

TELL TALES

May 2016

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

2016
MAY
S-ROY
CUP



2015 Mayor's Cup
Photo by Kathy Holland



JUNE
4
&
5



Fowl Regatta
If a Laser Turtles at Lake Townsend – Does It Make the News?
WetaFest Report

UPCOMING EVENTS

Racing Series **Summer Series May 14–15** **Lake Townsend**
 If the weather is bad, meet in the marina classroom at the lake for a seminar.

Let's Go Sailing **May 28** **Lake Townsend**

Mayor's Cup **June 4 & 5** **Lake Townsend**

— Other Sailing Events —

Wayfarer Chesapeake Cruise May 27- June 1 **Crisfield, MD**

Governor's Cup **June 17- 19** **Kerr Lake**

Chester River Race & Rock Hall Regatta **June 17- 19** **Rock Hall, MD**
 (uswayfarer.org)

2016 LTYC Calendar

Yellow=Holiday; Gray=Meeting; Blue=Racing;
 Peach=Social Sailing
 Classes: Green=Adult; Pink=Junior

May '16						
M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

28 Lets Go Sailing

June '16						
M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

3-5 Mayor's Cup
 17-19 Governor's Cup (Kerr)

July '16						
M	T	W	T	F	S	S
					1	2
					3	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

16—Blue Chips, Oak Hollow

2016 Mayor's Cup

June 3, 4 & 5



Mayor's Cup logo by Uwe Heine

Ahoy Everyone!

This is a reminder that the 39th Mayor's Cup will be held at Lake Townsend on June 4-5. Friday, June 3 we will be setting up and the lake will be open late if you want to take this opportunity for a rare night sail.

Here is the link to the Notice of Race: [NOR](#)

Registration is open at <https://ltyc.wufoo.com/forms/2016-mayors-cup-registration> (also accessible from the LTYC website).

If you are able to help on Race Committee or Shore Support please sign-up on the scratch sheet. https://docs.google.com/spreadsheets/d/18Am-xMwX_cmHjjZH4zRjPOqUaiMDknetHeWoXCrfBQc/edit?hl=en&pref=2&pli=1#gid=807669678

Feel free to forward these links to anyone who may be interested.

See you "On The Townsend."

Alan Taylor _/)

Mayor's Cup Chair

Fowl Regatta

April 23, 2016



L to R: Jim Hefernan showing off his new knees! Nick Huffeldt and Jeanne Allamby. Joleen Rasmussen doesn't understand how someone can't hear her announcements!



Matt Stalnaker, Phil Andrews and Ali Kishbaugh with her extra point!



Nick Huffeldt showing the grand prize for the Fowl Regatta.



Otto Afanador and Julie Patton



Most of the Fowl Regatta participants



What can he say? Nick declares himself the winner!



Fowl Regatta logo artwork by Uwe Heine. Bird houses donated by Tom Bews.

A big Thank You to Nick Huffeldt for organizing the Fowl Regatta! And to Nancy Collins Heine for helping Nick!

Skippers Needed on **May 28th**

Please join us for our annual community outreach event.

We need skippers and dock help.

Here's the poster we're using for advertising:

LET'S GO SAILING!

Join us on Saturday, May 28th from 11 am - 3 pm
at Lake Townsend Marina at Bryan Park in Browns Summit
Presented by Lake Townsend Yacht Club
See the City's marina, rental boats and beautiful lake
Find out about our Learn to Sail Classes
Fun for the whole Family!

Free Admission

FREE sailboat rides with an experienced captain
LTYC & sailing class info booth
Burgee making/coloring/craft booth
Knot tying booth Sailboats on display
Why not stay for lunch? Food will be available for purchase.
laketownsendyachtclub.com

Please sign up on the LGS Participation scratch sheet at

www.laketownsendyachtclub.com

If a Laser Turtles at Lake Townsend – Does It Make the News?

By Nancy Collins

NCDOT Ferry crew helps stranded sailboat

Mr. Pollin said he had underestimated the winds on the river and was overcome.



<https://apps.ncdot.gov/newsreleases/details.aspx?r=11359>

Your journey is your own.

Uwe and I have two Lasers, two sadly neglected little boats that sit in the yard, forlornly covered in a tarp. Last summer’s “board bash fun sail” seemed to be a perfect opportunity to drag them out. Saturday of that weekend looked to be too much of a possibility of rain and we had some Saturday-only chores to do. This gave us Sunday, and there was wind, something Lasers really like.

We got the Lasers because I wanted to be isolated sometimes, away from immediate instruction. It is too easy in a larger boat to look for reassurances and assistance. If you don’t make and experience the decisions yourself, then they don’t internalize.

So here we were, setting up our Lasers on the beach at Lake Townsend. The wind was coming down the length of the lake, straight onto the beach, whipping up little whitecaps. It had been at least two years since I had been on a Laser. Getting away from the beach meant immediate remembrance of how to sail, tack and get away from the dam, buoys and fishing pier.

Uwe sent me out in my little teal Laser. I pinched really hard to keep what control I could on the little boat. One thing about a Laser is that they are very responsive and quick to react.

I managed to get out into the lake without major incident. Tremulous and terrified I maneuvered back and forth on the lake, tacking in the coves, making controlled jibes when the wind let up. My goal was to stay out long enough for Uwe to have had enough sailing. I also wanted to feel some sense of accomplishment in overcoming the anxiety of being out in that air.

But... I couldn’t be done sailing in the middle of the lake. I had to get back to shore... downwind.

The bane of my sailing experience is a downwind run on a cat-rigged boat under heavy air. And from

what I hear and read – “*the Laser loves to be upside down in these conditions.*”

If the sail is too far out on a downwind run, the main becomes this great example of the beautiful wind-mills of Holland, spinning until the boom hits the water.

As I ran downwind I could feel the boat twitch and wobble out of control. I have seen young, experienced Laser sailors able to do a walk-over when the boat starts to roll, but in those seeming microseconds until the boat went over all I could feel was inevitability. The mast hit the water and I dropped into the water to keep it from going further, but no, it was not to be. The wind drove the sail and mast under the water and my Laser was sitting like a little turtle sunning itself in the water.

I am not so aggressive a sailor as to have had the daggerboard all the way up, but it wasn't all the way down. There was about a foot of daggerboard sticking out. I hauled myself out of the water (thanks, yoga!) and grabbed onto the board. Knowing simple machines from science classes (way back when), I knew there wasn't nearly enough of the board sticking out to be able to use it to right the boat. I grabbed the very end of the board and yanked on it to try and pull it out farther. In seconds I was down off the top of the boat and sputtering up out of the water, where I had fallen.

There was no safety boat in sight, no Bill Byrd lingering around to pull my mast out of the water, and there was too much wind for Uwe to really assist with causing further chaos.

Putting aside my fears of drowning and the panic of being stuck in the lake with an upside down boat, I paused at the side of the boat and thought, “Since I can't pull the board out, what are my alternatives?” I could feel the board under the boat with my Teva closed toe sandal. Hmm – I gave it a kick up. The board moved up a little. Kicking again and again I moved the board up enough that it might be all the way up. Heaving myself up out of the water again onto the top of the boat, I crouched down, grabbed the board and pulled backwards. This time I had a good hold on it and I could feel that my efforts were having some affect and that the boat might be cooperating.

About that time Uwe was sailing around me, offering encouragement. (Apparently he had been so concerned that he didn't pay attention and did his own death roll on his way to assist.) After some time my boat finally came up out of the water, spewing water from the boom. I got into the boat and was able to sail to shore. I can't say that I remember making a graceful landing, since the wind was going straight onto the beach. It was probably something where I turned to windward too soon and had to wade to shore.

The reason I share this story is that for all of the accomplished sailors, there was once an inexperienced beginner. To be an accomplished sailor means to come out and sail. Push yourself a little every time to broaden your experience and knowledge.

It is OK to be a beginner. It is OK to not know everything. Every time we get out on the water we learn a little more. (Indeed every day of doing anything we learn a little more.) Be open to not knowing, be open to learning and expanding, be open to learning from those that know more.

And definitely come out and race with us.

Nancy Collins Heine is Vice Commodore at LTYC and the proud owner of a beautiful new Wayfarer, Impulse II.





Women on the Water Sailing Program

by Stephanie DeLair, OHSC Commodore

Sailing isn't just a sport; it's a life-changing experience that builds self-confidence, leadership skills, and strength. Nancy Collins from Lake Townsend, Stephanie DeLair from Oak Hollow and Sara Paisner from Carolina Sailing Club are joining forces to kick off this new program at their respective clubs to get more women involved on the water. This program is designed for women of varying abilities to sail in a relaxed environment and build their knowledge within the group. Each club is customizing their training, which includes classroom and on the water experience.

On Sunday, September 11th the sailors will converge at Lake Townsend for a fun filled day on the water while putting their Skipper skills to the test. Will they be able to read those inland lake wind shifts and come out to play with the boys during the rest of the season? Stay tuned...time will tell.

Etc.





WetaFest

by Stephanie DeLair

Now in its fourth year, WetaFest, Fort Walton Beach, FL in April is the place to be! 19 boats, nine first-timers and three new skippers were in contention for the title. According to newcomer Alan Taylor, "Sailing the Weta this past weekend was the most fun I've ever had on the water. The boat is simply fantastic!"

Flashback to 2009....while living in the San Francisco Bay Area, Alan caught a glimpse of a Weta Trimaran sailing along the city front. He recalls that he immediately thought, "What a cool boat!" Coming full circle, he got to experience one first hand on a cold, blustery day this past January on Oak Hollow Lake. Consider him hooked!

Warm-up to WetaFest featured Randy Smyth's Sailing Seminar 2.0, including a "chalk talk" and coaching for 20 Weta sailors. It was an adventurous day of drills on the water with multiple minor collisions (more like bumper boats!), a swimming sailor and a near pitchpole onto the beach. What more could you ask for?

Sailors could not have asked for better weather, with 70-75 degree days and sunny skies all week. On day one, we got off six races in shifty winds from the north ranging from 8-24 knots. Double handed skipper Cliff Farah had four bullets of his own while Weta newbie Alan Taylor picked up two on my Weta *Stephalicious*. In the middle of all this, PRO Bobby Dewrell didn't step on a pop top but he fell off his flip flop, and had to cruise back home on crutches.

On day two, it was amazing how tight the line was after Randy Smyth's clinic working on reducing the sag in the middle. Two general recalls before race three were the first ever in WetaFest history. The entire fleet was tight, with boat lengths separating the finishers. The 12-20 knot winds were in the exact opposite direction of day one and continued to increase as the afternoon progressed and race four concluded.

Day three invigorated the fleet as winds picked up just in time for the distance race, which was a long windward/leeward with the intention of no-one getting lost this year. As regatta organizer John Farris said, "Get ready to beat up and knock down." The chop provided big enough waves to make beating up to the weather mark an actual beating in 15-18 knot winds. It was a miracle that sailors stayed upright as they surfed the waves downwind to the finish at speeds over 15 knots.

At the end of each of our fun-filled days on the water, it was time to enjoy the hospitality of the Fort Walton Yacht Club with lots of laughter. After surviving the perilous conditions of the 2015 Nationals last Fall, this close knit fleet bonded even more, making our WetaFest newbies feel right at home. Rounding out our evenings included our East Coast Weta Class meeting, Linda Wright's Everglades Challenge presentation, and sharing tips on how to sail faster.

Congratulations to our overall winner A-Class sailor, Bob Hodges, a class act who said, "I'm totally stoked at the quality of the sailors, the level of sportsmanship, and the camaraderie I saw on and off the water."

We'll see what the wind gods do next year. Will it be a "beat up, knock down"!? Come and find out!

LTYC Member Profile

Name: Steve Freyaldenhoven

Board Position\ Committee\ New Member: New Member

I've been an LTYC member for: Since the Learn To Sail Class of 2015

Why I joined LTYC: As a new Wayfarer owner I was encouraged by the number of local Wayfarer boats in the club and the commitment to USWA. I hope to learn more about sailing the Wayfarer from other club members.

The boat(s) I own(ed): Wayfarer #3446, Sea Ray 220 Signature Select

I've been sailing for (months, years): 1 year

I learned to sail: LTYC

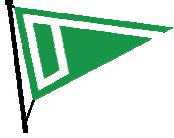
When I'm not sailing, I'm (other hobbies): Striper fishing and boating on Smith Mountain Lake, paddling my restored 1947 Old Town wooden canoe

I work at: Owner of TFF Architects & Planners, LLP – Greensboro, NC

Family members and if family sails with me: Wife – Ginna, 3 Daughters – Hannah (21), Schuyler (19), Ava (16). No sailors at this time.

What I'd like to accomplish as a member: Improve sailing skills and learn to race





It takes a village!

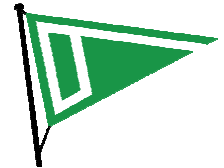
Special Thanks to these volunteers who help the club:

Jeanne Allamby has stepped up to help **Steve Raper** with our website
Linda Heffernan is helping track our junior sailing class registrants

Jack Davidson led a crew to clean boats on Apr. 30th. Those who helped are: **Hudson Barker, Robert Bouknight, John Carr, Sue Cole, David Duff, and Bob Moates.**

The Scat boats have never looked better!

Sue Cole renewed her CPR and First Aid certificates.
Alan Taylor recertified as a US Sailing instructor.



Our club always needs volunteers to help whenever and wherever you can.

We welcome contributions to the Newsletter:

- Photos
- Articles
- Technical and how-to's
- Equipment you can't live without
 - Boat maintenance
- Sailing with your spouse
- New member bios

Please Like LTYC on facebook



- Check in at LTYC on facebook
 - Tag us
- Write an endorsement for LTYC
- Like LTYC on the "Like" page
- Post a review of LTYC on FB
- If you need help to post pictures or a video on our page,
 please contact JC Aller at aller.jc@gmail.com

Captain John's Sailing Tips

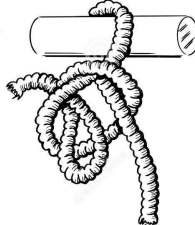
Follow these three easy sailing tips to keep sailing knots safe and secure aboard your small sailboat.



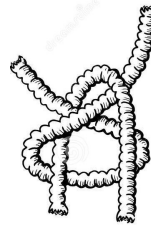
FIGURE
OF EIGHT



BOWLINE



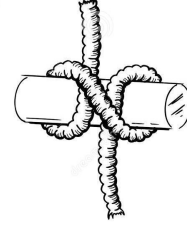
SLIPKNOT



SHEET BEND



REEF KNOT



CLOVE HITCH

1. Make Friction Your Friend

Tie a bowline knot to a rail, lifeline, or stanchion and you can count on lateral (side) slip. This can cause excessive chafe. Many super secure knots--like the rolling hitch, anchor bend, or round turn and two half-hitches--lead off with a round turn. This extra pass grips the rail or piling like a barnacle on a boat bottom. And it keeps the knot in place to reduce line-killing chafe. If you need a knot like a bowline to stay put without slipping, start off with a round turn. Then tie the rest of the knot.

2. Develop "Spill" Awareness

Clove hitches and bowlines can untie from being worked back and forth. This constant strain and slack can cause them to "spill", or untie themselves. And that could lead to a dangerous situation. Did you know that you can spill a square (reef) knot after just 19 tugs? In comparison, the double becket (sheet) bend needs about 36 tugs to spill. By the way, the square knot's fake cousin--the "Granny" knot--spills after about 3 tugs!

If possible, choose a knot, bend, or hitch that doesn't spill as fast. Knots with more turns or those that are doubled tend to offer greater security. A clove hitch has one turn over the top. The more secure rolling hitch has two turns over the top. A single becket bend spills faster (22 tugs) than the double becket bend (36 tugs).

3. "Take Ten" to Boost Sailing Knot Security

You won't always want to take the time to retie a knot. But you can make it more secure and it takes just ten seconds or less. If you need to make any knot super secure for the specific application, add half hitches to the finished knot.

Start the knot with lots of extra bitter end (12" to 18"). After you finish the knot, remove all slack. Pull on the bitter ends and standing part. Add one, two or more additional half-hitches with the excess bitter end. Again, work the slack out of the half-hitches and slide them up beneath the knot.

Best regards,

Captain John

www.skippertips.com

And visit our knot-tying booth
at Let's Go Sailing on May 28!

Lake Townsend Yacht Club Board



Commodore: David Duff ♦ 336-908-9754 ♦ homengso@triad.rr.com

Vice Commodore/Races: Nancy Collins-Heine ♦ 336-585-0951 ♦
uwenancyheine@gmail.com

Education/Rear Commodore: Alan Taylor ♦ 530-263-3009 ♦ alan@lakelevel.com

Treasurer: Hudson Barker ♦ 336-644-1060 ♦ HUDSONBARKER@ATT.NET

Secretary/History: George Bageant ♦ 336-267-0293 ♦ gbageant@hotmail.com

Equipment: Scott Bogue ♦ 336-707-9183 ♦ scott.aomci@gmail.com

Membership: Joleen Rasmussen ♦ 919-440-2802 ♦ joleenrasmussen@embarqmail.com

Social: Steve Morris ♦ 336-601-1428 ♦ samorris@triad.rr.com and **Wanda Williams** ♦ 518-339-0431
♦ wandawka@gmail.com

Webmaster: Steve Raper ♦ 336-500-7309 ♦ sraper4051@outlook.com

Mayor's Cup/Nominating/Past Commodore: Alan Taylor ♦ 530-263-3009 ♦ alan@lakelevel.com

Newsletter/Publicity/Social Sailing: Trish McDermott ♦ 336-707-2846 ♦ 88hawkgt650@gmail.com

Social Media / Publicity: JC Aller ♦ 336-580-0528 ♦ aller.jc@gmail.com

**Note: Board meetings are open to all members. They are held the first Thursday of each month at 5:45.
Greensboro Christian Church, 3232 Yanceyville St., Greensboro, NC. Share your thoughts and ideas!**

Skippers: Here are people Available to Crew:

Otto Afanador, ottosolar@aol.com, (336)-269-1765

Jeanne Allamby, jeanne.a.allamby@usps.gov, (401)-996-0198

JC Aller, aller.jc@gmail.com, (336)-580-0528

John Carr, carrjl_40514@yahoo.com, (859)-227-3688

Susan Cole, sscole@triad.rr.com, (336)-707-0678

Christopher Ford, chriss_ross_ford@yahoo.com, (856)-332-0876

Kevin Gheen, ktgheen721@gmail.com, (336)-676-2369

Trish McDermott, 88hawkgt650@gmail.com, (336)-707-2846

Kathy Medlin, kathy@medlin.biz, (336)-255-0069

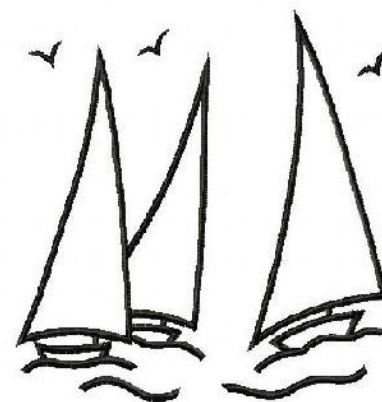
Steve Newgard, slpicture@aol.com, (336)-688-4952

Kevin Perks, kevinperks@yahoo.com, (336)-269-5973

Keith Smoot, keith@br1980.com, (336)-996-6734

Marty Van Hecke, 1vanhecke@gmail.com

William Young, woyoung@triad.rr.com, (336)-707-0295



Want to be added to this list? Email membership@laketownsendyachtclub.com

Classified Ads

Buy – Sell – Want to Buy

Boats-Equipment-Accessories — Ads run for 3 months if not renewed.
newsletter@laketownsendyachtclub.com

Wayfarer for Sale

1961 Mark I Wooden Wayfarer, #276 *Epiphany*

A stable yet responsive 16' boat. Comfortable for cruising a lake or the Chesapeake, as well as great for racing. Made from a kit to class specifications by Wally Cavill in 1961. Both he and Mike Schonborn, the second owner, won many races with *Epiphany*. I am currently racing *Epiphany* at Lake Townsend and Jordan Lake.

Hunter green with double pinstripe. Hull and deck are in good shape, having been restored in 2012 and consistently maintained since then. Floor is flat and keeps feet dry. Even has water bottle holders. Rigged for spinnaker. Sails are made by McNamara. Main, jib and spinnaker sails are 3 years old, and in good shape. Centerboard, rudder, tiller, tiller extension, spinnaker pole, all hardware, and sheets and halyards are in excellent condition. Compass mounted behind thwart.

Trailer with 12 inch wheels is included. Has new wheel bearings, seals and bearing buddies. Boat cover is 3 years old, in excellent shape for mast up or down storage. *Epiphany* is ready to race or cruise!

\$5500. Contact AnnMarie Covington at 336-266-5919 or hobieone57 at yahoo.com.

5/16

Tanzer for Sale

For sale: Tanzer 16. This is a good boat with a good racing record. Sails are in decent shape. Two spinakers. New Sailor's Tailor cover. Solid trailer. Selling because I need more room for family and guests to cruise the lake. A good buy at \$2,000. Call JC at [\(336\)580-0528](tel:3365800528) or email at aller.jc@gmail.com.

4/16

Flying Scot for Sale

For sale. Flying Scot built 1983 # 3915. Tee Nee trailer in nice condition. Recently upfitted, race ready boat. Remarkable condition for boat of this vintage. Offered to club members first. Call Wendell. [336 209 2736](tel:3362092736). \$6500

4/16

