



Lake Townsend Yacht Club  
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[www.greensboro.com/ltyc](http://www.greensboro.com/ltyc)

## Tell Tales

Issue 9 September 2005

### *Schedule of LTYC Events*

EVENT	DATE	TIME	LOCATION
Albemarle Sound Cruise	15-18 September 2005	Check with Cruise Director	Albemarle Sound
Scrub Races	17 September 2005	0900-1200 hrs	Lake Townsend Marina
Saturday Summer Series	1 October 2005	Skippers Meeting 1030 hrs	Lake Townsend Marina
Club Social	1 October July 2005	1500-1800	Lake Townsend Marina Shelter #10
Sunday Summer Series	2 October 2005	Skippers Meeting 1000 hrs	Lake Townsend Marina
Board of Directors Meeting	6 October 2005	1745 hrs	Benjamin Pkwy Public Library Branch
Little River/Calabash Cruise	21-23 October 2005	Check with Cruise Director	Little River, SC
Spook Pursuit Race	22 October 2005	Skippers Meeting 1300 hrs	Lake Townsend Marina

An invitation to everyone to join the Pursuit Race on October 22<sup>nd</sup> and a great tale of wind, rain, sail and a 20<sup>th</sup> anniversary.

### **SPOOK Race 22 October 2005** **NO EXPERTISE REQUIRED**

From Junior Sailors to little old ladies and everyone in between, notice is given the SPOOK Race is coming on Saturday, October 22<sup>nd</sup>. Family members and guest are encouraged to participate. The only rules one needs to know are basic seamanship rules such as starboard tack has right of way over port tack, and how to tell time. This is carefree racing for everyone, regardless of whether you have raced a boat. This event is just as much fun for the day sailor or cruiser as for the avid racer. SPOOK is an acronym for Swift Pursuit Of One-design Kraft, and is a good social event to prepare for Halloween.

Pursuit races are designed to be a carefree, entertaining, stress free way to participate in a race, even if you have never raced before, with your friends and family aboard. The race differs from a standard handicap race in that the race is run for an exact length of time, with the slowest boat starting first followed at intervals by progressively faster boats. The handicap allowance takes place at the start of the race instead of the end of the race. If all boats sail equally well to their handicap, they should all finish at exactly the same time! The first boat across the finish line is the winner.

At Lake Townsend we have two courses which can be sailed, depending upon the sailing conditions. The course lengths are five and nine miles. Once the race is started, it cannot be shortened nor changed.

If you do not have a boat, keep in mind that members can rent the city's sailboats at the marina. If you have a boat with an old, suspect, highly suspect or current handicap, then bring your boat. Following the race, we will have a social and dinner at shelter #10. Dinner will be homemade chili, slaw, cornbread, dessert, and beverages of your choice.

To register and be certain of getting dinner after the race, email Jere Woltz at [jerewoltz@att.net](mailto:jerewoltz@att.net) by Wednesday, October 19<sup>th</sup> and let him know if you are going to participate. Give him your name, the class of boat you will sail, and the number of people for dinner. If you can't decide by October 19<sup>th</sup> if there will be a better offer for dinner, then you can show-up for the competitors' meeting at 12 noon. The race starts at 1:00 pm.

This is a howling good event for the entire family as well as guests to prepare for ghosts, goblins, and things that go bump in the night.

Submitted by Jere Woltz

### **Cruising the Pamlico Sound Reflections from a beginning cruiser**

I think the first time I sailed a boat was in Jamaica. My bride who had sailed before suggested it might be fun. It was a Sunfish, and I enjoyed it immensely. That was 20 years ago on our honeymoon. So it is only fitting that we went to Oriental to celebrate our 20<sup>th</sup> anniversary.

**Tuesday 12 July**, Pamela and I arrived at Whitaker Creek Marina and boarded *Windward*, a 34 foot Sabre. We set sail at 15:20 in route to anchorage on the South River - across the Neuse River and

Pamlico Sound. We set anchor at 18:00, and after a cooling shower, we enjoyed steaks on the grill and a beautiful evening.

Before continuing our story, a little background on our sailing experience is in order. Between Jamaica and Oriental, my sailing experience was limited to a few resort and lake rentals (mainly Hobies and Sunfish) until the last few years. Before my children would be allowed on any sailboat - Dad would need some lessons. So in 1999, father and son took advantage of LTYC's summer sailing classes. I immediately fell in love with sailing all over again (and am pleased to report both children enjoy it as well). A few years later, I joined the fleet of Isotope's at the club. Frequently, I dreamed of chartering in the Virgin Islands - but once again some lessons would be required.

In 2002, for spring break, our family chartered a captain and boat in the Florida Keys. My son and I received our Bareboat and Basic Keelboat certifications during a week of fun, education, and wonderful sailing. Our next 'big boat' adventure would not occur until June of this year. We rented a 27-foot Catalina out of Atlantic Beach for a day sail to Cape Lookout. Unfavorable winds and two 'green' girls on-board would cause a change of plans. We spent a pleasant afternoon on the protected Shackleford banks. *Up to this point, that was the extent of our cruising experience.*

**Wednesday, 13 July** - we set out on our 1<sup>st</sup> full day of sailing with anchor up at 9:15. Our intended course was a day sail to Silver Lake at Ocracoke Island. We motored out to the Inter Coastal Waterway (ICW) with a steady head wind from the SW at 10 knots. At 10:10, uncertain of the boat and conditions we raised the main with two reefs and unfurled the jib as we made a NE course for our 1<sup>st</sup> waypoint. I was astonished to learn how shallow much of the Pamlico really is!

The first sign of trouble was the shifting winds. Light but variable winds were coming from the

opposite direction than expected making sail trim difficult. We furled the jib and proceeded cautiously along our course. The next, and more ominous sign, was the dark (*I mean really dark*) clouds ahead. Unspoken, but clearly etched in my mind was: "*These are the protected waters of the Pamlico Sound - It couldn't get too bad out here, right?*"

11:00 - We are motoring thru six foot seas and 30 knot winds in driving horizontal rain. With the main released but flapping, Captain and 1<sup>st</sup> mate were terrified but - I am pleased to report, did not panic. Pamela took the helm while I tied into a free line and attempted to secure the main sail. Hugging the mast between swells, the mind races trying to rationalize why I am holding on to a lightning rod while thunder is cracking directly overhead. With the main secured, the question looms - *What to do now?* To forge ahead under these conditions seemed ludicrous, but where should we go? Visibility was limited to about 500 yards and the GPS was virtually unreadable (reading glasses and rain).

It seemed prudent to set a course maintaining the proper attitude of the boat with respect to the pounding waves...but forward was into the center of the squall. To port and starboard, we knew there were shallow dangerous waters. The only prudent course was to turn back. Setting ego aside, we reversed course on the compass. Surfing the waves on the return course was exhilarating and the reduced apparent wind reduced our anxiety about the weather. *We were going to survive this!*

With 1<sup>st</sup> mate's confidence in the captain shattered, the next sign of mutiny occurred when other boats became visible in the distance. Three were going the other way, into the storm (holding course along the ICW). Should not we be following them, she said? Undeterred, and with confidence in my navigation skills (if nothing else) we proceeded back along our original route. With the help of my now visible GPS, we set anchor once again in the

protected waters of the South river. 12:00 - 1<sup>st</sup> mate shivering and Captain shaken, we thank God for safe harbor and head below for a nap.

**Thursday, 14 July** - 08:00 we raised anchor with newfound respect for the weather and more modest ambitions. We set sail for West Bay with light wind and more thunderstorms predicted. Even with rain and wind, we now have a saying "thank God for 1 foot seas". Whereas today's storm would have been frightening without Wednesday's perspective - we were now more confident in our ability to read the skies and plan contingencies. Yet there would be more educational opportunities today. With poor visibility, depending entirely on the GPS, we set course for the nearest (wrong) marker. Despite what I should have known to be a contrary compass heading - we headed parallel to the coast toward Cedar Island. Fortunately, visibility improved and the error was caught with no harm done.

13:30 - Safely (not really) within West Bay we spent the afternoon giving Pamela the opportunity to practice her sailing skills. After failing to find safe harbor around Sandy point, we headed back toward the coming storm to find safe harbor deeper in one of the inlets further south in the bay. Fearing a repeat of Tuesday's lesson, I hurriedly attempted to secure the main sail during a contrary wind. The sail was damaged to the point that prevented its use for the remainder of our journey. My aging GPS is now on the fritz and will prove as useless as the main sail for the remainder of our adventure.

16:30 - relying entirely on the instinctive steering of the first mate, we found a nice anchorage in 5 foot waters (charted as 9 feet!). Dragging keel on the sandy bottom caused some anxiety but fortunately, there is little tidal variation in these waters. We spent a beautiful evening in the solitude of Long Bay.

**Friday, 15 July 03:00 - *Where is that train coming from?*** We awoke to the sound of high winds rivaling the sound of sitting at a railway crossing. What to do now? Listening to the weather radio confirmed that another band of thunderstorms were moving across our location. After gathering emergency supplies and essentials, we settled in and waited out the storm. Finally, we realized that we were safely anchored in 5 feet of water in a boat with an eleven-foot beam. The worst case scenario was that we would sit on the sunken boat to await rescue. Embarrassed but relieved, we settled in for a few more hours of rest.

A safe return route to Oriental would require some old fashioned navigation. We would have to cross some open water without visual reference for about 1 hour. I was quietly excited and thrilled about the opportunity to rely on dead reckoning to bring us home. At 09:00 we are underway and within sight of Oriental by 11:40.

Despite the frightening aspects of our odyssey, we found ourselves in no hurry to return to harbor. We enjoyed an afternoon of cruising under jib only and returned to Whitaker Creek about 15:00. Pamela has mastered close maneuvering and brings *Windward* to dock without incident.

Oriental is a lovely town, and we enjoyed our trip so much that we looked at real estate most of the day Saturday. The lessons we learned and the time we shared are priceless. I now have a new respect for the weather, local conditions, boat handling, and preparation. We look forward to more charters and adventures in the Pamlico Sound.

David Duff

#### **Club Directories Still Available!**

Many club members have not picked up their Club Directory. It is a wealth of information on club events, activities and for the racers, the club regatta's Sailing Instructions.

Contact Membership Chair Randy Crum and he will get you a copy!

The newest membership list can be found on our web site. The password is `lv2sail`.

#### ***The October Cruise***

Cruise Director Keith Smoot will lead the Little River Cruise and he plans to leave from the ramp at Nixon's Crossroads. The plan is to anchor the first night in a designated anchorage on Calabash Creek, about five miles down river. From there the schedule is open but plan to spend two or three nights in your boat. For more information, call or e-mail Keith Smoot.

#### **Reflections on the sailing season**

In a few weeks and a couple of races, the Saturday and Sunday Summer seasons will be over.

Some of the trophies could be easily claimed. Ken Warren sailed away from everyone in the Saturday and the Sunday Green Fleet series. Eric Rasmussen, fresh from the Isotope Nationals victory, will claim the Sunday Isotope fleet crown.

Several Fleet trophies will be decided on Saturday October 1<sup>st</sup> or Sunday, October 2<sup>nd</sup>.

On Saturday in the Flying Scots, Bob Moates or David Young could come out on top and on Sunday one of four skippers could take home the heavy hardware at the Change of Watch Banquet. David Young, John Hemphill, Bob Moates and John Russell cover a four-point range. It could come down to the last race!

Eric Rasmussen and Alan Wolfe are a point apart in the Saturday Isotope Series. This too could come down to the last race.

SOUTH ATLANTIC YACHT RACING  
ASSOCIATION (SAYRA)

SAYRA Web Site: [www.sayra-sailing.org](http://www.sayra-sailing.org)

US Sailing Web Site: [www.ussailing.org](http://www.ussailing.org)

SAILBOATS FOR SALE!

**Mirage 5.5**

1984 Cabin Cruiser \$2,900. (Lots of Extras) Mirage 5.5 on Magictilt Trailer, (new wheels, hubs & bearings, w/ bearing buddies) 4 HP 2stroke Mercury Motor, with new spring assist Popup motor mount. \$500 discount to Lake Townsend Yacht Club members. Call Bill Snider at 336/349-6755.

**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. \$1000.00 View it at

[www.sailingsource.com/americansail/default.htm](http://www.sailingsource.com/americansail/default.htm)

Call Rande Drake, 336 586-0181 or e-mail him at [kb4qqj@mindspring.com](mailto:kb4qqj@mindspring.com)

**16' Mistral & Trailer**

North Sails, Swing keel & rudder, Compass. Easy to Sail \$1,500.00 Call: Dave Varsik 336-712-9668

**Lake Townsend Yacht Club Help Lines**

Commodore

Rudy Cordon

336-540-8848

[Rudycordon@hotmail.com](mailto:Rudycordon@hotmail.com)

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Lewis Johnson

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### **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? Alternatively, if you need a cruising partner on your boat or would like to team with someone on one of the city sailboats for a day sail or a race, contact someone on this list. If you would like to add your name to the list, contact John Hemphill, Treasurer or Bill Grossie, Newsletter Committee (See the Help Lines box located in this newsletter).

#### **Available To Crew**

<b>Name</b>	<b>Home Phone</b>	<b>Work Phone</b>	<b>E-mail</b>
Bill Byrd	336-635-1926	N/A	
Chip Cromartie	336-601-0464	336-274-3559	<a href="mailto:cromartie@triad.rr.com">cromartie@triad.rr.com</a>
Lewis Johnson	336-656-4971	336-334-3448	<a href="mailto:ljohnson12@triad.rr.com">ljohnson12@triad.rr.com</a>
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	<a href="mailto:lesliep@qborocollege.edu">lesliep@qborocollege.edu</a>
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	<a href="mailto:reichelson@cs.com">reichelson@cs.com</a>
Deborah Stephenson	336-272-4517	336-279-3966	<a href="mailto:Addyhouse@aol.com">Addyhouse@aol.com</a>
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Gary Wulf	336-674-2498	336-373-8361	<a href="mailto:gkwulf@hahoo.com">gkwulf@hahoo.com</a>

SATURDAY SUMMER RACE SERIES

September 2005

Skipper	Boat	Race 1	Race 2	Cumulative
<b>Flying Scots</b>				
Moates, B	FS 1939	3*	3*	35
Young, D	FS 2252	3*	3*	33
Russell, J	FS 2300	3*	3*	27
Hemphill, J	FS 4043	3*	3*	25
Gunn, S	FS 1104	-	-	21
Jones, W	FS 4088	3	3	12

<b>Green Fleet</b>				
Warren, K	LI 14932	3	5	25
Bodman, H	TNZ 1146	-	-	18
Gates, R	MC 982			12
Macklin, B	TNZ			9
Johnson, L	O Day 19			8
Drexel, C	TNZ 2003	5	3	8
Khoury, E	TNZ 1440	4	4	8
Fragakis, J	LS 166847			7
Grossie, W	BUCC 2803			6
Bageant, G	TNZ			6
Clark, T	Force5 2947			6
Borland, E	Force5			6
Hawkes, A	LI 14641			6
Raper, D	DS 289			5

<b>White Fleet</b>				
Snider, B	Kite 774			12
Byrd, B	Newport 16			6
Cordon, R	Capri 14			3

<b>Isotopes</b>				
Rasmussen, E	ISO 42	5	4	46
Wolf, A	ISO 007	4	5	45
Duff, D	ISO 2450	-	-	31
Rasmussen, J	ISO 1027	3	2-DNF	25
Moore, G	ISO 1776	-	-	6

<b>Multi-Hulls</b>				
Smith, B	Tornado	-	-	10
Hermance, H	Hobie 16	-	-	3

SUNDAY SUMMER RACE SERIES

September 2005

<b>Green Fleet</b>				
Skipper	Boat	Race 1	Race 2	Cumulative
Warren, K	LI 14932	3	4	25
Bodman, H	TNZ 1146	-	-	14
Khoury, E	TNZ 1440	4	3	7
Grossie, B	BUCC 2803	-	-	6
Clark, T	Force5 2947	-	-	6

<b>Isotopes-</b>				
Rasmussen, E	TNZ 232	-	-	34
Rasmussen, J	ISO 1027	-	-	25
Duff, D	ISO 2450	-	-	20
Wolf, A	ISO 007	-	-	18
Howell, G	ISO 92	-	-	12
Moore, G	ISO 1776	-	-	6

<b>White Fleet</b>				
Snider, B	Kite	-	-	6
	Capri 14	0-DNC	4	4
	Aqua Finn	0-DNC	2-DNF	2

<b>Flying Scots</b>				
Skipper	Boat	Race 1	Race 2	Cumulative
Young, D	FS 2252	3*	3*	30
Hemphill, J	FS 4043	3*	3*	29
Moates, B	FS 1939	3*	3*	28
Russell, J	FS 2300	3*	3*	27
Jones, W	FS 4088	3	3	12
Raper, S	FS 4051	4	4	8

<b>Multi-Hulls</b>				
Smith, B	Tornado	-	-	12