



Lake Townsend Yacht Club  
PO Box 4002  
Greensboro NC 27404-4002

[www.laketownsendyachtclub.com/](http://www.laketownsendyachtclub.com/)

## Tell Tales

Issue 9 September 2008

### Schedule of LTYC Events

| EVENT                         | DATE           | TIME  | LOCATION   |
|-------------------------------|----------------|---|--|
| Saturday race - Great Pumpkin | 4 October 2008 | 10:30 hrs meeting<br>11:25 1 <sup>st</sup> signal     | Lake Townsend Marina                                       |
| Sunday race - Great Pumpkin   | 5 October 2008 | 10:00 hrs meeting<br>10:55 hrs 1 <sup>st</sup> signal | Lake Townsend Marina                                       |
| Board of Directors Meeting    | 2 October 2008 | 17:45 hours   | Greensboro College Campus in Room 226 of Proctor Hall West |
| Annual Meeting                | 15 November    |   | Location to be determined                                  |

**ANNOUNCEMENTS** Saturday/ Sunday race series continues with the Great Pumpkin race.

## Harvest Moon Race Highlights

Joleen Rasmussen

### Saturday racing - Non Race Day Ponderings with Tropical Storm Hannah

I woke up at 6:30 and asked Eric, what is the weather doing. He says "It's Raining". I got up and looked out the 2nd story bathroom window. The creek was as aboiling, but it didn't appear to have gone over its banks. I looked out the other side of the bathroom across the yard, and saw the pond in the woods was over its banks and spread out into the woods. We dressed and headed downstairs. We collected our gear, donned our rain jackets and crocs and headed outside to check out the flooding status.

Standing water in the drive way next to the house.

Crocs are great for traveling through 2-3 inches of water. The yard had running water a third of the way towards the house. Standing water along the path to the garage, and around the garage, but the garage was still dry.

Eric had picked up most of the wet sensitive stuff from the floor of the garage yesterday, and we took a few minutes to collect up the remaining. Running water through the greenhouse and across the garden.

Was Russell Circle (The road along one side of our property) flooded? We walked back behind the garage and down the path to Russell. Yup, lots of running water going over Russell Circle into our property. Guess that meant our driveway out was also flooded. We loaded the car up at the garage, and then hooked up the boats. We went back into the house, coffee was ready, and we made our breakfast toast. With toast, coffee, soda (Eric) in hand, we headed to the car to drive out. Yup, drive way had flowing water going over it.

The driveway has three culverts under it, and we had

not had water over the driveway since we installed the third culvert and dug the pond in the woods (below the driveway)

I slowly drove across the "river" that was our driveway, thinking, wonder how much gravel we are going to have in the creek and yard.  
We left.

The drive to the highway was interesting. One, I was on the telephone - not a good idea - and two, the roads had lots of standing water and a few branches. Fortunately the fan on the defroster had decided to work. We could see through the windows (when I was looking and not dialing). But we got to 85 OK.

The drive on 85 was not bad, except the wind was tossing us around a bit.

9:00 am - Was the weather clearing as we got closer to Greensboro?..sure didn't look like it.  
We headed North up 29, and the weather seemed a bit better, but sure not sailable.  
We turned into the Marina about 9:30. the water was dark, with whitecaps and no boats to be seen in the parking lot or at the dock.  
We drove pass the office and saw a few sailors under the awning.

No matter what, we were unloading the boats, as we knew we would be sailing Sunday. So we backed down to the beach. Eric head up to chat while I finished my phone calls. (Work related)

10:00, only three skippers present. RC cancelled racing for the day. With help form Steve and Steve, we unloaded the boats and headed back up to chat before everyone left.

10:25 fourth skipper (Nancy) arrived.

10:30, sure looked like the weather was starting to clear

10:40 Fifth skipper arrived (Hudson). winds had dropped, but the forecast was for them to pick back up big time around 1:00.

11:00 Holly arrived, the weather was looking quite nice. I asked Holly if she would like to go for a sailing on the Isotope. Holly said yes, if we didn't mind. Not at all. We rigged one of the Isotopes. Dan Schuey arrived 11:50 ish Holly and Eric headed out, jib furled. Steve K and Steve R stayed around

12:00 is, Jib was out

12:00 I made another work call. Headed back to the beach, no sign of the Isotope

12:20 still not sign of the I sotope.

12:30 Steve, Steve, and I headed out on the Scat to find the Isotope. We rounded the Golf Course and say Eric and Holly heading back from the bridge.

Next 1.5 hour were spent taking pictures of Holly and Eric flying a hull. About 1:00, the winds did pick up to just a few white caps and then dropped back down. Scat 1 headed back to the marina around 2:00. On the way in we met Phil Andrews and his son Gavin heading out on the laser and the sunfish. Holly and Eric returned about 2:30. In the Parking lot we met up with Robert Boucknight with his laser, and Bill Young with his Snipe.

2:30 the winds started to pick up. Bill or Robert will need to let us know how the late afternoon went, as we left a bit after 3:00.

We got home around 5:30 (made a shopping stop), and we wondered what mess of a driveway we would have.

It wasn't bad. A few deep ruts that we would need to grade and only one pileup of gravel in the creek. No gravel in the yard.

Checked out the shed, no water  
The Garage, no water.

We figure we probably left the house this morning at the water's highest level.

### **Sunday racing - A Lake Townsend kind of race**

Winds were pleasant as we headed out to the course. Uwe called out to Joleen that it looked like the forecast for no wind was wrong. Joleen hailed back, if only it will last.

It didn't. At the start the winds were getting lighter and lighter, the race sequence started. Joleen and a Scot got a good start on Port Tack and sailed to right side of the course, then lost momentum. Eric started late on starboard, the Scot tacked on top of Eric. Eric managed to get out from underneath then got a lift all the way to the windward mark, no tack needed. Joleen & Adam were close behind Eric as Eric rounded the "weather" mark, and the monohulls only a bit behind

Adam. Eric pulled away from Joleen heading to the the jibe mark, and Adam and the monohulls, with catch-up wind, were closing the distance to Joleen. As Eric rounded the jibe mark, the 180 degree wind shift, coming from the bridge, had settled in and Eric sailed off towards the bridge (rather than the golf course where RC had shorted course at the leeward mark.). Joleen rounded the jibe mark with Adam only a bit behind and also sailed towards the bridge. Adam stayed close to Joleen. As the monohulls rounded the jibe mark a few of them headed towards the golf course.

Joleen watched their progress as compared to Eric's. Joleen decided to go for it, and turned towards the golf course. Adam tried to follow, but the light winds were not kind, and Adam was left behind.

The progress was slow, but consistent. Joleen was ahead. She was going to beat Eric!! Alas, another wind shift, and Eric was favored. Who would it be, Eric is going faster, can Joleen keep her lead? She can do it. The RC commentary was clearly audible to Joleen as she struggled to not clutch under pressure. In a 50 minute, partial triangle race, Eric beat Joleen by 7 seconds. Amazing how quickly 7 seconds go by when you are barely moving.

Each skipper got to experience the phenomenon on Sunday. For Adam, it was 5 minutes of slow motion, but he did finish ahead of the monohulls, which is quite an achievement in those winds. Ken Warren proved his light air skills finishing next. We all watched the Scots, and watched, and watched. Who was it going to be? In a 65 minute race, light wind, the boats were all in the finish area at the same time. Who was going to keep momentum? Uwe managed to keep his lead and finish first (ed. This was a nail-biter as I was on port tack and the other two boats were on starboard. Had it been just a little closer they would have cut off my access to the line.). Both John and Wendell came almost to a complete stop as they approached the RC boat. John kept Wendell off his stern and finished second, Wendell 3<sup>rd</sup>.

Everyone was ready for a beer, and with the offers of tows, headed to the Marina.

## A fleet of Capris

Joleen Rasmussen



Early this year, a storm broke the mast of one of the Capri's. In the search of a replacement mast, Joleen joined the [www.capri14.org](http://www.capri14.org) users group and inquired about a replacement mast. Within just a few days, Joleen got an offer for not only a replacement mast, but a full replacement boat located just south of Greensboro! The boat had been the victim of a tree, and needed fiberglass repair. The owner was a prior LTYC club member, Loren Swearingen, who had fond memories of the lake, the club, and wanted to help.

Joleen contacted a couple of fiberglass guru friends in the Raleigh area and received a commitment from them to donate the fiberglass repair work. The city agreed to accept the boat donation. Joleen and Eric picked up the boat. Eric worked with Howard Alexander to repair the mast step. Joleen sanded and varnished the wood. Eric and Joleen cleaned the boat. On Sunday morning, Eric and Joleen towed the boat over. Sunday after the social, several club members got together, and figured out how to rig the boat, and launched her!!

As there wasn't any wind, there wasn't a chance to sail her, and Eric paddled the boat over to the docks. The city now has four Capri's. What a great deal. The city boats are available for use by club members during the club races. This is a great opportunity for the sailing class students. Join us Oct 4, 5<sup>th</sup>. Let's get all the Capri's racing!

## Sailing *Incentive*, Conclusion.

Nancy Collins



Adam at the helm

Uwe and Andrew had gone home and left Adam Zahand, Bill Byrd and me to finish the journey from Georgetown, SC to Oriental, NC. Georgetown is a quaint little town and apparently they roll the sidewalks up on downtown about 6. So Adam and I walked around. The weather was mild and there didn't appear to be any bugs. We walked down to the city park, which was on the water. There were signs that indicated we were in the 100 year flood plain. There were some houses on stilts, but just as many not. We walked to the city docks and watched the water of the harbor. We watched lazily a jet skier, the clouds, and what appeared to be a huge dredge with a big screw on the front. After scanning the water's edge for crabs, fossils, starfish or any other thing of interest we went back for our first night on the boat. The marina had a nice floating dock, but the facilities leaved a little to be desired. The palmetto bugs were sent scurrying when I opened the door to the bath house.

### **July 13 - Georgetown SC to Myrtle Beach - Dock Holidays Marina. Mile Marker 403 - to MM 348, 55 miles, total 481 miles**

Bill had told us that he wanted to leave early so that we could end the day before the summer afternoon showers, so when Bill turned on his light, we all shuffled around to make ready to depart. I had boiled a dozen eggs and we ate those on a breakfast sandwich.



South Carolina low country

We started out on the Waccamaw river, with time spent going through the savannahs, in which there used to be rice fields. I saw what appeared to be a funny shaped log in the water, and pointed it out to Bill, it was an alligator head, confirmed when it dumped under the water. And with the ways of most stories of sightings, it was probably a good 20' long gator by now. There were many turtles crowded up on logs that jutted out of the water. There were many water bids, and  $\frac{1}{2}$  of them must have been young eagles, but they were generally too far away to identify completely. Time was spent watching a wasp fly around the bimini, it seemed to appear off and on all day.

In the afternoon, we came into the Myrtle beach area. Since this was a Saturday there were many people out enjoying the water. Though in my estimation there were a fair number of them that just wanted to waste gas, and didn't look any happier than the people in their inner-tubes, and floating beer coolers. There were a few of the power boats that played rock the sailboat.

Our first bridge, the Socastee bridge was supposed to open on the  $\frac{1}{4}$  hour and  $\frac{3}{4}$  hour was very generous and opened on demand.

There was an area that had gondola's crossing over from one side of a golf course to the other. But it was a lazy after noon and the pet wasp that was traveling with us, was the only one awake other than me to see them. Both Adam and Bill were napping. Myrtle beach has an area called the rock pile, where the channel is blasted through solid limestone. We spent some time discussing when to proceed through this, but it was low tide so we could see the rocks and avoid them, so we went through the rock pile. The

most annoying bit of this was the power boats. Adam wanted me to steer when we got there but he had been steering through it for a long time when he asked. We just looked at him. He said "oh". I guess "the rock pile" didn't look as intimidating in real life as it sounded.

We got to the Dock Holliday's marina, where we got diesel. It had nice facilities. We had dinner at the marina restaurant, and listened to a Scottish Lassic sing.

**July 14 Mon - Myrtle beach SC - to Carolina Beach. Joyner Marina. MM 348 - 295, 53 miles, total 534 miles**

We pretty quickly left the Myrtle beach area the next day. We were fairly close to the North Carolina border. The waters opened up and we were no longer in the narrow ditch. There were pretty sand hills and wide open areas. We came to the Sunset beach bridge. It was a pontoon bridge. Really. It was metal pontoons and had a 2 story building in the middle of it. There was a cable that attached to it and moved it from closed to open.

We were searching for denatured alcohol for the stove, so we came to the town of Southport. We couldn't quite find where to stop nor where any stores were so we just motored through. We did go to the Southport Marina and picked up flares.

Got to Cape Fear River. Had lots of lively discussions on the markers. There were a couple of ferries but no big traffic. AND the wind was with us and the current was with us and we made about 7-9 mph. We put the Genoa up and had a great time. I sailed some. Then we pulled into Snow's Cut. Both the wind and the current were against us. There also was looking to be an approaching storm. I didn't really know where we were, or that we were at our destination until sometime after we stopped at the marina. The marina was nice, but they were after the sell a slip crowd. We went to a restaurant/bar on Carolina beach for dinner. Got claustrophobic at the bar, got everything to go and ate with Bill on the boat.

**July 15 Carolina Beach - Swan's point marina MM 295 - 246, 49 miles, total 583 miles**

The day of bridges. Since all of the bridges now were going to larger cities, we knew that we would spend time idling. So at the first bridge, Wrightsville beach bridge, we bought

diesel while waiting for the bridge to open and bought a really overpriced loaf of bread.

The figure eight bridge operator apparently is blind. Couldn't see beyond his 1/2 mile point and wouldn't open the bridge even though we were about a minute beyond 11:00. But we cut off a barge (which wasn't going very fast anyway) and went through after 20 minutes. We followed the barge for a long time, thinking we could get through the next bridge, but they turned off and didn't go through the last bridge. But we didn't wait too long for that one. Coming up to swans point, a rainsquall came up, we were within 1/4 mile of the marina. But we decided to be safe rather than sorry, so we put the anchor out. We anchored for about 30 minutes watching the rain and wind. When it calmed down we pulled anchor and went into the marina. This was Swans Point marina. They had denatured alcohol, bought 2 quarts. In celebration of having cooking fuel we had soup for dinner. It continued to rain lightly during the night.

**July 16 Wed Swan's Point - Beaufort town Dock MM 246 - 200, 46 miles total 629 miles**

The morning was bright, no rain clouds in sight. We motored out of the marina, I went down to wash dishes and cleanup. Bill leans down and tells me to get on the starboard side of the boat. We were aground. According to Gary Jobson, There are 3 types of sailors, those who have run aground, those who will and those who lie about it. So even great sailors can run aground. It's the ability to get out of the situation that sets everyone apart. Adam ended up in the boson's chair hanging from the boom and while Bill pushed us off with the spinnaker pole and we were off. We went on though the Onslow beach bridge, then on into Camp Lejeune. The lights weren't flashing that warned of target practice, but there was a grey boat and several red boats on the water. I got the radio and listened. "Sailboat traveling north, we are conducting training drills you need to halt where you are." So we anchored and turned off the engine and watched the coast guard run around in their red boats and we could hear them shooting 50 cal's and hear them hitting the water. They only played for about 20 minutes.

The tide and wind were against us all day. Bogue sound was next. All the water around the channel was shallow. The channel was narrow. It was difficult to keep it in between the lines. Bill was nervous and I can't sail straight. We finally got to Morehead city and sailed around radio island then on

to Beaufort town docks. We ate at Clausen's.



Bill Byrd in cruising mode

**July 17th Beaufort Oriental Free dock  
MM 200- 180 20 miles total 649 miles.**

We left Beaufort around 7:30, first we went to the draw bridge but they weren't opening but on the hour. So we back around radio island, in about the same time it would have taken us to wait. But we got back on the ICW and went up the channel, through Adams creek toward Oriental and the Neuse river. We saw some dolphins and an over loaded boat with UNCW marine biology students on it. We got out to the Neuse. Bill had been saying that if they were saying it was blowing 10-15 that was really 15-20 and the 1-2 foot waves had a 2-4 drop. So he wasn't sure he wanted to be able to go. It wasn't bad we started out, but it was much different than the tranquil waters in the ICW. Since we were going against the waves, they splashed over the side of the boat as it rolled. We turned and went into Oriental. As luck would have it the Oriental free dock was empty, so we stopped at



The Oriental Towndock webcam records our arrival and Uwe picking us up in the van.

the free dock. That left us time to eat at M&M's and waited for Uwe to drive down to meet us. We highly recommend the rum bread pudding, but it can easily be dessert for 4. Bill called Starling and he came to say hi. We drove everyone home.

**July 18<sup>th</sup>. Oriental - Whortonsville. 12 miles, total 661 miles.**

Uwe and I drove back to Oriental. We drove to the Point Marina to look at our slip and get an idea of the location of our final destination, met Starling there, and he dropped us off at the Oriental free dock. We had lunch at M&M's again. We pushed off and sailed around to the marina with the genoa up and the engine off, it was a much calmer day, but with a perfect breeze to get us to our destination. We got to the marina and settled into our slip. We drove back to Oriental and had dinner at the steamer restaurant and walked around.

We then went back to the marina, dodged mosquitoes and spent the night on the boat. The mosquito netting that we bought for the companionway was not really needed until we got to North Carolina! All this time the bilge pump ran about every 5 minutes. Since we had only a little solar panel to charge the batteries, Uwe wanted to find if there was a leak. Uwe took the ice out of the icebox (which melts into the bilge, but didn't seem like enough to be running the pump so much) and shut off the engine sea cock (where we had a leaky water pump) to see where else it was leaking. He found it right away, there were currents of water coming in around the centerboard bolt. We would not be able to leave our leaky boat unattended for weeks, so something had to be done.

**July 19<sup>th</sup>. Sat Whortonsville - Whitaker creek.**

We met with the Point Marina manager Keith and one of the people on the dock who recommended Sailcraft Services at Whittaker Creek. So we went to visit Sailcraft. Since there was a storm coming up, and they closed at noon, we rushed back to the boat. Without breakfast we gathered everything and set back out with all due haste to Sailcraft. We motored, but also put up the genoa. We made it just in time. Our boat had big belts put underneath it and was pulled up out of the water. Our last images at the end of the voyage were of the boat hanging from the lift. Our boat was in good hands and we headed back home knowing that we would soon be back to explore the backwaters of Pamlico Sound.



Lifting the boat out, end of journey!

## SAILBOATS FOR SALE!

### (Saleboats for Sail?)

**20' HIGHLANDER Sailboat #678 (1970),**  
See photo below, the "Cordial", Durabilt in Winston-Salem with Long trailer, 2 sets of sails and spinnaker. This is a Sandy Douglas design (of Thistle and Flying Scot fame). Boat is fiberglass in good condition, wood strip needs re-varnishing. Trailer in need of paint job. \$975 or best offer. Gerald Donnelly 336-282-3453.



**1981 Isotope** - \$2500 with sails and a galvanized trailer. Crossbar, dolphin striker, and trampoline have been replaced and an extension added to the

righting bar. Good boat for a beginning racer or someone looking to get back into racing. She won the 2005 Governor's Cup and continues to give challenge to the fleet leaders. Eric and I have owned this boat since 1998. She's gotten us hooked on Isotopes, so much so that we are upgrading to a 2006 model.

Boat specifications at <http://www.intl-fiberglass.com/isotope.html>.

Fleet Activities -

<http://www.intl-fiberglass.com/Isotope%20Nationals%202006.html>

Call or email if interested: 919-732-5410;

[joleen.rasmussen@bowebellhowell.com](mailto:joleen.rasmussen@bowebellhowell.com)

**12'2 ft. Howmar daysailer/racer** for sale in Greensboro. (don't know year) Designed by Sparkman and Stephens. A great boat for kids, very fast and tippy. 90 sq. ft. of sail with jib. Beam 4'10". 86 long trailer. \$1500 for both, includes both sails, etc. Appraisal done in 2004. Call Carole Drexel - (336) 274-4789 or [cdrexel@triad.rr.com](mailto:cdrexel@triad.rr.com)

**14 Force 5 sailboat** with trailer - \$550. Ready to sail. Excellent boat for single-handed daysailing and racing. Contact David Layton at 336-643-0282.

**16-foot Isotope**- \$3000 These boats are built for speed and race regularly on Jordan Lake as well as other local regattas. They have been built locally in Durham and New Bern, NC for over 30 years: <http://www.intl-fiberglass.com/boats.html>

This particular boat is vintage 1981 (see pictures below). It is in very good condition, with trampoline replaced a few years ago. Includes:

- Furling jib
- Righting bar (just in case)
- Trailer
- Catamaran sailing book

The boat is very light and can be pulled by any vehicle (including a car). It can be rigged by one person in about 30 minutes and sailed by one or two.

Contact - Phil Herold [[pherold@nc.rr.com](mailto:pherold@nc.rr.com)]  
<http://raleigh.craigslist.org/boa/584349841.html>

## Lake Townsend Yacht Club Help Lines

|                                   |   |                       |   |
|-----------------------------------|---|-----------------------|---|
| Commodore:                        | John Hemphill<br>336 632-0864 R<br><a href="mailto:jmhemphill@gborocollege.edu">jmhemphill@gborocollege.edu</a>                       | Cruising:             | Starling Gunn<br>336 939-2508 R<br><a href="mailto:justbgunn@bellsouth.net">justbgunn@bellsouth.net</a>   |
| Races:<br>(Vice Commodore)        | Joleen Rasmussen<br>919 732-5410R<br><br><a href="mailto:joleen.Rasmussen@bowebellhowell.com">joleen.Rasmussen@bowebellhowell.com</a> | Membership:           | Kim Kirsh<br>336 851-5229 R<br><a href="mailto:kkirsh@triad.rr.com">kkirsh@triad.rr.com</a>   |
| Education:<br>(Rear Commodore)    | Steve Raper<br>336 288-3762 R<br><br><a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>                 | Social:               | Sonja Hughes, <a href="mailto:smhuges@infonline.net">smhuges@infonline.net</a><br>Sam Reichelson , <a href="mailto:reichelson@cs.com">reichelson@cs.com</a> |
| Finance:<br>(Treasurer)           | David Raper<br>336 6432-7071 R<br><br><a href="mailto:Gwynedd22@bellsouth.net">Gwynedd22@bellsouth.net</a>                            | Junior Sailing:       | David Duff<br>336 282-7773 R<br><a href="mailto:David.Duff@analog.com">David.Duff@analog.com</a>  |
| Publicity/History:<br>(Secretary) | David Young<br>336 545-1655<br><br><a href="mailto:dwyoung@triad.rr.com">dwyoung@triad.rr.com</a>                                     | Mayor's Cup Regatta:  |   |
| Property:                         | Fred Lupton<br>336 288-4284<br><br><a href="mailto:lupton4@aol.com">lupton4@aol.com</a>   | Newsletter/Directory: | Uwe and Nancy Heine<br>336 585-0951 R<br><a href="mailto:heineu@bellsouth.net">heineu@bellsouth.net</a>   |
|                                   |   | Webmaster:            | Steve Raper<br><br><a href="mailto:Steve.raper@greensboro-nc.gov">Steve.raper@greensboro-nc.gov</a>   |

### 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 Uwe Heine, 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 | N/A               |  |
| Chip Cromartie           | 336-601-0464 | 336-274-3559      | <a href="mailto:cromartie@triad.rr.com">cromartie@triad.rr.com</a>     |
| Paul/Jean Leslie         | 336-668-2874 | 336-272-7102 x276 | <a href="mailto:lesliep@gborocollege.edu">lesliep@gborocollege.edu</a> |
| Cynthia & Sam Reichelson | 336-540-1279 | 336-273-2511      | <a href="mailto:reichelson@cs.com">reichelson@cs.com</a>               |
| Catherine Clark          | 336-315-0414 |                   |  |
| Mike Bianco              | 336-299-4461 |                   | <a href="mailto:mfbiano@aol.com">mfbiano@aol.com</a>                   |
| Keith and Kelly Francies | 366-292-9042 | 336-362-5335      | <a href="mailto:keith.francies@davey.com">keith.francies@davey.com</a> |



Summer Series  
April-October  
Flying Scot

| Skipper  | Class    | Sail # | Sat<br>Total | Sun<br>Total | Sept |      |
|----------|----------|--------|--------------|--------------|------|------|
|          |          |        |              |              |      | 19   |
| Griffin  | Jack     | FSCT   | 5818         | 7            | 0    |      |
| Gundlach | Wendell  | FSCT   | 4416         | 3            | 9    | 3    |
| Gunn     | Starling | FSCT   | 1104         | 0            | 0    |      |
| Heine    | Uwe      | FSCT   | 3801         | 15           | 26   | 5    |
| Hemphill | John     | FSCT   | 4043         | 12           | 20   | 4    |
| Jones    | Wayne    | FSCT   | 4088         | 0            | 3    | rc 3 |
| Lupton   | Fred     | FSCT   | 3638         | 15           | 12   |      |
| Moates   | Bob      | FSCT   | 2595         | 4            | 10   | rc 3 |
| Morris   | Steve    | FSCT   | 3500         | 20           | 6    |      |
| Raper    | Steve    | FSCT   | 4051         | 0            | 3    | rc 3 |
| Young    | David    | FSCT   | 2252         | 9            | 15   | rc 3 |

Summer Series  
April-October  
Open Portsmouth Multi

| Skipper   | Class  | Sail # | Sat          | Sun | Sept |    |
|-----------|--------|--------|--------------|-----|------|----|
|           |        |        |              |     |      | 19 |
| Duff      | David  | ISTP   | 2450         | 15  | 16   |    |
| Duff      | David  | ISTP2  |              | 0   | 0    |    |
| Meldau    | Frank  | ISTP   | 100          | 6   | 0    |    |
| Moore     | Gene   | ISTP   | 1776         | 6   | 0    |    |
| Rasmussen | Eric   | ISTP   | U235         | 29  | 31   | 5  |
| Rasmussen | Joleen | ISTP   | 199          | 10  | 18   | 4  |
| Zehand    | Adam   | ISTP   | 199/102<br>7 | 8   | 9    | 3  |

**Summer Series**  
**April-October**  
**Open Portsmouth Monohull**

| Skipper    | Class          | Sail #     | Sat    | Sun | Sun |   |
|------------|----------------|------------|--------|-----|-----|---|
|            |                |            |        |     | 19  |   |
| Andrews    | Phil           | LASE       | 185542 | 12  | 0   |   |
| Bageant    | George         | TNZ16      | 690    | 0   | 2   |   |
| Barker     | Hudson         | CAT142     |        | 0   | 2   |   |
| Bouknight  | Robert         | ST         |        | 0   | 7   |   |
| Burchfield | David          |            | 8351   | 6   | 11  |   |
| Cecil      | Erica          | LASPC<br>U |        | 2   | 0   |   |
| Duff       | Ellen          | CAT142     |        | 7   | 0   |   |
| Grossie    | Bill           | BCN        |        | 15  | 6   |   |
| King       | Mike           | CAT165     |        | 6   | 2   |   |
| Leverich   | Kent           | LASE       |        | 10  | 0   |   |
| McGorty    | Chris          | LASPC<br>U |        | 2   | 0   |   |
| McGorty    | Jacquelyn      | LASPC<br>U |        | 7   | 0   |   |
| Moore      | Gene           | ISTP       | 1776   | 6   | 0   |   |
| Morton     | Scott          | BCN        | 1178   | 0   | 0   |   |
| Raper      | David          | TNZ16      | 1585   | 7   | 0   |   |
| Rasmussen  | Joleen<br>(TZ) | TNZ16      | 232    | 8   | 8   |   |
| Stark      | Chris          | DS         |        | 14  | 6   |   |
| Thorn      | Pete           | TNZ16      | 2000   | 0   | 13  |   |
| Warren     | Ken            | LI         | 10386  | 25  | 27  | 3 |
| Zahand     | Adam           | CAT142     | 0      | 9   | 7   |   |
| Zehand     | Adam           | AQFN       |        | 4   | 0   |   |