

TELLTALES

February 2015

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



Change of Watch Awards and Photos
“Proper Course” by Eric Rasmussen

Frostbite Race Results
Calling All Sailors

UPCOMING EVENTS

Frostbite Racing	Saturday Feb. 14, 11 am <i>Sign up on the scratch sheet online</i>	Lake Townsend
LTYC at the Boat Show	Feb. 27—Mar. 1 <i>Sign up for booth duty on the scratch sheet online</i>	Greensboro Coliseum
Social Sail	Saturday, Apr. 25, 11 am <i>Sign up on the scratch sheet online</i>	Lake Townsend
Let's Go Sailing	Saturday May 30, 11 am to 3 pm	Lake Townsend
Mayor's Cup	June 5, 6, and 7 <i>Sign up at the scratch sheet online</i>	Lake Townsend
Halloween on the Townsend IV	Oct. 31, Nov. 1 and 2 <i>Sign up at the scratch sheet online</i>	Lake Townsend

2015 Calendar and participation scratch sheets are posted on the website:
laketownsendyachtclub.com

Calling All Sailors

Support LTYC at the Greensboro BOAT SHOW



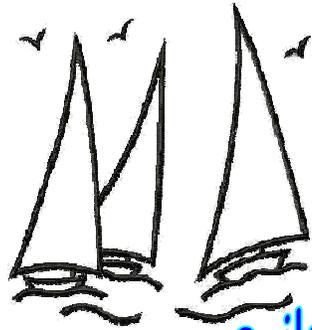
February 27—March 1, 2015

Greensboro Coliseum

This year we will have a booth at the Greensboro boat show for the first time. We'll be in a section dedicated to non-powered craft. It's a great opportunity to promote LTYC and our Learn To Sail program. Volunteers are needed to help staff the booth as well as help with setup and tear down. Jim Heffernan is polishing up his Wayfarer for display in our booth.

If you can help, please sign up on the scratch sheet at:
Laketownsendyachtclub.com

ON THE COVER: Getting ready to race the HOT III, 2014 • Photo by Kathy Holland



Calling All Sailors

LEARN TO SAIL INSTRUCTORS & ASSISTANTS Needed This Summer

Can't give a whole week? Volunteer for a day!
 Check the online schedule at laketownsendyachtclub.com for times and to sign up.

Or contact Ken Butler at education@laketownsendyachtclub.com

February							March							April							
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	
						1						1			1	2	3	4	5		
2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12	
9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19	
16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26	
23	24	25	26	27	28		23	24	25	26	27	28	29	27	28	29	30				
15 Winter Workday 28 Rules Seminar							30 31 15 Winter Workday 28 Instructor Orientation							12 Piedmont Interclub (CSC) 18 Powerboat 19 Spring Workday 25 Social Sailing							

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

Lake Townsend's Schedule*

November to February: 8 am to 5 pm
 (closed Thursdays)

March and October: 7 am to 7 pm

April and August: 7 am to 8 pm

May to July: 7 am to 8:30 pm

September: 7 am to 7:30 pm

*Lake Townsend is always closed on Wednesdays and is open at 8 am on Sundays year round.

All city lakes will maintain normal operating hours during all holidays with the exception of Thanksgiving Day, Christmas Eve, Christmas Day and New Year's Day; the lakes will be closed on those days.

<http://www.greensboro-nc.gov/index.aspx?page=1319>



All members are encouraged to update their CPR and First Aid training.

Local courses are available from the American Red Cross:

gso.redcross.org/get-trained/schedule

From the Helm

2015 is off to a great start. The Change of Watch had record attendance and your race committee pulled off the January race despite icy conditions. I had my first board meeting as Commodore and I can tell you LTYC has a group of dedicated and talented volunteers who continue to devote an enormous amount of energy to the club.

LTYC's mission is to promote sailing in the area. That includes sailing instruction, racing, and social functions for members and their families. I'm looking forward to getting to know each of you this year and helping you plug-in to the activities that best fit your passions, interests, and skills. Maybe you simply enjoy being on the water, or you like to cook. Some folks love racing, others like cruising. Are you good with kids? Do you enjoy teaching? There is a place for you at LTYC.

I continue to be amazed at the number of people who think Lake Townsend and Bryan Park are only about golf and soccer! One thing each of us can do is help promote our classes! Most of us also work or socialize with others who may not know about the jewel at Lake Townsend. Pick up some sailing class brochures, print out a flyer, and tell your friends about LTYC. See you at the Lake!

David Duff
Commodore

Member Profile—Michael Crouch

Michael Crouch is the former editor of Tell Tales. Over his three years as editor he took the publication to new heights by putting it online and giving it a polished, professional look.

Michael has been an LTYC member for four years and served on the board for three years.

His sailboat, *Miss Moo*, which Michael built, is a 11.5' rowing/sailing dinghy. He says it's the slowest boat on the lake, but "She's got a little bit of style." Steve Raper recruited him while they were out on Lake Townsend. Michael took the sailing classes as a refresher course, went to a Mayor's Cup race and got hooked up with Jim Schwartz, of whom he says, "I've had the good fortune to race with quite often since."

Michael learned to sail and worked on the waterfront at a Boy Scout camp in 1985 and has been sailing off and on ever since.

He works at Guilford College as Associate Director, Communications and Marketing. When he's not sailing he's slowly remodeling the house. He emphasizes "slowly." He is married to, as he puts it, "my much better half, Michelle."



2014 Change of Watch Awards



Fleet Results

1	Open Multihull	Rasmussen, Eric	Isotope 235
2	Open Multihull	Kuzmier, John	Isotope 1992
1	Open Monohull	Warren, Ken	Lightning 10386
2	Open Monohull	Hayes, Luke	Laser-Radial 200622
1	Wayfarer	Covington, AnnMarie	Wayfarer 276
2	Wayfarer	Butler, Ken	Wayfarer 7372
1	Flying Scot	Bews, Tom	Flying Scot 5295
2	Flying Scot	Jarzyna, Tad & Donna	Flying Scot 5989
3	Flying Scot	Jones, Steven	Flying Scot 2048
4	Flying Scot	Hemphill, John	Flying Scot 4043

Service Awards

Seminars/Articles/Writeups/Trophies: Eric Rasmussen

Newsletter: Michael Crouch

Dock Repair: Wendell Gundlach and Mark Wilson

Fleet Maintenance: Dalton Cox

Equipment Support: Scott Bogue

Social Support: Trish McDermott

RC/Shore Support: JC Aller and Joleen Rasmussen

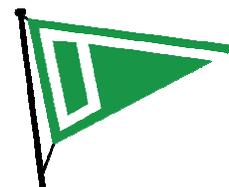
Crewmania: (These skippers sailed with many different crew throughout the season.) Ken Warren (7), Ken Butler (5), Tom Bews (4), John Hemphill (3), AnnMarie Covington (3).

Most Improved Sailor: Jeanne Allamby

HOT Regatta Support: Sharon Randall

Mayor's Cup: Uwe Heine & Nancy Collins (3 years as Regatta Chair for MC)

Let's Go Sailing: Trish McDermott



Sailing Class Support: Hudson Barker, Susan Cole, Ken Butler, Steve Raper

Outstanding Sailing Instructor: Otto Afanador

Special Recognition: Kathy Holland, photographer for many of our regattas

Special Recognition: Clint Richardson, Lake Manager for his incredible support of the club over the years. Lake Townsend Yacht Club would not exist without the support and sponsorship of the City of Greensboro. We cannot thank Clint and his team enough for making every day at the lake extra special for us.

Sparky Award: To Gabriel Herman, for successfully crewing for his dad, Chris over the past few years in all conditions. Gabriel and Chris focused their sailing this past year on the Helmold/Singletary Series, in which they did very well. They even stayed upright in the high wind VISA Regatta this year! Gabriel has been sighted at the helm on several occasions. Watch out, he will soon be skippering a race.

Kent Taylor Service Award: Established in 1997, the Kent Taylor Team Trophy was awarded to the fleet in the Mayor's Cup regatta with the lowest average overall Portsmouth score compared to other fleets. The idea was to support fleet improvement. This trophy was retired in 2005. Besides Kent Taylor's passion for sailing fairly and helping his fleet members improve, he was also very involved in service to the club, whether teaching sailing, serving on Race Committee, or leading a beach clean-up on a work day. In the spirit of acknowledging outstanding service to the club, the Taylor family has repurposed this perpetual trophy as the KENT TAYLOR SERVICE AWARD. The names of the past two years' recipients, Joleen Rasmussen and Hudson Barker, have been engraved on the trophy.

This year the Kent Taylor Service Award went to Steve Raper, who has given many years and many hours of unselfish service to the Lake Townsend Yacht Club. He is often seen helping out with sailing classes. On any weekend when the weather is nice, he is at the lake giving sailboat rides to whomever wants to go out, club member or not. He has been responsible for recruiting more sailing students and new club members than anyone. And without a doubt, his most important and appreciated contribution to the club is the development and maintenance of the club's website.

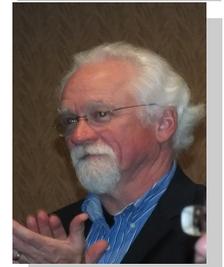
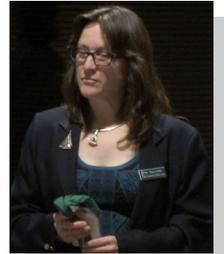


Steve wins the coveted Blue Jacket

PICTURES FROM THE CHANGE OF WATCH



PICTURES FROM THE CHANGE OF WATCH



LTYC Frigid Digit—Another Great Day of Sailing! By Joleen Rasmussen

Twenty-five sailors showed up at the lake Saturday morning, January 10 with breakfast biscuits (thanks to Tom Bews) and coffee in hand. With temperatures in the high 30s, many expected a seminar rather than a race. The light winds and bright sunshine were enticing as the temperature rose slowly. By the 11:30 competitors’ meeting, four to six boats were ready to start rigging. Joleen had to block the exit door to keep the sailors in the room to cover a couple of equipment topics! With help from Uwe & Nancy, Joleen demonstrated how to use the Righting Tool. She also showed off the new club digital camera and encouraged RC to always try to nab and publish a few photos.

With just four boats racing, RC had originally planned to take out just the two SCAT boats. The Pontoon was quickly launched when SCAT 2’s engine would not start. Led by a first time LTYC PRO, Robert Bouknight, RC set a WD course with the pin serving as the leeward mark. RC hoisted L and confirmed that all boats understood this new course. Race 1 started at 1:30 in about 2 knots of wind. (An hour late, but when the rigging starts after the competitors’ meeting, and RC has to swap a boat, being an hour late was fine by all.) The winds went and returned, and Race 1 ended about 35 minutes later with all four boats just 20 seconds apart. Can you say “Catch-Up Wind?” During Race 2, the winds continued to play their here-and-there games. Race two finished around 3:00, running just a bit over 40 minutes. RC was prepared to run a third race but the winds seems to be vanishing and the sailors seemed interested in heading in, so RC flew AP/A and boats headed in – some under sail, some under motor, and some under tow.

Those who stayed on shore did a bit of personal equipment work while munching on the pumpkin bread and other snacks various sailors had brought. They then had the pleasure of hearing some of Jim Heffernan’s thoughts and insights on a topic that Jim had prepared as an option to racing. The seminar/social took place in the WARM classroom with hot White Chili that Trish McDermott had made for us! At the end of the day, with the park closing at 5:00, about 10 sailors hung out at the gate to Shelter #10 for another 1/2 hour or so.

In spite of the fluky winds and low temperatures, everyone had a ball! It was a great mix of activity – education, equipment, races, socials! Our next race is February 14. Hmm, that might be a conflict for some or maybe an opportunity to bribe the spouse with breakfast in bed, a pretty package, a box of chocolates – such that you are sent on your way to go sailing; just be sure to get back in time to take your significant other out for dinner....

Frigid Digit		Saturday - High 30's Sunny, Water Temp 40ish				Open Start			
1 Start		Beaufort 0,	Race #	1		13:30:00			
POS	WD (Pin=Leeward)	Avg <2, 0-7.8	Wind HC	1					
	Skipper	Crew	Fleet	Sail #	24hr Clock Finish	Elapsed Dec. Min.	DPN	Corrected time	Points
1	Phil Leonard	Eric Rasmussen	WF	Club	14:03:27	33.45	94	35.59	6
2	Ken Warren	Jim Schwartz, Michael Crou	LI	12705	14:03:20	33.33	92.6	36.00	5
3	Kevin Gheen	Tom Bews, JC Aller	FSCT	5295	14:03:30	33.50	92.1	36.37	4
4	John Hemphill	John Russell	FSCT	4043	14:03:40	33.67	92.1	36.55	3

Frigid Digit Jan 10, 2105		Saturday - High 30's Sunny, Water Temp 40ish				Open Start			
1 Start		Beaufort 0	Race #	2		14:15:00			
POS	WD (Pin=Leeward)	Avg <2	Wind HC	1					
	Skipper	Crew	Fleet	Sail #	24hr Clock Finish	Elapsed Dec. Min.	DPN	Corrected time	Points
1	JC Aller	Tom Bews,,Kevin Gheen	FSCT	5295	14:55:35	40.58	92.1	44.06	6
2	John Hemphill	John Russell	FSCT	4043	14:56:50	41.83	92.1	45.42	5
3	Ken Warren	Jim Schwartz, Michael Crou	LI	12705	15:00:23	45.38	92.6	49.01	4
4	Phil Leonard	Eric Rasmussen	WF	Club	15:02:36	47.60	94	50.64	3

Here's what our own Ken Warren was doing in 1955!



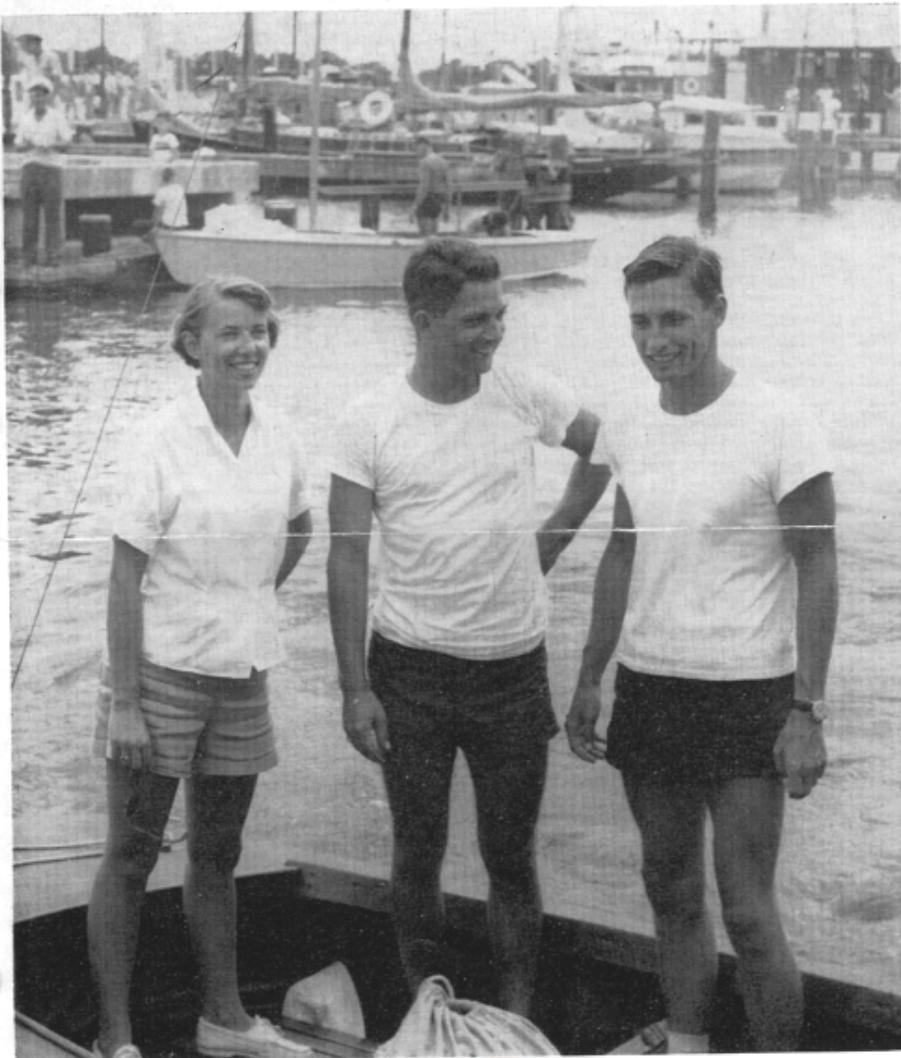
LIGHTNING *Flashes*
 From THE LIGHTNING CLASS ASSOCIATION
 308 Center Street, South Haven, Michigan
 WAYNE L. BROCKETT, Editor

NOVEMBER 1955

TOM ALLEN DOES IT AGAIN

The Story of the 1955 Internationals

By Wayne Brockett



Left to right: Ann Smither, Kenny Warren, Tom Allen, Champion.

As Class Historian of the Lightning Class I have been writing up the history for our planned coffee table book. Going through the records I found this info on Ken. Teaming up with Tom Allen they first won the Presidents Cup in '52. ILCA NAs are sailed in three flights: Championship, President's Cup and Governor's Cup. The NAs are limited to 103 boats and round robin to set up the three flights of 31 boats each. Both Tom and Ken did a hitch in the Navy and came back to win the NA Championship in '54 and '55. The boat is #4811, *Atom*, a kit boat Tom had built himself. Ken first joined us in Fleet #415 in the early eighties at HRYC.

Corky Gray

Proper Course



by Eric Rasmussen

One of the most misunderstood and misused terms in the racing rules is *proper course*. When I hear someone hail "proper course" on the water, or hear the term used in a discussion afterwards, more often than not it is used incorrectly.

What is "proper course"?

In fact, there are only a handful of places (two definitions and three numbered rules) where the *Racing Rules of Sailing* use the term. Let's begin with the definition of "proper course" itself:

"A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal."

Simply put, a boat's proper course is the course she would sail if the "other boats" (not all boats, but the ones mentioned in the rule) weren't there.

Now, it's certainly possible that boats may have different proper courses. When two different boats are on a beat to windward, for example, one may outpoint the other. Therefore one boat's proper course is to sail closer to the wind than the other. Even if the boats are identical, the crew may have different opinions about the fastest way to sail the racecourse. One boat may wish to foot for speed* and the other may wish to pinch. Downwind, one boat may want to sail hot and the other to sail deep. Or, one boat may seek favorable wind or current one way, and the other in a different way. When arguing proper course in a protest hearing, one needs to have a plausible reason for sailing that course even if the other boat wasn't present. That is the litmus test that the protest committee will use.

When proper course matters

The definition of "mark-room"

The first mention of proper course is in another definition. Mark-room (a) says "...room to sail to the mark when her proper course is to sail close to it..." That clause is there to cover an obscure case where a boat entitled to mark-room at the finish could shut out another boat by sailing to the mark. If it isn't a boat's proper course to sail to the mark, mark-room does not entitle her to do so.

Rule 17 - "on the same tack; proper course"

Now, let's move on to rule 17 (also referred to as RRS 17), which is the primary rule involving proper course. It states:

"If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear."

When in effect, rule 17 restricts a boat from sailing above her proper course. To know whether or not the rule applies, you have to look back to the time when the two boats became overlapped on the same tack – which may be quite a while prior to their actual encounter. If the leeward boat established overlap from clear astern within two of her hull lengths, then she may not sail above her proper course.

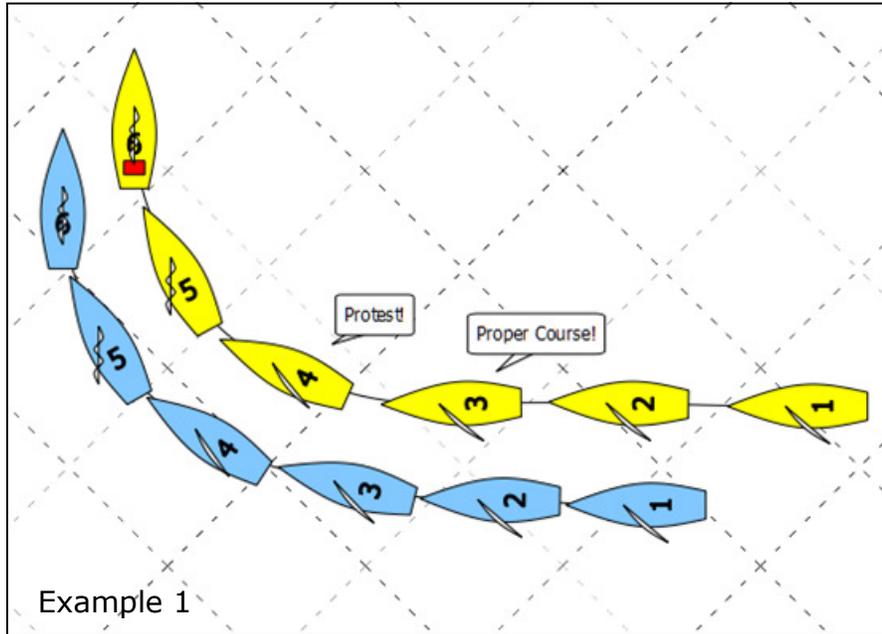
Rule 17 does not prevent the leeward boat from sailing above her proper course if:

1. She was clear ahead just before overlap was established
2. The boats were farther apart than two of her hull lengths when overlap was established
3. The boats are overlapped on opposite tacks
4. The boats were overlapped on opposite tacks within two of her hull lengths and one of them gybed (also spelled “jibed”)
5. If she promptly passes astern of the windward boat
6. If the leeward boat became overlapped from clear astern while the windward boat was tacking and is required to keep clear by rule 13.

The gist of this is twofold:

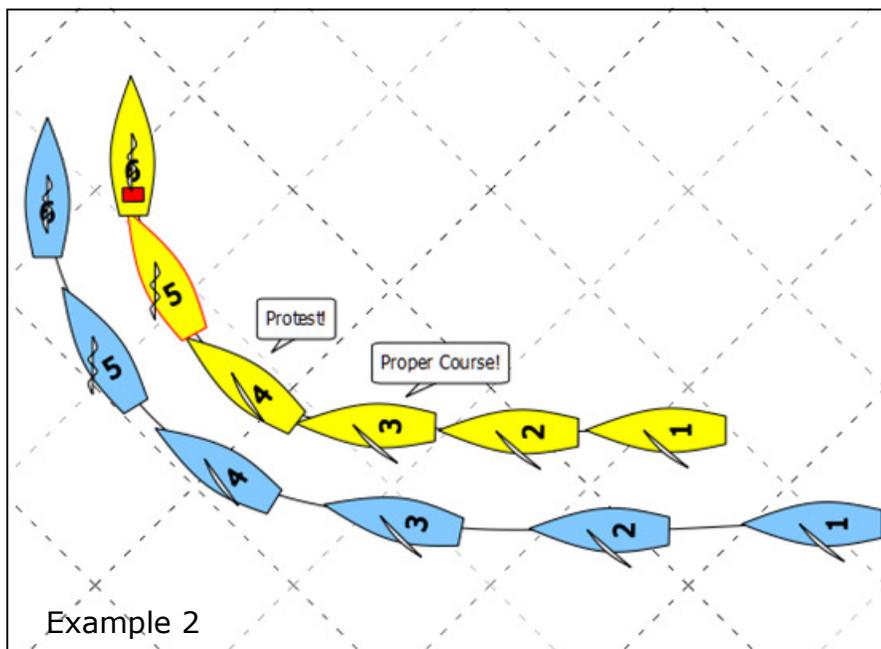
1. If a boat on the same tack is overtaking you to windward, you **may** head up (to head-to-wind) to prevent her from passing
2. If you are overtaking a windward boat, you **may not** head her up in order to pass.

On the next page are a couple of diagrams to illustrate the purpose of rule 17. I've shown them with boats on a beam reach, but the principle is the same for boats on a beat to windward, or on a run downwind.



In this first example (Example 1), Blue did **not** overtake Yellow from clear astern. Therefore rule 17 does not apply. Blue may sail above her proper course (provided she complies with rule 16.1) and take Yellow head-to-wind in order to prevent Yellow from passing her. Yellow must keep clear per rule 11. Neither boat breaks a rule. Yellow should lose this protest.

In Example 2, Blue **did** establish overlap from clear astern within two of her hull lengths so rule 17 does apply. Blue may not sail above her proper course. Blue luffs Yellow up anyway (in order to pass through Yellow's wind shadow). Yellow must keep clear per rule 11 (and she does). Blue breaks rule 17. Yellow should win this protest.



Also, it's important to note that there is no proper course before the starting signal (the signal, not when a boat crosses the starting line). You *may* overtake to leeward and head a boat up during pre-start maneuvers, but once the start is signaled, you must turn back down to your proper course.

Rule 18 - "mark-room"

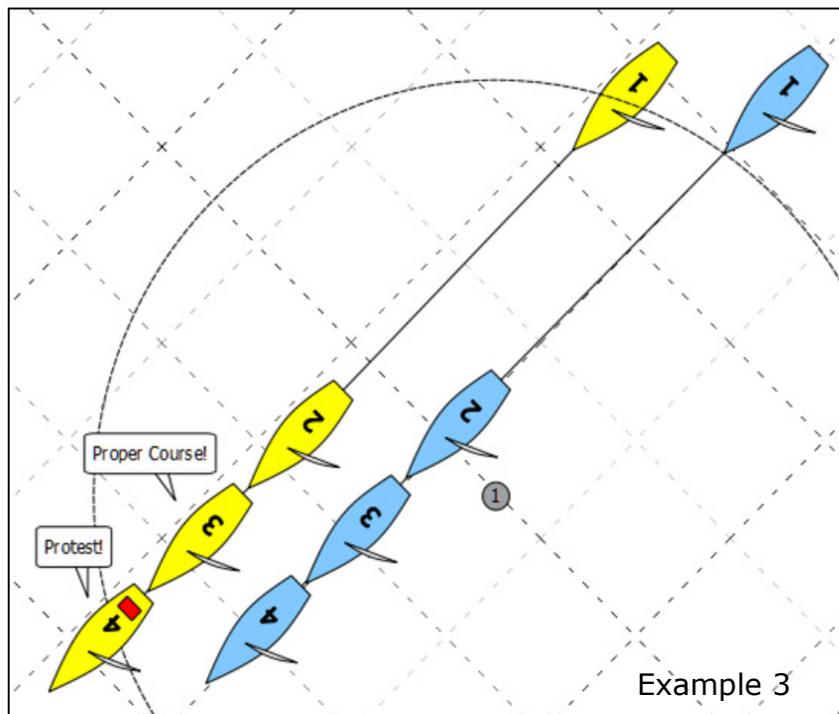
There are a few places where rule 18 mentions proper course. RRS 18.1 states "... however, it does not apply (a) between boats on opposite tacks on a beat to windward, (b) between boats on opposite tacks when the proper course at the mark for one but not both of them is to tack,..." Part (b) and its mention of proper course is essentially the same as part (a), except that it includes the case where one of the boats has overstood the mark and is not "on a beat to windward."

RRS 18.2(c) states "When a boat is required to give mark-room by rule 18.2(b)... if she becomes overlapped inside the boat entitled to mark-room, she shall also give that boat room to sail her proper course while they remain overlapped."

This rule means that when a boat owes another boat mark-room, and tries to slip in between her and the mark, the other boat may cut her off, provided that maneuver is not outside the other boat's proper course.

RRS 18.4 states "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." When in the zone at a gybe mark, or at a single (i.e., not a gate) leeward mark, if a boat's proper course would be to gybe, she must gybe when her proper course dictates. She may not drive another boat farther away before gybing.

In Example 3, Blue is the inside overlapped right-of-way boat. Her proper course is to gybe to round a leeward mark to port. She sails further from the mark, however, than her proper course necessitates before gybing. Yellow would likely win this protest.



Example 3

Rule 24 – “interfering with another boat”

Finally, RRS 24.2 says “*Except when sailing her proper course, a boat shall not interfere with a boat taking a penalty or sailing on another leg.*” That is, you cannot sail out of your way just to disadvantage a boat taking a penalty or sailing a different leg of the course.

In conclusion

That's it. By far, RRS 17 is the most commonly applicable of these rules, followed by RRS 18.4. The other times proper course is mentioned are to close loopholes and for good sportsmanship. Note that no rule *requires* a boat to sail her proper course. Some rules restrict a boat from sailing above, below, or beyond her proper course, but no rule actually compels her to follow it.

I hope that helps,
Eric Rasmussen



Level 1 Sailing Instructor Certification Course

Course Goals

The US Sailing Small Boat Level 1 Sailing Instructor Certification Course is designed to provide sailing instructors with information on how to teach more safely, effectively, and creatively. Topics covered in the course include: classroom and on-the-water teaching techniques, risk management, safety issues, lesson planning, creative activities, ethical concerns, and sports physiology and psychology.

Course Length

This is a 4-day, 40-hour course. Attendance at all course sessions is mandatory. Absence from any portion of the course excludes the instructor candidate from evaluation. **Here is a list of nearby classes and dates:**

April 11 – 14, 2015

Peninsula Yacht Club

18501 Harbor Light Dr.
Cornelius, NC 28031

Contact Harry Smith, hsmith@peninsulayacht.com
Instructor John Sepanski, sepanski.john@gmail.com

Note: 10 available slots. Early registration discount until 3/14/15.

May 22 – 25

Friends of the NC Maritime Museum

315 Front St.
Beaufort, NC 28516-2124

Contact Brent Creelman, brent@maritimefriends.org
Instructor John Griffin, jdgr2@wm.edu

Note: 11 available slots. Early registration discount until 4/24/15.

May 15 – 18

Little Washington Sailing School

PO Box 1865
Washington, NC 27889

Contact Anne Kumins, anne.kumins@gmail.com
Instructor Arn Manella, arn432003@yahoo.com

Note: 12 available slots. Early registration discount until 4/17/15.

Sailing Terms and Phrases

Sometimes you'll read or hear an unfamiliar sailing term or phrase. This month, and in upcoming issues, we'll define some of them.

Have a question about a term or phrase? Send it to: newsletter@laketownsendyachtclub.com.

Many thanks to Eric Rasmussen for this issue's *Sailing Terms and Phrases*.



Sailors frequently use the terms **up** or **above** when talking about turning **into the wind** (towards the direction that the wind is coming from).

Likewise, **down**, **away** or **below** (in this context) refer to turning away from the direction that the wind is coming from. Thus, we get the terms **upwind** and **downwind**.

When a boat **heads up** she turns toward the wind. When a boat **bears away** she turns away from the wind.

A boat may also **head up** or **take up** another boat, meaning that she forces the other boat to change course to windward.

When a boat sails her optimal course upwind, she is said to be **close-hauled**, **on a beat** or **beating** (also, "beating to windward").

If she sails a bit **higher** than her optimal course (that is, she heads up a little), then she is said to be **pinching**. If a boat sails a **lower** course (bears away slightly), she is **footing**.

A boat sails slower when pinching, and faster when footing. Therefore, a boat can **foot for speed**. However, in doing so she must then travel a longer distance to her objective. Although it is generally best to sail close-hauled, there are times when a skipper may choose to pinch or foot.

Likewise, when sailing downwind, there is an optimal point of sail that is often around a **broad reach**. A skipper may choose to head up from that course, which is called **sailing hot**, or may bear away some, which is called **sailing deep**. Sailing hot is faster (in a straight line) but the distance to the mark is increased. Sailing deep takes a shorter course towards a leeward mark.

A boat can sail **above** (to windward of), or **below** (to leeward of) her proper course.

Classified Ads

Buy - Sell - Want to Buy

Boats-Equipment-Accessories

Ads run for 3 months if not renewed.

newsletter@laketownsendyachtclub.com

Yflyer - Very nice remodeled boat, 1978. Very stiff and dry. Set up for racing (won many), good for daysailing. Includes nice galvanized trailer. Go to yflyer.org/, a very good association with tips & news about the boat. Sails in very good condition. 2nd place, HOT regatta 2012, 2nd in winter series at Townsend 2011. Scows are more stable than round bottom boats; speed is similar to a Lightning/ Buccaneer. Ready to race! \$1700. Photos available. Bart Streb at bstrebb@gmail.com. Located south of Raleigh.

Windmills Available

Alan Taylor has a couple of Windmills available, if someone would like to sail them during an upcoming LTYC event. Give Alan a call - with a few days' advance notice 530 263-3009 • alan@lakelevel.com.

Lasers Available

Uwe Heine has a couple of Lasers available, if someone would like to sail them during an upcoming LTYC event. Give Uwe a call - with a few days' advance notice - 336 585-0951 • heineu@bellsouth.net.



Lake Townsend Yacht Club Board

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

Vice Commodore/Races: Nancy Collins-Heine • 336-585-0951 • heineu@bellsouth.net

Education/Rear Commodore: Ken Butler • 919-235-8376

Treasurer: Hudson Barker • 336-644-1060 • hudsonbarker@att.net

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

Equipment: Scott Bogue • 336-375-4247 • spbogue@earthlink.net

Cruising/Social Sail: Starling Gunn • 336-552-6055 • justbgunn@bellsouth.net

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

Social: Steve Morris • 336-601-1428 • samorris@triad.rr.com and JC Aller

• 336-580-0528 • aller.jc@gmail.com

Webmaster: Steve Raper • sraper4051@outlook.com

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

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



Become a Certified Race Official

If you are interested in completing your club level certification and have not yet taken the required seminar and exam, there is a course **Saturday, March 21** at the Carolina Yacht Club in Wilmington, NC. Sign up online at US Sailing's Website:

<http://www.ussailing.org/race-officials/become-a-race-official/race-officer-seminar-calendar/>

Cost is \$40. Registration closes March 17. Space is limited.

Joleen Rasmussen
US Sailing Regional Race Officer

We're Social

LYYC has a [Facebook](#) page! If you want to keep up with what's happening at our club, get together with other club members, become a fan, or promote our club to your friends, go to <https://www.facebook.com/pages/Lake-Townsend-Yacht-Club/156275724405503?sk=wall>

We're also on Twitter at https://twitter.com/LTYC_tweets

