

# Lake Townsend Yacht Club *Tell Tales*

APRIL, 2023



# Welcome Spring!



*“And Spring arose on the garden fair, Like the Spirit of Love felt everywhere And each flower and herb on Earth’s dark breast rose from the dreams of its wintry rest..”*

— Percy Bysshe Shelley

# Eight Bells

Eight Bells Jim Cook - 1977 - 2023

It is with a sad and heavy heart that we relay the passing of our LTYC and Wayfarer friend Jim Cook.

Taken from us too soon by an on the water tragedy while sculling on Lake Wylie in Charlotte. Jim was a great sailor that didn't mind sharing with others and giving helpful advice. "Was there a nicer man to compete against, I don't think so"

He raced many times at Lake Townsend. He frequently brought his daughter to race with him. At the memorial service his daughter, Nora, reminded us that her dad loved life, that he enjoyed being out on the water. She said that he would want us all to enjoy being on the water and would want us to make the most of our time.

We will miss him. Until we meet again - Fair Winds.



## IT'S THAT TIME AGAIN

### 2023 Memberships Renewals Are Due

#### The Benefits of Membership

##### Competitive Fun Sailing

On the second Saturday of each month we hold our regular LTYC race series. This is 'around the buoys' racing where courses are laid out and there is a Signal Boat (pontoon boat) which carries the Race Committee who administer the race. There are specific times set to attend an online competitors meeting prior to the race day and to have your boat at the starting area to race. Typically, there are three races run.

##### Social Fun Sailing

On the fourth Saturday of each month we have a Sail-abration! There is no set time or agenda. This weekend is for daysailing and cruising just for fun. Club members are there who may either invite you to go sailing on their boat or give you advice about sailing your boat or a rental. It's a good time to practice and improve your sailing or racing skills. Best way to learn is to be onboard with one of our experienced skippers.

##### Other Benefits

Seminars and training for beginning and intermediate sailors

Availability of club boats including one Lightning, two Flying Scots, two Wayfarers, and one Tanzer 16. All are ready for use, mast-up and on trailers. For more information, see the [club sail-boat usage policy, agreement, and reservations](#) in the Members' Cove.

You can join the Lake Townsend Yacht Club or [renew your existing membership](#) by clicking the button below.



New Membership

Membership Renewal

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# Youth Sailing Report

## ***Sailing Fast and Winning Regattas!***

It has been a hectic April for our High School and College teams, with practices at the lake and races in far flung venues!

## ***High School***

Our high school team sent five members to race at the inaugural *Azalea Bowl Regatta* at Carolina Yacht Club, in Wrightsville Beach, on April 15-16. John Spinosa, Ellie Spinosa, Lilly Copplestone, Elizabeth Davis and Molly Lovvorn raced for our club.

The regatta was held in conjunction with the Wilmington Azalea Festival, and included both college and high school teams. Jacksonville University of Florida won the college division; and Hoggard High School of Wilmington won the high school division. In total, 27 teams with over a 130 sailors competed!

It was a great experience for our sailors, but very different from our usual lake sailing. Winds gusted to well over 20 knots, with strong currents and chilly water. There were many thrills and spills and breakdowns, but our young sailors hung tough! Our best race finishes were 5th in A Fleet and 9th in B Fleet. Included among the high school teams was Christchurch School of Virginia, recent national champions and current Virginia champs.

The team wishes to especially thank Natalie Spinosa (John and Ellie's mom) for chaperoning and looking after them in Wrightsville Beach! In addition to being an accomplished sailor herself, her father, and John and Ellie's grandfather, John Fragakis, raced at Lake Townsend for decades. In fact, Natalie first sailed solo at Lake Townsend under his guidance when she was 8 years old, and she later crewed for him on a Windmill at many LTYC regattas!

The team is back home at Lake Townsend for the upcoming spring regattas, including the Opening Day Regatta, the May Saturday Series and the Mayor's Cup.

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Azalea Bowl  
Regatta  
participants.

Boat rotation at the Azalea Bowl.



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Elizabeth at the Azalea Bowl

John and Ellie racing on Banks Channel.



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Lilly, John, Elizabeth and Molly at the Azalea Bowl. (Not pictured: Ellie.)

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### *College*

Our new college team, Wake Forest University Sailing Club, competed in the *Tillman Trophy* over the weekend of April 8–9. The Tillman is the South Atlantic Intercollegiate Sailing Association College District Championship, and schools had to qualify from among the 41 college teams from across the Southeast to receive an invitation. WFU qualified due to their impressive performance this spring. The regatta was hosted by Eckerd College, in St. Petersburg, Florida.

Sailing for WFU were Johnny Perkins, Cat Carpenter, Ryan Travers and Mary Outland.

After a hard fought battle against the best college teams in the south, Wake finished 14th! This is all the more impressive given that the team had never had an opportunity to practice together before partnering with LTYC this spring. (But that does not mean they are inexperienced: both Johnny and Ryan grew up racing on San Francisco Bay and both have their US Sailing Level 1 Instructor Certifications, Cat grew up racing C420s and Etchells on Casco Bay in Maine, and Mary grew up sailing and is a senior instructor at Camp Seafarer—where she taught 3 of our High School Sailing Team members!)

The team will take the summer off and pick up in the fall with practices at Lake Townsend.

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Mary, Ryan, Johnny and Cat at the Tillman Regatta.



College practice at Lake Townsend

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Practice with College and High School Teams

Johnny, Cat and Mary on the way to Florida.



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### ***Congratulations***

Congratulations to High School Sailing Team member Logan Hayes for finishing first in the ILCA 6 (Laser Radial) Class in the 2022 *Chesapeake Bay Yacht Racing Association Junior High Point Series*. The series consists of cumulative scores for regattas hosted by CBYRA member clubs. The full report can be seen in the February issue of Spinsheet Magazine, at <https://issuu.com/spinsheetpublishingcompany/docs/spinsheet-magazine-february-2023> (page 62)



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# Alligator Run Regatta



Seven Wayfarer skippers and their crew made the trip down east to Lake Waccamaw for the third annual Alligator Run Regatta on April 14 through 16, 2023. On Friday night, Waccamaw Sailing Club hosted a delicious barbecue and taco welcome dinner for the sailors and volunteers.

Early Saturday morning the wind was light with a forecast of more to come later. A group of Wayfarer sailors went out to breakfast before the competitors' meeting. Around noon, the Wayfarers joined the F18s, Tanzers, Holder 20s and various other multihulls and monohulls on the lake in typical lake wind; shifty and gusty, but with plenty of wind all over the lake.

The Wayfarers paid tribute to Jim Cook by luffing the line before the first race. Jim Cook, an amazing Wayfarer sailor and awesome human being, died in a tragic accident March 28. After setting the starting line, the signal boat raised the Wayfarer flag and sounded the horn 8 times while the Wayfarers luffed their boats near the start line.

We completed one race and waited for a capsized Tanzer to be towed. By the second race, the skippers and crew had their sea legs back after a late winter and early spring of very little sailing due to poor weather. The second and third races were hard fought, both up wind and down, with many place changes and close finishes.

We were treated to fantastic fried chicken and fixins for dinner. While several Wayfarer sailors asked the retired pharmacist for naproxen, others were spry and nimble.

Sunday morning brought quiet air. The race committee was skeptical that races would be held. But around 11AM, the wind filled in and we were off the dock, ready for more racing. The Wayfarers battled it out in 10-15 knot winds, similar to Saturday, with several calls of "starboard" but no collisions. With more place changes during the races and very close finishes, the final standings were decided.

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...in case you were wondering why it's called "Alligator Run" ;)

Some of the key strategies Gareth and I used for upwind sailing during the two days of racing were: loosening the vang during lulls to avoid stalling the main, tacking on the shifts, employing ease-hike-trim and finding our way to the port side of the course in the last third of the course because the wind gave us a lift to the mark there. For downwind, we stayed on broad reaches, planing when possible and maneuvering to stay in clear air. In the last race, we stayed between the second regatta place boat and the next mark. Great competition!

We also had two participants in the Tanzer fleet.

See fleet results on the next page.

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## Wayfarer

Division: (7 boats)

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	Total Pos	
1	11134	Intrepid	91.6	AnnMarie Covington / Gareth Ferguson	CSC and LTYC/	1	1	3	2	1	8	1
2	11137	Calypso	91.6	Ali Kishbaugh / Mike Sigmund	LTYC/	2	4	1	3	2	12	2
3	449	Towlie	91.6	Neil Smith / Craig Ambler	CSC/	6	2	4	1	3	16	3
4	2458	Morning Star	91.6	James Heffernan	Lake Townsend YC	3	3	2	5	4	17	4
5	10888	Knights of Mayhem	91.6	Andrew Forman / Sid Hale	LTYC/	7	5	5	4	5	26	5
6	6066	Llama Parade	91.6	Katie Richardson / DeDe Richardson	CSC/	4	7	6	7	6	30	6
7	11	None	91.6	Phil Leonard / Cathy Leonard	Lake Townsend Yacht Club/	5	6	7	6	7	31	7

## Tanzer

Division: (6 boats)

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	Total Pos	
1	2002	Wild Strawberries	97.1	Harold Blanchard	WSC	1	3	2	2	1	9	1
2	2000	Sweet Little Sixteen	97.1	Peter Thorn / Ann Brice	BSC/	3	1	4	1	2	11T	2
3	232	Eeyore	97.1	Eric Rasmussen / Joleen Rasmussen	CSC/	2	2	1	3	3	11T	3
4	1014	Belle Journee	97.1	Dale Strickland	Lake Townsend Yacht Club	4	4	3	4	4	19	4
5	161	Phoenix	97.1	Arch Altman	Blackbeard Sailing Club	5	7/DNF	7/DNS	7/DNC	7/DNF	33	5
6	1567		97.1	David Gilvert	none	7/DNF	7/DNC	7/DNC	7/DNC	7/DNF	35	6



Lake Waccamaw  
sunrise on  
Saturday

# City Boat Repair

## Fixing AquaFinn #4

The city's Aqua Finn sailboats are essential to our beginner sailing classes, and we're fortunate that the city lets us use them in exchange for maintaining them.

This year, after that very cold weather around Christmas, Andy Forman discovered that the mast steps on three of the boats had "exploded" (photo 1) – water had apparently gotten between the deck and a sort of upside-down strong fiberglass "traffic cone" shape that supports the base of the mast and reinforces the mast opening while stiffening the deck, which would otherwise flex.

The problem appeared to be that water had gotten between the deck and the base of the "traffic cone" support structure because the original sealing compound had dried, hardened, and shrunk.



01 The Problem

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My first thought was to save the broken pieces (photos 02a, b, and c) and rebuild the deck using epoxy putty and fiberglass tape. I got in there with an air powered die grinder and abrasive disc, removing all the old sealant and the residue of years of water penetration, then reassembled the broken pieces of the deck. It soon became obvious that 1) the deck had separated from the “traffic cone” much farther out than the broken pieces extended and 2) it was going to be difficult to re-bond the broken pieces in a way that would make the repair both watertight and very strong. I had to find another approach, but whatever it was, I had to provide an opening in the deck the same size as the original so the mast would not wobble. Wood would have been an easy solution, but no way was wood going to last.



02a Trying to repair—not replace

02b Broken pieces cleaned and smoothed



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02c Reassembled. Not going to work.

I tried all kinds of ideas, but nothing was the right size and material until a friend suggested trying a coupling for 2 inch PVC pipe. It was a perfect fit for the mast! Unfortunately, the interior of the "traffic cone" was much larger in diameter than the PVC coupling, and it all had to be *strong*. I ended up wrapping the coupling with fiberglass reinforced strapping tape (shown resting on the deck in photo 4), which is tough and will not compress like duct tape. I then bedded the coupling in epoxy putty, which cures strong enough to be drilled and tapped like metal (photo 4).

03 Smoothed, 2 inch PVC coupling inserted



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04 Coupling bedded. Underdeck sealed.

The Doctor is in :)



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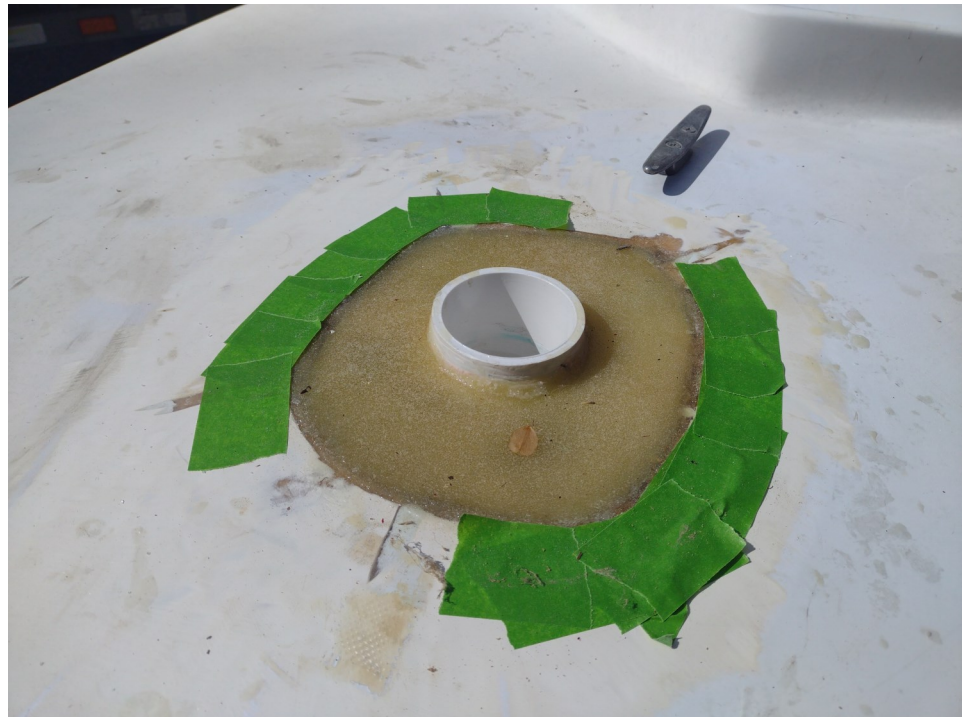
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06 Approximately 12 plies of fiberglass tape

To bring the surface back level with the deck and to reinforce the PVC coupling, I applied about 12 plies of fiberglass tape (photo 6). That added the necessary strength, but the repair area was still sunken from the deck surface so I poured in mineral-filled epoxy resin (photo 7).

07 Filled with mineral-filled epoxy resin



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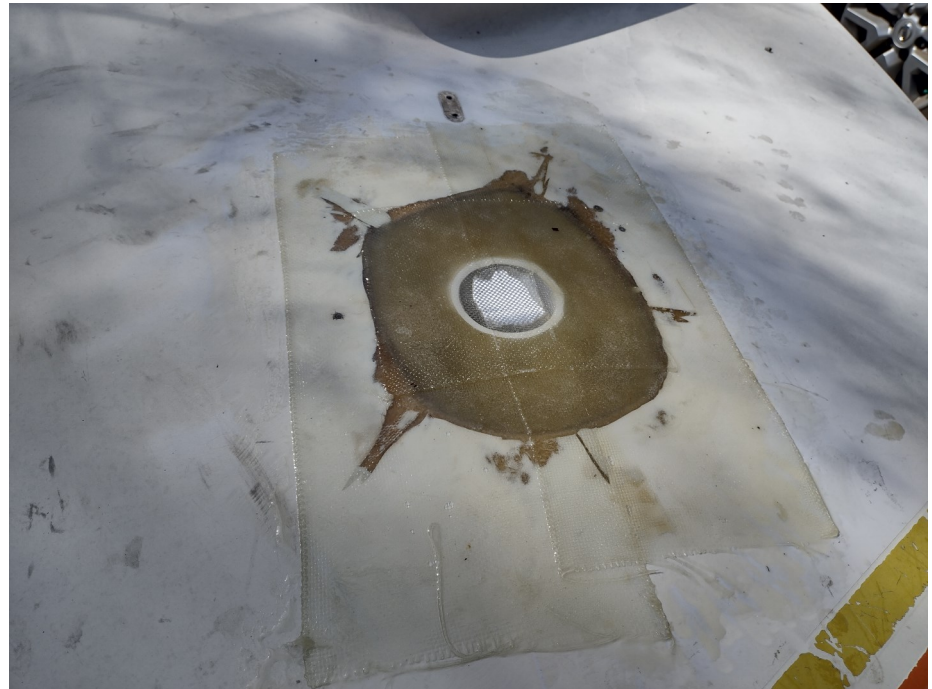
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08 Smoothed for fiberglass tape

When that set, I sanded the repair area and the PVC coupling flush with the deck (photo 8) and then applied three more plies of fiberglass (photo 9).

09 Add 3 more plies of fiberglass tape



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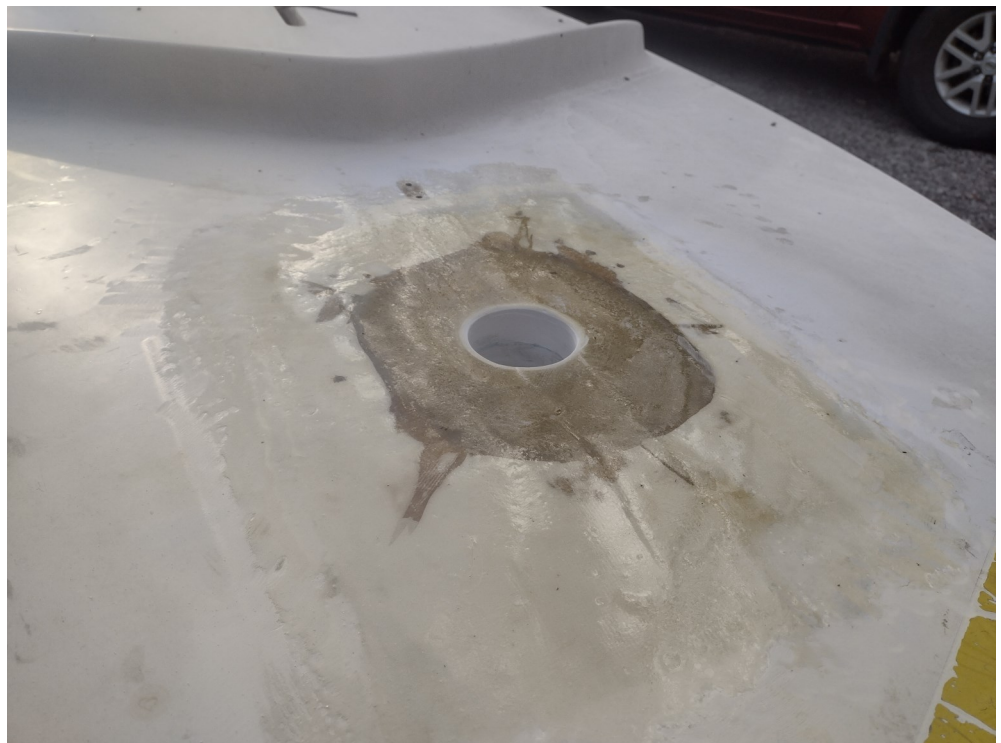
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10 Sanded—fill coat applied

After a fill coat (to smooth out the fiberglass weave, photo 10), rough sanding (photo 11), final sanding, and a primer and topcoat, the deck repair was complete (photo 12). It should hold up because I sealed the deck to the “traffic cone” base to keep out water, but I can’t see into the hull to know for sure. Guess we’ll see.

11 Ready for final sand and paint



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12 Ready for service!

Beginning sailors have a tendency to use the nearest dock or the jetty to stop their boat when they get near shore. The result is a crushed bow (photo 1) and water leaking in. In the past we would put on new fiberglass every year or two, but it would soon be damaged so we defaulted to simply applying white duct tape. Simple, waterproof, you peel off the old and stick on the new, but it was a yearly thing and the old tape residue was difficult to remove. I decided to make the bow strong enough to withstand crash landings.

01 Crushed bow



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02 Epoxy putty to support fiberglass

Step one was to clean off the old tape residue and remove the broken bits of fiberglass (photo 1); step two was to apply epoxy putty to fill the gaps prior to applying fiberglass (photo 2). I used fiberglass mat (photo 3), which is much heavier than regular glass fabric, and it conforms to the curves at the bow.

03 First ply of fiberglass mat applied



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04 5plies of mat, fairing tape applied

Mat is thick, so after five plies I added strips of fairing tape to smooth the edges (photo 4), then added two more plies of mat for strength (photo 5).

05 Sixth and seventh plies of mat applied



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04 5plies of mat, fairing tape applied

After a fill coat, sanding, primer, and two coats of paint the boat is ready for use. (I didn't try to make a perfectly smooth surface; it takes a lot of time and the first few crash landings would mess it up anyway.)

Aqua Finns #3 and 5 are also getting the battering-ram bow treatment and similar repairs to the deck around the mast step. In addition, #5 has cracks in the bottom at the centerboard trunk and a long split in the port side. A bit more fiberglass will make it right.



## In Case You Missed It

Dear members and supporters (Constituents / concerned users of Lake Townsend),

You are constituents, concerned users, of Lake Townsend. And you have a voice.

The **Save The Docks Lake Townsend** initiative will succeed based on three criteria, **total funds** and, just as importantly, **total pledges / names**.

Your name will not be revealed to anyone.

Your pledge amount will not be revealed to anyone.

If we as constituents of the lake don't express our opinion, city and park management can not know that we care and can not know that we exist.

**So, PLEASE, even if you can only pledge a small amount, it is really really important that you put your name in and pledge at <http://www.savethedocks1t.org/>.**

Adults should pledge, even if you are only an occasional user of the lake.

Kids should pledge, even if they have only taken the intro class or participated in the HSST.

Parents should pledge, your kids enjoy the lake only because the docks are usable.

Supporters should pledge, even if you only visit the lake.

Friends should pledge, to ensure this wonderful public resource is there in the future.

Aunts/ Uncles/ Relatives ... you get the idea.

Plans are to present the total pledge amount only and then the counts of constituents (that's you) to the Parks Dept, Mayor, City Counsel and City Planner.

<http://www.savethedocks1t.org/>

***Save The Docks!***

Thanks,

Andy Forman

# Let's Learn to Sail!

**Of the 24 separate classes we have scheduled for this year, 18 of them have already been filled!**

**Don't miss out.** Register early to make sure you one of the rapidly disappearing slots. Early registration will give you the widest range of choices and if you want this training wouldn't it make sense to get it as early as possible rather than at the end of the sailing season?

There are Beginner courses, Intermediate courses, Individual lessons, Sail Camps for Juniors, and even a Learn to Race course.

You can still choose between the 13 classes that still have room (assuming you act now), so check out [this year's schedule](#) and then click on the link to the Online Registration Form.

Visit the LTYC Site to sign up for one of the classes listed.

## **Learn to Sail:**

[Learn-to-Sail \(laketownsendyachtclub.com\)](http://laketownsendyachtclub.com)

# Volunteers Needed!

All classes are in need of volunteers. Visit <https://laketownsendyachtclub.com/activities/InstructorSignUp.asp> to sign up as an Instructor, Assistant, or Scat Boat Driver.



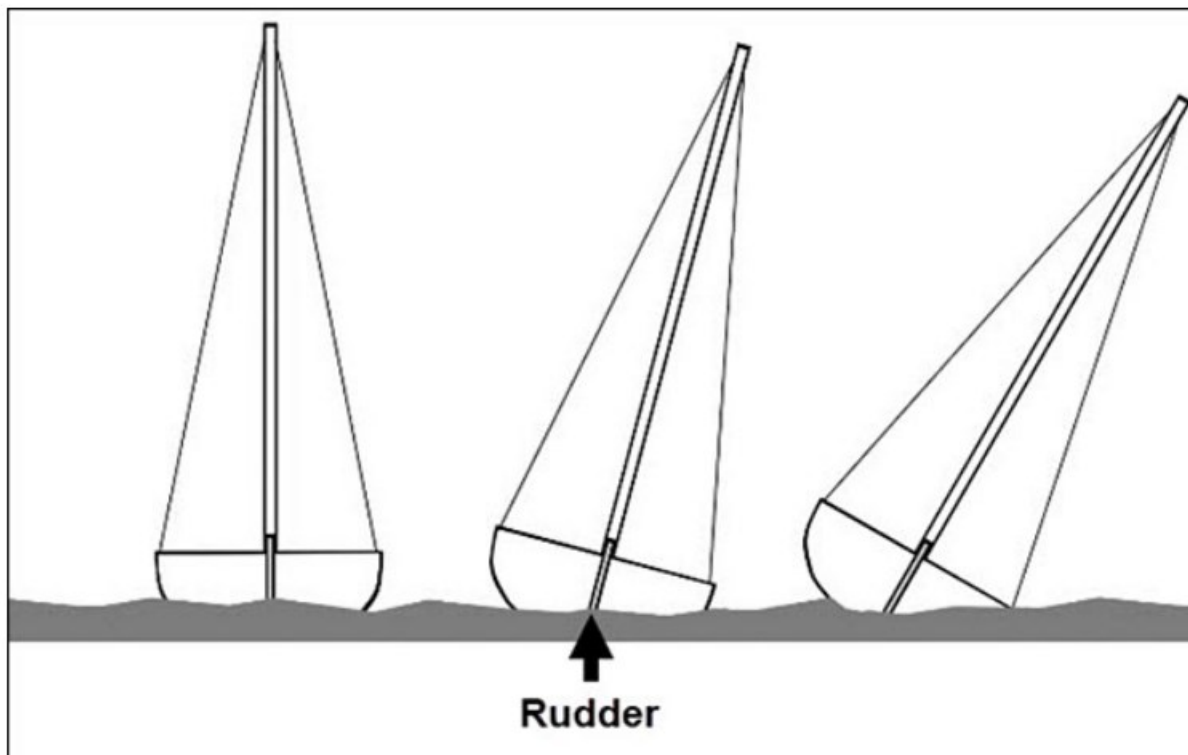
## Three 'Sail Fast' Secrets for All Seasons

Captain John,

[Www.skippertips.com](http://www.skippertips.com)

[Captainjohnskippertips.com](mailto:Captainjohnskippertips.com)

What steering control factors are most important when sailing to windward? Follow these simple tips to keep the helm 'light as a feather'.



Looking from astern, note how the rudder has the most 'grip' when the boat is vertical or with moderate heel. Too much heel (far right) makes steering much more difficult.

Trim the sails so that the boat almost steers itself going upwind. You should need only an inch or two of tiller or wheel to keep the boat steering straight. This will enable your boat to slice through a chop or even larger waves.

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### 1. Steer an 'Arrow Straight' Sailing Course.

Maintain as straight a course as possible at all times. Near land, pick a point ahead of the boat. When sailing offshore, use clouds in the distance. Make sure that you do not follow a cloud for too long; choose another to maintain course. Steer by compass when no other objects are available. At night, pick a bright star ahead of the boat. Check your compass now and then. Pick another star to maintain your heading.

### 2. Keep Heeling at a Constant Angle.

Forget about those exciting magazine photos of a boat heeled over with her rail in the water and the crew manning the windward rail. When the boat heels over too much, the keel and rudder become less efficient because they, too, heel with the boat. You want to keep both underwater appendages working for you all the time you're sailing.

Keep heel angle to about 12-18 degrees. Less is best. Reef your mainsail and add or reduce headsail area. Too much heel angle can create more hull friction and weather helm. Balance the boat with the sails, and she will reward you with more comfort and speed.

### 3. Allow the Boat to 'Sail the Boat.'

Listen to what your boat tells you through the helm. Is the wheel or tiller hard to hold? When sailing hard on the wind and you lift your hand off the helm, does your sailboat head up toward the wind in a slow, smooth motion, or fast 'n furious like a hound chasing a fox? A balanced boat should have the slightest amount of weather helm and almost steer herself, only needing a nudge from you now and then.

Sailboats in harmony with wind and waves sail flatter and faster. Trim your sails to balance your sailboat in all weather, from the lightest 'ghosting' conditions to a howling gale.

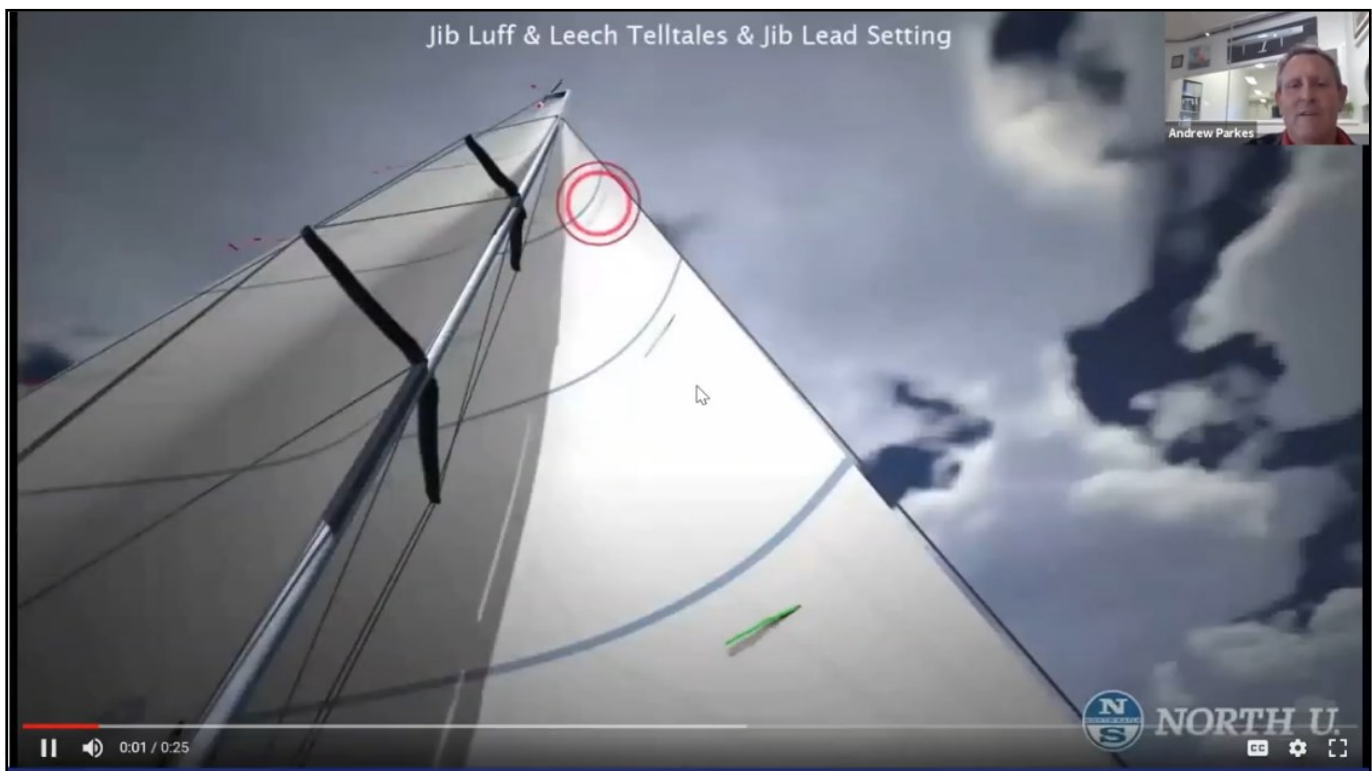
# Racing Tactics (videos)

from: **North Sails**  
Courtesy **YouTube**

## Sailboat Racing Tips: Jib Trim

*(CTRL-Click to play in new window)*

Royal Sydney Yacht Squadron Captain Karyn Gojnych introduces Alby Pratt and Andrew Parkes who share their tips for optimal jib trim in this first in a series of 7 weekly webinars



NOTE: The Sail Trim Simulator (used in the video) is available as a free download [HERE](#) from North Sails.



## CLASSIFIED ADS

YOUR ADS WILL RUN FOR 3 MONTHS.

IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.

SEND YOUR CLASSIFIED AD TO :

[newsletter@Laketownsendyachtclub.com](mailto:newsletter@Laketownsendyachtclub.com)



### For Sale:

Flying Scot (2008) Asking price \$10,000.00 or best offer.

19 ft. White deck and white hull and black waterline and trim, gray gelcoat centerboard cap.

Schurr main and jib sails with jiffy reefing and black numbers and insignia.

Mast hinge, rigged with the standard family package, black bottom paint, large black tent style cockpit cover,

North trailering cover, swim ladder and grab rail, rudder lift system, silver light paddle, outboard motor bracket, galvanized trailer including nosewheel/jack, spare tire and mount with lock.

Ready to sail condition.

Contact information: Debbie Reinhartsen 919 616-6885.



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### Please Like LTYC on facebook

- Check in at LTYC on facebook
  - Tag us
- Write an endorsement for LTYC
- Like LTYC on the “Like” page
- Post a review of LTYC on FB
- If you need help to post pictures or a video on our page, please contact JC Aller at [aller.jc@gmail.com](mailto:aller.jc@gmail.com)

Please follow our High School Racing Team on Instagram at [ltycsailingteam](https://www.instagram.com/ltycsailingteam), and of course, on facebook at [www.facebook.com/laketownendyachtclub/](https://www.facebook.com/laketownendyachtclub/)

Next newsletter deadline: May 22, 2022

## ♦ Lake Townsend Yacht Club Board

Commodore: Andy Forman	♦ <a href="mailto:commodore@laketownsendyachtclub.com">commodore@laketownsendyachtclub.com</a>
V. Commodore/Racing: Mark Wilson	♦ <a href="mailto:vicecommadore@laketownsendyachtclub.com">vicecommadore@laketownsendyachtclub.com</a>
Rear Commodore/Education: Ron Washburn	♦ <a href="mailto:education@laketownsendyachtclub.com">education@laketownsendyachtclub.com</a>
Treasurer: Kim Jones	♦ <a href="mailto:treasurer@laketownsendyachtclub.com">treasurer@laketownsendyachtclub.com</a>
Secretary: Linda Ford	♦ <a href="mailto:secretary@laketownsendyachtclub.com">secretary@laketownsendyachtclub.com</a>
Equipment: Mark Green	♦ <a href="mailto:equipment@laketownsendyachtclub.com">equipment@laketownsendyachtclub.com</a>
Membership: Ali Kishbaugh	♦ <a href="mailto:membership@laketownsendyachtclub.com">membership@laketownsendyachtclub.com</a>
Social Outreach: Judi Mathews	♦ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
Marketing:	<b>OPEN – Need a volunteer!</b>
Newsletter: Sid Hale	♦ <a href="mailto:newsletter@laketownsendyachtclub.com">newsletter@laketownsendyachtclub.com</a>
Social Media, City Liason: JC Aller	♦ <a href="mailto:socialmedia@laketownsendyachtclub.com">socialmedia@laketownsendyachtclub.com</a>

You don't have to be a board member to help out. Everything this club does is done by volunteers. Please contact the individual board members to see how you can contribute.

Thanks for making LTYC the best!

**Board meetings are open to all members. They are held virtually, via, Zoom the first Thursday of each month at 7:00 p.m.**