

TELLTALES

November 2015

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



Jerry Thompson, PRO at HOT IV sights a finish
Photo by Scott Bogue

HOT IV
Annual Meeting Recap
Taking a Penalty
Bews Cruise



UPCOMING EVENTS

LTYC



Monthly Events

Winter Racing Series

2nd weekend every month
weather permitting

Lake Townsend

Lake Townsend Yacht Club's first Christmas Flotilla

Saturday, December 12th, from 5:00 to 7:00



Light up your sailboat and join the parade! Find out how to light your boat and more at: laketownsendyachtclub.com

Change of Watch

Jan. 24

Bryan Park Enrichment Center

November						
M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

7-8 Fall 48(FS)
12 Annual Meeting
14 InterClub(LTYC)
28 Social Sailing

December						
M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

13 Winter Workday

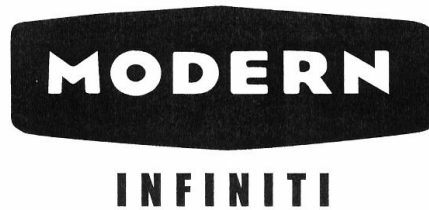
Park closed Wed all year long.
11/1-2/28 8-5 & closed Thurs

January						
M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

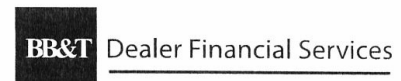
24 Change of Watch
30 Race Management
29-31 SAYRA Annual Meeting

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

Please support and thank the sponsors of
HOT IV:



Little Caesars®



www.OreckCarolinas.com www.facebook.com/OreckCarolinas

On Shore at HOT IV

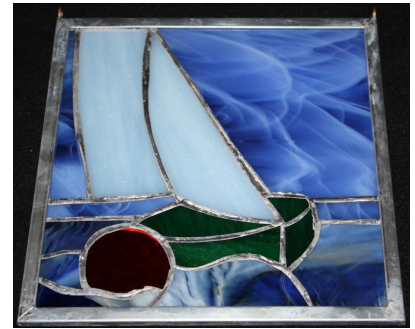


Photos by Kathy Holland and Trish McDermott

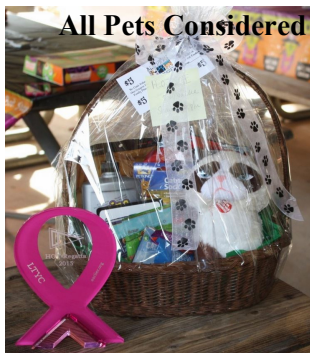
HOT IV Raffle and Auction Goodies



Paintings by Carol Moates



Stained glass by Nancy Collins



All Pets Considered



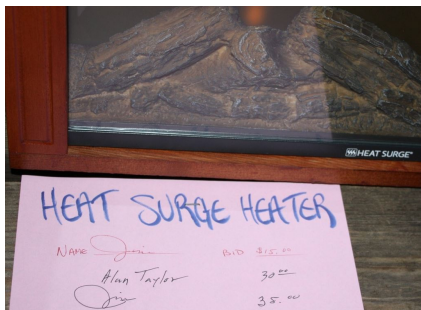
Fresh Market



Donated by Jared



Donated by Jared



HEAT SURGE HEATER



Oriental Marina and Inn 2015 HOT IV Earlier Breast Cancer Test



Donated by Earlier.org



Donated by Earlier.org



Havana Phil's



Krispy Kreme



Four Free tickets

Kathy Holland photos



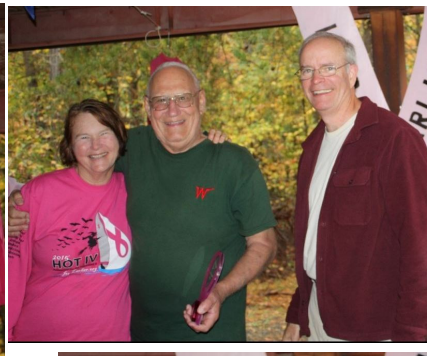
APS ANnapolis Performance Sailing

On the Water at HOT IV



Photos by Kathy Holland

HOT IV Awards



Photos by Kathy Holland



THANK YA'LL

from she & jim (aka Sharon Randall & Jim Schwartz)

We really appreciate what you all did for Earlier.org and HOT IV. The weather turned out to be great...the food by Wanda was even better...and the money raised was even more better....

Thanks to our sponsors: Havana Phil's, Chick-Fil-A, BB&T, Modern Infiniti, All Pets Considered, Fast Frame, Little Caesar's Pizza, Golden Corral, Fresh Market, Big Burger Spot, Cycles Deoro, Infolink, Oreck, Kernersville Tire & Diesel, Jared Jewelry, Little River Crafts, Bill Black Cadillac, Schwartz Lawn Care & Powerwash, Oriental Marina & Motel, Kickback Jack's, Tripp's, Omega Sports, Quaintance-Weaver Restaurants, Legends, Sarah's Kabob Shop, and Robert Bouknight for the Flying Scot donation.

Please stop in these businesses to buy and say THANK YOU.

Thanks to everyone's generosity we reached our

HOT IV — \$ 10,000.00 goal!

See ya'll October 31st, 2016 for HOT V

A Last Couple of Shots from HOT IV



SCORES

HOT IV

Lake Townsend Yacht
Club



Results are final as of 7:12 on November 3, 2015

Overall

Sailed: 4, Discards: 0, To count: 4, Rating system: USPN, Entries: 27, Scoring system: Appendix A

Rank	Class	SailNo	HelmName	CrewName	USPN	Race 2	Race 3	Race 4	Race 5	Total	Nett
1st	Wayfarer	1066	Jim Heffeman	Linda Heffeman	91.6	6.0	4.0	4.0	2.0	16.0	16.0
2nd	Flying Scot	4088	Chris Herman		89.6	10.0	2.0	2.0	4.0	18.0	18.0
3rd	Wayfarer	10873	Richard Johnson	Michele Parish	91.6	8.0	1.0	9.0	7.0	25.0	25.0
4th	Buccaneer	5276	Bart Streb	Janet Streb	86.6	17.0	10.5	1.0	1.0	29.5	29.5
5th	Wayfarer	11044	Tony Krauss	Nick Seraphinoff	91.6	2.0	3.0	11.0	14.0	30.0	30.0
6th	Flying Scot	801	Robert Bouknight		89.6	12.0	7.0	3.0	8.0	30.0	30.0
7th	Wayfarer	10978	Uwe Heine	Nancy Collins	91.6	4.0	19.0	5.0	3.0	31.0	31.0
8th	Wayfarer	3854	Al Schornborn	Sue Cole	91.6	3.0	6.0	14.0	9.0	32.0	32.0
9th	Tanzer 16	232	Eric Rasmussen	Joleen Rasmussen	97.1	14.0	5.0	7.0	12.0	38.0	38.0
10th	Flying Scot	5980	Wendell Gundlach	Andy Foreman	89.6	7.0	14.0	6.0	15.0	42.0	42.0

Chris Herman's crew was his son Gabe. Robert Bouknight's crew was Nancy Torkewitz.



The Rules of Racing Made Clear: Taking a Penalty

By Eric Rasmussen

US Sailing Certified Judge

Chair of SAYRA Appeals Committee

So, you've broken a rule on the racecourse – now what? It happens even to the best of us from time to time. We make a miscalculation, sail into an untenable position, or simply get an unlucky wind shift – and commit a foul. When that happens to you, what should you do?

The answer lies in the preamble to the rules, titled *SPORTSMANSHIP AND THE RULES*, which states (in part) “A fundamental principle of sportsmanship is that when competitors break a *rule* they will promptly take a penalty, which may be to retire.” Quite simply, if you break a rule, you must take a penalty. That is so even if no other boat protests. Sportsmanship requires you to call a foul on yourself when nobody else does.

Note that this applies even if no other boat was disadvantaged. The saying “*no harm, no foul*” does not apply to sailboat racing. If you break a rule, you must take a penalty – regardless of whether or not it affected the positions of any other boats.

The Standard Penalty

The Sailing Instructions may change the penalties, but if they don't, then rules 44.1 “*Taking a Penalty*” and 44.2 “*One-Turn and Two-Turns Penalties*” detail what you are required to do. Rule 44.1 states (in part) “A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while racing. She may take a One-Turn Penalty when she may have broken rule 31.” Part 2 of the rules is the section that covers rules for when boats meet. Therefore, if you foul another boat while racing, the standard penalty is two-turns. Rule 31 prohibits touching a mark, so if you hit a mark while racing, the standard penalty is one-turn.

When to Take a Penalty

Rule 44.2 begins with “After getting well clear of other boats as soon after the incident as possible...” This is a very important and often overlooked clause. You cannot choose when to take a penalty. You must take it as soon as you are able, not when it becomes convenient. If you happen to be surrounded by other boats at the time of the incident, you must *immediately* “get well clear.” If that means you have to stop your boat and let everybody else pass you, then that is what you must do. You can't sail along waiting for other boats to tack, gybe, or otherwise clear away.

How to Take a Penalty

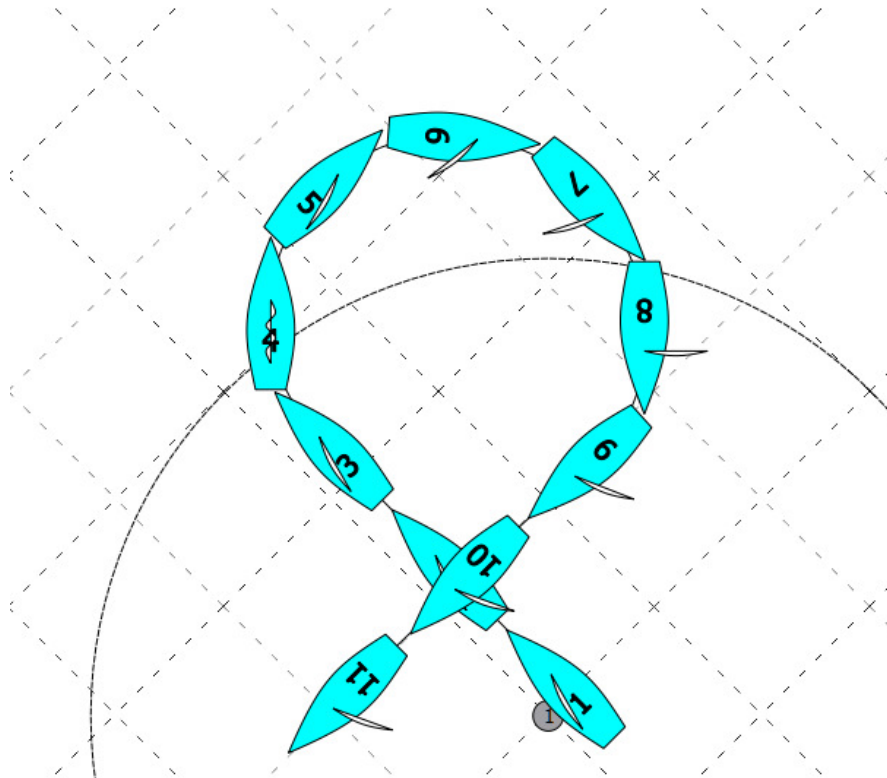
Rule 44.2 continues with “...a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe.” A penalty turn need not be a full 360 degrees, but it must be enough to include a tack and a gybe (in either order). When two turns are taken, they must be in the same direction. You cannot tack, tack back, and gybe twice. The sequence must be tack-gybe-tack-gybe or gybe-tack-gybe-tack. The turns must

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be done “promptly,” which means without delay.

You might wonder how it is possible to take a penalty turn that is less than 360 degrees. Here is a diagram illustrating one. The boat below touches a windward mark while passing it on the required side and then takes a penalty turn. At position 1, the boat touches the mark, breaking rule 31. She immediately gets well clear by sailing to position 3. She then takes a turn consisting of a tack (position 4) and a gybe



(position 8) in the same direction. Although she continues to turn until position 9 (a 270 degree turn), her penalty was actually completed at position 8 (after turning only 225 degrees).

Penalties at the Start and Finish

There is a common misconception that if you foul a boat or touch a mark during the starting sequence (between the preparatory signal and the starting signal), you must wait until after the starting signal to take a penalty. That isn't the case. You can – and indeed you must do your turn(s) right away.

If you foul a boat (or touch a mark) while finishing, you must take your penalty and then cross the finish line again. Rule 44.2 states (in part) “When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.” Therefore, you must complete the penalty first, and then cross the line in the correct direction. You cannot simply take the penalty on the finish line. It is permissible to take a turn (or turns) around the finish pin, but you must complete your tack(s) and gybe(s) *before* crossing the finish line for the last time.

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One Penalty per Incident

What if you foul multiple boats at the same time, or if you touch a mark while breaking a rule of Part 2? Rule 44.1 says “when she may have broken *one or more rules* of Part 2 in an incident...” Rule 44.1(a) says “when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31.” In these situations, you only have to take a single two-turns penalty.

Keeping Clear While Taking a Penalty

Rule 22.2 states “A boat taking a penalty shall keep clear of one that is not.” Note that this rule is in Part 2, Section D, and the Section D preamble says “When rule 22 or 23 applies between two boats, Section A rules do not.” Therefore, a boat taking a penalty must keep clear of all the other boats, regardless of the other right-of-way rules. That is why it is vital that you must first “get well clear.” If you foul another boat while taking a penalty turn, you’ll have to take a penalty for that too (it’s a separate incident).

On the flip side, however, a competing boat may not go out of her way to disadvantage a boat taking a penalty. Rule 24.2 states “Except when sailing her proper course, a boat shall not interfere with a boat taking a penalty...”

Alternate Penalties

It is fairly common for the Sailing Instructions to specify alternate penalties. They may, for example, provide for a scoring penalty per rule 44.3, invoke Appendix T Section A, or otherwise change the number of penalty turns required. Therefore, it is very important to read the SI’s before racing.

Appendix T Section A (rule T1) is worth mentioning, because it’s use is becoming more common. When in effect, rule T1 changes the penalty for breaking a rule of Part 2. If the incident occurs within the zone around a mark other than a starting mark, then the penalty is still two-turns. Otherwise, the penalty is reduced to one-turn. The penalty for touching a mark is still one-turn.

When Turns Aren’t Enough

There are some circumstances when turns aren’t a sufficient penalty. Rule 44.1(b) states “if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.” If somebody gets hurt, or if either boat sustains serious damage as a result of your breaking a rule, then you must retire. Turns won’t do.

If you break a rule and gain a significant advantage even after having taken a one-turn or two-turns penalty, then you must retire. Such situations are rare, but possible. For example, if a boat breaks rule 20, doesn’t give another boat room to tack to avoid a shoal, does two turns and sails away while the other boat is aground, then she has gained a significant advantage. She must retire.

Penalties When Not Racing

Note that rule 44 applies only when a boat is *racing* – that is, within the time between her preparatory

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signal and when she finishes and clears the line and finish marks. What if you touch a mark, or foul another boat before, after, or in between races? For the most part, there is no penalty. Rule 31 only applies while racing. The preamble to Part 2 states (in part) “a boat not racing shall not be penalized for breaking one of these rules, except rule 24.1.” The only time you can be penalized for breaking a Part 2 rule when not racing is if you interfere with a boat that is racing (rule 24.1). Unfortunately, the two-turns penalty does not apply to this situation: per rule 64.1, the only penalty is disqualification from the race nearest in time. (“Nearest in time” means whichever race is closer in time to the incident. If it happened before or after racing for the day, then the boat would be disqualified from her first or last race. If it happened between races, she would be disqualified from whichever race occurred the fewest hours, minutes, and seconds from the incident.)

Exoneration

There are a couple of ways that a boat may be exonerated for breaking a rule, in which case she need not take any penalty at all. One is governed by rule 64.1(a) which states “when as a consequence of breaking a rule a boat has compelled another boat to break a rule, the other boat shall be exonerated.” To be exonerated for breaking a rule, a boat must have been “compelled” (i.e. forced) to do so. If a boat could reasonably have avoided breaking a rule but didn’t, she is not exonerated. Also, the other boat must be breaking a rule herself. A common example involves three boats overlapped on the same tack. If W, the windward boat, prevents M, the middle boat from keeping clear of L, the leeward boat, then both M and W break rule 11. W is penalized, but M is exonerated under rule 64.1(a).

Rule 21 specifies the other scenario under which a boat is exonerated for breaking rules. It states:

- “When a boat is sailing within the room or mark-room to which she is entitled under a rule of Section C, she shall be exonerated if, in an incident with a boat required to give her that room or mark-room,
- (a) she breaks a rule of Section A, rule 15 or rule 16, or
 - (b) she is compelled to break rule 31.”

Note that in order to be exonerated under this rule, a boat must be entitled to mark-room, and must be sailing within that mark-room. If she sails outside the mark-room that another boat must give her, then she is not exonerated for breaking the above rules. (Note that there is a difference between room and mark-room. Rule 21 encompasses both, but mark-room is where the majority of rule 21 exonerations occur.)

Conclusion

If you think you have broken a rule on the racecourse, then take your penalty (even if nobody protests). Take it right away (even if you have to drop behind). Get well clear and do your turn(s) promptly before continuing to sail the course. It may cost you the race, but you’ll earn the respect of your competitors – which is far more valuable.

I hope that helps,
Eric Rasmussen

November 12, 2015 LTYC Annual Membership Meeting

This year our Annual Meeting was again held at Bryan Park, where the staff greeted us like old friends. It was good to see everyone and to get to know several new members. After a greeting by commodore David Duff and a word of thanks by Matt Stalnaker, it was time for the important stuff: dinner. Afterward, the 2016 budget and slate of club officers were approved and the members, led by membership chair Joleen Rasmussen, talked about ways to build on a very successful 2015. Couldn't make it? Make plans to attend the Change of Watch in January!



2015 Oak Hollow/Lake Townsend Interclub Race Scores

Date:	11/7/2015					
Race Committee:	Duff					
	Davidson		Handi-			
	Donn Linton		cap			
					LT	OH
Class	Sail #	Skipper		total points		
FS	3500	Steve Morris	89.6	5.0		1
FS	5295	Tom Bews	89.6	5.0		2
Vagabond	V	Gary Gooden	111	8.0		3
Harpoon4.6	4.6	Stephanie DeLair	102.0	14.0		4
Jet14	1050	Evan Trudeau	97.2	15.0		5
Lightning	14932	Ken Warren	87.0	20.0		6
Sunfish	1	Alan Taylor	99.6	20.0		7
Hunter 170	170	Paul Walter	92.7	27.0		8
Force5	FF	Spencer Sherrill	95.4	28.0		9
Vagabond	501	Melissa palmer	111.0	29.0		10
Sunfish	2	Charlie Witsil	99.6	32.0		11
AQ	RY	Andy Squint	106.3	32.0		12
Sunfish	YO	Scott Bogue	99.6	40.0		13
ACAT	308	Warren Mitchell	65.0	43.0		14
Weta	778	Tom Kirkman	81.1	44.0		15
AQ	Rainbow	Chris Malcolm	106.3	51.0		16



Etc.



Bews Cruise Oct. 17th at Smith Mountain Lake



Lake Townsend Yacht Club Board



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

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

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

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

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

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

Cruising: Starling Gunn • 336-552-6055 • justbgunn@bellsouth.net

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

Social: Steve Morris • 336-601-1428 • samorris@triad.rr.com and JC Aller

• 336-580-0528 • aller.jc@gmail.com

Webmaster: Steve Raper • sraper4051@outlook.com

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

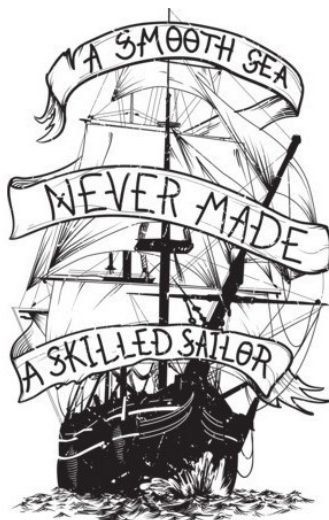
Newsletter/Publicity: Trish McDermott • 336-707-2846 • 88hawkgt650@gmail.com

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

Lake Townsend schedule:

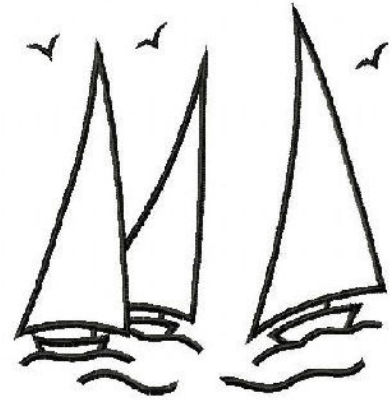
Nov. thru Feb.— open 'til 5:00 and closed on Thursdays.

The lake is always closed on Wednesdays.



Skippers: Here are people **Available to Crew:**

Otto Afanador, ottosolar@aol.com, (336)-269-1765
 Jeanne Allamby, jeanne.a.allamby@usps.gov, (401)-996-0198
 JC Aller, aller.jc@gmail.com, (336)-580-0528
 John Carr, carrjl_40514@yahoo.com, (859)-227-3688
 Susan Cole, sscole@triad.rr.com, (336)-707-0678
 Kevin Gheen, ktgheen721@gmail.com, (336)-676-2369
 Trish McDermott, 88hawkgt650@gmail.com, (336)-707-2846
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 Steve Newgard, slnpicture@aol.com, (336)-688-4952
 Kevin Perks, kevinperks@yahoo.com, (336)-269-5973
 Brock Pitts, brockpitts78@gmail.com (336)-684-8898
 Keith Smoot, keith@br1980.com, (336)-996-6734
 Marty Van Hecke, 1vanhecke@gmail.com



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

Classified Ads

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

BUCCANEER ... 1979 fiberglass sailboat made by Chrysler. Boat number 5009. This is a fast boat sailed by former club member Bill Grossie. It has a roller furling jib and main sail. This boat can be rigged by one person in less than 15 minutes! Comes with a strong trailer. This Buccaneer is ready to go and enjoy. NOT a project boat. Very active Buccaneer fleet in the area. Aaaarrrrhh!!! Complete at \$975.00 Contact Jim Schwartz: detroito91@aol.com, or 336-282-9552

Our club is a great club solely due to the volunteer efforts of our members. Some are doing a lot, others are doing just a small amount as their time and schedules allow. Even so, there is a great deal more that can be done to make our club even better.

If you've been a member for more than a few months, I'm sure you've heard how we need Race Committee or help with Sailing classes. If you can, signing up early on the scratch sheets helps our event organizers stress just a little less. With that said, we gladly take last minute offers as well as onsite surprises. We never turn away help, and we almost always need help!

"I don't know enough to help." Try it. I think you will find that you are a great help, not to mention the fun you have, the friendships that you build, and how much you learn.

Below is a short list of other ways we need help so that every event we host is a smashing success. Mark those items that are of interest to you. Don't worry, we won't have you do all of them, but we will likely see you doing at least one of them. And let us know about any ideas you have about helping out.

- Help with event setup or tear-down
- Bring a dish to share
- Maintain online Scratch Sheets
- Onsite event registration
- Event finance tracking
- Equipment maintenance
- Mentor a new member
- Google calendar maintenance
- Contact members re: upcoming events
- Host an after-race social
- Do a write-up for the Newsletter
- Update Internet links with club information
- Help with social networking
- Participate in long range planning
- Like LTYC's Facebook page
- Post to LTYC's Facebook page
- Submit events to publication calendars

