



Lake Townsend Yacht Club
 PO Box 4002
 Greensboro NC 27404-4002
www.greensboro.com/ltyc

Tell Tales

Issue 5 May 2004

Schedule of LTYC Events

EVENT	DATE	TIME	LOCATION
B.O.D. Meeting	June 3	1745 hrs	Benjamin Pkwy Public Library Branch
CRUISING SEMINARS			
Anchoring & Docking	June 12	9 a.m. - 12 noon	Lake Townsend Marina classroom
CRUISES			
Lake Norman	May 21 - 23	Fri - Sun	Contact Keith Smoot, Cruising Director
Bath/Belhaven	June 24-27	Thurs - Sun	Contact Keith Smoot, Cruising Director
HOMEPORT SAILS			
Evening/Moonlight Sail	June 4	7 p.m. - 10 p.m.	Lake Townsend Marina Contact Sonja Hughes 643-1730 if you can take others on your boat or if you don't have a boat and would like to sail with someone else.
Day Sailing & Informal Racing	June 19	Morning to Afternoon	Lake Townsend Marina
RACES			
Mayor's Cup Regatta	June 4-6	See the Notice of Race that was emailed to LTYC members in April.	Lake Townsend Marina Contact Sonja Hughes 643-1730 (Oak Ridge) if you need the schedule and details of events.
SOCIALS			
Social & BBQ Dinner following Mayor's Cup	June 5	5 p.m. - 7 p.m. Everyone is Invited!	Lake Townsend Marina-Shelter #10 Contact Sonja Hughes for reservations.
CLASSES			
Learn To Sail class	June 7-12, 14-15	>>	See related article in this newsletter.
JUNIOR SAILING	June 14-18, 21-22	8:30 a.m. - 12 noon	Lake Townsend Marina Contact Ray Barker - See Help Lines box
Learn To Sail class	June 21-26, 28-29	>>	See related article in this newsletter.

2004 Tack & Jibe Student Reunion

This years Tack & Jibe Student Reunion was held at Lake Townsend on Saturday May 15th. With clear

skies, winds about 14 and highs near 80, the weather could not have been more agreeable. Lunch, which included hot dogs and hamburgers, was served at about 12 noon. Everyone then hit the

water for an evening of fun and sailing. A sailboat assortment which included Flying Scot, Tanzer, Precision, O-Day, and a Chrysler 22 were on hand to provide cruises around the lake. New members Wayne & Peggy Jones and Wayne & Nancy Hauck were there sailing their new boats a, Catalina 22 and a Flying Scot, respectively. Jeff McClintock proved worthy in his new Chrysler 22. Vedat Yuce, Debbie Nokovich, Scott Auer and Mary Kay Brubaker enjoyed the day sailing. Congratulations are in order for Scott and Mary Kay who, will be married next weekend. Thanks to all of the volunteers that helped make this day a success. A special thanks to Jean Leslie for the wonderful food and refreshments.

See ya next year,
Randy Crum / Membership

TRAILER MAINTENANCE SEMINAR

The May 8th Trailer Maintenance Seminar was well attended by cruisers, racers, and boatless cruisers. Forty-five minutes of classroom discussions and demonstrations was followed by two hours of hands-on work. David Young had questions about his trailer bearings so under experienced guidance he pulled one hub apart and inspected the parts. Rusty bearings and a corroded spindle convinced him it was time to replace the axle and other suspension parts. Esther Khoury had been having problems hitching her boat to her car. A quick hitch adjustment and change in technique solved her problems. Thanks go to all who attended either for contributing information or stimulating the discussion with questions.

June 12th will bring the Anchoring and Docking Seminar. We will discuss one and tow anchor techniques, types and uses of anchors and use of fenders, lines and docking boards.

9 a.m. Lake Townsend Marina Classroom
BYOD (Bring Your Own Donuts)

Contact Keith Smoot Ph: 996-6734 (Kernersville)

CRUISING NEWS

Friday, April 23 started a little earlier than I had planned when Wanda woke up with a nasty

stomach virus. Our planned three-day cruise on Kerr Lake was no longer a certainty. I packed the boat slowly while watching Wanda carefully. The worst sickness passed, but it was clear she wasn't going to make the trip.

I finally left home about 3:00 and arrived at the Henderson Point State Park Wildlife Access area about 5 p.m. I launched about 7 p.m., planning to single-hand with no outboard for the weekend.

The 15-20 mph winds dropped off to a zephyr by this time, so Gwaihir moved slowly under her heavy air working jib and main. But she was moving, so I sat back for a nice slow sail toward the campground. The air was clear, a quarter moon lit the sky, and Gwaihir ghosted toward her anchorage. As I was thinking to call Wanda, she called me. Hearing that she felt some better relieved my concern about leaving her. I dropped anchor in nine feet of water and settled down for the night.

I woke to the sound of wind singing is the rigging with Gwaihir sailing widely at anchor. I threw out a second anchor at the top of one swing, checked that her swing was now reduced and both anchors were holding then went back to bed. Twice more Gwaihir and I were hit with 15 plus mph winds, but the anchors held. After the wind stopped, we had three good rain showers. Each time I checked Gwaihir's position by looking out the main hatch, protected by an awning over the boom.

I rose with the sun at 6:30. A typical boat breakfast of coffee, eggs and pastry was made even better by a gorgeous sunrise. As the sun rose higher in the sky, the wind began to build. With both anchors stowed Gwaihir was free and sailing. We beached near the campground launch ramp to wait for Steve Raper, Luis Franco, and John Hemphill with his Flying Scot. For the rest of the day, Steve and Luis sailed with John on his Scot, alternately outrunning and being outrun by Gwaihir. I lost the Flying Scot when I anchored Gwaihir in a cove for a swim and a nap. When I sailed the coast of the campground, John hailed me and directed me to his campsite. We combined our foods for a really good dinner (and future breakfast). We visited until nearly dark, when I sailed Gwaihir out

of the trees (the lake was REALLY high) into a cove for the night. Predicted high winds prompted me to set two anchors and check my position frequently during the night.

John joined me Sunday for his first trip on a cruising boat. By afternoon he was hooked on cruising. We returned to the Wildlife Access Area to unrig for the trip home. Wanda was feeling better but still stayed home from work Monday and slowly recovered.

The next cruise will be on Lake Norman May 21-23 from the Blythe Park launch ramps on Hwy 73 on the south end of the lake. Meet Wanda and me on Friday morning or rendezvous with us Saturday morning. Call me at home for any cruise or seminar information, 996-6734 (Kernersville).

Keith and Wanda
S/V Gwaihir

SAILING CLASSES

By Lewis Johnson, Director of Education

Learn to Sail Classes meet:

Monday and Wed 6:30-8:45 at Smith Senior Center

Tuesday, Thursday, and Friday 5:30 pm to Sunset
at Lake Townsend Marina

Saturday 9:00-12 noon at Lake Townsend
Marina

Monday and Tuesday (following week) 5:30pm to
Sunset at Lake Townsend Marina

June

7-12, 14-15 Sailing Class

21-26, 28-29 Sailing Class

MAYOR'S CUP REGATTA

The 2004 Mayor's Cup Regatta will be held on Saturday and Sunday, June 5 & 6th with a special moonlight sail on Friday night, June 4. This is the 27th annual Mayor's Cup, and we hope that as many club members as possible will turn out and sail with us. This is always an exciting event, and we have competitors come from all over North Carolina and some from South Carolina and Virginia as well. The last few years Mayor Holliday has joined us to help

start the event and also to hand out the awards at the trophy ceremonies on Sunday.

I am looking for volunteers to help decorate the picnic shelter Friday night, and help set up on Saturday morning. I also need help with registration Friday night and Saturday morning and someone to help launch the boats and direct traffic Saturday morning. If you are (or know) a talented singer or musician and would like to volunteer your (their) talents to entertain the sailors, please let me know. It would be wonderful to have live entertainment for our visitors. Please e-mail or call me if you would like to help. The PRO will be Bill Grossie, and he is looking for a few good men and women to help serve on the race committee. You can reach us at 643-1730 or smhughes@infionline.net or wgrossie@infionline.net.

If you can't join us for the races, come out anyway and join us for dinner. You can purchase a dinner ticket and T-shirt during registration Friday evening or Saturday morning and then watch the fun as the racers head for open water. Come back around 5:00pm Saturday evening and join us for dinner and wonderful sailing stories.

Sonja Hughes

MEMBERSHIP LIST ONLINE

We have begun e-mailing the password for access to the online members list. Contact Pamela Reynolds, Membership Directory Committee or Steve Raper, our Website Designer, if you have not received the password. Each page of the online members list includes a date at the bottom informing members of the most recent revision. Please notify Esther Khoury of any changes that need to be made regarding member information as she maintains our original databases for this. Be sure to tell Steve and Esther how much you enjoy the online version of the members' list. They are the very ones who made this possible in 2004!

STORY SERIES

The next few months will give all LTYC members opportunities to think of a Series Title for the LTYC running story as we begin this fun and informative project. Refer to the April Tell Tales if you have questions concerning what this story series is all about. The LTYC Board of Directors is inviting all club members to suggest an overall title for the series. Each part or issue of the story can have its own subtitle if we so choose. However, it would be nice to have an overall title other than simply "Story Series." Titles Suggested By Lake Townsend Members Thus Far:

- As the Wind Blows
- The Continuing Saga of Lake Townsend or The Continuing Saga of LTYC Sailors ?
- Adjusting Our Sails

We realize it may take a while for everyone to get a perspective on how this project plays out. Please send your suggestions for the Series Title as the ideas begin to flow, and they will! Got any good recipes for snacks that you enjoy when reading an adventure tale? This very minute I am preparing some delicious Black Cherry decaffeinated tea in a Sea Explorer Ship "Davy Jones" mug received at the LTYC September 2002 Silver Anniversary Banquet. Send your recipes along as well, and we will publish them in the Tell Tales. Thank you, and guess what? Here is Part 1 of our Story Series! Bring out the popcorn and strawberries! Read on, and let your imagination go sailing . . .

- PC Reynolds, Newsletter Committee

Part 1

The Lake Townsend Storm

Rudy Cordon, Vice Commodore

It was a full moon weekend, and the weather forecast was perfect according to the Channel 2 meteorological report. The evening called for a 10 mph breeze out of the west with a clear sky and full moon visible.

Jeff and I had wanted to set up the 15 ft Snipe, "Tax Break" for this opportunity to sail at night.

We decided that the best course would be toward the west end of Lake Townsend after checking our charts and GPS. This lake located in NC is about 50 miles long and 40 miles wide. The winds are not predictable, but we felt that the constant westerly would take us to the bridge which borders the next county.

We noticed the reflection of the moon on the water and the school of fish that followed behind as we tacked our way up to the bridge. We felt we had left our land locked state behind. We were free! Tax Break was heeling about 10 degrees, jib tight and main open about $\frac{1}{4}$ with the bang pulled down, tell tales flowing horizontally. We were cruising at 13 knots easily. The weather started to change and winds started to pick up as we approached our destination, but we paid no attention. We felt safe. We made it to the bridge.

We opened the sails and set the boat for wing to wing down sailing on the return to the marina, but by midnight the wind had picked up to 40 mph with rain and lightning, and the waves were almost 10 feet. We managed to surf the waves, picking up speeds of 20 knots. We lost our GPS in the midst of all this and were not able to find our position on the lake. We were lost and had no communication. My friend, Jeff, fell out of the boat as I tried to steer the boat with the waves. This happened so fast that I was not able to reach for him and could not return because the wind was so strong. I ran into my old friend, Keith Smooth, as I continued my fruitless search. He was sailing his 45 foot Snark. I asked him to help find my friend, Jeff, who got lost in the storm. Keith told me to go on, that my boat was too small to do rescue operation, and he could do a better job in his 45 foot Snark. I managed to get back, and waited to hear from Keith and the rescue operation over the radio.

To be continued . . .

FOR SALE ADS

Please refer to the Sale Ads in the April 2004 issue of the LTYC Tell Tales Newsletter (on our Web site) as they have not changed for this month.

Lake Townsend Yacht Club Help Lines

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

Races/Property: Rudy Cordon
(Vice Commodore) 336 540-8848 R
rudycordon@hotmail.com

Education: Lewis Johnson
(Rear Commodore) 336 656-4971 R
ljohnson12@triad.rr.com

Cruising: Keith Smoot
336 996-6734 R
hunter-23@att.net

Membership: Randy Crum
rbc@triad.rr.com

Publicity/History: John Goodman
(Secretary) deacon76@bellsouth.net

Social: Jean Leslie
336 668-2874 R
lesliej@leaders.ccl.org

Finance: Esther Khoury
(Treasurer) 336 379-0310 R
estherkhoury@hotmail.com

Junior Sailing: Ray Barker
336 282-6566 R
rbarker56@yahoo.com

Mayor's Cup Regatta: Sonja Hughes
336 643-1730 R
smhughes@infionline.net

Newsletter/Directory: Pamela Reynolds
336 299-1948 R
pfc4201@aol.com

Nominating: Bill Grossie
(2003 Commodore) 336 643-1730 R
wgrossie@infionline.net

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

SAYRA Web site: www.sayra-sailing.org
US Sailing Web site: www.ussailing.org

Call People. Go Sailing

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. The people listed have taken our Learn to Sail class or have other previous sailing experience and are looking to get more time on the water. So, if you have a boat and would like to participate in the Summer or Frostbite Race Series, why don't you call one of these folks for your crew? Or, if you need a cruising partner on your boat or would like to team with someone on one of the city sailboats for a daysail or a race, contact someone on this list. If you'd like to add your name to the list, contact Esther Khoury, Treasurer or Pamela Reynolds, Newsletter Committee (See the Help Lines box located in this newsletter).

Available To Crew

Name	Home Phone	Work Phone	E-mail
Bill Byrd	336-635-1926		
Chip Cromartie	336-601-0464	336-274-3559	cromartie@triad.rr.com
Luis Franco	919-402-9047	919-681-9925	luis.franco@duke.edu
Bob Wagner & Marie Hopper	336-375-3861		hopperme@earthlink.net
Lewis Johnson	336-656-4971	336-334-3448	ljohnson12@triad.rr.com
Joan Kramer	336-272-6183		jhkramer@hotmail.com
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	lesliep@gborocollege.edu
Christopher Marriott	336-540-9055	336-323-0092	cmarriot@joyceengineering.com
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	reichelson@cs.com
Pamela Reynolds	336-299-1948	336-832-7484	pfcr4201@aol.com
Jeff Taylor	336-674-3887	336-9544364	kindredsouls@pipeline.com
Gary Wulf	336-674-2498	336-373-8361	gkwulf@hahoo.com

All other sailors make a note of the above names as potential partners
for your sailing, cruising, and racing adventures!

SUMMER RACING SERIES

Summary May-04

Boat	Skipper	Race #1	Race # 2	Totals	Division	Service Committee points	Cumulative
ISO 007	Alan Wolf	7	7	14	Mult Hull	3	17
ISO 1776	Gene Moore	6	4	10	Mult Hull	3	13
ISO 42	Eric Rasmussen	5	6	11	Mult Hull	3	14
ISO 1027	Joleen Rasmussen	3	4	7	Mult Hull	3	10
ISO 2450	David Duff	4	3	7	Mult	3	10

					Hull		
FS 1939	Bob Moates	6	5	11	Green	na	11
FS 4043	J Hemphill	5	5	10	Green	na	20
FS 2252	D Young	4	4	8	Green	na	22
Tanzer 1440	E Khoury	3	6	9	Green	na	9
Tanzer 1427	P Thorn				Green	na	20
MC Scow 1114	R Booknigh				Green	na	18
FS 2300	J Russell				Green	na	14
Tanzer 1146	H Bodman				Green	na	14
Lighting 10386	K Waren				Green	3	12
MC Scow 982	B Gates				Green	na	6
Precision 327	S Huges				White	na	6
NP15/555	B Byrd	3	3	6	White	na	6

Boat	Skipper	Race #1	Race #2	Totals	Division	Service Committee points	Cumulative
ISO 1027	Joleen Rasmussen	6	4	10	MulHull	3	13
ISO 1776	Gene Moore	5	5	10	MulHull	3	13
ISO 42	Eric Rasmussen	4	6	10	MulHull	3	13
ISO 2450	David Duff	0	0	0	MulHull	3	6
FS 4043	J. Hemphill	5	5	10	Green	na	na
FS 1939	Bob Moates	4	4	8	Green	na	na
FS 2252	D. Young	3	3	6	Green	na	na

Keith Smooth	Chris Marriot	Gary Wulf	Committee			
			Pamela Reynolds	BernieSmith PRO	Ken Waren	Wayne Jones

5 7/8's Isotopes Experience Spring Fever 2004, April 8-10.

The Isotope Fleet traveled to Lake Hartwell, GA to join around 80 other catamaran skippers from Colorado, New York, Florida and places in between to spend the weekend enjoying the red clay, yellow pollen, and unpredictable weather and winds of the 6th Annual Spring Fever Regatta. Spring Fever is a large one large catamaran camping party. The goal is to have fun, and get lots of catamarans out on the water. Competitive were reminded at the competitors meeting that sailing is fun, settle it on the water, and look out for each other.



Hartwell, GA skippers from in between to yellow pollen, the 6th Annual one large have fun, and Competitive were reminded fun, settle it on

Walter Brier and John Riley were both able to free up their work schedules to be able to sail on Friday, as did the majority of participants. Eric & Joleen Rasmussen and Kemp & Jackson Harris arrived between 6-7 on Friday night, with enough light to get the boats unloaded and the masts up, before hitting the tail end of the pizza party and the front end of the dancing. Front end in that after finishing up pizza, we crashed Walter's campsite.

Walter had a lovely point campsite, secluded from other campers. Too bad about the poker game one site over that lasted 'til 11:00pm. Also, being on the point meant that we were right close to the bass boats that were heading out at 6:30 in the morning, just after the geese. John, however, was right next to a trash can that was collecting beer bottles through much of Friday night.

For the last couple of years, I've heard about Spring Fever, how it is too cold, too windy, too light. This year held true to form. With six boats, the Isotopes and Chesire (14ft version of the 16ft Isotope, or 7/8ths), were a class starting with the Hobie 17 and Hobie 18 fleets. Jackson, sailing the Chesire, sailed with Isotopes rather than the Formula 14 and Hobie 16 thanks to an Isotope friend, Sam Evans, who thought to suggest it to us. Jackson definitely wanted to sail with the Isotopes rather than the spinnaker sporting Formula 14s. Friday's racing was hot and light. The boats hung out for about three hours, when Race Committee moved from the middle of the lake with no wind, into a cove with a bit of wind. The race started in light, steady wind, but subsequently died, resulting in a shortened course. Walter has yet to learn to watch out for the S flag on a mark boat. Walter was third across the line for a first place finish. It was a hot day on the water. No one knew what to expect for Saturday. The winds on Saturday started promising, though shifty. The Formula 18s were the first start, the second start was Inter 20 and Inter 17s. The third start was the Formula 14 and Hobies who were caught slight off guard, as their class flag was numeral pennant 4. The Isotopes were the fourth to start. Half way through the first race the wind shifted 180 degrees, lightened, then freshened. At the point that it reversed direction, Joleen was just approaching the first windward mark. Joleen had the opportunity to approach that mark about 7 times, before finally making it around. Even though he was in the fourth start, Eric, on Isotope 42 was the first boat of any class to finish in the first race on Saturday. After that, he hit a mark in every race.

With only two races on Saturday, and one on Friday, RC posted a schedule change to start the racing at 9:30 rather than 10:45. Sunday's weather forecast was a bit grim with storms promising. We parked the truck close to the tent, and took foul weather gear into the tent. We made an early night of it, and this time there was no poker game next door, and we were up before the geese went through. It had rained some during the night, but the morning was clear, and not as cold as Saturday morning. Even so, I still put on my wetsuit as I could always take the top portion off if I got too hot. Walter made a coffee and biscuit run, while Eric did some lace repair on my trampoline.

The first race started shortly after 9:30, and we were again the forth start. The winds were picking up and, on our upwind leg, we were on a close reach, hiked out, with the windward hull just out of the water, sailing though the downwind fleet. It was neat. Had to think starboard, port, windward, leeward a fair amount.

The second race was a downwind start for the fourth start, and the winds began to die. I was last to reach the windward mark, though I stayed in clear air, and avoided the pinwheel mess at the mark. Last around the mark in the Isotope fleet, and in the lessening air, I decided to go the left side of the course, rather than the right as all the other boats, every single one in all the classes, had gone to the right. Also, the wind was slightly better on the left side. It was the longer leg, as the finish line was closed, but if the wind held on the left side, the gambit might pay off. It was a slow sail down the lake. I watched as the boats on the right side of the line bunched up in the middle of the downwind leg near the committee boat. I watched as I sailed past them on the other side of the lake, the lone boat. I kept sailing for a while past the pin before I tried to jibe for the leeward mark. I jibed, and I stopped. I jibed back, and went a bit further, jibed again, and was able to sail to the leeward

mark. I looked up the course, and looked back, and saw that I was Couldn't spot Eric or John. As I could not find any Isotope sails crossed the line, thinking that I enough, the others were all paid off.



couldn't spot any Isotope sails. I ahead of Kemp and Walter. approached the finish line, I still ahead of me. I whooped as I may have been first. Sure behind me. The clear air gambit



The third race had Eric and I starting port, which a couple minutes before the start was the favored tack, but at the start, the winds were square to the line, so we sailed behind the starboard boats, ending in not so bad a position on the lake and at least in clear air.

In the last race, the winds had picked up a bit and John, on starboard, was T-boned by a Hobie 18, on port. The Hobie hit John square on John's port shroud chainplate, twisting it a little bit. The two boats were hung up with John's shroud embedded six to eight inches deep into the bow of the Hobie for about half a minute. The Hobie was less fortunate and headed to shore rather than finishing that race as its bow looked like a can-opener had been used on it.

The good wind did not last the race. As I rounded the leeward mark, I passed Kemp to windward, on the layline to the pin. Alas, the winds died as I approached, and rather than tack away, as Kemp did, I pinched for the pin, and managed to nicely hit the pin. Kemp finished before I did. I rounded the pin to finish again, and was forced to tack back to starboard due to the small pack of boats on starboard heading for the pin. I did another 360 and sailed a bit up the line before taking to starboard for my third shot at the finish line. What a way to end the sailing.

For five of us, it was our first time at Spring Fever, and for four of us, it was our first time sailing with many other catamarans. For Jackson, it was his first time racing as a skipper. We all had a terrific time, in spite of our mistakes and mishaps. I found the competitors helpful and considerate while looking out for each other. Scoring-wise, the top three boats in the Isotope fleet were only one point apart.. Every Isotope took a first this weekend. Since John was the only one with two firsts, accompanied by two seconds and a third, he took first place. It was close and competitive in light and fluky wind conditions.



Isotope Class Standings.

First – John Riley, Second - Kemp Harris, Third– Eric Rasmussen, Fourth – Walter Brier, Fifth – Joleen Rasmussen, Sixth – Jackson Harris.