

Lake Townsend Yacht Club

Tell Tales

AUGUST/SEPTEMBER, 2020



Photo By Gail Walters



A Note From the Commodore

Ahoy Sailors!

This August, LTYC held its first Learn to Race class. We met on Thursday and Friday nights outside with social distancing, to discuss many aspects of intermediate sailing and racing. Then on Saturday, the class participants crewed for experienced skippers in the club race. On Sunday, class participants took the helm to try their hand at practice races with experienced skippers as crew. Jim Heffernan led the Learn to Race class with Phil Leonard and me, AnnMarie Covington assisting. The first race on Saturday was cut short when a thunderstorm threatened the area. Race Committee sent all boats to shore in ample time for safety. The Wayfarers were the only class to complete the race.

Many thanks to the skippers who taught on the water on Saturday and Sunday! The class was well received and will continue in an informal manner at future Sailing Savvy Sunday events. Future Learn to Race classes will be held, probably in the spring. Watch club emails for details.

Please consider joining LTYC for the Great Pumpkin race day, Saturday October 12 and Sailing Savvy Sunday on October 13.

See you on the water!

AnnMarie

LTYC Commodore

UPCOMING EVENTS

Please check the [LTYC Calendar](#) on the website for updated rescheduling/cancellations and generally altered City Lake behaviors due to COVID-19.

Cur-

rent Schedule of Events

Friday-Sunday Sept 25-27	Mayor's Cup	Lake Townsend
Thursday October 1	LTYC Board Meeting	Virtual
October 4	J.B. Regatta	Smith Mountain Lake
Saturday, October 10	Great Pumpkin Race	Lake Townsend
Sunday, October 11	Sailing Savvy	Lake Townsend
Sunday, October 11	Indian Summer Regatta	Lake Waccamaw

Do you miss racing? Do you want learn about racing rules, tactics, and strategy? Do you like sharing your knowledge? If so, come join LTYC's "Tuesday Sail-Talk" discussions, held via Zoom on Tuesday evenings at 7:00pm eastern time. Each session addresses a particular aspect of sailing and sailboat racing. Group discussion is encouraged. Sessions typically last about an hour and include some social chit-chat.

Everybody is welcome to attend (whether you are a LTYC member or not), but you will need a Zoom meeting link and password. Contact [Joleen Rasmussen](#) for the meeting credentials. If you have any topic suggestions or questions you'd like to see covered in a future session, contact [Eric Rasmussen](#). Both e-mails are on the board of directors page 25.

MAYOR'S CUP 2020

Due to COVID-19 this years Mayor's Cup , as you might expect will have drastically different Sailing Instructions and procedures. The Slate for entries is full. Please refer to the LTYC website homepage and scroll down to the Mayor's Cup, for specific procedures, competitors and sailing instructions. The homepage link is below.

<http://www.laketownsendyachtclub.com/home/HomePort.asp>

The Lake Townsend Yacht Club board of directors is pleased to announce that Dale Strickland has agreed to be treasurer of our club.

SAVE THE DATE Our club's annual meeting is scheduled to be held via Zoom on Nov. 12. More details will be announced soon via our LTYC website and this newsletter.

Lake Policies

A reminder of Lake Policies:

One aspect of our agreement with the city is that we must adhere to the “one point of contact”. Our one point of contact is JC Aller. Any questions, concerns, or comments concerning Lake Townsend policy or LTYC procedures both during club activities as well as when sailing at the lake on your own, must be discussed directly with JC or with a club officer who will speak to JC, if necessary. When paying launch fees or checking in with a season pass, do not mention anything about club or lake activities. Do not at any time engage in any conversation with any of the lake staff. Also, if on a club motorboat, do not speak to, or give advice to any patrons on the lake who are not club members. The club boat members will be perceived as impersonating lake staff, which is not allowed.

Whenever a club boat is used, whether a club event or on your own, the scratch sheet must be filled out to reserve the boat. If you are a first time user, the usage policy agreement form must be filled out. The link to this form is at the top of the club boat usage sign up sheet. Also, VERY important: Every time a boat is launched, (except during a sanctioned club event) the sailor must check in at the office. This includes boats that are stored mast up at the lake, even though paid storage boats do not pay a fee. Everyone sailing on their own, even if many LTYC sailors are sailing the same day, must check in at the office and pay the launch fee. In order to maintain the great relationship between the P&R Department and LTYC, we must follow their rules.

LYYC member Cathy Leonard raced in the Labor Day Regatta at Lake Norman. LTYC was well represented. Below is a summary article by Cathy followed with photos.

My thoughts on the Labor Day Regatta:

The first day of the Labor Day Regatta at Lake Norman had a hint of Fall in the air. Around midnight Friday night the wind picked up and the temperatures dropped to pleasant camping conditions. We all pitched tents near the lake and the sounds of waves lapped the shore.

In Saturdays races the conditions were challenging. The combination of wind out of the north, (up to 19 mph), and abundance of motor boats created lots of choppy waves. As crew I was splashed from head to toe. The warm Lake water(82.4) felt really good since I was wet and cold. We went to five races. To our dismay, that night, when we checked the website we discovered some scores were missing. Our group met and pieced together the information. Such a great group to come together and work it out easily.

Franz vanZeeland and Marie-Lynn Lavoie had almost finished the first race in Carolina Dutch when the bridle was lost. They returned to racing Sunday after attaching the bridle to the eyes on the back of the boat.

In the second race on Saturday Ali Kishbaugh in Island Girl, suddenly found her jib flapping in the wind detached from the boat at the bow. A soft shackle at the tack of the sail failed. Ali was prepared. On board she had tools and a spare shackle. Her crew Mike Sigmond was able to reconnect the jib while sailing and they finished the race. Mike commented that in addition to having spare tools and shackles on board, they should have done an inspection before the race. In the words of Benjamin Franklin, "By failing to prepare you are preparing to fail."

Jim Cook and his daughter Nora placed first in all but one race. Nora is proving herself to be quite good at flying a Spinnaker. Jim has years of sailing experience and seems to always know where the wind is best. Their talent, combined with their newly acquired Mark 4, Black Skimmer, proved to be unbeatable.

To give everyone an idea of the challenging as well as exciting conditions, I would like to share this from the PRO about the wind conditions:

On behalf of the Lake Norman Yacht Club (LNYC), I want to thank the Wayfarer sailors for traveling and participating in the 2020 LNYC Labor Day Regatta! It seems that along with the pent-up enthusiasm that Wayfarer and other class sailors had, this energy was also shared by the weather on Saturday! Average wind speed throughout the races held on Saturday was 15 mph with gusts to 19 mph and lulls down to 12 mph! Most of the Wayfarers held up very well in these challenging conditions. Prior to the first start, RC rescued one Wayfarer...a relatively new boat owner who was trying to single hand! Later in the racing, RC rescued a second Wayfarer who lost their traveler. LNYC also had some guest Jet 14 sailors for the regatta. After the second race, as a class the Jet 14's decided to retire for the day...a wise decision on their part, given the wind conditions! After the 4th race of the day on Saturday, the U20 class begged for no more races that day. Although the boats are built for those wind conditions, the same cannot be said for several of the crew as they were physically taxed. Sunday was a different story. Winds started out at 6 mph with gusts to 8 mph. The breeze then settled down to 3 mph with gusts to 5mph. RC was able to get 2 races in on Sunday. By the end of the 2nd race, the breeze was 1 mph with gusts to 3 mph. Like many of the competitors, I wish we could have averaged the wind between Saturday and Sunday!

Regards,

Dean Nelson
2020 LNYC Labor Day Regatta PRO

Continued from page 5



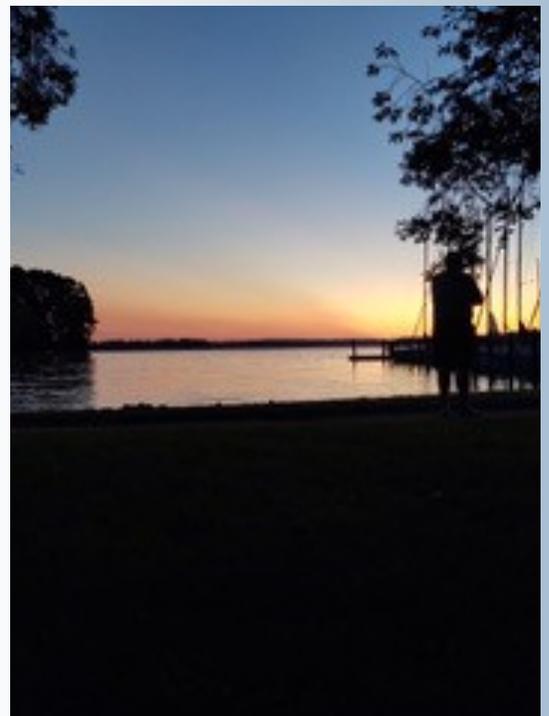
Linda in one of her finer moments. That smile never fails to warm one's heart!



Marie-Lyne and Annette relax after an intense day of sailing on Lake Norman



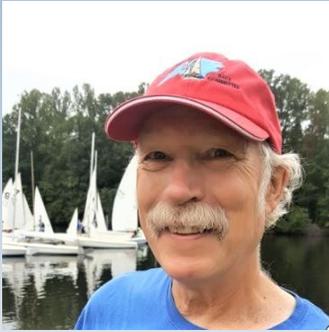
Left: Jeanne prepares what looks like a pretty good meal.



Phil and Franz by lake Norman soak in the sunset.



Wayfayer encampment at Lake Norman.



Bits and Pieces from a Cluttered Workshop by Scott Bogue

1. If you are thinking of replacing your docklines, sheets, or outhauls, try multifilament polypropylene. It's often called "derby rope." It's easy on the hands, very flexible, inexpensive for boat line, and it floats, which makes it great for when you're guiding your boat to the trailer. Can be had in lots of colors and sizes. I don't recommend it for halyards or winch lines.
2. Is storing rolled up sails a problem? If you have space, buy two concrete form tubes ("Sonoco" is a common brand), one 8" x 12' and the other 10" x 12'. Contractors' supply places have them. PVC drain pipe is even better, but it's expensive in the larger sizes.
3. Put a strap eye in the center of the foredeck, about halfway between the bow and the mast. Tie a piece of thin line to it, with a loop in one end of the line. It's handy when it's windy and you don't want your dropped jib to blow off the deck; just pass the line around the jib and through the loop, pull to tighten a bit, then throw a single half-hitch into the line.
4. To neatly cut synthetic rope and to keep it from fraying, take an old knife (it does not have to be sharp) and wrap the handle with tape as an insulator. Heat the knife with a torch (but not to red heat; it is not needed) and press the knife against the rope. After the cut is done, re-heat the knife and smooth and round the melted end to ensure that the end will not fray and to make rope handling easier.
5. Rope, even the new high strength stuff, is severely weakened when it is forced to bend sharply. For example, a 1/4" diameter rope that is bent around a 1/4" bar will lose about 50% of its strength. It doesn't require a sharp edge to make a highly loaded rope fail (for example, bow fittings and shroud adjusters are not sharp, but they will cause a destructive bend in the rope).
6. If you are working on a wood or fiberglass boat and have to deal with gaps, cracks, or holes, there are two products you should know about: thixotropic epoxy and epoxy putty (a good one is Nu-Metal; Marine-Tex is another but is more expensive). Thixotropic epoxy is about the consistency of toothpaste, but once you finish spreading it, unlike regular epoxy resin it will not flow by itself but will stay put.

Scott

Continued from page 4

CHESAPEAKE REQUIEM

A YEAR WITH THE
WATERMEN OF
VANISHING
TANGIER ISLAND

EARL SWIFT

Dawn-Michelle



The Sailor's Bookshelf

By Dawn-Michelle Oliver

Chesapeake Requiem: A Year with the Watermen of Vanishing Tangier Island, by Earl Swift is recommended by Ken Butler, who says: "It deals with life on Tangier Island, a deeply religious and deeply conservative community. The island is quickly eroding away, and the population is decreasing. The book offers a view of the life of local watermen, and their daily life on and off the water. A good read for those that have been to Tangier or plan to visit."

Published in 2018, *Chesapeake Requiem* won widespread praise as one of the best books of that year. It's available in hardback, paperback, ebook, and audio. If you have an interest in digital books, contact your public library, especially if you live in NC. With your library card, you have free access to a huge collection of fiction and non-fiction through Overdrive and its Libby app (a tip from Ken too!). This book is available in Overdrive as an ebook, and can be read on your Kindle, or other device.

From Kirkus Reviews: Journalist Swift (*Auto Biography: A Classic Car, An Outlaw Motorhead, and 57 Years of the American Dream*, 2014) spent more than a year on Tangier Island, among crab fishermen and their families, in 2000 and again in late fall 2015. In a graceful melding of history, nature writing, and perceptive cultural commentary, the author offers an affectionate portrait of the island and its "God-fearing, self-reliant," close-knit residents--now numbering under 500. Although Tangier currently faces new social problems--drugs, alcohol (on an island defiantly dry), and loss of young people to the mainland--the island "is more Norman Rockwell than real American town, with morals intact, air fresh, and entertainments wholesome." When Swift returned to the island in 2015 from his home in Virginia, he was particularly concerned with how Tangier was dealing with climate change that threatens to raise sea levels. Already, the island has shrunk from 2,163 acres, as documented in 1850, to 789. The U.S. Army Corps of Engineers predicted that about a third of remaining acreage would vanish within the next 50 years without major intervention. Residents, however, ascribe topographical changes "solely to wind-driven waves, not climate change," refusing to believe that accelerating winds were "a symptom of a global phenomenon." Still, they feared for their future as crab fishermen. With hundreds of millions of crabs swimming by the island each year, Tangier supplies restaurants all along the east coast; New York, for example, pays handsomely for soft-shell crabs. Swift's profiles of individuals are sharply drawn and empathetic, and he captures their frustration with government bureaucracy as they hope for federal financing of a sea wall. It will take a miracle, writes the author, for the Army Corps of Engineers and Congress to act "before a storm muscles up the bay and renders the whole thing moot." A well-rendered narrative about how one specific island's fate stands as a warning for all coastal regions. (June 1, 2018)

NOTE: Sailing-related book reviews or recommendations are welcome from anyone. Send your review, or simply recommend a title and I'll find a published review.

OUT OF THE CLASSROOM

By Joleen Rasmussen

While COVID-19 has made it difficult to offer sailing opportunities to new sailors, with the support of our volunteer club members, LTYC has continued to offer sailing classes and share our love of sailing with others. We did have to change how we did things. We went to zoom sessions rather than any class room time. We offered more one-on-one instruction. Max class size was 6 students. We put couples together on a sloop boat by day 3 or 4 on the water. We changed our class start times to start earlier to allow for end of day disinfecting. Starting earlier, it was very noticeable that we have wind at 3pm and didn't have wind a 6pm. All those years of bummm'in as the winds were gone just as we headed out on the water and it never occurred to me that we could simply start classes earlier. We moved days around to meet work schedules. Most people can't leave work early, so we did more weekend classes. We even did a Sunday afternoon class that ran for 4 Sundays. We ended up moving this past Sunday's class to Saturday. We had 10 knots of wind, used a City Capri 14, a Club Scot, and rotated students from the Capri to the Scot as they arrived for their individual time slot. First student arrives at 10, the next couple arrives at 12:30, and the last student arrives at 3. This COVID-19 era has helped us think outside the box with sailing lessons. We have had to come up with new and practical ways to offer lessons. Now we are able to offering a extended season of sailing lessons. There is a real possibility, weather permitting, we will offer lessons year round. Stay tuned.

This past Sunday, Sept. 20th we had our first ever UNCG Outdoor Adventure Trips First Sail. UNCG Outdoor Adventures promotes healthy, active lifestyles through outdoor recreation activities for the UNC Greensboro community. The program aspires to enhance participants' environmental awareness and technical outdoor skills while fostering a sense of community and encouraging positive relationships. We had six students and two staff members join us sailing the Lightning and two Flying Scots in 10+ knots of wind. We sailed with the jib down and boat flat as my past high wind skippering experiences often ended with a capsized. That wasn't how I wanted students Sarah & Selina to remember their day with me! In the afternoon, we got a 4th person assist, raised the jib and had the ladies at the helm, one for the downwind leg and the other for the upwind/marina return leg. Thank you David DiMiranda, Otto Afanador, Hudson Barker, and Dale Strickland for your help this weekend. 11 new sailors had a blast in 10+ knot winds at Lake Townsend this weekend.

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UNCG OUTDOOR ADVENTURE TRIPS FIRST SAIL

UNCG Students enjoy a gorgeous day of sailing



Below: There is always time to pose for a photo opportunity. UNCG students are well in control of their boat.



UNCG Students were kept busy with winds up to 10 knots on Lake Townsend!



LYYC Online Knot Board

Do you need to brush up on your knots? Are you having difficulty remembering how to tie the loops, bends, hitches, and stoppers needed to rig your boat? Would you like to learn a new knot (or a new way of tying an old one)?

Based on what I saw walking down the dock before racing last Saturday, I would have to say that many members need a refresher at least on how to tie a Cleat Hitch.

Well, now there's an online "Knot Board" on the LTYC website where you can look at pictures of various useful and decorative nautical knots, read descriptions, and even watch videos on how to tie them. The basic knots that every sailor should know (Bowline, Figure-8, Cleat Hitch, etc.) are there, along with some others you might not already be familiar with. Check it out at <http://laketownsendyachtclub.com/other/KnotBoard.asp>.

This is an ongoing project, so feel free to stop by periodically to see what's new. If you have questions, or comments, or have a knot you think should be added, please contact webmaster@laketownsendyachtclub.com.

Eric Rasmussen.



HIGH SCHOOL SAILING

New Boats for the Sailing Team!

Thanks to the generosity of Fishing Bay Yacht Club and the Lake Townsend Yacht Club Board of Directors, we now have two new C420s for our growing sailing team! On August 22, Fishing Bay Yacht Club's Junior Division, of Deltaville, Virginia, donated the two C420s to our club in order to foster and grow junior sailing. Coaches George Bageant and Mark Hayes, along with members Logan Hayes and Jack McArthur, travelled to Virginia to take delivery of the boats and their dollies. This season the team has 14 high school sailors, with at least three additional teens waitlisted. Thank you FBYC and LTYC for supporting High School and Junior Sailing!

The two new C420s are available for club member use; and are easy to hand launch due to their dollies.



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Labor Day Weekend Travels!

Members of the LTYC Sailing Team travelled far for adventures this Labor Day Weekend!

Ben and Preston Huitt cruised to Cape Lookout and circumnavigated Shackleford Banks on their family's Catalina 25 with their Dad, Parker, and some friends. Some of the crew camped on shore, while Ben and Parker slept aboard. The weather was sunny and breezy. Parker reported it was an incredible experience! The Huitt's cruise their Catalina 25 extensively on inland lakes and coastal North Carolina, and have visited Cape Lookout in the past. This was their first complete circumnavigation of Shackleford Banks, sailing offshore from Beaufort Inlet to Cape Lookout Bight, then returning to Beaufort through Back Sound. Shackleford Banks is the most southern island of the Outer Banks, is uninhabited and has wild ponies!

Logan Hayes crewed on a family friend's J-92, *Sting* (30' with 6.5' draft!), on the Chesapeake Bay at Fishing Bay Yacht Club's Stingray Point Regatta. The first day saw wind gusts to 30 knots and 3' waves on a round the buoy race course! Sadly, there was a collision on the start line (not involving the J-92) of the first race between a C&C 110 and a Farr 37, doing severe damage. Only expert seamanship kept both boats from sinking. The second day of the regatta brought much kinder winds, and Logan's boat finished 4th in class in the offshore distance race. On both days Logan trimmed the jib and his brother, Luke, trimmed the main. Both Logan and Luke had crewed on *Sting* earlier in the summer on a night .



Ben, Preston and crew docked in Beaufort, N.C.



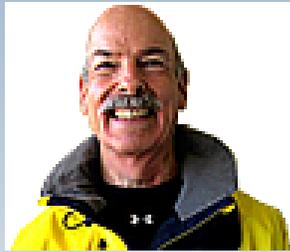
A wild start at Fishing Bay Yacht Club's annual Stingray Point Regatta



Left: Stingray Point Regatta

Right: Logan trimming the jib and Luke trimming the main in gusts to 30 knots





Captain John,
Www.skippertips.com
Captainjohnskippertips.com

Author John Vigor came up with a super useful table to show how to estimate your distance off by eye. Did you know that if you sit in the cockpit and the distance from the water surface to your eye measures 5 feet, the horizon that you see will be just 2.5 miles away?



That's because of the curvature of the earth. Of course, other factors increase or decrease the distance you can see an object on the horizon.

If it's hazy or foggy, you may need radar or some other range finder instrument to help determine distance. But for now, let's look at a clear day and take it from there. Here's how far you can expect to see certain objects from your boat:

- Light colored sandy beach: 4 miles
- Individual windows in a house or building: 2 miles.
- Large navigation buoy: 2 miles.
- Small navigation buoy: 1 mile.
- Shape and color of a small navigation buoy: 1 mile.
- Person (shows as a black dot): 1 mile.
- Faces (some detail): 250 to 300 yards.

** table based on a 5' height of eye above sea level.*

BONUS CAPTAIN JOHN'S SKIPPER TIP

Few sailing innovations have the benefits of fast, easy and super low maintenance all rolled into one package. Here's one of the simplest, most ingenious sailing devices ever created to help you trim your mainsail without having to go forward to the halyard...

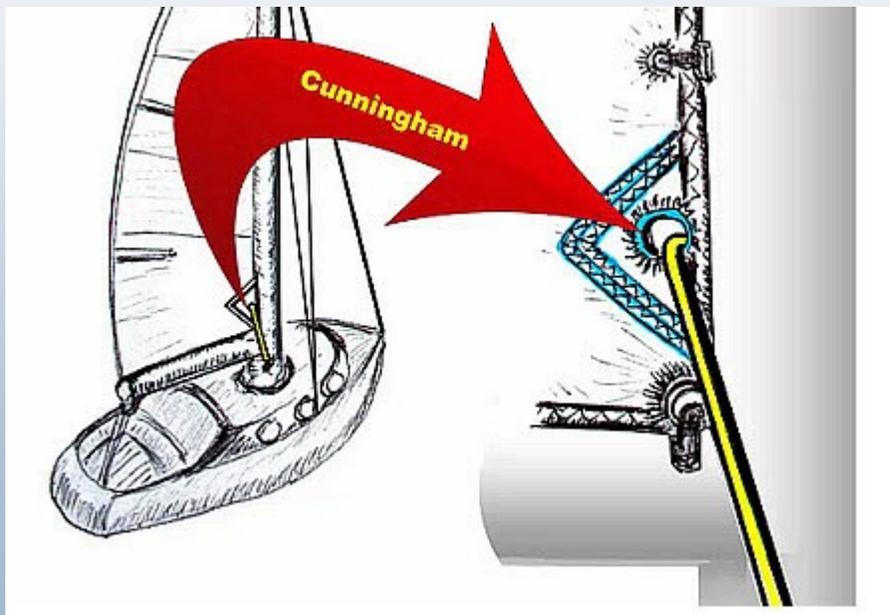
Imagine the breeze has picked up and mainsail draft has crept aft. Weather helm has increased and your boat heels like a drunken sailor. It's past time to [balance your boat](#). First step will be to check the draft and move it forward to the 45% to 50% position.

You can do this with a halyard, and things will work just fine. You cast off the halyard, wrap three turns around the halyard winch, grind on the winch. Watch the draft as you grind. Then belay the halyard to the cleat, coil the tail, remove and stow the winch handle. Lots of steps!

Want to save tons of time? You can make the same exact adjustments in a fraction of the time with a Cunningham. The Cunningham comes from the racing world and I know of no other innovation as simple as this one. Not a lot to go wrong when a sailing device requires just a few simple parts to work.

The Cunningham consists of a sewn or pressed ring (large grommet about 1" or so in diameter) installed a few inches above the mainsail tack. Thread a light line from a fixed point on the base of the mast (i.e. pad eye or strong eye strap) around to a cleat near the mast base on the opposite side of the mast.

Now let's see what it takes to move that draft forward as described earlier. Cast off the Cunningham line from the cleat and haul down. When the draft looks right, cleat off the Cunningham line. How many steps did that take? Sweet indeed.



LET'S GO RACING SEMINAR

COVID-19 EDITION AND THE FIRST LETS GO RACING SEMINAR EVER FOR LTYC TOOK PLACE OUTSIDE IN KEN BUTLER'S CARPORT. RACING ON SATURDAY WAS RAINED OUT WITH PRATICE RACES ON SUNDAY.



PHOTOS FROM AROUND THE LAKE



The Buccaneer has a reputation for being a very tippy boat, until you get a skipper who can control it, saddled it, and behave. Jeanne Allemby is just horsing around the lake. Nice to see a little light-hearted humor every now and then.



Say what? Bird is in his element.
Great teacher! Now what about that feather?

2020 LTYC Calendar

Blue= Racing Sat/Sailing Savvy Sun
 Peach=Social Sailing 4th Sat
 Classes: Green=Adult; Pink=Junior

Gray=Meeting/Seminar/Other; Black=Lake Closed Rev 20200307
 Board Meeting 1st Thurs each month
 Yellow=Holiday, Grid Pink-High School Sailing

January

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		

19 Change of Watch Dinner Social
 24-26 SAYRA Annual Meeting

February

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	

22 Racing Rules Seminar

March

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

7 HS Practice Starts
 21 Work Day (Alt 29)
 28 Race Management Seminar

April

M	T	W	T	F	S	S
			1	2	3	4
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 NC A&T Science Maker Fair
 4 Piedmont Interclub (LTYC)
 18 Work Day (Alt 26)
 25 Let's Go Sailing w/STEM

May

M	T	W	T	F	S	S
					1	2
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, 17 Instructor Orientation
 3 Powerboat Training
 16 LTYC/RTP Interclub
 21-24 Learn to Race *New*
 23-HSST w/club racing

June

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					

5-7 Mayor's Cup
 26-28 Governor's Cup (Kerr)

July

M	T	W	T	F	S	S
			1	2	3	4
6	7	8	9	10	11	12
13	14	15	16	17	18	19
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27	28	29	30	31		

August

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24	25	26	27	28	29	30

September

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21	22	23	24	25	26	27
28	29	30				

October

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

23-25 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

14 Interclub (OHC)
 12 Annual Meeting

December

M	T	W	T	F	S	S
					1	2
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			

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

Share the Dock

Launching space is limited. Be efficient launching or retrieving your boat. Be courteous to others launching or retrieving their boats. Offer to help if they don't have a dock hand helping them. Move your boat to the outside docks if you are leaving the boat in the water for a bit. Neaten up your dock lines so that they are not such a trip hazard.

Permission First

Ask permission before stepping on, or moving, someone else's sailboat. If the sailboat owner is not around and you need to move their sailboat, ask others to help, and take extra care in moving their sailboat. If you have room to move down the dock, move down the dock. Don't wait 'til you are asked to do so. Never step onto a motorboat or move one. Wait, go elsewhere, or ask the park staff for assistance.

Ask a Board Member

Have a question or concern about the club, club policy, or city policy as it relates to being a club member? Ask a board member or fellow club member. Though P&R works with the board directly on all our policies and programs, they are very removed from the details.

Need to report a problem? LTYC has online reporting forms for non-urgent issues. These reported issues are reviewed by various committee chairs. The board then reports as one voice to the park staff so that we deliver a consistent message. If an issue is urgent, report the issue to a board member if available, else directly to the park staff.

Event Registration - Do It Online or Upon Arrival

Launching Outside of Club Event?

Check In at the Office Upon Arrival - Everyone

Trailer Boat - Annual Pass or Pay Daily Fee

Help Keep Our Park Beautiful & Trash Free

Share the Dock Space - It's Limited

Ask first before moving someone's sailboat or stepping onto a sailboat

Park staff will assist with motorboats

Question about Club policy, activity? Ask a board member, not the park staff.

City policy? You may still want to first ask a board member, unless it is urgent.

LAKE TOWNSEND PARK

“SAILORS’ RULES”

Event Registration

Event Registration is an important safety requirement before we head out onto the water. We’ve set up online preregistration. We have a hardcopies that we update during our on-shore registrations.

Sign up on the Scratch sheet online or when you first arrive at the lake. Our Race Committee use this registration information to keep track of boats on the water. Our scorers use this registration information to make sure all the boats are scored. The Park Staff use this information in the event of an emergency.

The Event Chair turns names into the park office before leaving shore. Please help the Chair by signing up online, or when you first arrive at the lake. Yes, our volunteers will track you down, but that is time not spent getting the RC boat ready. Yes, we can update the records after the meeting, but then that delays dock departures.

Launch Check-in

Except at club events, all sailors are required to check in with the Lake Townsend staff prior to launching boats. Whether you have a boat in dry dock, are trailering a boat in, or are launching a club boat, check in at the office when you arrive at the lake. Our current behavior: We have a boat stored stick-up in dry dock or are launching a club boat. We drive in, drive to the boat, hook up the trailer, prep the boat, drive to the ramp, launch the boat, tie up at the dock, park the trailer and then check in. All this time, park staff is required to keep an eye on us to be sure we check in before we head out. **We need to check in first!** Let’s show them that sailors can be as well behaved as fishermen.

Trailering a boat in? We need to do the same thing. Check in when we park, not after the boat is tied up to the dock.

For our safety, the park staff is responsible for knowing who is out on the water.

Pay to Launch

Except at club events, only boats stored in paid dry dock spots can launch without paying a launch fee. All others require an annual pass or a daily launch fee.

Keep our Parks Beautiful

This is our lake, our park. Let’s leave it better than we found it. If you see trash on the ground, please pick it up. If you see something out of place, let the office know.

CLASSIFIEDS

YOUR AD WILL RUN 3 MONTHS.

IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.

SEND YOUR CLASSIFIED TO :

newsletter@Laketownsendyachtclub.com

1973 Abbott MK1 Wayfarer #6066 "Fanfare"

(all work and upgrades done between 2018 and 2020)

Trailer renovation: Wayfarer class stalwart "Uncle Al" Schonborn, in his book "kiss Your Dingy", writes that Pamco trailers are his favorite because they provide a gentle ride to protect the boat from road bumps. After disassembling Fanfare's Pamco tilting tailer, grinding the frame pieces to bare metal, then applying 3 coats Rustoleum bare metal primer and two coats Rustoleum enamel paint, I reassembled it with new stronger hardware,, recarpeted the bunks , added a new winch, and a new heavier safety chain. Fanfare ramp-launches and recovers quickly and easily on this renovated trailer and everything works as it should.

The boat: Abbott Boats is considered one of the best 20th century builders of fiberglass Wayfarers. This is a strong light boat. I have the original measurement certificate for review. The boat was acquired from the original owner's family.

Fins: Custom made centerboard and rudder by Richard Johnson and Michelle Parrish.

Standard rigging : Proctor mast, new shrouds and shroud adjusters, new MK4 adjustable spreaders, dyneema forestay and MK4 Selden boom.

All running rigging upgraded: Tapered Marlow excel 3/16 lime green spin sheets, Samson Amsteel AS-78 main red halyard, FSE Robline 3/16 red/black spin halyard, 1/4" white mainsheet, FSE Robline 3/16 gray topping lift. MK4 dyneema cascade doubled ended vang. Harken jib halyard cascade 14:1, MK4 Harken barber hauler kit, Harken roller furler, MK4 style self-tacking adjustable bridle (not double ended), Harken centerline mainsheet relocated forward, like MK4 and new cam cleats

Sails: 2004 North main, Genoa (dyneema luff rope), spinnaker and older Hans Fogh sails. Newer Hartley sails available.

Floorboards: New one-piece custom made Coosa floorboards with Kiwi Grip non-skid.

Misc. Hdans Goetchling spinnaker bags Goetchling boom tent for cruising/camping.

N.C. titles for both boat and trailer.

\$5000.00

Please contact Pete Thorn: by phone 1-919-619-6544 by e-mail : peter@peterthornbuilders.com

FLYING SCOT FOR SALE

Hull number 1897 built in 1971 by Douglass. It comes with 2 mains, 2 jibs, a spinnaker and spinnaker pole. Hull is sound and the spars are straight. It also comes with a Mast Helper which makes it easier to raise and lower the mast and possible for one person to do it alone. The galvanized trailer is also included.

It is located at Oak Hollow Lake north marina. Asking \$2,000 obo.

Anyone interested can contact by email dshuee@ymail.com ,

Or by phone or text 336 517-6317.

Dan Shuee

9/2020



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

Please follow our High School Racing Team on Instagram at [ltycsailingteam](https://www.instagram.com/ltycsailingteam), and of course, on facebook at www.facebook.com/laketownendyachtclub/

Next newsletter deadline: October 5, 2020

◆ Lake Townsend Yacht Club Board

Commodore: AnneMarie Covington	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing:	◆ vicecommodore@laketownsendyachtclub.com
Rear Commodore/Education: Joleen Rasmussen	◆ education@laketownsendyachtclub.com
Treasurer: Dale Strickland	◆ treasurer@laketownsendyachtclub.com
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Social: Gail Walters	◆ lgs@laketownsendyachtclub.com
Publicity:	OPEN – Need a volunteer!
Webmaster: Eric Rasmussen	◆ webmaster@laketownsendyachtclub.com
Mayor's Cup/Nominating/Past Commodore: Robert Bouknight	◆ mayorscup@laketownsendyachtclub.com
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Let's Go Sailing / STEM: Gail Walters	◆ lgs@laketownsendyachtclub.com
High School Sailing Team: Mark Hayes	◆ tychsst-coaches@laketownsendyachtclub.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 members to see how you can contribute.

Thanks for making LTYC the best!

Board meetings are open to all members. They are held virtually, via, Zoom the first Thursday of each month at 6:00 p.m.