

# TELLTALES

March 2015

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

## Boat Show Report



Dedicated booth staff hard at work at the boat show!

**Profile: Nancy Collins**

**How to Keep Your Bearings by Scott Bogue**

**Overlap by Eric Rasmussen**

**Buy a Wayfarer: Join a Family by AnnMarie Covington**

**Sailing Terms by Alan Taylor**



Calling All Sailors

## → LEARN TO SAIL INSTRUCTORS ←

### Assistant Instructors

**and Safety Boat Drivers Needed This Summer**

Can't give a whole week? Volunteer for a day!

Check the online schedule at:

[laketownsendyachtclub.com](http://laketownsendyachtclub.com)

for times and to sign up.

Or contact Ken Butler at [education@laketownsendyachtclub.com](mailto:education@laketownsendyachtclub.com)

**You make our sailing education program successful!**

*Thank you!*

**Also make plans to attend the Instructor Training Class**

**April 28th**

**Note to New Sailors: Adult Weekend Class Coming Up  
Fri. afternoon, Sat. and Sun.**

**If you are interested in taking a weekend class, please email  
[education@laketownsend.com](mailto:education@laketownsend.com)**

## Calling all Sailors



# We need you for our Let's Go Sailing Event May 30th

**Saturday, May 30, 2015 11 am – 3 pm**

Here's a list of the activities we need your help with during our Let's Go Sailing event:

Most important: We need **Skippers!** And lots of you.

3 people needed for **Shore Support**. Task entails helping visitors find and put on PFD, escort to a boat, answer any questions, and talk up sailing classes.

2 people needed for **Dock Hands**. Assist incoming and outgoing boats and passengers as needed and talk up sailing classes.

2 people needed to demonstrate **Knot Tying** and talk up sailing classes.

2 people needed for **Scat Boat**. Cruise with sailors and provide help where needed.

2 people needed to be **Point Persons**. Describe and explain sailing and what passengers should do while in the boat, and talk up sailing classes.

**Sign up on the Scratch Sheet at: [laketownsendyachtclub.com](http://laketownsendyachtclub.com)**

## Member Profile—Nancy Collins



Hi – I am Nancy Collins, LTYC’s Vice-Commodore. This position typically organizes and runs the monthly racing. In the real world for work I push (data) bits around, part of that IT crowd that hides in the basement and does things that no one understands. I work with the infrastructure for virtual systems.

I never really thought about sailing when I was growing up because I lived in places that didn’t have any available lakes. Even so I was always fascinated with Clipper ships and had a model ship in 6th grade.

The first time I got to ride on a sailboat was in Aruba with my husband, Uwe Heine, who has been sailing since he was a kid. The wind came across the island and was channeled between the hotels, making the sailing very shifty and choppy. Uwe suggested that I lie across the foredeck and put my snorkeling goggles on. This was not a good experience and I was soon on the beach.

It was my next sailing experience that ultimately led to me finding LTYC. One of my many hobbies is astronomy, so we had gone to Aruba to see a total solar eclipse. That next sailing experience, with Uwe’s parents who sail, was to see a total solar eclipse going across the Mediterranean near Turkey. We spent a week on a 40’ Beneteau, sailing along the Turquoise Coast. This was so very exciting and exotic. I had to have more of this! I had lofty goals and learning to sail was one of them.

When I got home I really wanted to take sailing lessons and sail away. This is when I found Lake Townsend’s great website. I made Uwe sail me around on the Pico’s. We even hovered around the edges of one of the Mayor’s Cup regattas watching all the boats. I spent a fair amount of time researching various little boats. At some point, Steve Raper found us and talked up the Flying Scot, and Dave Batchelor found us a very pretty one that had sat in a barn for its entire life. Its name was *En Passant* (In Passing), which is a little known chess move involving a pawn. It is an extremely appropriate name for a racing boat, since the sport is all about planning, strategy, and being thwarted by the wind and the other players.

I took sailing lessons the summer after buying the Scot. I have also taken lessons on a cruising boat down in Florida, since we pre-inherited a 26’ Island Packet. It has a silly name and we are still looking for a new one for it. We also have a couple of Lasers, and if we aren’t careful we will end up with more.

When Uwe and I talked about boats and what we wanted to do, we wanted to make sure that we didn’t lose interest in sailing. If things become too complicated to do, people tend to not do them. Sailing small boats is simple in that setting them up doesn’t take very long. I want LTYC to continue to promote racing because I think racing is very important in learning to sail. Racing puts you in circumstances that you might not encounter in casual sailing, such as sailing in winds that are heavier or lighter, or sailing more often than you might otherwise do.

Come out and join us. You don’t need a boat. If you don’t have one, we have space on the boats during races, and there are also city rental boats and some club boats available.



Photos by Linda Heffernan, Scott Bogue and Steve Raper



## LTYC at the Boat Show

At first the idea seemed strange; why would you display sailboats and promote sailing classes at a boat show that targets the power hungry? Simple – sometimes wind power is enticing and sometimes powerboat people want to try something different. That's what we found at the Central Carolina Boat & Fishing Expo held at the Greensboro Coliseum Feb. 27 - Mar. 1.

The boats on display with sails up and adorned with colorful flags were the pièce de résistance! Many thanks to Mark and Luke Hayes for bringing their Laser, to Linda and Jim Heffernan for bringing their beautifully polished woody Wayfarer, and to Tom Bews for his equally polished and beautiful Flying Scot.

Thanks also to the many members who staffed the booth and snagged a few new class participants as well as got good information from people who have an interest in sailing. Our MVP, though, had to go to Aubry Bews. She put a sales pitch on Jack Davidson, whom she had not met before, that almost made him sign up again!

We had forty-one people give us their contact information and had six sign up for specific sailing classes. Many more people in the Greensboro area now know who we are.

Awesome job y'all!

## 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 • 88hawkg650@gmail.com**

**Note: Board meetings are open to all members. They are held the first Thursday of each month at 5:45. Greensboro Christian Church, 3232 Yanceyville St., Greensboro, NC**

### Your LTYC membership comes with many benefits including:

- Mentoring
- One-on-one sailing instruction
- Continuing education and instructional seminars (at no additional cost)
- Opportunities to crew and learn from experienced sailors
- Organized cruises
- Monthly racing
- Monthly Social Sailing (a non-racing event)
- Social gatherings after every sailing event with good food, adult beverages and soft drinks (at no additional cost)

There are many more.

**We will include additional membership benefits in future issues.**

If you'd like to tell us how you benefit by being an LTYC member, we'd love to hear about it! Please send to: [newsletter@laketownsendyachtclub.com](mailto:newsletter@laketownsendyachtclub.com)



# UPCOMING EVENTS

## Frostbite Racing

**Saturday, Mar. 14, 11 am**  
*Sign up on the scratch sheet online*

Lake Townsend

## Social Sail

**Saturday, Apr. 25, 11 am**  
*Sign up on the scratch sheet online*

Lake Townsend

## Let's Go Sailing

**Saturday, May 30,  
 11 am to 3 pm**

Lake Townsend

## Mayor's Cup

**June 5, 6, and 7**  
*Sign up at the scratch sheet online*

Lake Townsend

## Halloween on the Townsend IV

**Oct. 31, Nov. 1 and 2**  
*Sign up at the scratch sheet online*

Lake Townsend

**2015 Calendar and participation scratch sheets are posted on the website:  
[laketownsendyachtclub.com](http://laketownsendyachtclub.com)**

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
30	31					
15 Winter Workday						
28 Instructor Orientation						

April						
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			
12 Piedmont Interclub (CSC)						
18 Powerboat						
19 Spring Workday						
25 Social Sailing						

May						
M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
2-3 Great 48						
23 Social Sailing						
30 LetsGoSailing						

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

# Welcome to our new members!

Darin & Christiane London—Mebane, NC

Paul & Phyllis Parker—Greensboro, NC

Marty & Jessica Van Hecke—Greensboro, NC



# How to Keep Your Bearings

By Scott Bogue

You've been looking forward to this trip for weeks, and now the boat and trailer are hooked up, all the gear is stowed safely, the chains, hitch and lights have been checked, and the family is talking about all the fun they are going to have. You drive through the neighborhood, down the feeder road and onto the Interstate.

When you stop for gas a few miles later, everything looks OK so you go on. Two hundred miles from home you check the rearview mirror and the boat doesn't look right, then you see sparks flying out from under the trailer. Fearing a fire you pull over and get out, and you see that the left trailer wheel is gone. Not loose, not flat – gone.

What happened?

The trailer's wheel bearings got wet from launching and retrieving the boat. They rusted, and could not turn freely. Friction from the long drive at high speed built up heat, which drove out the last of the grease. The bearings disintegrated, and the wheel and tire flew off – possibly even endangering someone.



Here is what's inside your trailer's wheels:



The details will vary, but the main "ingredients" are the bearings and the seal. The spindle is fastened to the end of the axle, and the wheels and tires are mounted to the long bolts in the hub, just like they are on a car. It might appear from the picture that the spindle nut and washer would keep the wheel on even if the bearings disintegrate, but they are often destroyed by heat as well.

But why don't car wheels have that problem? It's because car wheels are rarely immersed up to the hubs (but if a front wheel drive car's rear wheels are routinely submerged during launching, bearing damage could occur).

The seal, which is designed to keep grease in, cannot stop water coming in from outside. Water intrusion is greater when the trailer has been towed for some distance before the launch because the hubs and bearings are warm, and when the hub hits the cold water, the grease (and any air inside) contracts, sucking in water. The water can't get out, and the bearings, which are steel, quickly rust – and even when there is grease, grease and water will mix as the wheels turn, exposing the bearings to water.



**The key to “keeping your bearings” is to keep them well lubricated with fresh grease while minimizing how much water gets inside.**

People often ask me how often they should service their trailer wheel bearings. It depends on two things: how often you launch and retrieve, and how far you tow the boat before launching it. A trailer under a boat in dry storage at the lake could be neglected indefinitely; even if the bearings are dry and rusty and sound like a coffee grinder when the wheels turn, they are not likely to fail (unless you decide to take the boat home or take it on a trip).

On the other hand, if you routinely travel some distance and use the boat often, checking once a year is not too often, and if water is found, cleaning and repacking the bearings (that is, replacing the grease).

Something else to check: look at the inside of the tires. If they are all grease stained and messy, the seal has failed. This will damage the tires and, of course, all the grease will eventually leave the bearings.

Servicing trailer wheel bearings is messy but it isn't difficult. Probably the best way to learn is to watch someone, but with the Internet and YouTube you can search for “Grease Trailer Wheel Bearings” for any number of good videos. Buy boat trailer wheel bearing grease (it's more water resistant) and use gloves.

**Take your time, and check every step, especially when you install the washer, spindle nut and cotter pin.**



PS – how can I tell if my bearings are OK? 1. Hitch the trailer to the tow vehicle or block the wheels. 2. Jack up one wheel until the tire clears the ground. 3. Grab the wheel at 9 and 3 and rock it (don't turn it) strongly. It should not have any play. 4. Rotate the wheel and listen closely for any sound. A faint whir is OK, but any rumble, grinding or other noise is not. 5. Remove the dust caps and check for plenty of clean grease and no water.



## Buy a Wayfarer: Join a Family

By AnnMarie Covington

At the end of the 2014 season, my woody, *Epiphany* (Wayfarer 276), had completed two full years of sailing/racing since her three-month restoration by Jim Heffernan and me. By my calculations, we (*Epiphany* and I) had sailed an average of six days a month year round, mostly racing, but also wonderful lazy cruising on lakes, along with a week on the Chesapeake Bay.

She needed a major medical check-up. Initial findings...a hole in her port centerboard trunk just above the water line, as well as several other “spots” of rotten wood ... OK...OK, I mean AREAS of rotten wood that needed to be cleaned out and replaced with epoxy. Plus, the deck showed signs of missing bits of wood filler over nails, with resultant water damage to the underlying wood. I endeavored to spend this past December and January refurbishing her, with my goal being to have her ready for the Wayfarer Midwinter Regatta race week (Midwinters, for short) at Eustis, Florida at the end of January. As you might expect, it took many, many weeks to patch, epoxy, and sand the deck and interior and apply five coats of varnish along with a non-skid coating to the floorboards. Plus, I needed to learn the proper techniques for each of these tasks...many thanks to Jim Heffernan and others whom I consulted. I completed these repairs with two weeks to go before Midwinters and then scheduled to race with CSC (Carolina Sailing Club) in their Winter series on Lake Jordan so that my crew Matthew Stalnaker and I could get in some pre-Midwinters practice.

Now, some readers may already know that *Epiphany* has a tendency to “kiss” other boats. Most of the time, this does not have

serious consequences. However, on the very first start of the first race after her refurbishment, a 420 put a hole in her starboard bow...fortunately above the water line. No, I was NOT on port tack! Rather, on seeing a potential port-starboard conflict, *Epiphany* (starboard) and the 420 (port) both decided to fall off, resulting in a very hard kiss...Ouch! This was only 10 days before her scheduled trip to the Midwinters. Jim Heffernan and I put her in the exclusive Village Lane Hospital for Wayward Wayfarers in Chapel Hill and quickly compensated for her error in judgment.

The Wayfarer Midwinter Regatta is held every year in late January-early February at Lake Eustis Sailing Club in Eustis, Florida. In 2014 I joined the North Carolina contingent of Jim and Linda Heffernan and Ken Butler. The club members were very welcoming and hospitable, allowing camping on the premises. And the sunsets over the lake are spectacular! So, I put this year's event on my calendar early and invited Matthew Stalnaker (LTYC) to crew.

We drove all day on Wednesday, January 28 to enjoy the warm weather and to join the other 20 or so members of the Wayfarer family from Ontario, Quebec, Michigan, Massachusetts, North Carolina, Idaho, Tennessee and Florida in preparation for the long weekend. On Thursday, I launched *Epiphany* and paddled over to the catamaran beach to turn her on her side to reattach the brake on her centerboard. Several people were happy to assist.



Many Wayfarers as well as MC Scows went sailing for fun on Wednesday afternoon and Jim organized a set of Rabbit Start practice races for the Wayfarers late in the day. It was a glorious day!

On Friday morning, I needed a long electrician's screwdriver to adjust the center-board brake. Several helpful Wayfarer skippers checked their tool boxes and very soon I had one in hand. Then the Regatta began.

Two races were held in the morning, after which we returned to shore for lunch. Moorings just off shore were convenient, with the mark boat ferrying skippers and crew to and from shore. Two more races were completed after lunch, all in excellent conditions. (*Epiphany* was smiling...she was in 2<sup>nd</sup> place in Non-Spinnaker and 12<sup>th</sup> overall after the first four races.) That evening, all around the clubhouse, Wayfarer sailors were sharing sailing tips and stories, enjoying each others' company, and teaching and encouraging newer sailors. Meanwhile I also went cruising by other woodies, with an eye towards gaining boat repair techniques.

On Saturday, Matt and I were in the Piranha Prowl during the starting sequence with the other 21 Wayfarers when *Epiphany's* jib halyard broke! The forestay kept the mast from falling, but we were out of the race. I called the race committee on the VHF radio to let them know my status. Matt and I limped off the course and headed to the beach. Nick Seraphinoff (on the hard, still mending his bruised ribs) and a few others were there to assist. I hurriedly replaced the halyard. By the end of the second race, Matt and I were heading back out to attempt the third race of the day. After the first tack in the race, the jib halyard broke again!

This time, with the wind a bit stronger, I

could barely make headway. We did our best to stay out of the way of the racers and were glad when a mark boat offered a tow. When the fleet returned to shore for lunch, several skippers offered assistance and replacement halyards. Wayfarer sailors are the best! While Matt crewed for another Wayfarer in the fourth race of the day, I investigated why two halyards had broken. I discovered that the thru block on the mast adjacent to the hounds was jammed and had developed a sharp edge that was shredding the halyards. I was stumped as to how to find a replacement block on a Saturday afternoon when *Epiphany* showed me the spinnaker block on her gunwale. Eureka! Later that afternoon, Jim helped me splice the loops on the ends of the halyard for the furling swivel and the tensioning system.

By dinnertime, she was ready for Sunday's race. Another superb sunset and great evening of camaraderie in the club house capped an exhausting day. Apparently, *Epiphany* did not feel that she had had enough attention. During the race Sunday morning, she was close hauled on starboard and another Wayfarer on port was unable to duck her. Another "kiss"! I had received an opportunity to learn another new woodworking skill, this time on the port side rub rail. But I wasn't worried. I knew the Wayfarer family would be there to help. Tony Krauss, who did a lot of the original restoration on *Epiphany* before Jim and I took over, gave me tips on rub rail repair.

All in all, the long weekend in Florida with my Wayfarer family was fun, exciting and emotionally exhausting.

AnnMarie Covington

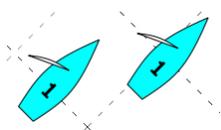
Proprietress, Epiphany Boat Works



Mid  
Winters



Lake Eustis  
FL



## Racing Rules – Overlap

by Eric Rasmussen

Have you ever heard (or participated in) an on-the-water exchange like:

“I'm going to need room at the mark.”

“No room – we aren't overlapped.”

“Oh yes we are – I need room!”

Who's right? Well, if you don't know exactly what “overlap” means, you can't follow or enforce the rules on the racecourse.

In fact, “overlap” applies to several of the fundamental Racing Rules. It is referenced in rules:

- 11 - Same Tack, Overlapped
- 12 - Same Tack, Not Overlapped
- 17 - Proper Course
- 18 - Mark Room
- 19 - Room to Pass an Obstruction.

### What is “Overlap”?

Like other critical terms, *overlap* has a specific definition in the rules. I strongly encourage you to read the Definitions section closely. Unlike the other terms listed there, however, *overlap* is defined in a backwards way. The terms *clear ahead* and *clear astern* are defined instead. If one boat is neither clear ahead nor clear astern of another, then the two boats are *overlapped*. Here is the full text of the definition:

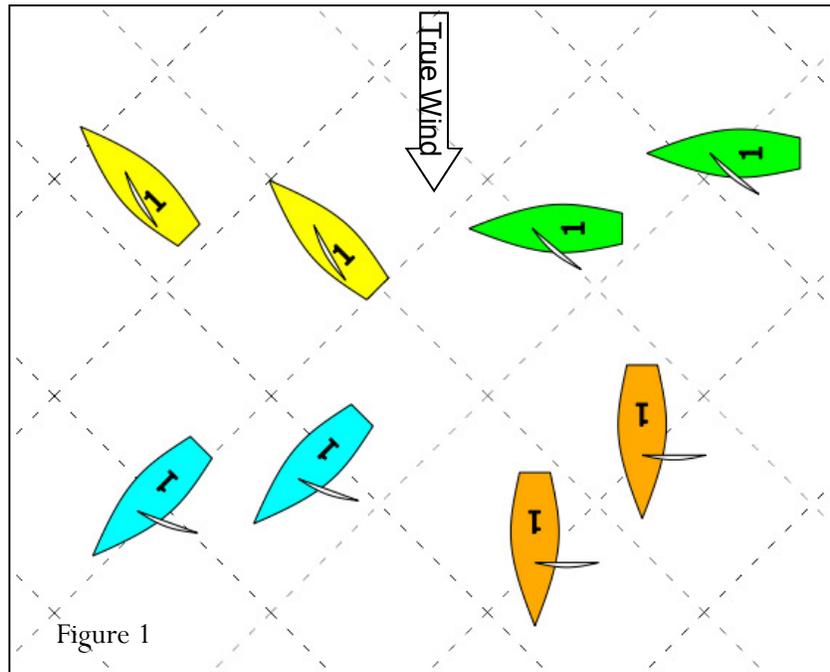
“One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They overlap when neither is clear astern. However, they also overlap when a boat between them overlaps both.

These terms always apply to boats on the same tack. They do not apply to boats on opposite tacks unless rule 18 applies or both boats are sailing more than 90 degrees from the true wind.”

### When the Terms Apply

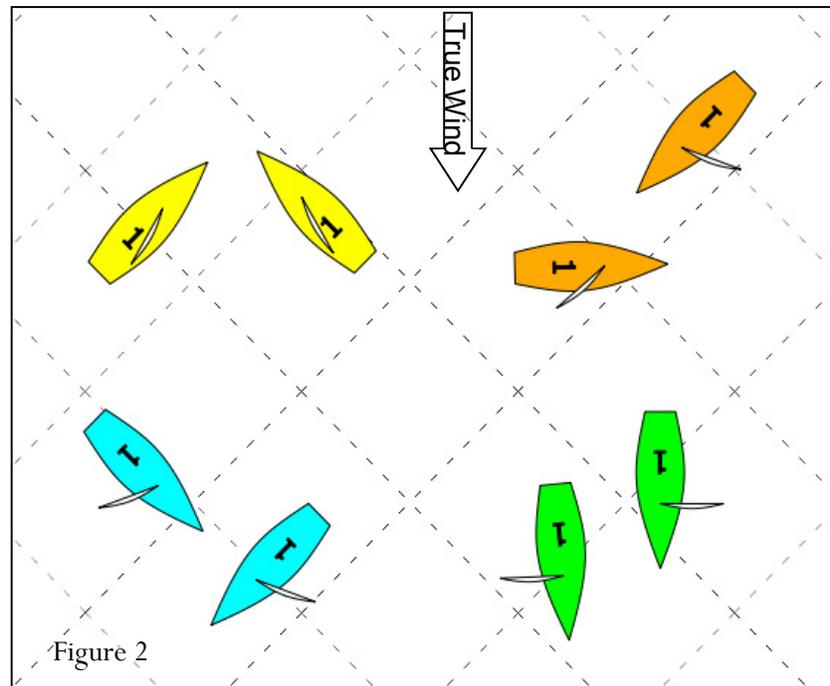
The terms clear ahead, clear astern and overlap always apply to boats on the *same tack*.

Figure 1 shows four pairs of boats, in four different colors, on the same tack. Between each pair, the terms apply. Either one boat is *clear ahead* and the other is *clear astern*, or the two are overlapped.

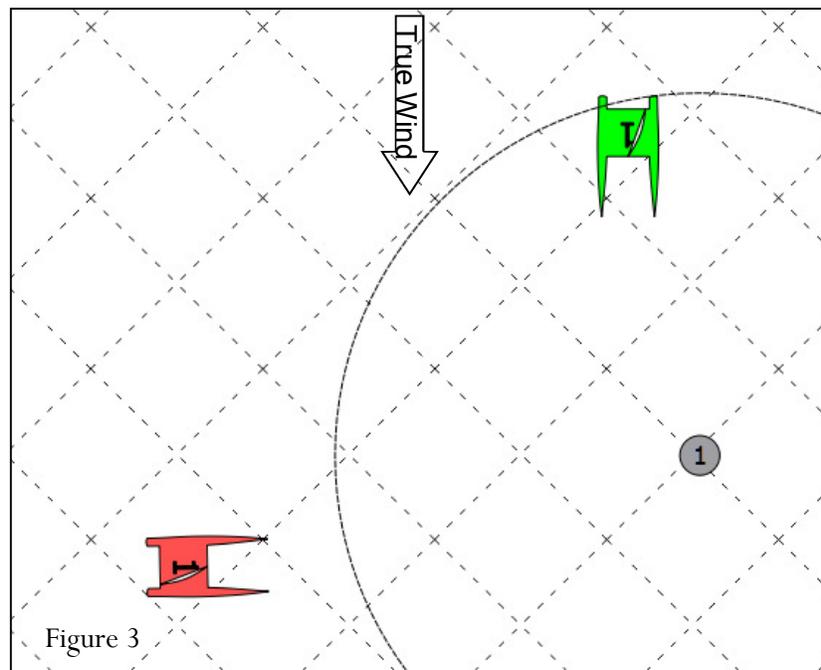


The terms also apply to boats on *opposite* tacks if both boats are sailing more than 90 degrees from the true wind, or if rule 18 applies.

Figure 2 shows four pairs of boats, in four different colors, on opposite tacks. The terms clear ahead, clear astern and overlap apply to the Green boats and the Blue boats, but not to Yellow nor Orange. Green and Blue are all sailing more than 90 degrees from the true wind, but Yellow and Orange are not.



The only time that these terms apply to boats sailing 90 degrees or less from the true wind is if rule 18 is in effect. Imagine that two boats were broad-reaching on opposite tacks towards a leeward mark and as they neared the zone, the wind shifted 45 degrees. Now one is sailing dead downwind and the other is on a beam reach. Ordinarily, with one boat sailing 90 degrees or less to the true wind, the terms would not apply. Because rule 18 is in effect, however, they do. See Figure 3.



### How to Determine Overlap

In order to determine whether or not boats are overlapped, you must look at their hulls, and their equipment “in normal position.” A few examples of “equipment in normal position” are:

- A rudder in the down and locked position
- A retractable bowsprit extended while sailing downwind
- A spinnaker flying.

Some examples of equipment *not* in normal position are:

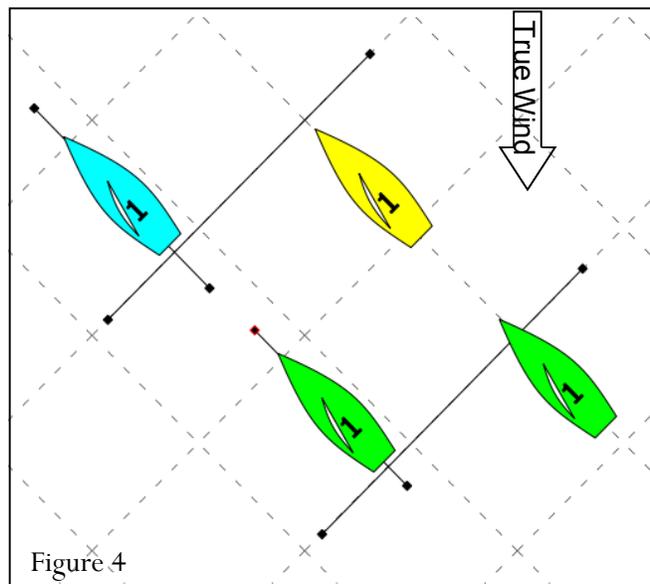
- A retractable bowsprit extended while sailing upwind
- A spinnaker with sheets or halyards loosed, or streaming out while hoisting or dousing (or shrimping)
- A line trailing in the water behind a boat.

Equipment in normal position counts. Equipment out of normal position does not.

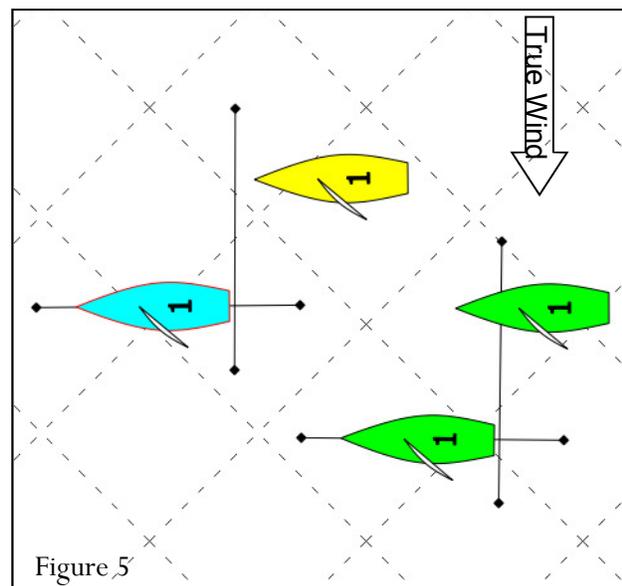
Now draw an imaginary line through the centerline of each boat. Draw another imaginary line perpendicular to the first at the aftmost point of the hull or the aftmost point of equipment in normal position. If one boat (her hull and equipment in normal position) is entirely behind that second line, then she is clear astern and the other is clear ahead. If neither boat is clear astern of the other, then the two are overlapped.

### Overlap on the Same Tack

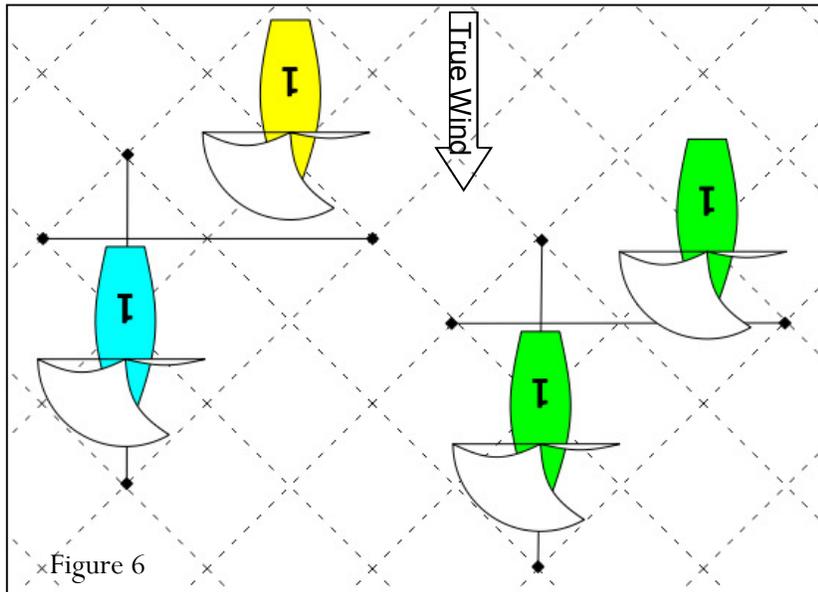
Figure 4 shows two pairs of boats on the same tack on a beat to windward. For each pair, I've drawn imaginary centerlines and perpendicular lines on the lead boat. Note that I've drawn the aftmost point slightly behind the hull because that's where the rudder is. Yellow is completely behind that line, so Blue is clear ahead and Yellow is clear astern. For the Green boats, the trailing boat is not completely behind that line, so the boats are overlapped.



I've drawn an equivalent diagram (Figure 5) showing boats sailing on the same tack on a beam reach. As above, Yellow is completely behind the aftmost point of Blue so Yellow is clear astern and Blue is clear ahead. The two Green boats are overlapped.



And finally, Figure 6 shows same-tack boats on a run. Blue is clear ahead and Yellow is clear astern. Even though the hulls of the two Green boats are not overlapped, their equipment in normal position is, so they are overlapped.



### Overlap on Opposite Tacks

Boats on opposite tacks may also be overlapped. Here are a few such circumstances. In the first, (Figure 7) I've shown two boats on opposite tacks sailing a broad reach. The terms apply because both boats are sailing more than 90 degrees from the true wind (even if their apparent wind is directly abeam). I've drawn centerlines and perpendicular lines on both boats. Because neither boat is clear astern of the other, the two are overlapped.

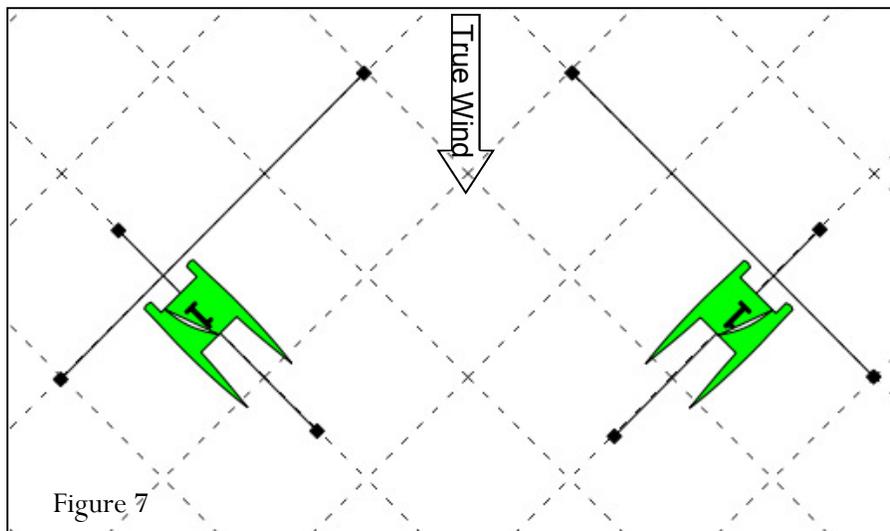


Figure 8 shows an example of boats sailing directly downwind on opposite tacks. Once more, Blue is clear ahead and Yellow is clear astern. The Green boats are overlapped.

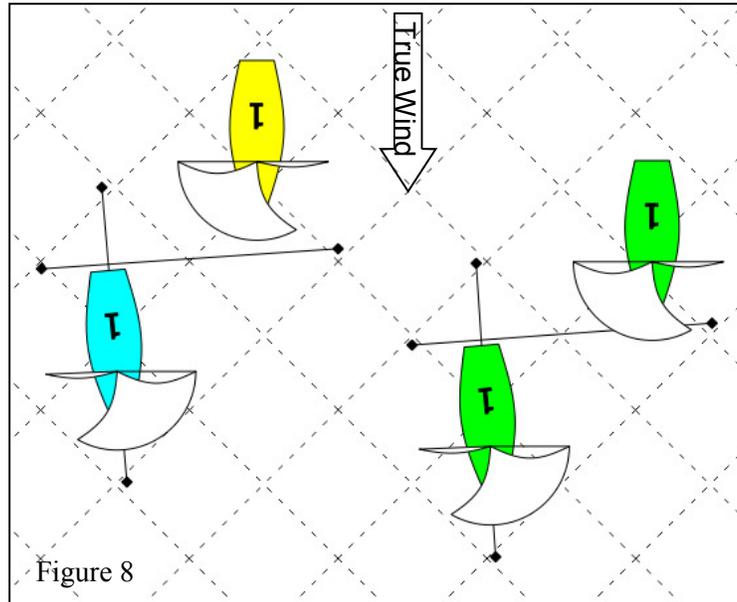
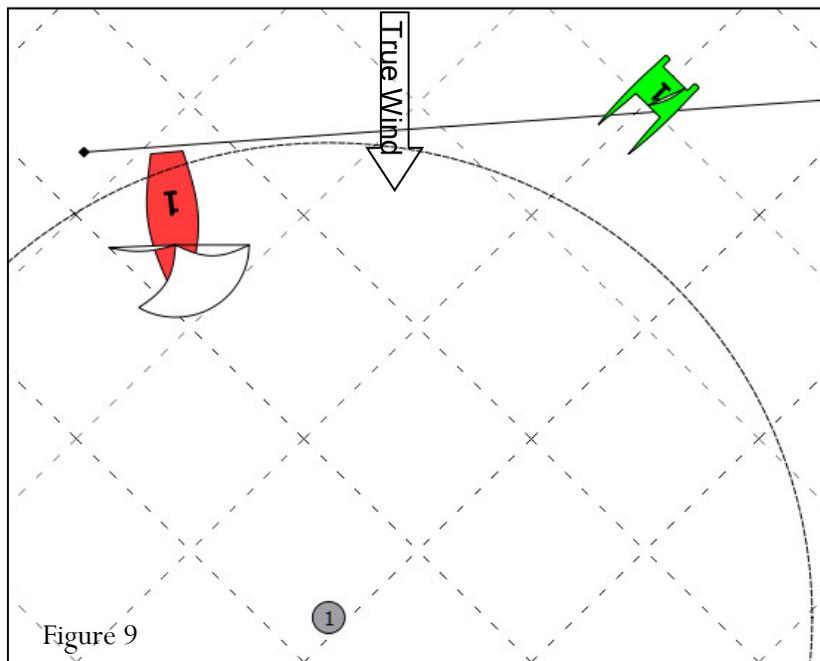
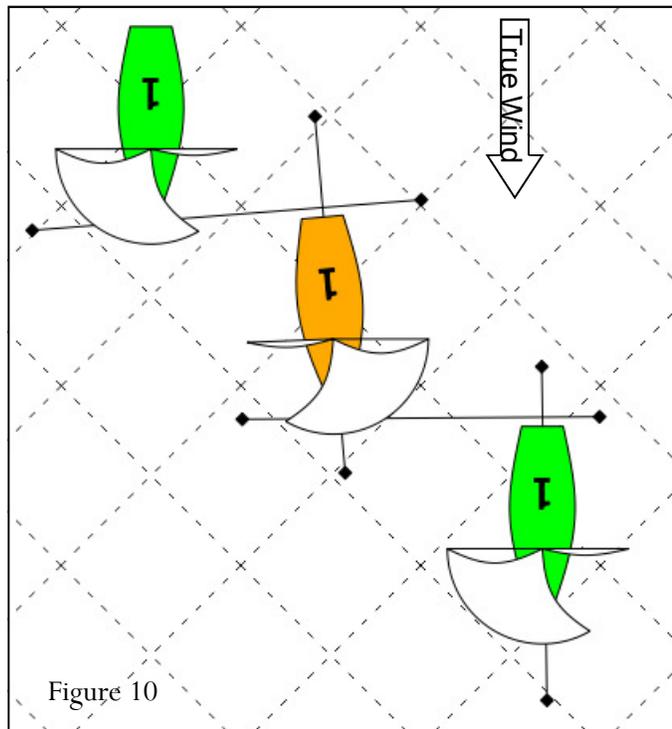


Figure 9 shows two boats approaching a leeward mark. Red is sailing (nearly) dead downwind on port tack, and Green is on a starboard tack broad reach. Neither is clear astern of the other, so they are overlapped. This important relationship is often overlooked and misunderstood by boats sailing the rhumb-line.

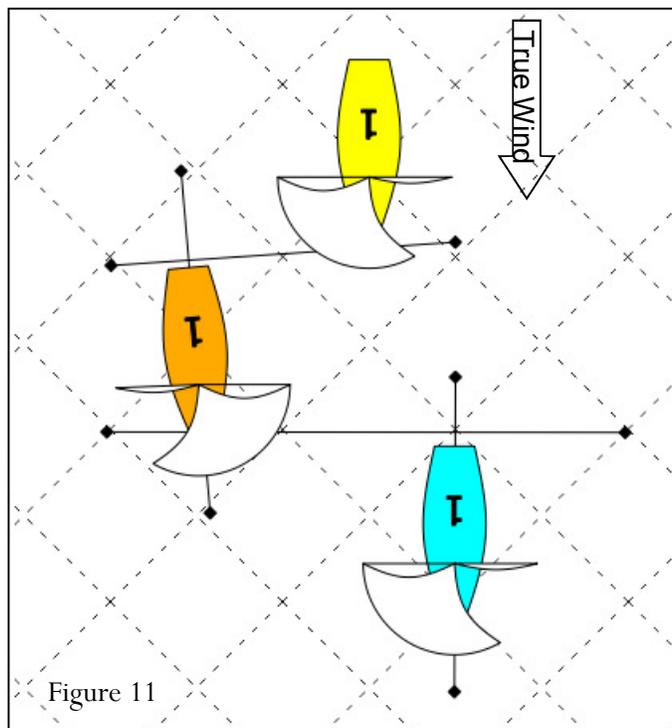


## Overlap Between Multiple Boats

There is one more part to the definition of overlap. That is, two boats also overlap when *a boat between them overlaps both*. Even if their hulls and equipment in normal position do not overlap, two boats are overlapped when they are both overlapped by an intervening boat. Here is an example. In Figure 10, the two Green boats are not directly overlapped, but Orange does overlap both. Therefore, the Green boats are overlapped.



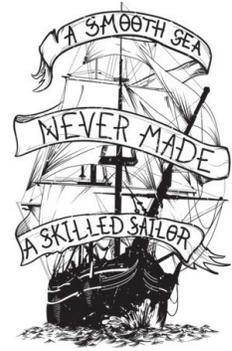
Important Note! The boat that overlaps both must be in between them. Some people like to call that boat the “meat in the sandwich.” In order for overlap to exist, the meat must be between the pieces of bread. If there’s no meat in the sandwich, then there’s no overlap. I’ve illustrated that in Figure 11. Although Orange is overlapped with both Blue and Yellow, she is not between them. Therefore Blue and Yellow are not overlapped with each other.



Fair sailing,  
Eric Rasmussen

## Sailing Terms and Phrases

Have a question about a term or phrase? Send it to: [newsletter@laketownsendyachtclub.com](mailto:newsletter@laketownsendyachtclub.com).



### What the heck are they talking about? by Alan Taylor

Reading through Eric's article, there are some terms that you may or may not be familiar with:

**Ahead** or **Forward** – sitting in your boat, you are looking toward the bow (front) of the boat.

**Astern** or **Behind** – looking toward the stern, or back end of the boat.

**Abeam** – the “beam” of a boat is a line drawn from side to side, perpendicular to the center-line, or keel, of the boat. If you are looking **abeam**, then you are looking straight across the side of the boat at right angles to the center-line. In Eric's examples, the perpendicular line is moved to the bow or stern to determine if an overlap exists.

Eric also discusses **points of sail** extensively. A **point of sail** is determined by the angle of the wind across the boat.

**Head-to-Wind** – the bow is pointing directly into the wind. This is the middle of the no-sail-zone.

**Close Hauled** or **Beating** – this is the edge of the no-sail-zone. Your sails will be trimmed all the way in, and they will be full and moving the boat. Turn any closer toward the wind, and your sails will begin to luff as you move into the no-sail-zone.

**Beam Reach** – when the wind is blowing across the **beam** of your boat, perpendicular to the center-line of the boat, then you are on a **beam reach**.

**Close Reach** – a **close reach** is any point of sail between **close hauled** and a **beam reach**. This is “sailing 90° or less from the true wind.”

**Running** or **On a Run** or **Dead Down Wind (DDW)** – a boat is said to be **running** when the wind is directly **astern**. A boat can jibe from one tack to the other without changing course when on a **run**.

**Broad Reach** – a **broad reach** is any point of sail between a **beam reach** and a **run**. This is “sailing more than 90° from the true wind.”

**Rhumbline** – for purposes of lake sailing, a **rhumbline** is the direct path to your destination. Going downwind, the **rhumbline** is a straight line from the windward mark to the leeward mark.

**Layline** – sailing upwind, the **layline** is the imaginary line, defined by your **close hauled** course, on which you will arrive exactly at the weather mark.

There are a few more terms mentioned that you won't find in the rule book:

**Douse** – refers to taking down a sail, usually a spinnaker.

**Shrimping** – the act of dragging the spinnaker (or other sail) in the water, doing an imitation of a working shrimp boat.

**Bowsprit** – a **bowsprit** is the spar (or sprit) that sticks out from the bow. On a schooner, a **bowsprit** is generally fixed. On a sportboat such as a Melges 24, the **bowsprit** is extended on an off wind leg (**broad reach**) to support an asymmetrical spinnaker. Going upwind the “normal position” for the **bowsprit** is retracted.

And from Ann-Marie's [Wayfarer](#) article:

**On the Hard** – on shore, on dry land.

## Classified Ads

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**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/](http://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](mailto:bstrebb@gmail.com). Located south of Raleigh. 04/15

### 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](mailto: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](mailto:heineu@bellsouth.net).

## ***LTYC is all about getting more people sailing!***

Have a sailboat or have access to a sailboat? Our members want to CREW for you and CREW with you! Whether you are a new or seasoned skipper, our members will add to your sailing experience. You don't have to wait until the Participants' Meeting to line up crew. Sign 'em up ahead of time. That way, your crew can even help rig and launch the boat! Also check the participation scratch sheet on the website, list yourself on the sheet as needing crew or available to crew.

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