

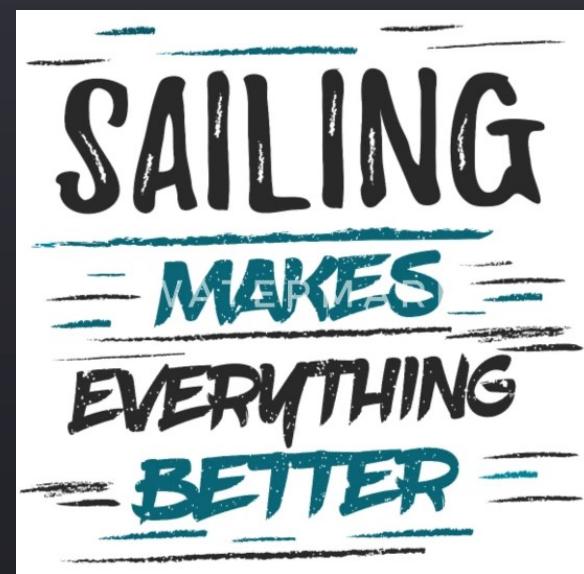
# Lake Townsend Yacht Club

# Tell Tales

JUNE, 2021



*Happy Father's Day*



# A Note From the Commodore

## Andy Forman

**“Don’t it always seem to go, you don’t know what you’ve got Till it’s gone...” from Big Yellow Taxi by Joni Mitchell**

LTYC is finally back with social events after racing with our first social in Shelter #10 in over a year.

Attendance at LTYC's Mayor Pro-Tempore race on Saturday June 5<sup>th</sup> was huge with a turnout of 19 boats on the line with 2 other sail boats in the water observing. Meanwhile Brooklyn Reiner, under the artful supervision of her dad, Jason Reiner, made light-wind tell-tales using goose feathers which she kindly handed out to sailors at the excellently organized social afterwards. It was a beautiful sight.

Although the wind did not cooperate for PRO Phil Leonard and his race committee consisting of George Bagant, David De Miranda, Mark Hayes, Ron Washburn, John Hemphill, Scott Bogue and Richard Fadle, we did get in two races.

Vice Commodore AnnMarie Covington scored the races and reported overall Portsmouth results with:

- 1<sup>st</sup> place - Mark Wilson and Rob Easton took line honors with a 1<sup>st</sup> and a 2<sup>nd</sup>,
- 2<sup>nd</sup> place - Robert Bouknight and Nancy Torkewitz took second place with a 2<sup>nd</sup> and a 4<sup>th</sup>,
- 3<sup>rd</sup> place - Uwe Heine and Nancy Collins took third place with a 5<sup>th</sup> and a 3rd.

Note – Results for performance within each fleet can be found in the link in her email.

In between races Wendell Gundlach (racing with Leigh Wulforst) summed up the light wind racing rather succinctly when he said something approximating “My alternative is to go home and cut the grass.”

Following Saturday's races, we had our first social event in shelter #10 in over 12 months under the leadership of Gail Walters, Jeanne Allamby and Karoline Styk, with refreshments (including the adult kind) from Rob Easton, Trish McDermott and Scott Bogue and pot luck contributions from many other members. With 38 sailors, 7 race committee members, social committee members and others, over 48 club members attended a wonderful meal topped off with banana pudding and watermelon.

Later, Jim Heffernan and AnnMarie Covington lead an informative and interactive debrief of what worked for them as they raced. We need more of this type of skills development for the LTYC racing community to ensure a good competitive fleet.

The next day (Sunday, June 6<sup>th</sup>), multiple fun races were held with better wind and a mix of Wayfarers and Flying Scots with the goal of improving racing skills by practicing starts. And, thankfully, there were leftovers of all sorts from Saturday and again a fun social was held in Shelter 10 for ~ 17 members afterwards.

Thanks to all who participated and contributed to a wonderful LTYC day.

I and the LTYC Board are happy to report that roughly half of the club membership participated that weekend.

We look forward to even more members coming out to race and/or perhaps come out for social sails. If you check out our homeport, you'll find a new signup sheet under /Activities/ Recreational sailing.../.

<http://www.laketownsendyachtclub.com/activities/SignUp.asp?gid=1089927400>

It's a sort of LTYC Meetup concept that members have initiated. I hope this concept will help increase participation in sailing.

***Let's Go Sailing!***

Andy

# Extra, Extra, Read All About It

## LTYC's 2021 Mayor's Cup Dates have Changed

The LTYC Board has decided to move the dates for LTYC's **2021 Mayor's Cup to Saturday September 25th and Sunday September 26th**. This is in acknowledgement that the City of Greensboro is hesitant to commit to loosening up Covid restrictions at Lake Townsend by June 5th and we wish to provide the greatest possible opportunity for a social event as well as a competitive regatta.

With the June 5th date now available on LTYC's Calendar, and CSC's Governor's Cup scheduled for soon thereafter, we also decided to organize a one day race on Saturday June 5th entitled the "**Mayor's Postea Race**". *For those of you not up on your Latin, 'Postea' means 'replacement'*.

So, mark your Calendar's.

Nancy Torkewitz has kindly volunteered to take the lead in organizing this year's Mayor's Cup.



Greetings,

If you have not yet renewed your 2021 LTYC membership, you know it is the deal of the century. As COVID restrictions are beginning to scale back, we are thrilled to be able to see you all at the lake in the coming weeks. [Membership Renewal Link](#). Just do it, it will be one more thing off your list. To those who have already renewed, Thank you!!

And, Just a few bits of information.

The beach is now open for multihulls, lasers, and small boats.

Covid related restrictions are gradually being removed.

**We need Race Committee!** Please sign up even if you do not have experience on race committee. We need you!! An experienced PRO will teach you what you need to know.

Being on Race Committee is a great way to learn more about sailing and racing and to have a great day on the water.

# Beach Launching is Back!



The City of Greensboro's Parks & Recreation Department has come up with a plan to allow beach launching of sail boats including multi-hulls. Here's how it works and what you need to comply with:

1. Mind the Covid Protocols at all times or we/you will lose this privilege.
2. **It does not matter if people who are close to you are in your bubble or not, YOU MUST WEAR A MASK IN THE PARKING LOT AND ON THE BEACH at all times.** Staff are under orders to enforce Mask Wearing and cannot tell who is in your bubble. Further, it is none of their business.
3. **Mast installation and preparations MUST BE DONE FAR AWAY FROM THE BEACH AS POSSIBLE (IF AT ALL POSSIBLE) and must comply with 6 foot separation.** Wear a mask while you do this.
4. The paved path to the beach front is for launching and returning only. **No loitering.**

**The 10 foot beach front adjacent to the paved launch area is reserved for boats just returning.** This means that, upon returning, you should immediately put on your mask and move your boat to that area. You must then retrieve your roller or cart from your car or move your car with trailer to that area for pickup. And as soon as possible, move your boat away from the beach area (minding the 6 foot separation) for put away.

The basic ideas are the usual:

- Keep distance between boats of at least 6 feet at all times.
- Wear a mask when at the beach or in the parking lot.
- Do not allow another boat to come within 6 feet of yours at any time.
- Do not allow another person to come within 6 feet of you unless they are wearing a mask.
- No loitering at the beach.
- Minimize depth of water that you wade into.
- Prep and get launched off the beach quickly.
- Return and get off the beach quickly.

## **IT'S THAT TIME AGAIN**

### 2021 Memberships Renewals Are Due

#### The Benefits of Membership

##### Competitive Fun Sailing

On the second Saturday of each month (March-October) we hold our regular LTYC race series. This is 'around the buoys' racing where courses are laid out and there is a Signal Boat (pontoon boat) which carries the Race Committee who administer the race. There are specific times set to attend an online competitors meeting prior to the race day and to have your boat at the starting area to race. Typically, there are three races run.

##### Social Fun Sailing

On the fourth weekend of each month (March-October) we have a Sailibration! There is no set time or agenda. This weekend is for daysailing and cruising just for fun. Club members are there who may either invite you to go sailing on their boat or give you advice about sailing your boat or a rental. Great opportunity to sail on different types of boats to see what suits you best. Good time to practice and improve your sailing or racing skills. Best way to learn is to be onboard with one of our experienced skippers.

##### Other Benefits

Seminars and training for beginning and intermediate sailors

Availability of club boats including one Lightning, one Flying Scot, one Wayfarer, and four Tanzer 16s. All are ready for use, mast-up and on trailers. For more information, see the [club sailboat usage policy, agreement, and reservations](#) in the Members' Cove.

Annual Members Meeting in November and Change of Watch Banquet in January

#### 2021 Membership Types and Dues

All memberships are for one year from January 1 through December 31.

##### Family membership for current or new members

- **\$75.00** - if dues are paid before July 1
- **\$37.50** - if dues are paid on or after July 1
- **\$18.75** - on or after October 1

##### Family membership for class attendees

For new members who have already submitted a class registration form and paid for one of our 2021 Learn To Sail class sessions.

**\$37.50** - anytime (even if the class is before July 1)

##### Individual membership for students

Non-voting membership for individuals 25 years or younger and who are full-time students.

**\$37.50** - anytime

Continued from previous page

You can join the Lake Townsend Yacht Club or renew your existing membership by going to the URL <http://www.laketownsendyachtclub.com/about/Membership.asp> or clicking in the Join us! box on the [LTYC Home Port](#) page, and then selecting your membership type—New or Renewal.



And don't forget to sign up for crew and volunteer opportunities!

- |                                |   |
|--------------------------------|---|
| <b>Crewing Options</b>         | <input type="checkbox"/> I often need crew<br><input type="checkbox"/> I am available to crew<br><input type="checkbox"/> I have family members available to crew   |
| <b>Volunteer Opportunities</b> | <input type="checkbox"/> Newsletter Articles<br><input type="checkbox"/> Event Photos<br><input type="checkbox"/> Publicity and Social Media<br><input type="checkbox"/> Socials and Hospitality<br><input type="checkbox"/> Sailing Class Support<br><input type="checkbox"/> New Member Mentoring<br><input type="checkbox"/> Equipment Maintenance<br><input type="checkbox"/> Sailing Team Support<br><input type="checkbox"/> Community Outreach<br><input type="checkbox"/> Internet/Technology Support<br><input type="checkbox"/> Financial Tracking<br><input type="checkbox"/> Club Administratoin<br><input type="checkbox"/> Race Administration<br><input type="checkbox"/> Parks & Rec Relationship<br><input type="checkbox"/> New Member Marketing<br><input type="checkbox"/> Other (contact me) |

Continued on next page

Continued from previous page

**For your annual dues, the club supports:**

10 - Racing Days  
5 - Sailing Savvy Sundays (Skills Development)  
8 - Social Sailing Days  
2 - Days Mayor's Cup  
2 - Days Hot Regatta  
2 - Days (Interclub with CSC & Oak Hollow)

-----

29 - Total sailing days

LTYC Volunteers' are needed to support Sailing Education as a Sailing Promotional Effort and for Revenue Generation. Both teachers and scat support staff are needed. More on that from Marie-Lyne.

**4 - Private Sailing Classes**

8 students (up to 2 per class)  
2 days on water each  
2 days on zoom each  
8 days on the water

**6 - Adult Sailing Classes**

36 students (up to 6 per class)  
2 - 3 days on water each  
2 days on zoom each  
15 days on the water

**2 - Junior Sailing Classes**

12 Students (up to 6 per class)  
4 days on water each  
4 days on zoom each  
8 days on the water

**3 - First Sail events**

3 Students (1 per class)  
1 day on the water

**2 - Learn to Race weeks**

As many boats as want to come out  
4 days per week/class  
8 days on the water

# Let's Learn to Sail!

<b>Beginner Adult Class-1</b> (2 Saturdays) at the Lake 5/1 10am-4pm  at the Lake 5/15 10am-4pm
4/30 & 5/14 Zoom Sessions 7-8pm
<b>Beginner Adult Class-2</b> (Week-end) at the Lake 5/29 10am-4pm
at the Lake 5/30 10am-4pm  5/27 & 5/28 Zoom Sessions 7-8pm
<b>Beginner Adult Class-3</b> (Week-end) at the Lake 6/12 10am-4pm
at the Lake 6/13 10am-4pm  6/10 & 6/11 Zoom Sessions 7-8pm

<b>Beginner Adult Class-4</b> (Week) at the Lake 7/12-13-15-16 5-7:30pm
at the Lake 7/17 9am-12pm
7/11 & 7/14 Zoom Sessions 7-8pm
<b>Intermediate Adult Class-5</b> (Week-end) at the Lake 8/7 10am-4pm
at the Lake 8/8 10am-4pm  8/5 & 8/6 Zoom Sessions 7-8pm
<b>FAMILY Class-1</b> (Week-end) at the Lake 7/24 10am-4pm
at the Lake 7/25 10am-4pm  7/22 & 7/23 Zoom Sessions 7-8pm

<b>Junior Class-1</b> (Week) at the Lake 6/7-8-10-11 9am-12:30pm
6/6 & 6/9 Zoom Sessions 7-8 pm
<b>Junior Class-2</b> (Week) at the Lake 6/14-15-17-18 9am-12:30pm
6/13 & 6/16 Zoom Sessions 7-8pm
<b>Learn to Race-1</b> at the Lake 7/10-11
7/8-9 Zoom Sessions
<b>Learn to Race-2</b> at the Lake 8/14-15
8/12-13 Zoom Sessions

Visit the LTYC Site to sign up for one of the classes listed.

#### Adult Learn to Sail:

<http://www.laketownsendyachtclub.com/activities/AdultLearnToSail.asp>

#### Junior Learn to Sail:

<http://www.laketownsendyachtclub.com/activities/JuniorLearnToSail.asp>

You can also sign up for private lessons and private sails!

# Volunteers Needed!

All classes are in need of volunteers. Visit <http://www.laketownsendyachtclub.com/activities/InstructorSignUp.asp> to sign up as an Instructor, Assistant, or Scat Boat Driver.

# Around the Lake... May 29-30 Sailing Class



Capsize Drill



Continued on next page



# High School Sailing Report

## ***June 5th Regatta Report***

Most of our kids had already begun their summer travels before the June 5th regatta, but we managed to get six team members out racing three C420s. Sadly, it was our final regatta (at least as juniors!) for four of our graduating seniors: Emma Mcarther, Stratton Carr, Will Niven and Jackie Denenny. All four were recognized during the Competitor's Meeting. Emma hopes to be in the area in the fall, and will volunteer as an assistant coach, Stratton is attending Western Carolina University, Will is attending West Point Military Academy, and Jackie is attending UNC-Chapel Hill. All will be missed!

The sailing was tough on Saturday, with light and shifting winds. The hard working race committee managed to get in two nice races. It was the first regatta for one of our newest members, David Reiner, sailing as skipper. He did an outstanding job!

It was great to see our club out in force as we emerge from COVID-19. A total of 20 boats raced, followed by a mask-less social at the shelter. It was amazing seeing all of our friends' faces! Some of our newer sailing team members have never been to an after race social in the shelter.

## ***Summer and Fall Plans***

The June 5th club regatta marked the end of the High School Sailing Team's Spring Season. Most of our kids attend sailing camps over the summer. And what a summer they have planned! We have five sailors taking or helping to teach our premier classes at LTYC; others are teaching and/or attending programs at Fishing Bay Yacht Club in Virginia, Lake Norman Yacht Club, Camp Seafarer, and Bow To Stern Sailing in Oriental. And one lucky sailor is island hopping aboard a 51' catamaran for a month in the Caribbean with Broad Reach Adventures!

We will begin practice for the Fall Season on Saturday, August 28. Our plans are to race in all of LTYC's regattas over the fall, including the club series in September, October and December, the Mayor's Cup, the HOT Regatta, and the adult Club Interclub against Oak Hollow Yacht Club. In addition, we will send teams to compete in at least two SAISA high school regattas and interclubs.

Although we had four seniors graduate this spring and head off to college, we have already filled two of their spots from our wait list. We currently have 14 sailors signed up for the fall, and can take two additional members. Please contact us asap if you have a teen who is interested in joining our team.



Continued on next page



## In Case You Missed It

*Racing Rules of Sailing 2021-2024 with Guest Speaker Jerry Thompson Part 2B*

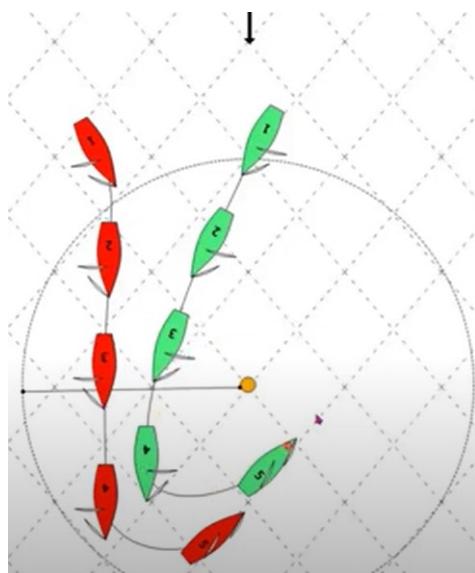
*Tuesday Sail Talk 12/16/20*

Jerry Thompson is a regional race officer and judge with US Sailing. In last month's issue, we covered "When Boats Meet—Section B—General Limitations". This article covers the second half of Part 2 of the Racing Rules of Sailing seminar with Jerry Thompson, "Section C—At Marks and Obstructions".

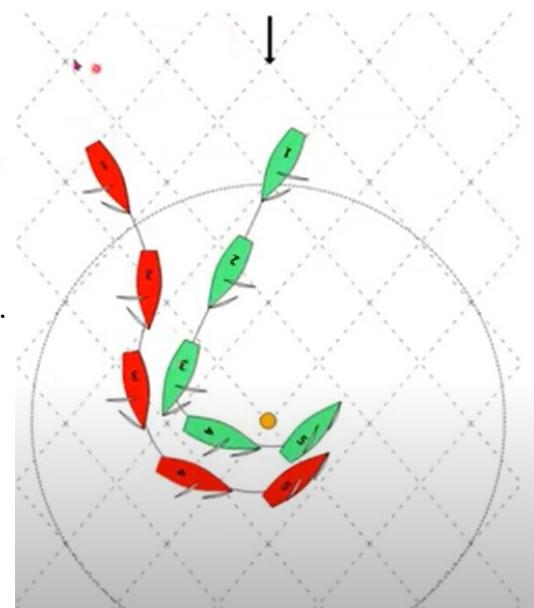
### 18.4 Gybing

When an inside overlapped right-of-way boat must gybe at a mark to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.

In this illustration, the green boat is sailing her proper course. Proper course is the course she would sail in the absence of the other boat in the rule. Keep in mind that the proper course for one boat may not be the same for another boat, especially if the boats are different classes.



While gybing, the green boat sails farther from the mark than needed and breaks rule 18.4.



## 19 ROOM TO PASS AN OBSTRUCTION

### 19.1 When Rule 19 Applies

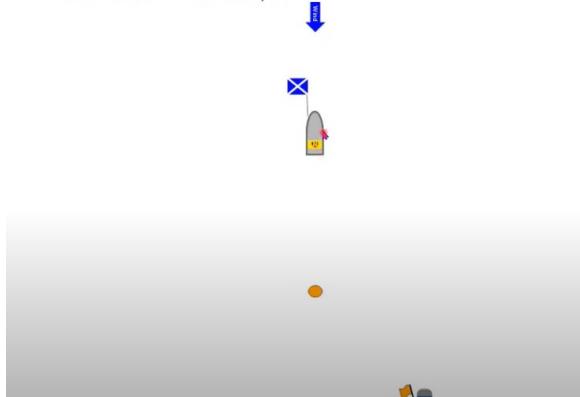
Rule 19 applies between two boats at an *obstruction* except

(a) when the *obstruction* is a *mark* the boats are required to leave on the same side, or

(b) when rule 18 applies between the boats and the *obstruction* is another boat *overlapped* with each of them. However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.

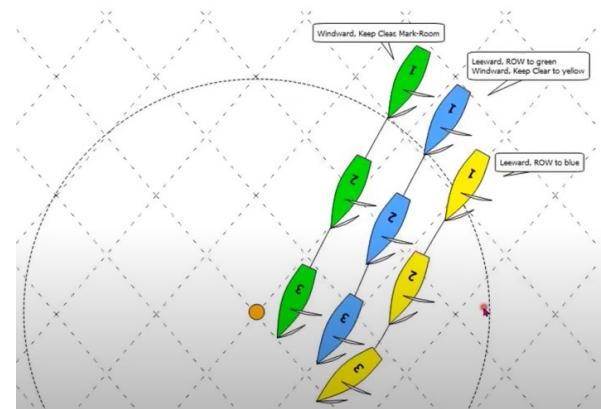
Continued from previous page

- (a) when the *obstruction* is a *mark* the boats are required to leave on the same side, or



In this scenario, the race committee vessel is flying the M flag at the windward mark which means that vessel is now the mark as well as an obstruction. As such, rule 18 applies here.

- (b) when rule 18 applies between the boats and the *obstruction* is another boat *overlapped* with each of them. However, at a continuing *obstruction*, rule 19 always applies and rule18 does not.



Rule 19(b) was made to close a loop-hole that would prevent the blue boat from giving the green boat mark room because the yellow boat is an obstruction to her. This is not a situation that occurs very often.

However, at a continuing *obstruction*, rule 19 always applies and rule18 does not.



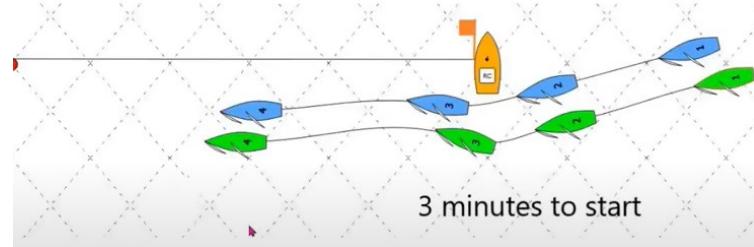
Continued on next page

## 19 ROOM TO PASS AN OBSTRUCTION

### 19.2 Giving Room at an Obstruction

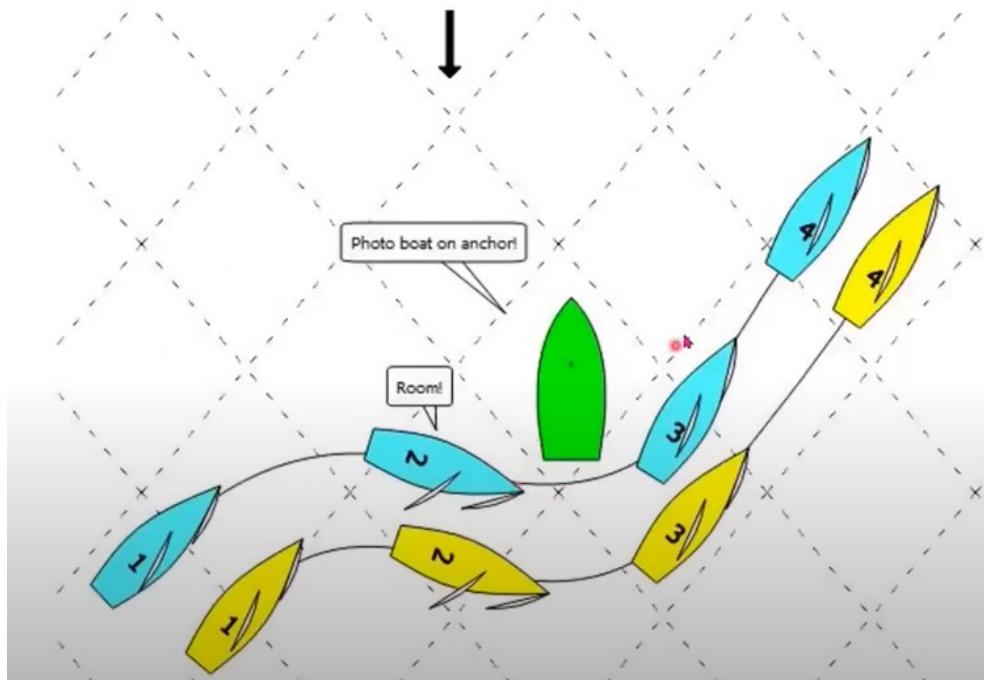
An object is considered an obstruction if, when you are sailing directly at the center of the object and within one boat length of the object, you have to bear off more than 10 degrees to miss the object.

(a) A right-of-way boat may choose to pass an *obstruction* on either side.

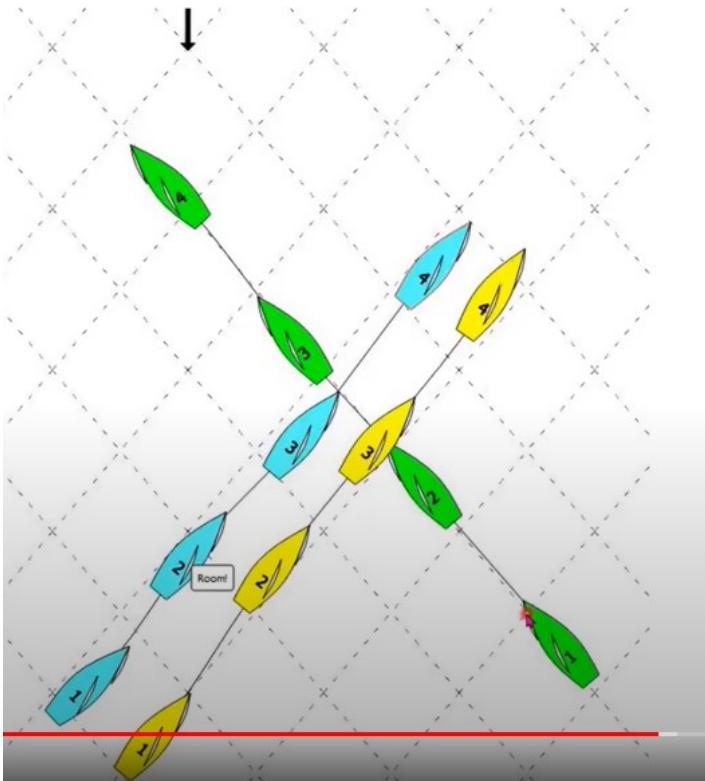


In this example, the race committee vessel is a mark and an obstruction. The green boat is the right-of-way boat (windward/leeward on the same tack) and chooses to go below the obstruction. The blue boat is overlapped with her and must be given room to pass below the obstruction as well.

(b) When boats are *overlapped*, the outside boat shall give the inside boat room between her and the *obstruction*, unless she has been unable to do so from the time the overlap began.

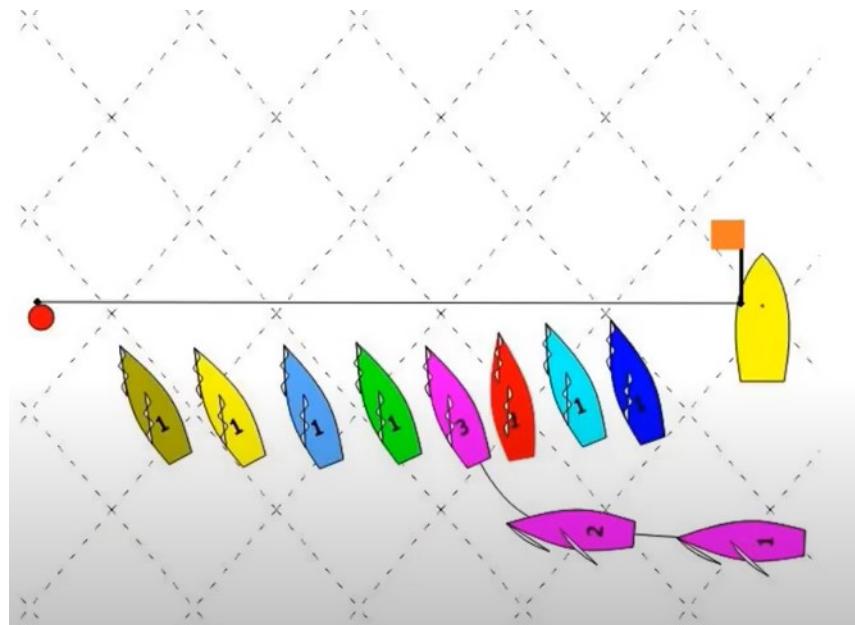


In this example, yellow is the right-of-way boat and may choose to pass on either side of the photo boat. When yellow decides to go below the obstruction, rule 19(b) turns on. The blue boat decides to go below the obstruction with yellow and yellow must give blue room even though she is the right of way boat.



Here, the blue and yellow boats are on port tack and the green boat is on starboard tack. Therefore, the blue and yellow boats must keep clear. This makes the green boat an obstruction to yellow and blue. At position 2 yellow has decided to duck green and blue calls for room and gets it. The yellow boat must also give the blue boat room to duck green.

With 30 seconds to go, a fleet of boats is getting ready to start the race. The purple boat intends to slip in between the red and green boat. At positions 1 and 2, the purple boat must keep clear of red and green because she is clear astern of them both. At position 3 where purple becomes overlapped to leeward of red, purple acquires the right-of-way over red under rule 11 and red must keep clear. However, purple must give red room to fulfill her new obligation under rule 15 (acquiring the right-of-way). The red boat must also give purple room between herself and the green boat. The green boat becomes an obstruction to the purple boat, but is unable to do anything to give room to purple.

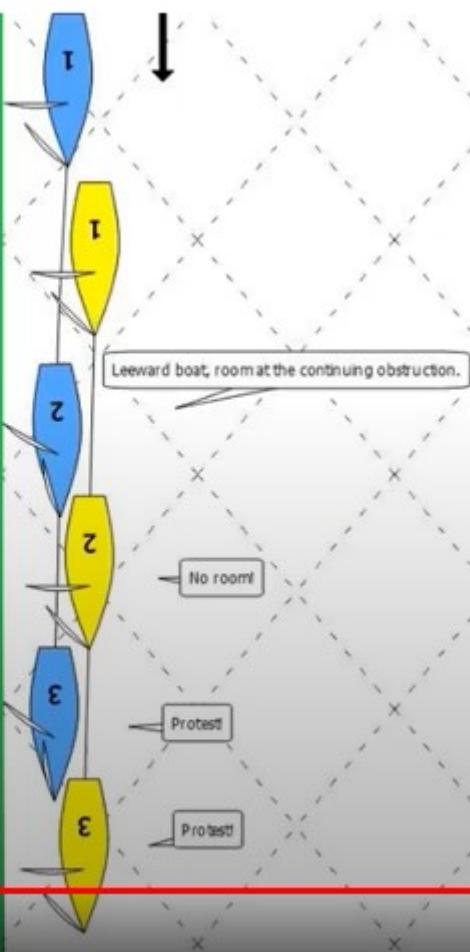


Continued from previous page

(c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them,

(1) she is not entitled to *room* under rule 19.2(b), **and**

(2) while the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.



At position 1, the blue boat is trying to leverage herself in between the yellow boat and the obstruction. Because of rule 19.2(c) (1) the blue boat is not entitled to room and will lose a protest.

## 20 ROOM TO TACK AT AN OBSTRUCTION

### 20.1 Hailing

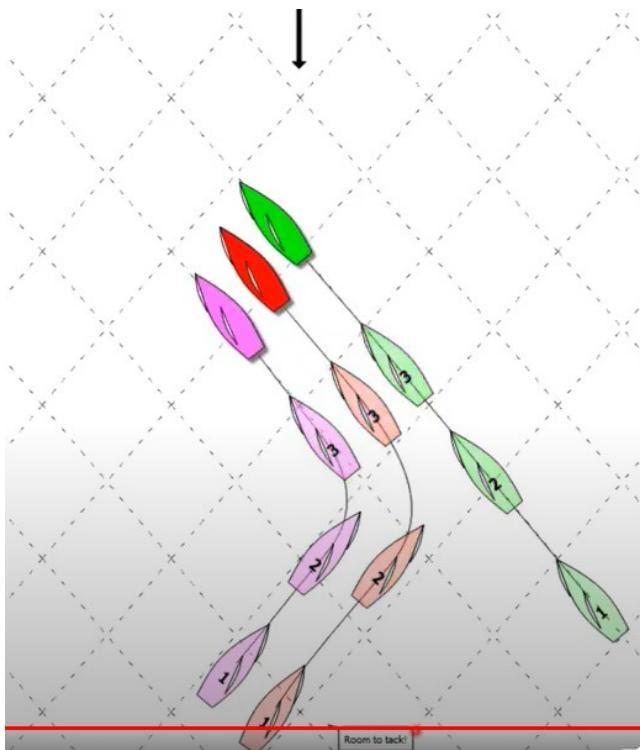
A boat may hail for *room to tack* and avoid a boat on the same *tack*. However, she shall not hail unless

Continued on next page

Continued from previous page

(a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and

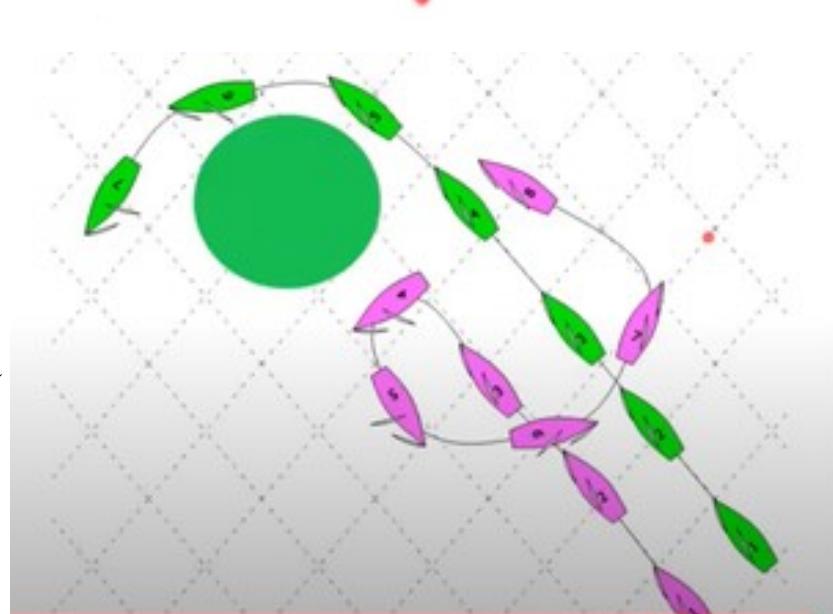
(b) she is sailing close-hauled or above.



At position 1, the red boat hailed the purple boat for room to tack. The purple boat immediately tacked and so did red. This is the way it should work.

In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.

This doesn't happen very often, but sometimes there may be a small island that is a mark and also an obstruction. The green boat is fetching the mark (sailing close hauled upwind to a mark without needing to tack). As a result, the purple boat is not allowed to hail for room to tack.



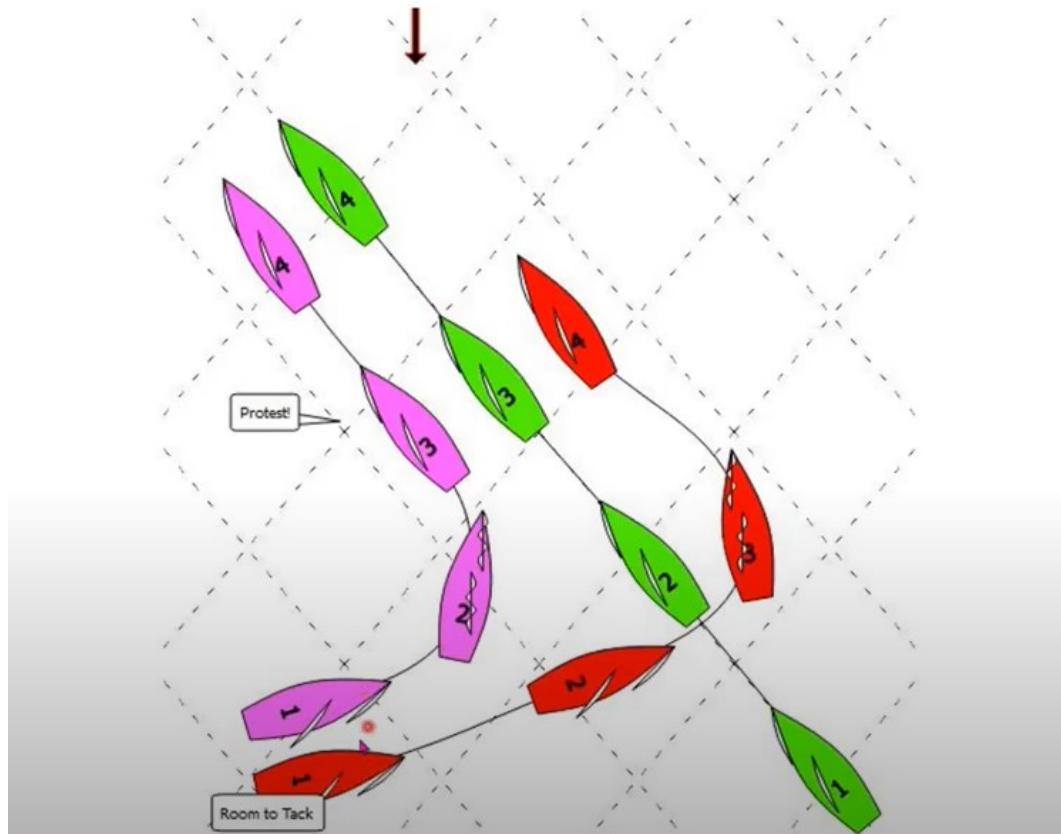
Continued on next page

## 20.2 Responding

- (a) After a boat hails, she shall give a hailed boat time to respond.
- (b) A hailed boat shall respond even if the hail breaks rule 20.1.
- (c) A hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room to tack* and avoid her.
- (d) When a hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until she has tacked and avoided a hailed boat, rule 18.2 does not apply between them.

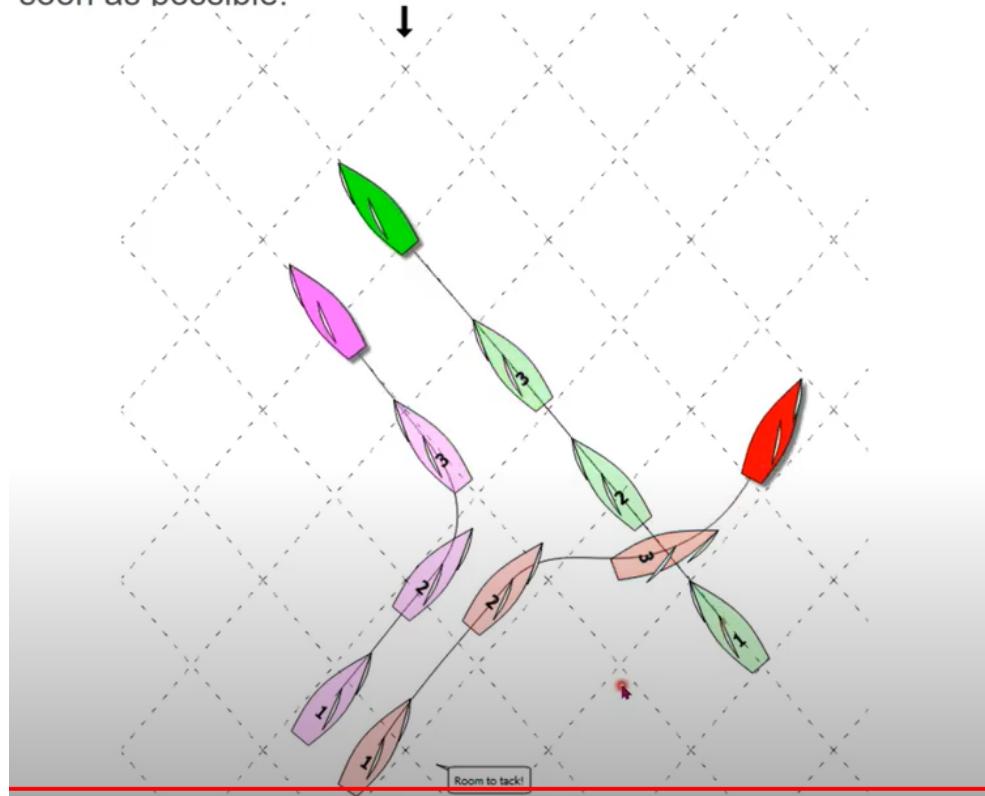
\*\*\* Even if you think the boat that is hailing you is wrong, you MUST respond. \*\*\*

- (b) A hailed boat shall respond even if the hail breaks rule 20.1.



The red boat hails for room to tack and breaks rule 20.1 because she is below close hauled,. The purple boat MUST respond and then can protest.

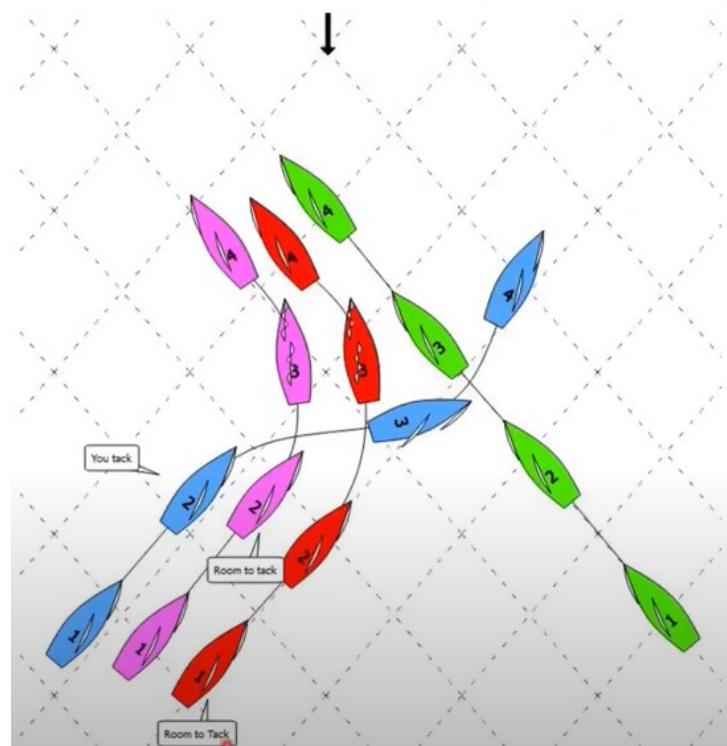
(d) When a hailed boat responds, the hailing boat shall tack as soon as possible.



In this scenario, the red boat hailed for room to tack and when given it did not tack, thus breaking rule 20.2 (d). The purple boat should protest the red boat.

### 20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and a boat she hails.



Here, three port tack boats are coming to a starboard tack boat. The starboard tack boat is an obstruction to all three port tack boats. At position 1, the red boat hails for room to tack. As a result, the purple boat hails the blue boat for room to tack who tells purple to tack. The purple and red boats tack and the blue boat ducks. This is the way rule 20.3 should work.

Continued on next page

## 20.4 Additional Requirements for Hails

- (a) When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for *room to tack* or her response.
- (b) The notice of race may specify an alternative communication for a boat to indicate her need for *room to tack* or her response, and require boats to use it.

## 21 Exoneration moved to rule 43.

## 21 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

**21.1** A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until **her hull** is completely on the pre-start side.

**21.2** A boat taking a penalty shall *keep clear* of one that is not.

**21.3** A boat moving astern, or sideways to windward, through the water by backing a sail shall *keep clear* of one that is not.

## 22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

## 23 INTERFERING WITH ANOTHER BOAT

**23.1** If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

**23.2** If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule **21.1**. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

# My First Exposure to Sailing

## And how it affected my love of sailing - by Trish McDermott



For many of my childhood summers my family vacationed at my Aunt Jeanne's house, which was on Long Island Sound in Larchmont, NY. I would watch in awe as sailboats raced toward the shore with their colorful spinnakers and wished I was racing with them.

In the beginning, my brothers were allowed to experiment with the Sunfish and the Dyer Dink but we girls were not. I was so anxious to try it out that eventually my elders gave in and my sisters and I took the Dink out for a very successful first sail. After that we could sail the Dink and the Sunfish but we didn't sail very far as the fear of God had been instilled in us and we heeded the call.

My brothers took up sailing Hobie Cats and I enjoyed adventures with them occasionally, but I didn't take up sailing again until I was in my mid-thirties. That's when I bought a Sunfish that I would trailer to work with me in the Cincinnati summers and sail after work for a couple of hours. Now that I think about it, I had no problem doing the whole thing -- rigging, launching, sailing and retrieving, on my own.

Then came the motorboat experience from hell. I'm not going into any detail other than to say it really scared me away from power boats and for some reason any boat for a long time. Although I was OK by myself on my Sunfish, the fear seemed to compound every time a boating opportunity was presented. I knew it was in my head, but couldn't convince myself that it would be safe.

Thankfully, my husband Scott recognized the fear and was very patient about helping me get used to boating again, although this took several years. I enjoyed my Sunfish, but once I started sailing on bigger lakes I discovered that I didn't know how to get back to the dock when the wind wasn't just right. Scott had to rescue me several times, and that was not too bad, but when the Lake Townsend rescue boat had to come out one afternoon, I decided it was time to get some lessons.

I took the learn to sail class at LTYC and learned the things I didn't know, like how to get back to the dock. It was a real eye opener after so much time at the tiller trying to figure it out. We then ventured into dinghies starting with a Wayfarer, then moved on to the Flying Scot, which I love to sail. I still have my Sunfish and will probably keep it forever!

Many thanks to Uwe Heine & Nancy Collins for their great instructions and guidance in the class I took!

## June 5 & 6 Racing Report

Remember grade school recess? That's what this weekend felt like. For many of us, this was the first time together since Covid-19 overtook the world. And to top off a weekend of sailing, for the first time in over a year, Shelter 10 was open for a traditional LTYC post-race social: good food, good drink, good conversation.

OK, the wind was pure Lake Townsend, with teases and puffs on Saturday and a little more solidity to the breeze later on Sunday, but it felt GREAT just to be out there.



Commodore Andy Forman addresses the assembled crowd



On the signal boat: (L-R) Ron Washburn, PRO Phil Leonard, David de Miranda, and Richard Fadel



Heading out



(L-R) Peter Thorn, Andy Forman, and Gail Waters survey the feast



Driving for the leeward mark

Continued on next page

Continued from previous page



**Turning for home**



**Wayfarers were well represented**



**High School Sailing Team 420 Running with the Herd**

Continued on next page

# Lake Townsend Yacht Club

**June 6, 2021  
Practice Races**

**Class=Open ScoreMethod=Portsmouth**

## Overall Results

Sail	Skipper	Crew	Type	Total	One	Two	Three	Four
1 1066	Heffernan,Jim	Orlovetz,Ellee	WF	8	4	1	1	2
2 11134	Covington,AnnMarie	Hale,Sid	WF	8	2	3	2	1
3 10945	Trudeau,Evan	singlehand	WF	11	1	2	4	4
4 11340	Lavoie,Marie-Lyne	Leonard,Cathy	WF	16	3	7	3	3
5 club	Hess,Christian	Hess,Son	WF	23	5	6	5	7
6 10978	Thorn,Pete	Allamby,Jeanne	WF	26	7	4	6	9 DNC
7 3801	Hemphill,John	,John	FSCT	27	9 DNC	5	7	6
8 4051	Afanador,Otto	Styk,Karolina	FSCT	27	6	8	8	5

## RaceName=Four

WindSpeed:6 WindDirection:

" Date: 06/06/21 StartTime: 14:06:00 Distance: 0.0nm

Pos	Sail	Skipper	Crew	H'Cap	Type	Finish	Elapsed	Corrected	Score
1	11134 Covington,AnnMarie	Hale,Sid		91.7	WF	14:18:10	00:12:10	00:13:16	1
2	1066 Heffernan,Jim	Orlovetz,Ellee		91.7	WF	14:18:58	00:12:58	00:14:08	2
3	11340 Lavoie,Marie-Lyne	Leonard,Cathy		91.7	WF	14:19:08	00:13:08	00:14:19	3
4	10945 Trudeau,Evan	singlehand		91.7	WF	14:20:18	00:14:18	00:15:36	4
5	4051 Afanador,Otto	Styk,Karolina		90.4	FSCT	14:22:12	00:16:12	00:17:55	5
6	3801 Hemphill,John	,John		90.4	FSCT	14:22:17	00:16:17	00:18:01	6
7	club Hess,Christian	Hess,Son		91.7	WF	14:22:43	00:16:43	00:18:14	7
DNC	10978 Thorn,Pete	Allamby,Jeanne	WF						----

Continued on next page

**RaceName=Three**

WindSpeed:4 WindDirection:

" Date: 06/06/21 StartTime: 13:39:00 Distance: 0.0nm

<b>Pos</b>	<b>Sail</b>	<b>Skipper</b>	<b>Crew</b>	<b>H'Cap</b>	<b>Type</b>	<b>Finish</b>	<b>Elapsed</b>	<b>Corrected</b>	<b>Score</b>
1	1066	Heffernan,Jim	Orlovetz,Ellee	91.7	WF	13:54:51	00:15:51	00:17:17	1
2	11134	Covington,AnnMarie	Hale,Sid	91.7	WF	13:54:58	00:15:58	00:17:25	2
3	11340	Lavoie,Marie-Lyne	Leonard,Cathy	91.7	WF	13:55:56	00:16:56	00:18:28	3
4	10945	Trudeau,Evan	singlehand	91.7	WF	13:57:09	00:18:09	00:19:48	4
5	club	Hess,Christian	Hess,Son	91.7	WF	13:58:26	00:19:26	00:21:12	5
6	10978	Thorn,Pete	Allamby,Jeanne	91.7	WF	13:58:51	00:19:51	00:21:39	6
7	3801	Hemphill,John	,John	90.4	FSCT	13:58:47	00:19:47	00:21:53	7
8	4051	Afanador,Otto	Styk,Karolina	90.4	FSCT	13:59:02	00:20:02	00:22:10	8

**RaceName=Two**

WindSpeed:6 WindDirection:

" Date: 06/06/21 StartTime: 13:13:00 Distance: 0.0nm

<b>Pos</b>	<b>Sail</b>	<b>Skipper</b>	<b>Crew</b>	<b>H'Cap</b>	<b>Type</b>	<b>Finish</b>	<b>Elapsed</b>	<b>Corrected</b>	<b>Score</b>
1	1066	Heffernan,Jim	Orlovetz,Ellee	91.7	WF	13:20:11	00:07:11	00:07:50	1
2	10945	Trudeau,Evan	singlehand	91.7	WF	13:20:17	00:07:17	00:07:57	2
3	11134	Covington,AnnMarie	Hale,Sid	91.7	WF	13:20:20	00:07:20	00:08:00	3
4	10978	Thorn,Pete	Allamby,Jeanne	91.7	WF	13:20:24	00:07:24	00:08:04	4
5	3801	Hemphill,John	,John	90.4	FSCT	13:20:29	00:07:29	00:08:17	5
6	club	Hess,Christian	Hess,Son	91.7	WF	13:20:55	00:07:55	00:08:38	6
7	11340	Lavoie,Marie-Lyne	Leonard,Cathy	91.7	WF	13:21:08	00:08:08	00:08:52	7
8	4051	Afanador,Otto	Styk,Karolina	90.4	FSCT	13:21:02	00:08:02	00:08:53	8

## RaceName=One

WindSpeed:2 WindDirection:

" Date: 06/06/21 StartTime: 12:12:00 Distance: 0.0nm

Pos	Sail	Skipper	Crew	H'Cap	Type	Finish	Elapsed	Corrected	Score
1	10945	Trudeau,Evan	singlehand	94.0	WF	12:34:22	00:22:22	00:23:48	1
2	11134	Covington,AnnMarie	Hale,Sid	94.0	WF	12:34:54	00:22:54	00:24:22	2
3	11340	Lavoie,Marie-Lyne	Leonard,Cathy	94.0	WF	12:35:12	00:23:12	00:24:41	3
4	1066	Heffernan,Jim	Orlovetz,Ellee	94.0	WF	12:35:50	00:23:50	00:25:21	4
5	club	Hess,Christian	Hess,Son	94.0	WF	12:37:23	00:25:23	00:27:00	5
6	4051	Afanador,Otto	Styk,Karolina	92.1	FSCT	12:37:38	00:25:38	00:27:50	6
7	10978	Thorn,Pete	Allamby,Jeanne	94.0	WF	12:38:22	00:26:22	00:28:03	7
DNC	3801	Hemphill,John	,John		FSCT				----

RaceOfficer: Phil Leonard



**It was a pretty sight**

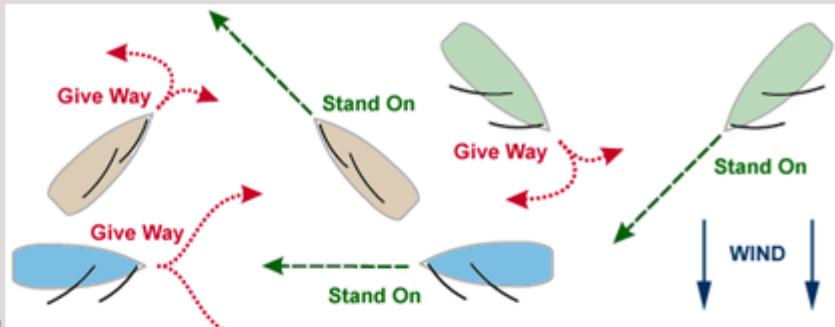
# We've Got the Beat!

## North Carolina Sailboat Racing News

The information on the following pages came from the June 2021 edition of **THE BEAT!** To subscribe to **THE BEAT!**, click the link below.

<https://carolinasinglingclub.us20.list-manage.com/subscribe?u=6d354a48bbd4df4ce6bc81135&id=ed4fda15b3>

### Racing Rules of Sailing



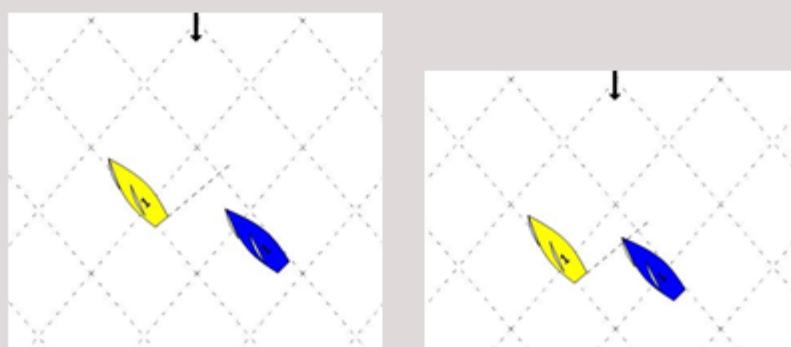
### Department

#### Clear ahead and Clear Astern; Overlapped

Overlaps, determining which boats are overlapped, can be a challenge. The definition is one of the longest in the racing rules:

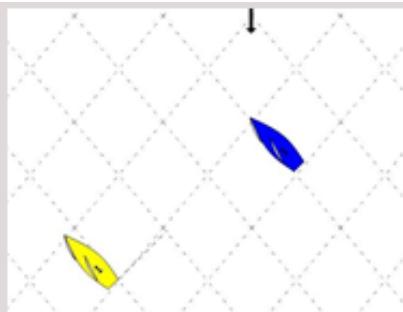
"Clear Astern and Clear Ahead; Overlap One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is clear ahead. They overlap when neither is clear astern. However, they also overlap when a boat between them overlaps both. These terms always apply to boats on the same tack. They apply to boats on opposite tacks only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind."

Wow! There is a lot going on in the definition. I find it is better to look at a pictures of boats. Let's start with Clear ahead and Clear astern

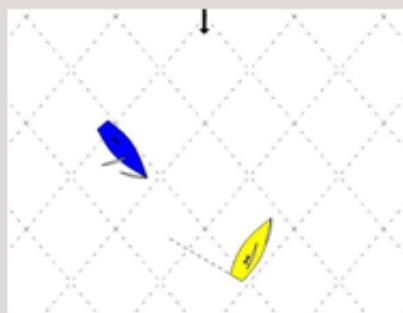


Top left, Blue is clear astern of yellow - no overlap. Top right, neither boat is clear astern therefore Blue and Yellow are overlapped.

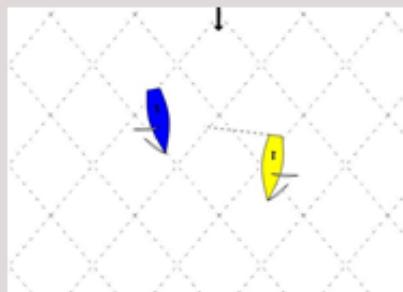
Continued on next page



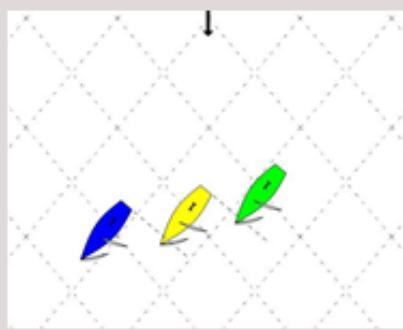
Distance between two boats does not impact overlaps. Above, neither boat is clear astern of the other therefore they overlap.



What if one boat is sailing upwind and the other downwind? Neither boat is clear astern therefore they overlap.



Downwind can be tricky because the possible overlap angles are large. Neither Blue or Yellow above are clear stern. But you notice that Blue is on port tack and yellow is on starboard tack - opposite tacks. Both Yellow and Blue are sailing more than 90 degrees off the wind, therefore they are overlapped. Think about how this impacts mark room at the leeward mark.



One last scenario, above Yellow is between Blue and Green and overlapped with both Blue and Green. Therefore, Blue and Green are also overlapped.

## Race Management



## Department

### Blue Signal Flags

A new addition this year to the Racing Rules of Sailing is that a blue flag will be displayed at one end of the finish line. Pin and mark vessels have and continue to display blue race committee flags. This has served to sow confusion among racers. An easy fix, and race management best practice, is to display a race committee flag other than blue on pin and mark vessels. Intensity Sails ([intensitysails.com](http://intensitysails.com)) sells yellow race committee flags for about \$15. The yellow race committee flags serve to identify race committee vessels while avoiding the opportunity to break race committee's mantra, which is: do nothing to confuse the competitors.



Increased demand has resulted in a 30 day order to ship time.

# Amusing Sailing Terms

<https://www.nauticed.org/sailingterms>

## **Anchor's aweigh**

Said of an anchor when just clear of the bottom.

## **Anchor ball**

Black shape hoisted in forepart of a ship to show that ship is anchored in a fairway.

## **Anchor buoy**

A small buoy secured by a light line to anchor to indicate position of anchor on bottom.

## **Anchor chain or cable**

Chain connecting the ship to the anchor.

## **Anchor detail**

Group of men who handle ground tackle when the ship is anchoring or getting underway.

## **Anchor light**

White light displayed by a ship at anchor. Two such lights are displayed by a ship over 150 feet (46 m) in length.

## **Anchor watch**

Making sure that the anchor is holding and the vessel is not drifting. Important during rough weather and at night. Most marine GPS units have an Anchor Watch alarm capability.

## **Armament**

A ship's weapons.

## **Ashore**

On the beach, shore or land.

## **Astern**

Toward the stern; an object or vessel that is abaft another vessel or object.

## **Asylum Harbor**

A harbor used to provide shelter from a stor

# BoatUS News

## How Can You Make Boating Safer This Season?

***3 tips from the BoatUS Foundation for Boating Safety and Clean Water***

How can you be a safety hero aboard your boat? Here are three tips from the BoatUS Foundation for Boating Safety and Clean Water.

1. The best life jacket is the one you will wear, meaning one that's comfortable. There are many lightweight inflatable life jackets that fit the bill. Check the jacket's label to ensure it's approved for your type of boating. If the kids are visiting, don't be tempted to put a child in an ill-fitting adult life jacket. The BoatUS Foundation's Life Jacket Loaner program for kids offers a free and easy way to [borrow an infant, child or teen life jacket](#) for the day or weekend with locations at nearly 600 marinas, boat clubs, and other waterfront locations across the country.
2. Learn from what the U.S. Coast Guard boating safety reports tell us: Operator inattention, improper lookout, operator inexperience, excessive speed, and alcohol rank as the top five primary contributing factors in accidents. This summer, recreational boaters can focus on these factors by putting down the cellphone, [practicing using S.C.A.N. procedures to avoid distracted boating](#), taking a [free boating safety course](#), slowing down, and driving more defensively, especially in congested boating areas. Alcohol use is the leading known contributing factor in fatal boating accidents, so save the celebration for after the boat is safely tied up for the night. Boat operators also need to recognize they are responsible for the safety of their guests, including inebriated ones.
3. Remember to wear an engine cutoff switch if your boat is less than 26-feet, traveling on plane or above displacement speed. Some exemptions apply to this [new rule went into effect April 1](#), including if the vessel has an enclosed helm. Engine cutoff switches can prevent boat strike injuries after an operator has been ejected from the vessel or displaced from the helm.

# Join US Sailing

US Sailing takes great pride in administering and providing The Racing Rules of Sailing to members of sailing organizations. The rules provide integrity to competitive sailing and are an integral part of our sport. Sailboat racing relies on the rules to ensure that competitions are fair, consistent, and keeping sailors safe on the water.

The Racing Rules of Sailing is published every four years by World Sailing, the international authority for the sport. These rules, amended by U.S. "prescriptions," govern sailboat racing in the United States and in the portions of international races that pass through U.S. waters.

The Racing Rules of Sailing for 2021-2024 takes effect on January 1, 2021.

US Sailing has developed a NEW mobile-optimized Racing Rules App that includes the racing rules and other resources, including the ability to file a protest through the app, a whiteboard for diagramming boat-on-boat interactions, and an extensive resource library. The text of the rulebook is fully searchable and there is also a traditional index. Non-members can log into the app as a Guest and will be able to see limited content. US Sailing will continue to add more useful and innovative features to the app as they move forward.

In line with US Sailing's commitment to sustainability, the mobile app is available at no cost to all US Sailing members and is the primary distribution channel for The Racing Rules of Sailing for 2021-2024. Please note that US Sailing will not be automatically mailing copies of the printed rulebook to members in 2021. All members are entitled to purchase one printed rulebook for a flat fee of only \$7.00 and may order additional copies at the standard 25% member discount rate. The paper and waterproof versions of The Racing Rules of Sailing for 2021-2024 and the Sailor's Guide to the Racing Rules are now available for pre-order.

The app is ready for download! You can download the Racing Rules App from US Sailing's new Racing Rules of Sailing web page. [Click here to learn more and download.](#)

Need some guidance on how to use the app? [Click here to review the step by step tutorial.](#)



Not yet a US Sailing Member or need to renew?

You can join US Sailing through [Lake Townsend's MVP \(Member Value Partner\)](#) program and save up to 20% on your US Sailing Membership dues. LTYC receives credit for every member that joins US Sailing under [LTYC MVP program](#). As a US Sailing member, In addition to the App and discounted hardcopy rule book, you get a US Sailing Member discount on regatta registrations, discounts at numerous nautical retailers including US Sailing's online store. Your US Sailing Membership matters as it is your membership that makes possible the US Sailing programs that are getting new sailors on the water and making sailing more accessible for everyone. Make sure you see Lake Townsend Yacht Club MVP Program at the top of the page.

## Membership Types:

Youth Membership - \$25 (MVP Program discount from original \$30 price)

Individual Membership - \$55 (MVP Program discount from original \$65 price)

Family Membership - \$85 (MVP Program discount from original \$115 price)



[MEMBERSHIP](#) [MYUSSAILING](#) [CALENDAR](#) [SHOP](#) [DONATE](#) [CONTACT](#) [SIGN OUT](#)

## LAKE TOWNSEND YACHT CLUB MVP PROGRAM

[Yacht Club](#) [Personal Info](#) [Discounted Membership Options](#) [Purchase](#) [Confirm Order](#)

If you have ever been a US Sailing member before, select 'Yes'.

Yes  
 No

[Previous](#) [Next](#)

If you'd rather, you can join for 3 years and save even more on US Sailing dues. Just call US Sailing directly to renew and mention that you are renewing under LTYC's MVP. LTYC will still receive your membership credit.



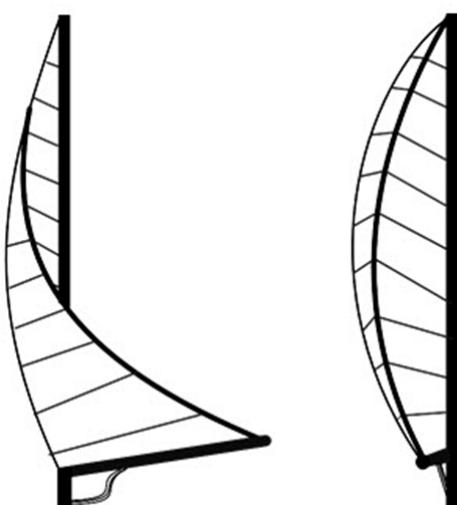
## Do You Want to Sail Faster on Reaches?

Captain John,  
[Www.skippertips.com](http://Www.skippertips.com)  
[Captainjohnskippertips.com](http://Captainjohnskippertips.com)

Another sailboat for sale and there it was. Bare, naked and neutered. How did this person sail the boat on reaches without this critical appendage? Beats me. It's sort of like driving a car in first or second--without the ability to accelerate. Make sure your sailboat has this vital sailing gear for maximum sail power.

Note the boom vang which runs from the mast base to the underside of the boom. This simple device comes in all shapes and sizes, but it's primary duty remains the same; to control the mainsail leech when sailing on reaches or when running. Read more below.

What happens when you fall off the wind to a reach or run? Your mainsheet no longer has as much ability to pull down on the boom. Indeed, it's now at an angle to the boom. Without some help, the end of your boom will begin to lift. In a seaway, your boom will bounce around. That's tough on the boom and boom fittings. And the mainsail leech? It'll belly out like a pregnant whale--dumping lots of wind. Your boat will be tough to control as weather helm increases.



Which brings us back full circle to the intro of today's article. My burning question. Why would any responsible sailboat manufacturer sell a sailboat without a boom vang? The vang must be installed onto the boom at a specific location to avoid excessive loads and distortion. In general, the upper vang bale ("U" shaped fitting) will be located *about* 1/3 of the way aft of the gooseneck along the boom

Sail on to a reach or run without a vang and the end of the boom will lift up (left). The leech dumps air and the boat loses speed and drive. Set the vang to trim the leech and reduce rolling (right). (*Illustration from Captain John's eBook "Sail Trim Made Easy"*).

Continued from previous page

But even an inch or two can make a difference on the loads imposed onto the boom. The manufacturer works with the boat designer to determine this. And then to top it off, more than one manufacturer lists the boom vang as an option?

It's a sailboat for Pete's sake! In my mind, that's just plain lazy and irresponsible. Yet this nonsense goes on every day of the week.

But that's not all. I often run across boats that owners have had for years with no boom vang. I have yet to figure out how they control the leech on reaches. Pretty simple, they don't.

There's no way that I know to keep the boom under control and the leech trimmed without this critical control (or a similar one like the boom-kicker).

### **What Role Does the Vang Play in Performance?**

As soon as the boom moves toward the edge of your boat, the mainsheet becomes less effective as a trim control. Sail past a beam reach, and the mainsheet exerts no downward pull. The boom will lift and you will dump wind.

Dumping wind off a sail is like drilling a hole in your gas tank to dump fuel as you go down the road. That might be a great tactic in heavy air, but what about those typical light to moderate breeze days? And that's not all. Get into a seaway and the boat rolls more when the mainsail and boom are not controlled.

You need a boom vang to:

- Trim the mainsail leech with the proper amount of twist for speed and power.
- Expose maximum sail area to the wind when broad reaching or running.
- Keep your boom and fittings under control to alleviate wear and tear.
- Reduce rolling in a seaway when broad reaching or running.
- Maximize speed, power and performance when reaching or running.

So, pay attention to no one that advises that you do not need a vang. Ask them how they control the five factors listed above when reaching or running. I believe you will hear silence after you state your case. Now, there are some new innovations such as the boom kicker that accomplish a similar task. But, I would test those contraptions against the five factors above before you make a purchase decision.

---

Use a boom vang for peak performance off the wind aboard any sailboat anywhere in the world. Trim your mainsail for maximum speed and power--wherever you choose to sail or cruise!?

**Lake Townsend Yacht Club**

Today June 2021 ▾

Print Week Month Agenda ▾

Mon	Tue	Wed	Thu	Fri	Sat	Sun
31	Jun 1	2	3	4	5	6
		Closed, LT Marina	7pm Board Meeting		Pro tempore Mayor's Cup LTYC	LTYC - Junior Class
7	8	9	10	11	12	13
LTYC - Junior Class 1		Closed, LT Marina	LTYC Adult Class 3	LTYC Adult Class 3	LTYC Adult Class 3	Sailing Education
14	15	16	17	18	19	20
LTYC - Junior Class 2		Closed, LT Marina		NC Governor's Cup	LTYC 1st Sail - 3	NC Governor's Cup
21	22	23	24	25	26	27
		Closed, LT Marina				
28	29	30	Jul 1	2	3	4
		Closed, LT Marina	7pm Board Meeting			Independance Day

**Lake Townsend Yacht Club**

Today July 2021 ▾

Print Week Month Agenda ▾

Mon	Tue	Wed	Thu	Fri	Sat	Sun
28	29	30	Jul 1	2	3	4
		Closed, LT Marina	7pm Board Meeting		Independance Day	
5	6	7	8	9	10	11
		Closed, LT Marina	LTYC - Learn to Race 1		USA Days Races L	+2 more
12	13	14	15	16	17	18
LTYC - Adult Class 4		Closed, LT Marina				
19	20	21	22	23	24	25
		Closed, LT Marina	LTYC - Adult Class	LTYC Adult 5 (Fam)	LTYC Adult Class 5	LTYC Adult Class 5
					Social Sailing	
26	27	28	29	30	31	Aug 1
		Closed, LT Marina				

**Lake Townsend Yacht Club**

Today August 2021 ▾

Print Week Month Agenda ▾

Mon	Tue	Wed	Thu	Fri	Sat	Sun
26	27	28	29	30	31	Aug 1
		Closed, LT Marina				
2	3	4	5	6	7	8
		Closed, LT Marina	7pm Board Meeting		LTYC - Adult 6 (Intermediate)	
9	10	11	12	13	14	15
		Closed, LT Marina	LTYC - Learn to Race 2		Dog Days Races L	Sailing Savvy Day
16	17	18	19	20	21	22
		Closed, LT Marina				
23	24	25	26	27	28	29
		Closed, LT Marina			Social Sailing	

## CLASSIFIEDS

**YOUR AD WILL RUN 3 MONTHS.**

**IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.**

**SEND YOUR CLASSIFIED TO :**

**[newsletter@Laketownsendyachtclub.com](mailto:newsletter@Laketownsendyachtclub.com)**

Looking to buy used racing sails, in good shape, for our Flying Scot. Please contact Scott Bogue 336-707-9183, or Trish McDermott 336-707-2846.



**FOR SALE: FS #3694.** The price is \$4300. It is a pretty, green-hulled Scot in good shape, and very nicely race-rigged by Dave Batchelor. Let me know if interested or if you have any leads on interested buyers.

Bill Powell  
919-619-8785





Lake Townsend  
Yacht Club  
[@laketownendyachtclub](https://www.facebook.com/laketownendyachtclub)

**Home**

About

Events

Photos

Videos

Community

Reviews

Posts



### 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](mailto:aller.jc@gmail.com)

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

Next newsletter deadline: July 16, 2021

## • Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ <a href="mailto:commodore@laketownsendyachtclub.com">commodore@laketownsendyachtclub.com</a>
V. Commodore/Racing: Ann Marie Covington	◆ <a href="mailto:vicecommodore@laketownsendyachtclub.com">vicecommodore@laketownsendyachtclub.com</a>
Rear Commodore/Education: Marie-Lynn Lavoie	◆ <a href="mailto:education@laketownsendyachtclub.com">education@laketownsendyachtclub.com</a>
Treasurer: Dale Strickland	◆ <a href="mailto:treasurer@laketownsendyachtclub.com">treasurer@laketownsendyachtclub.com</a>
Secretary: Linda Ford	◆ <a href="mailto:secretary@laketownsendyachtclub.com">secretary@laketownsendyachtclub.com</a>
Equipment: Robert Bouknight	◆ <a href="mailto:equipment@laketownsendyachtclub.com">equipment@laketownsendyachtclub.com</a>
Membership: Leigh Wulforst	◆ <a href="mailto:membership@laketownsendyachtclub.com">membership@laketownsendyachtclub.com</a>
Community Outreach: Jeanne Allamby	◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
Marketing: Virginia Summerell	
Webmaster: Joleen Rasmussen	◆ <a href="mailto:webmaster@laketownsendyachtclub.com">webmaster@laketownsendyachtclub.com</a>
Mayor's Cup: Nancy Torkewitz	
Nominating/Past Commodore: Ann-Marie Covington	◆ <a href="mailto:mayorscup@laketownsendyachtclub.com">mayorscup@laketownsendyachtclub.com</a>
Newsletter: Kim Regan	◆ <a href="mailto:newsletter@laketownsendyachtclub.com">newsletter@laketownsendyachtclub.com</a>
Social Media: JC Aller	◆ <a href="mailto:socialedia@laketownsendyachtclub.com">socialedia@laketownsendyachtclub.com</a>
Let's Go Sailing / STEM: Gail Walters	◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
High School Sailing Team: Mark Hayes	◆ <a href="mailto:ltchsst-coaches@laketownsendyachtclub.com">ltchsst-coaches@laketownsendyachtclub.com</a>

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.