



Lake Tow
Yach
PO Box
Greensboro NC 2
4002

Tell Tales

Issue 5 May 2003

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
B.O.D. Meeting	June 5	1745 hrs	Benjamin Parkway Library
Classes:			
Learn to Sail Classes Tuition: \$60 (includes text)	June 9- 17 June 23 – July 1	See LTYC Directory or our Bulletin Board - LT Marina	Contact: Alison Childress, Rear Commodore & Education Committee Chair
Cruises:			
Cruise	May 23 - 25	See newsletter article.	Chesapeake Bay, Virginia Contact: Hugh McLawhorn, Cruise Director
Races:			
Thursday Evening Races	May 29 June 19	6:00 p.m.	Lake Townsend Marina
Mayor's Cup Regatta	June 7 - 8	See newsletter; LTYC Web site; brochures mailed.	Contact: Ella Wren, Mayor's Cup Director ewren@triad.rr.com (Ph) 336-333-9420
Day/Evening Sails:			
Evening Sail (Before Mayor's Cup)	June 6	7:00 p.m. - 11:00 p.m.	Lake Townsend Marina Running lights or flashlights required.
Homeport Day Sail	June 21	At your leisure.	Lake Townsend Marina
Socials:			
Mayor's Cup	June 7	1700-1900 Drinks & snacks after the races followed by BBQ Dinner	Lake Townsend Marina (See newsletter article, LTYC Web site, and mailed brochures.)

REMEMBERING MEL HOLJES

Contributed by Carol Moates

Sailing was his passion; people, his love. Collecting life long friends was quite evident at his memorial meeting at New Garden Friends Meeting on March 25, 2003.

Mel was born in Pattenburg, N.J. on Oct. 3, 1908, and lived life to the fullest until the last 2 years of his life. He was a Civil Engineer graduating from NC State University, and spent most of his professional career with Carolina Steel Corp.

Mel and Betty became involved in promoting recreational sailing at Oak Hollow in High Point and Lake Townsend when the club first formed, and was instrumental in founding our LTYC. They spent many years traveling and competing in regattas with the San Juan 21 Fleet. They were named Lifetime Members of

Lake Townsend and Oak Hollow Yacht Clubs, where they were active members and served on the Board of Directors. Mel, Ernie Myatt and Carol Meetze-Moates compiled the first by-laws for LTYC, working long into the night doing applicable research. In 1978, Mel skippered the "Prinskipetty" to win the prestigious North Carolina Governor's Cup at Satterwhite Point. Mel and Betty spent many afternoons at the lake taking special populations groups with Parks and Recreation sailing in their San Juan.

Mel was preceded in death by his daughter Kay Holjes. He is survived by his wife, Betty, his son Meldon, Jr. and wife Maria of Newport News, Va., his son in law, Dr. Bullock of Reno, Nev. and several grandchildren.

We will miss seeing Mel at our club functions, and miss his wonderful blessings. The writing included in his memorial bulletin was a perfect summation of his life:

"He has achieved success who has lived well, laughed often, and loved much; Has enjoyed the trust of women, the respect of intelligent men and love of little children; Who has filled his niche and accomplished his task; has left the world better than he found it, has never lacked appreciation of Earth's beauty or failed to express it; who has always looked for the best in others and given them the best he had; whose life was an inspiration; whose memory a benediction."

AHOY LTYC CRUISERS!

By Hugh McLawhorn, Cruise Director

The overcast skies and rain did not keep Kathy and me from enjoying the day at Belews in April! We had the pleasure of having Keith and Wanda Smoot aboard, and we had a great first cruise of the season. It was good to see the lake level up and foresee many more day trips this summer at Belews Lake.

Our May cruise is just around the corner, May 24th & 25th, we will be cruising one of my favorite places Hampton Roads at the Chesapeake Bay in Hampton, VA. We will be launching at the Blue Water Marina. The telephone number is 757-723-6774 for dock reservations. Blue Water is a new marina in Hampton, and it is located at #15 Marina Road, Hampton, VA 23669. We did a walking tour last year and were impressed with the facilities. If you are interested and would like driving directions, please contact me at 336-627-0056 home or 336-707-4841 cell, or if you prefer, give the Dockmaster a call directly at the number above for reservations and driving directions.

The Hampton area is filled with interesting places to visit by boat, home of the Mariner's Museum, Norfolk's Waterside, Williamsburg and the Lightfoot Pottery just a few miles away. Last year we found a new restaurant located only a short walk from Blue Water Marina with great food and beverages. If you are interested in joining us please email me back, and we will be looking for you! Hope to see you in Hampton!
- Hugh and Kathy

MAYOR'S CUP REGATTA ON THE HORIZON

Attention! The grand 2003 Mayor's Cup Regatta is approaching quickly. This Regatta is sponsored by the Lake Townsend Yacht Club and is co-sponsored by the City of Greensboro Department of Parks and Recreation. Support is being given by Layline, Triton Water, and Red Oak. More information can be found on the LTYC Web site at <http://www.greensboro.com/ltyc> and in brochures being mailed to members.

Here is a brief schedule of events:

June 6, Friday

- Early Registration 1800-2100
(Boats may be left at the LT Marina overnight.)
- Evening Sail 1900-2300
(Running Lights or Flashlights are required, and we are expecting little or no moonlight.)

June 7, Saturday

- Registration 0830-0950 (Last Chance)
- Competitor's Meeting 1000

- Races 1120-1600
- Social 1700-1900
- Free cold drinks & snacks/BBQ Dinner (\$8 each)

June 8, Sunday

- Races 0950-1200

Notes:

- Lunches must be reserved by May 30.
Check brochure for prices.
- Register for the BBQ Dinner - \$8 each.
- Regatta T-Shirts will be for sale at \$12 each.
- US Sailing members get a deduction with registration.

JUNIOR SAILING NEWS

By Ray Barker, Junior Sailing Director

The dates for this summer's junior sailing class are now set. The class will be June 16-20, 23, 24. That's seven days of instruction, 8:30am - 12 noon. Students should be between 9 and 14 years old. The maximum class size will be 12 students. A swim test will be given at Grimsley High School pool on the first day of class. Registration forms are available in the rangers' office at Lake Townsend or by contacting me. Please let family members and friends know about this opportunity. Greensboro Parks & Recreation will be advertising the class and there are a limited number of spaces available, so get your registration in as soon as possible. Cost is \$75 and includes a textbook. A check for \$25 payable to Lake Townsend Yacht Club reserves your space. The balance of \$50 is due on the first day of class. Contact Ray at his Email address: rbarker56@yahoo.com or by Phone at: 282-6566.

LEARN SAILING SKILLS ON THE NET

By Bill Grossie, Commodore

I recommend regular visits to the US Sailing web site to learn more about sailing and the boating skills for teaching sailing or serving on race committee. At

<http://www.ussailing.org/training/powerboat/skillstest/index.htm> animated figures demonstrate how to leave a dock, perform a pivot turn, perform a high speed stop and several other maneuvers important to sailing class instruction or safety boat duty. While no substitute for hands on powerboat training, it does provide solid information on the powerboat handling.

At http://www.sailingusa.info/rules_of_the_road.htm, which is linked to the US Sailing web site, there are a dozen sailing rules of the road scenarios. Animated scenes depict starboard/port, windward/leeward and overtaking situations.

Finally, <http://www.nationalgeographic.com/volvooceanrace/interactives/sailing/index.html> allows you to take the helm of small sailboat and trim the sail to obtain optimum speed in a variety of wind conditions. I would recommend this site for new sailors to experiment with tiller position and sail trim.

US Sailing also has several online sailing classes, keelboat sailing and cruising among them. Another good place to pick up information on sailing.

SCUTTLEBUTT

LTYC members have been invited to contribute comments to our newsletter about sailing books, magazine and journal articles, videos, web sites, audiocassettes, movies, and other sources of inspiration or nagging questions. You were encouraged to help name this section of the newsletter that will feature these jewels.

More great suggestions have been submitted since April! We can and are beginning to use these suggestions within the Scuttlebutt section as well as in other areas of the LTYC newsletter. Here's the list in its entirety, as of now: Members Corner, Nautical Notes, Nautical Tidbits, Potpourri from Port, Sailors Hodgepodge, Sailors Savvy, Scuttlebutt, Skippers Scoop, Treasures and Talk.

Skippers Scoop:**IT'S THE LAW: Children Must Wear PFD's**

Children under age 13 must now wear a life vest while boating, according to the U.S. Coast Guard. The new Coast Guard boating-safety rule automatically becomes state law, applying to all public waters in North Carolina. It requires any child under age 13 to wear a Coast Guard-approved personal flotation device, or PFD, if the boat is under way - that is, not anchored or tied to shore. The only exceptions are for children who are below deck or inside an enclosed cabin.

Previously, boating regulations required only that PFD's of proper size and in good condition be aboard the boat and accessible to children. The new law does not apply to commercial vessels. The intent of the new law is to reduce the number of children who drown every year because they were not wearing lifejackets. National figures

show that from 1995 to 2001, 210 children under age 13 died while boating - 121 of them from drowning. - Contributed by Tom Clark

Reference:

"Wildlife In North Carolina", May 2003, page 35.

Treasures and Talk:

The Lake Townsend Yacht Club Web site can be visited at <http://www.greensboro.com/ltyc>. Take a l-o-n-g peak at the LTYC Photo Album with explanatory text for a fantastic getaway while seated in your ergonomically designed desk chair. These beautiful photographs will have you grinning like an opossum (locals know them as possums), oohing and aahing over the pretty boat "babies," and reminiscing, or vowing to be there the next time.

A lot of tender loving care, enthusiasm, and work have gone into presenting these memoirs and the people and events involved. Enjoy past sailing classes including an article featured in a local newspaper; the thrills of the 2002 Mayor's Cup; classy past Mayor's Cup Shirts; picturesque but never mundane Cruises that include the rescue of a drowning truck, fog, and guitar music; warm and cold weather races; and a wonderfully detailed account of the restoration of an O'Day Javelin. LTYC members and anyone else lucky enough to visit our Web site can appreciate anew the camaraderie and support of the many volunteers and enthusiastic participants that make our club tick along like a faithful clock.

Reference:

Retrieved 13 May 2003 from Lake Townsend
Yacht Club-Greensboro N.C. Web site at
<http://www.greensboro.com/ltyc>

Nautical Tidbits:

SNAX stands for "Sailing Newsletter Article Exchange" and can be reached from the U.S. SAILING Web site at www.ussailing.org by typing SNAX into the search window box or going directly to <http://www.ussailing.org/odcc/snax/index.htm>. Refer to our April newsletter for a description of SNAX, or visit the site. Here is one article from SNAX 30 Spring 2003:

Plan Your Start

by Greg Fisher as seen in *Rebel Rabble*

An excellent start usually leads to an excellent finish. When your start breaks down, usually the cause is a poorly organized, unplanned approach. It is important that you develop a concrete, consistent approach you can use in every start. What follows is a model outline of the approach you may use in starting your Rebel...whether it is Clark Lake or Dallas!

BEFORE THE 10 MINUTE GUN:

- 1) Know your rules! You don't want to be a "sea lawyer," but you also don't want to be taken advantage of.
- 2) Get out early.
 - a) Sail upwind, watching for shifts and new wind, using your compass, determine if there is a pattern, record what you find.
 - b) Check for any current that may affect your positioning on the line.
 - c) Plot the course to the first mark and check if the first leg is square to the wind or is lopsided.

- d) Set up a tentative plan for your start and first leg based on wind shifts, current, course to the first mark, etc. Involve your crew in setting up the game plan so they can help you stick to it later.

10 MINUTES BEFORE THE START:

- 1) Check the line to determine the favored end. Head into the wind while on the line; the end your bow is pointing closer to is the favored end. Start closer to that end to gain an advantage.
- 2) Check your boat to avoid possible last minute breakdowns. For instance, check your hiking straps and ringings or clevis pins that are important. Check your basic sail settings and boat tuning.
- 3) Again, sail upwind, checking for shifts and new wind. Is there any pattern? Has the pattern changed?

5 MINUTES BEFORE THE START:

- 1) Again check for the favored end of the line.
- 2) Sail upwind just long enough to again check for wind shifts or changes in velocity.
- 3) Discuss your approach alternatives with your crew. Communication is extremely important. Starting is a team function – it takes both people on the boat.

3 MINUTES BEFORE THE START:

- 1) Plan your approach from various methods:
 - a) The “Port tack approach” is ideal for boats such as the Rebel. Sail slightly under the fleet on port tack during the last one and one-half minutes. Look for gaps in the line where you could tack into. Pick the favored end of the line so you are able to tack into a hole approximately 50 – 60 seconds before the gun. The Rebel’s momentum will help you carry through your tack with speed so after you tack you will retain maneuverability. This approach leaves you flexible and on the offensive. You are the controlling boat and maintain flexibility because of this.
 - b) Sometimes in very heavy or very light winds, the “Starboard luffing approach” is a good alternative to the port tack approach. At one and one-half minutes you should be 3 – 4 boat lengths from the line, moving very slowly, closehauled. You should pick a spot ahead and slightly to weather of where you want to be at the gun. Be conscious of keeping the boat moving, but very high, to hold back the boats who have misjudged their timing and are early, and also to make it more difficult for boats to leeward of you to luff you.
 - c) You may develop an approach of your own that works well for your boat. The important point is to know the approach you will use at 3 minutes. Stick to your game plan, and use it every start it is appropriate. Repetition makes for consistent starting.

2 MINUTES BEFORE THE START:

Begin your approach by gauging the wind conditions of your approach. If it is heavy wind, you may want to delay the beginning. If it is light, you may want to start your approach earlier. Keep constant communication with your crew. Use them as your eyes. Timing is critical!

1 MINUTE BEFORE THE START:

- 1) Begin your positioning on the line. Leave distance – at least one to two boat lengths for acceleration.
 - a) The ideal position to accelerate is tucked up close to the boat to weather and a boat length to weather of any leeward boat. You must defend your hole to leeward.
 - b) Work with your crew to keep complete control of boats around you. Don’t be afraid to luff the boat to weather. Watch for boats approaching from behind and to leeward. These are the “swoopers” and will try to take your hole to leeward. Discourage them by bearing off slightly with your sails eased. They will probably be looking for an easier “take” and will pass you by. Then luff back up to recreate your hole to leeward. Again, knowing your rules is important. Luffs must be made slowly before the gun.

40 – 15 SECONDS BEFORE THE START:

- 1) Begin to accelerate.
 - a) Trim in slowly, matching the speed of your trimming with the speed of your acceleration.
 - b) Have your crew watch the boat to weather so you begin to accelerate at least as quickly. Ideally, you should be sure to pick up speed quicker than he/she does.
 - c) Be conscious of not pinching at the gun. Remember, the hole to leeward is to drive into and out of with greater speed. Drive at the gun; pick up maximum speed.

AT THE GUN:

- 1) You should be moving at maximum speed.
- 2) Concentrate very hard on boat speed for the first minute after the gun unless you’ve had a bad start. If this is the case, quickly look for your alternatives and bail out –

either drive off or tack to port.

- 3) Tactics come second for this minute after the gun unless you had a bad start. You must break out of the pack.

An organized approach will help you eliminate the last minute decisions and will allow you the time to get your Rebel off the line as quickly as possible.

FLYING SCOT FLEET 126: 'BERTH' ANNOUNCEMENT

Randy Crum recently took ownership of a boat that is familiar to many in the club - Flying Scot 2237. This boat was formerly sailed and raced by Sam Eich who at one time was Commodore of our club.

Congratulations Randy! You're gonna' love your Scot.

- Steve Raper

FOR SALE

1984 Tanzer 16, #1575, with white hull, light blue deck and red waterline strip. Kick-up rudder, traveler, Cunningham, hiking straps, paddle/boom crotch and detachable motor mount. Windex mast head indicator. Rigged for racing with spinnaker pole and spinnaker launcher. Four main sails (1 - Omar; 2 - Schurr; 1 - Vector); three genoa jibs (1 - Omar; 2 - Schurr; 1 - Vector); one working jib (1 - Vector); and two spinnakers (1 - Omar; 1 - Schurr). Custom blue Sunbrella cover. Galvanized trailer (long) with Bearing Buddies and new spare tire. Excellent condition. \$3,500.

Contact: Jere Woltz 336-275-9276

FOR SALE

American 14.6 Sailboat Fiberglass construction with anodized spars, Harkin blocks, fiberglass-weighted centerboard, kick up rudder, and Dacron sails, and galvanized trailer with mast stanchion can seat four adults. See the boat at:

sailingsource.com/americansail/default.htm or call Randee Drake at 336 586-0181 or email kb4qqj@mindspring.com

\$1000.00

FOR SALE

1984 Merit 22' Sloop rigged cruiser/racer. Double reefed main, jib, Genoa (150?), Marine VHF with masthead antenna, depth meter, knot log, & compass, Bow Pulpit, Stern Rails & lifelines,. Boarding ladder. Camper pop-top hatch with canvas, Vee-berth, settee, dinette, porta-pottie, Custom cockpit cover, trailer, 6 HP outboard. Placed First in LTYC 2000 & 2001 Saturday & Sunday Summer Race Series. Good condition.

Contact Tom Clark (336) 584-5767.

FOR SALE

MIRAGE 5.5.....

Good to excellent condition.....everything works....no surprises!!! 2 main sails, 1 working jib, 1 storm jib, all in good shape new halyards led back to the cockpit, set up for single handing. 2 new batteries....all electricals work. 3hp Johnson outboard....has never let me down! Trailer in good condition with good tires and a spare set of tires and wheels. Many more options included \$3,750

Contact: George Bageant...(h) 336-629-2750,

(b) 336-626-1966 or gbageant@hotmail.com

FOR SALE

16' Mistral & Trailer

North Sails, Swing keel & rudder, Compass

Easy to Sail \$1,500.00 Call Dave Varsik 336 712-9668

FOR SALE

Hobie 16, Light Blue with Tequila main sail and white Jib. Black mesh Trampoline, Ariba hiking stick, dual trapeze, telecat wind indicator, carpeted side rails, galvanized trailer with boom box, many misc repair parts, and extras. \$900.00.

Phil Leonard H 336 643-0913, W 800 948-0827

Email pleonard@emorywilson.com, or cpleonard@msn.com

LOOKING TO BUY!

Looking to buy a Flying Scot, in good to very good condition. Call Phil Leonard:
W 800 948-0827, H 336 643-0913.

Lake Townsend Yacht Club Help Lines

Commodore: Bill Grossie
336 643-1730 R
wgrossie@infi.net

Races: George Bageant
336 629-2750 R
336 626-1966 B
gbageant@hotmail.com

Sailing Classes: Alison Childress
336 540-0885
childress@ctwo.net

Cruising: Hugh McLawhorn
336 627-0056 R
footinpa@hotmail.com
kmmclawhorn@netscape.net

Membership: John Hemphill
336 449-9229 R
hemphillj@gborocollege.edu

Newsletter: Pamela Reynolds
336 856-2908 R
pfc4201@aol.com

Social: Eric Borland
336 342-6230 R
bkguy@earthlink.net

LTYC Website: www.greensboro.com/ltyc
SAYRA Website: www.sayra-sailing.org
(South Atlantic Yacht Racing Association)
U.S. Sailing Association Website: www.ussailing.org

Call People. Go Sailing

In an effort to involve more sailors in the Club's Racing Program, we're going to start publishing this "Available to Crew" list in each newsletter. The people listed have taken our Learn to Sail class or have other previous sailing experience and are all looking to get more time on the water. So, if you have a boat and would like to participate in the Summer Race Series (starting this month) why don't you call one of these folks for your crew? If you'd like to add your name to the list, contact David Young at 545-1655 or sandyleo@aol.com.

Available To Crew

Name	Home Phone	Work Phone
Bill Byrd	336-635-1926	
Chip Cromartie	336-601-0464	336-274-3559
Randy Crum	336-375-6465	336-335-6724
Geoffrey Gregg	336-643-8258	336-253-7071
Lewis Johnson	336-656-4971	336-334-3448
Ches Kennedy	336-545-9697	336-272-9388
Joan Kramer	336-272-6183	
Paul/Jean Leslie	336-668-2874	336-272-7102 x276
Christopher Marriott	336-540-9055	336-323-0092
Jeff McClintock	336-323-0714	336-375-0234
Lawrence Miller	919-460-4683	919-606-0857
Ralph Nuckols	336-282-3269	434-797-6354
Pamela Reynolds	336-856-2908	336-832-7484
Derek Robinson	336-584-7281	336-227-6211
Jeff Taylor	336-674-3887	336-9544364
Bob Wagner & Marie Hopper	336-375-3861	

Racing Results – May

Saturday, May 3rd, 2003 – Isotope Division

Boat	Skipper	Race # 1	Race # 2	Total
ISTP 1953	Rasmussen, E.	9	6	15
ISTP 007	Wolf, A.	8	8	16
ISTP 1776	Moore, G.	7	5	12
ISTP 927	Meldau, F.	6	7	13
ISTP 2050	Swiger, K.	5	9	14
ISTP 2450	Duff, D.	4	1 (DNF)	5
ISTP 1027	Rasmussen, J.	1 (DNF)	1 (DNS)	2

Sunday, May 4th, 2003 – Isotope Division

Boat	Skipper	Race # 1	Race # 2	Total
ISTP 1953	Rasmussen, E.	8	7	15
ISTP 2050	Swiger, K.	7	6	13
ISTP 927	Meldau, F.	6	DNC	6
ISTP 1776	Moore, G.	5	5	10
ISTP 2450	Duff, D.	4	4	8
ISTP 1027	Rasmussen, J.	3	3	6

Saturday, May 3rd, 2003 – Tanzer Division

Boat	Skipper	Race # 1	Race # 2	Total
TNZ 1427	Thorn, P.	6	5	11
TNZ 1146	Bodman, H.	5	6	11
TNZ 1440	Khoury, E.	4	4	8
TNZ 240	Nicholson, P.	3	3	6

Saturday, May 3rd, 2003 – Flying Scot Division

Boat	Skipper	Race # 1	Race # 2	Total
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FSCT 1939	Moates, B.	6	6	12
FSCT 801	Delaney, M.	5	4	9
FSCT 4043	Hemphill, J.	4	5	9
FSCT 2252	Young, D.	3	3	6

Sunday, May 4th, 2003 – Flying Scot Division

Boat	Skipper	Race # 1	Race # 2	Total
FSCT 1939	Moates, B.	5	4	9
FSCT 2252	Young, D.	4	5	9
FSCT 4043	Hemphill, J.	3	3	6

Saturday, May 3rd, 2003 – Monohull Fleet, Green Division

Boat	Skipper	Race # 1	Race # 2	Total
F5	Clark, T.	DNC	DNC	
MBYT 177	Goodman, J.*	3	3	6
MIR5.5 403	Bageant, G. *	3	3	6
LI 10386	Warren, K. *	3	3	6

Sunday, May 4th, 2003 – Monohull Fleet, Green Division

Boat	Skipper	Race # 1	Race # 2	Total
MC-SC 1114	.	DNC	4	4
TNZ 1146	Bodman, H.	3	3	6
MBYT 177	Goodman, J.*	3	3	6
MIR5.5 403	Bageant, G. *	3	3	6
LI 10386	Warren, K. *	3	3	6

Saturday, May 3rd, 2003 – Monohull Fleet, White Division

Boat	Skipper	Race # 1	Race # 2	Total
JAV 4100	Snider, B.	1	DNC	1
DS 8135	Childress, D. *	3	3	6
PRS18 327	Grossie, B.	1 (DNF)	3	4
NPT16	Byrd, B. *	3	3	6

Sunday, May 4th, 2003 – Monohull Fleet, White Division

Boat	Skipper	Race # 1	Race # 2	Total
DS 8135	Childress, D. *	3	3	6

Race Committee *

PRO – John Goodman

G. Bageant

K. Warren

B. Byrd

J. Kramer

D. Childress

A. Childress