

Lake Townsend Yacht Club

Tell Tales

MAY, 2021



all things seem
possible in

May!

Extra, Extra, Read All About It

LTYC's 2021 Mayor's Cup Dates have Changed

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

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

So, mark your Calendar's (and we will revise the Home Port Calendar shortly).

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



May 9 2021 Racing Report

Eight boats with skippers and crews had a great time sailing at Lake Townsend Sunday May 9.

The wind was challenging, but not as strong as predicted.

The first race had average wind of 9 knots, the second race had average wind of 11 knots and the third race had average wind of 13 knots. The gusts were strong but the direction of the gusts was fairly consistent. The only boat that finished all three races won the day!

Our great race committee team of Andy Forman, Ellee Orlovetz, Ron Washburn, JC Aller, John Russell, Scott Bogue and Richard Fadle did a wonderful job of setting windward leeward courses of the proper length and direction.

Please consider sailing in LTYC's next event on June 5 and 6. **We will have a social in Shelter 10 after the races on Saturday June 5!** The races on Saturday, June 5 will count towards the Saturday Series race trophies. The races on Sunday, June 6 are for fun and practice.

There is still room for race committee volunteers (and sailors) for those two days.

Sign up here <http://laketownsendyachtclub.com/activities/SignUp.asp>.

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May 9, 2021
Class=Open ScoreMethod=Portsmouth

Overall Results

	Sail	Skipper	Crew	Type	Total	One	Two	Three
1	5295	Bews, Tom	Reiner, Jason	FSCT	7	5	1	1
2	11340	Lavoie, Marie-Lyne	Deedy, Conal	WF	13	9	DNC	2
3	1066	Heffernan, Jim	Heffernan, Luke	WF	14	2	3	9
4	3801F	DeMiranda, David	Styk, Karolina	FSCT	16	9	DNF	4
5	998	Bouknight, Robert	Torkewitz, Nancy	SJ-21	19	1	9	DNC
6	3669	McDermott, Trish	Leonard, Phil	FSCT	21	3	9	DNC
7	11134	Covington, AnnMarie	Kishbaugh, Ali	WF	22	4	9	DNC
8	4051	Afanador, Otto	Kristen Sundberg, Larry Eichenbaum	FSCT	24	6	9	DNC

RaceName=Three

WindSpeed:13 WindDirection:

" Date: 05/09/21 StartTime: 14:00:00 Distance: 0.0nm

Pos	Sail	Skipper	Crew	H'Cap	Type	Finish	Elapsed	Corrected	Score
1	5295	Bews, Tom	Reiner, Jason	89.1	FSCT	14:16:10	00:16:10	00:18:09	1
2	11340	Lavoie, Marie-Lyne	Deedy, Conal	90.5	WF	14:19:05	00:19:05	00:21:05	2
3	3801F	DeMiranda, David	Styk, Karolina	89.1	FSCT	14:19:50	00:19:50	00:22:16	3
DNC	998	Bouknight, Robert	Torkewitz, Nancy		SJ-21				---
DNC	1066	Heffernan, Jim	Heffernan, Luke		WF				---
DNC	3669	McDermott, Trish	Leonard, Phil		FSCT				---
DNC	4051	Afanador, Otto	Kristen Sundberg, Larry Eichenbaum		FSCT				---
DNC	11134	Covington, AnnMarie	Kishbaugh, Ali		WF				---

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RaceName=Two

WindSpeed:11 WindDirection:

" Date: 05/09/21 StartTime: 13:15:00 Distance: 0.0nm

Pos	Sail	Skipper	Crew	H'Cap Type	Finish	Elapsed	Corrected	Score
1	5295	Bews, Tom	Reiner, Jason	89.1 FSCT	13:49:05	00:34:05	00:38:15	1
2	11340	Lavoie, Marie-Lyne	Deedy, Conal	90.5 WF	13:50:08	00:35:08	00:38:49	2
3	1066	Heffernan, Jim	Heffernan, Luke	90.5 WF	13:50:29	00:35:29	00:39:12	3
4	3801F	DeMiranda, David	Styk, Karolina	89.1 FSCT	13:53:37	00:38:37	00:43:20	4
DNC	998	Bouknight, Robert	Torkewitz, Nancy	SJ-21				---
DNC	3669	McDermott, Trish	Leonard, Phil	FSCT				---
DNC	4051	Afanador, Otto	Kristen Sundberg, Larry Eichenbaum	FSCT				---
DNC	11134	Covington, AnnMarie	Kishbaugh, Ali	WF				---

RaceName=One

WindSpeed:9 WindDirection:

" Date: 05/09/21 StartTime: 12:05:00 Distance: 0.0nm

Pos	Sail	Skipper	Crew	H'Cap Type	Finish	Elapsed	Corrected	Score
1	998	Bouknight, Robert	Torkewitz, Nancy	94.9 SJ-21	12:41:13	00:36:13	00:38:10	1
2	1066	Heffernan, Jim	Heffernan, Luke	91.7 WF	12:40:05	00:35:05	00:38:16	2
3	3669	McDermott, Trish	Leonard, Phil	90.4 FSCT	12:40:13	00:35:13	00:38:57	3
4	11134	Covington, AnnMarie	Kishbaugh, Ali	91.7 WF	12:40:50	00:35:50	00:39:05	4
5	5295	Bews, Tom	Reiner, Jason	90.4 FSCT	12:44:10	00:39:10	00:43:20	5
6	4051	Afanador, Otto	Kristen Sundberg, Larry Eichenbaum	90.4 FSCT	12:53:31	00:48:31	00:53:40	6
DNF	3801F	DeMiranda, David	Styk, Karolina	FSCT				9
DNC	11340	Lavoie, Marie-Lyne	Deedy, Conal	WF				---

RaceOfficer: Andy Forman

Beach Launching is Back!



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

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

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

The basic ideas are the usual:

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

IT'S THAT TIME AGAIN

2021 Memberships Renewals Are Due

The Benefits of Membership

Competitive Fun Sailing

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

Social Fun Sailing

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

Other Benefits

Seminars and training for beginning and intermediate sailors

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

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

2021 Membership Types and Dues

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

Family membership for current or new members

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

Family membership for class attendees

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

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

Individual membership for students

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

\$37.50 - anytime

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



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

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

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For your annual dues, the club supports:

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

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

4 - Private Sailing Classes

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

6 - Adult Sailing Classes

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

2 - Junior Sailing Classes

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

3 - First Sail events

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

2 - Learn to Race weeks

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

Let's Learn to Sail!

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

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

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

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

Adult Learn to Sail:

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

Junior Learn to Sail:

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

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

Volunteers Needed!

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

High School Sailing Report

Girls' 420 Clinic & Scrimmage

Between COVID, too little wind, too much wind, and just plain cancellations, our team has missed our typically heavy regatta schedule this spring. So it was a perfect time to create a new event!

On Sunday, May 2, the LTYC High School Sailing Team hosted a Girls' 420 Clinic and Scrimmage with Virginia Inland Sailing Association at Lake Townsend. Virginia Inland Sailing Association (VISA) is a beautiful sailing club on Smith Mountain Lake, with a budding junior program. Their juniors sail Lasers, but are looking to build a C420 fleet and begin competing at other venues. So at our invitation they brought 6 girls, along with their coach and director, to Lake Townsend for a clinic and scrimmage using our boats. Only 4 of our girls were available to sail, so we filled out the crews with some of the guys from our team so we could sail all six of our C420s. We wanted to give the girls from both teams a chance to work together in a fun, relaxed atmosphere designed for teens.



Girls' Clinic & Scrimmage sailors (missing from photo are two LTYC girls)

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One of our experienced team members, Logan Hayes, ran the clinic and helped coach, assisted by Jack McArthur. They went over the nuances of rigging and sailing a C420 on shore; followed by a lengthy chalk-talk about the high school racing format, courses, and three minute starts. Then we hit the water.

On-shore Clinic

We had been keeping a nervous eye on the wind. It was 78 degrees and sunny, but winds were gusting to 25 at the airport! Luckily, it laid down on the lake and blew a remarkably steady 12 mph straight down the length of the lake. We had perfect sailing conditions for the entire day!



VISA's Elise Moseley and Hannah Curl

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LTYC's Elizabeth Davis and Sidney Robinson



LTYC's Emma McArthur and Preston Huitt



Close racing during the scrimmage

We sailed 6 short races on a high school course, which is a modified W-L course. The governing body for high school sailing, the Interscholastic Sailing Association, uses short, fast courses with three minute whistle starts, so we ran our scrimmage the same. The racing was fantastic, with close starts, tight mark roundings and close finishes, with several different crews winning. In the end, our own Emma McArthur, with crew Preston Huitt, won the scrimmage. The top three boats won large bags of gummy bear candy.

We are already planning our next scrimmage with VISA in the fall. We might even travel with our team to Smith Mountain Lake and race in their Lasers!

Mark Hayes

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A Sailor's Perspective of the Girls' 420 Clinic and Scrimmage

The following article, by Jessie Heasley, is from the perspective of a teen who sailed in our Girls' 420 Clinic and Scrimmage with VISA. Jessie is a junior member of VISA and the junior sailing team's captain. (Editor)

2020 was set to be our big development year! Everything was planned out by the VISA Jr. Board, from the formation of our first ever sailing team in 2019, to our coaching staff and our curriculum designed to quickly prepare our small team of five teens for travel racing on our Lasers within one year.

We all know what happened next! It all stopped with COVID 19, so you can imagine our complete excitement when Coach Mark invited us to Lake Townsend to race 420s with his team. None of us had ever sailed 420s and we were completely thrilled to be given the opportunity to race them.

One of the LTYC sailors, Logan, started the day with a training session on rigging, handling and start line sequence which gave us time to meet the team and settle into our very first travel race experience. As a bonus, the wind was up, clocking a good 12 to 13 mph with some stronger gusts. Thank goodness we brought our helmets! The first of six races was a complete learning experience with our first ever three minute start line sequence (our club always does the 5 minute sequence). Needless to say, our starts were lacking slightly compared to the Lake Townsend team, but we had the opportunity to observe some great sailing and quickly started to get used to the new sequence. Coach Mark was kind enough to match our team's experience level with sailors from his team of similar experience, which made for exciting and competitive racing. The 420 is sensitive to crew positioning and movement within the boat, and Coach Mark helped us learn a little about how to distribute our body weight for optimum performance. Despite our inexperience on 420s, the boats handled beautifully upwind and the acceleration in the gusts was exhilarating. The winner after 6 races was Lake Townsend's Emma McArthur and Preston Huitt. In second place was VISA's Elise Moseley and Hannah Curl, and in third place was VISA's Jessie Heasley and Ainsley Moseley.

Our thanks to Lake Townsend Yacht Club High School Sailing Team! We are excited for the Lake Townsend team to come to VISA in the fall for another scrimmage with us and a lot of fun.

Jessie Heasley



High School Sailing Team Memories

The following is the final in a series of four articles written by this year's seniors on the LTYC High School Sailing Team. This month's article is by Will Niven. Will joined the team in 2019, and immediately took on a leadership role-especially helping to train new members. He joined our team as a very experienced sailor. This year he was one of our Senior Co-Captains. Will is graduating from Page High School next month and will be attending West Point Military Academy this fall, where he plans on joining the sailing team. (Editor)

As someone making the transition into adulthood, I spend quite a bit of time thinking about the events and decisions that have accumulated throughout my life to prepare me for what lies ahead and define the person I am now. Sailing has been key among these life events, and I believe it to be a big part of the person I am today. The lessons it has taught me have shown themselves useful far beyond the lake.

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My time on the Lake Townsend High School Sailing Team has taught me a patience and level-headedness that isn't found in other sports I have played in high school. I had developed a habit of getting frustrated when struggling in football, lacrosse, or wrestling, and was encouraged to do so. While aggravation may help you get a tackle or takedown, it will do you no good on the race course. I couldn't simply pull the sheet tighter or push the tiller harder. Difficult regattas taught me the only way to gain ground was to take a deep breath and carefully evaluate my situation. This method, I believe, is a better microcosm of life than what I had experienced on the field or mat. You can't just throw your head down and force your way through problems in the workforce or in leadership and must instead take a step back and reevaluate how you are currently approaching the issue.

Will skippering at the 2019 HOT Regatta

Another development in my life that I credit sailing for creating is a sense of ownership. I believe that ownership ascends beyond even leadership. Anyone can tell other people what to do and believe they possess that authority. My time as a skipper taught me that ownership of one's situation is far more important. It is your responsibility to keep everyone on a boat safe, in addition to the well being of the boat. There is no deflecting blame on circumstance on crew, as it is your decisions that determine the fate of the boat. I believe this also carries well into adult life, where your situation is what you make it and blaming the world will only have you stagnant.



Will crewing for a new skipper during practice

Sailing has served me better than I could have ever imagined when I entered, and I will always credit Lake Townsend Yacht Club with preparing me for the next step in my journey.

Will Niven



Will skippering on Lake Townsend during a monthly series

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Logan and Elizabeth racing during the April 10 Club Series. The High School Sailing Team had all six of the team's C420s racing; and Logan and Elizabeth finished first overall of all 17 boats in all classes racing that day!



We asked High School Sailing Team Coach Mark Hayes how he fell in love with sailing. His answer is below. Thank you Mark for all that you do for LTYC and the high school sailing team!

How did I fall in love with sailing?

I fell in love with sailing because of my parents! They passed on to me their love of boats and anything and everything to do with the water.

Even before I was born, my Dad would buy old wooden boats and restore and use them before trading up for bigger and better ones. My Mom, Dad, sisters and I would pile into our current boat and spend the weekend on a lake or at the coast. Eventually my parents bought a lake house where we could spend even more time on the water. My Dad and Uncle first took me sailing when I was 10, and I was hooked. My parents upgraded to a new San Juan 21, with which we cruised the NC coast and inland lakes. Later, when I was in high school, I raced a Laser while my Dad ran the mark/safety boat at High Rock Lake Yacht Club. Naturally, the first thing I did when I got out of school was to buy an old keel boat and restore it!

In Case You Missed It

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

Tuesday Sail Talk 12/16/20

*****NOTE FROM THE EDITOR*****

This article will continue in the June edition. Sorry for any inconvenience.



WE WANT YOU!

Greetings,

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

And, Just a few bits of information.

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

Covid related restrictions are gradually being removed.

June 5th will be the next 2021 Saturday Series Race.

June 6th is a Practice Race Day.

Hurray! Shelter #10 is now open on June 5th & 6th. Food and fellowship can be found there on both June 5th & 6th and thereafter.

The Mayor's Cup Race has been rescheduled for September 25 and 26. Mark it on your calendar!

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

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

Here is the link to register for the races. This is also where you can sign up as "available to crew" or connect with "skippers who need crew". Use bottom tabs for particular days. Use this link to sign up for race committee as well. If you are new to race committee, just add your name and show up on race day. All are welcome. [Sign Up \(laketownsendyachtclub.com\)](http://laketownsendyachtclub.com)

A Tale of Two Scots: the Kindness & Generosity of Others

By Scott Bogue

Trish and I are the happy owners of Flying Scot 3669, but how we became Scot owners is a story of the kindness and generosity of others. It's a little long, but the tale has a large cast of good people, each of whom gave of themselves in ways large and small.

I restored a 1946 Dyer Dink 10 in the 1970s and sailed her occasionally, and Trish had sporadically sailed a Sunfish for most of her adult life, but overall we had only a little sailing experience. Soon after we married in 1991 we decided to buy a sailboat for two and found a Paceship 17 daysailer, but our interest then turned to motorcycles. In addition, I admit that I was a little put off by the need to step the mast through the cuddy cabin top, a nerve-wracking process. We didn't sail her much, so we sold her.

We joined LTYC in the fall of 2013. The club welcomed us warmly, and we soon began to think about buying a sailboat. Flying Scots and Wayfarers were plentiful at LTYC, along with quite a variety of others. Jim Heffernan, the evergreen ambassador of Wayfarers, told us about an extensively upfitted 1967 Wayfarer for sale, and without ever having sailed one – or any of the other boats in the club for that matter – we bought her. She was a beautiful boat, carefully maintained and modified by her owner, and a delight to sail. Trish soon got a toe into racing.

We both soon discovered that the Wayfarer was a little small for me to be comfortable for longer periods, and Trish began to think about something a little more stable and substantial, but we continued to sail and enjoy the Wayfarer until the fall of 2017, when Robert Bouknight unexpectedly appeared at the lake one windy evening with a Highlander. The Highlander is the “big brother” to the Flying Scot. He invited us to take a ride. She was big and powerful, but nimble, a wrestler dancing the ballet. We decided then and there to find a Highlander, but there was a catch: Highlanders are uncommon, and only Robert had one at LTYC, so we decided to find a Scot. Not so easy to find a nice one, it turned out.

I belong to a club of antique outboard motor enthusiasts (OK, they're old motors, but most of us are antiques ourselves). One of the members, Bill Goold, lives on Smith Mountain Lake and restores boats and motors. He emailed me in early 2018 to tell me that one of his fishing buddies had mentioned that his neighbor, who had been widowed several years earlier, was looking to get rid of an old boat. Out of curiosity, Bill went to check it out. “Ya never know...” It was on a boat lift, partially covered, and he could not tell what it was, but he could see that it was about a 20 foot sailboat. I thought it might be a Flying Scot and asked him to go back and take a photo, which he did. Yep. And the price was right: free.

But there was a problem: the boat had no trailer, and neither did I. Bill told me that he had a temporarily empty trailer that I could use, so on a blustery day in April 2018, Trish and I drove to Bill's house, picked up the trailer, and drove about 10 miles to a marina that had a ramp. Bill and another friend, Bob Pennoyer, drove Bill's restored inboard runabout several miles down the lake to the marina and picked us up, then took us a couple of miles to where the boat was. (See where this is going? Kindness and generosity.)

The poor old boat was a mess. The decks were heavily oxidized and were as soft and springy as a trampoline; they would require major work. The hull also had soft spots. I was tempted to say “No thanks,” but I could not do that after Bill and Bob had gone to so much trouble for us.

The owner, a charming older lady, told us that except for the mast and boom, all the “boat stuff” was stored in her basement. We discovered that the sails were fairly new and were in good shape, the wooden tiller was brand new, and the rudder was OK. Happy news! These are pricey items to buy. In addition, all the blocks and cleats looked usable and the aluminum spars and stainless steel rigging were fine. I began to think, “Maybe...?”

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Unfortunately, she did not have a title or any other paperwork. That was discouraging, but I did not let her know of my disappointment.

We got her in the water and Bill towed Bob and me in the Scot back to the marina. Trish wisely rode in the towboat! The wind was strong and the waves tried to push the old boat every which way, but we got there and got her loaded onto the trailer.

When we got back to Bill's house, he offered to let me leave the boat on his trailer, parked in his yard, until I could get a trailer. When we got home I asked my old outboard buddies if anyone knew of a trailer, and Mike Brown said he had just finished restoring one that was long enough and that he had not been planning to sell it, but he would sell it to me. He turned down my offer to drive to his home in Roanoke to pick it up, saying he'd meet me at Bill's when I came to get the boat.

We agreed to meet at Bill's on a specified day, launch the boat, then switch the trailers. When I got there, Mike and Bill couldn't keep from grinning: the old boat was already on Mike's trailer. All I had to do was hitch up and go. They wouldn't even let me buy them lunch.

FS1149 turned out to be a 1967 boat. She was rigged for a spinnaker, which I found in a bag among all the gear from the lady's basement. She also had several useful upfits, including a rudder lift kit, a main-sheet sleeve, a mast base pivot, a mast collar, and a stainless steel halyard winch handle.

The decks, I thought, could be made usable without having to re-core them, but I soon discovered that every square inch of the hull below the waterline had blistered gelcoat. Sanding the blisters down in a trial patch revealed the glass fiber surface. Restoring the hull was going to be a BIG job, and my attempts to obtain a title via the Abandoned Vessels laws in VA were not going well: the state didn't even have a record of the boat's registration number.

LTYC member Tom Bews knows Flying Scots, and I asked him to help me decide what to do about 1149. He came by one evening and looked her over carefully: like me, he believes that every boat deserves to be used and cherished, not discarded. He said I should use her like she was and not attempt to restore her.

It was time to start searching for another Flying Scot.

I soon discovered that there are many sad hulks out there, and also that Scots command good prices when they do end up for sale. I followed many a fruitless lead that spring and summer. Trish and I made 1149 sailable and took her out once, but she was slow as molasses in January and only a little prettier than a mudpuppy, and the soft decks were unnerving.

In early January of 2019 I saw an ad on Craigslist: "19 foot Flying Scots, sail boat - \$1000." The ad text began, "I am helping an 88 yo man get rid of his sail boat. Been in storage for 20 years." It went on, "Everything is there. I know nothing about sailboats. A very good deal for someone who likes sailing." Of course my first reaction was that it was a scam. NOBODY sells a good Flying Scot, with a trailer and outboard, and titles, for \$1000. I set the ad aside, but told Trish about it, saying I thought it must be a scam. Being smart and practical, she told me to call the owner, NOW. So I did.

I learned from the person that answered the call that the ad had been placed by a retired ship captain, who was a golfing buddy of another man, who had power of attorney for the owner. It all seemed a little sketchy to me and I almost didn't go to look, but I went.

When I got to the captain's home in Creedmor, the boat was out back, filthy and disreputable from what turned out to have been 25+ years in semi-covered storage. The tiller was heavily weathered, the deck surface was moderately oxidized, and the sails were deeply stained and in poor condition, but Captain Dwayne said he had been all over her with a soft hammer and there were no soft spots. Even so, I spent a little time rapping with a screwdriver handle. No thuds. Music to my ears.

The trailer needed lights and bunks but had two new wheels and tires, and the motor, a 4 hp Evinrude, was stuck tight but was all there. That was promising, and I "just happened" to have good sails and a new tiller waiting at home.

Captain Dwayne told me he was just doing a favor for a friend. I was still skeptical, especially when he told me the reason she was for sale was that the owner, Tony, had gone blind only a few years after he bought the boat new in 1982 and that she had been kept in rented storage all those years, but I decided to buy the boat.

Captain Dwayne called Bill, who said he had power of attorney for Tony, and Bill grilled me extensively about my knowledge of boats and my intentions as the prospective new owner. It turned out that the boat, FS 3669, was Tony's baby, and he was fiercely protective of her. I tried to imagine what it had been like for Tony, whose sailing days had been cut short but who still longed to one day take his boat out again. It was clear to me that Dwayne and Bill were just as protective of their friend.

The turning point in our conversation was when I told Tony (through Bill) that my wife Trish was the commodore of the Lake Townsend Yacht Club. Tony knew of LTYC, and he said that was good enough for him.

After that conversation, Dwayne told me I could not take the boat with me that day because he didn't think the wheel bearings would make the trip. Even so, I gave him \$1000 in cash, thinking that there was no way anyone was going to go to that much trouble to scam somebody out of a thousand bucks.

A couple of weeks later, on a bitterly cold and windy January day, Dwayne and I met at a truckstop east of Mebane. I had told him that I was willing to drive all the way to Creedmor to get the boat, but he said no, he'd bring the boat halfway.

In mid-February, Trish and I met Bill in Durham to transfer the titles to the boat and trailer. (I admit that I was beginning to worry after Bill rescheduled our meeting several times.) It went smoothly, and we really liked Bill.

To our regret, we were never able to meet Tony and we couldn't even send him a photograph of our smiling faces on board our Flying Scot.

Since then, many Scot owners at LTYC have shared tips and know-how on rigging, tuning, and upfitting our Scot, and one non-member with a newish Scot for sale answered many questions, even knowing beforehand that I was not in the market for a \$10,000 boat. As I said at the beginning of this tale, we are here because of the kindness and generosity of others.

PS – we have been able to make one or two small repayments: Hudson Barker wanted to upgrade his Flying Scot's trailer, so I sold him the one under FS1149 for the same absurdly low "friend" price that I had paid Mike Brown (Mike was OK with that). Hudson gave me his old trailer, which I gave to Clint at the lake office for a multi-kayak trailer he wanted to build.

With considerable regret, I stripped everything from FS1149 and scrapped her hull. When LTYC member Jason Reiner needed a centerboard for his FS, I sold him the centerboard. Uwe Heine then repaired the leading edge for Jason.



Paceship 17. She was named *Merlot*.



FS1149 as found

Mike Brown's Restored Trailer



January 2019: FS3669 Comes Home



Happy Flying Scot Owner!

We've Got the Beat!

North Carolina Sailboat Racing News

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

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

John Walsh Memorial Oar Race

Saturday, May 22, 2021

Fairfield Harbour Yacht Club

New Bern, NC

Fairfield Harbour Yacht Club (FHYC) hosts the John Walsh Memorial Oar Race. This year the race will be held on Saturday, May 22. The oar is an actual oar used in the evacuation of Dunkirk in 1940. It hangs on the wall in the Fairfield Harbour Community Center. This is a 20-22 mile race, open to all. Click [here](#) for the Notice of Race.



Victoria

Tax Refund Regatta

Results

A dozen Victoria sailors gathered to test out a new venue for the Triangle Model Yacht Club 2021 Victoria class championship. The pond at Wendell Falls featured a centrally located pier, access to the entire pond, and the best chocolate chip cookies I've ever been served at a regatta.

The weather forecast called for NE wind dying early, followed by a SW breeze filling in after lunch. Unluckily the only part of the forecast the wind got right was the dying

Continued on next page

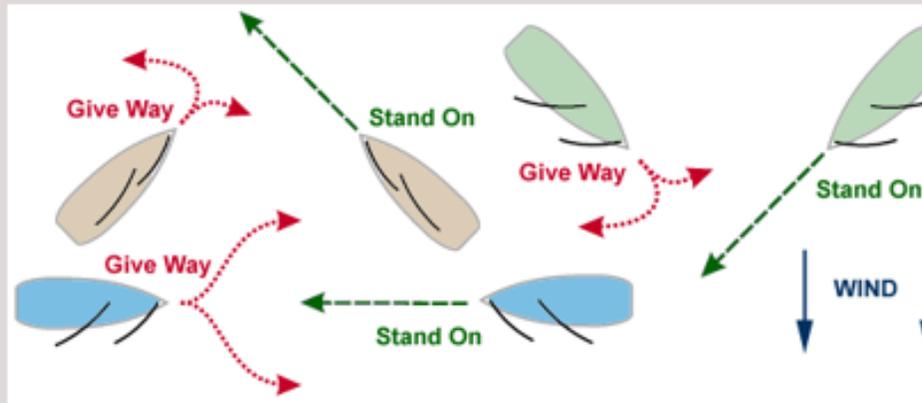
early part. Anticipating better wind in the afternoon the racing started slowly, with just four races in the morning. Tom Rummage had time for surf casting lessons, and everyone else had time to tune their boats. At the lunchtime break Michael Roberson was in first with Rick Ferguson, Gerry Cobley and Tom Rummage close behind. The top four boats were separated by four points with Chase Thomas close behind in fifth.

After lunch, the wind swung around to SW as promised and increased to four knots. We started a race and the wind died before the leader got to the windward mark. It never blew more than three knots or stayed in the same direction for more than five minutes the rest of the day. For a while we slow walked the race starts, hoping for wind to settle in. Finally, we threw in the towel, running races as quickly as we could and ending up with 12 races for the regatta. Multiple races courses were thrown at the competitors, including an Olympic triangle.

After lunch Michael Roberson extended his morning hot streak, winning the first two afternoon races. Then he hit a telephone pole, scoring double digit finishes in three of the next four races. Gerry Cobley had to leave for a period of time and spotted the rest of the fleet three DNS before rejoining the regatta. After Tom withdrew from race 6 because of a rules violation, it was anyone's regatta. Rick was the most consistent sailor of the day, with seven top three finishes. His worst finish was a seventh. But it was Tom with a 1,2,1,2,1 streak over the last five races who ended up the winner. Rick and Michael rounded out the top three. Usually, the sailor who organizes the regatta has trouble sailing well in it, but this wasn't a problem for Tom. He found the venue, organized the regatta, provided the best regatta lunch in recent memory, then went on to win the regatta.

The "most improved" award goes to Stephen Christie, who spent the morning at the back of the fleet but got stronger as the day went on to finish the last race fourth, ending up tenth overall.

Racing Rules of Sailing Department



The Right of Way Rules

Part 2, Section A of the Racing Rules of Sailing contains four Right of Way rules. With just a few exceptions, one of these rules and just one is on at all times. The exceptions are Rule 21 (Starting Errors, Taking Penalties; Backing a Sail) and Rule 22 (Capsized, Anchored or Aground; Rescuing).

The four Right of Way rules are:

Rule 10 - On Opposite Tacks - ~~sailorspeak~~ Port/Starboard.

Rule 11 - On The Same Tack, Overlapped - ~~sailorspeak~~ Windward/Leeward.

Rule 12 - On The Same Tack, Not Overlapped - ~~sailorspeak~~ Overtaking keeps clear.

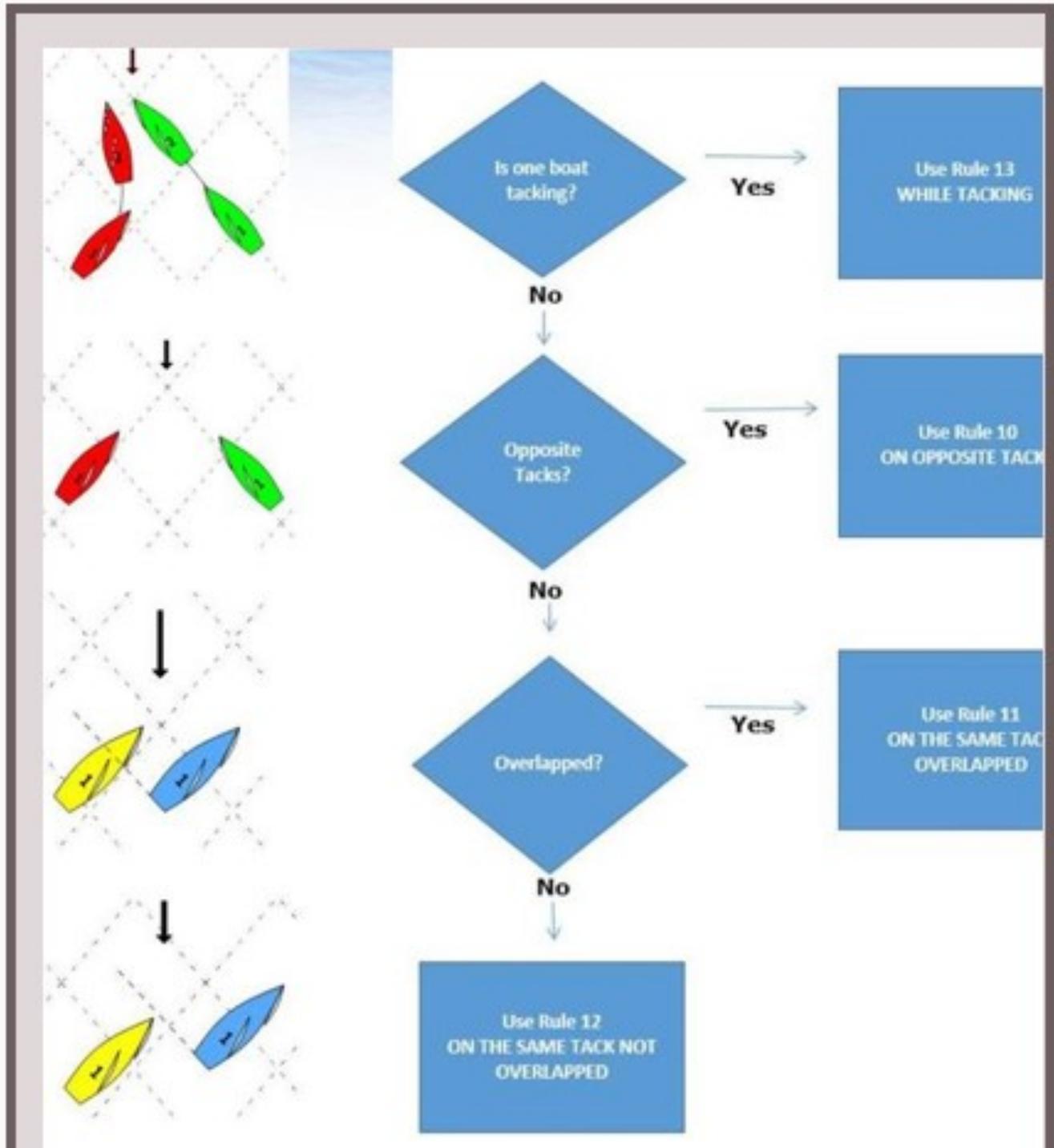
Rule 13 - While Tacking - ~~sailorspeak~~ While tacking.

Again, only one of the above rules is on at a time and they apply between two boats at a time. And one of the four are on most all of the time unless one of the exceptions listed in Rules 21 or 22 applies.

The first thing you must know is which tack the two boats are on. It is a best practice for the skipper and crew to constantly determine which tacks nearby boats are on.

This will help you to apply the appropriate rule.

The following flowchart works through which rule applies:



Amusing Sailing Terms

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

Aft

Towards the stern (of the vessel).

Aground

Resting on or touching the ground or bottom.

Ahead

Forward of the bow.

Ahoy

A cry to draw attention. Term used to hail a boat or a ship, as "Boat ahoy!"

Aid to Navigation—(ATON)

Any device external to a vessel or aircraft specifically intended to assist navigators in determining their position or safe course, or to warn them of dangers or obstructions to navigation.

All hands

Entire ship's company, both officers and enlisted personnel.

Aloft

Above the ship's uppermost solid structure; overhead or high above.

Alongside

By the side of a ship or pier.

Amidships (or midships)

In the middle portion of ship, along the line of the keel.

Anchor

An object designed to prevent or slow the drift of a ship, attached to the ship by a line or chain; typically a metal, hook like, object designed to grip the bottom under the body of water.

Anchorage

A suitable place for a ship to anchor. Area of a port or harbor.

BoatUS News

How to Get a Vessel Safety Check This Season

No cost, no penalty inspection can improve safety aboard your boat

SPRINGFIELD, Va., March 31, 2021 – [No cost, no penalty vessel safety checks](#), which up until last season were given more than 150,000 times each year by hundreds of U.S. Coast Guard Auxiliary and U.S. Power Squadrons volunteers at launch ramps, boat clubs and marinas, are back.

While COVID may still be with us, both groups are ramping up efforts to get vessel examiners back in the field, responding to individual requests from boaters seeking potentially life-saving vessel safety inspections, as well as encouraging new DIY virtual safety checks. With program sponsorship from the [Boat Owners Association of The United States](#), here's how boaters can get a vessel safety inspection this boating season.

DIY virtual safety check: A new virtual safety check continues the tradition of no-cost inspections by offering a combination of an easily downloadable virtual safety checklist – the same used by actual vessel examiners – along with online guide that makes it easy for any boater to perform their own examination. To start, go [here](#).

Doing a DIY virtual safety check does two things: It can give first-time boat owners a line-by-line recipe for making their boats safe. It can also greatly increase the chances of any boat successfully passing an in-person vessel safety check. Examiners note that it's often just one or two items, such as expired flare or a burnt-out navigation light, that prevents a boat from earning a passing grade. The Auxiliary and Power Squadrons also note that some boaters desire to earn a vessel safety check decal to display aboard the boat, which can only be earned through an in-person vessel check.

In-person vessel safety check: While COVID has affected many groups, including the Auxiliary and Power Squadrons, each is endeavoring to get vessel examiners in the field this year. The easiest way to find out if a marina, boat club, or launch ramp will be the site of a scheduled vessel safety check event is to contact your local U.S. Coast Guard Auxiliary or U.S. Power Squadrons. You can also request an individual vessel safety check at cgaux.org/vsc, but note that scheduled vessel safety events may offer the surest way to earn a vessel safety check decal this season. All in-person vessel safety checks follow COVID safety protocols.

Here's how to get a vessel safety check this season <https://bit.ly/3fjw5RQ> @BoatUSFoundation @USCGAux @BoatingIsFun #safeboating #vesselsafetycheck

About the BoatUS Foundation for Boating Safety and Clean Water:

The BoatUS Foundation for Boating Safety and Clean Water is a national leader promoting safe, clean and responsible boating. Funded primarily by donations from the more than 700,000 members of Boat Owners Association of The United States (BoatUS), the nonprofit provides innovative educational outreach directly to boaters and anglers with the aim of reducing accidents and fatalities, increasing stewardship of America's waterways and keeping boating safe for all. A range of boating safety courses – including 36 free state courses – can be found at BoatUS.org/Courses.

BoatUS: New Boat Engine Cutoff Switch Law Went Into Effect April 1
Applies to boats less than 26 ft operating on plane or above displacement speed



SPRINGFIELD, Va., March 15, 2021 – There are new engine cutoff device wear requirements for recreational boat operators as part of the January 1, 2021, passage of National Defense Authorization Act that included a U.S. Coast Guard Reauthorization. These devices, commonly referred to as engine cutoff switches (ECOS), are designed to prevent a boat-strike injury if an operator is accidentally ejected overboard while underway.

Engine cutoff devices can be located at the helm of the boat or on the tiller or body of an outboard engine and typically connect a boat's operator to the cutoff switch with a lanyard. Some ECOS devices eliminate the lanyard and rely on wireless proximity devices to shut down an engine if the operator goes overboard.

Effective April 1, 2021, the new law requires a vessel operator to use either a helm or outboard lanyard or wireless ECOS on certain vessels less than 26 feet when traveling on plane or above displacement speed. These vessels include (1) boats that have a functioning engine cutoff device installed at the helm or on an outboard engine or have wireless ECOS, or (2) boats manufactured beginning January 2020. The Coast Guard increased the number of boats required to have ECOS installed

after this date in an effort to reduce boating accidents and fatalities.

Exceptions to the ECOS requirement include if the main helm of the vessel is in an enclosed cabin or the vessel is not operating on plane or at displacement speed. Low-speed activities such as fishing or docking do not require use of an ECOS. The vessel operator is also exempt if the boat's motor produces less than 115 lbs. of static thrust – or about the size of a 2-hp engine.

The new law applies to all federally navigable waterways. As this is a federal law, states do not have the ability to enforce the new ECOS regulation — though seven states (Alabama, Arkansas, Illinois, Louisiana, Nevada, New Jersey and Texas) currently have their own ECOS laws. BoatUS expects most states to amend their regulations to match federal law over the coming years. While boat operators who fail to follow the new requirement could face a \$100 civil penalty for the first offense, BoatUS expects the U.S. Coast Guard's initial focus will be education.

Boaters are encouraged to [check the U.S. Coast Guard website for additional information](#) on this new use requirement and other safety regulations and recommendations.

“BoatUS supports responsible use of cutoff devices and wants to get the word out to boaters to be aware of this new requirement so they can prepare,” said BoatUS Manager of Government Affairs David Kennedy. “We believe the new requirement allows recreational boaters to operate their vessels in a practical manner while increasing boating safety.”

Kennedy suggests that boat operators double check to see that their engine cutoff switch is working and begin the season by getting into a good habit of wearing it.

Join US Sailing

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

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

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

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

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

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

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



Not yet a US Sailing Member or need to renew?

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

Membership Types:

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

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

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

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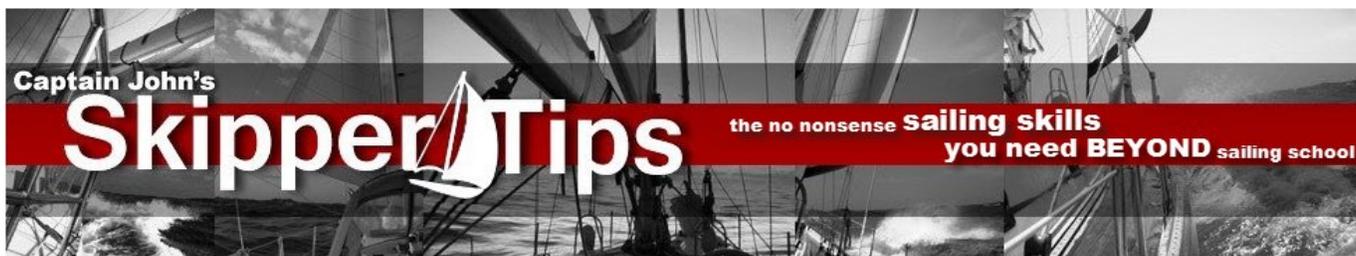
If you have ever been a US Sailing member before, select 'Yes'.

Yes

No

Previous Next

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



Where's the Sailing Wind? Five Easy Ways to Find Out

Captain John,

[Www.skippertips.com](http://www.skippertips.com)

[Captainjohnskippertips.com](http://captainjohnskippertips.com)

Sailing newbies and veterans often struggle to find the wind direction. Your masthead fly or telltales show apparent wind direction. But how about true wind direction? Follow these little-known sailing resources and natural indicators that will help you solve this mystery fast!

Why do you need to know true wind direction when your boat sails by apparent wind. You trim your sails to the apparent wind, which can be thought of as boat speed combined with true wind speed. Know the true wind direction so that you can:

- Approach a pier or slip.
- Sail up to a mooring buoy.
- Recover a man overboard.
- Pick a spot for anchoring.
- Plan a coastal cruise.
- Avoid a storm or squall line.
- Calculate leeway in strong winds.
- Choose the best tack for heaving-to.
- Use Pilot Charts for bluewater sailing.
- Find favorable wind-routes for comfort.



Let's take a look at both external and internal true wind indicators. Most of the time, you will be able to locate two or more of these valuable tools with just your eyes and a bit of keen observation.

1. Determine Wave or Wavelet Direction.

Think of a water droplet like a small snowball on top of a mountain. As that water droplet gets blown across the surface, it grows exponentially over time and distance (called 'fetch') into a wave. Waves have breaking tops (i.e. white caps for smaller waves; breaking waves for storm seas). Wavelets are smaller waves without breaking tops. Look first to waves or wavelets to determine sailing or powering strategies for sailing or any other maneuver.

Continued on Next Page

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2. Check Anchored or Moored Boats.

Look at boats at anchor or hooked up to a mooring ball. Are they lying to the wind or the current? In areas where current does not exist, or near slack tide, boats of similar design will settle with the bow pointed upwind. Sailing vessels may give you a more accurate "read" on true wind direction because of the amount of windage. Use this resource any time you plan an approach for anchoring, picking up a mooring or sailing through an anchorage.

3. Watch for Windward Bubble-trails.

"Put her on to an EXACT beam reach, perpendicular to the true wind!", said our instructor. It was another blustery day on the Bay in San Francisco. The westerlies were blowing twenty with gusts to twenty-five or more. We all had a tough time keeping her on course until our mentor pointed to the water. "Watch the bubbles", he said. "They blow in streaks, aligned to the true wind." If you need to sail a beam reach, keep your boat at a 90° angle to the waves or bubble trails for blazing speed!

4. Stop and Drift for Sixty Seconds.

This point bears a bit of repetition. Before you dock a boat, even in a familiar place like your own marina, stop off of the dock in an open space or off of your slip. Allow the boat to drift with wind and/or current. This test will provide the single, reliable real-time forecast of what those elements are doing right now, right here. Wind can be blocked, current can bounce off of pilings or seawalls. Stop, drift and wait for a few seconds. This will make docking approach decision more accurate every time!

5. Observe Flies, Flags, Socks or Smoke.

Look atop sailboats docking inside a marina. Those masthead flies show the true wind, but take it with a grain of salt. Wind may be blocked nearer the surface. Find flags or wind-socks or smokestacks for more true wind clues. In ghosting conditions where winds are under 3 knots, light a stick of incense and tape it to the aft rail. A San Francisco Bay racing instructor showed me this trick; the smoke trail was much more accurate than the masthead fly--which was off by more than 90°!

Now you know five easy sailing tips that will help you find the true sailing wind for more accurate sail trim. Sail with more power and speed with tips like these--wherever you choose to go sailing.

Lake Townsend Yacht Club

Today ◀ ▶ May 2021 ▼ Print Week Month Agenda ▼

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

Lake Townsend Yacht Club

Today ◀ ▶ June 2021 ▼ Print Week Month Agenda ▼

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

Lake Townsend Yacht Club

Today ◀ ▶ July 2021 ▼ Print Week Month Agenda ▼

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

CLASSIFIEDS

YOUR AD WILL RUN 3 MONTHS.

IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.

SEND YOUR CLASSIFIED TO :

newsletter@Laketownsendyachtclub.com

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



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

Bill Powell

919-619-8785





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: June 12, 2021

◆ Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing: Ann Marie Covington	◆ vicecommadore@laketownsendyachtclub.com
Rear Commodore/Education: Marie-Lynn Lavoie	◆ education@laketownsendyachtclub.com
Treasurer: Dale Strickland	◆ treasurer@laketownsendyachtclub.com
Secretary: Linda Ford	◆ secretary@laketownsendyachtclub.com
Equipment: Robert Bouknight	◆ equipment@laketownsendyachtclub.com
Membership: Leigh Wulforst	◆ membership@laketownsendyachtclub.com
Community Outreach: Jeanne Allamby	◆ lgs@laketownsendyachtclub.com
Marketing: Virginia Summerell	
Webmaster: Joleen Rasmussen	◆ webmaster@laketownsendyachtclub.com
Mayor's Cup: Nancy Torkewitz	
Nominating/Past Commodore: Ann-Marie Covington	◆ mayorscup@laketownsendyachtclub.com
Newsletter: Kim Regan	◆ 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	◆ ltychsst-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 virtually, via, Zoom the first Thursday of each month at 6:00 p.m.