



Lake Townsend Yacht Club
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www.laketownsendyachtclub.com



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 of LTYC

Tell Tales

Issue 3 Summer 2011

Schedule of LTYC Events

Board Meeting	July 7	5:45 PM	Greensboro College Campus in Room 226 of Proctor Hall West
USA Days Regatta	July 9-10	11:00 AM	Lake Townsend
Yeoman Class	July 23	9:00 AM	Lake Townsend
Board Meeting	Aug 4	5:45 PM	Greensboro College Campus in Room 226 of Proctor Hall West
Dog Days Regatta	Aug 13-14	11:00 AM	Lake Townsend
Junior Regatta	Aug 13	11:00 AM	Lake Townsend
Yeoman Class	Aug 27	11:00 AM	Lake Townsend

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

Mark Your Calendar

The June Yeoman class was a great success. See Craig Dunton's note at then end of this article.

We have two more on the calendar – July 23 and Aug 27. If you have no or little sailing experience, and would like to learn more about sailing on Lake Townsend, come by and see how to rig the rental boats, learn about the lake, and learn a little about sailing and our sailing classes. Since this is a club sponsored activity, the instruction is **free**.

If you are a new sailor, “student”, you will learn more about sailing is a supportive environment, with instructors present, a safety boat on the water, and slightly larger sailboats than Parks & Rec boats. You are matched up with an experienced skipper “mentor” to help you improve your sailing skills. Since this is a club sponsored activity, the sailing is **free**.

If you are a seasoned sailor (“mentor”), you will have the opportunity to teach others more about sailing, promote the club and Lake Townsend to the community, and build interest in your fleet. Since this is a club sponsored activity, there is **no fee** for launching your boat, or taking out a Parks & Rec boat to demonstrate sailing skills.

The class runs from 9 am to 3 pm. You can come for the entire time, or as long as you can. As with all of our events, all you need to do to participate is show up! However, it helps our planning if you indicated your intention to participate or your regrets on the Participation Scratch Sheet from the web site www.laketownsendyachtclub.com

Our Junior classes are wrapping up and we had strong junior

participation in the Mayor's Cup. Our Junior Regatta is Aug 13. Alexis will be out there on the El Toro and Kris on the Isotope. (How's that for speed variance.?) and they challenge all the LTYC juniors in addition to the sailing students to meet them at the starting line.

I just want to write to let you know what a great time I had **Saturday** at the Yeoman's class. I ended up bringing my wife and daughter, both of whom had never sailed and they fell in love with it. Mr. and Mrs. Heine took myself out first, and then my wife and daughter. They were very patient and did a great job of teaching us newbies the basics. Please relay our sincere thanks to them.

We're all planning on coming to more of your functions. I have been wanting to take the sailing classes for some time but my present work schedule does not allow it so we figure we can do the next best thing and show up whenever possible. Again, thanks for everything!

-Craig Dunton

Sailing Classes

We are wrapping up our sailing classes for the year., with 2 more left, July 11-19 and July 25-August 2. At \$80 for 8 days, these classes are the envy of many another sailing club. Times vary slightly but from about 5:30 to 9 during the weekdays, and 9-noon on Saturday. Print out a registration from the website, or pick up a brochure in the breezeway next to the Park Rangers Office. Post one at work, at other community functions you attend, share the news with your neighbor. Space is limited and time is running out.

34th Annual Mayor's Cup

Over 100 participants, representing 44 competing boats, and 2 countries, converged on Lake Townsend the first weekend in June to enjoy the 34th Mayor's Cup. Festivities started Friday afternoon and continue through Sunday afternoon. The Mayor's Cup was awarded to Starr & Larry Lewis, that awesome dynamic husband/wife sailing team who've been giving Dick Schultz a run for his money since 1980, making this their 12th+1 time winning the cup. Starr & Larry place 1st in a class of 20 Flying Scots, with 3 firsts and a third.

Comparatively new to the event, the Bryan Cup was awarded to a father/daughter team – Tom & Nikki Wille, Buccaneer 5270, competing in a fleet of 16 boats in open Portsmouth. Full results are available on the website. It isn't possible to express just how much appreciation is extended to everyone who made the event possible and contributed to its great success



Powerboat Class - March 26

The day was very cool and overcast with forecast for rain – good day to turn the alarm off, roll over and go back to sleep. Not surprisingly though a hardy group of sailors showed up for the class and also to do some repair work on our boat trailers. In attendance were Adam Zahand, Bill Byrd, Russ Dorrell, Dee Gallagher, Susan Cole, Lacy Joyce, Starling Gunn, Wayne Jones, Hudson Barker and Steve Raper.



First, everyone gathered at the LTYC boats in the dry dock area. Adam and Bill pointed out a number of things about the boats – from hull type and capacity to battery, oil, safety equipment and proper fueling procedure. Next, Scat 1 & 2 were hooked up and put in the water. With Scat 2 backed in and ready to be launched, Bill demonstrated the proper procedure for starting the motor. One great piece of advice was to start the motor before floating the boat off the trailer because like he said – ‘They don't always start!’.



He also talked about the proper way to hookup to a disabled boat. Tie it alongside the safety boat as opposed to pulling it in. If the boat has capsized and is full of water it will repeatedly capsize while towing.

Adam, Russ and Lacy took off on Scat 1 while Dee and Susan were with me on Scat 2. The others stayed onshore and began work putting new bunk carpets on our trailers. Adam had made up an agenda of basic boat handling maneuvers to be practiced and I put Dee and Susan in the driver's seat right away. They took turns doing each exercise as I showed them how to operate the throttle and change gears, steer the boat in forward and reverse, use minimum controllable speed when docking, get the boat up on a plane and slow to a stop without having the following wake swamp the boat. We talked about how the boat reacts when moving in forward and reverse. My way of thinking about it is that the bow or stern of the boat always goes in the direction you turn the wheel – clockwise to the right, counter clockwise to the left. When in forward gear, the bow of the boat ‘kicks over’ and in reverse gear the stern ‘kicks over’. That clicked with them and they straight away were doing perfect pivot turns, even in the tight space between the rental dock and dock. Good job!



If you missed the class or would like continue to improve skills learned today a great way is to help on safety boat during a race. There is usually time to do some training in between other safety boat duties. Also check the front page of our website, near the bottom is a Powerboat class area with two links. The US Powerboating link has some amazing animations of how to do most of what we teach in the class. And, in our Members Only page there are Equipment Guides for each boat,
- Steve Raper

2011 Annual Directory

The Annual Directory is now available. Members started receiving their hardcopy at the Mayor's Cup. Copies will continue to be distributed during the month of July and then mailed out to those who hadn't yet received their copy. The annual directory is also available for electronic download on the members only page – Members Cover. Email steve.raper@greensboro-nc.gov if you need the user id and password. We currently have 66 members. We are already ahead of our 2007 membership count and on track to beat out 2008 and 2010.

ON THE LINE

By Chris Maginnis, April 18, 2011

It's all about learning. Sure, some of these folks out here are really mature in their knowledge. But, most of us are really amateurs. Bill Byrd, Keith Smoot, they know these boats. Uwe Heine and Nancy Collins, they know the club, sailing, the routine of getting in and out of the water.

But, I don't.

And there I was Principal Race Officer (PRO) without the help of Joleen Rasmussen. No crutches – Adam Zahand crewed on John Hemphill's Flying Scot 4043. Luckily, I had the best Race Committee (RC) team ever assembled for a novice.

David Duff is every bit my senior. I mean that in terms of skill. No, at 53, I have David beat by many years for life's tenure. David knows the RC ropes. He piloted SCAT 2.

John Russell, the willing and able volunteer that quickly jumped in to prepare boats, was SCAT 1's senior officer. And heck, I had the builder of the signal boat's amazing race rack, as well as a Past Commodore (1999), Phil Leonard, as my guide.

And then who could complain about having the helm expertly manned by Bob Hoffman while his lovely wife, Clemmie, proficiently organized the scoring? Young, able Alexis manned our flags.

(Of course, you know if you've been around, Bob and Phil really were the masterminds behind that fast setup and efficient regatta.)

Two more folks filled out RC. Susan Cole wanted to crew; but, she gave in to RC to make a 2:30 appointment. And, I apologize for failing to keep the Park Ranger's list; but, the other RC member did not sign the Race Sign Up Sheet. I believe he was Stephen Carter. Though I failed at remembering his name, his work was officer grade.

I did get one picture of our mystery RC member with my new binocular camera and here it is

Pretty poor quality I admit. Well, what can I say? It's all about learning. I hope to get better using this tool!



Anyway, this was a very good team.

Heck, almost forgot. (Old Timers Disease). I brought a new club member prospect to this chaos.

Mark Payne is an expert at leather and vinyl restoration for private jets, luxury vehicles, and race cars. He is a real artist.

I think he was as nervous as I was on the hour drive to the lake. But, he hides it well. Mark ended up working with David Duff on SCAT 2. Reports were that he was an absolute asset that needs some racing gloves.

When we arrived, the flow of boats moving to the water went like clockwork. Bob Darby and Tom Bews were there helping to pull off covers while new member Lacey Joyce was hauling gear to the SCATs and working with Byrd on the gas situation. Lacey was a huge help. And thanks to Phil Leonard who made repairs to wiring and signals on the committee boat, as well as Bill Byrd for getting the mechanics running.

Joleen will be happy to hear that coffee was going early, the flags

were up on the pole before most of the club arrived. But, I refused to assign anybody to picking up goose poop duty.

Then I learned the horrible, tragic news. I got up too early. THAT'S RIGHT. Adam notified me at 1015 EDT that the committee meeting wasn't scheduled under the SI's until 1100 hours. Dirty darn trick! After a 90 hour work week, I could have used another 30 in the sack. Oh well, I immediately launched into parking lot drills with a GPS. (Nope, that was a waking nightmare that didn't happen on my watch. ☺)

Great food by the social committee accompanied the coffee.

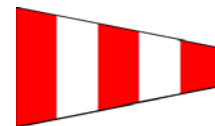
Then, we finally got to the competitor's meeting. First, I explained that I was a rookie PRO and requested feedback during and after the race. Then, I duly noted that as officials of the NOAA, we would not be calling boats off the lake during a thunderstorm as cameras would be covering the lightning strikes to masts.

All kidding aside, we reviewed the flags that would be used on the water. We noted that audio signals were not mandatory according to the rules, recognizing the problems we were having with the horn. Uwe and Adam both made requests that members make a great turnout at the following day's race at Lake Jordan. And then, we were off to the lake.

Here is how it seemed to me: statistics and a blur of activity. But, I will hand praise to SCAT 1 and SCAT 2 that expertly got on station before committee arrived and nailed the course by wind direction. We had the course set in minutes.

Was it perfect? Not according to Alan Taylor who reported the course was favoring the committee boat side of the line. But, then 10 minutes later, it favored the pin side. Lake sailing!

At the social later, Alan also commented on the problem we were having with blowing signals with the postpone flag. So did Adam Zahand, who has had a lot of experience flying AP. That was my fault. I will remember in the future to sound two signals up and one down for AP.



Again, I congratulate the RC for a quick and efficient course setup and a very efficient race.

Without artistic recall, the race went as follows:

Race 1: Started at 1205, ended at 1243. Windward Leeward course, two laps with an average wind of 4 mph. All 10 boats completed the course. There were five Flying Scots, 2 Lightnings, a Bahia (rated at Lazer Int.), a Tanzer, and a Windmill. We had one start.

Race 2: Started at 1251, ended at 1328. Windward Leeward course, two laps with an average wind of 3 mph. All 10 boats finished.

Race 3: Started at 1338 and ended at 1430. The Tanzer, sail number 1585, did not start. Flying Scot 4416 was OCS because they did not return to the line after starting early. The individual recall flag was improperly flown during the entire race rather than being retired after four minutes. The Bahia did not finish.

And that is how the race seemed to me. Stats, flags, a blur. And here are some pictures to prove it. Hopefully, I'll get the photos right next time I see you on the line.



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Equipment Work Days



Mar 5 - Thanks everyone who participated in our first workday of 2011! We had a great turnout, 21 members, and the weather cooperated nicely with rain holding off all day and comfortable temperatures. Lacy Joyce, Bill Young and Adam Zahand dove into the task of inventory, sorting, and repair of Aqua Fin rigs.

We have 9 good sail/spar sets for the 6 hulls. Kris VonFricken, Joe Wroblewski, and Nancy looked at the Pico sails and masts, making repairs and installing the three NEW DACRON sails that the city had purchased (Thanks Nancy and Joleen for helping make this happen). It will be great to see these out on the water! Some serious engineering consultation on the Capri cradles took place, with the club providing a roller at the edge of the dock and modifying the rails to be more hull-friendly.

Further improvements are planned and Rick Connelly made templates of a Capri hull to use for further hull supports. When we have three good Capri bunks we will rig the 3rd good Capri hull that Joleen and Eric worked on. The bunk boards on the trailers were found to be sound but in serious need of new carpeting. Carpet strips were measured and cut so they can be quickly installed next time the boats are off the trailer.

Numerous items were tidied up in our equipment shed and in the boat sheds. Keith repaired the solar charger for the signal boat. Thanks again everyone for making this a fun and productive day!

April 30-18 workers split up into 4 teams. With sailing classes just around the corner, there was strong focus on getting the boats ready for the upcoming classes

- One Capri cradle completely modified.
- Three Capris rigged and on the dock
- All boat's topsides washed (special thanks to our out of town guests, Chris & Edith Wrzenski, Galway NY – Wanda's parents- who with most of the Wanda Williams family kept 2 pressure washers running for 4 hours.
- Bunk boards on pontoon boat trailer covered



Cleaned and Ready to "Roll"

Let's Go Sailing -2011

Saturday, May 28th, the Greensboro Parks & Rec staff at Lake Townsend teamed up with the Lake Townsend Yacht Club to put on the city's 1st Annual Let's Go Sailing! The event was designed to give an introduction to sailing for people who have never been and want to learn more. The big draw of the day was the free sailboat ride. A big Thanks goes out to the six Flying Scots that were giving continuous rides out on the lake. We kept those boats busy. As soon as they would bring one group in, we'd send them out with another. We had a great turnout. With so many people, there was always somebody waiting for a ride. We had club members on hand to take care of that. I saw several Club members talking to potential sailors all about sailing and giving out information on classes and races. For the little sailors, we had a great tent set up with coloring and burgee-making, and lots of markers and construction paper. For the young and old alike we had a great knot expert who seemed inundated with requests for the Monkey's Fist. Who wouldn't want to be able to make something called a Monkey's Fist? And I can't forget to mention the awesome refreshment tent, complete with hotdogs, lemonade, and cookies!

It was a great day, and as Uwe said, I feel like we gave an opportunity to sail to lots of people who probably wouldn't have otherwise. We also got the word out about what we have here at Lake Townsend and what a great organization we have in the sailing club. I heard nothing but positive comments from all our participants. I've been working here for exactly one year and six months and it's amazing to me the amount of people that live in Greensboro and don't know we're out here; people who have lived here their whole lives! Also in that one year and six months I've been able to get to know several of the sailing club members and I think the partnership we have is a great thing. I know for a fact we wouldn't be able to offer what we do without each other. We will continue to work together to promote sailing in Greensboro. I can't wait for the 2nd Annual Let's Go Sailing!
-Jennifer Phelps

I would like to thank everyone that contributed to the success Let's Go Sailing. Latest tally showed 99 participants (attendees and LTYC volunteers, but does not count Jennifer Phelps and the other Marina staff who helped pull this whole event together). Several people drove a long ways to provide rides, show their homebuilt boats (Michael Crouch with "Miss Moo" and Dean Herring with his PD racer), show off a nice cruiser at the heavyweight end of trailer-able boats (Brian Connelly, son of club member Rick Connelly), and a crack team of 6 Flying Scots giving rides continuously. Wanda's Wonder-Team did a great job keeping everyone well fed and hydrated; as well as Kris giving rides on a Capri. A slew of club members pitched in rigging the rental boats, helping set up, launching boats, collecting forms and being there for all of the odd jobs. We had one volunteer who is not even a club member but contributed his time to make a very fun knot tying center that got rave reviews. We look forward to Shawn Wildman getting more involved with the club.

Thanks again to everyone, and if you missed it this time, look forward to the 2nd annual LET'S GO SAILING 2012"!!!!
-Uwe Heine, Commodore

Meet a New Mate

Welcome to our new members!

Michael Crouch – prior to joining, Michael did a community writeup on Lake Townsend Yacht club. At the Let's go sailing, Michael took the lead in coordinating visitors and boats. Crewing on a Lightning. Michael placed 3rd in the Mayor's Cup Open class.

Eric Crouse - will be assisting Bill Young with the August Junior Sailing class. Eric started sailing in 1971 and has sailed boats as large as 30' and owned a 22' footer in Charleston. With son David, they completed the Oriental School of Sailing Basic and Keelboat Certification courses.

Mark Davidowitz- attended the May 16-24 Learn to sail class. Had a ball. Mark is new to sailing - but interested in getting involved. Mark may even bring his twenty year old son now and then to join us.

Jim & Linda Heffernan – Jim & Linda have been sailing and racing together for many years with the boat of choice being the Wayfarer, though happy to test their skills on other boats. Last year, Jim placed first in the North Americans Buccaneer B Class competition, with that event being his first time at the helm of the "Buc." Though very active on the Wayfarer circuit, Jim & Linda are very pleased with LTYC's fun/friendly/supportive attitude. After racing with us in the 2010 MC, the offered to help with the FS 2010 Districts RC, they represented LTYC at the Piedmont Cup challenge, and are signed up for Interclub RC.

Jon Mitchell –grew up on Mass. seacoast south of Boston sailing Flying Scot's. Jon also attended the May 16 class and is anxious to get involved. With a hectic schedule Friday, June 4, Jon still swung by to assist with getting the equipment ready for the Mayor's Cup, then joined John Russell at the leeward mark on Sunday.

Jennie and Jeff Sims - attended the **June 6** Learn To Sail class, but joined up in advance of the sailing class. Jennie had had no sailing experience. Jim crewed occasionally on a friend's sailboat in the 80's and always rented the small sailboats on vacation to take the kids sailing. Itching to get involved, Jim & Jennie attended the Friday Mayor's Cup social bringing with them an awesome salad. They provided lunches for Race Committee and assisted on the water Saturday. Jennie & Jeff moved to Greensboro last summer and have been playing catch-up since but now have time to go sailing!.

And lets catch up with some of our other new members...

Charles Halipilias – Charlie has a pretty busy schedule, but was able to sail with us at the Mayor's Cup, crewing on a Tanzer 16. As with any day on the water, it was a learning experience, and Charlie is looking forward to his next open weekend when he can join us.

Chris & Lydia/Gab Herman – were also able to join us at the Mayor's Cup, with Lydia crewing with her dad on Saturday.

Jim Swartz – competed in all the winter racing to place 3rd in the series. When weather was sub-ideal, while other sailors were quick to suggest not leaving the parking lot – Jim was bouncing on his toes, anxious to head out.

Lacy Joyce –has been very active since joining the club in January; participating in every single club event, and has landed some pretty terrific crew gigs. In June, at the Mayor's Cup, Lacy placed sixth in the Flying Scot class, and had a 4th and a 5th (and an OCS, but that was Starling's doing) at the Governor's Cup. Congratulations Lacy – and keep up the good work!



Lacy on the left

Joe and Gen Wroblewski (row-bless'-key) – in February, we met Joe and Gen as potential new members, very interested in crewing. Since then, they have joined and they are now the proud owners of FS 5452, built around 2001. Joe/Gen will have their maiden launch with us on Saturday, July 9. New to the boat, new to skippering dinghys and new to racing! Be sure to check out Joe & Gen's new Scot. Remember to offer them lots of advice both off (& on) the water. I am thrilled to be removing Joe & Gen from the Available to Crew list.



Things have also beend interesting for our returning members.

Hudson Barker – on April, Hudson finally got to PRO an event that didn't get cancelled!.

Hudson had 7 boats with 19 people sailing (3 each on 5 boats) plus 10 people on three RC boats - plus a couple on shore preparing lunch...30 people all together.

And we managed to get in 3 races!

Winds averaging around 12 kts with gusts up to 15+kts

Bob & Clemmie Hoffman – joining the club in 2009, Bob and Clemmie very quickly got their feet wet. They purchased their Scot last year and Bob was instrumental in the success of the 2010 Flying Scot Districts. Bob is currently serving as a Director on the Board. As Mayor Cup Regatta Chair, Bob quickly got initiated into all aspect of club administration, and has gotten to know many of the other club members. When not racing, Bob can be found driving one of the RC boats, and is often running his video camera. Clemmie often joins Bob on RC – and is a top notch RC recorder.

You Make the Call

February Newsletter Question:

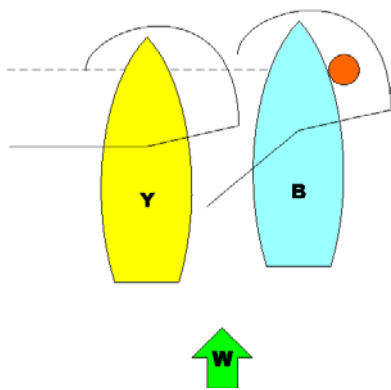
Two 18ft dinghies, Yellow (Y) and Blue (B) are sailing downwind toward the finish line. Both boats are on starboard tack, and Y is to leeward of B. The boats are overlapped with B slightly ahead. No other boats are nearby.

Y initially heads directly towards the finish pin (making B sail a course that would miss the line), but when they reach the three-boatlength-zone, both boats turn dead downwind. There is less than one boatlength between Y and the finish pin, and B pulls in her mainsheet to avoid hitting Y. B is still barely ahead, but shortly after her bow crosses the line, B's hull touches the finish pin.

The operator of a Race Committee Mark Boat stationed at the pin sees B contact the mark, and informs the Principal Race Officer. He cannot hear the sailors aboard the two boats, so does not know if either has hailed "Protest". The boats cross the line completely, and then sail back to shore. Neither one flies a red flag.

Questions:

1. Which rules apply to Y? Did Y break any rules? If so, which one(s)?
2. Which rules apply to B? Did B break any rules? If so, which one(s)?
3. If neither boat files a protest on shore, what should Race Committee do about B hitting the mark?
 - a. Nothing?
 - b. Score B DNF?
 - c. Score B DSQ?
 - d. Protest B?
 - e. Something else?
4. If Y protests B for hitting the mark, what should the Protest Committee decision be?



Sailor(s) Response:

We had one sailor (SC) post a response to this scenario – and his name will be entered into the year end drawing competition. You don't have to be correct to win, – you just need to "Make the Call". 2nd question will be posted in the next newsletter. (Editor Note: We really need to see more participation in order to keep this sort of discussion going)

SC's Response:

Y should've gave B room at the mark but didn't. B didn't call for room either so Y wasn't required to give room. The RC saw the mark get hit and should protest B for it within the specified time if neither boat files a protest. B should be scored DSQ I think

Good analysis, and partly right!

Eric's Analysis:

The rules that directly pertain to the boats in this situation are:

- 11 – On the same tack, overlapped,
- 14 – Avoiding contact,
- 18 – Mark-Room, and
- 31 – Touching a mark.

Before the boats reach the zone, rules 11 and 14 apply. As windward boat, B must keep clear of Y, and does. Both boats

avoid contact. So far, neither has broken any rule.

Once the boat nearer to the mark (B in this case, because she is slightly ahead) reaches the zone three of her boatlengths from the pin, rule 18.2(b) kicks in. It states "If boats are overlapped when the first of them reaches the zone, the outside boat at that moment shall thereafter give the inside boat mark-room." Mark-room is defined as "room for a boat to sail to the mark, and then room to sail her proper course while at the mark." Upon reaching the zone, Y turned down, giving B room to sail to the mark, but B's proper course at the mark was to cross and clear the line without hitting the pin. B did not have enough room to do so. Therefore, Y broke rule 18.2(b). Note that rule 18 does not require the inside boat to call for mark-room. Y had to give mark-room whether B hailed or not.

At the point when B reached the finish line, the boats are so close that B had to pull in her boom. She does not touch Y, but arguably still does not keep clear. The definition of keep clear is more than simply avoiding contact. It also includes "...when the boats are overlapped on the same tack, if the leeward boat can change course in both directions without immediately making contact with the windward boat." As evidenced by the diagram, if Y were to turn up, her spinnaker would immediately make contact with B. Therefore B did not keep clear and broke rule 11. B is exonerated, however, by rule 18.5(a), which states "when a boat is taking mark-room to which she is entitled, she shall be exonerated if, as a result of the other boat failing to give her mark-room, she breaks a rule of Section A".

When B touched the pin, she broke rule 31. The definition of racing states "a boat is racing from her preparatory signal until she finishes and clears the finishing line and marks...". B finished when her spinnaker crossed the line, but she was still racing when she hit the mark.

If neither boat protests, Race Committee may either do nothing, or protest B for hitting the mark (see rule 60.2(a)). In most cases, RC probably should do nothing. The preamble to Part 1 of the rules, titled "Sportsmanship and the Rules" states "Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce". It is the sailors' responsibility to protest, not Race Committee's. RC typically gets involved only when no other boats are present, or when they witness a particularly egregious foul. RC cannot disqualify a boat. Only the Protest Committee can do that. See rule A5.

If B, Y, or RC protested, and both boats wound up as parties in a protest hearing, then the Protest Committee should find that:

- The protesting boat is not required to fly a red flag, because she her hull length (18ft) is less than 6 meters – see rule 61.1(a)(2).
- Y broke rule 18.2(b)
- B broke rule 11 but is exonerated under rule 18.5.
- B broke rule 31 but is exonerated under rule 64.1(c) which says "When as a consequence of breaking a rule a boat has compelled another boat to break a rule, rule 64.1(a) does not apply to the other boat and she shall be exonerated".

Protest committee would disqualify Y.

Do you have any other questions about this or another hypothetical racing scenario? Send it in for possible use in a future article of "You Make the Call".

LTYC Trivia



In February – I posted the following question: How many times has Piedmont Cup Challenge been held and how many times has LTYC won the Challenge?

We had no posting on LTYC's Facebook page or responses otherwise sent on to Joleen. You can't win if you don't play. Here's the answer. This year was the 4th Piedmont Cup Challenge. LTYC won it the first and third year, and CSC the second and fourth. How's that for great camaraderie and competition. Though, it will be noted that each club won the event when it was at their home lake. Hmm, next year, it is back at LTYC, and after this past year, we really need to go all out and show just how great LTYC is both on shore and on the water. That aside, here's the Summer Newsletter Trivia question

What was the first year of the Neil Benson Memorial Inter-Club Frostbite Cup and how many times has LTYC won that event?

Post your response along with any comments about prior Inter-Club events you've attended on our Facebook page.. A link to our Facebook page is on the home page of the website or search Facebook for Lake Townsend Yacht Club. Don't have a Facebook page and not inclined to make one, email joleenrasmussen@embarqmail.com or call 919-732-5410 with your answer.

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 about You Make the Call, LTYC Trivia, become a Fan. Help promote our club in the region.

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 indicate 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.

Sailors Go Green

Sailing is naturally sustainable in that we use the wind, a renewable energy. Simplified, sustainable sailing is "do no harm". One area that we can contribute more is to decrease the amount of plastic water bottles we use. LTYC has started awarding BPA free beverage containers. At the Mayor's Cup, every Junior participant racing, RC, or shore support, received an engraved water bottle sponsored by Little River Crafts. At our club functions, our social committee has water available for refilling reusable containers.

Looking for

... a Flying Scot Spinnaker.- Joe Wroblewski - 443-878-2142
J@Wroblewski.US

Sailboats for Sail

1976 Buccaneer 2803 - \$1000

Chrysler model with main and roller-furling jib. New vang and running rigging.

Spinnaker included when purchased - a Flying Scot spinnaker -5 square feet over-sized – maybe Little River Crafts can adjust it down....

Bill & Sonya have enjoyed sailing the Buccaneer. It is a fast boat. The next

owner will enjoy it as well. Asking \$1000, but all offers considered. This is a great opportunity to own the fastest monohull in the LTYC membership



1981 Isotope \$\$Price Drop\$\$ - \$2000 with sails/galvanized trailer. Many parts replaced; enhancements made. Good boat for a beginning racer or someone looking to get back into racing a cat. She won the 2005 Governor's Cup and continues to give challenge to the fleet leaders. We have owned this boat since 1998. She's gotten us hooked on Isotopes, so much so that we have upgraded to a 2006 model. Call or email Joleen (see Help Lines) if interested.

1996 Isotope - \$3000 with trailer & boat box. Call or email David Duff david.duff@analog.com, 336-908-9754

Isotope Boat specifications:

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

Isotope Fleet Activities:

- <http://www.intl-fiberglass.com/calendar.php>

Sailing and rigging instructions included with purchase.

1996 Aquarius - \$4000

1966 Aquarius swing-keel (draws 13") sloop. Displacement: 2,280 Lbs. Ballast: 820 Lbs. Beam: 7' 11".

Stainless steel bow and stern pulpits plus stations with safety lines. Roller reefing boom. Mainsail, jib & Genoa. Gamefisher 15 HP outboard motor. Custom stern fuel tank box, custom stern lines box. Custom wood cabinets in main cabin, galley, head, and bow berth. Custom curtains. Standard cushions with custom backrest cushions. Alcohol stove. Swing up dining room table. Laminated wood tiller. Rudder box with rudder. Dansforth anchor with chain and line. Hummingbird LCR 2000 fishfinder and depthfinder. Polaris MT 5300 all channel transceiver. Trailer with reinforced axle and new spare tire. Boat is currently at Southside Boat Repair Marina, near Clarksville, Va, Kerr Lake. Alan W. is motivated to sell. Price is Very negotiable. Phone: 919-220-5874



Read your Sailing Instructions

Sailing Instructions (SI) are an important part of sailboat racing. SIs tell you how race committee will run and score the races. Every time you attend an away regatta, you owe it to yourself and your crewmates to read the SIs. SIs are usually provided during the onsite registration process. Register when you first arrive so as to allow yourself enough time to read the SIs BEFORE the competitors meeting. That way you can raise any questions about the SIs during the competitors meeting. Take the SIs on the water with you.

Crew – if you want to save your skipper's hide, read the SIs as your skipper is probably distracted with other things. If you are a new crew member, it still helps to read them anyway and take them on the water with you. Initially, most of it might not mean much, but the more you read SIs and can apply some of what you learn on the water to what you read in the SIs, the better crew you will be.

What's news for 2011

At the beginning of each year, the LTYC board reviews the clubs SIs and makes decisions about the years racing. LTYC club racing SIs are available on the website and are distributed in the directory. Below is a summary of the 2011 changes that directly affect you each race weekend.

3 races each day rather than 2	More time on the water
Same starting time for Sunday as for Saturday	Easier for everyone to remember
Option for a the PRO to use a big starting mark	Easier to see and to practice setting a transit. The imaginary line is at the windward side of the mark.
Sunday racing is one class, one start, open Portsmouth	More competition for everyone
Races scored and trophies awarded each Sunday	In addition to the standard finish position trophies, PROs will award additional Sunday trophies. Some suggestions are listed below. Best placing female sailor Best placing junior sailor Best placing new member Best on the water incident Best equipment failure Best tactical maneuver You get the idea. The intent is to recognize the value that all of all our members bring to racing at Lake Townsend while increasing our Sunday sailing participation. Sunday trophies are LTYC engraved beverage glasses. Collect a set and show your LTYC membership pride.
Multihulls will sail open Portsmouth for the Saturday Series	To encourage other multihulls to compete

Winter Race Results

Series: Frostbite Series, 2010 **Note:** Final 5
Scoring System: LTYC High Point

Skipper	Designation	Race 1	Race 2	Race 3	Total	Rank
		Feb.	March	March		
Heffernan, Jim	WF-2458	0/DNC	8	7	15	1
Gunn, Starling	FSCT-1104	0/DNC	6	8	14	2
Schwartz, Jim	LI-12705	5	4	3	12	3
Hemphill, John	FSCT-4043	0/DNC	7	4	11	4
Bews, Tom	FSCT-2680	0/DNC	5	6	11	5
Raper, Steve	FSCT-4051	0/DNC	3	5	8	6
Griffin, Jack	FSCT-5818	7	0/DNC	0/DNC	7	7
Herman, Chris	FSCT-4088	6	0/DNC	0/DNC	6	8
Andrews, Phil	LASE-185542	4	0/DNC	0/DNC	4	9
Andrews, Gavin	LASEM-161267	2/DNF	0/DNC	0/DNC	2	10

Saturday Race Results

Club: Lake Townsend Yacht Club
Series: Saturday Series, 2011

Fleet	Skipper	Boat	April Race 1	April Race 2	April Race 3	May Race 1	May Race 2	May Race 3	Total:
Multi	Rasmussen, Eric	ISTP-235				7	7	7	21
Multi	Armstrong, Tom	H18-15782				6	6	5	17
Multi	Leonard, Phil	ISTP-1027	RC	RC	RC	5	4	6	15
Multi	Duff, David	ISTP-2450	RC	RC	RC	3	5	4	12
Multi	VonFricken, Kris	ISTP2-199					3	2/DNF	5
Multi	Rasmussen, Joleen	ISTP2-199				4			4
Mono	Warren, Ken	LI-10386	5	5	7	3	3	3	26
Mono	Taylor, Alan	WM-5150	7	7	6	RC	RC	RC	20
Mono	Schwartz, Jim	LI-12048	6	6	5				17
Mono	Raper, David	TNZ16-1585	4	4	2/DNS				10
Mono	Kuzmier, John	BAHIA-	3	3	2/DNF				8
FSCT	Heine, Uwe	FSCT-3801	6	5	4	8	8	8	39
FSCT	Hemphill, John	FSCT-4043	5	6	6	7	5	6	35
FSCT	Bews, Tom	FSCT-2680	4	3	7	6	4	4	28
FSCT	Shuee, Dan	FSCT-1897				3	7	7	17
FSCT	Gundlach, Wendel	FSCT-4416	7	7	2/OCS				16
FSCT	Lupton, Fred	FSCT-3638				4	6	5	15
FSCT	Morris, Steve	FSCT-3500	3	4	5				12
FSCT	Hoffman, Bob	FSCT-3853				5	2/DNS	2/DNS	9
RC	Cole, Susan	*RC*	RC	RC	RC	RC	RC	RC	
RC	Maginnis, Chris	*RC*	RC	RC	RC				
RC	Payne, Mark	*RC*	RC	RC	RC				
RC	Russell, John	*RC*	RC	RC	RC				
RC	Williams, Alexis	*RC*	RC	RC	RC	RC	RC	RC	
RC	Byrd, Bill	*RC*				RC	RC	RC	
RC	Connelly, Rck	*RC*				RC	RC	RC	
RC	Gallagher, Dee	*RC*				RC	RC	RC	
RC	Young, Bill	*RC*				RC	RC	RC	

Call People. Go Sailing

**** REACH OUT AND CALL SOMEONE ****

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, Newsletter Editor, 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 List - but Joleen is involved with many aspects of the club and she does have her limits (See the Help Lines box located in this newsletter).

Available To Crew

Name	Home Phone	Work/Cell Phone	E-mail
Hudson Barker	336-644-1060		HUDSONBARKER@ATT.NET
Bill Byrd	336-635-1926	N/A	
Lacy Joyce	336-413-7929		lacyjoyce@gmail.com
John Kuzmier	336-282-0411	336-580-5766 c	JKUZMIER@INFOLINKTELE.COM
Chris Maginnis	336-793-5313		CMAGINNIS@TRIAD.RR.COM
Keith Smoot	336 996-6734		RGWAIHIR23@EMBARQMAIL.COM
Bill Young	336-292-3102	336-707-0295	WOYOUNG@TRIAD.RR.COM

Sunday Race Results

Locale: LTYC
Series: Sunday Racing, 2011
Race: Race 1
Month: May
Fleet: Open

Avg. Windspeed (kts): 1
Beaufort Scale: 0
Clock Start Time: 12:05:00

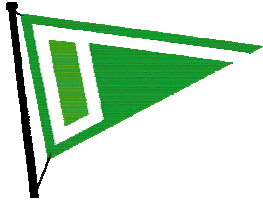
Skipper:	Crew:	Designation	D-PN	Wind HC	Finish Time	Elapsed Time	Corrected Time(m)	Corrected Position
Duff, David		ISTP-2450	74.3	78.4	12:54:57	0:49:57	63.71	1
Cole, Susan	Amanda Reppel	JAV-1541	111.3	111.2	13:15:53	1:10:53	63.74	2
Rasmussen, Joleen		ISTP-199	74.3	78.4	12:55:32	0:50:32	64.46	3
Hoffman, Bob	Hudson Barker	FSCT-3853	89.6	92.1	13:05:07	1:00:07	65.27	4
Collins, Nancy	Uwe Heine	FSCT-3801	89.6	92.1	13:06:50	1:01:50	67.14	5
Bews, Tom	Rachel Skvarch	FSCT-2680	89.6	92.1	13:06:55	1:01:55	67.23	6
Zahand, Adam	John Hemphill	FSCT-4043	89.6	92.1	13:08:10	1:03:10	68.58	7
Schwartz, Jim	Mike Crouch	LI-12048	87	92.6	13:08:43	1:03:43	68.81	8
Warren, Ken		LI-10386	87	92.6	13:09:18	1:04:18	69.44	9
Rasmussen, Eric		ISTP-235	74.3	78.4	13:06:32	1:01:32	78.49	10
Taylor, Alan		*RC*						
Young, David		*RC*						
Russell, John		*RC*						
Dorrell, Russ		*RC*						

The Principal Race Officer, Alan Taylor, awarded the following prizes:

- 1st place overall, 1st in Isotopes – **David Duff**
- 1st in the monohulls, second overall by 3/10s of a second, finishing in the time limit, and perserverence – **Susan Cole**
- 1st in the Flying Scots - **Bob Hoffman**
- 1st Crew as Skipper - **Nancy Collins**
- Race Committee Extraordinaire – **Russ Dorrell**

Lake Townsend Yacht Club Help Lines

Commodore: Uwe Heine 336 585-0951 R heineu@bellsouth.net	Social: Rachel Skvarch rkskvarch@yahoo.com Assisted by Wanda Williams wkawilliams@juno.com
Races: (Vice Commodore) Adam Zahand 336 288-3762 R adam_zahand@yahoo.com	Junior Sailing: Bill Young 336 292-3102 R woyoung@triad.rr.com
Education: (Rear Commodore) Russell Dorrell 336 668-7927 R dorrelr@gcsnc.com	Newsletter/Directory: Joleen Rasmussen 919 732-5410 R joleenrasmussen@embarqmail.com
Finance: (Treasurer) Hudson Barker 336 644-1060 R hudsonbarker@att.net	Mayor's Cup Regatta Bob Hoffman 336 831-6271 C bobh9447@aol.com
Publicity/History: (Secretary) David Young 336 545-1655 R dwyoung@triad.rr.com	Webmaster: Steve Raper Steve.raper@greensboro-nc.gov
Cruising: Nancy Collins-Heine 336 585-0951 R heineu@bellsouth.net	Equipment Keith Smoot 336 996-6734 R Gwaihir23@Embarqmail.com
Membership: Steve Raper Steve.raper@greensboro-nc.gov	



Notice of Race

LTYC Junior Regatta

Saturday, August 13, 2011

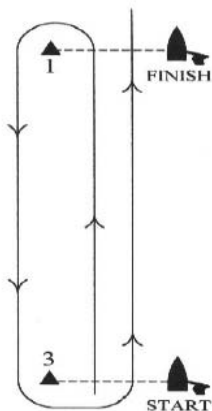
Lake Townsend Yacht Club invites all junior members of the club and all junior sailing class students to participate in the LTYC Junior Regatta. No racing experience is necessary to participate. There will be a seminar on basic racing rules and signals before the regatta begins. City boats are available (without cost) for participants or sailors may use their own boats. Junior sailors may race solo or with a partner. LTYC will provide a safety boat to assist participants. All junior participants will be recognized in addition to finished place awards for 1st and 2nd place. There will be a picnic social following racing.

Safety: Regardless of conditions, all junior sailors must wear personal flotation devices (PDF) while on the water.

Eligibility: Sailors ages 10 through 17 who: 1) have completed a LTYC sailing class in 2009 or 2010, or 2) children/relatives of club members.

Schedule:

9:30 a.m. Racing seminar
10:30 a.m. Set up boats
11:00 a.m. Competitors meeting
12:00 a.m. First race begins; second race to follow
3:00 p.m. ish Picnic Social, trophy presentations



The diagram on the left is a sample racecourse. The wind would tend to blow from the top to the bottom of the course. Boats start at the bottom, sail upward and around mark 1, sail downwind and around mark 3, and sail upwind to the finish line.

The expected course to sail will be reviewed during the racing seminar