

Lake Townsend Yacht Club

Tell Tales

FEBRUARY, 2025



Change of Watch

Last month (January 26) we held our annual Change of Watch awards dinner at the Bryan Park Event Center to recognize the membership for the **volunteer efforts** contributed toward:

1. Facilities and Equipment clean-up
2. Fleet Maintenance and Upgrade
3. Sailing Education
4. Race Management
5. High School Sailing Team, and
6. Dock Repair (Save the Docks)

For those who missed the dinner and ceremonies, we had a great time and I'll try to give you an idea of what you missed.

Facilities and Equipment clean-up

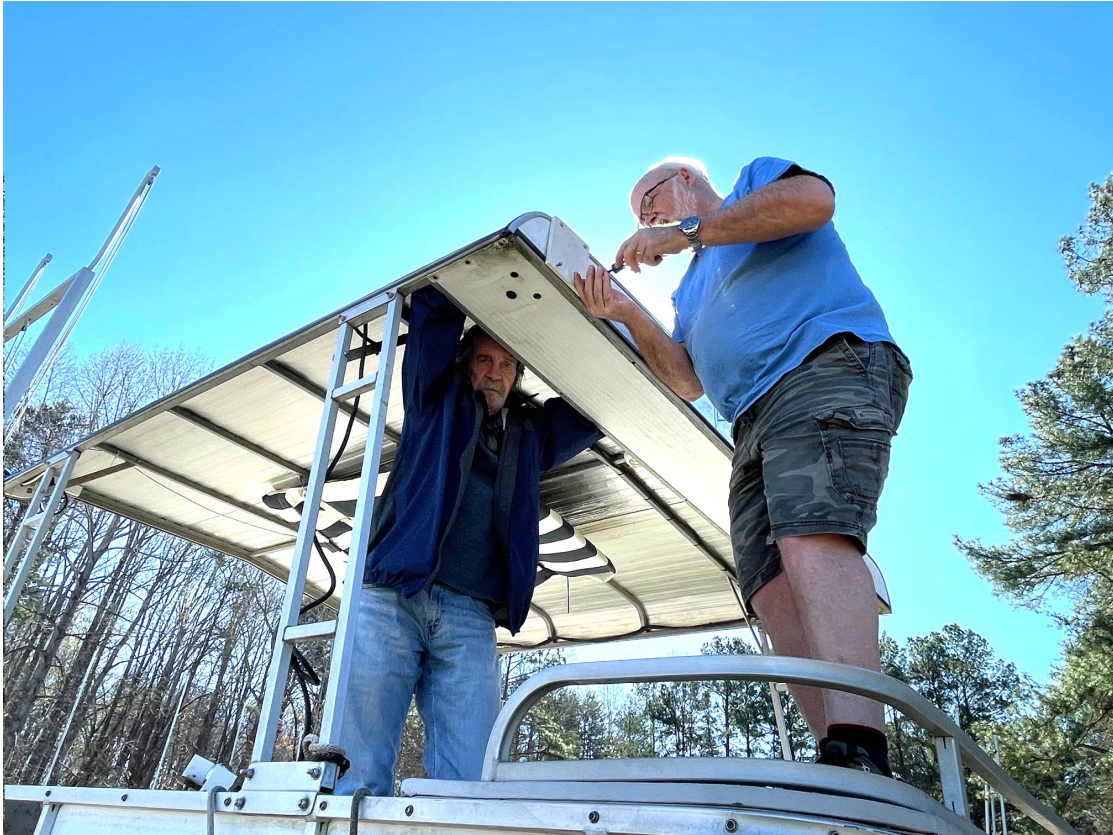
I don't have a list of all the members who participated, but I went back to look at some old photos, and I count about 15 volunteers who helped with scrubbing boat covers, sails, fleet sailboats, committee and scout boats, trailers and wheels. There was good participation from both the old salts and brand-new members. In addition, members of the High School Sailing Team cleaned up their Club 420s that they use for practice and regattas.



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Fleet Maintenance and Upgrade

New Horns were purchased and fitted to the Race Committee boat by Tom Bews (with minor assist from Sid Hale) The club also purchased a new (to us) Flying Scot this year, and after a significant offsite refurbishment effort by Tom Bews, a few of the other members joined him at the lake to install the centerboard and (I believe) an new centerboard gasket.



New horns for the Committee boatt

[Launch of new Flying Scot](#)

Sailing Education

Led by Ron Washburn, more than 17 members contributed their time as instructors and support staff to provide 7 Adult classes (approximately 42 students) 3 Private classes, and one basic Racing Class, and to give 10 individuals and/or couples a one day First Sail experience.

[Sample of photos from Adult classes](#)

As a part of the [Sailing Education program](#), Ron also managed 2 Junior Sail Camps (12 students) to help create interest in the sport at a young age through a fun summer activity for the area youth.

High School Sailing Team

Sean and Stacey Brady and Conal Deedy led the High School Sailing Team, managing the practice sessions maintenance of the teams boats and equipment, and team participation in SAYRA regional regattas.

William Brady and Ellie Spinoza were recognized as our **2024 SAYRA Jr All Stars** for their leadership and attitudes, maintenance and upkeep of team equipment, and training for new members of the team. True role models!

John Spinoza and Preston Miller were recognized as **Jr Sailors of the Year**. John was co-captain of our team for 2024 and John served as Membership Chair.

Race Management and Scoring

More than 20 members served as Race Committee for the Summer and Winter racing series, as well as for the annual Interclub Regatta between ourselves and the Oak Hollow Sailing Club and for the 47th annual Mayor's Cup Regatta.

[Photos for the 2024 Interclub Regatta](#)

[Photos for the 2024 Mayors Cup Regatta](#)

Save the Docks

After almost 3 years of campaigning/diplomatic effort, LTYC was finally allowed to begin physically resurfacing 2 of the floating docks at the Lake Townsend Marina (The other dock and the city's rental boat storage dock are delayed pending repair of the shoreline where they are located).

The club initiated a fund-raising effort to purchase materials and the board voted to contribute to those funds to insure that our efforts weren't delayed. Club volunteers showed up in full force to support this effort and the results (photos in the link below) can be enjoyed by all today.

[Photos for the Save the Docks project](#)

Note—Because the entire club participated (by virtue of the donation of club funds), to this project a special "**Doctorate of Oxidized Fasteners**" award was presented to all members present. If you didn't make it to the awards ceremony, see the Commodore to pick up your trophy.

LTYC Racing Awards

- **Overall Competition**

Jim Heffernan (1st place) with crews Nathan Heffernan (1st race) and Lynn Abram (5 races)

AnnMarie Covington (2nd place) with Erik Hakals (3 races) and Shauna Rankin-Byrne (6 races)

Steve Jones (3rd place) with Anderson Jones

- **Flying Scot Class**

Steve Jones (1st place) with Anderson Jones

Ron Washburn (2nd place) with Hudon Barker

- **Wayfarer Class**

Jim Heffernan (1st place) with nathan Heffernan (1 race) and Lynn Abram (5 races)

- **Open Fleet**

William Brady (1st place) with Preston BMiller (3 races) and James Hall (3 races)

- **Frostbite Series**

AnnMarie Covington (1st place) with Erik Hakala

Phil Leonard (2nd place) with Jeanne Allamby

Rob Easton and Mark Wilson (3rd place)

Kent Taylor Award

Because we are a volunteer-driven club, member participation is of utmost importance. To recognize members who have been most generous in their efforts to support Lake Townsend Yacht Club, the Ken Taylor Award (fondly referred to as the Blue Jacket Award) is presented each year to the most deserving member.

By secret ballot, **Jim Heffernan** was selected to be the recipient of the Blue Jacket Award for 2024.

Previous Blue Jacket Award Winners

2023	Ron Washburn
2022	Tom Bews
2021	Phil Leonard
2020	Mark Hayes
2019	George Bageant
2018	Eric Rasmussen
2017	Otto Affanador
2016	Scott Bogue/Trish McDermott
2015	Bill Byrd
2014	Steve Raper
2013	Hudson Barker
2012	Joleen Rasmussen



[A full set of banquet photos available here](#)

Note from Captain Jim

Last Sunday Linda and I enjoyed a splendid evening of epicurean delight as we dined with long time sailing friends at the Change of Watch ceremony. Many thanks from this sailor who gets to enjoy the efforts of the Board and the gaggle of volunteers that make a sailing season enjoyable and competitive.

While I received a few lovely honors for the past season, unfortunately none of my six crew members were in attendance. So, three cheers for those that made this past season so fantastic for me: they are Julia Karelina, Claire Heffernan, Jim Best, Lynn Marie Abram, Marie-Lynn Lavoie and my son Mark Heffernan. Keep the spinnaker drawing and enjoy the moment!

Captain Jim

IT'S THAT TIME AGAIN

2024 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 Sail-abration! 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. It's a 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, two Flying Scots, two Wayfarers, and four Tanzer 16s. All are ready for use, mast-up and on trailers. For more information, see the [club sail-boat usage policy, agreement, and reservations](#) in the Members' Cove.

You can join the Lake Townsend Yacht Club or [renew your existing membership](#) by clicking the button below.



New Membership

Membership Renewal

February “Snow Flake” Race... didn't happen

While we were all looking forward to a great day of racing...

temperatures were still forecast to be rather chilly and winds were to be light. The forecast was pretty much accurate, but although light, they wind had filled in pretty uniformly across the lake. It was overcast, but the rain seemed to be holding off.

Only 4 boats were registered to race that day, and only 3 showed up so it was decided to just go out and hold a few fun races..



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Heavy Weather Boat Handling

By Jim Heffernan

The dinghy racing sailor will push the wind envelope to the edges knowing there are rescue boats nearby and hopefully a Race Committee that will send the boats home before someone gets hurt or equipment becomes seriously damaged.

The day sailor and the cruising folks will shorten sail as the winds start to increase and their comfort level is challenged. Both groups share the same goal: keep the boat upright and keep themselves and their crew safe. All sailors can learn from these techniques

In his book, "Sail, Race and Win" British Sailor, Eric Twiname has a chapter devoted to "Survival Racing". Here are some of his thoughts which can apply to any dinghy in heavy air.



1. Get over the fear. Go out and practice in challenging winds when other boats are out there in order for you to learn the feel and balance of the boat so you are controlling the boat rather than be controlled by it.

2. Upwind capsize and how to avoid: A centerboard dinghy properly sailed will survive a 30 plus mph gust on the beat. The knockdown capsize on the beat usually happens because the jib is cleated very tight and the helmsman spills the wind by letting go the mainsheet. The jib now pushes the bow off and with no mainsail to balance the helm, the boat develops excessive lee helm and nothing you do with the rudder will bring her back

up to a close-hauled course. You are now beam on to the wind and slowly going over.

So, before being overpowered, have the jib eased and be ready to ease main and jib together, keeping the boat moving on a close-hauled course even with the sails flogging somewhat.

Keep your eyes upwind to see a gust coming, then ease the jib and sit out quickly to keep the boat level so that the gust drives the boat forward rather than sideways. Don't come back in too soon and lose that forward momentum. Keep her flat!

Lifting the centerboard a third of the way will make most dinghies easier to hold up on the beat in the heaviest weather, although leeway is slightly increased.

When it is time to tack try to tack in a lull making sure the jib is uncleated and sheets untangled before the tack begins. Make sure you have enough boat speed to get through the tack since your flogging sails will create a lot of drag.

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3. Downwind capsize avoidance: Running in heavy weather takes courage .Once you're pointing dead downwind you move fast, whether you want to or not. And unlike the beam or close reach, which allows you to ease off the mainsail and spill wind, a run provides no safety valve which will slow you down or get you out of trouble.

There are techniques that the expert sailors can use to successfully jibe in high winds with a spinnaker. Eric Twiname has some good methods described in his book that you can look into if you plan to carry a spinnaker in winds above 18 mph.

For our purposes here we are ripping downwind with jib and main. Without the spinnaker, a boat running is more stable with the jib goose-winged than with it left to look after itself in the lee of the mainsail. The goose-winged jib balances the rig and, like the spinnaker, gives that extra lift and forward drive which helps to prevent the bow burying in the biggest gusts. As the bow buries and slews off to leeward, the beginning of the death roll is imminent.

The kicker (boom vang) should be tight enough to prevent the top of the mainsail twisting off forward when either a gust strikes or the boat buries its bow into the back of a wave. And that is very tight indeed. With a half-tightened kicker, the first impact of a gust twists the sail so that the top third is pushed forward of square. The wind flow reverses over this upper part of the sail and again you have windward heeling forces. The boat reacts with a sudden lurch too windward, which is usually violent enough to put the boat out of the helmsman's control and into the death roll to windward. Everyone gets very wet.

Keeping the crew weight right aft also reduces the chances of getting into the familiar downwind roll – a rhythmic and ever-increasing roll from side to side which usually ends in a splash.

Of course for the non-racing sailor, sailing downwind with jib alone is fast and comfortable. Be sure to tie the main down so a gust doesn't blow it out of the boat at an inopportune moment. The centerboard should be down enough to help the steering and tracking of the boat. If you need to navigate to a point on the beam this is doable with jib alone and three quarter board down.

When using both main and jib downwind and it is time to jibe, consider doing a tack instead by turning upwind to a close reach, sheeting in to keep the speed up and then tacking and bearing away to resume going downwind. Make sure the jib is uncledated before tacking.

Education



US Sailing is offering two Basic Race Management Seminars online this spring and two at nearby clubs.

This training helps clubs provide consistent, high quality race operations. Club Race Officers are encouraged to attend a seminar once every 4 years. Targeted towards Race Officers, mark boat operators and signal staff skills also improve from this training.

If you enjoy being on the race committee team and want to improve your skills and help your club provide quality race operations to your racers, attend a seminar.

Online Seminars:

3/16-3/20 The seminar consists of three live 2.5-hour Zoom sessions on Sunday, March 16, Tuesday, March 18 and Thursday, March 20, 2025. All sessions are 7:00 pm to 9:30 pm ET (6:00 pm - 8:30 pm CT, 4:00 pm - 6:30 pm PT).

4/6-4/10 The seminar consists of three live 2.5-hour Zoom sessions on Sunday, April 6, Tuesday, April 8 and Thursday, April 10, 2025. All sessions are 7:00 pm to 9:30 pm CT (8:00 pm - 10:30 pm ET, 5:00 pm - 7:30 pm PT).

There are also in person seminars at

- Fishing Bay YC, 3/29 Chesterfield, VA
- Lake Norman YC 4/19, Mooresville, NC

Seminar cost is \$40,

Testing is optional. If you take and pass the test, at least 50% Registration fee reimbursement is available through SAYRA Helen Hanley Memorial Fund.

[Register Here](#)

US Sailing Membership is required. \$79



Important Reminder

Learn To Sail Volunteers Needed

Don't all jump at once... but don't be bashful either.

Last year we put on 17 different events and positively impacted 66 different people, but to make all this happen, **volunteers are critical**. Both instructors and safety boat support staff are needed.

Besides the revenue this generates for Lake Townsend Yacht Club, these efforts go a long way toward promoting sailing and boating safety in our community.

This year the club has planned:

4 Private Sailing Classes

Limit 2 students per class

In person instruction + 2 days on the water

2 Junior Sailing Classes

Limit 6 students per class

In person instruction + 4 days on the water.

6 Adult Beginner Sailing Classes

Limit 6 students per class

In person instruction & 2 days on water

10 First Sail Experiences—**URGENT!!** These have all been sold and we need instructors.

1 – 2 students per class for 1 day on the water.

1 - Intermediate Adult Class

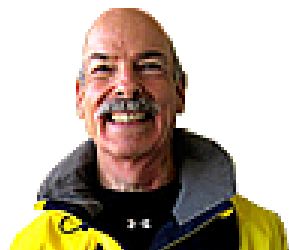
1 day shore-based instruction + 2 days on the water.

1 - Learn to Race Class

2 days shore-based instruction & 2 days on the Water

Sign up HERE or...

Contact [Ron Washburn via email](#) to see how you can help.



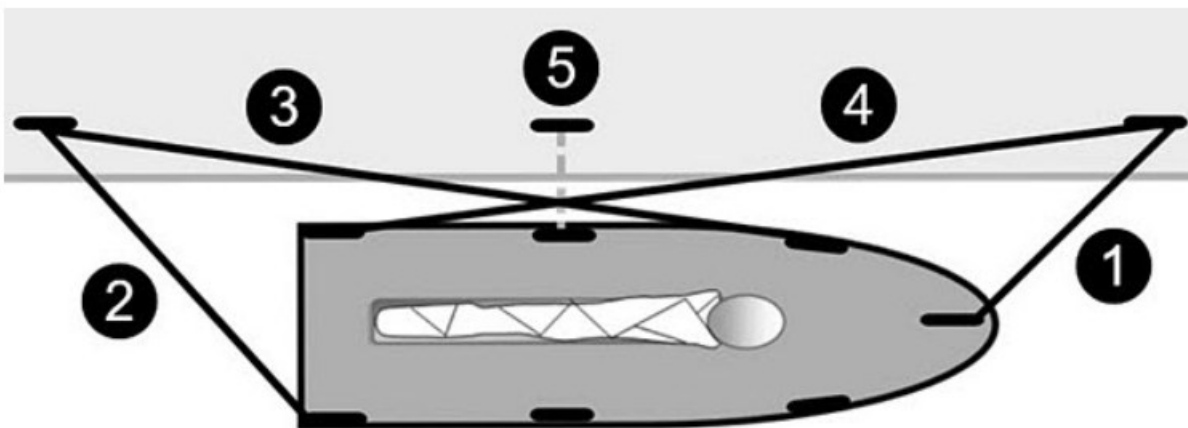
Skipper's Quick Guide to Docking Lines and Their Uses

Captain John,

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

Captainjohnskippertips.com

Which mooring lines keep your sailboat from moving forward or aft, allow the boat to rise and fall with the tide, or hold the vessel flush alongside a pier for boarding or provisioning? Use this easy guide to help you master the art of docking and maneuvering.



Train your sailing crew to understand the basic docking lines used on vessels worldwide. (Illustration from [Captain John's Docking Secrets](#))

Brief your sailing crew on the basics of dock line nomenclature. Line names are not fixed in stone but might change based on the application. All docking lines fall into three general categories.

Bow and Stern Lines

These lines hold the boat in position and prevent fore-and-aft movement. A bow line (1) is attached to a fitting as far forward as possible, then led to a dock cleat or piling forward of the bow. The stern line (2) is tied to a cleat on the inboard or outboard side of the stern and then runs aft to the pier. Here, the stern line is belayed to an outboard cleat, which provides more positive control.

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Spring Lines

Think of a spring as the 'workhorse' of docking lines to help the skipper land or depart from a pier or slip. Inside a slip, springs prevent fore or aft movement of the boat. If tying up to a pier in tidal areas where you have extreme high and low tides, use springs to hold the boat in position and allow much more rise and fall than a bow and stern line.

Springs are named based on how they lead from a specific part of the boat. In the illustration, you see the after bow spring (3) which leads aft from the bow section, and the forward quarter spring (4), which leads forward from the boat's quarter, or stern section. Find more details on springs later in this chapter.

Breast Lines

When you need to hold a vessel flush alongside a pier for a short period, you might use a breast line (5), which runs almost perpendicular to the centerline. Remember to remove a breast line as soon as you have other docking lines in place. Otherwise, the boat could end up hanging on her lines when the tide goes out.

Racing Tips (videos)

from: **Flying Scot Sailing Association**
Courtesy YouTube

Sailboat Racing Tips: [Flying Scot Main Sail Trim with Zeke Horowitz](#) (CTRL-Click to play in new window)

Learn Flying Scot sail trim insights and tips from North Sails expert Zeke Horowitz. We put some action cameras inside the boat and sat down with Zeke to analyze the footage together. Please subscribe to the the Flying Scot Sailing Association YouTube channel for other helpful training and coaching videos..



Today < > March 2025							Month	Calendar	Checklist	Grid
MON 24	TUE 25	WED 26	THU 27	FRI 28	SAT Mar 1	SUN 2				
3	4	5	6 ● 7pm Board Meeting	7	8 HSST - No Practice March Madness Races	9				
10	11	12	13	14	15 HSST - 1st Practice	16				
17 St. Patrick's Day	18	19	20	21	22 HSST - Practice Social Sail	23				
24	25	26	27	28	29 Opening Day/Fowle Regat	30				
31	Apr 1	2	3 ● 7pm Board Meeting	4	5 HSST - Azalea Bowl / CYC	6				

Today < > April 2025							Month	Calendar	Checklist	Grid
MON 31	TUE Apr 1	WED 2	THU 3	FRI 4	SAT 5	SUN 6				
7	8	9	10 ● 7pm Board Meeting	11	12 HSST - Azalea Bowl / CYC	13 Miss Piggy Races CSC Interclub (at Jordan I)				
14	15	16	17	18	19 HSST - No Practice	20				
21	22	23	24	25 ● 5pm Learn To Sail Class	26 HSST - Practice Social Sail ● 9:30am Learn To Sail Cla	27 ● 9:30am Learn To Sail Cla				
28	29	30	May 1 ● 7pm Board Meeting	2	3 HSST - Practice [SAT]	4				

CLASSIFIED ADS

YOUR AD WILL RUN 3 MONTHS.

IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.

SEND YOUR CLASSIFIED TO :

newsletter@Laketownsendyachtclub.com



For Sale:



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

Instagram

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

www.facebook.com/laketownsendyachtclub/

Next newsletter deadline: March 16, 2025

◆ Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing: Mark Wilson	◆ vicecommodore@laketownsendyachtclub.com
Rear Commodore/Education: Ron Washburn	◆ education@laketownsendyachtclub.com
Treasurer: Rob Bradley	◆ treasurer@laketownsendyachtclub.com
Secretary: Lynn Abram	◆ secretary@laketownsendyachtclub.com
Equipment: Mark Green	◆ equipment@laketownsendyachtclub.com
Membership: JC Aller	◆ membership@laketownsendyachtclub.com
Social Outreach:	OPEN – Need a volunteer!
Marketing:	OPEN – Need a volunteer!
Newsletter: Sid Hale	◆ newsletter@laketownsendyachtclub.com
Social Media: Laina Wilson:	◆ socialmedia@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.