

# Lake Townsend Yacht Club

# *Tell Tales*

JUNE, 2020



JIM AND LINDA HEFFERMAN  
ON LAKE TOWNSEND



## *A Note From the Commodore*

Ahoy Sailors!

The coronavirus pandemic continues...

The lake authorities have mentioned that group activities may be allowed to resume in early July. Your LTYC Board is working on procedures for keeping sailors safe during club events so we'll be ready when we are allowed to host group activities. Until then, the two boat rule is in effect! (The two boat rule states that when ever two sailboats are on the water, it's a race.) The board has also tentatively rescheduled the Mayor's Cup for September 26 and 27, 2020. Eric Rasmussen is hosting Tuesday Tactics, a Zoom event on Tuesday evenings at 7pm, that continue to inspire and train interested sailors in racing subtleties. Contact Joleen Rasmussen, [education@laketownsendyachtclub.com](mailto:education@laketownsendyachtclub.com), for access credentials.

Reviw prior sessions, links below.

[Tactics at the Windward Mark – On opposite tack – May 26, 2020](#)

[Tactics at the Windmark Part 1 May 19 2020](#)

[Tactics at the Leeward Mark May 12 2020](#)

[Racing Rules of Sailing – May 4 2020](#)

Your board is doing all it can to get us back on the water as soon as possible and keep us engaged in the sailing community until then.

Enjoy the newsletter! Thank you to the editor, Robert Uzzle!

AnnMarie

Commodore LTYC



# ON LAKE TOWNSEND THIS MONTH

Joleen, Eric, Bird and last but not least, Otto helped assist two students complete the sailing class via private lessons both on the water and via one to one instruction. Classroom instruction was done via Zoom. They also helped instruct a new club member on using the club boats.

PDF' S. Yes they are important! Students ready to go out and practice with marks.



Becoming familiar with the ends and outs of sails on our club boats was part of the instruction.



Bird always know how to get to the heart of the matter when helping out with instruction!



Boats are prepared to go out on the water. Left is Jason Reiner who would later find himself in impromptu Two Boat races involving Rabbit Starts. This is becoming more popular while social distancing. The club racing schedule is on hold due to Co-vid 19. In addition to Jason & family, Wendell, Leigh, AnnMarie and Andy were on the water and participated in races. Boats on the water this weekend could possibly choose Two Boat races once again. This is a great way to sail but practice safe distancing. This is very informal with no club involvement.



Continued on page 4



Continued from page 3



ALSO ON THE LAKE



Linda and Jim Hefferman prepare to sail while conversing with Ira Ross who kayaked up along side them. Several sail boats were seen on the lake including Scott Bogue and Trish McDermott as well as Cathy Leonard among others.



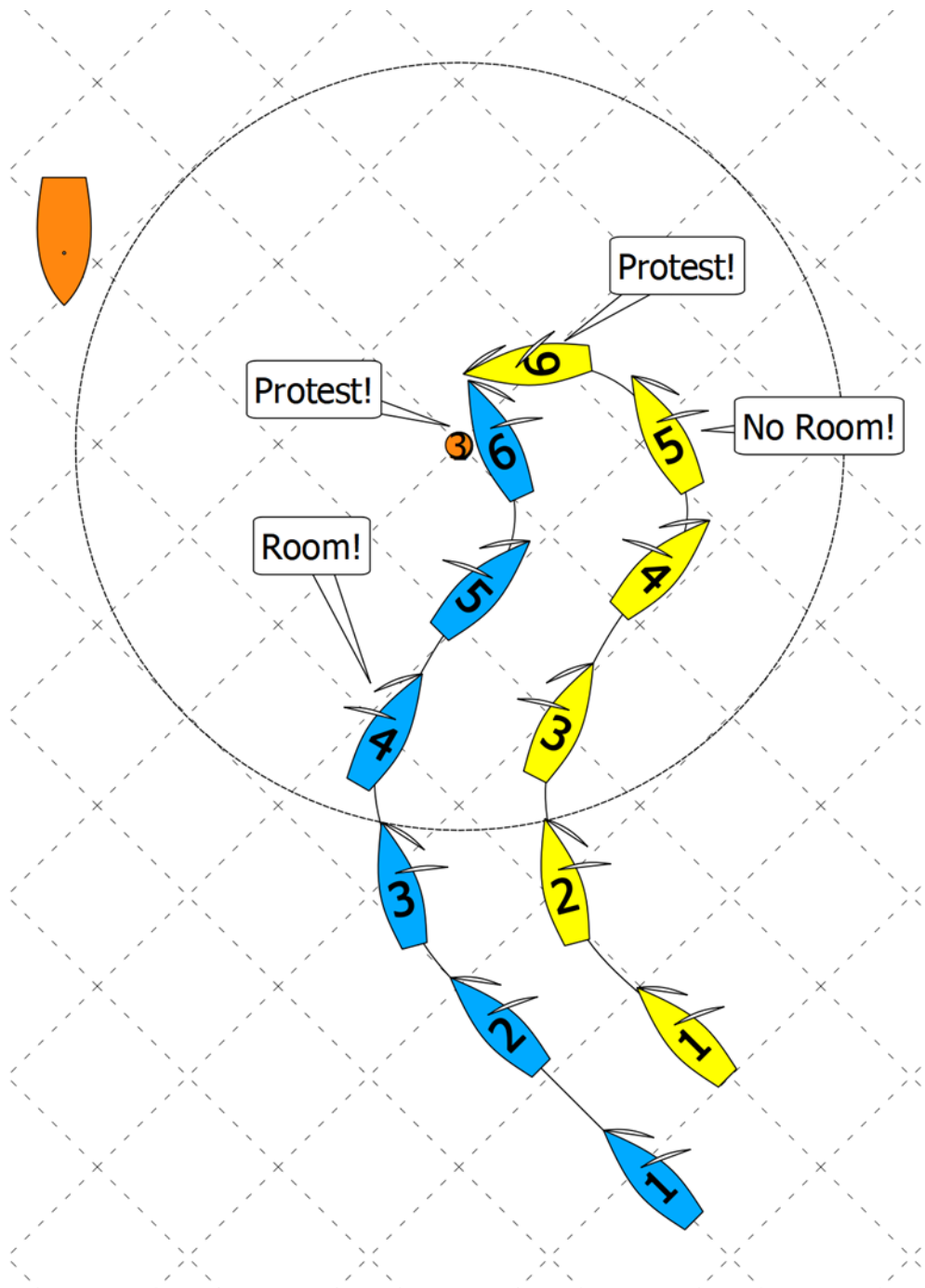
Lee Chambliss, former LTYC club member beaches his homemade, solar powered and wind powered Catamaran. It consist of two Old Town Canoes, plywood platform complete with beach chairs and temporary sail ( to be improved).





Last month, I posed the following hypothetical scenario. In this article, I'll explain my interpretation of the rules, and some things I think each boat could have done better.

Note that I've drawn the diagram such that the wind is coming from the bottom (which is the opposite of how it's usually done) to better depict how things look to the boats involved





Continued from page 5

This hypothetical scenario takes place between two boats at a leeward mark rounding. Blue overtook Yellow from clear astern before position 1. At position 6 Blue made contact with both the mark and with Yellow, but there was no damage or injury. Neither boat took a penalty turn. In a protest hearing, the skippers of each boat claimed that the other boat owed her mark-room and did not give it. A witness from the nearby RC boat testified that Blue established overlap with Yellow after both boats were inside the zone.

Which boat owes the other mark-room hinges on whether or not the boats were overlapped when the first of them reached the zone – and I deliberately drew the diagram to make that determination unclear. The boats certainly are overlapped at position 1, and are not overlapped at position 3, but it's hard to tell whether or not they are at position 2.

Rule 18.2(e) comes into play here. It says “If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not”. Because there is reasonable doubt that Yellow broke the overlap before she reached the zone, she did not. The boats are overlapped and therefore Yellow must thereafter give Blue – as inside boat at that moment – mark-room.

Rule 18.2(c)(1) says “When a boat is required to give mark-room by rule 18.2(b),... she shall continue to do so even if later an overlap is broken or a new overlap begins”. That means that even though Yellow broke the overlap in the zone, her obligation to give Blue mark-room did not change. Race committee's observation that Blue obtained an overlap inside the zone is irrelevant.

At position 6, Yellow did not give Blue mark-room, causing Blue to contact both Yellow and the mark. Therefore, Yellow broke rule 18.2(b). Yellow could reasonably have avoided contact but did not, and therefore also broke rule 14 but she is exonerated because she had right-of-way and there was no damage or injury.

Blue was windward boat and did not keep clear, so she broke rule 11. She touched the mark so she also broke rule 31. She is exonerated for those breaches, however, under rule 21, which says “When a boat is sailing within the room or mark-room to which she is entitled, she shall be exonerated if, in an incident with a boat required to give her that room or mark-room, she breaks a rule of Section A, rule 15 or rule 16, or she is compelled to break rule 31”. Blue could have avoided contact by turning away from Yellow rather than gybing, so Blue broke rule 14 also. She is exonerated for that, however, because she was sailing within the mark-room to which she was entitled and there was no damage or injury.

So, while both boats broke rules, Blue would be exonerated and Yellow would be disqualified.

Continued on page 7



Continued from page 6

Slight changes in the facts, however, could change things dramatically. If, for example, either boat had been damaged, or if someone was injured, then neither boat would be exonerated for breaking rule 14. Both could wind up disqualified. Either Blue should have ducked behind Yellow (and protested) or Yellow should have let Blue in (and protested). Then contact and the risk of damage would have been avoided.

Better yet, if Yellow had anticipated this scenario while she approached the zone, Yellow could have turned the tables on Blue. Before position 1, Yellow could have headed Blue up and then gybed 5 or more boat-lengths away from the mark. She then would have broken overlap well outside the zone, and there would be no doubt that she was clear ahead upon reaching it. In that case, Blue would owe Yellow mark-room instead, and Yellow could have kept her lead around the mark.

It is important to understand the rules, and play out scenarios like this ahead of time. That way you can anticipate how a boat-on-boat encounter will play out. You'll know how to place yourself in the best position to stay out of trouble and come out ahead.

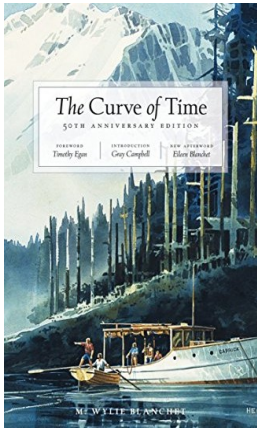
Please send your rules, race management, or tactics questions to [newsletter@laketownsendyachtclub.com](mailto:newsletter@laketownsendyachtclub.com). We need to know what interests you for future articles.

Eric Rasmussen

**There is a rule in sailing where the more maneuverable ship should give way to the less maneuverable craft. I think this is sometimes a good rule to follow in human relationships as well.**

*Joyce Brothers*





## The Sailor's Bookshelf

By Dawn-Michelle Oliver

*The Curve of Time* by Muriel Wylie Blanchet is a memoir of the fifteen summers she spent cruising the coastal waters of British Columbia with her five children after she was widowed in 1927. I recently ordered it for the library where I work, and happily it's just appeared on my desk, so I'll be reading it along with you! I'm drawn to the story because it was written by a woman of talent and skill, in a rich and beautiful setting, and during a time we may not always associate with women leading the adventure.



Dawn-Michelle

Originally published in 1961, the book has become a classic. The 50th anniversary edition, published in 2011, is available in hardback, paperback, and audiobook (free with Audible's one-month trial). Various editions can be found in local libraries - call ahead for curbside pickup - and for new/used purchase at your local bookseller or online.

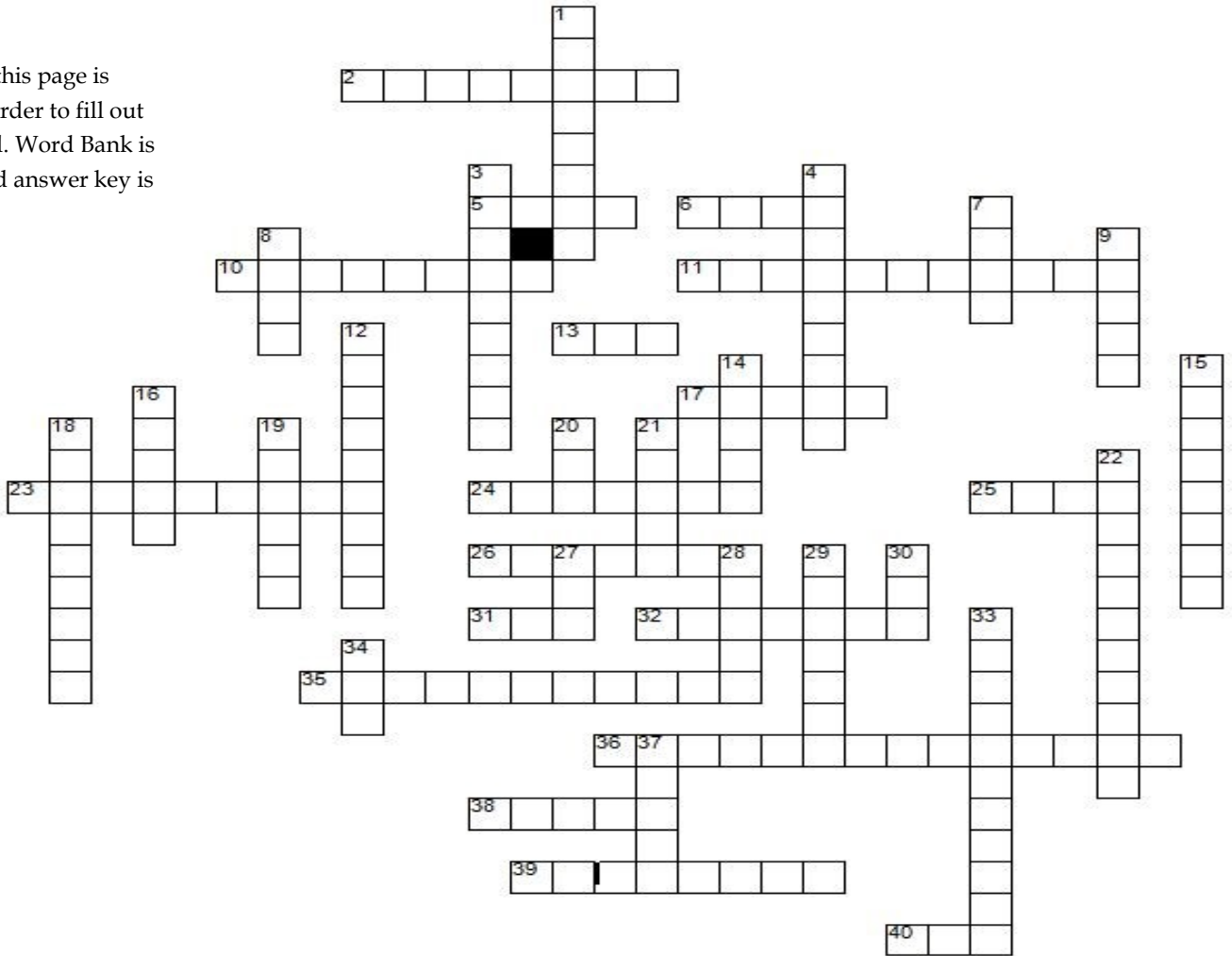
**From the inside cover:** Muriel Wylie Blanchet acted single-handedly as skipper, navigator, engineer and, of course, mom, as she saw her crew through encounters with tides, fog, storms, rapids, cougars and bears. She sharpened in her children a special interest in the rich traditions of the area's First Nations communities and in nature itself. In this book, she left us with a sensitive and compelling account of their journeys.

**An excerpt from Maleea Acker's review in *Canadian Literature* (Autumn 2014):** Blanchet creates a poetic narrative of substance and depth. Through alternations between a "lyric" and a "domestic" construct of time, Blanchet integrates landscape and the natural world with her own lived experience, creating - with an unruffled, measured tone - a surprising world of beauty. Analogous to British water narratives such as Arthur Ransome's *Swallows and Amazons* series and Kenneth Grahame's *Wind in the Willows*, Blanchet's pragmatic competence on water breeds a fearlessness and kinship with the natural world, rather than a sense of wilderness as hostile threat, and imbues each scene with an otherworldly grace. In this, Blanchet's narrative departs from those of many of her BC contemporaries, by creating a paean to the coastal landscape.

# NAUTICAL CROSSWORD

CAN YOU COMPLETE IT ?

Printing only this page is suggested in order to fill out the Crossword. Word Bank is on page 22 and answer key is on page 23



**Across**

- 2. I have 2 to 7 masts with the foremast shorter than the others
- 5. Left Side of the Boat
- 6. To change direction by swinging the stern thru the wind
- 10. Running with wind directly behind you
- 11. A way to tidy up loose ends of line on a deck and make flat (2W)
- 13. Another name for a Plow Anchor
- 17. Time between tide changes
- 23. Right side of the boat
- 24. The "King of Knots"
- 25. I have 2 masts with the shorter one stepped aft of the rudder post or wheel
- 26. Air filled bumpers used when docking or rafting up boats
- 31. "Green \_\_\_\_\_"
- 32. Two boats sailing parallel, one below the other, further from the wind
- 35. Knot to stop a rope from running through a block (2W)
- 36. Best way to attach a fender to a rail (3W)
- 38. Color of Starboard Side Light
- 39. Type of Permanent Mooring Anchor
- 40. Personal Floatation Device

**Down**

- 1. Two boats sailing parallel, one closest to the wind
- 3. A big, colorful forward sail usually used downwind
- 4. Sailing with wind directly on your side (2W)
- 7. To change sailing direction by swinging the bow thru the wind
- 8. Line used for anchoring
- 9. What you fasten a dockline to
- 12. Red flag with a white diagonal stripe indicates what?
- 14. Putting away a sail so that it lies back and forth on itself neatly
- 15. What you always do to make sure your anchor is set
- 16. Back of the boat
- 18. "Red, Right, \_\_\_\_\_"
- 19. A Type of Visual Distress Signals
- 20. Front of the boat
- 21. Color of Stern Light
- 22. Sailing with wind forward of you at 45 degrees or less (2W)
- 27. "Red \_\_\_\_\_"
- 28. Line used to pull in a sail
- 29. Small craft anchor for temporary use
- 30. Color of Port Side Light
- 33. Positioning the boat with the wind directly in front of you (3W)
- 34. A Forward Sail
- 37. Mechanism used in pulling in a sail



## CAPTAIN JOHN'S SAILING TIP

Sail trim begins and ends with draft placement and control. Set sail in a light to moderate breeze and the designed draft stays put. But as the wind builds you will need to know how to control draft placement for maximum sail power...



Hoist your mainsail. Position yourself beneath the boom and look straight up toward the head of the sail. You can see the concave shape formed by the sail from luff to leech. In the illustration, the full-length battens help you see this.

Draw an imaginary straight line parallel to the boom anywhere along the sail. These are called "chords" or "chord lines". Note in the illustration how the chord lines (dashed red lines) and sail surface form a wedge shape.

Start at the luff of the sail and move aft along the chord line until you locate the deepest part of the wedge. This will be the draft (also called "chord depth") at that location in your sail. You can locate the draft of any sail in a similar fashion.

Sailmakers design and build mainsails with draft located about 45% to 50% aft of the luff. Fly your mainsail in a light to moderate breeze, and you can expect the designed draft to remain in this location.

But, as the wind builds, draft begins to move aft--just what you do not want! A sail that has too much depth in the aft part of the sail will cause weather helm. Think of the wind as a giant hand. That giant hand presses its palm onto the deepest part of your sail.

Here's an easy experiment that you can make right now. Find a common ruler--wooden or metal. Place it onto a flat table. Push on one edge of the ruler at the exact center. This simulates a mainsail with its draft about 50% aft of the luff.

The ruler moves in a parallel motion sideways. Of course, your keel prevents your boat from slipping sideways like this. Now move your fingers back a couple of inches from the center of your ruler. Push on the edge of the ruler again.

The "bow" of the ruler rotates "toward the wind". This simulates a mainsail with the draft too far aft. Weather helm increases as the boat tries to round up into the wind. Steering will become more difficult. Your boat will lose power and drive.

Solve this problem fast 'n easy. Use the mainsail halyard or Cunningham to move the draft forward again. As you tension one of these lines, sight up the sail. Belay the halyard or Cunningham as soon as the draft has been moved to the proper location.

As always, anytime you make a sail trim adjustment, your final step will be to test the helm for balance. It should have a slight bit of weather helm. Matter of fact, your boat should be almost sailing herself. You're just there to give her a nudge now and then. That's balance...

Warmest Regards,

Captain John

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



The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labors hardest, so noisy and impatient when least effective.

*Henry David Thoreau*



## HIGH SCHOOL SAILING TEAM REPORT

By Mark Hayes

### HIGH SCHOOL SAILING TEAM REPORT

Like many of our club members, the LTYC High School Sailing Team has slowly begun to emerge from our homes and enjoy the lake again! Several of our members sailed in May at the lake, using caution and appropriate social distancing. Meanwhile we continued to improve our fleet, adding covers and dollies and repairing our sails (thank you Eric and Joleen). We will begin our formal team practice for the fall season on August 29. We can't wait to race again!









### Club Boats Available for Member's Use

In accordance with our Club's mission of promoting sailboat racing and cruising activity, LTYC, with individual and One Design Dinghy Classes sponsorship, has nine dinghy sailboats available for members' use.

Just sign the online [Club Boat Usage Agreement](#) that you have the basic sailing skills. You only need to sign the agreement once. We do recommend that you reread the agreement each year.

You "register" to use a particular sailboat on a specific day via our [Club Boat Usage Signup Sheet](#). First Come, First Serve - it's as EASY as that.

You can then start fine-tuning those sailing skills while trying out different boats or take the family out sailing.

Don't yet have all the basic skills? Buddy-up with a Club member who does!

Use a club boat just 3 times during club events each year, you can then use the boats outside of club events. In the absence of club events, we are working on ways to get checked out to use a club boat 1 on 1. See the Usage Agreement for details or chat with Joleen Rasmussen next time you see her.

Remember to check in at the Marina Office when launching outside of Club events and pay your launch fees. You can also purchase an Annual 1 Lake Permit (\$50/\$40 Seniors and Veterans-launch only).

Just one more way we show how much we appreciate our members!



Continued on page 15

Continued from page 14

As a 100% volunteer club, regular users of the club boats are encouraged to adopt a boat and participate in its care and upkeep.

Thank you to our program sponsors.

Gilberto Diaz, Steve Gilbert, Joleen Rasmussen, Craig Waycaser, John Norton w/ Carolina Sailing Foundation, Corky Gray w/ Lightning Class, Arch Altman w/ Tanzer 16 Class, Jim Heffernan w/ Wayfarer Class



Club boats  
include  
Flying Scotts,  
Wayfarers,  
Lightenings  
And Tanzer's





# UPCOMING EVENTS

## WE ARE IN A RAPIDLY CHANGING SEASON OF EVENTS

Please check the LTYC Calendar on the website for updated rescheduling/cancellations due to COVID-19. Currently the Lake Townsend Marina staff sets up at the picnic table in the breezeway outside the office. As of now the Lake is open 7 am – 3 pm. The boat launch fee has been waived for now. All boats, however need to be off the water by 2 p.m. At least two lake staff members will be on hand. You simply need to sign in and launch.



# 2020 Learn To Sail

**Lake Townsend  
Yacht Club**

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

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

[www.LakeTownsendYachtClub.com](http://www.LakeTownsendYachtClub.com)

**Adult Learn to Sail Classes**     \$150

**Course Dates:**

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

**Adult and Family Classes Meet:**

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

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

**Camp Dates:**

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

**Junior Camp Meets:**

Monday–Friday	8:30am–12noon
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**Family Learn to Sail Classes** \$150 per person  
(1 Adult + 1 or 2 age 10 and older)

Session AJ1: Beginner	July 27– Aug 01
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**RESERVE YOUR SPACE TODAY!**

**You may register and pay online at**  
[www.laketownsendyachtclub.com](http://www.laketownsendyachtclub.com)

*For more details, contact:*

[Education@LakeTownsendYachtClub.com](mailto:Education@LakeTownsendYachtClub.com)



GREENSBORO  
PARKS & RECREATION

Co-sponsored by City of Greensboro  
Parks and Recreation Department

[www.LakeTownsendYachtClub.com](http://www.LakeTownsendYachtClub.com)

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



# 2020 LTYC Calendar

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

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

### January

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

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

### February

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22 Racing Rules Seminar

### March

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

### April

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27	28	29	30			

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

### May

M	T	W	T	F	S	S
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

2, 17 Instructor Orientation  
 3 Powerboat Training  
 16 LTYC/RTP Interclub  
 21-24 Learn to Race \*New\*  
 23-HSST w/club racing

### June

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

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

### July

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
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### August

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24	25	26	27	28	29	30

### September

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21	22	23	24	25	26	27
28	29	30				

### October

M	T	W	T	F	S	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

23-25 HOT Charity Regatta

### November

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

14 Interclub (OHC)  
 12 Annual Meeting

### December

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

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

## LAKE TOWNSEND PARK

### “SAILORS’ RULES”

#### Event Registration

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

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

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

#### Launch Check-in

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

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

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

#### Pay to Launch

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

#### Keep our Parks Beautiful

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

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

## Share the Dock

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

## Permission First

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

## Ask a Board Member

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

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

Event Registration - Do It Online or Upon Arrival

Launching Outside of Club Event?

Check In at the Office Upon Arrival - Everyone

Trailerred Boat - Annual Pass or Pay Daily Fee

Help Keep Our Park Beautiful & Trash Free

Share the Dock Space - It's Limited

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

Park staff will assist with motorboats

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

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



Ahoy Sailors!

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

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

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

In case the links don't come over

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

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

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

AnnMarie  
LTYC Vice-Commodore

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## FLYING SCOT FOR SALE

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

Please email [jmh4043@gmail.com](mailto:jmh4043@gmail.com) or call 336-312-0822.

3/17/2020

FREE to a good home - Several Midland VHF Radios and Magellan GPS units that have coaxial plugin to your vessel. Contact Stephanie Taylor via text at 336-209-0328 or [wetagirl937@yahoo.com](mailto:wetagirl937@yahoo.com)

NEW Foul weather jacket with USCG Type III floatation. Original tags still attached. Size Medium. Colors orange/grey. High visibility stowaway thermal hood and high collar provide maximum protection. Fleece lined collar, hood, and hand warmer pockets. Easy access zippered valuables pocket. 3M SOLAS tape over shoulders, hood and around wrists for high night visibility. Extended length for water shedding. Paid \$200. Any reasonable offers accepted. Contact Stephanie Taylor via text at 336-209-0328 or [wetagirl937@yahoo.com](mailto:wetagirl937@yahoo.com)

6/8/2020

Continued from page 17

## FOR SALE 1965 FLYING SCOTT # 843

Good afternoon, fellow members. Fate and a new job have conspired to force me to sell my recently acquired Flying Scot, #843. It has been through several owners, and sat for a long period of time before I got it over the winter. I've been actively sailing it, and it is ready for the water. Two sets of mainsails, two jibs, two spinnakers included. New rigging and lines throughout. Trailer included. The boat hull is rock solid; a few soft spots on the deck show her age. She will need paint eventually. Title in hand for boat, no title for trailer. This is a great trainer boat . All reasonable offers considered .

-E-mail Peter Kalajian—petekalajian@gmail.com or text 336-402-1985, (no calls please)

6/8/2020

## NAUTICAL CROSSWORD WORD BANK

RETURNING

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DOWNWIND

WINDWARD

SLACK

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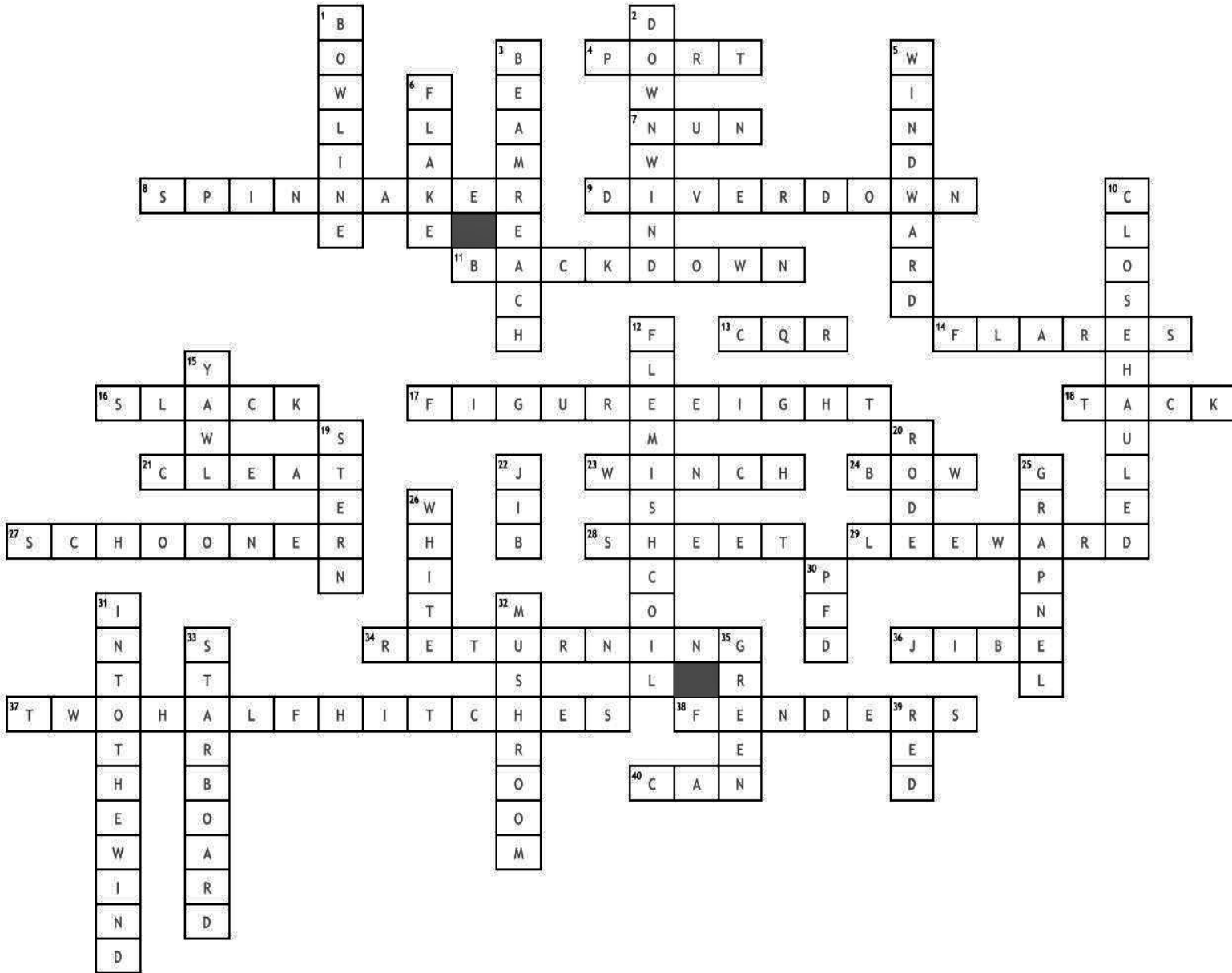
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**TIPS BY BOAT US EDITORS****EASIER HACKS FOR TIDIER PROJECTS**

Some of the best ideas are cheap but will save you loads in the long run. Here's some that you can bank on.

**it's in the bag**

A crisp, neat, straight paint line is a delight to the eye and is easy to achieve with the careful application of masking tape. Your efforts unfortunately can be marred by paint creeping under the edge of the tape ruining the effect. This is often caused by minute pieces of dirt sticking to the edge of the tape as it is laid down. Avoid this by storing tape in a resealable zipper storage bag when not in use. The bag will keep dirt off the tape and prevent half-used rolls from drying out between uses.

**Zap the tape**

Nothing is more maddening than a roll of masking tape that won't unroll, but only comes off in little bits. Before tossing it in the trash, an ornery roll of tape can often be brought back to life with a quick blitz in the microwave. Don't overcook it: 5 to 10 seconds is often more than enough to revitalize the adhesive and return the roll to taping nirvana.

**Keep it solvent**

Boat owners use lots of expensive caulks and compounds in cartridges. Half-used tubes that sit for more than a day or two often dry up, then get thrown in the trash. To avoid wastage, cover the end of the cut nozzle with a good dollop of petroleum jelly. It will keep the air out and prevent the contents of the tube from hardening. Next time you need the caulk, thoroughly wipe off the jelly and squeeze out a little bit of caulk to be sure the inside of the nozzle is clear of jelly.

**Cheap hand cleaner**

Many jobs on the boat can leave your hands filthy. For a fast-and-effective hand cleaner that's good at removing grease and grime, pour a little olive oil on your hands along with a sprinkling of sugar. Wipe with a paper towel, then wash your hands with soap and water.

**Easy-off**

Unwanted paint splashes on fiberglass or metal surfaces and adhesive residue can be easily removed with Easy-Off oven cleaner. (Avoid using on unpainted surfaces.) For best results spray it on, allow it to sit for a few minutes then wipe off with a Mr. Clean Magic Eraser. to reapply or you'll be left with a dull spot.

Continued from page 20

Test with a small amount in an inconspicuous spot to be sure it won't damage the surface.

### Glove trick

Disposable gloves are great at keeping hands clean, but getting them on can be a pain if your mitts are sweaty. Lightly dusting your hands with talc will make latex and nitrile gloves slip on easily. To keep your hands clean when removing dirty gloves, gently grasp the cuff of one glove, pull it off until it's inside out, then use the clean inside part to grasp the other cuff, pull it off, and then toss them both in the trash. Voilà, clean hands!

This article was reprinted with permission from BoatUS Magazine, flagship publication of the membership organization Boat Owners Association of The United States (BoatUS). For more expert articles and videos to make your boating, sailing, or fishing better, visit [BoatUS.com](http://BoatUS.com)



FROM THE EDITOR: Prior to a LTYC Zoom meeting while waiting for others to join in, I was chatting up AnnMarie Covington and Eric Rasmussen. I made the comment that racing sailboats was not really my thing, mentioning that I just liked to sail for pleasure and fun but not competing. Well, you may know what happened next. They both lovingly explained why they enjoyed racing and that I might enjoy this component of sailing. While I am somewhat competitive, I don't particularly think I want to step on anybody's throat ( borrowed from Tiger Woods) , racing to the finish line.

Well, I did not expect at all ya'll what I heard them say were their reasons. Well everybody races to win, if not what's the point, is what I expected to hear. But no neither said this. They both said racing encourages them to go ahead and get the vehicle ready and hitch up the boat when they might otherwise listen to that inner voice that says that getting the boat ready, traveling to the venue and launching the boat is simply not fun and way too much work on an otherwise leisure weekend. They both emphasized the community of sailors is like no other, real, authentic people who would want to help me learn sailing skills as well as join in the fun of being on the water. This is the easiest way to learn, 1). by getting experience but also 2). observing the more experienced club members while honing my sailing skills. I'm indebted to them both for opening the eyes of a sometimes otherwise unmotivated potential racing phenom. So I end with a realization and this is my take away from the two times I've been racing (I won once and finished last once). . Each of the two times I've raced, somehow I really felt on top of the world, exhausted yes but nevertheless on top of the world. As someone told me on a board of directors I once served on, " If you don't ask (try) ,the answer is absolutely no (I miss out). It's really nice being around people who encourage me. Thank you Eric and AnnMarie for reminding me why I love Lake Townsend Yacht Club so much! I really love this club! Robert Uzzle





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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: May25, 2020

## ◆ Lake Townsend Yacht Club Board

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

Thanks for making LTYC the best!

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