

Lake Townsend Yacht Club

Tell Tales



September 2017



Ken Butler and crew Ali at the Blackbeard One Design Regatta

Photo by Jerry Thompson

Need Your Vote (see page 3)
An Assistant Instructor's POV
2nd Annual Women on the Water
Learning the Hard Way

Let's Go Sailing!

VISA Invitational	Oct. 7-8	Smith Mtn. Lake
HOT VI	Oct. 27, 28 & 29	Lake Townsend
	Please register early at: earlier.org	
Interclub w/OHSC	Nov. 11	Lake Townsend
Annual Meeting	Nov. date TBD	TBD

www.laketownsendyachtclub.com

2017 LTYC Calendar



Anniversary

Blue=Racing

Peach=Social Sailing

Classes: Green=Adult; Pink=Junior

Gray=Meeting/Seminar/Other

Board Meeting 1st Thurs each month

Yellow=Holiday

October						
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					

7-8 VISA Invitational (Smith Mtn)
27-29 Hot Charity Regatta

November						
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			

5 Daylight Saving Time
9 Annual Meeting
11 Interclub (LTYC)

December						
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

2-3rd Annual Flotilla & Food Drive

Park closed Wed all year long
Nov-Feb 8am-5pm & closed Thurs

Detailed Calendar on our website:

www.laketownsendyachtclub.com

Proposal to Change the Bylaws

Dear members,

Our Bylaws state that the annual meeting is to be held in November of every year.

Also, the wording for how the members are allowed to vote or be contacted for a vote needs to be updated to allow for current or future technologies (e.g. email).

To make this more flexible I would like to have a vote by the membership to allow two changes:

- a) That we amend the Bylaws for the annual meeting to be in the last quarter (Oct, Nov or Dec).
- b) That we also amend the Bylaws to include communication via email or other electronic means.

Exact wording:

Article III A. “Annual Meeting—An Annual Meeting of the Membership shall be held at a place and time on a day selected by the Board of Directors in the last quarter of each year (October, November or December)...”

Article III C. “Notice of Meetings— Written or printed notice... any meeting of Members shall be delivered personally, by mail, email or other electronic means, or in the monthly newsletter ...”

Please email your vote to aye or nay by September 29 to ltyccommodore@gmail.com

Kind Regards - Nancy Collins

Commodore of LTYC

Race Pictures from 9/9/17

photos by Robert Crawford



See our web-
site for scores:

[laketownsend-
yachtclub.com](http://laketownsend-yachtclub.com)



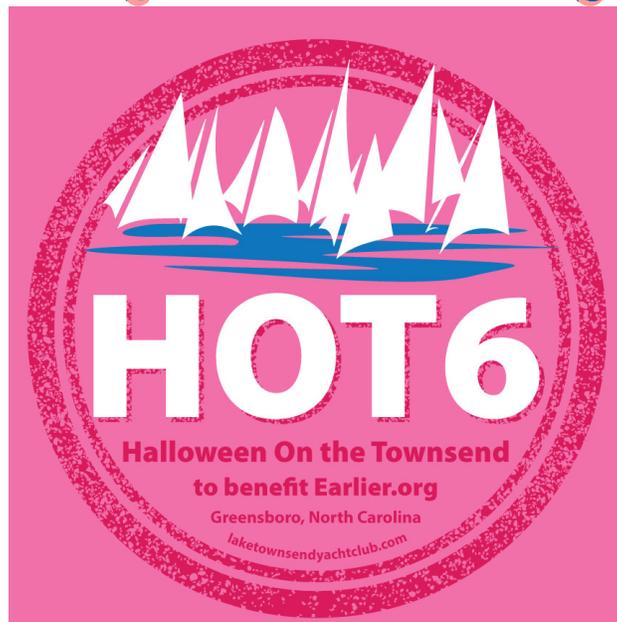
HOT 6 Charity Regatta

OCTOBER 27—29

Register at Earlier.org

Exciting Racing!
Great Food!

Live Auction!
Lotsa Fun!



Thank you for five amazing years of tremendous support of Earlier.org. We are the only US non-profit exclusively funding research seeking an earlier biological detection test for breast cancer. **Over the course of the past 5 years, the HOT Regatta has raised \$33,000 for this research. Thank you!**

When our founder, Martha Kaley, started this organization nearly 22 years ago, she learned that the most difficult funding for researchers to obtain are seed grants. This is still true today. As such, we fund \$40,000 seed grants to innovative, promising research across the country and around the globe. Each and every grant proposal we receive is carefully reviewed and selected by our Medical Advisory Board, comprised of some of the very best oncologists and surgeons right here in North Carolina. **Your tremendous support over the past 5 years means that HOT is only \$7000 away from funding a FULL research grant.** A grant that may fund the base-line research that leads the identification of a test that will allow us to detect breast cancer far earlier than any of the methods we have available to us today.

As you consider your support for the HOT Regatta this year, know that each and every dollar makes a *significant* difference and **\$7000 will fund an entire grant that may change the picture of breast cancer FOREVER.**

Thank you! Kara McBurney—Event Coordinator, Earlier.org

Here's how
your dona-
tions are put
to work.



Medical Research Grants Approved for Funding
May 22, 2017

Dr. Manny Bacolod – Weill Medical College of Cornell University – New York, NY *“Bioinformatically-identified, site-specific methylation markers as potential blood-based indicators of early stage breast cancer.”* \$40,000

Dr. Hosoon Choi – Central Texas Veterans Research Foundation/Texas A&M Health Science Center – Temple, TX
“A Novel exosome isolation method based on ion exchange chromatography.” \$39,385

Dr. Gerolama Condorelli – University of Naples – Naples, Italy *“Early Breast cancer diagnosis through aptamer-mediated exosomes detection”* 3 years; \$40,000 total

Dr. Hani Goodarzi – University of California, San Francisco – San Francisco, CA
“Leveraging cancer-specific small RNAs for early detection of high-risk breast cancer” \$39,915

Thank you for your generous & steadfast support of Earlier.org!

My First Experience with Being an Assistant Instructor for a Sailing Class

By John Carr



I was very apprehensive about signing up for assisting in an LYTC Learn to Sail class. I am not a very accomplished sailor and I thought that I lacked the experience to assist in a sailing class. However, after checking our Scratch Sheet in April, I realized that many of the assistant instructor slots were not filled. I waited until the last minute and decided to take the plunge and see if I could add any value to our club by being involved in this new activity. I attended the Instructor Orientation class that Joleen Rasmussen so capably led. I felt both challenged and somewhat intimidated after the orientation. I did not know if I could really contribute to teaching a sailing class. I got out my sailing books and began re-viewing. If I was going to do this I needed to brush up on my sailing terms and my knot skills.

Then came the first day I was supposed to help. I was fortunate that George Bageant was leading the class and Alan Taylor, Stephanie Taylor, and Gareth Ferguson were also assisting. All were experienced sailors and I felt very comfortable that they would keep me from saying or doing something wrong that would confuse or mislead these beginning sailors. I sat in the back of the room and listened intently. I was surprised how much came back to me quickly and that for many of the questions that our beginning sailors asked, I remembered the answers. Then we went out to rig the boats, where I helped. Then the fun part...the class went sailing. I was in the Scat boat watching our beginning sailors get a feel for the wind, using a jib, and doing tacks and jibes. Then came the realization that not only could I make a contribution (albeit at a low level), there was joy in watching these sailors learn. It was really fun to be on the water and experience this.

After my time with the class, I was really glad that I did this. I plan to participate again next year. I would encourage anyone, no matter your skill level, to consider being an assistant instructor for these classes. Do not let your perceived lack of skill or knowledge hold you back. You will find your experience very rewarding and a great way to contribute in building our sailing community. I sure did!

Will Women on the Water Achieve Gold?

By Stephanie Taylor



Thirty-five ladies from the Triad, Charlotte, Raleigh, and Virginia converged on Lake Townsend Yacht Club as Sunday, September 10 blew in. Hurricane Irma headed north towards North Carolina just as Women on the Water was about to begin. Winds 12-17 knots with occasional gusts higher did not produce the most conducive conditions for newer sailors to take the helm.

Since WOW is all about having FUN on the water, crews were quickly switched up to accommodate the conditions. Before heading to a sailboat, the ladies that were new to sailing spent some time in the classroom learning the basics. Instead of a coach and new sailor in each boat, experienced sailors were at the helm and extra ladies were added to each boat for more weight. The courses were altered for the conditions so sailors could choose between a reaching course and a windward-leeward, or just sail around. Sailors were taught how to move their weight in and out or forward and aft in the boat. Racing tactics were discussed as boats practiced mark roundings and hitting laylines.

After the class time, the ladies were encouraged to try going out since there was no shame in coming back in if even one crew member was uncomfortable. Many gave it a go and decided it was too much even after dropping their jib and sailing under main only. Kudos to the ladies who tried! A good sailor knows her (or his) limits. As Sara Paisner from Carolina Sailing Club said, “Doesn’t matter what your gender is, many men would not have sailed today.”

During all this, general conversations and laughter were occurring on the boats, allowing the women to get to know one another on a more personal level. In the end, the skippers that sailed ensured that everyone got out on the water and had an enjoyable experience.



“Go Green” was the event theme in conjunction with “Sailors for the Sea” Clean Regatta initiatives to protect the lake that we all love. Sailors were asked to bring reusable water bottles and coffee cups, to carpool, and to pick up at least one piece of trash. Our Green Team ensured that things were separated into trash (2.2 lbs), recycle (9.8 lbs) and compost (10.4 lbs) bins with the compost going to a local non-profit, the Outdoor Garden Project, and the remainder leaving the lake. The plan was to leave the lake in better condition than when we arrived.

Green Awards were handed out along with reusable metal straws for the “Skip a Straw - Save a Sea Turtle” campaign. Since the United States uses 500 million straws per day, which is enough to circle the planet 2.5 times, you can take action. When you eat out, don’t use a disposable straw. In addition, help keep our lake clean by picking up trash and recycle and disposing of it in the proper bins.

A special thanks to all the men that volunteered and served as support staff. Thank you to our sponsors, Sailors for the Sea, US Sailing, Massage Envy and BohoBlu. Stay tuned for more details as we await our GOLD level Clean Regatta Certification.

**Women
on the
Water
Sept. 10, 2017**



Photos by Uwe Heine



Aubry Bews & Jack Clodfelter



Elizabeth Duffy, Dawn-Michelle Oliver & Jeanne Allamby



Carol Claypool, Aubry Bews, Kayla Farhner & DeDe Richardson



Katie Richardson, Jane Bateman, Tracy Tripp & Lisa Fischer



Sara Paisner, Kim Wise & Reanne Barbato

Stephanie Taylor, Shari Foresman & Gail Knowlton



What we learned the hard way or -- experience is what you get just after you need it

By Trish McDermott

Scott Bogue and I own W1392, a 1967 Wayfarer that has survived all these years amazingly well. We bought it four years ago and Scott and I have often talked about doing a capsizing drill so we'd know what to do if the situation arose – but have never actually done it.

On August 26 we traveled to New Bern to the Blackbeard One-Design Regatta for our third time. Ali Kishbaugh and I race, while Scott acts as shore support. Sailing on the Neuse river is an enjoyable experience and like most places, there's either wind (occasionally a lot) or no wind (which happened in 2016). On Saturday we sailed in 13 to 20 mph winds through two races, then retired, exhausted, halfway through the third race. My first thought when I awoke on Sunday morning was that I'd give a million not to sail today, but Ali was determined to race and I went along because I had committed.



I don't know exactly what the wind was blowing on Sunday but it seemed like it was a lot more than on Saturday. I regretted that I had come out, but bucked up, grinned, and headed out with Ali. We had a pretty good start on the first race but couldn't catch the seasoned Wayfarers. As we reached the windward mark and sailed on around the offset, we turned to head to the leeward mark. Jibing in moderate wind is not bad, but this day it was anything but moderate. We jibed, the boom swung over, and the boat capsized in what seemed to be a slow-

motion dream, spilling everything that wasn't fastened. Ali swam around to the centerboard and tried to right the boat. I was in a bit of a daze wondering what to do next – should I grab the mast and try to keep the boat from turtling? Should I help Ali? Chase the lost equipment? My indecision was the cause of the next problem – not being able to right the boat because by now it was full of water. Although I've capsized a Sunfish many times, this was different and I didn't know what to do.

A powerboat came along after a while and tried to lift the mast while we were both on the centerboard. With the sails still up, she promptly capsized again. Then they tried to tow the boat to get some of the water out, even though W1392 only has bailers and they were closed. Ali was with the boat, but I ended up in the middle of the river as I couldn't swim fast enough to catch up, and the powerboat driver left me behind. (Note to self: get a new and highly visible PFD.) I wasn't too concerned, but fellow racer Mike Sigmund and his crew Ellie Heywood, who know that a swimmer is nearly invisible in the waves and that there were many power and sailboats in the area, sailed by and threw me a line. They stayed with me for a long time until another powerboat came along to pick me up.

The driver took me to the shallows near the river's edge, where the first powerboat had taken our boat along with Ali. The first powerboat's driver had jumped into the water and tied the boat to a soggy tree trunk, then got a 5 gallon bucket and Ali and I started bailing and pumping as the driver held W1392 up at the nearly submerged stern. It took a very long time, partly because (as we discovered) the large stern compartment, which we thought was well sealed, had filled with hundreds of pounds of water during the long time the boat was on its side. In addition, the older Wayfarers, like some other designs, have an

open topped centerboard trunk that is much lower than the sides of the boat, and water floods in there. By the time the boat was dry enough to be towed in, the races had been called because there had been lots of capsizes.

OK, here's the point. If you've never done a capsize drill with your boat, do it for your own safety and peace of mind. It will teach you so much about your boat's behavior in a capsize situation that you otherwise wouldn't know. It will also teach you what to do, and what modifications your boat needs to make it easier to recover from a capsize.

We learned that a 1967 Wayfarer lacks adequate flotation at the stern and under the floorboards, and that's one reason it was so difficult to get the water out of it.

Thankfully we had help to hold our boat up while we bailed, along with someone to tow her to shallow water. I don't think we could have recovered from this capsize by ourselves.

As a club, we often talk about learning about safety with our boats. A capsize drill may seem unnecessary, but it's well worth the effort.

More Women on the Water Pictures
Photos by Uwe Heine



Mary Trudeau and AnnMarie Covington



Elizabeth, Jeanne & Dawn-Michelle



JC Aller directing traffic



Carol, Aubry, DeDe & Kayla

LTyc Is Going Green!

Our goal is no more plastic water bottles or Styro-foam cups in the landfill. Did you know that only about 9% of what we recycle is actually recycled?

We encourage everyone to bring a reusable water bottle and coffee cup to events at the lake. If you have extra reusable coffee mugs or water bottles, please bring them to our races and social events. Thanks!



More Women on the Water Pictures Photos by Uwe Heine



Shari, Gail & Stephanie



Sara, Kim & Reanne



The whole gang and the Manions* who helped.
*coined by Tom Bews



Cathy Leonard

Next Newsletter deadline: October 12

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

Let's Go Sailing! 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

Jack Clodfelter, specialtypainting@gmail.com, (336)-286-6688

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

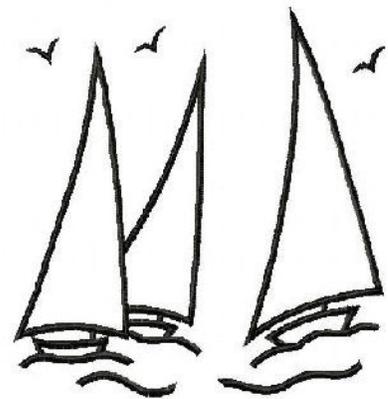
Mark Jozefowicz, mark.jozefowicz@reliantaluminumproducts.com
(336)-289-2205

Trish McDermott, 88hawkg650@gmail.com, (336)-707-2846

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

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

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



The best way to get a crew spot is to sign up on the racing scratch sheet under “Available to Crew.” Go to www.laketownsendyachtclub.com, click on Scratch Sheet: Participation Signup. Scroll down to the bottom of the page and select the tab for your chosen race day (you may have to use the left and right arrows). You can also come out to the lake on race day; many times skippers will be looking for crew.

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

Lake Townsend Yacht Club Board

Commodore: Nancy Collins ♦ 336-901-0090 ♦ ltyccommodore@gmail.com

Vice Commodore/Racing: AnnMarie Covington ♦ 336-266-5919 ♦ hobieone57@yahoo.com

Rear Commodore/Education:

Treasurer: Mark Wise ♦ 336-207-4200 ♦ ltyctreasurer@gmail.com

Secretary: Nancy Torkewitz ♦ 919-630-0360 ♦ heynineteen1919@gmail.com

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

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

Social: Wanda Williams ♦ 518-339-0431 ♦ wandawka@gmail.com

Webmaster: Mark Wilson ♦ 336-324-5018 ♦ mark.wilson@wilsontechnologysolutions.com

Mayor's Cup/Nominating/Past Commodore: David Duff ♦ 336-908-9754 ♦ homengso@triad.rr.com

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

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

* **You don't have to be a board member to help out. Everything this club does is done by volunteers. Please contact the individual board member to see how you can contribute.**

Thanks for making LTYC the best!

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! Then join us for dinner at a restaurant after the meeting.



Did you know? . . You can now find a link to sailing instruction videos on our website in the top yellow box that has the Scratch Sheet sign-up.

Classified Ads

Buy – Sell – Want to Buy

Boats-Equipment-Accessories — Ads run for 3 months if not renewed.

newsletter@laketownsendyachtclub.com

Sails from Flying Scot - (3801) - Main and Jib hardly used. They were purchased in 2013.

Used for two races, one club race and the FS distracts at LTYC. FS Main - RHC Radial with a vision window and reef points. FS Jib - Snug Rig with vision window. \$1300.

Flying Scot - Spinnaker - From FS 5861 bought in Feb. 2009 (very light material MAD AirX?) - used one or two seasons, bought by me but not used. Was reported to me that it was cut for best going straight down wind. \$250.

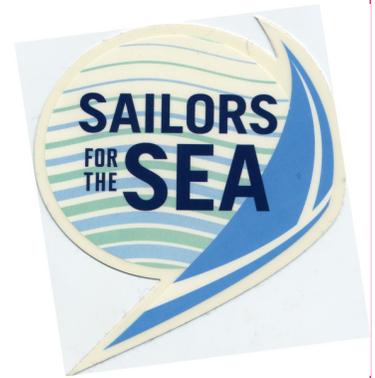
1995 Laser - White with teal trim. Standard rig, complete with all parts and includes a foil bag. Good shape. Sails well. Comes with untitled trailer. \$2000.

Contact Nancy Collins snaggleteeth@gmail.com.

Let's Go Sailing!

Women on the Water in association with Sailors for the Sea

Photos by Uwe Heine and the Green Team



We composted and recycled and helped to make this regatta a clean and green one. Please support Sailorsfortheseas.org



A Quick Look at some of the Benefits of Your Membership:



- * Make new friends
- * Great food and adult beverages after sailing
 - * Mentors available to help you
 - * Continuing education programs
- * Free use of city sailboats during LTYC events
 - * Free use of club sailboats
- * Free launching during club events
 - * Yacht club reciprocity
- * Monthly newsletter



Etc. -----



**Uwe Heine was inadvertently locked in at Shelter 10 after Women on the Water.
Not so bad since he had all the beer!**