

Lake Townsend Yacht Club

Tell Tales

APRIL/MAY, 2020



The cover photo is inspired from Dawn – Michelle Oliver’s book review in the March Issue of this Newsletter. Obviously this is not Lake Townsend. Considering the lack of racing photographs from our own club’s abbreviated racing schedule, the photo below is from a past Veendee Globe race which happens every four years . It is actually scheduled to begin again this year, on Sunday, November 8. Considering there is already social distancing in this race, it will probably happen on Schedule. See page 6 for more information.





A Note From the Commodore

Ahoy Sailors!

I am sure that all are keeping safe by observing distancing, droplet protection, hand washing and isolation recommendations. However, these recommendations made it a real challenge and stressor to not physically connect with our family, friends, and neighbors during the Easter and Passover holiday times. I am very grateful to be living in a time when technology can mitigate some of the isolation I feel. Last night, I experienced a 10 location Zoom group dinner event that that helped me feel connected to my family in this difficult situation.

People in large cities are breathing clean air and seeing mountain views that have not been seen for years. That is a good sign showing how quickly the earth recovers when less pollution is created.

Let's look for whatever good we can find in this crisis and help make society better for it.

We will move past this pandemic and return to sailing!

AnnMarie
Commodore LTYC



Editor's note:

Our club is full of members with vast knowledge and in this monthly article, Eric & Joleen will share theirs. As Eric so often says, ENJOY!

This season, Joleen and I are planning to write a series of articles for the LTYC Newsletter, each of which will explain some aspect of Race Management or the Racing Rules. Please help us choose meaningful topics by sending any questions or specific points of interest to newsletter@laketownsendyachtclub.com.

To start off, consider the following diagram. If you were at the rules seminar earlier this year, you might remember seeing something similar on the white board – although we never got around to discussing it. Note that I've drawn the diagram such that the wind is coming from the bottom (which is the opposite of how it's usually done) to better depict how things look to the boats involved.

This hypothetical scenario, which takes place between two boats at a leeward mark rounding, was inspired by an incident that occurred in a race (at a different club) last year. For the sake of discussion, let's stipulate that Blue overtook Yellow from clear astern before position 1; and that at position 6 Blue made contact with both the mark and with Yellow, but there was no damage or injury. Neither boat took a penalty turn. In a protest hearing, the skippers of each boat claimed that the other boat owed her mark-room and did not give it. A witness from the nearby RC boat testified that Blue established overlap with Yellow after both boats were inside the zone.

Try to imagine things from the point of view of each boat, and of the witness on the committee boat. How might each person see things differently? Then try to answer the following questions.

Which rules (if any) did either boat break?

Which boats should be exonerated for breaking rules (if any) and why?

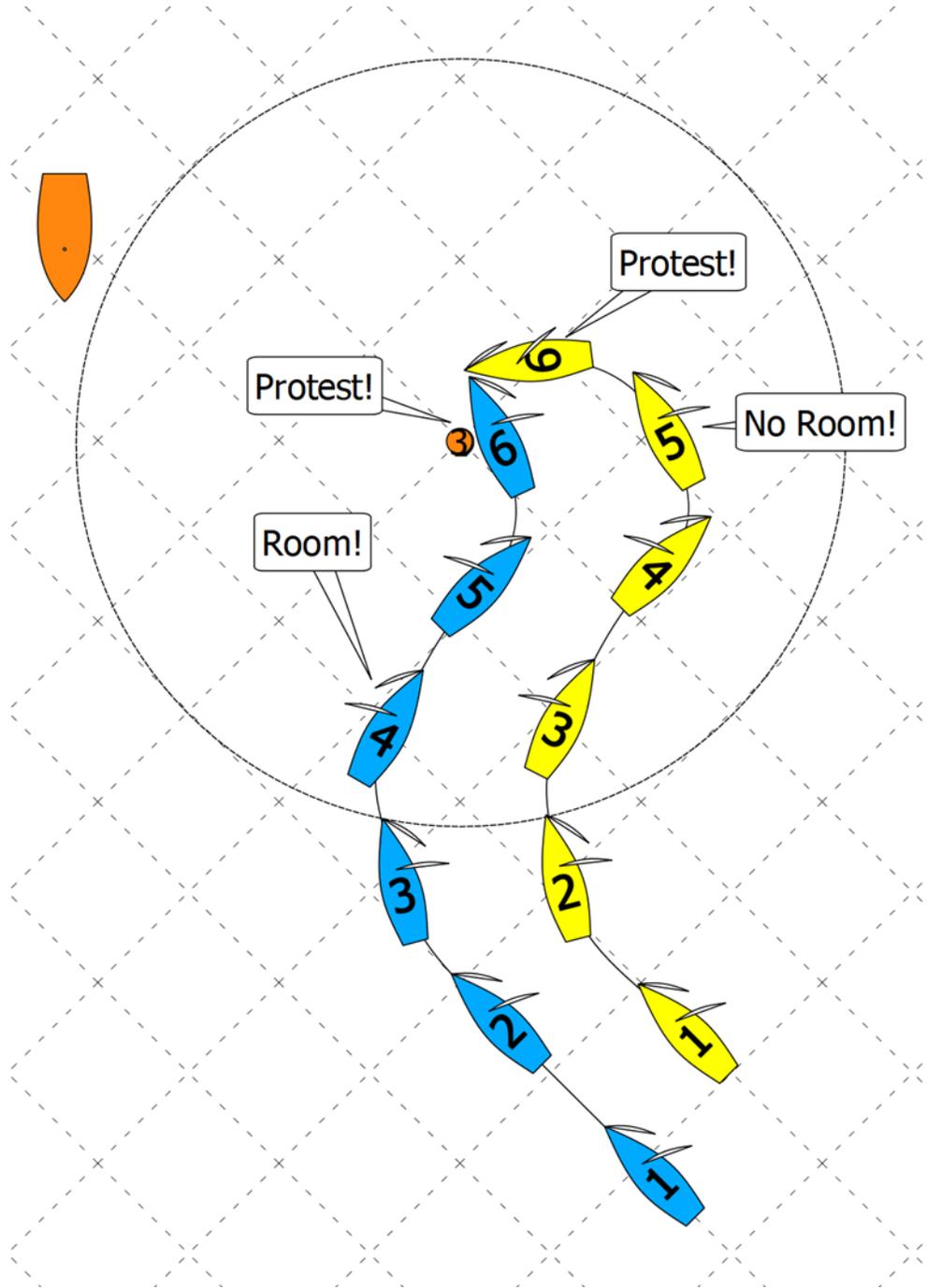
Which boats (neither, either, or both) should be penalized?

What changes to the facts might change the outcome?

What should you do differently if you find yourself in a similar situation (as either boat) in a race?

Joleen says that this problem is too complex for a first article, but please give it a shot. Get out your rule book; draw your own conclusions; and email your opinion to : newsletter@laketownsendyachtclub.com. If you have questions or think more information is needed, send that too. I'll discuss them – and my own opinions – in future articles.

Continued from page 3



Continued on page 5

Continued from page 4

To get you started, here is how I approach a rules problem. I break the scenario down into a series of positions, one for each time the relationship between boats or marks changes. For example, the diagram above shows 6 points in time, each of which represents a position where the rules governing the boats change. Then, for each position:

- A. I note what the relationship is between the boats and marks - especially what changed from the previous position.
- B. Next, I determine what rules apply.
- C. Then I list the obligations those rules place on the boats, and determine whether or not each boat has met them.
- D. Finally, I decide if any rules were broken; if any breaches are exonerated; and what penalties may apply.

So, at Position 1 above:

- A. Boats Yellow and Blue are both on *port tack* and are *overlapped*, about 1 boat-length apart with Yellow to *leeward* and half a boat-length ahead of Blue.
- B. Rule 11 (On the Same Tack; Overlapped) applies between them. Yellow did not establish this *overlap* from *clear astern* of Blue, so rule 17 (On the Same Tack; Proper Course) does not apply.
- C. Rule 11 requires Blue to *keep clear* of Yellow. At this point in the incident, Blue is *keeping clear*.
- D. Neither boat is breaking any *rule* at this time.

Now, all you need to do is perform the same steps for Positions 2 - 6.

Again, be sure to send your other rules, race management, or tactics questions to newsletter@laketownsendyachtclub.com. We need to know what interests you for future articles.

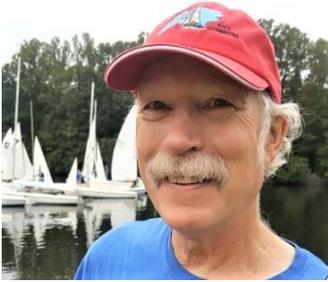
Eric Rasmussen

Inspired by Dawn -Michelle Oliver's book review in the March, Issue, I bought the book, GODFORSAKEN SEA By Derek Lundy. It inspired this month's cover photo of a VEENDEE GLOBE racer alone in the elements. The Veendee Globe around the world race occurs every four years. Coincidentally, it will again start Sunday, November 8 of this year. A race of endurance it begins at Les Sables d'Olonne, France. At this time 37 racers are scheduled to sail 27,000 miles in single handed monohulls. They race around Antarctica and back. This carries them through the southern Ocean where the Atlantic, Pacific and Indian Oceans meet and is said to be the most dangerous ocean body of water. This link <https://www.vendeeglobe.org/en/news/15983/a-new-tracker-to-allow-everyone-to-follow-the-vendeeglobe> will allow you to follow its progress, has Bios on each racer and shows the course. It is up and running now. There will be six women racing this year which is a record number. In addition there will be new technology being tested. And records are expected to be shattered. You will be able to track your favorite sailor and their progress on a consistent basis.

In lieu of our racing on our own Lake Townsend at the moment, I found this to be captivating. I understand this may not be everyone's cup of tea, but maybe it will interest you at least until we get back out on the water together again.

I encourage you to follow Dawn-Michelle's book reviews in the Newsletters. They are Awesome!

Robert Uzzle – Editor



Scott Bogue

In upcoming issues Scot Bogue will be sharing his knowledge on boat maintenance and and his skill with club boats have saved our club many dollars , time and headaches.

Checking and Repairing Tire Valves

It doesn't happen often, but it always happens at the wrong time: your trailer has a flat tire. No sailing today! (Unless you have a spare.)

What happened? The tire was fine last week and you haven't used the trailer since.

It may be your tire valve.

A tire valve has a rubber body that snaps into a hole in the wheel (see the picture).

The rubber can degrade over time, especially on trailers left outside.

When it degrades, it can crack. When the cracks get deep enough, the valve will leak through the rubber body and you will suddenly have a flat tire. It can happen at home, on the road, or in the parking lot at a sailing event.



A quick look will not tell you if your valves have cracks that have not yet caused a leak.

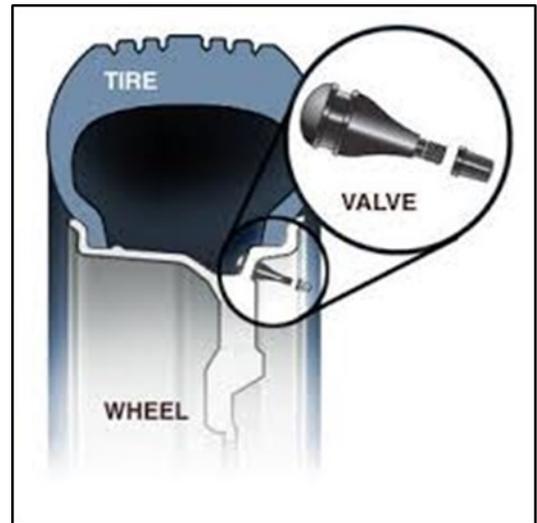
Look closely at your tire valves as you **bend them**, first to one side, then the other. There should be no cracks. The valve in the picture (right) will fail soon, if it

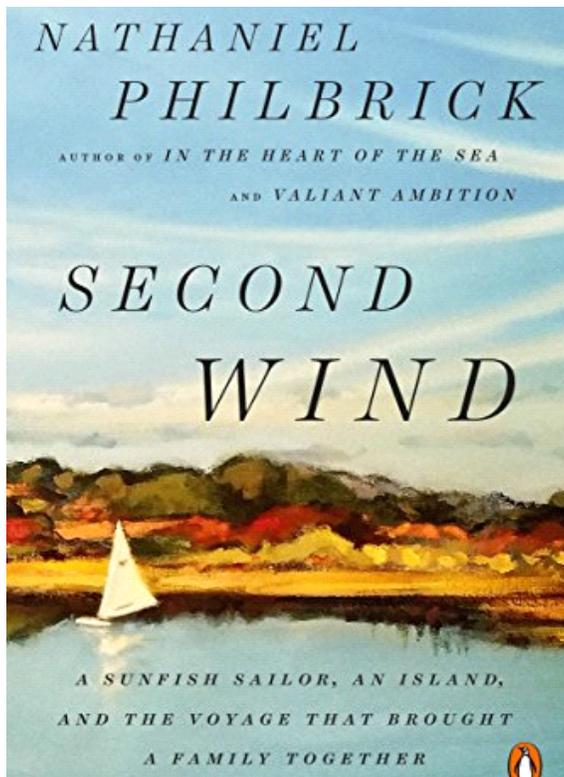
has not already.

If your valves have only small, shallow cracks when you bend them (left), they're probably OK to use but you should plan on replacing them soon.

You can replace the valves yourself, but unless you have the tools required, a tire shop is probably a better bet.

I just discovered a product called "Quik-Stem" that allows you to cut away the old valve, push the rounded bottom portion into the tire, and install the Quik-Stem from the outside. This looks like a good idea for trailers, but I have never used them.





The Sailor's Bookshelf
By Dawn-Michele Oliver



Dawn-
Michelle

This month's recommendation, *Second Wind: A Sunfish Sailor, an Island and the Voyage that Brought a Family Together*, comes to us appropriately from our own Sunfish sailor, Cathy Leonard. This light, engaging family memoir provides a welcome distraction from the heavy concerns of today.

The recent edition is available in paperback, audiobook, and Kindle. Used hardback copies may be found under the original 1999 title

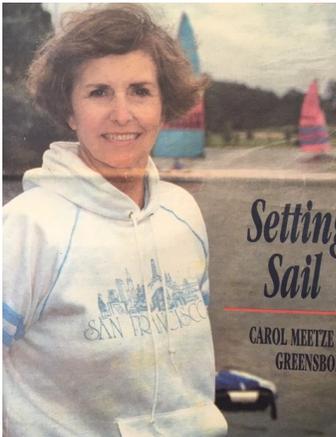
Second Wind: A Sunfish Sailor's Odyssey.

From *Kirkus Reviews*, January 1, 2018:

In a new edition of a book first published in 1999, the National Book Award-winning author recalls a "watershed" year in the early 1990s when he seriously took up sailing, a sport he had abandoned when he was in his 20s. At the time, Philbrick (*Valiant Ambition: George Washington, Benedict Arnold, and the Fate of the American Revolution*, 2016) was a stay-at-home dad working on a book about Nantucket, where he and his wife and two kids lived, while his old, "dirt-encrusted" Sunfish, the "VW bug" of sailboats, leaned against the house. Deciding to spiff it up and get back on the water, the author set a goal of competing in the 1993 Sunfish North Americans, to be held the following July "on a man-made lake in Springfield, Illinois." To get back in shape, Philbrick hauled the boat to one after another of Nantucket's many ponds and, during the winter, rented a boat to compete in a regatta in Florida. The narrative is wryly honest. The author performed respectably in Florida and Illinois, but he didn't blow the competition away in any last-minute comebacks. Instead, he took pleasure—and pain—in the experiences of sailing on a regular basis. He describes with infectious joy the experience of catching a stray bit of wind or surging over the waves in a harbor, and he relays with astonishment the luck he feels at having survived some questionable sailing choices. Since much of his sailing was done under adverse conditions—in water so cold that he had to break the ice to sail or in air so still that races were postponed because boats couldn't move—readers will feel lucky to share the experiences vicariously. The author keeps his chapters short and punchy, and his obscure sailing terminology to a minimum, while revealing much about his connection to a supportive if sometimes-skeptical family. An amiably witty book about sailing that will appeal as strongly to the uninitiated as to the addicted.

NOTE: Sailing-related book reviews or recommendations are welcome from anyone. Send your review by the 10th of the month, or recommend a title by the 1st and I'll find a published review.

Send them to : newsletter@laketownsendyachtclub.com



Carol Moates in 1993

This article is a blast from the past. Written in 1993, it chronicles the sailing experiences of Carol Moates who at the time of the article was Carol Meetze. She met Bob Moates through sailing with LTYC and they married in 1995. Carol has been gracious to share this with us and hopefully she will continue to contribute to the LTYC Newsletter!

FLYING ACROSS THE WATERS

By Tracy Holyfield – Greensboro News & Record

Sailing may not be a breeze for everyone, but the challenge can be rewarding

Carol Meetze doesn't mince words. "Anybody can start a motor boat," she says. "People understand the switch that turns the engine on, the steering wheel, the accelerator and the gears. Once they hear the motor, they are able to put the boat into forward or reverse and take off across the water.

"Sailing on the other hand, obviously is creative. It takes some skill to make a boat go without a motor, strictly by wind."

Or without wind, in some cases. Ideally, Meetze said, winds should be at least seven to 10 miles per hour. But the wind is fickle, sometimes barely brushing the sails, at other times gusting to 25 miles per hour or more.

Sailing can be peaceful or it can be exciting, she said. "It all depends on the wind."

Meetze, 55, is visual arts director for the City Arts/Cultural Center in Greensboro. Like most sailors, she is drawn to dialing as a hobby because of the continuous challenge it presents.

She first went out on the water in a sailboat some 20 years ago with friends who owned a boat. Because of the experience – "exhilarating" - she soon enrolled in a sailing class offered by the Oak Hollow Yacht Club in High Point. There, she learned to sail in a small fiberglass single-hulled boat with one main sail.

"It was a little frightening at first. I had a fear of capsizing or handling the boat. It takes a lot of skill to sail a boat."

Furthermore, Meetze described herself as a rather weak swimmer.

"I was not around water much as a child." "My mother was deathly afraid of the water and would freak out whenever she got near it."

As a result, Meetze did not learn to swim until she was 18 years old.

"I still get nervous when it's windy" she said. "I would rather not capsize. But if I do, then I do. It doesn't frighten me enough not to sail"

Nonetheless, Meetze can still recall every detail of the first time she capsized. She and two other friends were sailing a 19 ft. Flying Scott in a regatta at Lake Townsend.

"It was April, so it was still cold, and the winds were more than 25 miles per hour. I had on several layers of clothing and my foul weather gear, but the water was so cold. The crash boat came and got us immediately.

Meetze has capsized few times since. She still races sailboats regularly in Lake Townsend's regattas these days with sailing partner Robert (Bob) Moates, 54. The two met two years ago when Meetze's former sailing partner of 12 years suffered ill health decided to stop sailing. It happened that Bob, who owns a Flying Scott, also needed a sailing partner at that time.

"It takes two people to sail a Flying Scott" Meetze says. "I take care of the jib and Bob takes care of the mainsail and the tiller. We both rig and take the boat out of the water a disassemble.

Both are serious contenders in Lake Townsend's monthly regattas and have managed to win best time on several occasions since they began sailing together.

"I enjoy competition," Meetze said. "A lot of folks don't. They enjoy sailing but not competition. I enjoy seeing how I react and the thrill of competing.

Sailboat racing takes good sportsmanship" she added. You hear a lot of shouting and anxiety over the water while in a race. But once you come ashore, no one is mad. It's all forgotten.

Everybody in the club enjoys competing among each other." Meetze said, explaining that in addition to testing sailing abilities, the regattas provide an opportunity to be active and socialize with a group that shares a common interest.

Meetze speculated that half of the Lake Townsend Yacht Club's membership is older than 40, which makes it an excellent vehicle for meeting others- as witnessed through the special friendship that developed between her and Moates.

In fact, some of the area churches' singles groups fill sailing classes the club offers, she adds.

Meetze often teaches these sailing classes. As a charter member and primary organizer of the Lake Townsend Yacht club, established in 1977, she said she enjoys introducing people to sailing.

The idea of having a Yacht Club in Greensboro first struck Meetze while she took sailing classes at Oak Hollow Lak.

"I said to myself", "We have a wonderful lake here in Greensboro. We need to have a yacht club here."

She discussed the idea with friends and fellow sailors Betty Kauffman, Mel Hodges and Jim Maddrey. The four decided to run a small ad in the Greensboro newspaper to determine whether anyone else was interested in establishing a yacht club in the Greensboro area.

“Over 100 people attended the first meeting’ Meetze says.

She remained involved during the initial planning stages of the Lake Townsend Yacht Club - which, she proudly points out, offered sailing classes from its very beginnings to an average of 20 students per class with 10 classes during the summer.

The basic sailing classes, which last for two weeks long and are offered from May to August and is important to land lovers who need a general knowledge of sailing to begin.

“It takes a while to get a feel of sailing” you can only learn so much by watching videos and reading books. It must be hands on.”

The club also offers a spring/summer series of monthly regattas that begins in April and lasts until October and a “Frostbite series that begins in December.

Then there’s the Mayors Cup Invitational held in September.

The real pros sail in this race’ Meetze said. “Real hot shot sailors, they offer stiff competition.”

Although she and Moates have competed in the invitational in the past, they’ve never won.

There’s still hope however, as the couple plans to enter the invitational this year. In addition to sailing in the regattas, Meetze goes on sailing trips whenever possible. She once chartered a 60 ft. sail boat with a group of women and sailed in the Bahamas. The yacht had one captain who assigned each of them specific duties and allowed them to take a turn at the wheel.

She has also sailed aboard a 60 ft. training ship with a group of Senior Scouts from Mystic to Newport for a week, traveling into different parts each evening.

She someday hopes to introduce sailing to her granddaughter, who is 10 years old and lives in Greensboro. Her daughter, she said, has done a bit of sailing, but doesn’t have the time to sail often.

Meetze admits that she sometimes has difficulty finding time herself. Nonetheless the winds are permanently at her sails. “I will continue sailing.”



Captain John,
Www.skippertips.com
Captainjohnskippertips.com

Reading the wind will always be a challenge. We are surrounded by artificial "tells" like masthead flies, electronic apparent wind indicators, telltales and the like. All good to some degree for sure. But do they really help you trim your sails to perfection and make you a better sailor?

Master offshore racer, renowned sailmaker and author Brian Hancock has this to say about wind strength high up off the water: "Wind speed aloft is as much as 50% more than wind speed at sea level."

That means that the wind direction indicators higher up off the water, like masthead flies, are not as accurate as you may think. Matter of fact, Hancock goes on to say this, "...when the bottom third of your sails are sailing hard on the wind, the top third may be sailing on a close reach".

Bubble Trails and Wind Waves

A few years ago, I did some exhilarating training in San Francisco Bay aboard a J/24. Right off the bat, my instructor jumped on me for paying too much attention to the masthead fly. Instead he had me focus on two natural factors, bubble trails and wind wave direction.

I was familiar with wind wave direction, but "bubble trails"? Yep, bubble trails. These super accurate wind indicators are one of sailings best-kept secrets. Use them to help you line up your boat on any point of sail fast and easy.

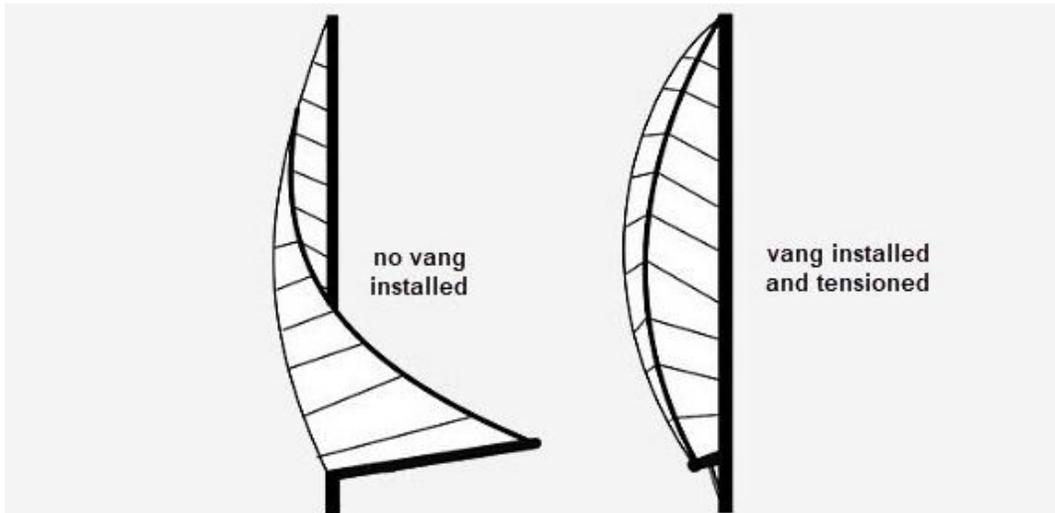
As the true wind blows across the water surface, bubbles will form like a fine film atop the water. They blow in lines--or trails--straight downwind. Now, it's just a simple matter to align the boat to the trails. Simple enough for the neophyte or veteran.

If you want to put your boat onto a beam reach, turn the boat until the bubble trails are aligned perpendicular to the center line. You can use these super accurate wind indicators for any point of sail in the same manner.

Wind waves are formed by the true wind that blows across the water surface. Look on any body of water--pond, lake, river, bay, or ocean--and whitecaps are the primary indicator of wind waves and the true wind direction. Use wind waves just like the bubble-trails described earlier.

For example, let's say you want to sail your boat onto a beam reach. Turn your boat to put those wind waves or ripples dead abeam. Then trim your sails to perfection. Your small sailboat will accelerate like a hot blooded stallion on steroids!

What happens when you fall off the wind to a reach or run? Your mainsheet no longer has as much ability to pull down on the boom. Indeed, it's now at an angle to the boom. Without some help, the end of your boom will begin to lift. What happens when the boom lifts?



In a seaway, your boom will bounce around. That's tough on the boom and boom fittings. And the mainsail leech? It'll belly out like a pregnant whale--dumping lots of wind (above left). Your boat will be tough to control as weather helm increases.

Think of a boom vang as a block and tackle system, similar to a simple mainsheet. One end attaches to the base of the mast and the other beneath the boom about 1/3 of the way aft of the mast. There are many variations of boom vangs. I prefer the simple block and tackle vang.

What Role Does the Vang Play in Performance?

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

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

You need a boom vang to...

- * Trim the mainsail leech for blazing speed and power.
- * Expose maximum sail area when reaching or running.
- * Keep your boom under control to reduce fitting fatigue.
- * Decrease weather helm when reaching or running.
- * Maximize sailing performance for cruising or racing.

So, pay no attention to anyone who advises that you do not need a boom vang. Ask them how they control the five factors listed above when reaching or running. I believe you will hear silence after you state your case.

Now, there are some new innovations such as the boom kicker that accomplish a similar task. But, I would test those contraptions against the five factors above before you make a purchase decision. Install a boom vang for speed and power this sailing season!

Warmest Regards,

Captain John

Captainjohnskippertips.com



HIGH SCHOOL SAILING TEAM REPORT
By Mark Hayes

Staying Flexible!

March was to be a busy month for the High School Sailing Team! Our first practice of the season was on the 7th, followed by an away regatta the very next weekend. For our first practice the conditions were a little “sporty”–with winds gusting over 20 and the water still chilly, so we played it safe and rigged and cleaned our boats on shore and made plans for the coming weeks. It was a good introduction for our newest members, Ben and Preston Huitt.

The following Saturday, the 14th, would be our first regatta of the year, sailed at Lake Crabtree and hosted by the Research Triangle Park High School Sailing Team. Lake Crabtree is a small but beautiful lake surrounded by a park and office towers in the suburbs of Raleigh. Nine teams from as far away as Charleston were scheduled to race. We were sending a team of four sailors made up of Logan Hayes, Joseph Carbone, Jack McArthur and Nino Criscuolo. It would feel like racing at Townsend– the PRO was scheduled to be our own Stephanie Taylor, assisted by Alan, and the head on–the–water judge would be Joleen Rasmussen, assisted by Eric! Unfortunately, the regatta was cancelled the Wednesday before due to the COVID–19 virus. We quickly made plans to race at our club’s March Madness Regatta, but as you know, it too was cancelled.

All of the Team’s activities, like the rest of the Club’s, are suspended while we do our part to stop the spread of the virus. But we are staying in touch on our group chat and Instagram, and on Wednesdays we share videos produced by the head coach of the University of Georgia Sailing Team on strategy, tactics and boat handling for advanced collegiate dinghy racing. We have even been racing each other online at *Virtual Regatta Inshore*, which is an amazingly accurate sailing game. Give it a try at www.virtualregatta.com!



UPCOMING EVENTS

Please check the LTYC Calendar on the website for updated rescheduling/cancellations due to COVID-19. Currently the Lake Townsend Marina staff sets up at the picnic table in the breezeway outside the office. As of now the Lake is open 10 am – 3 pm. The boat launch fee has been waived for now. All boats, however need to be off the water by 2 p.m. At least two lake staff members will be on hand. You simply need to sign in and launch.

Current Schedule of Events

Thursday, May 7	LTYC Board Meeting	G'boro Sportsplex/ or virtual
Monday, May 11	Learn To Sail Classes begin	Lake Townsend
Saturday, May 23	Racing	Lake Townsend
Thursday-Sunday May 21-24	Learn To Race NEW!	Lake Townsend
Sunday, May 24	Sailing Savvy	Lake Townsend

For More Information, use this link <http://www.laketownsendyachtclub.com/home/HomePort.asp>



2020 Learn To Sail

**Lake Townsend
Yacht Club**

Discover the fun and excitement as you convert wind power to sail power! From boat rigging to knot tying, learn the skills of sailing. Determine wind direction and sail position and go sailing on Lake Townsend.

P.O. Box 4002
Greensboro, NC 27404-4002

www.LakeTownsendYachtClub.com

Adult Learn to Sail Classes \$150

Course Dates:

Session W1: Beginner	May 11–16
Session W2: Beginner	June 08–13
Session W3: Beginner	July 13–18
Session WE1: Beginner (wknd)	May 29-31
Session WE2: Beginner (wknd)	July 24–26
Session WS1: Sloop* (wknd)	Aug 14–16
*Sloop=Main & Jib - enhance your sailing skills. Beginner class or small amount sailing experience required.	

Adult and Family Classes Meet:

Monday–Friday: 5:30pm–closing + Saturday 9:00am–12:00 noon
Weekend Classes: Fri: 5:30pm–8:00pm; Sat&Sun 9:00am–4:00pm

Junior (10-15 yrs) Learn to Sail Camp \$175

Camp Dates:

Session J1: Beginner	June 15–19
Session J2: Beginner	June 22–26
Session J3: Beginner	July 06–10

Junior Camp Meets:

Monday–Friday 8:30am–12noon

Family Learn to Sail Classes \$150 per person (1 Adult + 1 or 2 age 10 and older)

Session AJ1: Beginner July 27– Aug 01



RESERVE YOUR SPACE TODAY!

You may register and pay online at
www.laketownsendyachtclub.com

For more details, contact:

Education@LakeTownsendYachtClub.com



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Co-sponsored by City of Greensboro
Parks and Recreation Department

www.LakeTownsendYachtClub.com

2020 SUMMER SAILING CLASSES – Feel the wind in your sails at Lake Townsend!

2020 LTYC Calendar

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

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

January

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

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

February

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

22 Racing Rules Seminar

March

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

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

April

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

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

May

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

June

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

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

July

M	T	W	T	F	S	S
		1	2	3	4	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		

23-25 HOTA Charity Regatta

August

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

14 Interclub (OHC)
 12 Annual Meeting

September

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				

October

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	

23-25 HOTA Charity Regatta

November

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

14 Interclub (OHC)
 12 Annual Meeting

December

M	T	W	T	F	S	S
	1	2	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			

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

LAKE TOWNSEND PARK

“SAILORS’ RULES”

Event Registration

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

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

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

Launch Check-in

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

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

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

Pay to Launch

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

Keep our Parks Beautiful

This is our lake, our park. Let’s leave it better than we found it. If you see trash on the

ground, please pick it up. If you see something out of place, let the office know.

Share the Dock

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

Permission First

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

Ask a Board Member

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

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

Event Registration - Do It Online or Upon Arrival

Launching Outside of Club Event?

Check In at the Office Upon Arrival - Everyone

Trailerred Boat - Annual Pass or Pay Daily Fee

Help Keep Our Park Beautiful & Trash Free

Share the Dock Space - It's Limited

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

Park staff will assist with motorboats

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

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

Ahoy Sailors!

The 2020 Learn to Sail Calendar is published on our website and we already have a few students signed up for sailing classes this summer. Please post our sailing classes on your social network. Let's get the word out! [2020 Learn to Sail Volunteer Sign up Sheet](#) is posted and ready for slots to be filled in! Volunteering while teaching others to sail is what makes LTYC one of the friendliest/most welcoming clubs in the US. Sign up for just a few hours, or sign up for several sessions, whatever fits your schedule.

We also have a first sail/private lessons sign up sheet if you are interested in helping in a more one on one sail experience. First Sail is a US Sailing Sponsored program to introduce community members to sailing. It's 2+ hours on the water. If you are new to sailing or new to Lake Townsend Yacht Club, our sailing classes are a great way to improve your skills, meet other members, and give back to the community.

2020 Memberships are due. If you've not yet renewed, click on [Membership Renewals](#).

In case the links don't come over

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

<https://ltyc.wufoo.com/forms/2020-ltyc-membership>

<http://www.laketownsendyachtclub.com/activities/SignUp.asp?gid=457531307>

AnnMarie
LTYC Vice-Commodore

Give a gift that lasts a lifetime, give the gift of sailing. This is an incredible present. Gift Certificates are available for our learn to sail class or racing class, as well as annual membership. Certificates can be purchased on our website, www.laketownsendyachtclub.com. We customize the certificate for your occasion and email you a PDF you can print and put in a card.



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IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED

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newsletter@Laketownsendyachtclub.com

FLYING SCOT FOR SALE

Decent boat that can be a great boat with some work. Selling as is. This is an older but solid boat. Sail # 4043.

Please email jmh4043@gmail.com or call 336-312-0822.

3/17/2020

Quart can, 90% full of Interlux Brightside Polyurethane paint, # 4353 Medium Blue, high gloss. We painted the waterline on FS3669 and have this left over.. \$10.00

Scott Bogue.

4/27/2020



Please Like LTYC on facebook

- Check in at LTYC on facebook
 - Tag us
- Write an endorsement for LTYC
- Like LTYC on the "Like" page
- Post a review of LTYC on FB
- If you need help to post pictures or a video on our page, please contact JC Aller at aller.jc@gmail.com

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

Next newsletter deadline: May25, 2020

◆ Lake Townsend Yacht Club Board

Commodore: AnneMarie Covington	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing: Geordie Enell	◆ vicecommodore@laketownsendyachtclub.com
Rear Commodore/Education: Joleen Rasmussen	◆ education@laketownsendyachtclub.com
Treasurer: Bill Young	◆ treasurer@laketownsendyachtclub.com
Secretary: Dawn-Michelle Oliver	◆ secretary@laketownsendyachtclub.com
Equipment: Ken Butler	◆ equipment@laketownsendyachtclub.com
Membership: Cathy Leonard	◆ membership@laketownsendyachtclub.com
Social: Gail Walters	◆ lgs@laketownsendyachtclub.com
Publicity:	OPEN – Need a volunteer!
Webmaster: Eric Rasmussen	◆ webmaster@laketownsendyachtclub.com
Mayor's Cup/Nominating/Past Commodore: Robert Bouknight	◆ mayorscup@laketownsendyachtclub.com
Newsletter: Robert Uzzle	◆ newsletter@laketownsendyachtclub.com
Social Media: JC Aller	◆ socialedia@laketownsendyachtclub.com
Let's Go Sailing / STEM: Gail Walters	◆ lgs@laketownsendyachtclub.com
High School Sailing Team: Mark Hayes	◆ tychsst-coaches@laketownsendyachtclub.com

You don't have to be a board member to help out. Everything this club does is done by volunteers. Please contact the individual board members to see how you can contribute.

Thanks for making LTYC the best!

Board meetings are open to all members. They are held the first Thursday of each month at 6:00. Watch for location!