



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

www.laketownsendyachtclub.com/

Tell Tales

Issue 11 November 2008

Schedule of LTYC Events

| EVENT | DATE | TIME | LOCATION |
|------------------------------------|------------|---|---|
| Frostbite series Old Frosty | 6 December | 11:30 competitor's meeting 12:25 first signal | Lake Townsend |
| Board of Directors Meeting | 4 December | 17:45 hours | Greensboro College Campus in Room 226 of Proctor Hall West |
| Change Of Watch | 17 January | TBD | TBD |
| Frostbite Series - Frigid Digit | 10 January | 11:30 competitor's mtg 12:25 first signal | NOTE THE DATE CHANGE |

NOTE RACE DATES ARE MOVING FROM THE FIRST WEEK OF THE MONTH TO THE SECOND WEEKEND (EXCEPT THE MAYOR'S CUP)

Annual Meeting Notes

Joleen Rasmussen

40 people attended the 2008 LTYC Annual Meeting at St. Francis Episcopal Church Parrish Hall to enjoy a barbeque dinner catered by Stamey's and to conduct the club's business. 25 Memberships were represented, 5 of them new 2008 memberships. Each member was given their membership renewal form.

The annual meeting was very interactive and it was wonderful to have so much participation by the new members and by the spouses.

John Hemphill, Commodore, called the meeting to order at 7:00pm. With so many people, everyone introduced themselves and gave a bit of background on their involvement with the club.

David Raper, Treasurer, presented the 2009 budget, which the membership approved. John recognized the current board members, then submitted the Slate

of Officers for 2009, which the membership approved.

Commodore: Joleen Rasmussen
Vice Commodore: Uwe Heine
Rear Commodore: Adam Zehand
Treasurer: David Raper
Secretary: David Young
Newsletter/Directory: Nancy Collins
Membership: Steve Raper
Jr. Sailing: David Duff
Cruise: Starling Gunn
Mayor's Cup: Valerie Neiman
Social: Keith Smoot & Debra Reynolds
Past Commodore: John Hemphill

Joleen Rasmussen, Vice Commodore, presented the 2009 Calendar, calling attention to the major change for 2009. Due to many conflicts, the Club racing is scheduled for the 2nd weekend of the month, rather than the first weekend. The Mayor's Cup remains on the first weekend in June. The

calendar was approved by the membership. Joleen then submitted the first recruitment for race committee sign-up for 2009.

The next item of discussion was the proposed Bylaws changes. A marked-up copy was distributed to each member present along with a proxy form. The key changes were discussed with feedback from the membership.

The 2008 Sailing Instructors were recognized as were all sailing class graduates. Almost half the members present came through the sailing class program.

Oak Hollow And Lake Townsend Interclub Challenge

Nancy Collins



The Oak Hollow Piedmont challenge was a study in the Portsmouth Yardstick:

<http://www.ussailing.org/portsmouth/>

"It is a time-on-time handicapping system and is derived from actual records of classes of boats with thoroughly documented ratings. Portsmouth Numbers are defined as the length of time boats would take to sail a common but unspecified distance. The formula is easy to use:

$$CT \text{ (Corrected Time)} = ET \text{ (Elapsed Time)} \times 100 / HC \text{ (Handicap)}"$$

It was one of those days where the autumn trees reflected beautifully in the lake, where the wind was in patches. It had started with enough wind to carry us to where the pontoon boat had set anchor. But as is often typical the wind had died to the shifty little patches that the wind

seems to prefer for sailboat races. Uwe says that type of wind reminds him of a chess match, where he has to predict where the strongest and steadiest patch of wind will be. There were times when we were watching the bulkhead on the shore as we bobbed up and down, and we were having a hard time deciding if we were moving or not.

But it is still fun to sail and fun to race. There were a wide variety of boats in the race, Flying Scots, Sunfish, a Snark, a Hobie 14.4, a Tanzer, Bucanneers and a smattering of others. The complete list is shown in the race results. It was all one big race, rather than having a fleet scored separately, which makes the actual winners somewhat different than which boat actually crosses the line first.

Let's talk about the Portsmouth Yardstick, developed to give the various styles of boats a sporting chance at winning. Portsmouth Yardstick numbers are sort of like golf scores, the higher the number the slower your boat, the Thistle is the standard from which all the other boats vary. The Thistles average number is 83. The Y-flyer, which crossed the finish line 2nd, has a Portsmouth number of 89.5 and the Snark, which came in 9th, has a Portsmouth number of 134.1. The handicap puts the Snark in first place. It is a system that rewards a skillful sailor regardless of the limitations or advantages of their vessel.

To extol our winning boat - The Snark is a mass produced boat (they claim that they made over 500,000 of them) that is made of plastic covered styrofoam. A brand new one on Amazon is \$1,140. <http://www.amazon.com/12-Snark-Sea-Skimmer-Sailboat/dp/B0014S7JBK>. So you don't have to spend big bucks to have fun sailing and win races!!

What are some of the sailing sayings that you remember, or that run through your head while you are sailing?

Send them in with comments on how they were useful to you, or what you would pass on to the

newer sailors. Here are some that I like and remember:

“When in doubt let it out” Uwe says this one a lot. He says that it is easy to overtrim your sails and not notice, so he tells me put out the main or jib until it starts to luff and then bring it in until it quits. This makes sure you have the appropriate sail trim for the wind direction. It is very easy to have the sail trimmed too tightly which makes the sail stall, the wind needs to flow over both sides of the sail, trimmed in too tightly, the back side of the sail stalls.

“Hike out or sheet out”, I attribute this to Bill Byrd. The amount of heel that a boat should have really depends on the type of boat, hull and the conditions. Most dingy sailboats are meant to sail pretty flat, because that is where you get the least drag on the hull, most power on the sail, So to translate, to keep the boat flat you need to either let out the main or hike out to flatten the boat. (Now, (& I digress) this doesn't help a lot if the rudder is up... got to keep that down, I have a laser that I am trying to refine my sailing skills on. The weather and water were warm, the wind breezy. I am too light for the full sail on the laser on such a day and could only comfortably tack when I was in the lee of the trees. I was doing pretty good with controlling the boat, until that last time. It was like Mr. Toad's wild ride! (flat boat, flat boat, I am chanting) The far side of the boat was lifting wildly until it just finally went over. I swam around and pulled the center board out. But apparently not out all the way. I was hanging on the end, like some sort of limpet, when Bill came over to assist. (He had been teaching a student) “What are you doing!” he says. (ok) “I am checking out the water temperature” I say. (The problem was the rudder had kicked up, anyone have any sayings for that?)

And **“tiller to trouble”** This is another saying I have heard. Meaning when things start to go awry, you start to lose control, or you are about to crash into another boat, shove your tiller toward the other boat or the problem. This basically makes the boat go the opposite way of where the problem is. (try translating this in a hurry when you switch from a tiller to a wheel!!!)

SAILBOATS FOR SALE!

(Saleboats for Sail?)

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

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

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 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]

<http://raleigh.craigslist.org/boa/584349841.html>

Lake Townsend Yacht Club Help Lines

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| <p>Commodore: John Hemphill 336 632-0864 R jmhemphill@gborocollege.edu</p> <p>Races: Joleen Rasmussen (Vice Commodore) 919 732-5410R joleen.rasmussen@bowebellhowell.com</p> <p>Education: Steve Raper (Rear Commodore) 336 288-3762 R Steve.raper@greensboro-nc.gov</p> <p>Finance: David Raper (Treasurer) 336 6432-7071 R Gwynedd22@bellsouth.net</p> <p>Publicity/History: David Young (Secretary) 336 545-1655 dwyoung@triad.rr.com</p> <p>Property: Fred Lupton 336 288-4284 lupton4@aol.com</p> | <p>Cruising: Starling Gunn 336 939-2508 R justbgunn@bellsouth.net</p> <p>Membership: Kim Kirsh 336 851-5229 R kkirsh@triad.rr.com</p> <p>Social: Sonja Hughes, smhuges@infonline.net Sam Reichelson, reichelsom@cs.com</p> <p>Junior Sailing: David Duff 336 282-7773 R David.Duff@analog.com</p> <p>Mayor's Cup Regatta:</p> <p>Newsletter/Directory: Uwe and Nancy Heine 336 585-0951 R heineu@bellsouth.net</p> <p>Webmaster: Steve Raper Steve.raper@greensboro-nc.gov</p> |
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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 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 | cromartie@triad.rr.com |
| Paul/Jean Leslie | 336-668-2874 | 336-272-7102 x276 | lesliep@gborocollege.edu |
| Cynthia & Sam Reichelson | 336-540-1279 | 336-273-2511 | reichelson@cs.com |
| Catherine Clark | 336-315-0414 | | |
| Mike Bianco | 336-299-4461 | | mfbbyanko@aol.com |
| Keith and Kelly Francies | 366-292-9042 | 336-362-5335 | keith.francies@davey.com |

Oak Hollow / Lake Townsend Regatta Race Challenge

| FORMULA: Elapsed Time(dec.min.) X 100 / Handicap = Corrected Time | | | | | | | | | |
|---|--------|------------------|--------|--------|----------|----------|-----------|--------------|---------------|
| Race 1 | | | | | | | | | |
| | | | Real | Real | | Handicap | Corrected | Finish | POINTS |
| Club/Boat | Sail # | Skipper | Finish | Finish | Dec.min. | | time | Position | |
| | | | Time | Time | | | | | |
| | | | (min.) | (sec.) | | | | | |
| Snark | | Smoot, Keith | 64 | 12 | 64.20 | 124 | 51.77 | 1 | 1 |
| Tanzer 16 | 232 | Rasmussen, Eric | 60 | | 60.00 | 97.0 | 61.86 | 3 | 3 |
| Flying Scot | 3801 | Heine, Uwe | 61.0 | 11 | 61.18 | 92.1 | 66.43 | 5 | 5 |
| Flying Scot | 4051 | Raper, Steve | 61 | 45 | 61.75 | 92.1 | 67.05 | 6 | 6 |
| Catalina 16.5 | 639 | King, Mike | 65 | 20 | 65.33 | 97.1 | 67.28 | 7 | 7 |
| Flying Scot | 4043 | Hemphill, John | 62 | 18 | 62.30 | 92.1 | 67.64 | 8 | |
| Y Flyer | 1512 | Streb, Bart | 60 | 47 | 60.78 | 89.5 | 67.91 | 9 | |
| Buccaneer | 2803 | Grossie, Bill | 60 | 58 | 60.97 | 89.2 | 68.35 | 10 | |
| Flying Scot | 1104 | Gunn, Starling | 63.0 | 35 | 63.58 | 92.1 | 69.04 | 11 | |
| Buccaneer | 1178 | Morton, Scott | 78 | 8 | 78.13 | 89.2 | 87.59 | 15 | |
| <u>Oak Hollow</u> | | | | | | | | total | 22 |
| Hobie 1-14 | 501 | Valego, Nancy | 62 | 30 | 62.50 | 113.3 | 55.16 | 2 | 2 |
| Sunfish | | Mitchell, Warren | 68 | | 68.00 | 103 | 66.02 | 4 | 4 |
| Lightning | 13084 | Oots, Joe | 70 | 45 | 70.75 | 92.6 | 76.40 | 12 | 8 |
| DaySailor | 2824 | Reafis, Chuck | 77 | 38 | 77.63 | 101.3 | 76.64 | 13 | 9 |
| MacGregor 25 | 3969 | Bates, Roger | 78 | 1 | 78.02 | 99.1 | 78.73 | 14 | 10 |
| Precision 16 | 999 | Martz, Art | | | 0.00 | 101.8 | 0.00 | 16 | |
| Capri 14 | 972 | Eldred, Chuck | | | 0.00 | 100.1 | 0.00 | 17 | |
| Sunfish | | Robinson, Aaron | | | 0.00 | 103 | 0.00 | 18 | |
| | | | | | | | | total | 33 |