



Lake Townsend Yacht Club
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www.laketownsendyachtclub.com/

Tell Tales

Issue 9 September 2008

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
Interclub Race	1 November	11:00 competitor's meeting 12:00 first signal	Oak Hallow Lake High Point
Board of Directors Meeting	6 November	17:45 hours	Greensboro College Campus in Room 226 of Proctor Hall West
Annual Meeting	15 November		Location to be determined

ANNOUNCEMENTS

Interclub Event - Race Day at Oak Hallow
Come out and have a day of fun racing with the Oak Hallow Sailing Club.

Lake Townsend's Fickle Fancy

Joleen Rasmussen



Saturday brought great fall weather, terrific turnout, and barely enough wind to have race, yet race we did. Yes, even Joleen was out on the course. Last to leave the shore, Joleen had to paddle out, but

was determined that with such a terrific turnout, she was not going to bail. Happily the Scots started first, which gave the others a chance to appreciate that they were not yet trying to race.

The second start actually had a bit more wind, though starboard favored so that most of the boats were fetching the mark. Joleen had started at the pin and was not able to point as well as Eric, so had to tack back to the center of the course. Adam followed Joleen rather than Eric, which Joleen nicely pointed out was really not the right thing to do. Adam agreed, whatever was he thinking? As Joleen rounded the weather, there were three boats directly in her way so that she rounded well away from the mark, then turned down towards committee, looked for an opening, and finding one, sailed from clear astern between a bucc to weather and the I20 to leeward. Now for those who are wondering, did Joleen have rights to do what she did. "Room freely given is freely taken"

The sailing was quite weird on Saturday, the course was small, the winds were light, we were all close together. There was quite a bit of laughter and humor as the sailors tried to figure out how others were moving faster than they were. As Joleen round the leeward mark, Eric was not that far

ahead. Joleen focused on closing the gap. As Eric approached the signal boat, the wind shadow of the signal boat cost Eric a bit of time. Joleen sailed to the line a bit further away from committee, and was able to smoothly make it to the line, less than 2 minutes behind Eric and well ahead of all the others. RC asked if Joleen wanted another another race, laughing Joleen simply asked "What do you think?" Joleen may be getting really good at sailing in light air at Lake Townsend, but it is not her preferred conditions.

Wow, look at the line of wind up towards the bridge. We are going to get a good wind race in. Committee reset the course, started the sequence for the Scots. Someone questioned the compass bearing as it had not been changed from the first course setting. Up went AP. Course bearing was corrected, and the sequence restarted. Oh Oh, is the wind disappearing, Joleen asked? Disappeared, replied a nearby skipper. The Scots started, and went nowhere. After a few minutes, Joleen commented quite loudly what a pretty colored flag David had in his hands, the lovely blue and white checked flag. Joleen took out her paddle and started the trip back to the marina, well before Abandonment went up, but with a fleet of other boats behind her, back to a well stocked social and much discussion about the days racing.

Its not a good sign when Ken Warren, the king of light air sailing, is taking his boat out of the water during the competitors meeting. Does that tell you what the lake looked like at 10:00 on Sunday. Good thing it doesn't take much to raise the sail of an Isotope, or Joleen probably would not have found the motivation to get her boat out there. Adam and Joleen paddled out to the signal boat. RC towed several monos out to signal. Eric was twice offered a tow, but as he was moving slightly, and is determined that he should get in and out under his own power, declined. He did paddle a bit.

Oh no, not the dreaded cove to Golf course trip, and a W2. What in the world was RC thinking. As Joleen rounded the leeward mark, she looked up the course hoping to see the Scat 1 up at the weather mark setting up to shorten course. No such luck. As Joleen approached the weather mark, she heard the Scat 1 motor start up and gave a great sigh of relief, only one more mark to go after this one. As Joleen rounded the weather mark for the second time, Adam was to weather of Eric. Joleen yelled out for Adam to cover Eric, take his wind, slow him down. Adam yelled back he was trying. Once again, Eric

sailed deep, but slowly, with Spinnaker boats behind him messing up his wind.. Joleen sailed a bit hot out to the shore winds. Eric claims that Joleen had private wind, but isn't that the nature of Lake Townsend on light air days. More pressure along the shore, and clearer air. As Joleen jibed towards the leeward mark, she was actually ahead and to weather of Eric. Joleen tried to starboard tack Eric at the finish and keep her lead. But she tacked to soon. She had to bear off to make the line, and started to slow down, and slow down, and slow down. Meanwhile, Eric was keeping his speed. Joleen focused on Eric's bow and the pin, bow and pin, bow and pin. When would she hear a horn. HORN, Eric was not yet at the pin, Joleen was FIRST.

More great news, the wind was picking up. RC shifted the course, and started the race, in really good wind. It was too much for Joleen. Her psychic could not switch from light air to good air so quickly, and after getting her tiller tangled in her main sheet while heading straight at a starboard Scot, then getting into Irons twice trying not to tack back to starboard, did bag the race, and headed back to shore. Which meant that the boat was ready to have the mast dropped, and the trailer hooked up to the car and ready for loading when Eric got to the beach.

Spinnaker Fun

Uwe Heine

I will never take it for granted what a great crew my wife Nancy is. This month Nancy was not able to race with me, and I recruited her son Tony for Saturday's race, and my son Andrew for the Sunday races. Both have experience sailing, but have never been in a race. Although they both did well, it is amazing how many little things are going on that an experienced crew takes care of automatically without any input from the skipper. Little nuances like how best to hold the jib out in the light air, helping keep track of the start sequence, and all kinds of other details. Tony did great and we managed to keep the boat ghosting along, overtaking the lead Scot to win the race. In the drifting conditions a spinnaker was not going to fly, so Tony didn't have to deal with that.

On Sunday it looked like it was going to be drifting conditions again, and I thought that I would avoid having to try to explain the spinnaker procedures to Andrew, who had never seen a spinnaker in use. The only other Scot racing that day was Steve

Raper, so we had a match race. Andrew and I rounded the weather mark with a comfortable lead. As Steve rounded the mark behind us I saw him hoisting his famous bumblebee colored chute. I was thinking that there may not be enough wind for it to fly, but sure enough it started to fill and Steve started gaining on us. By now we about a third of the way down to the leeward mark – should I scramble and try to hoist the chute? OK – let’s try – I was trying to communicate the sequence to Andrew (who had only heard it described once earlier that day), and when I saw it was going to take too long I gave him the helm and tried to do it myself (something Nancy is way more experienced at than me). I’m digging around trying to find that third corner of the sail, getting things into a mess, when I decide that with this short course, and the wind picking up some, that by the time I get it together and hoist the thing it will be time to pull it back down. So I give up and Steve is passing us as we round the mark. Heading back upwind we tack away from Steve and find some good air. At the weather mark we once again have a good lead. But now my spinnaker is a tangled mess and I am not even going to try to deal with it. Steve once again expertly deploys his chute and starts to gain on us. I’m thinking that it will be close at the leeward mark, but I will be able to keep the inside and hopefully beat him to the finish. Now I see they have shortened the course and there will be no upwind sprint to the line! Steve rolls over us from behind and crosses the line a half boat length ahead of us. As was said in the first America’s Cup “There is no second place...”



Stevens chute is looking large to Uwe and Andrew!

The breeze picked up a bit for the second race. I am having trouble with the darned stopwatch (Nancy normally does this) so I am way off on my start timing. Now I have to tack away to the right to get clear air – looks like it’s working out, but Steve still

rounds the weather mark ahead of us. OK, now there is nothing to lose trying to fly the spinnaker. Andrew had tried to get the sail straightened out, but never having done this before it took us a while to get it rigged and hoisted. Finally the sail is up and I ask Andrew to pull the sheet off of the clip on the starboard side. Andrew says out loud “that doesn’t make any sense!” At the last second, too late, I realize Andrew is going to unclip the brummel hook, not the guy clip. Now instead of a spinnaker we have a lovely colorful flag flying off our bow! RC must really be enjoying this! Get up on the bow and grab the corner of the sail!!! By the time we got things under control it was time to douse the chute. Needless to say we did not gain on Steve. Steve rounds the mark way ahead of us and once again we head off to the right for clear air. This time we made big gains and rounded the weather mark in the lead! Now Andrew has at last seen what a rigged spinnaker is supposed to look like so we hoist the chute with no problems. We hold on to our lead and Andrew wins his first sailboat race! What promised to be a dead calm day actually ended up being a much better day than Saturday.

Meet yer mate: **George Bageant**



What do you do other than sailing?

I worked for Sprint Telecommunications for 35 yrs and finally retired about 3 yrs ago. So my time has freed up considerably. But a lot of that free time is taken up with my wife Betsy and my two grandkids, Emma and Jack!

When I get around to “my” time, I have two motorcycles, several bicycles, a touring kayak and a canoe. If that isn’t enough, I play some guitar and am learning how to play the banjo I made last year. And now I’m building my second banjo.

Who says retirement is boring?

What boats do you sail or race?

I have a 1974 Paceship 23 that I use for cruising and a 1973 Tanzer 16 that I race on Lake Townsend.

Why did you choose this type of boat?

When I first started sailing back in 2000 I wanted to be a cruiser and had visions of sailing around the world! (well ok, maybe to Florida!)

I bought my first boat which was a 19ft. Mirage 5.5 (pocket cruiser). I sailed it for a couple years and found it wasn’t large enough to overnight in comfortably. I sold it and bought my Paceship 23 which turned out to be the perfect size. It could live on the trailer in the driveway and be ready to go when I was.

Then reality set in! A cruising boat sits idle 95% of the time. So racing a small boat on Lake Townsend on weekends started to look a lot better to me.

The Flying Scots were the largest fleet in the club at the time and being a bit of a maverick, I decided to race something else. I bought a Tanzer 16.

I’ve had a ball racing this boat and have had a fair amount of success with it.

What changes or upgrades have you made to your boats?

The Tanzer 16 has been treated to new sails and an upgraded traveler and new blocks and jam cleats for the jib sheets.

The Paceship 23 was a mess when I bought it, mainly from neglect. It’s been redone from stem to stern; inside and out. The topsides have been painted, all the teak has been replaced, new wiring throughout, all the running rigging has been routed back to the cockpit, new electronics, new lights, and a new outboard engine. Everything that could be, was replaced on the trailer and it now has stainless steel disc brakes. Needless to say, this didn’t happen overnight!

How long have you been sailing and what got you interested?

I bought my first sailboat in 2000.

Betsy and I do sailing cruises in Maine every 2 to 3 years and we sail on a two masted schooner. Crew participation is encouraged and you can even take the helm if you want to. In the islands off the coast of Maine in Penobscot Bay, sailboats are everywhere: big ones and little ones of every description, all shapes and colors. If ever the sailing bug is going to hit you, it will be here!

Well, it hit me in a big way!



How did you learn about Lake Townsend Yacht Club?

When I got back to Asheboro from one of these trips, I started searching the internet for any info I could find about sailing. Totally by accident, I ran across LTYC in Greensboro and found that they had sailing lessons. I signed up for a class in July that was taught by Bill Snider and John Goodman. The rest is history!

What do you like about LTYC

I like the boats, the sailing, and the lake, but all of this is secondary to the people that make up the membership. A lot of my very best friends are members of LTYC and this says volumes about what kind of a club we have!

What do you like best about sailing?

A lot of sports require physical strength and natural ability and you tend to age out at an early age. The ability to think while you’re sailing and to have a great deal of patience is very important. It is not uncommon at all to find some of your best sailors approaching retirement age or well past it. After all, they’ve been honing their skills for years!

What is your sailing goal for the year?

My goal every year is to have a safe and fun time on the water and help as many people as I can share the same pleasures.

What do you like best about the lake?

The best thing I like about the lake is that the only people that use it are fishermen and sailors and a handful of kayakers and canoers. Even on a crowded day there's plenty of room for everyone.

What is your favorite sailing story about another club member?

Well, all of my sailing stories involve another club member or my wife Betsy. I could tell you the one about Bill Byrd and the pocket knife.....maybe not! Or the one when Steve Raper and I were sailing back from Ocracoke.....maybe later! Or I could tell you the one about Betsy's first sail on the Pamlico headed for Bath.....no, she'd kill me!

Tell you what, the best thing to do would be to catch me at a social after a race on Saturday when I've got a beer in my hand and we'll swap lies and tell stories!



SAILBOATS FOR SALE!

(Saleboats for Sail?)

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-](http://www.intl-fiberglass.com/Isotope%20Nationals%202006.html)

[fiberglass.com/Isotope%20Nationals%202006.html](http://www.intl-fiberglass.com/Isotope%20Nationals%202006.html)

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

joleen.rasmussen@bowebellhowell.com

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: Joleen Rasmussen (Vice Commodore) 919 732-5410R joleen.Rasmussen@bowebellhowell.com	Membership: Kim Kirsh 336 851-5229 R kkirsh@triad.rr.com
Education: Steve Raper (Rear Commodore) 336 288-3762 R Steve.raper@greensboro-nc.gov	Social: Sonja Hughes, smhuges@infonline.net Sam Reichelson, reichelson@cs.com
Finance: David Raper (Treasurer) 336 6432-7071 R Gwynedd22@bellsouth.net	Junior Sailing: David Duff 336 282-7773 R David.Duff@analog.com
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Property: Fred Lupton 336 288-4284 lupton4@aol.com	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
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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
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