

# Lake Townsend Yacht Club

# *Tell Tales*

OCTOBER 2021



# Happy Halloween

# A Note From the Commodore

## Andy Forman



Dear Sailors,

Wow! What a wonderful weekend of racing and socializing!

I and the LYTC board wish to thank everyone who helped out and participated in LYTC's 44th Annual Mayor's Cup Regatta.

- The weather - Perfect and typical for lake sailing.
- The equipment preparation was excellent. No issues. Race Committee found all that they needed and complemented us on the dock box system with marked pockets for each flag on the hatch.
- The food and drink were excellent and timely. We had many complements from visitors and participants.
- The decorations were lovely and festive.
- The race committee did an outstanding job including a very informative chalk talk..
- Photography was excellent.
- Shirt design was excellent.
- Awards were polished and ready to go.
- Even the budget came out positive.

It takes contributions from a huge number of people to make events like this a success. In addition to those who I may have missed, the following people were important contributors to the success of the event.

Nancy Torkewitz - Project manager, Organizer, Shirts, many many many other tasks

Trish McDermott - Decorations, setup, breakdown, organizer

Wanda Williams - Food and drink.

Mark Wilson - Adult Beverages

Ellee Orlovitz - Decorations, setup, breakdown

Scott Bogue - Decorations, setup, breakdown

Ron Washburn - Shirt management

Continued on next page

Nancy Collins & Uwe Heine - Logo and Shirt Design  
Mark Green - Equipment Prep  
Phil Leonard - Equipment Prep  
Cathy Leonard - Fleet boat repairs  
Scott Bogue - Equipment & Photographer Driver  
Tom Bews - RC support and so much more  
Linda Marsh - Event Photographer  
AnnMarie Covington - Race Operations, Scoring, SI's , NOR  
Mark Hayes - High School Sailing Team Coach & Event photographer  
George Bageant - High School Sailing Team Coach  
Jerry Thompson - PRO, SI's, NOR  
Alan Taylor - Race Committee  
Stephanie Taylor - Race Committee  
Pat Baccus - Scorer  
Alan Baccus - Race Committee  
Caroline Sherman - Race Committee  
Gail Walters - Race Committee  
Nicole Roberge -Race Committee  
Sean Alloway - Web Operations  
Dave DeMiranda - Web Operations  
Joleen Rasmussen - Web Operations  
Dale Strickland - Treasurer

Special Thanks to the City or Greensboro Parks & Recreation staff who mowed and weck wacked the marina lawns and cleaned the docks!

Participants who observed the overnight parking rules.

Sailors who came to have good racing and join in the comradery.

High School sailors wo came to have a good racing and join in the comradery.

Special thanks to high school sailor David Reiner who stayed ashore on Sunday and "took one for the team" due to a potential Covid risk situation from another team mate.

Let's Go Sailing!

Andy

Andy Forman  
LTYC Commodore

# Extra, Extra, Read All About It

LTYC's usual second Saturday of racing for November is the Oak Hollow/LTYC Interclub.

This year it will be held at Oak Hollow on November 13. Save the date and put it on your calendar!  
More details to follow.

The scores from 10/9 Saturday's racing are now posted on the website.

For the Overall series: Anderson Jones, with his Dad as crew, won the day with 5 points! Tom Bews, with his daughter as crew, finished second with 6 points. Logan Hayes finished third with 7 points.

Here is the link to the scores:

[Race Series Scores \(laketownsendyachtclub.com\)](http://laketownsendyachtclub.com)



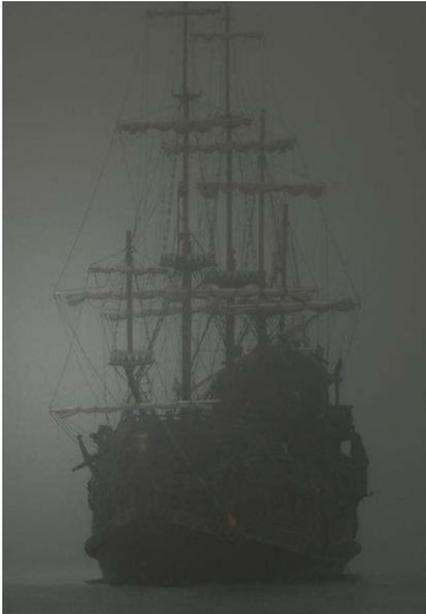
LTYC is looking for members to serve in the following positions for 2022. Please email the LTYC board at [ltycboard@laketownsendyachtclub.com](mailto:ltycboard@laketownsendyachtclub.com) if you are willing to serve in one of these capacities next year. We can't do this without you!

- Vice Commodore
- Treasurer
- Newsletter
- Rear Commodore - Sailing Education



# Ghost Ships

From Wikipedia, the free encyclopedia  
[https://en.wikipedia.org/wiki/Ghost\\_ship](https://en.wikipedia.org/wiki/Ghost_ship)



Ghost ship – Self-steering and completely intact, the *Sea Bird* appeared to onlookers as if it was being guided by a ‘mysterious power’. Image: [Unsolved Mysteries in the World](#).

A **ghost ship**, also known as a **phantom ship**, is a [vessel](#) with no living crew aboard; it may be a [ghostly](#) vessel, such as the *Flying Dutchman*, or a physical [derelict](#) found adrift with its crew missing or dead, like the *Mary Celeste*.<sup>[1][2]</sup> The term is sometimes used for ships that have been [decommissioned](#) but not yet [scrapped](#), as well as drifting boats that have been found after breaking loose of their ropes and becoming carried away by the wind or the waves.

## Folklore, legends, and mythology [\[edit\]](#)

Undated - [Chasse-galerie](#) is a haunted canoe doomed to paddle the skies of [Quebec](#).

Undated – The [Caleuche](#) is a mythical ghost ship that, according to local folklore and [Chilote mythology](#), sails the seas around [Chiloé Island](#), [Chile](#) at night.

Undated – The [Fireship of Baie des Chaleurs](#) is a form of ghost light, an unusual visual phenomenon that appears at [Bathurst, New Brunswick](#), Canada. The phenomenon has been the source of many a tall tale, and has been said to appear as a flaming three-mast galley much like the style of ship featured on New Brunswick's provincial flag.

1748 onwards – The [Lady Lovibond](#) is said to have been deliberately wrecked on 13 February 1748 off [Goodwin Sands](#), Kent, England, and to reappear off the [Kent](#) coast every fifty years.

18th century onwards – The [Ghost Ship of Northumberland Strait](#) is the apparition of a burning ship that is regularly reported between [Prince Edward Island](#) and [New Brunswick](#), Canada.<sup>[3]</sup>

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1795 onwards – The *Flying Dutchman* is said to be a ship commanded by a captain condemned to eternally sail the seas. It has long been the principal ghost ship legend among mariners and has inspired several works.

19th century onwards – The *Princess Augusta*, misremembered in local folklore as the *Palatine*, was wrecked near [Block Island, Rhode Island](#), U.S., in 1738. Since then, an apparition known as the [Palatine Light](#) has been reported.<sup>[4][5]</sup>

1813 onwards – After the American schooner *Young Teazer* was sunk in an explosion in [Mahone Bay](#), Nova Scotia, Canada during the War of 1812, a burning apparition known as the "Teazer Light" has been reported.

1858 onwards – The *Eliza Battle* was a paddle steamer that burned in 1858 on the [Tombigbee River](#), Alabama, U.S. She is reported to reappear, fully aflame, on cold and windy winter nights to foretell of impending disaster.

1872 or 1882 – A legend states that the *Iron Mountain* mysteriously disappeared in 1872 and left barges it was towing floating down the river. In reality, the ship ran aground and sank north of [Vicksburg, Mississippi, United States](#) in 1882 and its destruction was never mysterious.

1878 onwards – An apparition of *HMS Eurydice* has been reported where the ship sank in 1878 off the [Isle of Wight](#), English Channel. Witnesses include a Royal Navy submarine in the 1930s and [Prince Edward, Earl of Wessex](#), in 1998.<sup>[6]</sup>

1886 – [The Phantom Canoe of Lake Rotomahana](#) was a *waka wairua* (spirit canoe) in [Lake Rotomahana](#), New Zealand seen eleven days before the deadly eruption of the nearby [Mount Tarawera](#), which devastated the lake and the surrounding area.

1895 – A spectral [Galleon](#) was allegedly seen in [Chapel Cove, Newfoundland](#). According to folklore, pirates supposedly buried riches in Chapel Cove, and it is said that those who have gone in search of the treasure have either observed the appearance of the phantom ship, or have encountered apparitions on land.<sup>[7]</sup>

1902 - The *SS Bannockburn* vanished on [Lake Superior](#) on November 21, 1902, and subsequently gained a reputation as "the *Flying Dutchman* of the [Great Lakes](#)."<sup>[8][9][10]</sup>

1906 – Following the wreck of the *SS Valencia* in 1906 off the coast of [Vancouver Island](#), British Columbia, Canada, there were reports of a lifeboat with eight skeletons in a nearby sea cave, lifeboats being rowed by skeletons of the *Valencia*'s victims, the shape of *Valencia* within the black exhaust emanating from the rescue ship *City of Topeka*'s funnel and a phantom ship resembling the *Valencia* with waves washing over her as human figures held on to the ship's rigging; sailors also reported seeing the ship itself in the area in the years following the sinking, often as an apparition that followed down the coast.<sup>[11]</sup>  
<sup>[12]</sup> One of the lifeboats from *Valencia* was found adrift in 1933.<sup>[13]</sup>

22 November 1912, the *Rouse Simmons*, heavily laden with over 3,000 Christmas trees in its cargo hold and piled high on deck, set sail from Thompson, Michigan for Chicago. The following day it disappeared without trace. For years afterwards, Lake Michigan mariners claimed to have spotted the 'Christmas Tree Ship' appearing out of nowhere with its sails in tatters.<sup>[14]</sup>

1928 – The *København* was last heard from on December 28, 1928. For two years following its disappearance sightings of a mysterious five-masted ship fitting its description were reported in the Pacific Ocean.<sup>[15]</sup>

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## Unsubstantiated[[edit](#)]

1775: The *Octavius*, an English trading ship returning from [China](#), was supposedly found drifting off the coast of [Greenland](#). The captain's log showed that the ship had attempted the [Northwest Passage](#), which at the time had never been successfully traversed. The ship and the bodies of her frozen crew apparently completed the passage after drifting amongst the pack ice for 13 years.

1811 — 1813: Napoléon Gallois reported that a French frigate had found the French privateer *Duc de Dantzig* drifting, covered in blood, with the decaying corpses of the crew hacked and crucified to her masts and in the battery. Bloody papers identified *Duc de Dantzig* and her master, [François Aregnau-deau](#). More soberly, the ships register of the maritime archives states "*Duc de Dantzig*, unheard of as of 1813, presumed lost with all hands".<sup>[16]</sup>

1840: The schooner *Jenny* was supposedly discovered after spending 17 years frozen in an ice-barrier of the [Drake Passage](#). Found by Captain Brighton of the whaler *Hope*, it had been locked in the ice since 1823, the last port of call having been [Lima, Peru](#). The bodies of the seven people aboard, including one woman and a dog, preserved by the [Antarctic](#) cold, were buried at sea by the crew of the *Hope*, and Brighton passed the account on to the [Admiralty](#) in [London](#). The *Jenny* is commemorated by the *Jenny Buttress*, a feature on [King George Island](#) near Melville Peak, named by the [UK Antarctic Place-Names Committee](#) in 1960.

27 October 1913, the Singapore newspaper *The Straits Times* published a story according to which the *Marlborough* had been discovered near [Cape Horn](#) with the skeletons of her crew on board.<sup>[17]</sup> *The Straits Times* attributed the story to one published the [London](#) paper the *Evening Standard* of 3 October 1913. The *Evening Standard* mentioned that the story was based on an "account cabled from New Zealand" which was yet to be confirmed. The ship that sighted the *Marlborough* in 1913 was said to be the sailing ship *Johnson*.<sup>[18]</sup>

1947: The *Ourang Medan* is said to have been found adrift off [Indonesia](#) with all of its crew dead. The boarding party found the entire crew "frozen, teeth baring, gaping at the sun." Before the ship could be towed to a home port, it exploded and sank.

2014: At least 243 refugees disappeared without a trace in the summer of 2014. A human trafficker who arranged a journey to Europe for the refugees claimed that the people were scheduled to depart from Khums, Libya, but the ship that they would have departed on was never named and no sign of a ship or the refugees has even been found. This incident is known as the [ghost boat investigation](#).

## Historically attested[[edit](#)]

1750 or 1760, the SV *Sea Bird*: This merchant brig, under the command of John Huxham (or Husham or Durham), grounded herself at Easton's Beach, [Rhode Island](#). Her longboat was missing. She had been returning from a voyage to [Honduras](#) and was expected in [Newport](#) that day. The ship was apparently abandoned in sight of land (coffee was boiling on the galley stove) and drifted off course. The only living things found on the ship were a dog and a cat. A fictional account of how she became derelict appeared in the [Wilmington, Delaware](#) newspaper *Sunday Morning Star* for 11 October 1885.<sup>[19][20]</sup>

15 May 1854, HMS Resolute: This barque-rigged ship of the British Royal Navy was abandoned after being beset by ice in Viscount Melville Sound, Canada. She had been one of four vessels from Edward Belcher's search expedition for John Franklin. The ship drifted some 1,200 miles (1,900 km) before it was found on 10 September 1855 off the coast of Baffin Island, Canada, freed from the ice. The Resolute desk, which was constructed from the timbers of the ship, resides today in the Oval Office of the White House

25 November 1872, SV Mary Celeste: After passing Santa Maria Island in the Azores on 25 November 1872 (the last entry on the ship's slate), the SV Mary Celeste, a merchant brigantine, became derelict in unknown circumstances. No boats were found on board.<sup>[21]</sup> She was found on 4 December 1872 between mainland Portugal and the Azores archipelago. The ship was devoid of all crew, but largely intact and under sail, heading toward the Strait of Gibraltar. Arthur Conan Doyle's story "J. Habakuk Jephson's Statement" is based on this incident. Doyle alters certain aspects of the original story, including the name of the ship from Mary to Marie Celeste.

On 29 August 1884, the SV Resolven: This merchant brig was found abandoned between Baccalieu Island and Catalina, Newfoundland and Labrador. Her boats were missing.<sup>[22]</sup> Her logbook was posted to within six hours of being sighted.<sup>[23]</sup> Other than a broken yard, she had suffered minimal damage. The galley fire was alight and the lamps were burning.<sup>[23]</sup> A large iceberg was sighted nearby. It has been claimed that none of the seven crew members or four passengers were accustomed to northern waters and it was suggested that they panicked when the ship was damaged by ice, launched the lifeboat, and swamped, though no bodies were found. Three years later, Resolven was wrecked while returning to Newfoundland from Nova Scotia with a load of lumber.<sup>[24]</sup>

1885, The SV The Twenty One Friends: This three-masted (tern) schooner was built in 1872. She was financed by a group of 21 Philadelphia Quakers and consequently named the Twenty One Friends. In 1885, returning to Philadelphia with a full load of lumber from Brunswick, Georgia, the ship was rammed by the John D. May off the coast of Cape Hatteras. Capt. Jeffries removed his crew and abandoned the vessel. The ship and cargo were left to the mercy of the sea. Capt. Jeffries' concern for the safety of his crew was appropriate; however, the Gaskill-made ship proved herself to be more seaworthy than expected. After the collision, the ship was sighted on both sides of the Atlantic over the next two years. She finally came ashore in Ireland, where her cargo was salvaged and she was employed as a fishing vessel.<sup>[25][26][27]</sup>

1897: The abandoned whaler Young Phoenix was reported to have been drifting in the Arctic.<sup>[28]</sup>

22 January 1906, the SS Valencia's lifeboat no. 5: The lifeboat went adrift when the ship sank off the coast of Vancouver Island, British Columbia, Canada. The lifeboat was found floating in Barkley Sound, Vancouver Island, British Columbia, Canada in remarkably good condition 27 years after the sinking.<sup>[13][12]</sup>

October 1917, the SV Zebrina: This sailing barge departed Falmouth, Cornwall, England in with a cargo of Swansea coal bound for Saint-Brieuc, France. Two days later she was discovered aground on Rozel Point, south of Cherbourg, France, without damage except for some disarrangement of her rigging, but with her crew missing.<sup>[29]</sup>

January 1921, the SV Carroll A. Deering: After passing Cape Lookout Lightship, North Carolina, on 28 January 1921, the Carroll A. Deering, a five-masted cargo schooner, became derelict in unknown circumstances. The ship's lifeboats and logbook were missing when she was found on 31 January 1921 at the Diamond Shoals, off the coast of Cape Hatteras, North Carolina.

The final voyage of the ship has been the subject of much debate and controversy, and was investigated by six departments of the US government, largely because it was one of dozens of ships that sank or went missing within a relatively short period of time. While paranormal explanations have been advanced, the theories of mutiny or piracy are considered more likely.

3 October 1923, the SV *Governor Parr*: This four masted schooner was abandoned by her crew after she lost her mizzen and spanker in a storm while sailing from [Ingramport](#), Nova Scotia, Canada to [Buenos Aires](#), Argentina. The damage incurred by *Governor Parr* was significant to the masts and deck of the ship; however, she did not sink. Several attempts were made to either destroy or tow this derelict to shore, but all failed. *Governor Parr* was sighted for many years after her abandonment as she covered large spans of the Atlantic Ocean. She remained a derelict and “menace to navigation”, drifting as far as the Canary Islands. It is unknown what happened to her in the end.<sup>[30][31][32]</sup>

24 November 1931, the SS *Baychimo*: This cargo steamer was abandoned after being trapped in pack ice near [Barrow, Alaska](#), U.S. and being thought doomed to sink. However, she remained afloat and was sighted at various times between 1931 and 1969 in the [Chukchi Sea](#) off the northwestern Alaskan coast without ever being salvaged. She was sighted numerous times, still unmanned and adrift, for nearly forty years. People managed to board her several times, but each time they were either unequipped to salvage her or were driven away by bad weather. This would make her one of the longest sailing Ghost ships in the world.

3 October 1955, the MV *Joyita*: After leaving [Apia](#), Samoa, the refrigerated trading and fishing charter boat *Joyita* became derelict in unknown circumstances. The ship's [dinghy](#) and three [Carley-liferafts](#) were missing,<sup>[33]</sup> and her logbook was also missing, when she was found<sup>[34]</sup> on 10 November 1955, north of [Vanua Levu](#), Fiji. A subsequent inquiry found the vessel was in a poor state of repair, but determined the fate of passengers and crew to be "inexplicable on the evidence submitted at the inquiry".

In 1959 the Royal Navy submarine [HMS Virulent](#), lent to the [Hellenic Navy](#) in 1946, was found empty in the [Bay of Biscay](#) off northern Spain. It subsequently became clear that she had been under tow by another vessel and that the chain had snapped, some three weeks earlier.<sup>[35][36]</sup>

1 July 1969, the SV *Teignmouth Electron*: After the last entry in her log was made on 1 July 1969, the [trimaran](#) yacht became derelict in unknown circumstances. The vessel was found on 10 July 1969 in the North Atlantic, latitude 33 degrees 11 minutes North and longitude 40 degrees 26 minutes West. Investigation led to the conclusion that its sole crewmember, [Donald Crowhurst](#), had suffered a mental breakdown while competing in a solo around-the-world race and committed suicide by jumping overboard.<sup>[37]</sup>

1975, the SV *Ocean Wave*: [Bas Jan Ader](#) was lost at sea while attempting a single-handed west–east crossing of the [Atlantic](#) in a 13-foot-long (4.0 m) [pocket cruiser](#), a modified Guppy 13 named *Ocean Wave*. The passage was part of an art performance titled "In Search of the Miraculous". Radio contact broke off 3 weeks into the voyage, and Ader was presumed lost at sea. The boat was found after 10 months, floating partially submerged 150 miles (240 km) west-southwest of the coast of Ireland. His body was never found. The boat, after being recovered by the Spanish fishing vessel that found it, was taken to [Coruña](#). The boat was later stolen.<sup>[38]</sup> Ader's mother wrote the poem *From the deep waters of sleep* after having what she described as a premonition of his death.

December 2002, the MV *High Aim 6*: After the owner last spoke to the captain by radio when the ship was near the [Marshall Islands](#), halfway between Papua New Guinea and Hawaii, on 13 December 2002, the MV *High Aim 6*, a [longline fishing](#) boat, became derelict in unknown circumstances. The Taiwanese police deemed a mutiny probable. The ship was found drifting with its crew missing on 3 January 2003

approximately 80 nautical miles (150 km; 92 mi) east of [Rowley Shoals](#), Broome, Australia. The derelict was subsequently scuttled.<sup>[39][40]</sup>

24 March 2006, the [MT \*Jian Seng\*](#): The tanker ship was found on 24 March 2006, drifting 180 kilometres (110 mi) southwest of [Weipa, Queensland](#), Australia. The ship's origin or owner could not be determined, and its engines had been inoperable for some time.<sup>[40][41]</sup>

24 August 2006, the SV [Bel Amica](#): This classic [schooner](#) was found derelict near Punta Volpe, [Sardinia](#), Italy on 24 August 2006. The owner later claimed to have gone home on 14 August 2006 to address an emergency. The Italian press suggested that he may have been avoiding taxation of luxury vessels. The Coast Guard crew that discovered the ship found half eaten Egyptian meals, French maps of North African seas, and a flag of [Luxembourg](#) on board.<sup>[42]</sup>

18 April 2007, the SV [Kaz II](#): This 12-metre-long (39 ft) [catamaran](#) set sail on 15 April 2007. She was filmed passing George Point, [Hinchinbrook Island](#), Queensland later that day and on that same day, late in the afternoon, the GPS data showed her to be adrift.<sup>[43]</sup> She was found adrift on 18 April 2007 near [the Great Barrier Reef](#), 88 nautical miles (163 km) off [Townsville](#), Queensland, Australia. When boarded on 20 April, the engine was running, a laptop was running, the radio and GPS were working and a meal was set to eat, but the three-man crew were not on board. All the sails were up but one was badly shredded, while three life jackets and survival equipment, including an emergency beacon, were found on board. A search for the crew was abandoned on 22 April as it was considered unlikely that anyone could have survived for that period of time. The coroner believed that the men may have fallen overboard.

28 October 2008, the MV [Tai Ching 21](#) ([Chinese](#): 大慶21號): The last radio transmission from the [Tai Ching 21](#), a fishing vessel, was made on 28 October 2008.<sup>[44]</sup> The boat was found empty on 9 November 2008 near [Kiribati](#). Its lifeboat and three life rafts were missing. The abandoned 50 ton Taiwanese vessel had been gutted by fire several days previously. No mayday call was received. A search of 21,000 square miles (54,000 km<sup>2</sup>) of the [Pacific Ocean](#) north of [Fiji](#) by a US Air Force [C-130 Hercules](#) and a New Zealand Air Force [P-3 Orion](#) found no trace of the Taiwanese captain ([顏金港 Yán Jīn-gǎng](#)) or crew (18 Chinese, 6 Indonesians, and 4 Filipinos).<sup>[45][46]</sup>

January 2009, the SV [Lunatic](#): In December 2007 at age 70, [Jure Šterk](#) started a journey to sail around the world on his boat [Lunatic](#). He used his [amateur radio](#) to communicate, and was last heard from on 1 January 2009. His sail boat [Lunatic](#) was spotted on 26 January, approximately 1,000 nmi (1,900 km) off the coast of Australia. The boat looked damaged and there was no sign of Jure Šterk on deck.<sup>[47]</sup> Three months later, on 30 April 2009 the sail boat was found adrift by the crew of the science vessel [RV Roger Revelle](#), 500 miles (800 km) south-east at 32° 18.0' S 091° 07.0' E. The sails were torn and there was no one on board. After boarding they found that the last log entry had been made on 2 January 2009.<sup>[48][49]</sup>

20 March 2012, the MV [Ryou-Un Maru](#): In March 2011, this fishing vessel was washed away from its mooring in [Aomori Prefecture](#), Japan during the [Tōhoku earthquake and tsunami](#). It was assumed sunk with no crew aboard, but a year later, it was found drifting about 150 nautical miles (280 km; 170 mi) off the coast of [Haida Gwaii](#), British Columbia, Canada. The United States Coast Guard sank it with 25 millimetres (0.98 in) cannon fire on 5 April 2012.<sup>[50][51]</sup>

19–20 June 2012, the [T.T. Zion](#): This private yacht [grounded](#) on Fort Lauderdale Beach around 1:15 a.m. on 20 June, with its navigation lights on and engines still running. The vessel appeared sea worthy but a broken tie-bar could have caused steering problems.<sup>[52]</sup> Items belonging to owner [Guma Aguiar](#) were found on board, but no sign of him or any other passenger was found.<sup>[53]</sup>

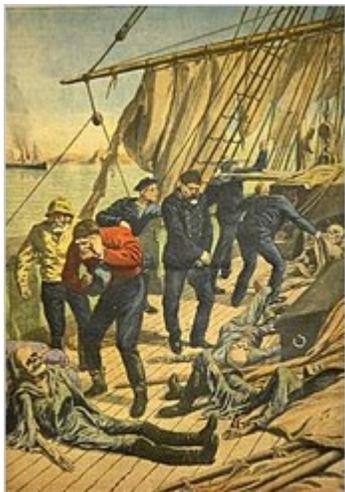
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February 2013, the MV Lyubov Orlova: In January 2013, the *Lyubov Orlova*, a former Soviet cruise ship, was being towed to a scrapyard in the Caribbean when a cable snapped, setting her adrift in international waters, one day after leaving St John's, Newfoundland, Canada. On 4 February 2013 she was found approximately 250 nautical miles (460 km; 290 mi) east of St John's (approximately 50 nautical miles (93 km; 58 mi) outside Canada's territorial waters) and drifting in a northeasterly direction. The crew did not pursue the vessel due to safety concerns. Some news reports claimed it was adrift and populated with "cannibal rats".<sup>[54]</sup>

2011–ongoing: Every year the remains of dozens of ghost ships reach Japanese waters;<sup>[55]</sup> the ships are typically ill-equipped small wooden boats believed to be fishing for North Korea.<sup>[56][57][58]</sup> Some boats were found empty but at least 25 people have been found in advanced states of decomposition,<sup>[59][56]</sup><sup>[57]</sup> probably dead from starvation or exposure.<sup>[60]</sup> At least some of the crude fishing vessels are believed to be owned and operated by the Korean People's Army.

31 January 2016, the *Sayo*: Manfred Fritz Bajorat of Germany was found dead in his private yacht, which was adrift in the Philippine Sea. His mummified body was found slumped on a desk by crew from the racing yacht *LMAX Exchange*.<sup>[61]</sup> The yacht was re-discovered on 25 February 2016.<sup>[62]</sup><sup>[63]</sup> An autopsy found Bajorat had died of a heart attack approximately one week before being found, and sea conditions preserved the body.<sup>[64]</sup>

In February 2020, the MV Alta ran aground near Ballycotton, County Cork on the coast of Ireland during Storm Dennis. It had previously been encountered adrift and unmanned in the mid-Atlantic by HMS Protector, having been adrift since 2018 after it became disabled,<sup>[65]</sup> and an operation by the US Coast Guard rescued its crew.



The discovery of the Marlborough, as depicted by *Le Petit Journal* in 1913



*The Flying Dutchman* by Albert Pinkham Ryder



An engraving of *Mary Celeste* as she was found abandoned.



The mysteriously derelict schooner Carroll A. Deering, as seen from the Cape Lookout lightship on 28 January 1921. (US Coast Guard)

# High School Sailing Report

It's been a busy-and windy-fall for the LTYC High School Sailing Team! From our first practice of the season on August 28th to the time of this month's newsletter, we've raced in three regattas and practiced every Saturday when not racing. And we have grown to 19 members with 3 on our waitlist!

In all three regattas, September's Harvest Moon, the Mayor's Cup, and October's Great Pumpkin, we raced all six of our C420s and averaged 12 to 14 high school sailors at each regatta. We constantly rotate the skippers and crews to facilitate our primary goal-to learn the finer points of racing while having fun with other teens!

The Mayor's Cup was a beautiful early fall regatta, with perfect temperatures, great wind and delicious food. Both mornings there were short postponements on shore before the wind filled in. On Saturday the PRO treated us to a starting rules chalk-talk; and on Sunday morning the high school sailors played hide and seek in the boatyard! The racing was close for most of our boats on both days. Only 13 points separated 5 of our boats, with 2nd, 3rd and 4th overall being decided in the final race on Sunday! We invited two additional high school teams to race at the Mayor's Cup, but unfortunately one team had an outbreak of COVID-19 at the last moment, and the other had to drop out due to a conflict. One of our own boats dropped out on Sunday due to a COVID-19 scare, which happily turned out to be a false alarm.

On Saturday, October 16, we are sending a four sailor team to race in a regional high school regatta at Jordan Lake, hosted by the Research Triangle Park High School Sailing Team and the Carolina Sailing Foundation. There will be 25 teams competing with 100 high school sailors from across the Southeast. Look for a report in next month's newsletter.

One thing we've learned with all of these hungry teens around-bring more food. They wiped out the box of fried chicken at the October regatta before most of the boats had their covers on!

## *Mayor's Cup C420 Results*

- 1st Logan Hayes/Elizabeth Davis/Will Brady
- 2nd Jack McArthur/Molly Lovvorn
- 3rd John Loflin/Abi Robinson



Jack & Molly at the Mayor's Cup



Jack, Preston & Nino at the Mayor's Cup

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John & Abi at the Mayor's Cup



Sidney & Ollie at the Mayor's Cup



The HSST at the Mayor's Cup



Abi & John-3rd C420 at the Mayor's Cup



Molly & Jack-2nd C420 at the Mayor's Cup

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Logan & Will, (not pictured-Elizabeth)-1st C420 at the Mayor's Cup

Lilly, Annika & Coach George at the Great Pumpkin



Molly & Logan at the Great Pumpkin

Continued on next page



John, Lilly, Elizabeth, Emma Jewel, Nino & Will at the Great Pumpkin



David & Ollie at the Great Pumpkin

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## **JOIN THE LAKE TOWNSEND YACHT CLUB HIGH SCHOOL SAILING TEAM!!!**

- \*New Season Begins August 28
- \*Open to 8th through 12th grade students
- \*Race in club and high school regattas
- \*Co-Ed
- \*We provide the boats!
- \*Sail on beautiful Lake Townsend in Greensboro, North Carolina
- \*For additional information and to apply, visit our website at:

<http://www.laketownsendyachtclub.com/.../HighSchoolSailin...>



# Mayor's Cup Results 9/25-9/26

Thirty-one teams (15 Flying Scots, nine Wayfarers, six 420s, and one Sidewinder) competed in the 44th Annual Mayor's Cup Regatta at Lake Townsend. The regatta attracted the area's top Flying Scot and Wayfarer teams.

High pressure brought a spectacular fall weekend of bright sunshine and cool temperatures. Unfortunately, the high pressure also brought fickle winds. The competitors dealt with wind shifts, puffs, and lulls. Fortunately, there was enough breeze to get in five races over two days.

On Saturday, racing was postponed ashore for 90 minutes allowing the wind time to decide its intentions. Race one was interesting as it revealed that several sailors did not study the course in the sailing instructions. They quickly recovered by rounding the last mark and finishing, but lost several positions in the race. During the last minute before the start of Race 2 for the Flying Scots a 90 degree righty caused Race Committee to postpone with just 30 seconds to start. The wind came back and the Flying Scot fleet got off with a very competitive, perhaps aggressive, start. The Wayfarer fleet was compressed coming into the reach to finish, making it exciting.

For Race 3 the windward mark was moved 90 degrees to the right, then picked up and moved 45 degrees back to the left. At the end of Race 3 just one point separated first and second place in both the Flying Scot and Wayfarer fleets.

A wonderful Greek feast welcomed the competitors in after a long day of racing on the water. The wonderful meal was salve for their wind wounds. Sailors were heard swapping stories and experiences from the day's races.

Sunday morning brought calm winds and again racing was postponed ashore, another 90 minute delay. And when the breeze did arrive it was from 340 degrees, making for a short course. RC posted the six leg WD2 course and Race 4 got underway. Again the competitors experienced a range of wind conditions. The first Flying Scot coming to finish honored Bernard Moitessier by starting a seventh leg. Hearing line honors for the second, now first place team, they were convinced to come finish, losing only one place. The 420 fleet, high school students, were not at all perturbed by the fluky winds as they all competed very well.

The wind did not hold steady for Race 5 as again "postpone" was signaled with 30 seconds to start for the Flying Scot fleet due to a 50 plus degree wind shift. The wind did eventually offer a window and Race 5 was completed.

The prizes were given, with the Flying Scot team of Dave Rink and Joe Blade, Lake Norman Yacht Club, winning the Mayor's Cup and the Wayfarer team of Uwe Heine and Nancy Collins, Lake Townsend Yacht Club, winning the Bryan Cup.

## 420 Fleet

First Place - Logan Hayes and Elizabeth David

Second Place - Jack McArthur and Molly Lovvorn

Third Place - John Loflin and Abi Robinson

## Wayfarer Fleet

First Place - Uwe Heine and Nancy Collins

Second Place - James Cook and Ellee Orlovetz

Third Place - Richard Johnson and Michele Parish

## Flying Scot Fleet

First Place - Dave Rink and Joe Blade

Second Place - John and Sharon Wake

Third Place - Robert Bouknight and Nancy Torkewitz

Principal Race Officer – Jerry Thompson

Scorekeeper – Pat Backus



Dear Skippers,

Thank you again for racing in Lake Townsend's 44<sup>th</sup> Annual Mayor's Cup Regatta. We had a great time hosting everyone, and the variable wind conditions made the races so much more interesting (?) than the typical WL courses. You really had to pay attention to the direction of the wind!

Hopefully you already subscribe to Jerry Thompson's monthly newsletter "The Beat", because the October edition had an excellent write up of our event. If you are not a subscriber to "The Beat", I highly recommend that you ask to be added to the mailing list, as this monthly newsletter has engaging stories about past regattas as well as information about upcoming regattas in the area. To subscribe, send an email to [thebeatnc@gmail.com](mailto:thebeatnc@gmail.com) and ask Jerry to add you to the mailing list & task him to send you the October edition that you missed.

You can access the Mayor's Cup **scores** using the links below:

[2021 Mayor's Cup 420 Fleet Scores](#)

[2021 Mayor's Cup Flying Scot Fleet Scores](#)

[2021 Mayor's Cup Wayfarer Fleet Scores](#)

You can access dozens of Mayor's Cup **photos** at [https://drive.google.com/drive/folders/1lq3mcXtogHa-YLlt1y1zdZgfTzCBDg\\_w?usp=sharing](https://drive.google.com/drive/folders/1lq3mcXtogHa-YLlt1y1zdZgfTzCBDg_w?usp=sharing) If you would like to purchase a photo, please email our photographer Linda Marsh at [llmjwf@att.net](mailto:llmjwf@att.net) She would be delighted.

Finally, if you or your crew would like to purchase a **Mayor's Cup long sleeved shirt**, we can still place another order.

1. Go to <https://ltyc.wufoo.com/forms/2021-mayors-cup-registration>
2. In Section 1 enter your name in the field that says "Skipper" and complete the other required fields (email and street address) but leave all the other fields in Section 1 blank.
3. In Section 2 - Registration Selection - select the "Tshirt or Dinner orders ONLY --\$0" option from the drop down box.4. Scroll down to Section 4, and select the size of the shirt(s)
5. Click on the Submit button. A new web page will open for you to pay online, either with Paypal or with a credit card.

Linda Marsh is a semi-professional photographer. She and her husband John are sailors. This is the fourth Mayor's Cup that she has photographed for LTYC. Some of the photos she took are displayed on the following pages. You can see all of her photos of this year's Mayor's Cup here:

[https://drive.google.com/drive/folders/1lq3mcXtogHa-YLlt1y1zdZgfTzCBDg\\_w?usp=sharing](https://drive.google.com/drive/folders/1lq3mcXtogHa-YLlt1y1zdZgfTzCBDg_w?usp=sharing)

The photos will be available for viewing for 30 days. She got some great shots!

If you would like to purchase an original, full size image suitable for printing up to poster size, contact Linda at [llmjwf@att.net](mailto:llmjwf@att.net).



Continued on next page



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The following are photos Scott Bogue took at the Mayor's Cup.

Presentation cake, made by Wanda Williams



First Place in the 420s: Logan Hayes and Elizabeth David

Second Place in the 420s: Jack McArthur and Molly Lovvorn

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Third Place in the 420s: John Loflin and Abi Robinson



Third Place in the Wayfarers: Richard Johnson and Michele Parish



First Place in the Wayfarers: Uwe Heine and Nancy Colling



Second Place in the Wayfarers: James Cook and Elle Orlovetz



First Place in the Flying Scots: Dave Rink and Joel Blade



Second Place in the Flying Scots: John Wake and Sharon Wake



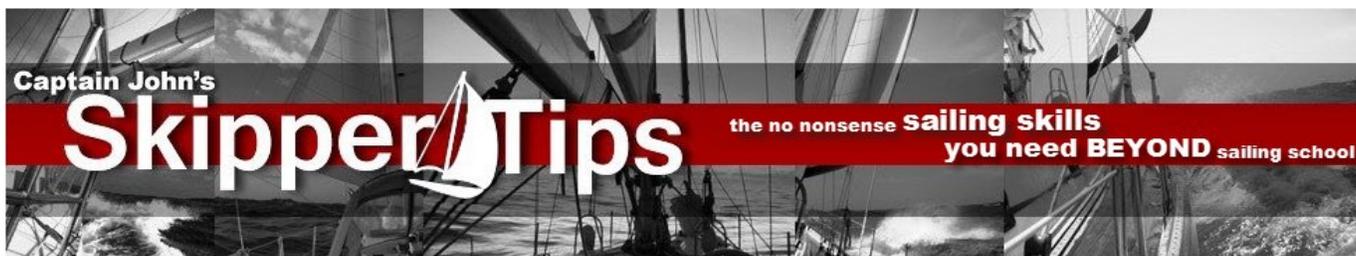
Third Place in the Flying Scots: Robert Bouknight and Nancy Torkewitz



Uwe Heine and Nancy Collins (Wayfarer), winners of the Bryan Cup



Dave Rink and Joe Blade (Flying Scot), winners of the Mayor's Cup



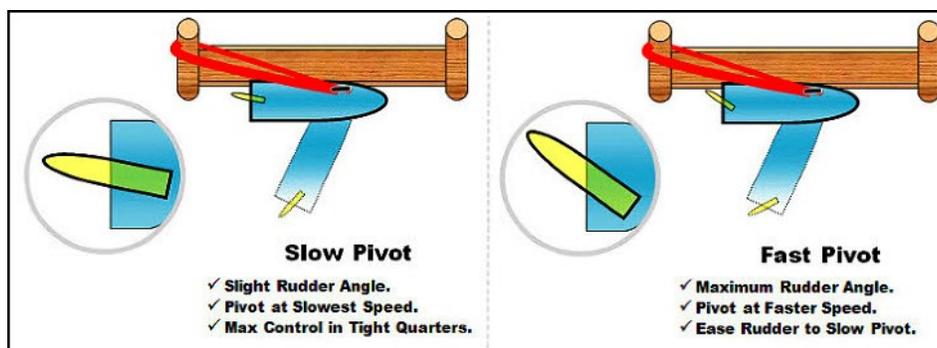
## Dock Your Boat with This “Rudder-Control” Secret

Captain John,

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

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

*How can you dock your boat like a pro when springing onto or off of a pier? Fine tune this docking maneuver when you use your wheel or tiller to apply just the right amount of rudder to put you in control in all conditions of wind or current. Read on to discover how to put this super simple technique into play to make docking or un-docking your small sailboat smoother and easier every time!*



Here you see a boat undocking from a pier. Note the angle of the rudder on the left and right panels. Regulate the speed that you spring your boat into or away from a pier with the angle of your rudder. Use absolute minimum throttle necessary for the conditions. For docking in the same situation, the rudder would be turned in the opposite direction. Again, the angle of rudder will regulate the speed of the maneuver. Read more below.

If you've seen the latest eBook, "*Dock a Boat Like a Pro*", you note that hard (maximum) rudder angle was used to demonstrate springing effect along with a spring line and the engine throttle. But sometimes, you'll want to use much less rudder angle to regulate your speed.

When you place your engine throttle ahead, this causes a powerful shot of discharge current against the rudder blade. The more you angle your rudder blade to the discharge current, the stronger the pivot effect (speed of turn). More wheel or tiller = faster springing in or out. Less wheel or tiller = slower springing in or out.

Look over the illustrations to see how rudder angle can be used to control springing speed when undocking with the after bow spring. On the left-side illustration, the wheel has been angled just a bit toward the pier (or the tiller held away). This will cause the boat to spring at a super slow speed.

Continued on next page

How much wheel or tiller do you need for best control? Watch the stern as you spring. Move the wheel or tiller in small increments to regulate speed to perfection.

Use a slow pivot (small amount of wheel or tiller) when springing between two boats or any other circumstance where you need the ultimate in control (left illustration). Use a fast pivot (maximum or lots of wheel or tiller) when you need to spring out against a stiff wind or current, or when you want to speed up the springing effect.

On the right-side illustration, note that the wheel or tiller has been turned hard over almost to the stops. I prefer this for most springing, because it allows the driver to concentrate on throttle speed and stern (or bow) clearance. Practice to learn what it takes on your boat to gain perfect control over springing in and out of any pier.



# We've Got the Beat!

## North Carolina Sailboat Racing News

The information on the following pages came from the September 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>



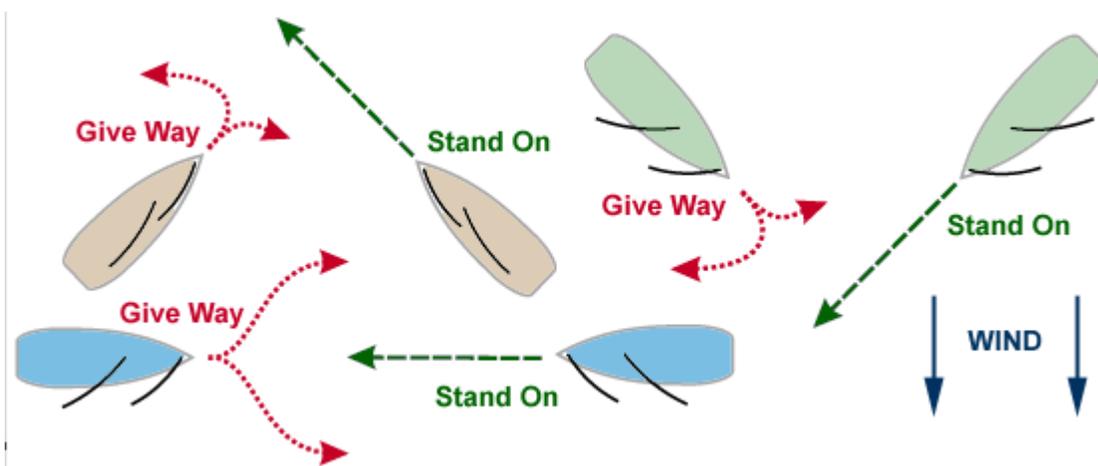
### Basic Race Management Seminars

US Sailing Basic Race Management Instructors JD Rosser and Jerry Thompson are teaming up to offer two on-line Basic Race Management Seminars this fall. The first will be held in October: Monday October 11, Wednesday October 13 and Friday October 15. The second will be held in December: Monday December 13, Wednesday December 15, and Friday December 17. The sessions begin at 1900 Eastern time and run for 2 hours and 30 minutes.

Click [here](#) to sign up for a Basic Race Management Seminar.

**Note for those rescheduling a postponed seminar:** If you were enrolled in a One Day Race Management Seminar that was postponed due to COVID-19, please click [here](#) to go to the Rescheduling a Seminar form to choose a new seminar. The seminar fee you paid to the postponed seminar will apply.

## Racing Rules of Sailing Department



Continued on next page

## ON THE SAME TACK

### RRS Rule 17

RRS 17 is the next limiting rule we will consider. To understand and apply RRS 17 one must fully understand the term "proper course". Proper course is defined in the racing rules:

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

The definition seems pretty straightforward, basically the course you would sail to finish as soon as possible in the absence of other boats. And that is the best way to determine what your proper course is: pretend nearby boats are not there to influence your course. But, there are other factors to consider:

What if the current is pushing you away from your next mark? Your proper course would be to compensate for any current to reach the mark as quickly as possible.

What if the air is very light and you see new wind coming but need to sail away from your next mark to take advantage of the new wind? If you believe that is your fastest way around the course, then heading to the new wind is your proper course.

Another right of way boat can influence your proper course as your proper course is to keep clear.

Sea state and even the type of sailboat and which sails are up influence a boat's proper course. A couple of more things to understand about proper course:

There is no rule that *requires* a boat to sail a proper course (Case 9).

What if you and a nearby skipper have a difference of opinion as to what your proper course is? The keep clear boat should keep clear (Case 14).

Next month we will get into the Rule 17 weeds now that we have a handle on proper course.

# Race Management Department

## Multi-Fleet Regatta

### Order of Starts

A multi-fleet regatta is often an open regatta where a number of different fleets are invited. Fleets that meet a certain threshold of registered boats, five for example, achieve fleet status. Larger fleets may earn "their own" start, not being combined with other fleets. Smaller fleets are often combined to reduce the number of starts. The question is, in what order should the various fleets be started?

Our outdated US Sailing Race Management Handbook has the answer. The following is from page 249:

#### **Which fleet to start first**

"In one-design racing starts, it is usually preferable to start the fastest fleet first to avoid fleets sailing through one another. In handicap racing the fastest fleet is usually started first for the same reason, but not always. When you want to keep all fleets as close together as possible (as in some handicap racing), start the slow fleet first to enable the fleets to finish at about the same time or help them make a time limit. If you start the slower boats first, be sure that there is enough time between starts to ensure that the smaller boats will be spread out by the time the larger boats have to sail through them."

How do we determine the fastest fleets? We use the Pre-Calculated Dixie Portsmouth Numbers (DP-N) Handicaps to determine the DP-N rating for each class. US Sailing has the handicap tables available for download [here](#). Then it is a simple matter of the higher the DP-N rating the slower the boat and vice-versa.

Please subscribe to ***THE BEAT!***

If a fellow sailor forwarded this issue of *The Beat* to you, please sign up by clicking [here](#). All we ask for is your name and email address. *The Beat* is dedicated to sharing North Carolina sailboat racing news with the sailors of North Carolina. Most of the information is provided by sailors for sailors.

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.



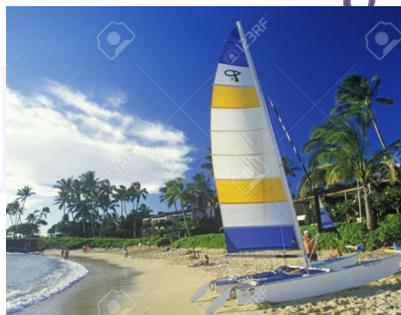
**WE WANT YOU!**

**We need Race Committee!** 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)

# Beach Launching Update



“Beach launching for multihulls has returned to Lake Townsend. We saw a Hobie out just this past weekend and we hope to see more Weta's, isotopes and hobbies. The only restriction still in place is to not set up and take down on the launch ramp but do it in the parking lot or on the adjacent 10 feet of grass along the beach front. The idea is to not impede others.” - Andy Forman LTYC Commodore

Beach launching protocols have been updated. Please read the new requirements below.

Masks are not required outdoors. That being said, do not loiter on the beach. (This is equivalent to the "do not loiter" protocol for the launch dock area.)

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/ will lose this privilege.
2. No Masks are required outdoors. If you have not been vaccinated, you may still wish to wear a mask.
3. Mast installation and preparations **MUST BE DONE FAR AWAY FROM THE BEACH AS POSSIBLE (IF AT ALL POSSIBLE)**.
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 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 for put away. The basic ideas are the usual: • 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.



## Social Sailing is Back!!

Join us for the next LTYC social sail on Saturday, October 23. Come out and enjoy a fun day of sailing. The advantage of participating in the social sailing is that it is a LTYC event, and as such, there will be no ramp fees and shelter 10 is reserved for use following the day on the lake.

# Amusing Sailing Terms

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

## **Bitt, plural Bitts**

Posts mounted on the ship's bow, merely comprising two wooden uprights supporting a crossbar, for fastening ropes or cables; also used on various ships to tie boys over for painful (posterior) discipline, more informally than kissing the gunner's daughter.

## **Bitter end**

The anchor cable is tied to the bitts, when the cable is fully paid out, the bitter end has been reached. The last part of a rope or cable.

## **Bloody**

An intensive derived from the substantive 'blood', a name applied to the Bucks, Scrowers, and Mohocks of the seventeenth centuries.

## **Blue Peter**

A blue and white flag hoisted at the foretrucks of ships about to sail.

## **Boat**

A craft or vessel designed to float on, and provide transport over, water.

## **Boatswain or bosun**

A non-commissioned officer responsible for the sails, ropes and boats on a ship who issues "piped" commands to seamen.

## **Bollard**

From "bol" or "bole", the round trunk of a tree. A substantial vertical pillar to which lines may be made fast. Generally on the quayside rather than the ship.

## **Booby**

A type of bird that has little fear and therefore is particularly easy to catch, hence booby prize.

## **Booby hatch**

A sliding hatch or cover.

## **Boom**

A spar used to extend the foot of a fore-and-aft sail.

## **Booms**

Masts or yards, lying on board in reserve.

## 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

Continued from previous page

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!

<b>Crewing Options</b>	<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
<b>Volunteer Opportunities</b>	<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

**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

**2 - Learn to Race weeks**

- As many boats as want to come out
- 4 days per week/class
- 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

**3 - First Sail events**

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

# 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)

US SAILING

MEMBERSHIP MYUSSAILING CALENDAR SHOP DONATE CONTACT SIGN OUT

US Sailing Home Contact Us

LAKE TOWNSEND YACHT CLUB MVP PROGRAM

Yacht Club Personal Info Discounted Membership Options Purchase Confirm Order

Are you a current member?

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.

### Lake Townsend Yacht Club

Today ◀ ▶ October 2021 Print Week Month Agenda

Mon	Tue	Wed	Thu	Fri	Sat	Sun
27	28	29	30	Oct 1	2	3
		Closed, LT Marina				
4	5	6	7	8	9	10
		Closed, LT Marina	7pm Board Meeting		Great Pumpkin Ra	Sailing Savvy Day
11	12	13	14	15	16	17
		Closed, LT Marina				
18	19	20	21	22	23	24
		Closed, LT Marina			Social Sailing	
25	26	27	28	29	30	31
		Closed, LT Marina			Cancelled/Hot Charity Regatta	Halloween

### Lake Townsend Yacht Club

Today ◀ ▶ November 2021 Print Week Month Agenda

Mon	Tue	Wed	Thu	Fri	Sat	Sun
Nov 1	2	3	4	5	6	7
			7pm Board Meeting			
8	9	10	11	12	13	14
			Annual Meeting		LTYC Interclub w	
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	Dec 1	2	3	4	5
			7pm Board Meeting			

### Lake Townsend Yacht Club

Today ◀ ▶ December 2021 Print Week Month Agenda

Mon	Tue	Wed	Thu	Fri	Sat	Sun
29	30	Dec 1	2	3	4	5
			7pm Board Meeting			
6	7	8	9	10	11	12
					Old Frosty Races L	
13	14	15	16	17	18	19
20	21	22	23	24	25	26
				Christmas Eve	Christmas Day	
				Closed, LT Marina	Closed, LT Marina	
27	28	29	30	31	Jan 1	2
				New Years Eve	Closed, LT Marina	
					+2 more	



### 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](mailto: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/](https://www.facebook.com/laketownendyachtclub/)

Next newsletter deadline: Nov 19, 2021

## ◆ Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ <a href="mailto:commodore@laketownsendyachtclub.com">commodore@laketownsendyachtclub.com</a>
V. Commodore/Racing: Ann Marie Covington	◆ <a href="mailto:vicecommadore@laketownsendyachtclub.com">vicecommadore@laketownsendyachtclub.com</a>
Rear Commodore/Education: Marie-Lynn Lavoie	◆ <a href="mailto:education@laketownsendyachtclub.com">education@laketownsendyachtclub.com</a>
Treasurer: Dale Strickland	◆ <a href="mailto:treasurer@laketownsendyachtclub.com">treasurer@laketownsendyachtclub.com</a>
Secretary: Linda Ford	◆ <a href="mailto:secretary@laketownsendyachtclub.com">secretary@laketownsendyachtclub.com</a>
Equipment: Robert Bouknight	◆ <a href="mailto:equipment@laketownsendyachtclub.com">equipment@laketownsendyachtclub.com</a>
Membership: Leigh Wulforst	◆ <a href="mailto:membership@laketownsendyachtclub.com">membership@laketownsendyachtclub.com</a>
Community Outreach: Jeanne Allamby	◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
Social Outreach: Trish McDermott	◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
Marketing: Virginia Summerell	
Webmaster: Joleen Rasmussen	◆ <a href="mailto:webmaster@laketownsendyachtclub.com">webmaster@laketownsendyachtclub.com</a>
Mayor's Cup: Nancy Torkewitz	
Nominating/Past Commodore: Ann-Marie Covington	◆ <a href="mailto:mayorscup@laketownsendyachtclub.com">mayorscup@laketownsendyachtclub.com</a>
Newsletter: Kim Regan	◆ <a href="mailto:newsletter@laketownsendyachtclub.com">newsletter@laketownsendyachtclub.com</a>
Social Media: JC Aller	◆ <a href="mailto:socialedia@laketownsendyachtclub.com">socialedia@laketownsendyachtclub.com</a>
Let's Go Sailing / STEM: Gail Walters	◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
High School Sailing Team: Mark Hayes	◆ <a href="mailto:ltychsst-coaches@laketownsendyachtclub.com">ltychsst-coaches@laketownsendyachtclub.com</a>

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.**