

Tell Tales

Lake Townsend Yacht Club • PO Box 4002 • Greensboro NC 27404-4002 • www.laketownsendyachtclub.com

Sunday Series - Pirate Battle

By Nancy Collins-Heine

Maybe it was visiting the USS Constitution, or reading *Master and Commander*, but Uwe decided that a naval warfare game would be a good Sunday series event.

We talked about it for a week. We ride to work together, and eat lunch together so we had lots of time to discuss this. We talked about the advantages and disadvantages to different configurations. In the end, the frigates had to run a course (Didn't the sailing vessels have a place to go?), and the privateers were able to move freely and chose attack or defense positions. The frigates and privateers started



Jim and his grandson head out for Saturday's race.

on either side of the signal boat, to give the frigates a chance to move instead of being attacked instantly at the start. To allow the frigates to be able to escape from a faster attacker we gave them defense balls. When the defense balls hit the privateer, the privateer had to immediately do a 720, giving the frigate a chance to escape. We did change this to a 360, because of light winds. To keep the balls out of the water, we allowed them to be used by either team, so any of them could be scooped up

and reused. This also resulted in competitive boat handling to retrieve balls.

The sailors had to apply all the racing rules, starboard and port, windward leeward. The teams had to develop strategies - pursuers, blockade lines, defenders covering their frigate. The frigates were matched boats (Lightnings) but the privateers were a mixed fleet so capabilities of the different boat could be used to advantage.

We learned that Michael has quite an arm, and made some spectacular tosses with the defense balls.

Race committee didn't have to work that hard, since the balls were counted at the end for scoring. Well ... Keith and Steve had to go fetch the tennis balls from the various boats. That was one modification we need to make for the next time, to have the balls brought to the race committee. Though for what ever reason, Keith didn't think we should put in the rules to throw the balls at the race committee. Seeing how enthusiastic everyone was, he might have saved us from playing dodge ball.



"Shots fired" during Sunday's exercise.

UPCOMING EVENTS

Yeoman Class 4	Aug, 27	10:00 a.m. - 2 p.m.	Lake Townsend
Board Meeting	Sept. 1	5:45 p.m.	Greensboro College; Proctor Hall West, Rm 226
Sailing & Primitive Camping	Sept. 2-5	Contact heineu@bellsouth.net	Smith Mountain Lake
Regatta	Sept. 10-11	11:00 a.m.	Lake Townsend
Yeoman Class 5	Sept. 24	10:00 a.m. - 2 p.m.	Lake Townsend

Full Calendar is posted on the website, both a one page version and a month by month.



Smith Mountain Lake Cruise

Labor Day week-end

It's a kick off the fall sailing season cruise.

Meet Saturday morning 9-10 at Lake Haven Marina, bring your pocket cruisers, your day sailors, your big boats. September 3rd & 4th, one night or two.

Plenty of options available, these include going and claiming an island for primitive camping, camping at the marina, (Tom says there is a Pub & a Saturday night band there), and there is Tom's house or yard. (And for those of you with a cabin, you can also drop hook in a cove. (If you were real adventurous, you can sleep on the seats of the Scot and drop an anchor with those too!)

It's all pretty flexible, let's see who can go and what everyone can do. Send me an email snaggleteeth@gmail.com or heineu@bellsouth.net.

PS – we are bringing the dogs.

Too Close To Tack

Picture this scenario: Two boats are sailing on a beat



to windward on port tack. Boat A is clear ahead of and slightly to leeward of Boat B. Boat A wants to tack, but can't quite complete her tack with enough

distance to then cross Boat B. What are the options and obligations of each boat? What rules apply and when? Think you know? Make your best guess and then check out <http://www.youtube.com/watch?v=-JJRVc-plrs> for an annotated video on close-quarters tacking.

British Virgin Islands December Cruise



Blue Caribbean waters await you and your crew in the British Virgin Islands. Join a no-host Lake Townsend Yacht Club Cruise December 3 – 11 out of Tortola. Imagine, while everybody else will be dealing with the onset of winter, you could be cruising through lush islands with temperate breezes ranging from lows in the 70s to highs in the 80s. The islands will be decked out for the holidays; but, this week has the historically lowest number of tourists. (And because of that, we can get a great deal on boats through The Moorings or Sunsail!) Don't wait forever to check this trip off your bucket list. Do it NOW! At the prices negotiated (until August 28), this is a once in a lifetime opportunity.

Here is a partial itinerary; for complete details contact Chris Maginnis. Of course, folks are welcome to venture off on their own if they so choose.

- Sat., Dec. 3 Arrivals/check-in; enjoy the spa, pool, beach and bar. Lake Townsend dinner and reception, (extra fee)
- Sun., Dec. 4 Rendezvous; The Bight at Norman Island, snorkeling. Dinner at Willy-T (famous floating bar/restaurant)
- Mon., Dec. 5 Sail to The Indians for scuba and/or snorkeling. Sail to Peter Island/Dead Man's Bay, wreck dive *Rhone*. Evening sail/ mooring at Cooper Island Beach Club.
- Tue., Dec. 6 Sail to the famous The Baths on Virgin Gorda. Snorkeling or shopping in Spanish Town. Bitter End Yacht Club, fine bars and restaurants.
- Wed., Dec. 7 Sailing to Trellis Bay, Beef Island, or Marina Cay. Trellis Bay dinner and partying at The Last Resort.
- Thu., Dec. 8 Sail to Monkey Point for fun, sun and snorkeling. After picnic lunch, sail to White Bay, Jost Van Dyke.
- Fri., Dec. 9 Sail to Sandy Pit and Green Cay for more snorkeling. Dine at the famous Pusser's or the Jolly Roger.
- Sat., Dec. 10 Sail back to the Charter base. Head for home or head home on Sunday. Those staying will enjoy dinner at The Moorings.

Truly interested sailors can contact Chris Maginnis at cmaginnis@triad.rr.com/336 793 5313 to get a PowerPoint presentation about Sunsail or The Moorings.

07/23 Yeoman's Class

By Joleen Rasmussen

This was the first yeoman class I've attended. What a treat! I don't have the statistics on how many new members and visitors showed up, seemed like maybe 20. As people arrived, Russ lined them up on a boat. It was a first come,



first served process, but people's arrival times were staggered such that no-one had to wait very long to get out on a sailboat. I queried different

people as they got back to shore on how they liked being out on the sailboat. Their words may have been brief – but their facial responses represented a lifetime of memory.

One of the Junior class was also at the lake. With all the boats out on the lake, and all the people on shore doing various things, including simply sitting on the beach and watching the sailing,



it was like being at a yacht club with property. The day wrapped up with a surprise birthday party for Eric, with Wanda making the cake with an Isotope, and Joleen

sponsoring the social with a bit of help from others as too many coolers in the car would have been suspicious.

If you have no sailing experience, and would like to learn more about sailing on Lake Townsend, our next Yeoman Class is August 27 and we have the fourth and final one scheduled



for September 24. Come by and see how to rig the rental boats, learn about the lake, and learn a little about sailing and our sailing classes. Since this is a club sponsored

activity the instruction and use of the boats is free.

If you are a new sailor, "student", you will have the

opportunity to learn more about sailing in a non-threatening environment, with instructors present and a safety boat on the water. This includes our Junior Sailors that have been



through our sailing classes this year. You can brush up on the skills that you learned in class, remind yourself how to rig a boat.

Ideally, you will be matched up with

an experienced skipper "mentor", to help you improve your sailing skills. Since this is a club sponsored activity, the sailing is free.

If you are a seasoned sailor, "mentor", you will have the opportunity to teach others more about sailing. Since this is a club sponsored activity, there is no fee for launching your boat, or taking out a parks and rec boat to demonstrate sailing skills if they are not rented. Added to that is the



pure satisfaction off seeing someone's face light up when they are asked what did they think about the sailing experience.

Russ will be at the lake to match

up students and mentors, from 10 am to about 2 pm. You can come for the entire time, or as long as you would like. So that Russ has and an idea about how many are going to be involved, please sign up on the Participation Scratch Sheet from the web site or the following link: <https://docs.google.com/spreadsheet/ccc?key=0ApsZK851mY1edGdPT0g5bXBNSGtSUENRVmliU2U2W Xc&hl=en#gid=61>

If you have question, just shoot Russ an email, dorrelr@gcsnc.com.

Hope to see you on the water. Cheers!



Our Cruising Adventure Charleston to Bohicket

By David Duff

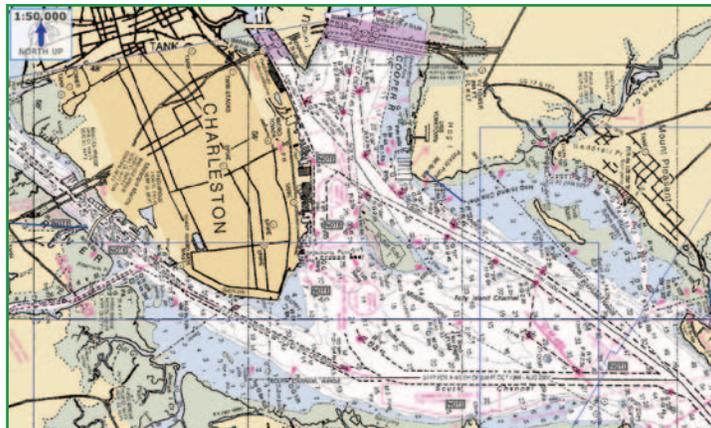
Pamela and I, along with our two adult children chartered the 38' Catalina 'Sinful' out of Charleston Harbor for two days and three nights of sailing. This was our first family vacation in many years. Bryan lives in Charleston and I've been searching for sailing venues where the four of us could pull off a sailing trip together. What follows is the blow by blow chronology of our adventure.

Sunday 16:00: Pamela, Ellen, and I are greeted by the boat owner's family and staff of Charleston Sailing School where we proceed to move on-board. This Catalina is rented as a novelty vacation rental in addition to charters, so it was clean and completely stocked with fresh linens, towels, and toilet paper. It also has an AC powered central air conditioning system for use when shore power is available. Daytime temperatures hovered between 95 and 100 degrees for the entire trip – with little cooling overnight. This made the decision of docking vs. anchoring overnight obvious.

Sunday 19:30: The three of us enjoy an exquisite meal at Rue de Jean, where Bryan works. He joins us after he gets off work and is on board around midnight.

Monday 09:00: Allie from the Sailing School comes on-board to assess our boat handling ability on the water and to insure that we *top off the fuel tank (we'll come back to this!)*

Monday 12:30: We finally head out from the fueling dock at City Marina toward the ICW. The Wappoo Creek Bridge is only 20 minutes away and opens by request on the half hour. Bryan pilots Sinful patiently timing our approach to the bridge opening perfectly. After thanking the bridge operator we head south. The ICW between Charleston and the North Edisto River is narrow and with a 6 foot tide – subject to tidal currents up to 4 knots. With a steady SW wind on our nose, we motored for about four hours past scenic marshes, beautiful waterfront homes, and abundant wildlife both in (dolphins) and out (birds) of the water. At places the channel barely supports our 6 ft draft. Aided by GPS and charts we successfully navigate the 'ditch'.



Monday 17:00: When we reach the N. Edisto River the water opens up with plenty of depth for some good sailing. Everyone enjoyed the exhilaration of sailing and trimming the sails for several hours. At one point, the unnamed helmsman brought us to close to a lee shore and we struck soft bottom, registering 5.5 feet on the depth gauge. We quickly freed the sheets and Pamela instinctively cranked the motor and reversed us out of a potentially expensive grounding. Back on course we sailed to Bohicket Creek where we dropped the sails and motored a tight course to Bohicket Marina.

Monday 20:00: With no one answering our hails on the VHF or the phone, we picked a spot on an open T-dock and maneuvered safely and easily to a stop against a strong current. The marina office closes at 7 p.m. but was still lively with live music playing outside for the many guests and visitors that converge on Seabrook Island. We enjoyed

a fine dinner of grilled chicken skewers and fresh vegetables we brought from home.

By midnight we were rocked to sleep by the oscillating currents of the creek and the drone of the AC cooling the hot and humid South Carolina air.

Tuesday 10:00: After settling up with the marina and provisioning some supplies

we motored out of Bohicket Creek, past the beach goes at Seabrook, and out the narrow inlet to the N. Edisto River. Safely beyond the shoals we unfurled the 130% Genoa and sailed close hauled beyond the outer marker where we hoped to raise the main sail. As the seas became larger, crew morale plummeted. By this point, Pamela had already cried and hidden her face. She was unable to voice her concern (How could that be?) as her stomach began to sour. This is where our journey back to Charleston would begin in open water.



Tuesday 12:30: Once past the shoals, forecasted 2-4 foot seas were swelling to 4-6 feet under the influence of the steady SW winds that blew 10-15 knots. Pamela, now seasick, began to question the sanity of the captain. Beating to windward against these swells soon took a toll on Ellen as well. Bryan and I convinced ourselves and the crew that the ride would be better once we set proper course for Charleston with following seas.

While motoring to windward to set the main sail, the engine died. No concern, right? This IS a sailboat after all! So with mixed feelings we set a course for Charleston with just the jib up. It soon became evident that the ride was not improving enough to soothe the green hue that Pamela and Ellen were now presenting. About an hour elapsed before it was suggested that we return to the river from whence we came and head back along the ICW. But without knowing the state of the engine, this would have been difficult if not impossible. Besides, Pamela had already thrown up by this time (a very uncommon occurrence for her).

Our next contingency was to head for the next inlet – Stono River. The charts showed shifting shoals, but we were confident that the markers would lead us thru. Fortunately, we called Allie who advised that we should not attempt this route – even in a kayak due to the 1-2 foot shoals. She further advised that we reduce the head sail and raise a reefed main to smooth the ride. The engine cranked and ran just barely long enough to get a reefed main up. Unfortunately the jiffy reefing system was tangled in some way, so Bryan improvised a reef using spare line to jury rig an outhaul.

Pamela and Ellen appreciated our predicament and conceded that we were in for a long ride back to Charleston. At more than one point along the journey, Pamela’s breakfast heeded the call of the sea and disappeared over the stern rail. The change in sail configuration did smooth the ride some and we were making 6 to 6.5 knots on a broad reach

with following seas pushing us forward on the rear starboard quarter. Once we reached the Charleston channel markers we needed to jibe. Bryan tried to console our crew mates that the ride would improve going in – I knew better. Upon a successful jibe, the only change in the ride was moving from a starboard to port reach.

Tuesday 17:00: On our approach, storm clouds appeared over Charleston and the wind and waves picked up as well. We thought it prudent to drop the main in anticipation of the looming storm. The engine cranked again and Bryan climbed out on deck to pull down the main sail while I held the helm against the 6 foot swells our bow was breaking thru. He did well to ride out that bucking bronco with his sister fearing for his life. Pamela held on tight and appreciated the strength of her brave 25 year old son. With the main down and 1/3 jib we made little headway thru the channel – careful

to avoid the jetty to port and shoals to starboard of the main channel. Pamela and the engine remained out of commission.

We called the boat owners who walked Bryan thru changing the fuel filter by cell phone while I sailed in. Once well within the harbor the storm passed and the waves dissipated as we raised the reefed main once again. Ellen

recovered and actually took over at the helm and enjoyed tacking us through the harbor toward the marina. With the main trimmed for close haul, Bryan and I merely had to trim the jib with each tack.

Tuesday 18:30: We are greeted near the marina by Allie, Tim (the boat’s co-owner), and Fletcher (their trusty deck hand) who deliver a few gallons of diesel via powerboat. While preparing to tow us in, Tim boards and gets the engine started with the fuel they brought and we all arrive safely back at City Marina by 7 p.m.. Allie, embarrassed about the empty fuel tank and tangled reefing system, invites us all to Salty Mike’s for drinks on the house. After a quick bite to eat at 11 p.m., we all *Continued on page 9*

“Bryan tried to console our crew mates that the ride would improve going in – I knew better”



Be a Fan on Facebook

LTYC has a Facebook page. If you want to keep up with what is happening at LTYC, what other club members think about You Make the Call or LTYC Trivia, become a Fan.

Help promote our club in the region.

Community Organization Paper – Lake Townsend Yacht Club

By Michael V. Crouch, for "Community Building," a course at Guilford College, Spring 2011

On the Northeast side of Greensboro, adjacent to Bryan Park's golf facilities, is Greensboro's largest municipal reservoir, Lake Townsend, encompassing 1542 acres within the Lake Townsend Watershed Park. The city allows fishing, kayaking, rowing and sailing in addition to access to an extensive trail system (<http://www.greensboro-nc.gov/departments/Parks/Facilities/regionalparks/watershed/laketownsend.htm>). The lake is also home to the Lake Townsend Yacht Club (LTYC), the area's only sailing group with membership open to the public, without boat ownership as a requirement for membership. The LTYC is a community of sailing enthusiasts and their families who enjoy being on the water in boats, the camaraderie of the events as well as the opportunities to engage the greater Guilford County community in outreach and sailing educational programs while subsequently raising awareness of some of the Greensboro Parks and Recreation offerings.

The Lake Townsend Yacht Club has an extensive Web presence, including links to their history, upcoming events, newsletters, and rosters as well as references to sailing procedures, racing rules, and weather information. In regards to the club's origin and purpose, former Commodore John Hemphill is succinct:

*"these sailors work
and play with
equal enthusiasm"*

On September 27, 1977 a few sailing enthusiasts met with city officials of the Parks and Recreation Department and Water and Sewer Department to present a proposal for formation of the Lake Townsend Yacht Club. The objective of the club is to promote sailing and to establish and maintain a club for athletic, recreational and social purposes. Through the continued cooperation and support of the city and club members, LTYC continues to be one of the most successful in the state. Races are held monthly throughout the year as well as a number of day sailing and cruising events (<http://www.laketownsendyachtclub.com/v10-About/v10-About-TheYachtClub.asp>).

Many community organizers argue that a good community organization builds a sense of community and does for the group what the members can not accomplish on their own, with an eye towards planning for the future (Brown. 2006, pp. 1, 13). The Yacht Club does just that. The LTYC offers monthly races which are preceded by a bountiful breakfast and followed by often raucous socials. Included in

this racing series are the Frostbite races in the winter and the popular Mayor's Cup race in June which attracts competitors from as far away as Charleston, SC and Norfolk, VA. Teams representing the LTYC have competed in regattas at Smith Mountain Lake, VA and Jordan Lake, NC as well as blue water competitions in the North Carolina Outer Banks and Virginia's Chesapeake Bay. Groups of LTYC members participate in cruises on other lakes including Belews Creek Lake and Kerr Lake. From my own experience, I can testify these sailors work and play with equal enthusiasm.

But there is a more serious side to the club — they sponsor the city's learn to sail program, which has trained over 120 new sailors over the last two years alone, including myself (<http://www.laketownsendyachtclub.com/>). They sponsor the Junior Sailing program, which allows young people to experience the joys of sailing. The LTYC holds annual banquets, monthly board meetings, monthly racing strategy sessions and yearly Race Committee training, which includes powerboat handling, course set-up and rescue procedures.

The club maintains the city's fleet of rental sailboats and the docks, storage facilities and equipment needed to provide the public with access to sailing within the Greensboro/Guilford County community. The sailboats are available in three sizes, the 11 foot Pico, the 12 foot Aquafin, and the 14 foot Capri and can be rented for \$10 - \$25 (<http://www.greensboro-nc.gov/departments/Parks/Facilities/regionalparks/watershed/laketownsend.htm>). The LTYC is currently planning to partner with the City of Greensboro to co-sponsor the upcoming May 28 "Sailfest" at Lake Townsend which will offer opportunities for people to sail with experienced sailors in their own boats as a way to introduce more people to the joys of sailing, among other activities.

Membership in the Yacht Club is open to all and includes individuals and families from as far away as Raleigh and Hickory, NC. As mentioned above, there are no requirements for members to own a boat or to participate in races. Membership consists of \$30 for individual students and \$60 for families per calendar year in dues. Last season's youngest dues-paying member was 16 and the oldest is, by all estimates, in his 80s. According to the *Tell Tales* newsletter, the core membership seems to be consistent at 50 or so individuals. In the roster as well as the listing of Directors,

there appears to be parity in gender (Rasmussen, 2011). In addition to the regular, dues-paying membership, other community members are welcome to participate as guests in any and all events, including races and socials.

Speaking from my own experience, the LTYC addressed my interest in small-boat sailing. As a Boy Scout, I taught the rowing merit badge course as a way to be allowed access to learning to sail. 25 or more years later, as an adult student at Guilford College, I took an independent study course where I built a 12 foot sailboat for credit. The following summer, I took the LTYC "Learn to Sail" course as a refresher.

The club members volunteered their time and expertise over the week and represented the club quite well, without pushing membership, although the classes are their prime source for new membership. The group is quite open to outsiders — I was allowed to crew in last summer's Mayor's Cup race, and being on the water, moving that fast, with more than 50 other boats was quite an experience. The camaraderie among the sailors and their families was like a close family reunion, even though many of us were either not members or from out of town.

I called upon that community spirit by inviting Joleen Rasmussen to speak with me about the group. Rasmussen has been a member of the LTYC since 2000, and has been on the Board of Directors for the past several years, including a year serving as Commodore. According to her, the club does not exclude anyone from membership; even to the point where a person not having paid annual dues does not get barred from participation in events such as a race day. However, Rasmussen points out the necessity of dues as the monies generated cover the costs of equipment needed for hosting races and socials, as well as maintenance of the boats available for public rental at Lake Townsend Watershed Park. I asked whether dues influenced the level of participation, and Rasmussen replied, "No, I believe the level of involvement is due to level of interest. The alternative would be a per-event charge which may be seen as more preventative to getting people to turn out and stay involved."

Benefits of being on staff include direct involvement in policy decision making and outreach decisions for the year according to the individuals' groups of interest. For example, the Junior Sailing officer may chose to use their influence to provide programs which outreach to groups of underprivileged children in the city of Greensboro.

All of the club's officers are volunteers. Officers, from the top down, consist of a Commodore, in charge of the Board of Directors; a Vice Commodore, responsible for Race and Property; a Rear Commodore, in charge of Education; a Treasurer and a Secretary. There are seven Directors; responsible for Equipment, Annual Directory and Newsletter, Cruise, Junior Sailing, the Mayor's Cup Regatta, Social and Change of Watch, Membership/Webmaster; and the Past Commodore who is responsible for Nominating (<http://www.laketownsendyachtclub.com/v10-About/v10-About-OfficersBoard.asp>). In addition to meetings at the lake before each monthly race and socials afterwards, the club also holds monthly board meetings on Greensboro College's campus and an annual banquet/change-of-watch in a local restaurant.

According to Rasmussen, of the 14 officers on the Board of Directors, attendance is 10-12 per BOD meeting. Club leadership is particularly strong currently. Decisions or proposals can come from any member at any time, but usually the Board has been the main policy and decision-making body. Decisions are made by vote among the BOD, except for the annual budget and officers vote which is open to all members. Leadership is generally nominated by the Past Commodore and the Board of Directors, but, "as a loose volunteer group, if a person wants a position, they can usually earn it." Terms of service are generally one year, but, according to Rasmussen, some directors have held their posts for "many, many years."

The Web presence and the newsletter are maintained through the volunteer efforts of two of the Directors mentioned above. The newsletter is e-mailed to members and guests monthly, and contains notices about upcoming races, socials, meetings, and educational opportunities. There is also a section *Continued on page 8*



*Our Miss Moo on Lake Townsend.
Boat design by H.H "Dynamite" Payson;
I received an "A" for the build.
Photo by Steve Raper, who was literally
sailing circles around us.*

*"the level of
involvement is
due to level of
interest"*

July Sunday “Race” Writeup

By Adam Zahand

As many of our members know, in an effort to bolster our Sunday race turnout we decided to do away with the traditional LTYC Sunday Series. Instead, we now have individual Sunday regattas with prizes awarded at the end of the day. One benefit of this new system is that PROs are not necessarily bound by our traditional racing setup, and may choose (yea, are encouraged) to have unconventional races, such as tag, capture the flag, etc. Thus, when Uwe Heine was preparing for his PRO duties in July, he and Nancy Collins brainstormed different racing formats. The culmination of this effort was the Naval Battle Regatta. The idea was relatively simple. There would be two teams, Red and Black. Each team had one “Frigate” of the same one design. The remaining boats on a team were classified as “Privateers.” Each Privateer had a limited number of cannons (yellow tennis balls), and the objective was for Privateers to get as many cannons in the opposite team’s Frigate. The team that got the most balls into the opposing Frigate won the race. An added twist was the Frigates carried a limited number of defensive cannons. Any Privateer hit by a defensive cannon had to do a 360-degree turn. The wonderful nature of this setup allowed for strategizing and tactics: blockades,

interceptors, defensive escorts, and boats to pick up wayward balls were all part of good strategy, and this made for a very interesting game.

Overall, the race was wonderfully executed. Our largest problem was a lack of wind. Occasionally the pressure would increase on the water, but boats were often left bobbing. But there was enough wind to do what needed to be done, and I believe everyone had a good time - I know I did. I will say this is one of the most competitive I have ever seen LTYC sailors. As a club, we are typically shy at the starting line. Because of the friendly nature of our members, we often hesitate to protest. But throw in a few tennis balls and the prospect of cockpit slam-dunking, and suddenly these shy sailors get a bit more ruthless. Protests and right-of-ways were shouted constantly. Boats often hit one another (in violation of the rules, of course) and there was even one instance of a Privateer boarding and stealing cannons from an opposing Privateer. In spite of (or perhaps because of) the competitive nature, it was a wonderful event. It is also available for us to use in the future. The materials are in the shed, and are quietly awaiting the next time LTYC gets the urge to have a naval battle.

Lake Townsend Yacht Club, from page 7

where people without boats of their own can volunteer to crew on other members’ boats for cruising or racing.

The LTYC’s legal status for tax purposes is 501(c)(4) — a “Social Welfare” Organization, which means the club is not only nonprofit but also provides benefits to the community at large, not just its membership (<http://www.t-tlaw.com/lr-05.htm>). As such, people and/or corporations can not make tax-deductible contributions to the organization. All expenses are covered by membership dues and fees from the sailing classes, with the exception of the Mayor’s Cup regatta, which generally recoups its own expenses through registration fees. The LTYC operates on a budget of about \$12,000 per year.

Some of the benefits to the city of Greensboro and surrounding areas include wide-spread representation of the city and the city’s Parks and Recreation department to the southeast in South Carolina, Georgia, and Virginia. LTYC hosts the annual Mayor’s Cup regatta which draws sailors from all over the east coast into the area. This serves to bring out-of town sailors which benefits city businesses such as

hotels and restaurants. The group provides maintenance of the boats and equipment for the city’s sailing rental program and offers sailing classes as an outreach to the city and surrounding areas. Perhaps most important to note: the LTYC provides one of the very few public inland sailing opportunities for any and all people in the North Carolina Piedmont. In this manner, the organization does something no individual — nor the city itself — was able to accomplish before. The Lake Townsend Yacht Club is indeed a community which treasures the opportunity to share sailing, not only with each other, but with the community at large, to the point of representing the city of Greensboro and its offerings throughout the southeast.

References

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0813 - Sunday Swap Meet

By Joleen Rasmussen

What to do when there are 9 RC members, three fully staffed RC boats and a few people looking to crew. Well, if you are Lake Townsend looking to do what you can so that everyone gets out on the water, you bag RC duty, grab some boats from dry dock, and get 'em on the water racing, with a



Bob Moats

twist – get new people at the helm.

Bob Moats took over RC. John Hemphill crewed for Eric Rasmussen on John's boat. John was pleased with Eric's boat handling and application of the rules and tactics. Adam Zahand skippered Tom Bew's boat with Wendell Gundlach as crew. Wendell rated Adam as definite skipper material and Adam learned lots from Wendell's coaching. (See Results in next month's newsletter)

At the end of each Race, the wind freshened such that everyone said – let's do another race. During the next race, the winds dropped. Michael Crouch likened it to a Zen experience.

With 4 races on Sunday, in the Scots, Adam/Wendell had two 1st, a 2nd and a 3rd of the Scots. Eric had a 1st , 2

2nds, and a 3rd. Nancy/Uwe had a 1st, a 2nd, and 2 thirds.

Twice, Eric pulled a Vanderbilt start, sailing away from the line, then turning around to head back-nailing the start. First time, Nancy/Uwe were caught to windward on the starting line, but Eric was nice and allowed a bit of room for Nancy/Uwe to start at the pin. 2nd time, Nancy/Uwe knew what to look out for and were better prepared. That wasn't the only learning experience Eric offered Nancy/Uwe. Heading toward the windward mark, ahead but to leeward, Eric pinched in towards the mark such that Eric scraped Nancy/Uwe off at the windward mark. First time out on his new Buccaneer-

Aargh, Jim Swartz mixed it up with the Scots. Jim still needs to get a frozen chicken and a flag. Compared to the Lightning, the Buccaneer moves



nicely in light air, feels lighter and is a bit tippy.

Everyone was in total agreement: Eric looked good at the helm of a Scot.

Adam/Wendell – 1st place Scots – first

Jim/Michael – 1st Place Buc

George/Ken – 1st Place Open

Eric & Nancy - Tied 2nd/3rd.

Moates/Bews RC Moto – no delays, no rules. Port start, starboard start, downwind start.

Moates/Bews RC Execution - Prep Up at 5, down at 4, up at 1, down at 0. Leg length about 500 yards.

To quote Tom B, "We all had a great time – you all missed out!"

Charleston, from page 5

enjoy a well deserved last night's sleep aboard Sinful.

Epilogue: I called Allie back once in Greensboro to follow up. Apparently the air vent on the fuel tank was clogged and the back pressure made it appear to be full after loading only 4 gallons. On top of that, the fuel gauge was completely unreliable, showing full at some points and low at others. We had ran out of diesel!

She took a charter party out the next day and had the same problem with the reef lines (she had to replicate Bryan's reefing system to use the main sail).

I want to thank my family for enduring this adventure which provided many lessons for each of us. I am especially grateful for the time spent with my son, whose manual dexterity, great instincts, and common sense proved invaluable in the safe return of us all.

Meet a Mate

George Shen

Working as a Product Engineer for RMFD recently brought George to the area from Austin TX. George knew about a lake in TX that offered sailing. George decided to search the internet to see if Greensboro offered sailing opportunities.



George found our sailing classes and took the class this summer. Learning the nomenclature and the basics were key for George to be comfortable getting on a boat. George joined the club, attended the Yeoman day in July, sailing with John Hemphill on the Flying Scot. In August, George sailed with David Duff in the Capri on Saturday, and with Ken Warren in the Lightning on Sunday. George is hooked, intends to keep sailing; may even acquire his own boat in a year or two. George is available to crew, can attend away regattas, and even wants to crew during the colder time of the year, the period those of us from the north call winter.



Bob, Sharon and Steve Bass

I first met Bob and Steve in the parking lot early spring as they brought the Holder Vagabond 14 (DPN 111.) to the lake and gave it a test rig/sail. Bob assured me that I would see more of them and even touched base a time or two over email. Imagine my pleasure (and surprise) when they arrived at the lake on August 13 with Steve skippering the Vagabond for the Junior Regatta. Yes, both Bob and Steve are available to crew for others when they are not sailing together on the Vagabond.

Member Update

Jim Swartz continues to be a very active new member. Jim has acquired a Buccaneer. (Aaargh).



Lake Townsend Yacht Club Help Lines

Commodore: Uwe Heine • 336 585-0951 R • heineu@bellsouth.net

Races: Adam Zahand • (Vice Commodore) 336 543-4942 R • adam_zahand@yahoo.com

Education: Russell Dorrell • (Rear Commodore) 336 668-7927 R • dorrelr@gcsnc.com

Finance: Hudson Barker • (Treasurer) 336 644-1060 R • hudsonbarker@att.net

Publicity/History: David Young • (Secretary) 336 545-1655 R • dwyoung@triad.rr.com

Cruising: Nancy Collins-Heine • 336 585-0951 R • heineu@bellsouth.net

Membership: Steve Raper • Steve.raper@greensboro-nc.gov

Social: Rachel Skvarch • rskvarch@yahoo.com

And Wanda Williams • wkawilliams@juno.com

Junior Sailing: Bill Young • 336 292-3102 R • woyoung@triad.rr.com

Newsletter/Directory: Joleen Rasmussen • 919 732-5410 R • joleenrasmussen@embarqmail.com

And Michael V. Crouch • 336 275-3475 R • mcrouch@guilford.edu

Mayor's Cup Regatta Bob Hoffman • 336 831-6271 C • bobh9447@aol.com

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

Equipment Keith Smoot • 336 996-6734 R • Gwaih23@Embarqmail.com

RACE RESULTS

Club: Lake Townsend Yacht Club
Series: Saturday Series, 2011

Fleet	Skipper	Boat	April Race 1	April Race 2	April Race 3	May Race 1	May Race 2	May Race 3	July Race 1	July Race 2	July Race 3	Total:
Multi	Rasmussen, Eric	ISTP-235				7	7	7				21
Multi	Armstrong, Tom	H18-15782				6	6	5				17
Multi	Leonard, Phil	ISTP-1027	RC	RC	RC	5	4	6				15
Multi	Duff, David	ISTP-2450	RC	RC	RC	3	5	4	RC	RC	RC	12
Multi	VonFricken, Kris	ISTP2-199					3	2/DNF				5
Multi	Rasmussen, Joleen	ISTP2-199				4						4
Mono	Warren, Ken	LI-10386	5	5	7	3	3	3	5	5	4	40
Mono	Taylor, Alan	WM-5150	7	7	6	RC	RC	RC				20
Mono	Heffernan, Jim	WF-2458							6	6	6	18
Mono	Schwartz, Jim	LI-12048	6	6	5							17
Mono	Jones, Steve	LASE-98112							4	4	5	13
Mono	Raper, David	TNZ16-1585	4	4	2/DNS							10
Mono	Kuzmier, John	BAHIA-	3	3	2/DNF							8
Mono	Young, Bill	CAT142-				RC	RC	RC	2/DNF	3	3	8
FSCT	Hemphill, John	FSCT-4043	5	6	6	7	5	6	10	10	7	62
FSCT	Bews, Tom	FSCT-2680	4	3	7	6	4	4	9	8	10	55
FSCT	Gundlach, Wendel	FSCT-4416	7	7	2/OCS				11	9	11	47
FSCT	Heine, Uwe	FSCT-3801	6	5	4	8	8	8	RC	RC	RC	39
FSCT	Lupton, Fred	FSCT-3638				4	6	5	4	7	6	32
FSCT	Hoffman, Bob	FSCT-3853				5	2/DNS	2/DNS	3	6	9	27
FSCT	Skvarch, Rachel	FSCT-2321							8	3	8	19
FSCT	Raper, Steve	FSCT-4051							7	11	2/DNS	20
FSCT	Shuee, Dan	FSCT-1897				3	7	7				17
FSCT	Morris, Steve	FSCT-3500	3	4	5				RC	RC	RC	12
FSCT	Grossie, Bill	FSCT-2110							5	5	2/DNS	12
FSCT	Moates, Bob	FSCT-2595							6	4	2/DNS	12

Club: Lake Townsend Yacht Club
Series: Saturday Series, 2011

Fleet	Skipper	Boat	April Race 1	April Race 2	April Race 3	May Race 1	May Race 2	May Race 3	July Race 1	July Race 2	July Race 3	Total:
RC	Cole, Susan	*RC*	RC	RC	RC	RC	RC	RC				
RC	Maginnis, Chris	*RC*	RC	RC	RC							
RC	Payne, Mark	*RC*	RC	RC	RC							
RC	Russell, John	*RC*	RC	RC	RC							
RC	Williams, Alexis	*RC*	RC	RC	RC	RC	RC	RC				
RC	Byrd, Bill	*RC*				RC	RC	RC				
RC	Connelly, Rick	*RC*				RC	RC	RC	RC	RC	RC	
RC	Gallagher, Dee	*RC*				RC	RC	RC				
RC	Collins, Nancy	*RC*							RC	RC	RC	
RC	Crouch, Michael	*RC*							RC	RC	RC	
RC	Dorrell, Russ	*RC*							RC	RC	RC	
RC	Reppel, Amanda	*RC*							RC	RC	RC	
RC	Smoot, Keith	*RC*							RC	RC	RC	
RC	Zahand, Adam	*RC*							RC	RC	RC	

Locale: LTYC
 Series: Saturday Series, 2011
 Month: July

Fleet: FSCT

Skipper:	Crew:	Designation	Race 1				Race 2				Race 3				Month Totals
			Wind	Finish Time	Corrected Time(m)	Position	Wind	Finish Time	Corrected Time(m)	Position	Wind	Finish Time	Corrected Time(m)	Position	
Gundlach, Wendel	Alex Gundlach	FSCT-4416	90.4	12:47:52	47:42	1	90.4	14:09:48	55:09	3	90.4	14:56:27	18:20	1	31
Bews, Tom	John Russell	FSCT-2680	90.4	12:49:10	48:86	3	90.4	14:10:01	55:33	4	90.4	14:57:50	19:73	2	27
Hemphill, John	John Mitchell	FSCT-4043	90.4	12:49:00	48:67	2	90.4	14:09:44	55:01	2	90.4	15:00:48	23:01	5	27
Raper, Steve	Dan Shaw	FSCT-4051	90.4	12:50:11	49:98	5	90.4	14:09:09	54:37	1	DNS			9	20
Skvarch, Rachel	Bronsen Bowling	FSCT-2321	90.4	12:49:12	48:89	4	90.4	14:25:29	72:44	9	90.4	15:00:18	22:46	4	19
Hoffman, Bob	Hudson Barker	FSCT-3853	90.4	13:00:00	60:84	9	90.4	14:19:53	66:24	6	90.4	14:59:40	21:76	3	18
Lupton, Fred	Barbara Lupton	FSCT-3638	90.4	12:53:35	53:74	8	90.4	14:17:03	63:11	5	90.4	15:02:40	25:07	6	17
Grossle, Bill	Sonja Hughes	FSCT-2110	90.4	12:53:25	53:56	7	90.4	14:19:56	66:30	7	DNS			9	12
Moates, Bob	Carol Moates	FSCT-2595	90.4	12:53:05	53:19	6	90.4	14:20:33	66:98	8	DNS			9	12

Fleet: Mono

Skipper:	Crew:	Designation	Race 1				Race 2				Race 3				Month Totals
			Wind	Finish Time	Corrected Time(m)	Position	Wind	Finish Time	Corrected Time(m)	Position	Wind	Finish Time	Corrected Time(m)	Position	
Heffernan, Jim	Luke Heffernan	WF-2458	91.7	12:48:35	47:53	1	91.7	14:07:17	51:56	1	91.7	14:58:29	20:16	1	18
Warren, Ken	Wendy Cecil	LH-10386	87.6	12:49:18	50:57	2	87.6	14:13:17	60:83	2	87.6	15:01:28	24:51	3	14
Jones, Steve	LASE-98112		92.3	12:54:51	54:01	3	92.3	14:19:52	64:86	3	92.3	15:00:35	22:30	2	13
Young, Bill	Holly Deuterian	CAT142-		DNF		4	99.7	14:33:29	73:70	4	99.7	15:08:10	28:25	4	8

Race Committee: *RC*

- Collins, Nancy
- Connelly, Rick
- Crouch, Michael
- Dorrell, Russ
- Duff, David
- Heine, Uwe
- Morris, Steve
- Reppel, Amanda
- Smoot, Keith
- Zahand, Adam

What's a Scratch Sheet?

A few years back, big regattas started posting scratch sheets on the internet to drum up interest and promote participation. As there is typically no cost to signing up, Scratch Sheets give a good indicate of who is thinking about going to an event. It helps the organizers plan and prepare for the event. Last year, LTYC set up a Scratch Sheet in Google documents for its events. It was a good move. If you expect to be at some of our upcoming events, take a few moments to step through the different Scratch Sheets and let us know to expect you. Don't worry about last minute change of plans, Scratch Sheets are only an indication of your intentions. If you need crew, want to crew, would like to help with the social, or have some other creative idea, just list it in the Scratch Sheet. The Scratch sheet is available from the home page or the LTYC Website.

Call People. Go Sailing

**** REACH OUT AND CALL SOMEONE ****

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. If you have a boat and would like to participate in the Summer or Frostbite Race Series, 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 are interested in crewing and would like to add your name to the list, please let Joleen, Newsletter Editor, know. Joleen has the best intentions of calling each new member if she doesn't hear from them to encourage them to sign up on the Crew List. (See the Help Lines box located in this newsletter).

Available To Crew

Name	Home Phone	Work/Cell Phone	E-mail
Hudson Barker	336-644-1060		<i>hudsonbarker@att.net</i>
Bill Byrd	336-635-1926		
Lacy Joyce	336-413-7929		<i>lacyjoyce@gmail.com</i>
John Kuzmier	336-282-0411	336-580-5766 c	<i>jkuzmier@infolinktele.com</i>
Chris Maginnis	336-793-5313		<i>cmaginnis@triad.rr.com</i>
Remik Pearson			<i>darlene_pearson@volvo.com</i>
George Shen	336-451-2646		<i>stock_78750@yahoo.com</i>
Keith Smoot	336 996-6734		<i>Gwaih23@Embarqmail.com</i>
Bill Young	336-292-3102	336-707-0295	<i>woyoung@triad.rr.com</i>



Sailboats for Sail

1981 Isotope \$\$Price Drop\$\$ - \$2000 with sails and galvanized trailer. Many parts replaced; enhancements made. Good boat for a beginning racer or someone looking to get back into racing a cat. She won the 2005 Governor's Cup and continues to give challenge to the fleet leaders. We have owned this boat since 1998. She's gotten us hooked on Isotopes, so much so that we have upgraded to a 2006 model. Call or email Joleen (see Help Lines) if interested.

1996 Isotope - \$3000 with trailer & boat box. Call or email David Duff *david.duff@analog.com*, 336-908-9754

Isotope Boat specifications:

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

Isotope Fleet Activities:

<http://www.intl-fiberglass.com/calendar.php>

Sailing and rigging instructions included with purchase.

1996 Aquarius - \$4000

1966 Aquarius swing-keel (draws 13") sloop. Displacement: 2,280 Lbs. Ballast: 820 Lbs. Beam: 7' 11." Stainless steel bow and stern

pulpits plus stations

with safety lines. Roller reefing

boom. Mainsail, jib & Genoa. Gamefisher 15 HP outboard

motor. Custom stern fuel tank box, custom stern lines box. Custom wood cabinets in main cabin, galley, head,

and bow berth. Custom curtains. Standard cushions with custom backrest cushions. Alcohol stove. Swing up dining

room table. Laminated wood tiller. Rudder box with rudder. Dansforth anchor with chain and line. Hummingbird LCR

2000 fishfinder and depthfinder. Polaris MT 5300 all channel transceiver. Trailer with reinforced axle and new spare tire.

Boat is currently at Southside Boat Repair Marina, near Clarksville, Va, Kerr Lake. Alan W. is motivated to sell. Price is

Very negotiable. Phone: 919-220-5874



Looking for

... a Flying Scot Spinnaker.-

Joe Wroblewski - 443-878-2142 J@Wroblewski.US