet spot. Trim a little, ease a little. Trim a little, ease a little. As the trimmer you need to constantly watch the luff of the sail. If you look away for even a second, the sail will collapse! You want to have 1 to 2 inches of curl in the luff of the sail at all times. Trim until the curl goes away, ease until you get the 2 inches of curl. Repeat, repeat, repeat.

When the wind shifts one of two things must happen. Either adjust the pole to keep it at right angles to the wind, or the skipper must alter course to keep the pole at right angles to the wind.

You want the curl to be in the middle of the sail. If the curl starts high, raise the pole using the topping lift. If the curl starts low, lower the pole.

Sailing downwind is opposite from sailing upwind. If you get headed (wind moves forward), this is a good thing. You can steer the boat more toward your destination, the leeward mark. If the wind shifts aft you have to head up towards the wind to keep the same angle on the pole. This takes you further from the mark. Time to gybe!

Gybing the Spinnaker

There are different techniques for gybing a spinnaker and each crew will need to work out what is best for them. I will describe my preference for a two person boat.

- 1) Change course to nearly dead downwind.
- 2) Skipper stands and steps back in the boat so the tiller is between his/her knees.
- 3) Skipper takes the sheet and guy and keeps the spinnaker flying.
- 4) Release the old guy from the sheet hook on the (now) leeward side (or release the twing)
- 5) Crew gybes the main by pulling the boom over. Keep a dead downwind course. Keep the sail full.
- 6) Crew unclips the pole from the mast and the old guy (new sheet – remember sheet becomes guy, guy becomes sheet)
- 7) Clip the pole onto the new guy. Push the pole forward and clip onto the mast ring.
- 8) Put the guy in the hook by the shroud (or pull in the twing).
- 9) Skipper passes sheet and guy back to crew.

Whew! That's a lot! It takes practice. And more practice.

During step 7, hopefully the skipper is able to keep the spinnaker flying. If the crew is having trouble getting the pole onto the mast ring, the skipper must ease the sheet and/or guy until the pole is attached. Heading downwind will also help.

(continued on page 9)

(continued from page 8)

The Wrap (or Hourglass)

Every now and then, the spinnaker will get wrapped or twisted. This is often referred to an “hourglass” because that’s what the sail looks like when it’s twisted in the middle. I know you’ve all seen it and probably experienced it.

Freeing a wrap is a dark art. Sometimes you get lucky and it clears right away. Sometimes you have to give up and douse. The first thing to try is to grab the foot of the sail as close to the middle as you can, and pull down. If that doesn’t work, try easing the sheet. Head downwind to blanket the sail behind the main. Ease the halyard a foot or two. Keep trying the downward pull on the foot of the sail. Experiment. Watch the sail and try to figure out what has to happen to shake the wrap. It’s always different. Good Luck.

Next time we will discuss the douse or take down.

Hike Hard, Sail Fast!

Alan Taylor

Have you seen this on our website homepage?

- **Learn to Sail class links**

- City rental boats used in class
 - [Aqua Finn](#)
 - [Pico](#)
 - [Capri 14.2](#)
- [Rigging the Pico](#)
- [Rigging the Aqua Finn](#)
- [Animated Boating Knots](#)
 - [Figure Eight \(Stopper Knot\)](#)
 - [Bowline](#)
 - [Cleat Hitch](#)
- [Sailing Simulator](#)
- [Sailing Quiz](#)

Great links to learn more about sailing

- **Learn to Race links**

- [The Basics of Sailboat Racing](#)
- [Basics Rules of Sailboat Racing](#)
- [Sailboat Racing Test](#)
- [Race Starting Sequence Chart](#)
- [Race Signals Chart 1](#)
- [Race Signals Chart 2](#)
- [Racing Computer Animation Videos](#)
(Triangle Course, Windward Leeward Course, The Beginning, Starting Countdown, The Starting Line, Premature Start, Racing rules, Rounding a Mark, Hitting a Mark, Avoiding Contact, Fouling a Boat, Two Turns Penalty)
- [2013-2016 Racing Rules of Sailing](#)



Otto's Grand Adventure

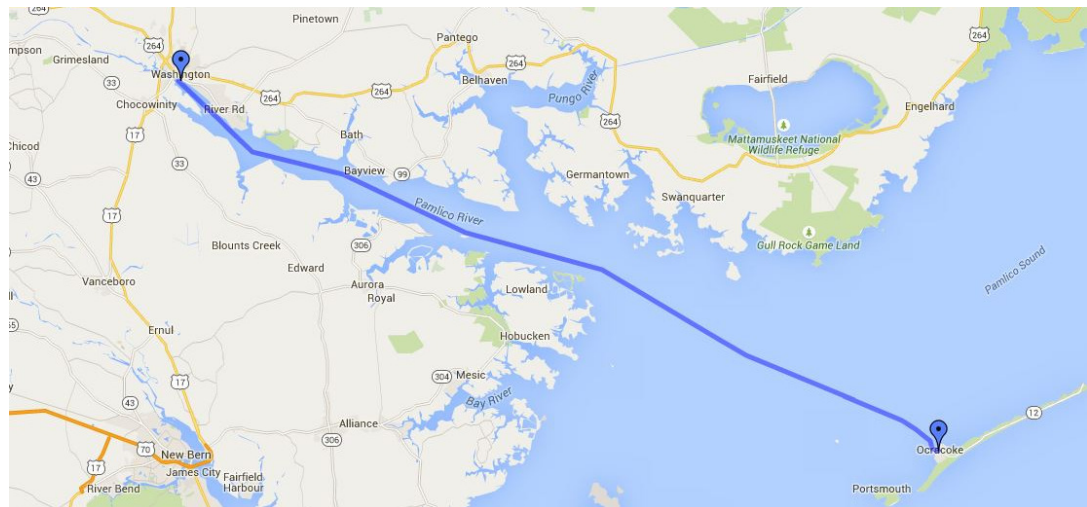
At our last regatta, Jim kept telling me: "Otto you need to go to the Okracoke Regatta, it is fun!" Then, at the last minute Kathy showed me a picture of her boat and she mentioned seeking crew for the annual Pamlico Sailing Club's Okracoke Regatta. I canceled my hiking and kayaking plans for that weekend, then I started asking LTYC skippers about their knowledge of the Okracoke Regatta. Steve shared a nice video of George, John, and himself as well as the route to avoid running aground! Peter lent me his NC Chartbook, and highlighted the best

route from Indian Island to Okracoke. So armed with their knowledge off we go, and here it is the rest of the story.

11 boats were in the regatta, 6 with spinnakers and I learned about a second side spinnaker called a "burpee" (?)

I was able to complete the regatta from Indian Island to Okracoke in one piece. What a ride! Starting time for our boat, a C&C 30 Mark II, was 8:20 AM, and we arrived at Okracoke 5:15 PM. Winds were up to 12-15 knots and waves were 2-4 ft. The journey back started at 6:00 AM and we were docking by 4:00 PM. Fortunately, we had a master skipper, the dock master from Washington, NC, so crewing was a breeze and a lot of piece of mind. The boat was rigged with a Genoa, and so it was a great experience due to the power of the front sail.

Otto Afanador



Skippers! Available to Crew:

Otto Afanador, ottosolar@aol.com, (336)-269-1765
 Jeanne Allamby, jeanne.a.allamby@usps.gov, (401)-996-0198
 JC Aller, aller.jc@gmail.com, (336)-580-0528
 John Carr, carrjl_40514@yahoo.com, (859)-227-3688
 Susan Cole, sscole@triad.rr.com, (336)-707-0678
 Kevin Gheen, ktgheen721@gmail.com, (336)-676-2369
 Trish McDermott, 88hawkgt650@gmail.com, (336)-707-2846
 Kathy Medlin, kathy@medlin.biz, (336)-255-0069

Steve Newgard, slpicture@aol.com, (336)-688-4952
 Kevin Perks, kevin_perks@yahoo.com, (336)-269-5973
 Keith Smoot, keith@br1980.com, (336)-996-6734
 Marty Van Hecke, Ivanhecke@gmail.com
 William Young, woyoung@triad.rr.com, (336)-707-0295
 Gilbert Whisnant, gwhisnant@northstate.net (336)-491-2388

Want to be added to this list? Email membership@laketownsedyachtclub.com

Lake Townsend Yacht Club Board



Commodore: David Duff • 336-908-9754 • homengso@triad.rr.com

Vice Commodore/Races: Nancy Collins-Heine • 336-585-0951 • heineu@bellsouth.net

Education/Rear Commodore: Ken Butler • 919-235-8376

Treasurer: Hudson Barker • 336-644-1060 • hudsonbarker@att.net

Secretary/History: George Bageant • 336-267-0293 • gbageant@hotmail.com

Equipment: Scott Bogue • 336-375-4247 • spbogue@earthlink.net

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

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• 336-580-0528 • aller.jc@gmail.com

Webmaster: Steve Raper • sraper4051@outlook.com

Mayor's Cup/Nominating/Past Commodore: Alan Taylor • 530-263-3009 • alan@lakelevel.com

Newsletter/Publicity: Trish McDermott • 336-707-2846 • 88hawkgt650@gmail.com

Note: Board meetings are open to all members. They are held the first Thursday of each month at 5:45. Greensboro Christian Church, 3232 Yanceyville St., Greensboro, NC. Share your thoughts and ideas!

Love sailing, but don't want to race?

LTYC Help Wanted:

We need you to be the Captain of LTYC's Social Sail

on the 4th Saturday of each month.

Please contact David Duff or Trish McDermott

More benefits of your LTYC membership :

- Use of city rental boats during club events
- After-sailing socials under the Shelter
- Monthly newsletter
- Free launching during club events
- Opportunities for continuous learning
- Trophies & awards



Classified Ads



Buy – Sell – Want to Buy

Boats-Equipment-Accessories
 Ads run for 3 months if not renewed.
newsletter@laketownsendyachtclub.com



Flying Scot For Sale

I am brokering a Scot, #4933 that it's excellent shape. I'd love to see the boat stay in the area.
 Asking \$7000 against an average asking price of \$9000. Full mooring cover included. Pictures and equipment list available, contact me. Sailordave@nc.rr.com
Dave "Sailordave" Batchelor
[919-467-3512](tel:919-467-3512) Home
[919-414-6809](tel:919-414-6809) Mobile

6/9/15

July							August							September							
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27	28	29	30	31			24	25	26	27	28	29	30	28	29	30					
25 Social Sailing							31 22 Social Sailing							19-20 Tanzer 16 Nationals 26 Social Sailing							

Yellow=Holiday; Gray=Meeting; Blue=Racing;
 Peach=Social Sailing
 Classes: Green=Adult; Pink=Junior

Windmills Available

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