



# Tell Tales

Lake Townsend Yacht Club • PO Box 4002 • Greensboro NC 27404-4002 • [www.laketownsendyachtclub.com](http://www.laketownsendyachtclub.com)

## The View from Scat 1

Photos by Michael Crouch, October 8, 2011



### UPCOMING EVENTS

Board Meeting	Nov. 3	5:45 p.m.	Greensboro College; Proctor Hall West, 226
LTYC-OHYC interclub Regatta	Nov. 12-13	Noon	Lake Townsend
Annual Meeting	Nov. 14	6 p.m.	Anton's Restaurant
Board Meeting	Dec. 1	5:45 p.m.	Greensboro College; Proctor Hall West, 226
Frostbite Series	Dec. 10	11:00 a.m.	Lake Townsend

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



*More photos, page 11*



## Dave Perry's Racing Rules Quiz

US SAILING has partnered with Dave Perry to provide our members with great membership discounts on educational sailing publications, including *Dave Perry's 100 Best Racing Rules Quizzes*.

QUIZ: Five seconds prior to the start, Boat M is reaching along the starting line awaiting the starting gun so she can luff to close-hauled and start the race. Five to eight seconds later, and still no starting gun, some boats luff to close-hauled and start. Ten seconds later the gun sounds and M starts. She finishes poorly in the race and requests redress under rule 62.1(a), Redress. At the hearing, the race committee chairman explains that the class flag was lowered precisely at the correct time but the shotgun misfired several times until it finally went off ten seconds late. You are on the protest committee; how would you decide this?

Answer: Boat M's request for redress is denied. Rule 26, Starting Races, states that "Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded."



# Lake Townsend Club Cruise in BVI – December 3 - 10, 2011

Don't miss this once in a lifetime opportunity to sail BVI at great rates! As each day goes by, the availability of boats decreases and the price increases.

Our crew is so excited to have booked Three Dolphins for our cruise: <http://www.moorings.com/vacation-options/luxury-crewed-yacht-charter/crew-profiles/three-dolphins>. This was the right choice for us; but, there are many low cost options available if it is not right for you. For instance, four bare boat charterers could take a Moorings 372 Club around the island for six days at a price below \$4000 for the boat, plus provisions, incidentals, and flights. With everything added up, that could be around \$1,700/charterer.

Notice I said six days. After much study, we reduced the trip by one day and decided to go with The Moorings Signature 4600 Cruise: <http://view.vcab.com/?vcabid=nrShnhcScnhele>. This is the all-inclusive version of sailboat chartering, with all of our food and beverages expertly prepared by trained Chef Maria Grobler. And the boat will be piloted by Captain Karl Smit (when I am not standing at the helm). For four travelers, there was less than a few hundred dollars difference per person difference for an exceptional difference in service and elegance. Here check out my calculations (remember prices are not guaranteed until payment is made):

We found direct flights from Charlotte to USVI for about \$550/person. Once there, The Moorings will have arranged our water taxi to Tortola and the cab to the marina. Oh my gosh, this is going to be so much fun! Check out our itinerary:

## SATURDAY, DECEMBER 3

Arrivals in St. Thomas by 1500, go directly to the ferry. Folks that are staying in hotel can check-in. Everybody can use the spa and pool and beach and bar.

## SUNDAY, DECEMBER 4

Attend a morning skipper orientation. Board the boat and have champagne brunch while leaving. Sail to The Indians for scuba and/or snorkeling. All boats rendezvous at The Bight at Norman Island. Some folks may want to snorkel at Caves. Cocktails and appetizers on the boat, followed by dinner. Visit Willy T's famous floating bar and Pirate's Bite.

## MONDAY, DECEMBER 5

Breakfast on board, sail to Peter Island. Boats with scuba divers may meet at Dead Man's Bay to dive the wreck of the Rhone. (Sail Caribbean Divers is located at The Moorings base and can arrange a rendezvous dive. They also offer an intro to scuba diving.) I would prefer to go to Great Harbor, Peter Island, Buttonwood Bay to snorkel around the marvelous coral and sea fans. Lunch at Peter Island, sail to Cooper Island. Grab a mooring at Cooper Island Beach Club for dinner. Snorkel before cocktails and appetizers at Manchioneel Bay. Dinner and an evening aboard boat. Poker anyone?

## TUESDAY, DECEMBER 6

Breakfast on board for us, snorkeling at Cistern Point. Sail to the famous Baths on Virgin Gorda and anchor for the day. Snorkel the Baths and Devil's Bay. Those not snorkeling may shop in Spanish Town. We will have lunch, cocktails and appetizers, and dinner here, the home of the Bitter End Yacht Club and several fine bars and restaurants. (Some boats may stay here.) If it is not too much trouble, take an evening sail (before dark) to Trellis Bay and go to The Last Resort for entertainment.

## WEDNESDAY, DECEMBER 7

Late morning brunch in Trellis Bay followed by a sail to Monkey Point. Prepare for a wonderful day of fun and sun on the

*Continued on page 4*

Trip to BVI – Bareboat vs. Fully Crewed						
Description	Bareboat			Crewed		
	Days	Qty	Amount	Days	Qty	Amount
Sonsail 444/44 Prem Plus	5		\$ 4,950.00	5		\$ 8,750.00
Tip		10%	\$ 495.00		10%	\$ 875.00
Estimate for Food						
Provisions for Boat			\$ 983.00			\$ -
Eating and Drinking on Land			\$ 960.00			\$ 360.00
Damage Waiver >=44' Cats-LowDed	5	1	\$ 295.00	5	1	\$ -
Sonsail Care Plan	1	4	\$ 399.80	1	4	\$ 399.80
VISAR Contribution	1	4	\$ 8.00	1	4	\$ 8.00
Skipper	5	1	\$ 925.00	5	1	\$ -
Skipper/Crew Provisioning	5	1	\$ 145.00	5	1	\$ -
Fuel Charge >=44' and Cats			\$ 150.00			\$ -
Olympic Donation	1	1	\$ 4.00	1	1	\$ 4.00
Tortola Roundtrip Transfers		4	\$ 60.00		4	\$ 60.00
Ferry/Taxi STT-TOR Adult O/Way	1	2	\$ 80.00	1	2	\$ 80.00
Ferry/Taxi TOR-STT Adult O/Way	1	2	\$ 80.00	1	2	\$ 80.00
BVI National Parks Permit			\$ 25.00			\$ 25.00
Masiner Garden View	1	2	\$ 187.00	1	2	\$ 187.00
Masiner Garden View	1	2	\$ 187.00	1	2	\$ 187.00
Masiner Masina View	1	2	\$ 211.00	1	2	\$ 211.00
Masiner Masina View	1	2	\$ 211.00	1	2	\$ 211.00
BVI Cruising Tax - Winter	5	4	\$ 40.00	5	4	\$ 40.00
<b>Total Amount</b>			<b>\$10,395.80</b>			<b>\$11,477.80</b>

beach. GREAT SNORKELING.

Pre-cocktails and appetizers, sail to White Bay, Jost Van Dyke. Dinner then bars: Soggy Dollar, One Love, etc.

**THURSDAY, DECEMBER 8**

Morning sail to Sandy Pit or Green Cay for more snorkeling. Champagne brunch.

Lounging in beautiful BVI. Toys, diving, whatever.

Leave before cocktails and appetizers to Soper's Hole area and anchor. (Or romantic suggestions by crew.)

Dinner under the stars. Full bar, last night on the boat.

**FRIDAY, DECEMBER 9**

Big celebration breakfast!

Sail back to the Charter base. Tip crew.

We are going to have lovely rooms at The Moorings.

Dinner recommended at Jolly Rogers, Pusser's bar for drinks.

**SATURDAY, DECEMBER 10**

After breakfast we will head to the ferry for the hour run back to USVI.



Duty free liquor purchases and lunch in USVI.

Come on guys, what are you waiting for? Please call Barbara Daetwyler to book your cruise. The more the merrier!

Barbara Daetwyler, CTC • bdaetwyler@mooringsnet.com  
888-703-3173 (Option 1, Option 4, Option 4)  
Tui Marine • Group & Incentive Sales  
93 North Park Place Blvd • Clearwater, FL 33759

**Visa Regatta 2011**  
*By Stephen Morris*

There were no results. We did not go out Saturday due to high wind conditions. Went out Sunday and race committee messed up the countdown time for the 1st start and called us back right after the start.

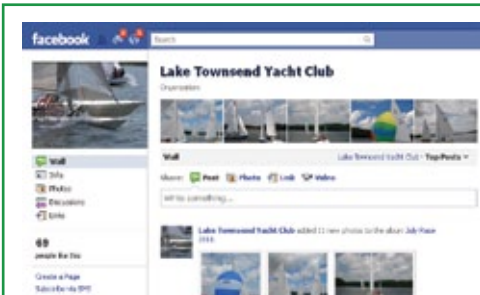
While we were trying to get back to the starting line a new front/wind line blew thru pushing 2 foot waves and whitecaps. We all dove for the shelter of a cove while several of the smaller boats got blown over.



the safety boats pulled

all of the turtled boats into the cove to try to recover them, we dropped sails and got towed back to the dock.

No races attempted Sat, none completed Sun.



**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 or LTYC Trivia, become a Fan.

Help promote our club in the region.

# Join US Sailing through our Member Partner Program

New this year – Lake Townsend Yacht Club is a US Sailing Member Partner. As a member partner, you can now join US Sailing online and still get the 20% discount by joining through Lake Townsend Yacht Club. We encourage our members who race at regattas or participate in our sailing education programs to become US SAILING members. US SAILING – the National Governing Body for Sailing - is a grass roots, volunteer supported organization that is dedicated to sailors of all levels of racing and recreational sailing across the country, as well as local sailing organizations such as our club.

Great discounts from US SAILING sponsors and partners, including West Marine, Sperry Topsider, Atlantis, Hobie Sunglasses, North U, AlphaGraphics & many more.  
 Access to US SAILING's custom weather portal from Sailing Weather Services  
 And more.

## US SAILING Member Partner Program Rates:

Youth: \$20 (normally \$25), Individual: \$50 (normally \$60) or Family: \$75 (normally \$90)

## How can you join US SAILING?

To join through our Member Partner Program, follow the links below and you will be directed to our Member Partner Program webpage. Once you're there, just follow the simple steps and within minutes, you will be a US SAILING member. You will receive immediate membership confirmation, be able to take advantage of all of all of your benefits, and you will be supporting US SAILING and their efforts to provide leadership, advancement, and integrity for the sport of sailing.

The Member Partner Program is a win-win for you, our

### US SAILING Membership Benefits

- Receive the latest copy of the Racing Rules of Sailing
- Discounts from Sperry Topsider, Hobie Sunglasses, West Marine, Alphagraphics, SailLaser's JustSail Programs, Atlantis, and North U
- Discounted Subscriptions to Sailing World and Cruising World
- Access to Weather Information by Sailing Weather Service
- Enjoy discounts at the US SAILING Store
- Compete in US SAILING Championships (must qualify)
- Receive the weekly e-US SAILING Newsletter
- Discounted Regatta Fees

To make it easy, we are participating in US SAILING's Member Partner Program which offers discounted US SAILING membership rates (20% off) and contributes a portion of your dues back to our club.

## Why should you become a member of US SAILING?

Plain and simple. As a member of US SAILING, you make it possible for US SAILING to develop and maintain programs that we depend on. These programs include training for our certified instructors and race officials, curricula and resources for our junior program, support for our volunteers, insurance programs for our club, and more. This support impacts your sailing activities, directly or indirectly, whether it is through our junior sailing program, regattas, insurance and other services. And from the bigger picture, as a member of US SAILING, you are supporting efforts to maintain the health and integrity of sailing and ensure a bright future for all sailors.

### What you receive as a member of US SAILING?

Great Benefits. In addition to supporting the programs and people that impact your time on the water, as a member of the Member Partner Program, you will receive a host of great benefits including:

- A copy of the *Racing Rules of Sailing*
- Discounted Regatta Fees
- Lowest rates on *Sailing World & Cruising World* magazine
- Special pricing on all items in the US SAILING store

### Individual

- Adults older than 18 years of age
- Eligible for US SAILING Certified Instructors and Coaches
- \$50 annually (normally \$60)

### Youth

- Children 18 years and younger
- Not valid for US SAILING Certified Instructors and Coaches
- \$20 annually (normally \$25)

### Family

- One 'primary member' and up to 6 additional family members (spouse and children)
- Children up to the age of 18 or full time students
- Each member receives a unique membership ID that will remain theirs as long as they are a member
- 1 family member may be a US SAILING Certified Instructor or Coach
- \$75 annually (normally \$90)

organization and US SAILING. By joining through our Member Partner Program, not only do you receive special membership rates, but a portion of your membership dues are given back to our organization so we can purchase US SAILING products and services such as the Racing Rules of Sailing, educational DVDs, books, apparel, race official and instructor certification fees, and much more.

We encourage you to participate in our Member Partner Program and take advantage of all that US SAILING has to offer! For more details on benefits of a US Sailing membership, go to: <http://membership.ussailing.org/sailors.htm>

Please submit your membership and help support Lake Townsend Yacht Club and US SAILING using the member partner link: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=125518P>. Prefer the old way? Include your discounted US Sailing membership fee with your club membership renewal payment. LTYC will send your US Sailing membership fee on to US Sailing.

# RACE RESULTS

Locale: LTYC  
 Series: Saturday Series, 2011  
 Month: Oct

## Fleet: FSCT

Skipper:	Crew:	Designation	Race 1			Race 2			Race 3			Month Totals					
			Wind	Finish Time	Position	Wind	Finish Time	Position	Wind	Finish Time	Position						
Bews, Tom	Ananda Reppel	FSCT-2680	92.1	12:59:27	47.18	1	14	92.1	14:18:35	41.89	1	14	92.1	15:08:30	19.00	1	14
Herrin, Chris	Gabriel Herrin	FSCT-4088	92.1	13:01:39	49.57	4	11	92.1	14:19:24	42.78	3	12	92.1	15:10:21	21.01	3	12
Heine, Uwe	Nancy Collins	FSCT-3801	92.1	13:01:32	49.44	3	12	92.1	14:18:39	41.97	2	13	92.1	15:11:36	22.37	6	9
Shue, Dan	Jorgan Lundquist	FSCT-1897	92.1	13:02:01	49.96	5	10	92.1	14:21:44	45.31	4	11	92.1	15:11:17	22.02	5	10
Hemphill, John	Adam Zahand	FSCT-4043	92.1	13:03:32	51.61	8	7	92.1	14:22:01	45.62	5	10	92.1	15:09:59	20.61	2	13
Russell, John		FSCT-2300	92.1	13:03:05	51.12	7	8	92.1	14:28:09	50.11	8	8	92.1	15:11:55	22.01	4	11
Morris, Steve	Craig Dunton	FSCT-3500	92.1	13:14:08	63.12	10	5	92.1	14:22:15	45.87	6	9	92.1	15:11:55	22.71	7	8
Raper, Steve	Alexis Lundquist	FSCT-4051	92.1	12:59:53	47.65	2	13		DNF		12	2		DNF		12	2
Connelly, Rick	Bill Byrd	FSCT-1939	92.1	13:17:00	66.23	11	4	92.1	14:24:32	48.35	7	8		DNF		12	2
Gunn, Starling	Trid Jarzyna	FSCT-1104	92.1	13:02:09	50.11	6	9		DNF		12	2		DNF		12	2
Moates, Bob	Donna Jarzyna	FSCT-2595	92.1	13:04:07	52.24	9	6	92.1	14:31:08	55.52	10	5		DNF		12	2
Wroblewski, Joe	Eric Wroblewski	FSCT-5452		DNF		12	2	92.1	14:28:28	52.62	9	6		DNF		12	2

## Fleet: Mono

Skipper:	Crew:	Designation	Race 1			Race 2			Race 3			Month Totals					
			Wind	Finish Time	Position	Wind	Finish Time	Position	Wind	Finish Time	Position						
Heffernan, Jim	Jack McCook	WF-2458	94	12:59:36	46.38	1	7	94	14:20:48	43.40	2	6	94	15:09:41	19.88	2	6
Taylor, Alan	Sue Nuyda	WM-5150	92.9	13:02:07	49.64	3	5	92.9	14:19:53	42.93	1	7	92.9	15:09:30	19.91	3	5
Warren, Ken	Chuck Hallipilas	UL-10386	92.6	13:02:40	50.40	4	4	92.6	14:27:51	51.67	4	4	92.6	15:09:11	19.64	1	7
Johnson, Richard	Dawn-Michelle Oliver	WF-10139	94	13:01:47	48.71	2	6	94	14:21:06	43.72	3	5	94	15:11:18	21.60	4	4
Cole, Susan	Russ Dorrell	JAV-	111.2	13:16:59	54.84	5	3	111.2	14:43:28	57.07	5	3	111.2	15:17:57	24.24	5	3

## Race Committee: \*RC\*

Grossie, Bill  
 Hughes, Sonja  
 Williams, Alexis  
 Simpson, Kyle  
 Duff, David  
 Crouch, Michael  
 Shen, George

Fleet	Skipper	Boat	April		May		July		August		Sept		Oct		Total	Place:										
			Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12			Race 13	Race 14	Race 15	Race 16	Race 17	Race 18				
Multi	Rasmussen, Eric	ISTP-235			7	7														21	1					
Multi	Armstrong, Tom	H18-15782			6	6														17	2					
Multi	Leonard, Phil	ISTP-1027	RC	RC	5	4														15	3					
Multi	Duff, David	ISTP-2450	RC	RC	3	5			4	RC	RC	RC								12	4					
Multi	VonFricken, Kris	ISTP2-199					3		2/DNF											5	5					
Multi	Rasmussen, Joleen	ISTP2-199			4					RC	RC	RC								4	6					
Mono	Warren, Ken	LI-10386		4		4		7		3		3								79	1					
Mono	Heffernan, Jim	WF-2458								3		3								57	2					
Mono	Taylor, Alan	WM-5150		6		6		6		RC	RC	RC								54	3					
Mono	Jones, Steve	LASE-98112								RC										45	4					
Mono	Andrews, Phil	LASE-69511								4		4								33	5					
Mono	Raper, David	TNZ16-1585		3		3		2/DNS				7		2/DNS	2/DNS					10	10					
Mono	Johnson, Richard	WF-10139																		4	7					
Mono	Schwartz, Jim	LI-12048		5		5		5												6	6					
Mono	Bass, Stephen	LI-12048																		5	7					
Mono	Kuznier, John	AOFN-																		15	7					
Mono	Andrews, Gavin	BAHIA-		4		4		2/DNF												10	10					
Mono	Duff, David (Capri)	LASE-																		9	11					
Mono	Cole, Susan	CAT142-																		5	12					
Mono	Young, Bill	Jav-	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC								3	3					
Mono	Bass, Bob	CAT142-																		9	13					
Mono	Heine, Uwe	HLR14-																		8	14					
FSCT	Bews, Tom	FSCT-3801	6	5	4	8	8	8	RC	RC	RC	RC	10	10	8	9	9	9	12	3	2/DNS	2/DNS	9	13	130	1
FSCT	Hemphill, John	FSCT-2680	4	3	7	6	4	4	9	RC	RC	RC	RC	RC	RC	RC	7	7	8	12	8	11	14	14	123	2
FSCT	Hoffman, Bob	FSCT-4043	5	6	6	7	5	6	10	10	7	RC	RC	RC	RC	6	7	7	12	7	10	10	13	117	3	
FSCT	Shuee, Dan	FSCT-3853					2/DNS	2/DNS	3	6	9	9	9	5	11	11	10							82	4	
FSCT	Gunn, Starling	FSCT-1897					3	7		7		6	5	6	6	6	10						10	11	65	5
FSCT	Raper, Steve	FSCT-1104										8	10	10	12	6	2/DNS	9	9	2/DNS	9	2/DNF	2/DNF	61	6	
FSCT	Gundlach, Wendel	FSCT-4051												5	10	2/DNS	13	13	2/DNF	2/DNF				54	7	
FSCT	Russell, John	FSCT-4416	7	7	2/OCS				7	11	9	11	11										8	7	47	8
FSCT	Connellly, Rick	FSCT-2300	RC	RC	RC									7	7	7	4								44	9
FSCT	Moates, Bob	FSCT-1939												5	6	8	8	4							44	10
FSCT	Wroblewski, Joe	FSCT-2595												RC	RC	RC	10	2/DNS	2/DNS	2/DNS	4	5	2/DNS	49	11	
FSCT	Herman, Chris	FSCT-5452												RC	RC	RC	8	2/DNF	2/DNS	2/DNS	6	5	2/DNS	39	11	
FSCT	Morris, Steve	FSCT-4088												4	3	7	7								36	12
FSCT	Lupton, Fred	FSCT-3500	3	4	5									RC	RC	RC									35	13
FSCT	Grossie, Bill	FSCT-3638					4	6		4															34	14
FSCT	Skvarch, Rachel	FSCT-2110						5	4																32	15
FSCT	Dorrell, Russ	FSCT-2321								8		5	2/DNS												26	16
FSCT		FSCT-2680								3		3													19	17
FSCT																									10	18

## What's a Scratch Sheet?

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

*RC*	Maginnis, Chris	*RC*	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC
*RC*	Payne, Mark	*RC*	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC
*RC*	Williams, Alexis	*RC*	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC	RC
*RC*	Byrd, Bill	*RC*																		
*RC*	Gallagher, Dee	*RC*																		
*RC*	Collins, Nancy	*RC*																		
*RC*	Crouch, Michael	*RC*																		
*RC*	Dorrell, Russ	*RC*																		
*RC*	Reppel, Amanda	*RC*																		
*RC*	Smoot, Keith	*RC*																		
*RC*	Zahand, Adam	*RC*																		
*RC*	Darby, Bob	*RC*																		
*RC*	Mays, Ann	*RC*																		
*RC*	Heine, Hans	*RC*																		
*RC*	Jones, Wayne	*RC*																		
*RC*	Young, David	*RC*																		
*RC*	Young, Kim	*RC*																		
*RC*	Hughes, Sonja	*RC*																		
*RC*	Simpson, Kylie	*RC*																		
*RC*	Shen, George	*RC*																		

## Lake Townsend Yacht Club Help Lines

Commodore: Uwe Heine • 336 585-0951 R • heineu@bellsouth.net

Races: Adam Zahand • (Vice Commodore) 336 543-4942 R • adam\_zahand@yahoo.com

Education: Russell Dorrell • (Rear Commodore) 336 668-7927 R • sailusna85@bellsouth.net

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

Publicity/History: David Young • (Secretary) 336 545-1655 R • dwyoung@triad.rr.com

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

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

Social: Rachel Skvarch • rkskvarch@yahoo.com

And Wanda Williams • wkawilliams@juno.com

Junior Sailing: Bill Young • 336 292-3102 R • woyoung@triad.rr.com

Newsletter/Directoy: Joleen Rasmussen • 919 732-5410 R • joleenrasmussen@embarqmail.com

And Michael V. Crouch • 336 275-3475 R • mcrouch@guilford.edu

Mayor's Cup Regatta Bob Hoffman • 336 831-6271 C • bobh9447@aol.com

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

Equipment Keith Smoot • 336 996-6734 R • Gwaih1r23@Embarqmail.com



# 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. (See the Help Lines box located in this newsletter).

## Available To Crew

Name	Home Phone	Work/Cell Phone	E-mail
Bill Byrd	336-635-1926		
Lacy Joyce	336-413-7929		<i>lacyjoyce@gmail.com</i>
John Kuzmier	336-282-0411	336-580-5766 c	<i>jkuzmier@infolinktele.com</i>
Jonathan Kreider		336-829-6196	<i>jon@robbinskreider.com</i>
Chris Maginnis	336-793-5313		<i>cmaginnis@triad.rr.com</i>
Remik Pearson			<i>darlene_pearson@volvo.com</i>
George Shen	336-451-2646		<i>stock_78750@yahoo.com</i>
Keith Smoot	336 996-6734		<i>Gwaihir23@Embarqmail.com</i>
Bill Young	336-292-3102	336-707-0295	<i>woyoung@triad.rr.com</i>



## Sailboats for Sail

**1981 Isotope \$\$Price Drop\$\$** - \$2000 with sails and 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.

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

**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

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

Please attend the

*Lake Townsend Yacht Club  
Annual Meeting*

Monday November 14<sup>th</sup>, 6 p.m.

To be held at:

**Anton's Restaurant**

1628 Battleground Avenue, Greensboro, NC 27408

*Free to all members and immediate family*

6 p.m. ~ Social Hour and Cash Bar

7 p.m. ~ Buffet Dinner

Non-alcoholic drink

Salad with 2 dressing choices

Bread and Butter

Lasagna

Chicken Parmesan

Spaghetti with Mariana Sauce

Desert compliments of Wanda's Wonderful Ways

8:30 p.m. ~ Annual Meeting

*The Annual Meeting includes election of new officers and approval of next year's budget and calendar of activities. Sign-up sheets will be available for service on race committee, sailing classes and social committee.*

Please RSVP by Friday, November 4<sup>th</sup> to [rkskvarch@yahoo.com](mailto:rkskvarch@yahoo.com)  
or Sign up on the "Participation Scratch Sheet"

<https://docs.google.com/spreadsheet/cc?key=0ApsZK851mY1edGdPT0g5bXBNSGtSUENRVmliU2U2WXc&hl=en#gid=74>

Include number attending



# LTYC Team Racing - October

by Joleen Rasmussen

New this year, LTYC has introduced a Team Racing event to its calendar with six boats/17 club members arriving on October 23rd to participate in the first event.

Alan Taylor served as PRO with Phil Andrews and Joleen Rasmussen at the finish line and Eric Rasmussen serving as Judge on the water motoring around the course. The Competitors Meeting include a seminar on Team Racing.

Team Racing generally consists of short courses, 3 minute starting sequence, no flags, 4 or six boats of the same design divided into two teams. A team wins a race by having the lowest finish point total for the race. A team wins the event by winning the most races. For example, a team with 1,3,5 wins. But a team with 1,4,6 loses the race. A boat that is in first place needs to watch out for his team mates and do what he can to slow other down the other team boats that are in front of his teammates without creating a foul.

The seminar covered the rule differences from fleet racing and the basic team racing tactics.

- Communication between team members.
- Sacrificing your own speed temporarily to benefit a teammate's position.
- Avoiding covering or slowing down your teammates.
- Control your opponents
- Avoiding fouling opponents while trying to get

them to foul you.

The general consensus:

With regards to the rule differences - For those just

starting out with team racing, the main two rule differences you truly need to know is that you do a 1-turn penalty, and it isn't a foul if it is your teammate, and there is no contact. You also need to understand the courses that are usually used - the most popular being the Digital N - The Digital N works well as it allows for multiple teams on the course at one time and different tactics with the starboard mark roundings. Check your Sailing Instructions and make sure you understand the courses.

With regards to the tactics - First focus on team communication. Have a team meeting prior to heading out and plan your strategy. Talk to each other on the water, give advise, ask for help, tell a port teammate if it OK to cross, or if you want him to duck. Communicate!

Second to communication is learn to cover or control your opponents, especially if it allows a teammate to pass, and only slows

you down a bit.

Easy ones to start with:

- Get to weather and create a wind shadow - but remember to keep enough distance that your keep clear of the leeward boat.
- Force an opponent over early at the start without you also being over early.



At the end of the seminar, each skipper drew a colored ribbon out of the bag. Black Team: John & Max Hemphill, Rachel Skvarch; Jim Swartz, Michael Crouch; Rick Connelly, Donna Jarzyna. Red Team: Uwe Heine, Nancy Collins; Steve Raper, Sue Cole; Tom Bews, Tad Jarzyna.

LTYC first team racing event was memorable.

There was practically no wind. Ok - that in and of itself wasn't memorable, we often have days with no wind. We went out anyway. The sailors pondered at the wisdom of this decision but were game to try as they had no better plans.

We used John boats for the starting boat and finish boat. That was downright weird. Alan towed the Johns out and we paddled them back in after racing.

Alan set up a course just outside the marina jetty. There was a small eddy of wind in that area as compared to nothing out on the lake itself. Alan set the course between the fishing dock and the buoy caution line. Thank you Lake Townsend shore effects. The photos give you a good idea of where we were.

The course was the shortest I've ever seen. The weather legs were maybe 15-20 boatlengths long, and the reaching legs maybe 5-10 - yes boatlengths. You can see a bit of wind in the Race 1 Starting photo (taken from the finish line) and you can see how much less wind there was for race 3. The photos give you a pretty good idea of how short the course legs really were.



There were plenty of penalty turns aplenty.

First start of the first race, Uwe & Nancy did a turn, I think because they hit the starting pin. There were many leeward/windward - same tack - head 'em up encounters aplenty. The windward boat did not always keep clear. One one, John (B) was heading Tom (R) up. Tom jibed, John jibed. Headed Tom up again, and Tom did not keep clear. Penalty Turn. In the light air, the fouls happened very slowly and sailors had plenty of time to plan their attack, contemplate their response, and ponder what they could/have should have done differently. At the start of Race 2, Jim Swartz (B) got pinched off a the committee boat, sailed above the boat, above the starting boats to dip start. That was weird to watch, again keep in mind - all in slow motion. Even Aflack (the white duck-remember we were just off the beach) got involved, coming into the course on Starboard trying to head Uwe (R-port) of course. During a leeward port rounding, Jim S(B) rounded way low of the mark, tacked to Starboard sailed up to the mark and had the opportunity to pinch 2 red boats

off at the mark - Jim tacked back to port - never did find out what happened there. In Race 3, R was 1,2,3 round the leeward mark to finish. In a desperation move, Jim S(B) peeled away (in the light air) from his downwind sail to the last leeward mark, to try to find some way to

interfere with R's. Hmmmmm, Jim on Port, R's were all on Starboard, after the Starboard hail, Jim turned back down and sailed his proper course to finished his race. After the race, Judge Eric told Jim that per the fleet racing rules, a boat cannot interfere with a boat on a different leg of a course.



The Sailors learned ALOT.

Yes they communicated with each other, some. They had a chance to really think ahead. They spent a lot of time looking back, trying to come up with ways to help their teammates behind them. They were very aware of all the other boats. Everything was taking place in a very small area. Boats that were 2 legs behind the leader, were still only about 10-15 boatslengths away from the leader. Tom B(R) learned that John H(B) can tack faster in no air than Tom B thought John could do.

From my observation on the finish boat, John H (B) was the first to really push the control aspect, repeatedly, and got others into the swing of things. I think Tom B(R) took the most penalty turns. Everyone learned it can be loads of fun to drift in close quarters.

RC learned ALOT

This was Joleen and Eric's first time working a Team Racing event. Joleen learned that at times it is OK to start a race with just a whiff of a breeze. For Phil & Alan who had both team raced as juniors, it was a opportunity to refresh some very old knowledge.

Alan's goal was to run 6-9 short races. We ended up with 3 very fun, enjoyable, 30-40 minute races. Team Red took the honors for the day.

### Team Sailors

		R1	R2	R3
Red	Uwe Heine, Nancy Collins	1	1	2
Red	Steve Raper, Sue Cole	6	2	1
Red	Tom Bews, Tad Jarzyna	2	3	4
<b>Total</b>		<b>9</b>	<b>6</b>	<b>7</b>
Black	Jim Swartz, Michael Crouch	5	6	5
Black	Rick Connelly, Donna Jarzyna	3	4	6
Black	John & Max Hemphill, Rachel Skvarch	4	5	3
<b>Total</b>		<b>12</b>	<b>15</b>	<b>14</b>

The social afterwards included lots of conversations about the many fouls, turns, and discussion on what the sailors should have done differently or could have done better. Everyone is looking forward to the next Team Racing event and their chance to do better.

LTYC Team Racing is scheduled Sunday following the Saturday monthly fleet racing Nov, Dec, Jan, Feb, Mar (second full weekend of each month)

This is new for us and we are all just starting to figure out what team racing is about.

All sailors are welcomed. We provide the boats. Currently, we are using Flying Scots cuz the club can muster enough (4-6) of them to be at the lake. If four+ Lasers, Buccaneers, Tanzer 16, Isotopes show up, or any other one-design class, we can run a team racing event for them as well.

You don't need to know how to team race to have fun at this event and learn. Just show up, we will do the rest.

For those who want to read-up more on Team Racing, check the LTYC website for Sailing Instructions and Team Racing Basics.

More information about Team Racing can also be found on the US Sailing Website: [http://racing.ussailing.org/College/Team/Team\\_Race\\_Manual.htm](http://racing.ussailing.org/College/Team/Team_Race_Manual.htm)

Have ideas, articles, photos or contributions for inclusion in the newsletter? Send them to [newsletter@laketownsendyachtclub.com](mailto:newsletter@laketownsendyachtclub.com).

# How to Tie a Sailing Knot that's Stronger than a Bowline!

<http://www.skippertips.com>

Did you realize that anytime you tie a sailing knot into a piece of line, the line loses strength? But there's one little-known sailing knot you can learn to tie that's strong, easy to tie, and causes less loss of strength than most other knots.

A straight piece of line has 100% of its rated strength. Bend, twist, or knot any part of the line, and it will weaken it by a certain percentage. Choose knots that retain as much of the original strength as possible.

Check out this table of common sailing knots to see what percentage they weaken a line:

## How Common Knots Reduce Line Strength

Type of Knot	Average Loss of Strength
Anchor Hitch	25%
Round Turn and Two Half-Hitches	30%
Bowline Knot	35%
Clove Hitch	40%
Becket (Sheet) Bend	45%
Square (Reef) Knot	55%

Every sailor should know how to tie the super strong and reliable anchor hitch. You can use this to bend (tie) a line to an anchor shackle in a pinch if you need to make up a second anchor in a hurry. It's easier to tie than the bowline and 10% stronger. Grab a piece of line and



follow these easy steps.

1. Make two turns around a shackle or ring (illustration 1). Leave 9" to 12" of bitter end so that you have enough line left over to finish the knot.
2. Pass the bitter end through both loops (illustration 2). Seize the bitter end to the standing part for more security.
3. As an alternative to seizing--pass the bitter end one more time through both loops (illustration 3). Remove all slack and cinch the knot up tight.

Place the anchor hitch near the top of your list of "most important" sailing knots. Use this vital knot for strength, reliability, and confidence for anchoring safety--wherever in the world you choose to cruise!

### Captain John's Sailing Tip

Note that the anchor hitch will grip an anchor or shackle with great tenacity.

It can be difficult to untie after being under tension. Use the anchor hitch if you know that the knot will remain attached to your anchor gear for long periods.

## Sailors Go Green

When I pull into the marina parking lot, the water view greets me with beauty and a sense of peace and happiness. It isn't until I'm walking across the parking area, which I usually do many times in the course of the morning, less so in the afternoon, looking down into the gravel, do I see the many pieces of debris and trash that our fellow lake visitors leave behind. One morning I easily picked up over 30 pieces of small trash, and I didn't have to spend much time searching between pieces. Our rangers do a very good job keeping the place clean and inviting. I don't actually see the trash unless I'm looking down into the gravel. Think about it, each time you go to the lake, use one trip across the parking lot to look down and pick up the pieces of trash that you see. Drop me an email and let me know when you cross the parking lot without picking up any trash.