



Lake Townsend Yacht Club  
PO Box 4002  
Greensboro NC 27404-4002  
[www.greensboro.com/ltyc](http://www.greensboro.com/ltyc)

## Tell Tales

Issue 7 July 2005

### *Schedule of LTYC Events*

EVENT	DATE	TIME	LOCATION
Belews Creek Cruise	22-23 July 2005	Check with the Cruise Director	Belews Creek
Learn to Sail Class	25 July - 2 Aug 2005	<i>See related article</i>	Smith Senior Center, Lake Townsend
B.O.D. Meeting	4 August 2005	1745 hrs	Benjamin Pkwy Public Library Branch
Saturday Summer Series	6 August 2005	Skippers Meeting 1030 hrs	Lake Townsend Marina
Club Social	6 August July 2005	1700-1900	Lake Townsend Marina Shelter #10
Sunday Summer Series	7 August 2005	Skippers Meeting 1000 hrs	Lake Townsend Marina
Learn to Sail Class	8 - 16 August 2005	<i>See related article</i>	Smith Senior Center, Lake Townsend
Kerr Lake Cruise	19-21 August 2005	Check with Cruise Director	Kerr Lake
Scrub Races/Day Sail	20 August 2005	0900-1200 hrs	Lake Townsend Marina
Learn to Sail Class	22 - 30 Aug 2005	<i>See related article</i>	Smith Senior Center, Lake Townsend

#### **Regatta Wrap up**

Possibly the hottest race weekend of the year could describe the July regattas! Green fleet sailors turned out to serve on the race committee. Lead by Herb Bodman as PRO, Pam Cheek, Ken Warren, Alan Hawks were joined by Bill Snyder, Bill Byrd and George Johnson.

Ten boats were on the water including Bernie Smith on his Tornado with daughter Katie.

For some the July social was the draw as twenty-five gathered for hamburgers, hotdogs, black beans and rice and a special salsa prepared by Claudia Femenias.

#### **Club Directories Still Available!**

Many club members have not picked up their Club Directory. It is a wealth of information on club events, activities and for the racers, the club regatta's Sailing Instructions.

Contact Membership Chair Randy Crum and he will get you a copy!

#### **Scrub Races**

John Hemphill will host the scrub races on July 16. This event is open to all Club members who want to sharpen their sailing skills. We will setup a racecourse and run a couple of drills.

New sailors may appreciate that a safety boat is on the water. Sailing around marks is a great way to hone your skills and practice sailing!

### **Powerboat Seminar**

This seminar was well attended but if you could not make it, you missed a good one. Jere Woltz and Tom Clark held both classroom and on the water sessions. The first part of the class was spent reviewing and discussing items from the NC Wildlife Commission publication 'NC Boating Basics - A Guide to Responsible Boating'. You can probably pick one of these up at the lake warden's office. It covers a wide range of topics like safety, rules of navigation, fire extinguishers, legal requirements and maneuvering signals. Jere handed out a sheet that detailed basic information about the three LTYC boats - SCAT 1, SCAT2, and the Committee boat. This included info on the type of motor, oil/gas requirements and how to start and shutdown each motor and how to put the boats up.

They presented basic powerboat control maneuvers, like the pivot turn, how to leave and return from a dock and the correct way to hookup and tow another boat. In addition, they talked about some concepts like *Minimum Controllable Speed*. I found a Boating Skills website that has very clear explanations and some excellent animated graphics of some of this and more -

<http://www.uspowerboating.com/maneuvers.htm>.

The animations take you step-by-step through the sequence and have notes at each step to explain what to do. Jere also showed us how to use a GPS and speed/distance calculations to layout a better race course and one that is the appropriate length given the conditions and type of course.

After lunch break, we had sessions in the jetty on SCAT 1 and 2 to practice the pivot turn and leaving and returning to the dock. After that, we headed out to the lake and used the GPS to layout a course and put out buoys.

Thanks a lot to Jere and Tom for giving us some new skills.

Steve Raper

### **Sailing Classes are Popular!**

Sailing, let alone learning to sail, can be frustrating with light and variable winds and the threat of thunderstorms.

There is still space available in the July and August Learn to Sail classes. If you know someone who is interested in learning to sail, let us get them signed up! June 20-29, George Bageant will be the lead instructor assisted by Ray Barker. July 11-19, Steve Raper will be the lead instructor assisted by Wayne Jones and Gary Wulf. July 25 - August 2, Jeff Taylor assisted by Wayne Jones and Ray Barker.

### **Cruise Seminars**

The Cruise Seminar will not be held in July.

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### **SAILBOATS FOR SALE!**

#### **Mirage 5.5**

1984 Cabin Cruiser \$2,900. (Lots of Extras) Mirage 5.5 on Magictilt Trailer, (new wheels, hubs & bearings, w/ bearing buddies) 4 HP 2stroke Mercury Motor, with new spring assist Popup motor mount. \$500 discount to Lake Townsend Yacht Club members. Call Bill Snider at 336/349-6755.

#### **American 14.6 Sailboat**

Fiberglass construction with anodized spars, Harkin blocks, fiberglass-weighted centerboard, kick up rudder, and Dacron sails, and galvanized trailer with mast stanchion can seat four adults. \$1000.00 View it at

[www.sailingsource.com/americansail/default.htm](http://www.sailingsource.com/americansail/default.htm)

Call Randee Drake, 336 586-0181 or e-mail him at [kb4qqj@mindspring.com](mailto:kb4qqj@mindspring.com)

#### **16' Mistral & Trailer**

North Sails, Swing keel & rudder, Compass. Easy to Sail \$1,500.00 Call: Dave Varsik 336-712-9668

## Lake Townsend Yacht Club Help Lines

Commodore Rudy Cordon  
336-540-8848  
[Rudycordon@hotmail.com](mailto:Rudycordon@hotmail.com)

Races/Property:  
(Vice Commodore) Lewis Johnson  
336-656-4971 R  
[Ljohnson12@triad.rr.com](mailto:Ljohnson12@triad.rr.com)

Education:  
(Rear Commodore) Jeff Taylor  
336 674-3887 R  
[kindredsouls@pipeline.com](mailto:kindredsouls@pipeline.com)

Cruising: Keith Smoot  
336 996-6734 R  
[hunter-23@att.net](mailto:hunter-23@att.net)

Membership: Randy Crum  
336 375-6465  
[rbc@triad.rr.com](mailto:rbc@triad.rr.com)

Publicity/History:  
(Secretary) Pamela Cheek  
336 299-1948 R  
[pfcr4201@aol.com](mailto:pfcr4201@aol.com)

Social: Paul Leslie  
336 644-7207 R  
[lesliep@gborocollege.edu](mailto:lesliep@gborocollege.edu)

Finance:  
(Treasurer) John Hemphill  
336 632-0864 R  
[hemphillj@gborocollege.edu](mailto:hemphillj@gborocollege.edu)

Junior Sailing: David Duff  
336 282-7773 R  
[David.Duff@analog.com](mailto:David.Duff@analog.com)

Mayor's Cup Regatta: Jean Leslie  
336 644-7207 R  
[lesliej@leaders.ccl.org](mailto:lesliej@leaders.ccl.org)

Newsletter/Directory: Bill Grossie  
336 643-1730 R  
[wgrossie@infionline.net](mailto:wgrossie@infionline.net)

Nominating: George Bageant  
336 629-2750 R  
336 626-1966 B  
[gbageant@hotmail.com](mailto:gbageant@hotmail.com)

Webmaster: Steve Raper  
[Steve.raper@greensboro-nc.gov](mailto:Steve.raper@greensboro-nc.gov)

## SOUTH ATLANTIC YACHT RACING ASSOCIATION (SAYRA)

SAYRA Web Site: [www.sayra-sailing.org](http://www.sayra-sailing.org)

US Sailing WebSite: [www.ussailing.org](http://www.ussailing.org)

## Ten Days on a Jaguar

Past Commodore George Bageant offers a sailing adventure he had last year.

I had wanted to do a trip like this for years, but there were two things stopping me. I did not know how to sail and I did not have a boat! So two year's ago I bought the boat, joined the Lake Townsend Yacht Club and have been trying to learn how to sail ever since!

My friend Bill Byrd started talking back in January about doing a long cruise in North Carolina coastal waters this spring. The dates he had in mind were the first two weeks in May. Well when somebody starts talking about cruising, my ears perk up. I mentioned the fact that I might be able to be off work for those two weeks and got myself invited to go.

Bill has a Jaguar 21, which is an English boat that is well suited for coastal cruising as long as you keep two things in mind. You have to love sailing and you have to be very good friends (it gets a little close below deck). I am happy to say we qualified on both counts!

Bill keeps his boat on the trailer at Twin Lakes Resort at Washington, NC. We arrived there about noon and by 3:00 pm, we had the boat in the water with all the gear and food we needed for about week (we would be able to replenish along the way).

At 3:00 pm, we were motoring out of the yacht basin into Chocowinity Bay. The destination this evening would be twelve miles down the Pamlico River at the town dock in Bath, NC. The wind was coming out of the southeast (our direction) so we motored all the way.

When we got there some of Bill's friends were already at the dock on the "Muddy Rudder Too". We found out that Frank and Patti were out for the same length of time and would be sailing in the same direction. It would be nice to have company on the trip.

Bath only has one restaurant open so supper choices were limited. After a good walk to and from, we were back at the "Bluebyrd" going over charts and listening to the weather for the next day,

The weather forecast said clear with winds 10 to 15 Out of the southwest. This would be good for the next leg of our trip that was Ocracoke, NC. We left Bath at 8:00 am looking for the favorable winds that were not there. It was 10:30 am before the wind finally came up and we were able to raise the sails.

When we finally got into the Pamlico Sound, the wind was coming from the east at 15 to 20 and waves were two to three feet. Not what we wanted for 30 more miles to Ocracoke! We turned around, sailed into the Pungo River, and ducked into Slade Creek for the night. The Muddy Rudder was already there and as they had said on the radio: "this was a beautiful spot to spend a night on the hook."

After rising at daylight and eating breakfast, we pulled the anchor and were underway at 6:30 am. This was Wednesday and we still had not made it to Ocracoke.

The wind was coming out of the south so we motored back down the Pungo to the Pamlico and set our course to the southeast. We raised the sails and were making about 3 knots under light winds.

About 11:00 am, the wind started coming up and by 1:00 pm we had to take a reef in the main and put the storm jib up (still doing 4 to 5 knots).

At 3:00 pm, we have just entered "Bigfoot Slough" which is the deep water channel into Silver Lake Harbor at Ocracoke. At 5:00 pm we have a slip at the Anchorage Marina. After a 40 mile crossing I was ready for a couple beers, a shower, and a good supper!

This was my first trip across the sound in a small boat and I had wondered how it would be out there with no land in sight. It was wonderful! It was only for about a half an hour, but it was wonderful!

Ocracoke has many fine restaurants to choose from and our choice for the evening was the "Island Inn". It was up to its usual standards and the seafood platter was delicious to the last bite!

It was 10:00 am before we left for Hatteras on Thursday morning. It was going to be a shorter day, so we were in good shape time-wise. At 11:00 am, our bearing was 70 degrees N.E. at 4 knots and the wind was out of the southwest. We had a great crossing with the wind dying only right before we got there.

We were going through the Hatteras breakwater at 4:00 pm and found a slip at Hatteras Marina. We had the best seat in the house for what was to follow. The sport fishing boats were on their way in with the days catch. It was a parade of beautiful 30 to 40 foot boats. We were definitely the little fish in this pond!

Supper was at a local Hatteras restaurant and it was only average, but filling.

At 7:00 am the next morning, we motored out of Hatteras harbor. This was going to be a long day. There was a good breeze coming out of the south that kept us moving at about 4 knots.

Today we had to make a slight course adjustment to the N.E. to get around a bombing range area. Other than that, it was smooth sailing and we made it in to the "Old House" channel at about 2:30 pm. This channel is the approach to Manteo Harbor around the east side of Roanoke Island. If you are out of the channel, you will be dealing with 2 to 3 feet of water. We did not want to be there! So we kept a close eye on the channel markers and the depth gauge and had no problems.

The Manteo waterfront is a beautiful place to be and one of my favorites to visit. We had a slip in the marina and were squared away by 7:00 pm. The Muddy Rudder had gotten there earlier and was on the same dock with us.

It had been a long day and Bill was hungry, I was thirsty, and we were both in need of a shower!

We wound up at the "Green Dolphin" bar and grill for supper. This was not your average tourist eatery. The Green Dolphin is a working man's waterfront bar that serves great hamburgers. Bill's hamburger was so big that he opened it up and ate it like a "hamburger steak"!

After spending an hour enjoying our meal we headed back to the boat for a well-deserved night's sleep.

One drawback to traveling on a small sailboat is when you are at a marina your only mode of transportation is your feet! Instead of walking a mile and a half to a restaurant for breakfast, we walked half a block to a coffee shop. The coffee and pastry were good.

At 8:00 am, we left Manteo on a bearing of 286 degrees N.E. with the wind on our nose. We were motoring at 4.5 knots.

Once we picked up the channel markers for the Alligator River it was still a good five miles south to the NC Hwy 64 bridge. Our goal for the day was the Alligator River Marina, which is right beside the bridge on the west side of the river. We motored into the marina at about 2:00 pm. We topped off our fuel and secured a slip for "Blue Byrd" and we were set for the night.

Listening to the weather report that evening was not reassuring. They were calling for a front to come through bringing winds out of the north with winds at 15 to 20.

At 2:00 am, On Sunday morning the wind and the rain hit. When we got up at 6:30 am, the rain had stopped but the wind was blowing out of the northeast at 20 to 35 mph. This was creating 3 to 4 ft waves on the river and not a place we wanted to be in a 21 ft. boat!

Bill made the decision to stay put and we went to the marina restaurant for breakfast.

All day long, we watched to see what the weather was going to do. It got colder and the wind blew harder. We got on the radio, called the bridge tender, and were informed that the swing-bridge was closed. The wind was gusting up to 45 mph! Their limit was 40 mph. This meant no marine traffic was allowed through the bridge until the wind calmed down.

On Monday morning, the wind was just barely below 40 and the bridge was open. The 26 ft. sailboat Julia decided they had to leave with three on board. We did not think they were going to clear the breakwater out of the marina, but they finally made it all the way out to the swing bridge and through! They radioed back later and told us they were safe but advised that no one else try it. We did not!

Later that morning another 26 ft. boat with just a man and his wife on board tried to leave. They were almost blown into the bridge before they managed to turn around and barely make it back to the marina! It is just not worth the loss of your life trying to keep a schedule.

We finally were able to leave on Tuesday morning. The wind was 10 to 15 out of the N.E. and we left the marina about 6:15 am. We motored out to the swing section of the bridge and they opened up and let us right through.

We poled out the jib and were flying the spinnaker and by 10:30 am we were 14 miles down the Alligator River and into the canal.

At 12:00 noon, the wind quit so we dropped the sails and cranked the motor with only 13 miles to go until we hit the Pungo River.

By 4:00 pm, we were well into the Pungo and almost to Belhaven. We stopped at the Dowry Creek Marina to top off the fuel and use their facilities. It had been a long day already and it was time for a good break!

So far, it had been a trouble free trip for the boat and the motor so "Mr. Murphy" decided he would pay us a visit! As we got under way, again the motor started missing. We managed to sail the rest of the way into Belhaven where we dropped the anchor.

After checking the motor over Bill found that it had fouled a sparkplug. Not a major crisis, but replacing it took a while. It was getting late so we decided to stay the night on the hook right where we were.

We left Belhaven on Wednesday morning about 8:00 am and after motoring most of the way, we made it to the Bath dock at 2:00 pm.

We ate lunch in Bath and were on our way again shortly (motoring). Have you ever noticed when time is getting short and you are on your way home that you always seem to be motoring? The wind never seems to co-operate on the return trip!

After a very long day, we were back at Twin Lakes in Washington at 5:30 pm. We were safe and sound and glad to be there. Now it was time for showers, food and relaxation!

After a good night's sleep and a hearty breakfast, we were ready to haul the boat out and head for home. It had been a great trip but it was time to go home and see familiar faces other than our own and start planning for the next adventure.

### **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 John Hemphill, Treasurer or Bill Grossie, Newsletter Committee (See the Help Lines box located in this newsletter).

#### Available To Crew

<b>Name</b>	<b>Home Phone</b>	<b>Work Phone</b>	<b>E-mail</b>
Bill Byrd	336-635-1926	N/A	
Chip Cromartie	336-601-0464	336-274-3559	<a href="mailto:cromartie@triad.rr.com">cromartie@triad.rr.com</a>
Lewis Johnson	336-656-4971	336-334-3448	<a href="mailto:ljohnson12@triad.rr.com">ljohnson12@triad.rr.com</a>
Paul/Jean Leslie	336-668-2874	336-272-7102 x276	<a href="mailto:lesliep@qborocollege.edu">lesliep@qborocollege.edu</a>
Cynthia & Sam Reichelson	336-540-1279	336-273-2511	<a href="mailto:reichelson@cs.com">reichelson@cs.com</a>
Deborah Stephenson	336-272-4517	336-279-3966	<a href="mailto:Addyhouse@aol.com">Addyhouse@aol.com</a>
Pamela Reynolds	336-299-1948	336-832-7484	<a href="mailto:pfcr4201@aol.com">pfcr4201@aol.com</a>
Jeff Taylor	336-674-3887	336-9544364	<a href="mailto:kindredsouls@pipeline.com">kindredsouls@pipeline.com</a>
Gary Wulf	336-674-2498	336-373-8361	<a href="mailto:gkwulf@hahoo.com">gkwulf@hahoo.com</a>

SATURDAY SUMMER RACE SERIES

July 2005

Skipper	Boat	Race 1	Race 2	Cumulative
<b>Flying Scots</b>				
Gunn, S	FS 1104	-	-	21
Moates, B	FS 1939	6	5	20
Hemphill, J	FS 4043	5	6	19
Young, D	FS 2252	3	3	18
Russell, J	FS 2300	4	4	18
<b>Isotopes</b>				
Wolf, A	ISO 007	6	5	25
Rasmussen, E	ISO 42	5	6	23
Duff, D	ISO 2450	4	2	20
Rasmussen, J	ISO 1027	2	4	20
Moore, G	ISO 1776	-	-	6

**Green Fleet**

Gates, R	MC 982	-	-	12
Bodman, H	TNZ 1146	3*	3*	18
Warren, K	LI 14932	3*	3*	17
Macklin, B	TNZ	-	-	9
Johnson, L	O Day 19	-	-	8
Grossie, W	BUCC 2803	-	-	6
Bageant, G	TNZ	-	-	6
Clark, T	Force5 2947	-	-	6
Borland, E	Force5	-	-	6
Fragakis, J	LS 166847	-	-	5
Hawkes, A	LI 14641	3*	3*	6

**White Fleet**

Byrd, B	Newport 16	-	-	6
Snider, B	Kite 774	3*	3*	6
Cordon, R	Capri 14	3	-	3

**Multi-Hulls**

Smith, B	Tornado	3	3	6
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\* Points earned from Race Committee duty

SUNDAY SUMMER RACE SERIES  
 July 2005

Skipper	Boat	Race 1	Race 2	Cumulative
<b>Green Fleet</b>				
Young, D	FS 2252	4	4	22
Hemphill, J	FS 4043	5	6	21
Bodman, H	TNZ 1146	3*	3*	18
Warren, K	LI 14932	3*	3*	16
Russell, J	FS 2300	2	2	12
Gunn, S	FS 1104	-	-	12
Moates, B	FS 1939	6	5	11
Fragakis, J	LS 166847	-	-	8
Johnson, L	O Day 19	-	-	8
Grossie, B	BUCC 2803	-	-	6
Clark, T	Force5 2947	-	-	6
<b>Isotopes</b>				
Rasmussen, E	TNZ 232	5	5	24
Rasmussen, J	ISO 1027	4	4	20
Duff, D	ISO 2450	3	3	12
Howell, G	ISO 92	6	6	12
Moore, G	ISO 1776	-	-	6
Wolf, A	ISO 007	-	-	6

**Multi-Hulls**

Smith, B	Tornado	3	3	6
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