



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

www.laketownsendyachtclub.com/

Tell Tales

Issue 4 April 2008

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
Saturday - May Day Race	3 May 2008	10:30 hrs	Lake Townsend Marina
Sunday - May Day Race	4 May 2008	10:00 hrs	
Board of Directors Meeting	1 May 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

Race Notes – April “Miss Piggy”

Uwe Heine

This month's kick off for the summer 2008 series included our interclub challenge with the Carolina Sailing club. The LTYC/CSC Interclub challenge was held on Sunday but CSC members were invited to race with us on Saturday also. A great time was had by all on both days.

Saturday the forecast was rainy and with my crew being sick, I decided to stay home and hope things were better for the interclub challenge on Sunday. The weather cleared up a bit so at the last minute I grabbed my camera and drove down to the lake and just barely made it in time to get on the committee boat. It was not looking very promising for racing – practically no wind and gray drizzly skies. We did have two boats from CSC (a Scot and a 505) and four boats from LTYC (three Scots and a Tanzer). While the sailboats were being towed out (always a bad sign), the race committee was having a difficult time setting up the course

as the wind shifted around 180 degrees after we set up the windward mark. "We could just leave it there and use it as the leeward mark..." Eventually the wind settled on a general direction and we started a first race. It was slow going but competitive as all six boats stayed together in a tight pack. By the time the second race started the wind picked up slightly but it started to rain. Once again the fleet stayed close together and provided some nice photo ops. Ken and Joleen stole the show when they got their Tanzer ahead of the whole fleet at the leeward mark. Ken and Joleen are an awesome light air team!



Saturday started out calm



It seems Ken and Joleen have not heard about Portsmouth numbers...

The Sunday CSC/LTYC interclub Challenge

Joleen Rasmussen



8 boats from Lake Townsend and 12 from CSC competed in the 2nd Annual Piedmont Cup Challenge. With an opportunity to sail on Saturday and an 11:00 competitors meeting, everyone had plenty of time to rig their boats and enjoy some coffee and donuts. It was a bit cooler than desired, almost cold even. With rather high wind forecast, Lawrence and Joleen discussed rigging the spinnaker. Deferring to Lawrence's many years of experience with LTYC wind and the challenges of benefiting from flying a spinnaker, and Joleen's inherent laziness, the team decided not to take the spinnaker.



Photo Cynthia Reichelson

As the competitors sailed out to the committee boat, Joleen was surprised to see the length of the leg, one of the longer ones at LTYC. The wind was coming almost directly down the lake. Joleen was even more surprised to see a W3 posted on the course board. CSC had requested races more

on the long side than the short, and it sure looked the lake was going to accommodate the desire.



Awesome 20 boat start – Photo Cynthia Reichelson

Race Committee set the starting line with a GPS. At 11:55, AP (Postponement) went up to allow the last couple of boats to make it out of the marina. It is not often that LTYC has a 20 boat start. I must confess, I spent about as much time watching the other boats sail as I did focusing on the tuning of my own boat. I watched the NACRA lap us after the 2nd lap, and watch him sail up to finish. I watched the NACRA continue to sail the course and thought that Trey was having so much fun, that he just kept sailing. What a compliment. (I later found out that Trey couldn't count and went four laps instead of three). I watched Paul Manis stay ahead of us most of the race. During the race, the winds started to pick up, and I had the jib rigged such that I dared not cleat it, as I would not be able to get the sheet uncleated, and I couldn't hike out as the jib would cleat. That made for a bit of excitement when I couldn't get to the high side, and I had to ask Lawrence to hike out. I watched the Thistles finish as we were sailing midway down the course, knowing that we needed to finish within 10 minutes or so of them for us to adjust over.

We were one of the last to finish, and I took the few minutes between races to return the Jib sheets back to their normal 2-1 setup. At the warning, we sailed up to check the course. Ack. RC still had a W3, and I was already tired. Race 2 proved to be as entertaining as Race 1. Steve Peterson could not uncleat his main. Shortly thereafter, both he and Craig Ambler scrambled over the side onto the centerboard. As we rounded the leeward mark, the winds were very heavy, and I looked up and saw Steve heading down from the windward mark, still going a bit slow, but I trusted by then he had just about gotten all the water out of his boat. Sometime during the 2nd race, Lawrence confessed that the spinnaker would have been useful, and I vowed to always rig the spinnaker, no matter what the condition.

Race 3 saw a W2 posted, and I was very glad. After not sailing all winter, I was getting a wonderful workout, but I knew I would be hurting on Monday. Race 3 proved to be as entertaining as the first two races. Pete Thorn learned that if he is crossing Port against a fellow LTYC sailor on Starboard, even though they may be on the same team, Pete

better keep clear otherwise he will be doing penalty turns. Perhaps Ken did not know that he and Pete were on the same team, but knowing Ken, I don't think it makes a difference. Race Committee had front row seating to the prime entertainment for race 3. Hiked out, and heading to the finish, Kirk Nelson's hiking strap broke, and over he went. Kirk's crew did not have much helm experience, and RC told them to push the tiller away. The boat rounded up. RC picked Kirk up out of the water and placed him back on his boat. As Kirk wasn't on the boat when the boat crossed the finish line, RC advised Kirk that he would need to re-unwind his string and refinish. Huh, but what about outside help? The rules allow for outside help when it is a question of safety, and current interpretation is that a person in the water is a question of safety.

Back on shore, LTYC provided beer and munchies for the sailors. RC was packed up and ready with the results with time for beer of their own before the last of the competitors were rounded up for the standings. CSC 3, LTYC 0. Even with those results and the cool weather, it was a perfect day and a great way to kick off the summer sailing season. Thank you CSC for joining us. 'Til the Next Challenge, Fair Winds and Sail Fast.

Meet Yer Mates!

No, this is not a dating service! This is a newsletter feature to help get new club members acquainted with the other members. We will use the questions below in an interview format and feature a different member each month. I will accept submissions from any member at any time, but we will start with the board members:

Meet Yer Commodore: John Hemphill



What do you do other than sailing?

Work a lot. I'm a faculty member in the Teacher Education Program at Greensboro College. For the past four years I've been the director of the program, which means that I only teach part-time and spend a lot of time

writing reports and herding cats. I really enjoy teaching about literacy and technology. My interests are varied. If I'm ever able to retire, I can't imagine being bored. I'm fortunate to have terrific family. Susan and I have been married almost 38 years. Sarah is 27 and will be moving to

Little Rock this summer to work for Alltel. Max is a 25 year-old with severe developmental disabilities. He is a sweet and loving child and will never be far from our eyes or hearts. Sailing has, to a large extent, replaced the other sporting and out-of-doors hobbies I've had over my life – tennis, camping and fishing. I only seem to have enough leisure time to do one thing at a time.

How did you get into sailing?

When Susan and I were graduate students at Florida State University, the university had a recreation complex on a cypress lake at the edge of town. We would check out a Sunfish and sail out to the middle of the lake, drift around and drink beer. We didn't know hardly anything about sailing, so getting back to shore was sometimes an adventure. In the summer of 1999, Susan bought us sailing lessons at Lake Townsend. I was hooked immediately. From childhood, I've been drawn to almost any kind of activity involving nature, learning and problem-solving. Learning how to make a sailboat go where I wanted it to go was right down my alley. Within a year I had bought FS 4043 (Bill Byrd's old boat) and Byrd was crewing with me and teaching me basic racing strategy. Racing added another problem-solving dimension to sailing. On racing day, sailing is not just about getting to point X on the lake, it's about getting there before the other guys. I've always been a competitive person. Racing requires a broad and deep knowledge of your sailboat and how it responds to the wind. It can't be mastered in a couple of years. I think the complexity of sailboat racing, combined with the adventure of cruising in never-before-seen waters, has made me a sailor for as long as my body and mind will allow.

What boats do you race or sail?

My only boat is Flying Scot 4043. It's a great, multi-purpose dinghy. My initial reasons for buying it were its stability, large open cockpit and simple rigging. It is a boat that Susan and I can handle. There's room for my kids or other passengers. The cockpit is deep and the seats are high enough to be comfortable. It's a comfortable boat for day sailing with the family, but also a good racing boat - with plenty of good Scot sailors in the area to race. When the wind picks up to 10-12 knots, the boat is fast on a broad reach. With good wind and sail trim, the bow lifts and the boat planes across the water. It can be an exciting boat to sail.

What changes or up-grades have you made?

Not very much. I've replaced all the standing and running rigging at least once. Most of the sheets are probably original to the boat. The only significant changes I've made were to put rotating jib blocks and cleat on the seats. That eliminated some seating capacity but made the jib easier to

trim. I put a retractable swim ladder on the transom. A great feature for summer-time cruising. It's great to be able to anchor in a sheltered cove, go for a swim, and easily and safely get back in the boat.

What are sailing goals for the year?

I'll be on sabbatical this fall semester. When summer school is over in July, I should be free to sail whenever the opportunity. I'd like to make more regional Flying Scot races and cruise whenever the opportunity permits. Starling Gunn and I have been talking about sailing his Pearson 30 up to the Chesapeake Bay. The Flying Scot Atlantic Coast Championship is at Selby Bay (near Annapolis) on September 27 & 28. The dream trip would be to sail to Selby Bay, borrow a Flying Scot, and participate in the regatta.

What is your favorite sailing story?

A couple of years ago I towed my Flying Scot to Fernandina Beach, Florida, for a family vacation. Fernandina is on the north end of Amelia Island – the northern most barrier island in Florida. The St. Mary's River separates Amelia Island from Cumberland Island, the southern most barrier island in Georgia. On a day when the tides and winds seemed favorable, the family and I sailed the Scot across the St. Mary's River and up the bay on the backside of Cumberland Island. The 18 mile-long island is a national park and seashore. Eighty percent of the island has been preserved from development for over a century. Much of the island is covered by a forest of giant oaks with interspersed fields that provide habitat for deer and wild horses. Our chart showed what appeared to be some sandy beaches where we might be able to land the Scot and, if we could sail far enough up the bay, a small national park station with a dock.

Favorable winds allowed us to reach the park dock by lunch time - in less than 2 hours of sailing. We ate our sandwiches and made the mile-long trek through the forest and across the dunes to the beach on the Atlantic side of island. We relaxed and swam for a while, then made the trek back across the island. It was about 4 in the afternoon, so we had 4 to 5 hours of good daylight to make the trip back. Unfortunately, the westward wind that had blown us over to the island on a reach had turned a bit southward and had picked up. The route back to Amelia Island, rather than being a reach, was going to be more of a close haul. As it turned out, we needed all the hours of daylight left. Four straight hours of upwind sailing is not a good way to hook your family on sailing, especially on a large coastal bay, with looming darkness, thunderstorms lurking on the horizon, and – in this case – some concerns about submarines! The King's Bay Submarine base is across the bay from Cumberland Island and the St. Mary's River is

their channel to the ocean. At several points, when three of us were on the windward deck, hiked out and trying to keep the boat reasonably flat, I was afraid Sarah was going to cry. When we finally got back to the dock and had the boat secured – with only a few minutes of daylight left, Sarah stormed off the boat muttering, "I'll never get on the X#@%*\$! boat again."

That adventure was two years ago. Sarah crewed with me for several of the frost bite series races this year. Though she isn't as passionate about sailing as I am, I think she enjoys the mixture of adventure, pleasure, and occasional fear that makes up the sport of sailing. I've already located for her the lakes and yacht clubs around Little Rock.

Around the Lake

Steve Raper



We had a good turnout for the Instructors Meeting on April 19. In attendance were Adam Zahand, Bill Byrd, Uwe and Nancy Heine, Wayne Jones, John Hemphill, Bob Moates, Matt Smith, Bill Young and David Young. The meeting was fairly short since most all of the instructors have taught before and there were no changes to the syllabus. I suggested that we be very concise when giving instructions on sail trim and boat handling in the on-the-water sessions. Do not over-explain, all that extra verbiage will just be confusing to them until they can burn-in some of the basics. Save some of that for the daily review sessions. Last year, I started using the Capri's, without genoas, very early in the class and that worked out really well as the boats sail just fine under main alone. The other thing I have been doing for some years now is to tell the

students how difficult boat to boat communication is when the wind comes up. Unfortunately, that is when clear communication from us is needed the most. Because of the wind noise, luffing of the sails and increased power boat noise as we try to keep up with their boat, we have to scream at them (UNCLEAT THE JIB!!) to be heard. Tell them beforehand so they understand what all the screaming is about. Currently, we have 11 students registered for the first class session, 6 for the second and 7 for the third.

Nancy and Uwe handed out print copies of the Annual Directory. They had attached a sticker on the Portsmouth page of each to indicate that a newer version of the numbers has been published since the directories were printed. In the online directory on our website, the page of Portsmouth numbers has been replaced by a page showing the new numbers.



After the meeting, we stayed for our second club workday of the year. On the previous workday, the time was spent checking out and repairing our boats and other equipment needed for the race series. This day the goal was to take inventory of the city rental boats, make any repairs to sails and boats that we could, give a list of other parts/repairs needed to the Lake Wardens. We also planned to



rig two brand new Aqua Finns and commission them for rental. We selected one of the worst Aqua Finns and hauled it off the docks to be sold at city auction and set the new one in it's cradle. There is still one Aqua Finn cradle missing so we could not rig the other new boat with no place to secure it on the dock. One cradle was damaged last year and had to be removed. Hopefully, the city will get this installed soon so we can put the other new boat out. The kayak cradles will not work for these boats at all. I suggested that we make a placard for the new boats - 'Reserved for LTYC members only'. Oh well, it was a nice thought while it lasted! The new boats have some very nice features - rub rail all around, mainsheet block on spring, padded tiller handle, improved placement of the cockpit drain and hull drain and spring clip on the daggerboard.



Thanks a lot to everyone for their help. These boats get all kind of abuse from the public rentals so it is a constant battle to keep them in condition to sail. Because of your work we have boats

available to use for the classes. Check our website for other photos of the day.

April 26 wasn't a designated cruise day but should have been. The weather and wind was perfect and the bad weather held off until after 5pm. I jumped a ride with Uwe and Nancy on FS3801 about 10am and we ended up sailing without a break until about 4:30. Lew Johnson (2006 Commodore) was putting his O'Day 19 in about the same time we launched. It was great to see Lew again. The wind was a little stronger in the morning but all day was filled in across the whole lake, very steady and our speed stayed around 5 to 7 knots. It was coming mostly from a little south of the bridge so we had a lot of fun doing spinnaker runs downhill and worked some on tweaking the technique of getting the chute up and down. Sometime after lunch, we saw what looked like another Scot sail at the docks so headed that way. It was Wendell, Anne and Alex Gundlach on FS4416. Two Scots - the race is on! We paced each other around the lake for several hours and had about decided to head in when we noticed John Hemphill's FS4043 sail pop up at the docks. So, we hung around the jetty and escorted he and Susan and Max out. We had been keeping a sharp eye on the weather all day expecting that a storm may come in by 2pm. But it hadn't so the three Scots and a couple of Capri's sailed for a while longer. The sky was darkening to the north so we all finally headed in and got the boats put up just before the rain and thunder-boomers started.

LYTC ORIENTAL CHECK OUT CRUISE

#4 UPDATE

Things are looking great. I am excited about the May 17 Introduction to bareboat chartering from Whittaker Creek Yacht Harbor. The two boats are chartered.

The Charter so far will consist of Sergey & Natalia Kobelev, Wayne & Peggy Jones, Keith & Wanda Smoot, Nick Holliday & Megan Brown, Bill Byrd, Steve Raper, and Adam Zahand.

These are large yachts and I have one double suit left and two singles left. If you can think of any members or friends that I may have missed please call them.

David Raper LYTC treasurer is out of town till next week so I have no way of knowing who has sent in their money. If you have not sent it in yet make the check out to LYTC and don't forget the \$10.00 each extra if you plan to stay on the boats Saturday night.

The charter company likes their money a month in advance.

The general itinerary for Friday will start after lunch. We will meet at Whittaker Creek on the boats. We plan to have an orientation walk through which will consist of the charter company showing the different systems, how to start the boats, how to switch from shore power to battery power, how to operate the roller fuller mains and jibs, the vhf radio, anchor, safety equipment, and navigation equipment. After that you will have time to put your linens and personal things on the boats, shower and get ready for a night out. (supper at M&M's and maybe ice cream at the Bean.). It's always fun to walk over to the town dock and talk to the transits. Usually back at the yacht by nine.

The orientation itinerary would normally be for the skippers but everyone can and should attend and see just how a yacht works.

On Saturday after breakfast at Brantley's we will go to the yachts and go sailing and work on new skills.

Don't forget to pick up something for lunch this is a bareboat, coolers will be furnished.

Saturday afternoon check in the boats, refuel, pump out the head (this is a bareboat) shower and supper.

This itinerary is only a suggestion some may like free time, shopping dining out on the deck at the Oriental Harbor Bistro or just walking the docks. Every thing is within walking or a short (rental) bike ride from each other.

Oriental Local information

<http://www.towndock.net/>

<http://www.whittakercreek.com/index.php?categoryid=9>

KNOTS: BOWLINE, DOCK CLEAT AND FIGURE EIGHT

<http://www.laketownsendyachtclub.com/Includes/homeport.asp>

Any questions? Feel free to e-mail me. More updates to come.

LYTC CRUISE DIRECTOR

Starling Gunn



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

SAILBOATS FOR SALE!

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

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 (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

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]

<http://raleigh.craigslist.org/boa/584349841.html>

Lake Townsend Yacht Club Help Lines

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

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	cromartie@triad.rr.com
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	lesliep@gborocollege.edu
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	reichelson@cs.com
Catherine Clark	336-315-0414		
Mike Bianco	336-299-4461		mfbiano@aol.com
Keith and Kelly Francies	366-292-9042	336-362-5335	keith.francies@davey.com

Lake Townsend Yacht Club

Summer Series

April-October

Open Portsmouth

Skipper	Boat	Sail #	Total Score	1			2			3			4			25				
				preliminal Elapsed Time	Corrected Time	Place	preliminal Elapsed Time	Corrected Time	Place	preliminal Elapsed Time	Corrected Time	Code	Place	preliminal Elapsed Time	Corrected Time	Place	preliminal Elapsed Time	Corrected Time	Place	
Bageant	George	TNZ16	690																	
Burchfield	David	505	8351	6	34.4	41.9	3	42.12	51.3	3										
Rasmussen	Joleen	TNZ16	232	20	35.13	36.22	4	44.97	46.36	4	64.78	66.65		4	67.6	69.55	4	44.35	45.63	4
Thorn	Pete	TNZ16	2000	16							58.45	60.13		6	59.17	60.87	5	42.52	43.74	5
Warren	Ken	LI	10386	11							57.28	65.39		5	63.22	72.17	3	41.35	47.2	3

Lake Townsend Yacht Club

Summer Series

April 5-6, 2008

Flying Scot

Skipper	Boat	Sail #	1		2		3		4		Fun		
			Decimal Elapsed Time	Place	Decimal Elapsed Time	Place	Decimal Elapsed Time	Place	Decimal Elapsed Time	Place	Decimal Elapsed Time	Place	
Griffin	Jack	FSCT	5818	35.93	4	46.78	3				42.92	5	
Heine	Uwe	FSCT	3801					64.55	4	67.62	4	49.08	3
Hemphill	John	FSCT	4043	35.52	5	45.57	4	60.48	5	61.62	5	40.72	7
Lupton	Fred	FSCT	3638	35.37	6	40.92	6	59.37	6	59.32	6	42.87	6
Morris	Steve	FSCT	3500	38.63	3	45.48	5	67.9	3	69.4	3	46.72	4

Race 1 Start 12:06 8-13 Kts 025-040					35	20	Spread 6.77		
Skipper	Club	Boat	Sail #	LTYC	CSC	Decimal Elapsed Time	Corrected Time	Place	
Thorn	Pete	L TNZ16	2000	1		58.45	60.13	1	
Backus	Alan	C FSCT	4105		2	56.13	62.09	2	
Burchfield	David	C 505	8351		3	50.55	62.48	3	
Puckett	David	C TH	3739		4	53.08	63.95	4	
Mendelovitz	Howard	C TH	2902		5	53.52	64.48	5	
Sigmond	Mike	C BCN	3687		6	56.72	65.2	6	
Warren	Ken	L LI	10386	7		57.28	65.39	7	
Lupton	Fred	L FSCT	3638	8		59.37	65.67	8	
Rasmussen	Joleen	L TNZ16	232	9		64.78	66.65	9	
Hemphill	John	L FSCT	4043	10		60.48	66.9	10	
Meddock	Justin	L BCN	1497	11		59.53	68.43	11	
Griffin	Jack	C FSCT	5818		12	62.03	68.62	12	
Nelson	Kirk	C TH	3398		13	57.12	68.82	13	
Manis	Paul	C TNZ16	379		14	68.13	70.09	14	
Heine	Uwe	L FSCT	3801		15	64.55	71.4	15	
Peterson	Steve	C TH	3846		16	59.28	71.42	16	
Brown	Trey	C N20	1017		17	45.13	74.97	17	
Morris	Steve	L FSCT	3500		18	67.9	75.11	18	
Auer	Brett	C BCN	5062		19	72.25	83.05	19	
Bageant	George	L TNZ16	690		21		dnf	21	

Race 2 Start 13:26 10.5 Kts 020					45	21	Spread		14.69
Skipper		Club	Boat	Sail #	LTYC	CSC	Decimal Elapsed Time	Corrected Time	Place
Brown	Trey	C	N20	1017		1	34.6	57.48	1
Thorn	Pete	L	TNZ16	2000	2		59.17	60.87	2
Backus	Alan	C	FSCT	4105		3	57.28	63.36	3
Peterson	Steve	C	TH	3846		4	53.87	64.9	4
Lupton	Fred	L	FSCT	3638	5		59.32	65.62	5
Mendelovitz	Howard	C	TH	2902		6	54.52	65.69	6
Sigmond	Mike	C	BCN	3687		7	57.33	65.9	7
Puckett	David	C	TH	3739		8	54.8	66.02	8
Burchfield	David	C	505	8351		9	53.9	66.63	9
Nelson	Kirk	C	TH	3398		10	55.68	67.08	10
Hemphill	John	L	FSCT	4043	11		61.62	68.16	11
Rasmussen	Joleen	L	TNZ16	232	12		67.6	69.55	12
Griffin	Jack	C	FSCT	5818		13	64.57	71.43	13
Manis	Paul	C	TNZ16	379		14	69.67	71.68	14
Warren	Ken	L	LI	10386	15		63.22	72.17	15
Meddock	Justin	L	BCN	1497	16		64.97	74.68	16
Heine	Uwe	L	FSCT	3801	17		67.62	74.8	17
Morris	Steve	L	FSCT	3500	18		69.4	76.77	18
Auer	Brett	C	BCN	5062		19	68.1	78.28	19
Bageant	George	L	TNZ16	690	21			dnc	21

Race 3 Start 14:44 7 Kts 040					55	16	Spread		5.56
Skipper		Club	Boat	Sail #	LTYC	CSC	Decimal Elapsed Time	Corrected Time	Place
Brown	Trey	C	N20	1017		1	25.2	41.86	1
Burchfield	David	C	505	8351		2	34.47	42.61	2
Paiva	Dillon	C	TH	2902		3	35.45	42.71	3
Puckett	David	C	TH	3739		4	35.98	43.35	4
Thorn	Pete	L	TNZ16	2000	5		42.52	43.74	5
Peterson	Steve	C	TH	3846		6	36.33	43.77	6
Hemphill	John	L	FSCT	4043	7		40.72	45.04	7
Backus	Alan	C	FSCT	4105		8	40.85	45.19	8
Rasmussen	Joleen	L	TNZ16	232	9		44.35	45.63	9
Warren	Ken	L	LI	10386	10		41.35	47.2	10
Lupton	Fred	L	FSCT	3638	11		42.87	47.42	11
Griffin	Jack	C	FSCT	5818		12	42.92	47.48	12
Meddock	Justin	L	BCN	1497	13		42.47	48.82	13
Sigmond	Mike	C	BCN	3687		14	42.67	49.05	14
Nelson	Kirk	C	TH	3398		15	42	50.6	15
Morris	Steve	L	FSCT	3500	16		46.72	51.68	16
Auer	Brett	C	BCN	5062		17	45.6	52.41	17
Heine	Uwe	L	FSCT	3801	18		49.08	54.29	18
Bageant	George	L	TNZ16	690	20			dnc	20
Manis	Paul	C	TNZ16	379		20		dnc	20