

TELL TALES

April 2015

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



Photo by Kathy Holland

Using the Scratch Sheets

Our New Storage Building Has Arrived!

Watertribe Adventures of Matt Stalnaker

A Tale from a New Sailor by Kevin Gheen

Lake Townsend is now open until 8 pm. Now you have time for an evening sail!
Remember that the lake is always closed on Wednesdays.



New Weekend Class

Adult, Intermediate Sailing Class
Friday, Saturday & Sunday
June 19th, 20th & 21st



Classes will be held on Fri. from 6 pm til closing, and on Sat. and Sun. from 9 am til closing.

This class is for adults with basic sailing skills who want to brush off the cobwebs, improve their skills and gain more confidence sailing. (Not to mention meet new friends and have lotsa fun!) If you'd like to bring your own boat (BYOB), please do. Club boats are also available.

Sign up on the scratch sheet at: laketownsendyachtclub.com

Let's Go Sailing May 30th

Community Outreach. Tell your family, friends and neighbors.

It's coming up fast and we need all LTYC members to help out.

We need **Skippers!** And lots of you.

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

Dock Hands. Assist incoming and outgoing boats and passengers as needed and talk up sailing classes.

Knot Tying. Got it covered, but if it interests you, we can always use more help.

Scat Boat. Cruise with sailors and provide help where needed.

Point Persons. Describe and explain sailing and what passengers should do while in the boat, and talk up sailing classes.

Please Sign up on the Scratch Sheet now at: laketownsendyachtclub.com



UPCOMING EVENTS

Racing Series	Saturday, Apr. 11	Lake Townsend
Interclub Race	Sunday, Apr. 12	Lake Jordan
Power Boat Training	Saturday, Apr. 18 <i>Limited to 9 participants</i>	Lake Townsend
Club Work Day	Sunday, Apr. 19 <i>Help get the boats ready for sailing classes</i>	Lake Townsend
Inaugural Fowl Poker Regatta	Saturday, Apr. 25 <i>See page 6 for more info</i>	Lake Townsend
Let's Go Sailing	Saturday, May 30 <i>Skippers and volunteers needed!</i>	Lake Townsend
Mayor's Cup	June 5, 6, and 7	Lake Townsend
Halloween on the Townsend IV	Oct. 31, Nov. 1 and 2	Lake Townsend

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

laketownsendyachtclub.com

Scratch Sheet Tutorial on page 4

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

June						
M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

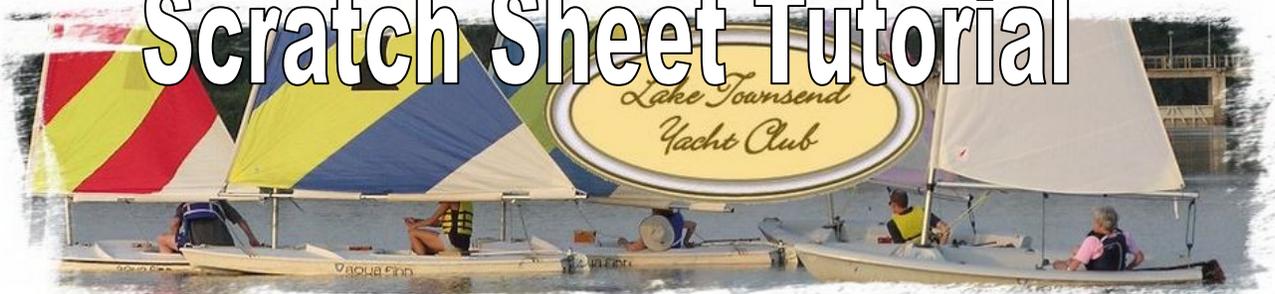
5-7 Mayor's Cup
20-21 Governor's Cup
27 Social Sailing

July						
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		

25 Social Sailing

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

Scratch Sheet Tutorial



Welcome to our homeport!

ABOUT

- Homeport
- Lake Townsend
- The Yacht Club
- Officers/Board
- Membership
- FAQ
- Contact Us

ACTIVITIES

Notices

- Scratch Sheet: Participation
- Scratch Sheet: Race Committee Signup
- Scratch Sheet: Sailing Class Instructor Signup
- See Telltales newsletter for race scores
- Submit content/articles to Telltales newsletter
Send to: newsletter@laketownsendyachtclub.com

Show map/directions to Lake Townsend from your location.
Click Go with no location to show the marina. Enter your location:

Connections

Tell Tales
Newsletter

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[Blog!](#)

LTYC Scratch Sheets

First Name	Last Name	Crew	Boat Type	Sail #	Sat#	Jr#	New#/ Guest	Comment:
Steve	Morris	Avery?	FS	3500	1		1	
jim	schwartz	michael crouch ken warren	THE Lightning	12705	3			
Bob	Hoffman	Hudson Barker Steve Bernsdorf	Holder 20	227	3			
Tom	Bews	Nicholas	FS	5295	2			
AnnMarie	Covington	TDB	Wayfarer	276	2			
Uwe	Heine	Nancy	FS	3801	2			
David	Duff	John Carr	FS	3904				
Mark	Wilson	Laina Wilson	FS	3633	1		1	
Bill	Byrd	JC Aller	Club Scott		2			
Steve	jones	Dennis Miller	fs	2048	2			
John	Hemphill	Otto Afandor	FS	4043	2			
Keith	Smoot	N A	Sidewinder	2131	1			
Ali	Kishbaugh	Trish McDermott	Wayfarer	1392	2			

The tabs at the bottom of the page take you to various events and dates.

4/11 Race ▾ 4/18 Powerboat ▾ 4/19 Work Day ▾ April 25 poker Regatta ▾ May 30 LGS ▾ 3/28 Instr ▾ 3/15/15 Work ▾ 3/14/15 Race ▾ 3/7/15 Rules ▾ MC 2015 ▾ Oct HOT 4 ▾ 2015 Club

March 15th Work Day: Getting The Boats Ready For Classes

By Scott Bogue



With 14 city boats, nine club sailboats and three club powerboats to maintain, along with helping Clint and his staff with maintenance on the buildings and docks, the club workdays start with a very long list. The March 15 workday was no exception. Adding to the task list was breaking in the club's new SCAT 2 motor and working with Ken Whitt from the Tanzer Association to get some expert advice on some of the finer details of rigging the Tanzers.

Prior to the workday, Jack Davidson refinished all of the Pico tillers, rudders and daggerboards along with all of the Aqua Finn daggerboards. He also re-fitted the Aqua Finn tillers with tiller extensions, many of which were missing,

and re-fastened several loose Pico extensions.

Jack and Scott worked all day Saturday between rain showers to repair the sail building doors, which had much deteriorated over the years.

Sunday morning was chilly and windy, with the wind blowing straight in from the lake and no sun in the sky to warm the participants. Those who knew how windy it could be at the lake brought plenty of warm clothes; fortunately for those who didn't, extra jackets were found.

Jon Mitchell, John Carr and JC Aller worked on the Aqua Finn rudders, replacing springs and rudder lifting lines and cleaning and re-attaching the tillers. A surprise find in the city boathouse was a cache of new rudder blades and new rudder heads, which were in perfect shape and were put to immediate use. David Duff, Jack Davidson and Otto Afanador repaired seven sets of Aqua Finn spars and booms with new hardware, and installed two new sails which were also discovered in the city boathouse.

Hudson Barker, dressed in his windproofs, launched SCAT 2 to begin the 10-hour break-in period: 10 minutes at idle, 2 hours at below 3000 RPM with varying throttle settings, etc. Boring stuff! But he kept at it.

Trish McDermott appeared mid-morning with four bags of mini doughnuts and a case of bottled water, then returned at lunch time with a big bag of Sheetz hotdogs for the crew.

While all this was going on, Ken Butler worked on a new extended power cord so that the race timer can move freely around the signal boat with the auto-timing device.

When Ken Whitt arrived, Scott showed him the club's Tanzers and they discussed some of the repairs that need to be made. Ken and Darin London, who owns a Tanzer, then went over each of the boats, checking the rigging and hardware, and Darin made notes.

When Paul Parker arrived later in the morning, he was given the task of lubricating all of the club's boat trailers: winches, couplers, and trailer jacks.



By early afternoon the sky began to clear and the temperature rose. It became a perfect day for hanging out at the lake, if a little too windy for safety in a small boat. At about 3:30, with the day's work complete, the crew dispersed. It was a good day all around.



Announcing the Inaugural Fowl Regatta Poker Run April 25th

This month's Social Sail will be something special: the Nick Huffeldt Send-Off Poker Run and Semi-Race. Nick, who is a graduate student in Arctic studies, is heading back up north to work with the birds (hence the Fowl Regatta name) as he has done for the last several years. For those who want to make it a race, the event will be scored as a Portsmouth Handicap race, and for those who just want to take a leisurely cruise around the marks, that's OK too. There will be marks set out around the lake with poker cards attached; all you have to do is sail to the mark, nab a card and sail to the next mark. There will be a prize for the best hand, for the best adjusted time and a couple others. To add to the excitement, it will be a parking lot start pursuit race – you run for your boat, jump in, cast off, and get out there. Or not, if you are there for the poker hand and a cruise. Either way, bring your wannabe sailing friends, or pick up a few passengers and crew in the parking lot. If you're going to race, you can pick up some start time by bringing along a few friends. 11:00 Skipper's Meeting for everyone. Notice of Race (NOR) coming out soon. Let's give Nick a great send-off! A \$10 donation is requested to cover prizes and food.

Sign up at the Participation scratch sheet at laketownsendyachtclub.com.

US Race Officer Training by Nancy Collins

As the Club's officer in charge of racing, I felt that I needed to freshen up my skills and knowledge of race management. Good race management makes racing setup, courses, starts, etc., predictable. There is enough unpredictability in the wind. Since I have a boat in Oriental, a race seminar at Oriental seemed to be just the thing. The training session was put on by the Oriental Dinghy Club with a US Sailing National Race Judge presenting the course material. There was a lot of information! I had taken the course before. (Before when I didn't have as much experience.) The course gave me some ideas, I hope to try out. Do we really know what 3 boat lengths are? Do we know whose boat lengths they are? Let's get out on the water one of these Sundays and find out.

If you get the opportunity, this course not only helps you learn more about being a very important part of sailboat racing, but it also helps you learn strategic tactics while racing.

Powerboat Training Day April 18

Sailors,

Make your plans to attend this year's **Powerboat Training Day** on **April 18!** Powerboat skills are important to the club, for both convenience and safety. And learning to handle a powerboat is fun!

Class size is limited to 9 (three per LTYC boat) and we will mostly spend our time on the water. Bring lunch and water. Bring a PFD.

You can sign up on the Participation scratch sheet at laketownsendyachtclub.com

Questions? Email Scott Bogue at scott.aomci@gmail.com.



March 31, 2015 – LTYC’s New Building!

Anyone who as ever been on Race Committee, or on Social Committee, or has tried to do maintenance and repairs on the boats knows that the club long ago outgrew our storage room at the end of the rental boat sail building. We were lucky to have a safe place for our stuff, but eventually the need for some more space became critical. Just finding a coffee pot for a competitors’ meeting became a game of “What if?,” and putting the mark anchors back after a race became a battle just to find a place to hang them. To use the old saying, Something Had To Be Done.

The Board started talking to Clint Richardson at the marina about a year ago about finding a way to expand our storage space. He was supportive, but it took some time to get approval from the city. In February, Ken Butler and Hudson Barker got approval for the club to place a new building next to the existing white metal building near the dry slips, and started to search for a building. A couple of weeks later, Clint suggested that the club check out Brown Buildings in Reidsville, and after visiting there, Scott and Ken agreed that on the basis of quality and price they were the supplier of choice. And after the papers were signed, John Brown, the owner, started getting excited about getting sailing lessons for his kids!

On March 31, a truck and trailer arrived at the marina. The driver was all by himself, but with the help of a radio controlled trailer that he could adjust every which way (it was quite a piece of machinery) he soon set our new building on blocks. He then took a custom made little machine around the back and lifted the building level, then set the stacks of blocks, 16 in all, and shimmed them level side to side and front to back. In an hour, we had a new building, and it looks great. It’s worth a short walk to see it.

Pic 1: Before! Pic 2: Bringing in the building Pic 3: Kevin, the driver, and the radio controlled trailer Pic 4: Steve Raper trying it out for size!

Photos by Steve Raper and Scott Bogue



Matt Stalnaker at the Everglades Challenge

The Everglades Challenge is an endurance race for canoes, kayaks, paddleboards and small sailboats. It spans 260 to 300 miles, and is a fiercely tough challenge in a small boat. To use a time-honored cliché, only the strong survive. LTYC's Matt Stalnaker ran this year's Challenge in a solo kayak. Upon hearing that the Coast Guard had ordered all small craft off the water because of high winds and heavy seas, Scott Bogue emailed Matt to see how he was:

"Hello Matt: How did the Challenge go? I heard that the Coast Guard ordered all small craft off the water, and that they had to rescue several kayakers. Were you OK in all that?"

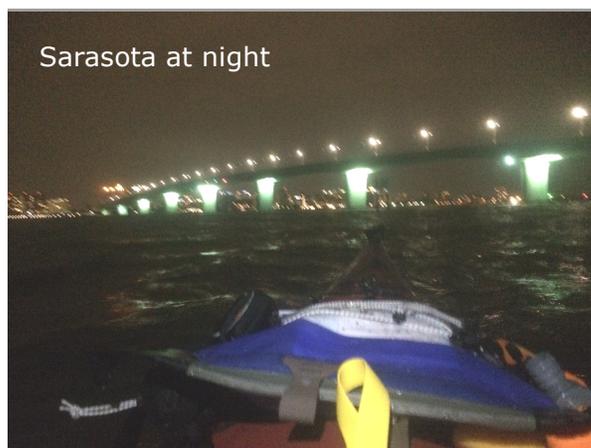
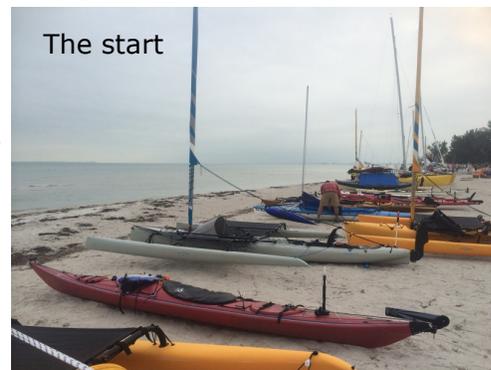
Matt responded: I was OK. Tampa Bay was blowing 15-20 knots out of the Northeast with some higher gusts. Northeast wind grants the most fetch in Tampa and is opposite the current on a flood tide. This, combined with a full moon spring tide made for some serious waves on the bay. I was seeing seas 4-5 feet with cresting and breaking waves in the middle of the bay. I saw three kayakers capsized (one tandem kayak) and at least two sailboats.

I was paddling a 17.5 foot expedition kayak and had packed 2 gallons of water behind the rear bulkhead and an extra 64 oz bladder of water in front of the bulkhead to weigh the boat down for the conditions. Nevertheless, in the middle of the bay I experienced some strong gusts and turned bow into the largest waves - paddling more SE and being blown SW by the wind. This separated me from most of the other boats, and I paddled the majority of the bay alone.

After landing on the west side of Anna Maria sound, I turned the VHF from the commercial / shipping channel (where I leave it when I cross any shipping lanes) to the emergency channel and was greeted with nonstop communication from the Coast Guard about capsized and swamped boats and persons in the water. Then came word over the VHF that the USCG had placed the event on mandatory weather hold and all boats should seek safe harbor. They enlisted marine rescue to escort folks off the water and I was greeted by two Manatee County marine rescue officers on a Jetski as I entered Sarasota Bay.

At their encouragement, I pulled into their headquarters and waited to hear from the race director. Apparently the Spot tracking system had gone down and race organizers were scrambling to call everyone's shore contacts and get their location. I spent the next 5-6 hours sitting and waiting to hear something from the Coast Guard or race management.

About 5:30 PM, I decided to get back on the water and head for Cape Haze Marina. Weather reports were predicting 20 knot winds and encouraging small craft to exercise caution. I was in the large part of Sarasota Bay after dark and found the sea state not as large, but much more



confused than I had experienced in Tampa. Big Sarasota Pass was a challenge, but after entering Roberts Bay, I had favorable tides and mostly sheltered paddling all the way to Venice Pass. Little Sarasota Bay was gusty and in attempting to take shelter on the eastern shore I ran aground twice on oyster beds - so I resigned myself to paddle the channel the whole way. Judging water depth was a consistent problem at night and somewhere in Blackburn Bay I ran aground on a sand bar and took the opportunity to nap in my kayak for 45 minutes. Venice Cut was completely unfavorable and I struggled to make 2 knots against an ebb tide. The sun rose as I entered the ICW and Lemon Bay and here I saw the first Watertribers I had seen since the start - a brother and sister on a paddleboard and a Mad River canoe. We were fighting a headwind through the bay and decided to tuck into some mangroves and make our way through to Stump Pass - arriving at Camp Haze Marina late.



Drying out and changing at sunrise

Overall, I was happy with it. I paddled almost the entire 65 miles at night - which was an unexpected challenge (especially in choppy Sarasota Bay). However, I was disappointed that I was not able to see much of the landscape. Time-wise... If I disregard the several hours I spent doing nothing, I met my goal of paddling the ultra marathon in under 24 hours. I did get to play with two dolphin after the sun came up in Lemon Bay - one swam upside down under my boat and bumped my paddle with its nose every time I took a stroke on that side.

I'm interested to see what happens with the race format after so many rescues this year.

Matt

PS: Also, I got a ride back to Ft. Desoto and drove back to Jacksonville, FL right afterward so...I considered that challenge no. 2. Overall, I was awake for 44 hours. I slept well last night! And Chief also gave me a "class winner" paddle - they had so many folks not continue on the EC, that they gave away all of the "finisher" paddles. I guess I won my class for sitting on my ass the longest.



Class winner



Failure to Launch (Well)

By Kevin Gheen



We had reserved two high end mountain bikes to rent for April 6, 2015 in Brevard, NC and had mapped out some excellent trails to ride and then the forecast changed and showed rain all day for the area. So, what to do with my 24 year old son, Chris, who works in Utah as an outdoor adventure therapy guide and was home for an Easter visit. We had sailed one of the city's Capri 14.5s the last time he was home in September and almost had to paddle ourselves back to dock due to the lack of wind. Checking the weather forecast for Greensboro showed 10-15 mph winds and 75 for a high, so sailing it would be!

Since my "Learn to Sail" class in May and our outing last Fall I had made substantial progress as a sailor. A few races including a couple Frost Bite Series races and some extensive work writing a user guide for the club Lightning (L1) had me feeling pretty confident, so I emailed Scott Bogue and Alan Taylor to see about taking out L1. Permission granted! I signed the online boat user log scratch sheet and would take the user guide I had written with Phil Andrews and Steve Raper to check it for final copy, get a couple additional photos Alan had recommended, and take L1 for a cruise with my son. Since I hadn't yet bought a hitch for my car, I planned to rent one of the \$19.99 U-Haul pickup trucks so we could move L1 from dry to launch and back. Everything was set for an excellent day of sailing and we were pumped!

I had printed the 16 pages of the latest draft of the L1 User Guide along with Alan's list of recommended photos and items to check and stapled the corner. Following the guide through hitching up the 2" ball (which I had checked and exchanged for the 1-7/8" ball on the truck before leaving U-Haul) the pre-launch check on the dry went well. I checked each step (including closing the bailers) and also followed the suggestion to rig the jib and main while on the dry and hitched to the truck, which was much easier than while floating at the dock. I found myself flipping through the guide several times checking things, but as the wind picked up, managing the 16 pages became cumbersome and I was concerned it would blow into the lake, so I took it with me into the truck as I prepared to drive to the launch ramp. With the sails rigged and the bailers closed the launch from the trailer went nicely; Chris guided the boat to the upwind dock while I parked the truck. We put on our PFDs and I rigged the rudder and tiller and we were almost ready to set sail, but I had forgotten all about the User Guide, which was safely locked in the truck.

With the gusting 10-15 or more mph winds pushing from up the cove, I decided to wait and raise the jib once we were out of the harbor. I raised the main and Chris pushed us off from the dock as I manned the helm right as the wind seemed to take full control of everything. I thought I was steering us toward open water but we were picking up speed and heading square into the next dock! Bang! I felt powerless as we hit the dock square with the bow of L1. I turned us again and Chris jumped on the dock and guided the boat to the end of the dock as the wind continued to push us against it. We worked our way to the end of the dock and to clear open water, but then we again seemed to be at the control of the wind's every whim and the helm seemed to be useless! We were being pushed straight for the jetty rocks! I put out my foot and stopped us from crashing into the jetty and pushed us into the channel. Just as I felt relieved we were clear, the rudder hit solid stone and spun us into open water!

Finally, I realized in a flash, the centerboard was still up! How did I miss such an obvious, shiny, stainless steel, critical item in my launch process? The User Guide was safely in the truck! I felt like a moron. I had written a user guide for blokes like me who want to sail cool club boats and then failed to follow the very guide designed to prevent this kind of mistake! Chris lowered the centerboard and locked the safety line to it. He raised the jib and we

were off for a couple hours of exciting, gusty sailing, then returned to dock and to the dry without issue.

In my job I often analyze root causes of failures to learn from mistakes and use what I learn to help others avoid similar mistakes. One simple method for root cause analysis is to ask “why” and record the answers and then ask “why” again for each answer, so by the fifth “why” the answer is often the root cause of the failure. There are often multiple answers that contribute to a given “why” but selecting the most significant answer is a good approach for moving forward. Here is my “5 why” analysis.

1. Why did I forget to put the centerboard down?
 - a. I didn't use the user guide.
 - b. I'm a new sailor (only time and experience can help this)
2. Why didn't I use the guide?
 - a. It was in the truck when I needed it most and forgot about it.
 - b. I was distracted (lots of competing things were going on that day)
 - c. Using the guide was not a habit or wasn't yet valued as a tool
3. Why was it in the truck?
 - a. It was cumbersome to use
 - b. I thought it would blow into the lake or get wet
4. Why was it cumbersome to use?
 - a. It was 16 pages of paper stapled at the corner
 - b. It was windy
5. Why was it 16 pages of stapled paper?
 - a. Lot of details and photos were included for reference
 - b. It was not the final copy (which is to be a laminated, waterproof, spiral bound & tabbed by section booklet)
 - c. A simple one page checklist was not yet included (recommended by Scott Bogue and now confirmed as a great idea - similar to a pilot who is landing checks “landing gear down”!)

So, my lesson learned and shared now is also your lesson and hopefully the user guides will be better and better used as a result of me sharing this experience. I was embarrassed by my novice mistake and humbled by it all. Scott was very gracious to encourage me immediately to get back in the boat and keep sailing when I emailed him about the incident. The next day he reviewed the damage to the rudder (bent pintle, which he easily straightened) and bow (chip in the gelcoat, which he assessed as minor). I truly appreciate his support and encouragement, which is an example of all the club's members who have helped this novice sailor learn and become comfortable enough as part of the LTYC family to tell this story on myself. I look forward to continuing to learn from you all, either through your shared stories or shared experiences sailing together.

Club-Owned Boat Use Policy

In accordance with our club's mission, sail boats owned by or on loan to LTYC are available to our membership at no cost to the members in compliance with the policy below.



1. Who can use?

LTYC Club Sail Boats are available to be used for Sailing Instruction, Training and Mentoring by club members who meet the below criteria:

1.1 LTYC Lead Instructor

1.2 Members who, as skipper, have small sailboat seamanship in that they can

- Maneuver a small sailboat with accuracy and precision in close proximity to other sailboats.
- Leave and return to the dock under sail.
- Launch and retrieve the sailboat.
- Rig, derig, and store the sailboat.
- Have participated in or reviewed capsized/overboard activities.



2. Use includes the following:

- 2.1 LTYC Learn to Sail (LTS) classes and private lessons.
- 2.2 Follow-up lessons for LTS students that have joined LTYC.
- 2.3 Mentoring for any LTYC Member during club events including club races.
- 2.4 Other use upon request, approved by the current Board.



3. Requirements and restrictions

Failure to follow the below requirements and restrictions may result in temporary usage disqualification.

- 3.1 Unless boats are being used during a sailing class or club event, sailors need to register with the Park Office, and city launching polices are in effect. *(Note: this includes paying the launch fee or having a yearly pass.)*
- 3.2 Except for LTS classes, usage reservations are required.
- 3.3 Reservations are made by filling out the usage scratch sheet in advance when possible; otherwise at first opportunity. (2015 Club Boat Usage scratch sheet is under the Scratch Sheet: Participation on the home page.)
- 3.4 Damage or equipment failure will be reported on the specific boat's online maintenance sheet or emailed to ltycboard@laketownsendyachtclub.com.
- 3.5 Unless being used during a sailing class or club event, LTYC wind limits are in effect: <10 knots steady, gusts <12 knots.



4. Expectations

- 4.1 Boats are expected to be returned in as good as if not better condition than when removed from dry dock storage.
- 4.2 Members are encouraged to claim a work activity from the maintenance log as their time/skills permit in exchange for the use of the boat.

This is a work in progress and changes may be made as we get more experience with members' use of club-owned boats. If you have a suggestion, please send it to:

ltycboard@laketownsendyachtclub.com

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:

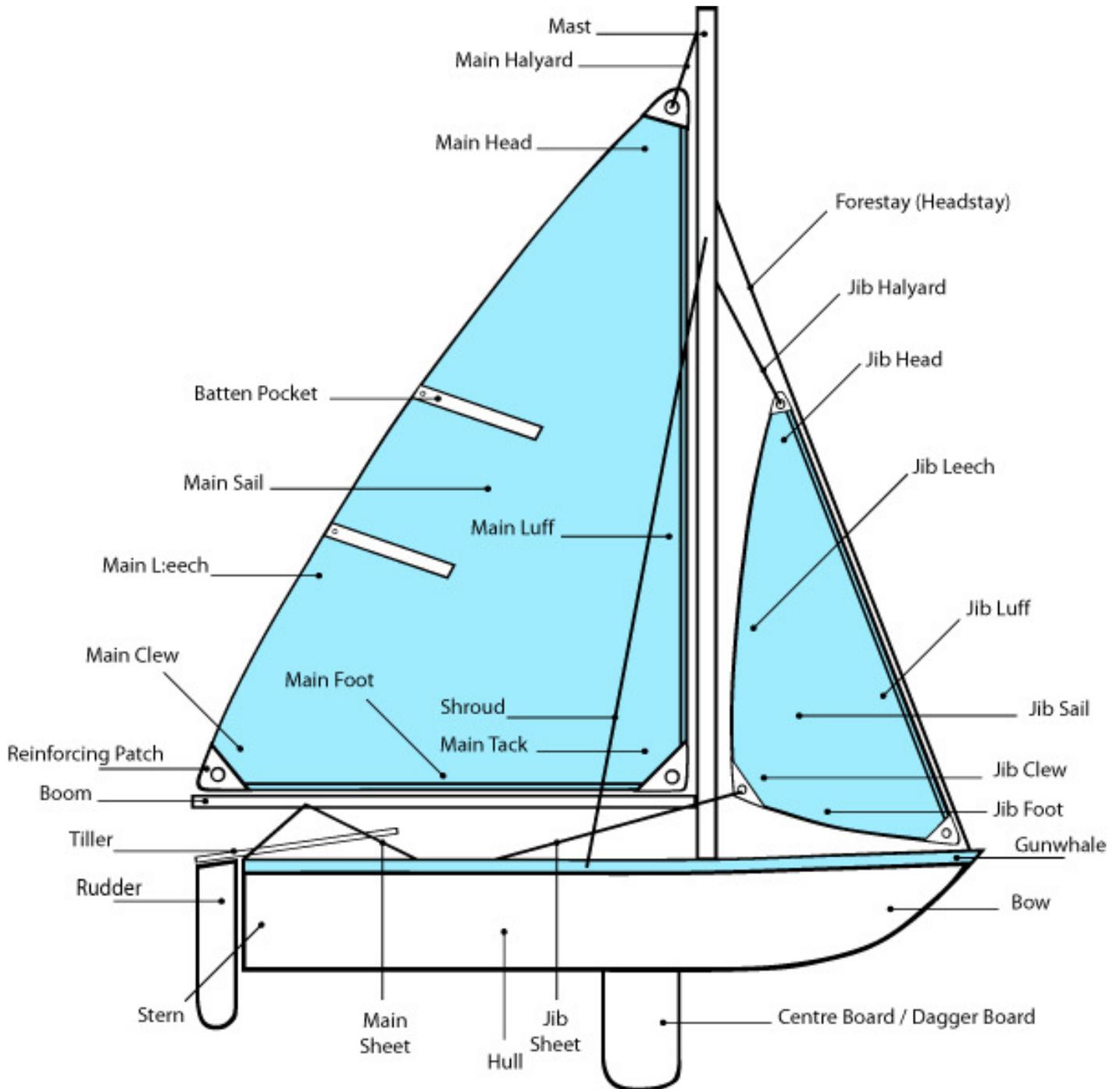
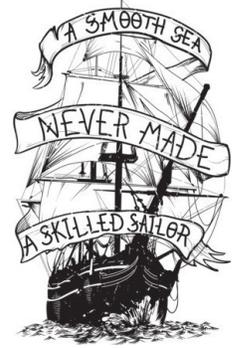
Last month we mentioned benefits that include mentoring, one-on-one sailing instruction, continuing education and instructional seminars (at no additional cost), opportunities to crew and learn from experienced sailors, organized cruises, monthly racing, monthly Social Sailing (a non-racing event), and social gatherings after every sailing event with good food, adult beverages and soft drinks (at no additional cost).

Here are some more benefits you receive:

- Yacht club reciprocity
- Free launching during club events
- Use of city boats during club events (at no extra charge)
- Trophies and awards
- Discounted US Sailing membership
- Monthly e-newsletter

Sailing Terms and Phrases

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



Classified Ads

Buy – Sell – Want to Buy

Boats-Equipment-Accessories

Ads run for 3 months if not renewed.

newsletter@laketownsendyachtclub.com

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.

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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Surprise!

Here's what a member found when getting his boat ready for the season: a wren's nest with four eggs and an angry mother bird. Looks like this boat is not going anywhere until those birds have flown!

