

# Lake Townsend Yacht Club

# *Tell Tales*

NOVEMBER, 2020



“ The most challenging times bring us the most empowering lessons.”

Karen Salmansohn

## A NOTE FROM THE COMMODORE



Andy Forman  
Commodore

Dear Sailors and supporters,

As a newly installed LTYC Commodore for 2020, I had the pleasure of leading the LTYC 2020 Annual Meeting this past Thursday evening using Zoom. For those who were unable to attend, during the meeting, I tried to frame up my thoughts on:

Who we are:

We love the sport of sailing

We promote sailing participation, skills development, competition

We encourage participation from any and all members and supporters

We welcome contributions of any type:

Funds,

Time and effort,

Skills,

Sport Promotion,

Participation

And what we value:

Respect for individuals and supporting organizations

Respect for board and team decisions according to our Bylaws

Creation of space for volunteers to develop and grow and use their creativity and skills

Development of sailing experience, skills & participation

Support and growth of the sport through sail, race & tactic training

A Judgement free environment with room for personal growth

Continued on next page

Continued from previous page

It is not an understatement that the 2020 board (and its predecessor in 2019) contended with very real concerns about the risk to our club's very survival and to our club members' personal health. These concerns began in 2019 with the request by the City of Greensboro for a formal contract covering a number of activities that club members had been doing for years, followed by additional restrictions communicated verbally. Then, in March of 2020, came the State, City and Parks & Recreation edicts and restrictions related to Covid shutdown and the unknowns regarding how long they would be in place and the future of sailing at Lake Townsend.

This is scary stuff! So, why do I mention this?

I want everyone to be cognizant of their fear of change, fear of the unknown, fear of losing control, fear of failing your colleagues and friends, fearing of being on final watch for LTYC. (On the water, you feel the same when you see a band of dark clouds coming in fast.) You are in good company. Your colleagues and friends and supporters, all, in some way, have similar fears...albeit not necessarily do they show it.

In my experience, these situations are best managed in a team setting, where fears and perspectives and ideas can be shared without judgement and where a consensus can be developed on what course to take. My career training and experience has shown that, almost always, a team makes a better decision than an individual.

And so, we should rely on and trust that members of the LYTC board ALL have the best interests of the club at heart when they participate and vote and share their concerns and ask for input and contribution. And when the board makes a decision, board members and club members should comply with that decision. There is no shame in also sharing your fears (and ideas) with board members so they can be taken into account in board decisions.

So please join me in giving my sincerest appreciation to this past year's 2020 board!

Continued on next page

Continued from previous page

Commodore: Trish McDermott => AnnMarie Covington => Open  
Vice Commodore: George Enell => Open  
Rear Commodore: Joleen Rasmussen  
Secretary: Dawn-Michelle Oliver  
Treasurer: Bill Young => Evan Trudeau => Dale Strickland  
Newsletter: Robert Uzzle  
Membership: Cathy Leonard  
Outreach: Gail Walters  
Equipment: Ken Butler  
Social Media and City liaison: JC Aller  
Webmaster: Eric Rasmussen  
Past Commodore: Robert Bouknight

Looking forward, I am proud to announce that the vote has been tallied and, in accordance with the LTYC Bylaws, there was a quorum at the LTYC 2020 Annual Meeting and both the '2021 Budget' and the '2021 Slate of Board Nominees' have been approved by the voting membership. For those who could not attend the zoom meeting, below is our new slate. Please join me in wishing them all the best as they face the headwinds of 2021:

Commodore: Andy Forman  
Vice Commodore: Ann Marie Covington  
Rear Commodore: Marie-Lyne Lavoie  
Secretary: Dawn-Michelle Oliver  
Treasurer: Dale Strickland  
Newsletter: Kim Regan  
Membership: Cathy Leonard  
Outreach: Gail Walters  
Equipment: Ken Butler  
Social Media and City liaison: JC Aller  
Webmaster: Joleen Rasmussen  
Past Commodore: Robert Bouknight

In closing, change is inevitable, let's share our fears and hopes and ideas and skills and grow into the future together!

*Wishing everyone a safe holiday season and great sailing and racing in 2021.*

Sail on! Stay Healthy!

Continued on next page

Continued from previous page

In closing, change is inevitable, let's share our fears and hopes and ideas and skills and grow into the future together!

*Wishing everyone a safe holiday season and great sailing and racing in 2021.*

Sail on! Stay Healthy!

Andy Forman  
Commodore



## IT'S THAT TIME AGAIN

### 2021 Memberships Renewals Are Due

It has been an interesting year for sailing at Lake Townsend.

Initially, starting March, we were able to continue to sailing, just no organized group events. During this time we started our Tuesday Sail Talks (zoom) to stay connected with our sailing community. We setup a mentoring program as well as one-on-one sailing classes to be ready for small group classes.

In July, we obtained approval for club sailing and hosted the September Mayor's Cup and October HOT invitational regatta. We had a fall Sailing Team season, co-ed 14-18 years old. New, this year, we had our First Learn to Race class, or 1st First Sail and a UNCG Outdoor Adventures trip.

This was all possible through your support as an LTYC Member. 2021 Membership renewals are due by Jan 1. Please go online and submit your renewal application, either paying online or by cash/check.

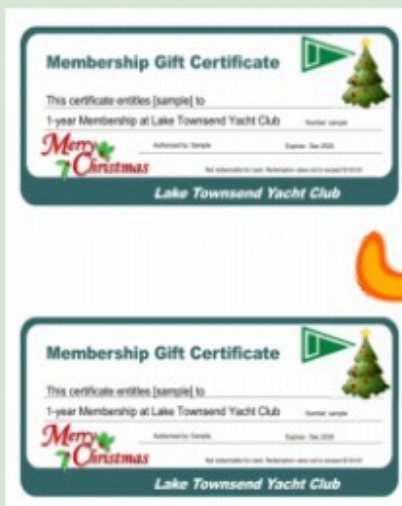
Thank you to all our 2020 members who supported us so strongly during this past COVID year.

2021 looks to be rather similar to 2020. We thank you in advance for your continued support.

2021 Membership Renewals are \$75.

# ALL I WANT FOR CHRISTMAS IS....

Give a gift that lasts a lifetime, give the gift of sailing. This is an incredible present. Gift Certificates are available for our Learn to Sail classes or Racing class, as well as annual membership. Certificates can be purchased on our web-site, [www.laketownsendyachtclub.com](http://www.laketownsendyachtclub.com). We customize the certificate for your occasion and email you a PDF that you can print and put in a card.



## UPCOMING EVENTS

Please check the LTYC Calendar on the website for updated rescheduling/cancellations and generally altered City Lake behaviors due to COVID-19.

Do you miss racing? Do you want learn about racing rules, tactics, and strategy? Do you like sharing your knowledge? If so, come join LTYC's "Tuesday Sail-Talk" discussions, held via Zoom on Tuesday evenings at 7:00pm eastern time. Each session addresses a particular asabout an hour and include some social chit-chat.

Everybody is welcome to attend pect of sailing and sailboat racing. Group discussion is encouraged. Sessions typically last (whether you are a LTYC member or not), but you will need a Zoom meeting link and password. Contact [Joleen Rasmussen](#) for the meeting credentials. If you have any topic suggestions or questions you'd like to see covered in a future session, contact [Eric Rasmussen](#). Both e-mails are on the board of directors page 25.

### Schedule of Events

Thurs. Dec.3	LTYC virtual Zoom board meeting 7:00 p.m.	<a href="https://zoom.us/j/99547889109?pwd=aG1LWmFMTGNuWU9EVXRjc0kwK2tSUT09">https://zoom.us/j/99547889109? pwd=aG1LWmFMTGNuWU9EVXRjc0kwK2tSUT09</a>
Tues, Dec. 8	Sail talk Special Guest Jerry Thompson Part 1	Zoom virtual meeting
Tues. Dec. 15	Sail Talk Special guest Jerry Thompson Part 2	Zoom virtual meeting

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

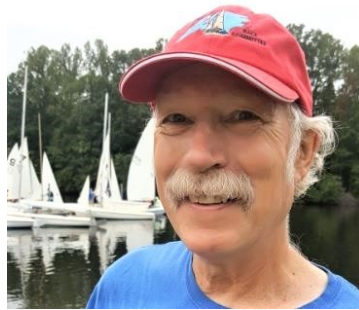


---

# MEET THE LTYC MEMBERS

---

SCOTT BOGUE



Scott Bogue, author of our newsletter's "Notes from a Cluttered Workshop" and LTYC Equipment Chair from 2014-2019, has been a LTYC member since August 2013. He and his wife, Trish McDermott, joined the club after Trish took the sailing class and had a great time.

Scott became interested in sailing after purchasing and restoring a 1946 Dyer 10-D sailing dinghy in 1976. He then took a theory of sailing class with the US Power Squadron and has been sailing ever since.

Scott and Trish currently own a Flying Scott and a 1980s Sunfish. His favorite place to sail is Lake Phelps, in eastern NC, which boasts 15,000 acres, steady winds, crystal clear water, very little boat traffic, and a white sand bottom.

Scott is a retired, former freelance technical writer and editor. His hobbies include sailing, motorcycling, playing the ukulele and bass guitar, collecting antique outboard motors, editing a quarterly hobby magazine, and fixing and building things. While Scott and Trish don't have any children, they do have one amusing and personable cat, Nickie.

---

# MEET THE LTYC MEMBERS

---

ANDY FORMAN



Andy Forman, LTYC's newly elected Commodore for 2021, has been a member of LTYC for several years. Andy is a consultant in the Fragrance and Flavors Industries with expertise in operational excellence, process engineering, quality, project management, site optimization, product development, material properties, supply chain analysis, EPA, etc., and holds degrees in Chemistry, Chemical Engineering, and Biochemical Engineering.

Andy is engaged to his Trophy Fiancée, AnnMarie Covington and has 2 daughters. Molly in Florida is an ABA and treat autistic kids ages 2 through teens. Emma lives in Boston and works as a project coordinator for a small non-profit philanthropy.

Andy became interested in sailing after his father bought a woody Windmill when he was in grade school in Delaware. Then, after moving to Boston at the start of high school, his mother insisted that he and his brother learn to sail at the Community Boat Club on the Boston side of the Charles River. Ironically, later in life, Andy met Dave Burchfiel at CSC and discovered that Dave worked as a teenager at the Community Boat Club at about the same time Andy was taking lessons.

Later in life, work took him to Central New Jersey, where he sailed competitively on 32' to 36' sail boats. He even competed in the Governor's Cup in front of the Statue of Liberty on a 12 meter named "Flame", a former America's Cup boat.

From New Jersey, work took Andy to Melbourne, Florida where he continued sailing and graduated up the MYC ranks as Sailing Education Chair, Membership Chair, and ultimately Vice Commodore.

Continued on next page

Continued from previous page

---

# MEET THE MEMBERS

---

## ANDY FORMAN (CONTINUED)

From Florida, Andy moved to the Triangle area where he raced at the Carolina Sailing Club. After one of the CSC training classes led by Dave Burchfiel (who he did not know at the time), Dave looked at Andy and said, "You're big enough! Come with me." Andy proceeded to put on a trapeze harness that Dave had and, for the first time in his life, and to the refrain of "Tea Bag, Tea Bag" from the riff raff at CSC, he went out on a trapeze line (2 mm Dyneema rope, not wire) with Dave and managed both the jib and spinnaker on his 505 International named "Wicked Pissa" ...if you're from the Boston Area, you know the vernacular. Yes, he "Tea Bagged" Andy on his first time out and at other times...he says due to low wind speed. It was great fun.

For those who have never been on a 505, it's a high-performance dinghy (the highest in the group from 420s to 470s to 505s) with lots of strings for optimizing adjustments. The 505 planes upwind and down and it's a blast. Dave and Andy went out in 25 - 30 one day and had a rooster tail going on the downwind plane.

Andy crewed for Dave for a number of seasons, up and down the east coast from St Petersburg, Florida to Kingston, Ontario.

In 2017, Andy trained for and was fortunate enough to get picked to crew for a visiting British dinghy racer in the 505 International World Championship at Annapolis. It was an amazing experience that demonstrated the importance of endurance and stamina, not just sailing smarts and skills.

A few years ago, Andy traveled to Lake Eustis in Florida to watch the Wayfarer mid-winters that AnnMarie had entered. There he was drafted to crew for an elderly sailor on his recently refurbished and retrofitted woody wayfarer. The winds were pretty stiff, so the gentleman asked Andy to helm. After the first day, they tightened up the jib halyard and came in a satisfying 3<sup>rd</sup> overall in non-spin fleet.

Andy's hobbies include competitive dinghy racing, auto repair, bicycling, hiking, camping, vegetable gardening, Woodworking, and exploring.

# NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE

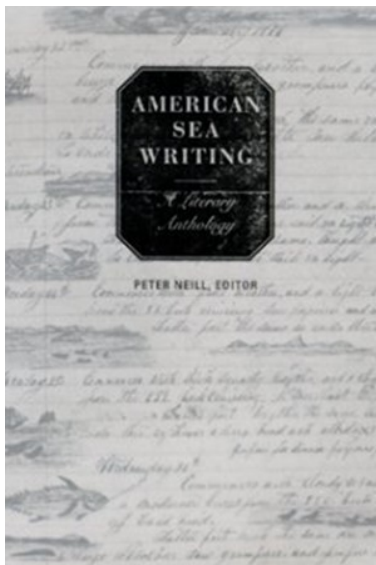


Scott

1. Lining up the trailer coupler and hitch ball can be **tricky**, especially if you have an automatic and you are on a slight incline. You get them lined up just right, then you put the vehicle into Park and release the brakes - and the vehicle rolls backward an inch or two! If you have help, just keep your foot on the brake pedal until the coupler is properly down on the ball. If you're alone, set the parking brake.
2. When you get your boat onto the trailer, sometimes it won't be centered on the trailer. While this trick looks **undignified**, it's easy and it works: Get down on your hands and knees under the hull, as far back as you can. Center yourself with your lower back just where the keel (or center of the hull) is. **Push up** with your arms, legs, and back (*don't hurt yourself!*) and ease the boat right or left as needed to get it centered. You may have to do this two or three times. If there's room under there, get someone to help you.
3. If you are bolting anything to wood or plastic, **ALWAYS** use an "elastic stop nut" or "nylon lock-nut" (same thing) instead of a lockwasher and flat nut. Wood and plastic will compress over time, the nut will get loose, and it may unscrew itself and fall off. (It's not a bad idea to use them on all threaded fasteners and in all materials.)
4. Routinely **check** and **tighten** the shackles in your anchor chain and rode, especially if you anchor often. They do get loose sometimes, and then the anchor stays at the bottom while you drift away. Some owners use a piece of stainless steel wire to keep the pin from turning, but if you do that, bend the ends back 180 degrees to prevent injuries from the wire.
5. Three or four lengths of 3/4" or 1" wide two-sided Velcro hook-and-loop strapping make dandy gaskets for holding a flaked mainsail on the boom during setup, takedown, or travel under power, paddle, or tow. Much quicker than using short lengths of line or using a halyard or sheet to bind up the mainsail. (This idea came from Tom Bews.)

## The Sailor's Bookshelf

By Dawn-Michelle Oliver



Dawn-Michelle



Another happy discovery made in the library is *American Sea Writing: A Literary Anthology* edited by Peter Neill, and published by The Library of America in 2000. This collection of old favorites and new finds spans 400 years and includes fiction, non-fiction, poetry, even drama, by writers familiar and obscure. It is only available in hardback, but copies are readily available online and at local libraries.

\*\*\*\*\*

**Review from *Boston Globe*:** In "*American Sea Writing: A Literary Anthology*," Peter Neill sets himself a sweeping task, covering the American experience with the sea over nearly 400 years. As editor, Neill posits that there is a vast, unappreciated treasure of American sea writing, then proceeds to prove it. From the 1609 wreck of the Virginia-bound *Sea Venture* to the 1990 examination of modern shipwrecks in John McPhee's "Looking for a Ship," the anthology takes us from the fear of the unknown through a time of routine sea crossings, beach musings, light recreational airs, and back to fear - now of the known.

The 67 authors include victims and observers, great novelists and amateur journal keepers, seafarers and passengers, solitary beach walkers and scientists.

It is not surprising to find Herman Melville (whose seven excerpts make him the most-represented author) or Joshua Slocum, the great single-handed sailor. But Edward V. Rickenbacker? The World War I flying ace went down over the Pacific during World War II and provides one of the anthology's several gripping accounts of survival.

---

Continued from previous page

It turns out that lots of well-known people have had intimate contact with the dark side of the sea. Stephen Crane was shipwrecked, and the lengthy excerpt from "The Open Boat" reminds us of the power of his prose. This may well be the best piece in "American Sea Writing," combining narrative and dialogue.

Some of the strongest accounts are from "amateurs" such as Mary Rowland, who accompanied her sailor husband in the middle of the 19th century and kept a journal, noting in fascinating detail the daily routine of life at sea: "In this latitude at this season the days are short and the nights long so I while away some of these long tedious evenings trying to write a little about this and that and the little events that happen in our life on the Sea."

There, now, is a reason for the many accounts of life at sea: boredom. With little to do - especially in the age of sail, when ships often spent days on end becalmed - journal keeping made sense, providing diversion as well as a sort of individual log.

Indeed, a majority of the inclusions in *American Sea Writing* are journalism of a sort, covering not just wrecks and storms but the details of the brutal life of a sailor, the mindless social whirl on a steamship, the mud and murk of New York Harbor, the heart-wrenching deaths of beached whales.

There is also fiction, from Washington Irving's "The Voyage" to James Fenimore Cooper's "The Pilot," Eugene O'Neill's "Ile" (the only play in the book), and Elizabeth Bishop's "At the Fishhouses," a poetic description of seaside life.

The fiction, naturally, is itself based on experience. Irving was a trans-Atlantic passenger, Cooper for a time was a sailor, O'Neill was both passenger and sailor, and Bishop had a compulsion to live on islands.

In essence, America before air travel was a big island, and while our east-west orientation opened the West, it also made for plenty of sea travel. The bulk of our population is descended from Europeans, and so while Americans drove west, we also looked and traveled to the east, across the Atlantic and back again. In his introduction, Neill, who is president of the South Street Seaport Museum in New York and author of eight books, writes, "If we have paid a great deal of attention to the history and legends of the American West, we have tended to under appreciate the other wide open spaces that shaped our history."

Continued on next page

---

Continued from previous page

True enough, but he goes further: "The sea has no national identity, and it is legitimate to ask what American sea writing, as against any other kind, might be." There is historical writing that is obviously American, of course: Oliver Wendell Holmes's "Old Ironsides," Samuel Dana Greene's Civil War account "In the Monitor's Turret," and Alvin Kernan's detailing of life aboard a World War II aircraft carrier in "Cruising." In "The Opening of Japan," George Henry Preble gives us a glimpse of history through racist lenses, while Richard Harding Davis recounts the movement of the US Army to Cuba in 1898 without jingoism.

It's not all war. Celia Thaxter's "Among the Isles of Shoals" recounts in detail 19th-century life off the coast of New Hampshire - the beaches, the people, the fish. It, too, is unmistakably American. So is James Agee's wonderful slice of cruising life, "Havana Cruise," giving us the banalities and peccadillos that marked the New York-to- Havana run in the 1930s.

In the end, Neill has assembled an outstanding collection of excerpts that by its very weight presents a literature that is both of the sea and American.--Steve Hatch, 1/10/ 2001.

**NOTE:** Sailing-related book reviews or recommendations are welcome from anyone. Send your review, or simply recommend a title and I'll find a published review.

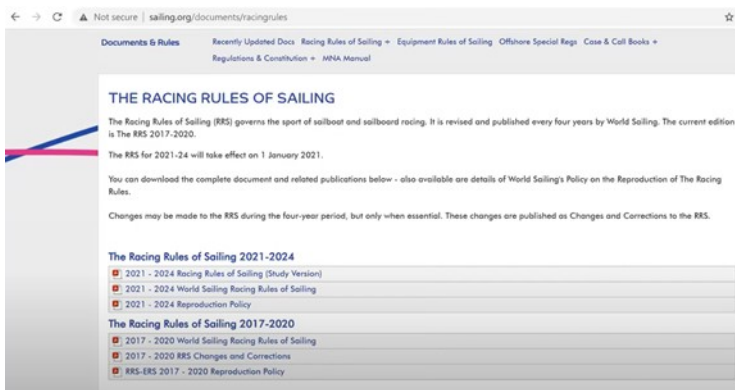
# In Case You Missed It

*The 2021-24 Racing Rules of Sailing—What’s Changing—Tuesday Sail Talk 10/7/20*

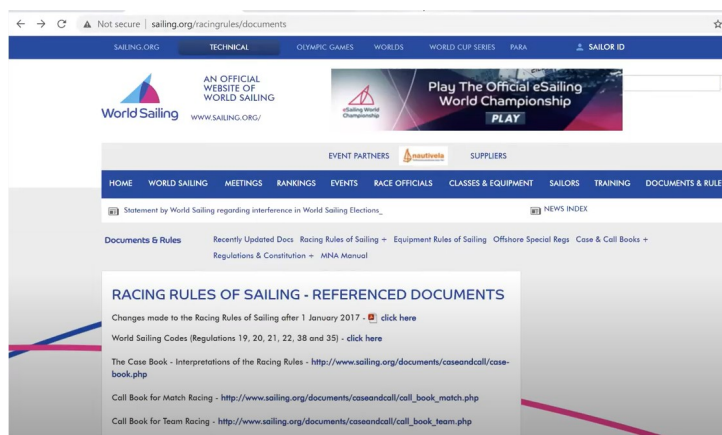
World Sailing published new racing rules in July. US Sailing has not yet added their prescriptions and published them.

NOTE: Every country can have different prescriptions specific to that country. A prescription of US Sailing, for example, is Appendix U, the starting signal or that US Sailing prescribes that the protest committee will not adjudicate financial damages. These must be left up to the insurance companies.

The racing rules of sailing can be found at [sailing.org/documents/racingrules](http://sailing.org/documents/racingrules).



Other referenced documents can be found at [sailing.org/racingrules/documents](http://sailing.org/racingrules/documents).



The 2021 racing rules contain approximately 100 edits. This article will cover only a portion of them, and most of the changes are just the re-wording of existing rules to make them easier to translate. For example, one rule has been renamed from “Tacking in the Zone” to “Passing Head to Wind in the Zone”. Additionally, interpretations of the rules that were



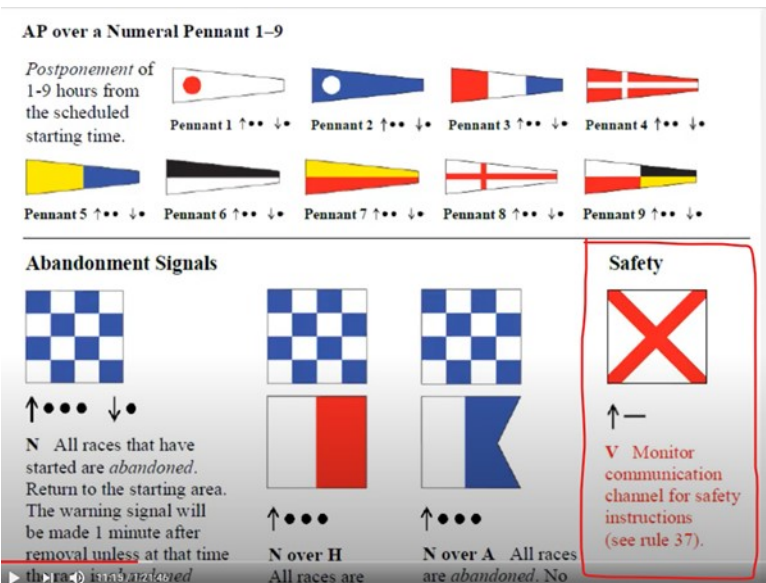
Continued from previous page

located in case books and in the judge’s manual have been added to the racing rules to eliminate the need for searching multiple sources for interpretations. There have also been quite a few instances where rules have been moved from one part of the rule book to another.

There were several changes made as to how races are sailed. There were also some very significant changes for Race Committee. The rules that cover what must be included in NORs (Notice of Race) and SIs (Sailing Instructions) have changed and affect organizational committees. For instance, a new rule states that if an item is listed in the NOR, it does not have to be included in the SI. These changes are covered in Appendix J.

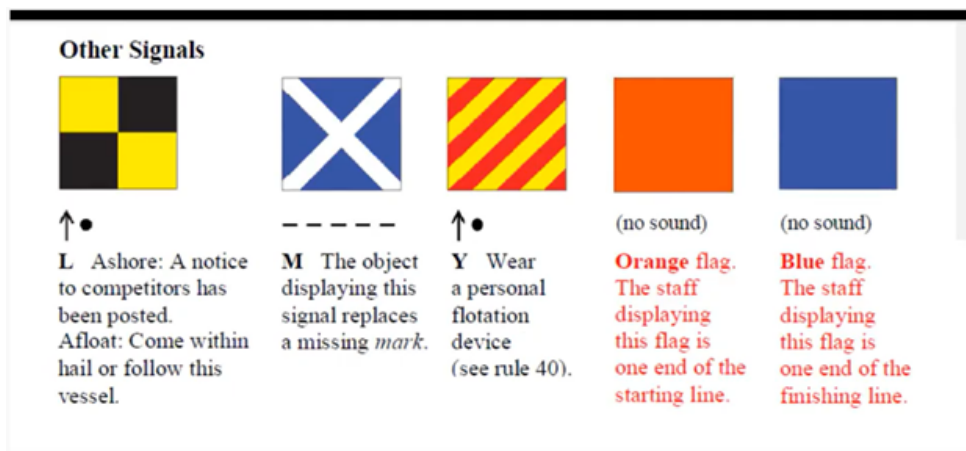
The Protest form is being removed from the rule book. It is being replaced with 2 new forms: a Hearing Request form and a Hearing Decision form. The Hearing Request form will cover protests and requests for redress and potentially reports of sportsmanship violations and possibly reports for penalties taken voluntarily. However, it is not out on the World Sailing website yet, so there is some speculation as to the exact content.

Below are a few of the things that have changed in the 2021 rules.



A new race signals flag has been added (circled in red in the image to the left). The bar after the arrow indicates a long horn blast will be sounded. When this flag is flown, the Race Committee wants you to monitor their communications channel for safety and rescue instructions. It will be used in the event that something goes wrong and they need to get everyone involved in a rescue mission.

The Orange flag has been defined and the Blue flag redefined. The Orange flag defines one end of the starting line. The Blue flag previously meant that the Race Committee is on station to take finishes. Now it is one end of the finish line. So, if you have a separate start and finish line, the start line would have the Orange flag and the finish line would have the Blue flag. LTYC might want to consider having both flags on one pole when we have a combined start and finish line.



Probably the most important change to the rules for sailors is the change in the definitions of “Start” and “Finish”. In addition, “Sailing the Course” is now a definition. World Sailing has taken what used to be in Rule 28 about how you sail the course and put it into a definition. For “Start” and “Finish” all verbiage referencing the crew and position have been removed. So, a boat starts when her hull crosses the start line, and she finishes when her hull crosses the finish line. For example, previously, if your bow string or spinnaker was over the line, it counted as crossing the finish line. That is no longer the case. The “Hull” does not include anything attached to the hull. These definitions are crucial to the Race Committee, and the Race Committee will need to be retrained. In the past, Race Committee has been trained to call anything over early at the start and to not call finishes until a boat’s equipment in normal position crosses the line.

**Start** A boat starts when, **her hull** having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull ~~crew or equipment~~ crosses the starting line **from the pre-start side to the course side in the direction of the first mark.**

Continued from previous page

In today's rules, if a boat starts and finishes but fails to sail the course correctly, the Race Committee has to finish the boat in its finish position and then protest it for not sailing the course. In the new rules, if a boat does not sail the course properly, the Race Committee can score the boat NSC (new scoring code which means that you did not sail the course) without a hearing. If you notice a boat miss a mark, you are expected to notify the PRO.

*Finish* A boat finishes when, after starting, any part of her hull, ~~or crew or equipment in normal position,~~ crosses the finishing line from the course side. However, she has not finished if after crossing the finishing line she

If a boat crosses the finish line but continues to sail the course, it is still

- (a) takes a penalty under rule 44.2,
- (b) corrects an error in sailing the course under rule ~~28.2~~ made at the line, or
- (c) continues to sail the course ~~sail the course.~~

finish line but continue to sail the course, it has not sailed the course.

There has been a change to

Rule 2, FAIR SAILING.

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be ~~either disqualification or a~~ disqualification that is not excludable.

Rule 16.2 is changing due to some issues with this rule in team racing. This rule will apply on a beat to windward rather than after a starting signal.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear.

16.2 In addition, on a beat to windward when after the starting signal a port-tack boat is keeping clear by sailing to pass astern to leeward of a starboard-tack boat, the starboard-tack boat shall not change course bear away if as a result the port-tack boat would immediately need to must change course immediately to continue keeping clear.

The next significant change is to Rule 18. Text has been added to indicate when Rule 18 no longer applies. Once you have given a boat the mark-room you owe them, Rule 18 is no longer active.

#### 18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

Rule 18 no longer applies between boats when *mark-room* has been given.

The rules used to say:

- (d) Rules 18.2(b) and (c) cease to apply if ~~when~~ the boat entitled to *mark-room* ~~has been given that mark-room, or if she~~ passes head to wind or leaves the *zone*.

In the current rules if you have given a boat mark-room under Rule 18.2(b) and you are still the inside boat, rule 18.2(a) would kick in and you are now owed mark-room. The new rules remove this situation. So, in the 2021 rules, once you've given mark-room, the whole rule turns off, not just part of it. This clarifies and simplifies rule 18.

In Rule 20, ROOM TO TACK AT AN OBSTRUCTION, additional requirements for making Hails have been added. If you need to hail for room to tack, instead of just saying “room to tack” and the other boat responding “you tack” or tacking themselves, the 2021 rule adds that an additional signal, that clearly indicates the need to tack or the response, must be made if conditions are such that the hail may not be heard. This could be an arm motion or the NOR may specify an alternative method of communication.

Continued from previous page

#### 20.4 Additional Requirements for Hails

- (a) When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for room to tack or her response.
- (b) The notice of race may specify an alternative communication for a boat to indicate her need for room to tack or her response, and require boats to use it. \_\_\_\_\_

#### 41 OUTSIDE HELP

A boat shall not receive help from any outside source, except

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

~~However, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification.~~ \_\_\_\_\_

Rule 41, OUTSIDE HELP, has been changed to remove the risk of penalty when receiving aid per 41(a) as some boats were refusing aid in dangerous situations for fear of being penalized.

Rule 42, PROPULSION, has been changed in reference to when you can pump a sail. Previously you could not pump a sail when on a beat to windward. Now, in the rare event that you have a wave that is traveling upwind, you can pump your sail to initiate surfing on a wave that is moving into the wind.

speed is not greater than it would have been in the absence of the tack or gybe.

- (c) ~~Except on a beat to windward, when~~ When surfing (rapidly accelerating down the front of a wave), planing or foiling is possible, ~~the boat's crew may pull in any sail in order~~
  - (1) to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind, or
  - (2) to initiate foiling, each sail may be pulled in any number of times. \_\_\_\_\_

#### 47 TRASH DISPOSAL

~~Competitors and support persons. A competitor shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.~~ \_\_\_\_\_

Rule 55, TRASH DISPOSAL, has been renamed Rule 47 and has been extended to support persons as well as competitors and has also been added to the list of rules that Sailing Instructions (SIs) and Notice of Races (NORs) cannot change.

Continued on next page

Rule 48.2 currently states that if you leave the boat for any reason, you must be back on board before it can continue to race. The new rules state that you only need to be in contact with the boat before it can continue. If you capsize just before the finish and you cross the finish line hanging onto the side of the boat, you still finish. You do not have to be onboard.

## SECTION B

### EQUIPMENT-RELATED REQUIREMENTS

#### 48 LIMITATIONS ON EQUIPMENT AND CREW

48.1 A boat shall use only the equipment on board at her preparatory signal.

48.2 No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back in contact with the boat before the crew resumes sailing the boat to the next mark on board before the boat continues in the race.

(c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule

Rule 50.1(c), has been changed to mandate that a trapeze harness must have a quick release device that is ISO 10862 compliant.

Currently, if you request redress because of injury or damage caused by another boat that was breaking a rule, you do not have to protest them first. You just must determine in the redress hearing that they broke a rule and thus caused the injury or damage. In the new rules, you can only get redress because of injury or damage if the other boat took a penalty voluntarily or were penalized. So if you are in an incident where someone is injured or your boat is damaged and it causes you to lose place in the race, you have to protest the other boat or the other boat has to take a penalty.

A new rule has been introduced that states that if you break a rule that is a discretionary penalty, for example you put trash in the water intentionally or fail to check in prior to racing, you should report that to the protest committee when you get to shore and they will convene a hearing and decide what penalty to impose.

The complete webinar can be found at

<https://www.youtube.com/channel/UCM57LQzYT2DS4YpI-5qZpgg/videos>.

# HIGH SCHOOL SAILING

In addition to racing at every opportunity, the LTYC Sailing Team practices on Saturday afternoons. We work on all aspects of double handed dinghy racing, including strategy and tactics, boat handling, boat speed, starts, sail trim, weight trim, sailing to windward, mark rounding, etc. But what do we do when there is absolutely NO WIND? We practice roll tacking! November 7th was one of those days-it was perhaps the most windless day ever seen on Lake Townsend. So we towed the boats out with SCAT I and went to work.

Roll tacking is not easy, and there is a natural hesitation for sailors to roll a C420 on its side to the verge of capsizing. But the effect on a boat's speed is amazing! The deep roll to leeward followed by a deep roll to windward, and then back to level, with the centerboard fully down, propels the boat forward while at the same time doubling the airflow in both the main and jib. The motion also keeps both sails pulling when the boat is head to wind, when normally they would be luffing. A boat roll tacking in light to moderate wind gains an average of two to three lengths over a boat tacking conventionally. A crew simply must roll tack to be competitive. Nearly as important as roll tacking a C420 is roll *gybing*, which is far faster than a slow turn to leeward, but also brings a boat close to capsizing. These maneuvers require serious crew coordination and a great deal of practice. And since teens love to spend time with their friends, they are happy to practice even on windless days.

Watch for our sailors both roll tacking and gybing at our next club regatta!

Continued from previous page



Above: Elizabeth Davis and Sidney Robinson, Below Jack Macarthur and Jackie Denenny Practice roll tacking .



Continued on next page



Continued from previous page



Above, Emma Jewel Autry is a little sideways, actually a lot sideways as she is in the middle of a roll tack maneuver. Below Elizabeth and Sidney looking good. And in control???

Hmmmm. Lets go with in control. Good job team.





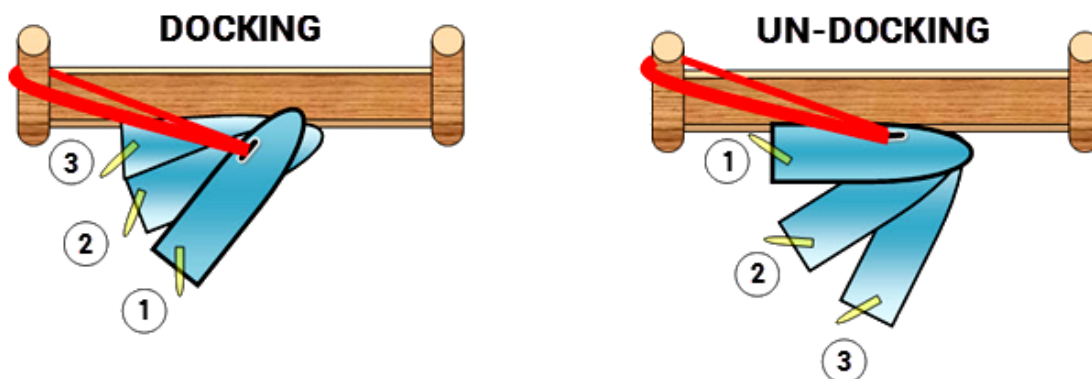
## Three Docking Secrets to “Spring Your Boat” Like a Pro

Captain John,

Www.skippertips.com

Captainjohnskip-

Imagine that you are short-handed and need to dock your boat alongside a pier with just one line. How can you make this smoother and easier? Follow these three golden rules for safer sailing or cruising.



Turn your wheel or push and hold your tiller to one side throughout the maneuver. This applies when docking (left) or when un-docking (right). Illustrations from the new 3rd edition of Captain John's highly popular eBook "Dock a Boat Like a Pro"

### 1. Make Spring Lines Longer Than You Need

Use long docking lines for best control--in particular when it comes to spring lines. If possible, make springs 2 1/2 to 3 times the length of your boat. Now your springs will be long enough for most any docking or un-docking situation you encounter. Why so long? Consider this...

When short- or single-handed docking, you will loop the spring line around a dock piling or cleat and back to the boat. And you'll need an extra line to work the boat into the pier. You'll need extra line left over at the bitter end to work the boat into or off the pier or in or out of her slip.

Short springs "snub up" and you won't be able to bring the stern in. And you could "run out of line" just when you need a few feet more to get your boat into the pier. Make springs longer than you think necessary and you will be set to handle most any docking situation smooth and easy.

### 2. Set and Hold Your Rudder in Position

Once the bow touches the pier or piling, put the sailboat wheel or tiller hard over and leave it there (see illustration). Hard rudder and springs work together like wind and sails.

With practice, you will be able to fine-tune this technique, but for now, you will use hard rudder for most docking or un-docking maneuvers (for exceptions, see Chapter 9 in the new 3rd edition of "[Dock a Boat Like a Pro](#)").

Continued on next page

Continued from previous page

Consider that a rudder blade must have water flow across it--however slight--in order for it to be effective. When you place your shifter in ahead propulsion, it sends a powerful shot of discharge current from the propeller onto the rudder blade.

That's why any boat or ship will respond well to her helm (wheel or tiller) in ahead propulsion. But, shift into reverse and the opposite happens. Now, all of the discharge current will be shot toward the bow.

None of that valuable flow will find its way onto the rudder blade. In reverse, you must first build up sternway (speed astern) in order to force water flow over the rudder blade.

And that's one of the key elements to boat handling with a small single screw vessel. If you need to pivot your boat, set your rudder to one side and leave it there. This makes your job easier and allows you to concentrate on throttle speed and working your boat alongside or into her berth.

### 3. Use Minimum Throttle Speed at All Times

Use absolute minimum throttle (speed) except in exceptional cases of heavy wind or current. Develop this mindset from the pros--eggs, not fenders--eggs. Imagine that eggs line your hull instead of fenders. Now, dock your boat or put her into your slip. Keep that in mind with every maneuvering speed you use in close quarters.

~~~~~

Follow these three easy docking golden rules for smoother landings when you dock or undock your boat, wherever in the world you choose to sail or cruise!



# 2020 LTYC Calendar

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

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

## January

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

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

## February

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

22 Racing Rules Seminar

## March

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

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

## April

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

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

## May

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

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

## June

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

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

## July

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

23-25 H&T Charity Regatta

## August

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

14 Interclub (OHC)  
 12 Annual Meeting

## September

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

## October

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

23-25 H&T Charity Regatta

## November

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

14 Interclub (OHC)  
 12 Annual Meeting

## December

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

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

## LAKE TOWNSEND PARK

### “SAILORS’ RULES”

#### Event Registration

Event Registration is an important safety requirement before we head out onto the water. We’ve set up 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.

Continued from previous page

## 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 a bit. Neaten up your 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

Trailer 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.

# CLASSIFIEDS

**YOUR AD WILL RUN 3 MONTHS.**

**IF NOT RENEWED BY ADVERTISER, THEY WILL BE DELETED.**

**SEND YOUR CLASSIFIED TO :**

**[newsletter@Laketownsendyachtclub.com](mailto:newsletter@Laketownsendyachtclub.com)**

1979 Abbott MK1 Wayfarer #6066 "Fanfare"

(upgrades from 2018 to 2020)

The boat: Abbott Boats is considered one of the best 20<sup>th</sup> century builders of fiberglass Wayfarers. This is a strong, light boat. I have the original measurement certificate for review. The boat was acquired from the original owner's family.

Trailer renovation: Wayfarer class stalwart "Uncle Al" Schonborn, in his book "Kiss Your Dinghy", writes that Pamco trailers are his favorite because they provide a gentle ride to protect the boat from road bumps. After disassembling Fanfare's Pamco tilting trailer, grinding the frame pieces to bare metal, then applying 3 coats Rustoleum bare metal primer and two coats Rustoleum enamel paint, I reassembled it with new stronger hardware, recarpeted the bunks, added a new winch, and a new heavier safety chain. Fanfare ramp-launches and recovers quickly and easily on this renovated trailer and everything works as it should.

Fins: Custom made centerboard and rudder by Richard Johnson and Michelle Parrish.

Standing rigging: Proctor mast, new shrouds and shroud adjusters, new MK4 adjustable spreaders, dyneema forestay, and MK4 Selden boom.

All running rigging upgraded: Tapered Marlow excel 3/16 spin sheets lime green, Samson Amsteel AS-78 main halyard red, FSE Robline 3/16 spin halyard red/black, ¼" mainsheet white, FSE Robline 3/16 topping lift gray. MK4 dyneema cascade vang - double ended, Harken Jib halyard cascade 14:1, MK4 Harken barber hauler kit, Harken roller furler, MK4 style self-tacking adjustable bridle (not double ended), Harken centerline mainsheet relocated forward, like MK4, and new cam cleats

Sails: 2004 North main, Genoa (dyneema luff rope), spinnaker and older Hans Fogh sails. Newer Hartley sails available.

Floorboards: New one-piece custom made Coosa floorboards with Kiwi Grip non-skid.

Misc: Hans Goetchling spinnaker bags, Hans Goetchling boom tent for cruising/camping.

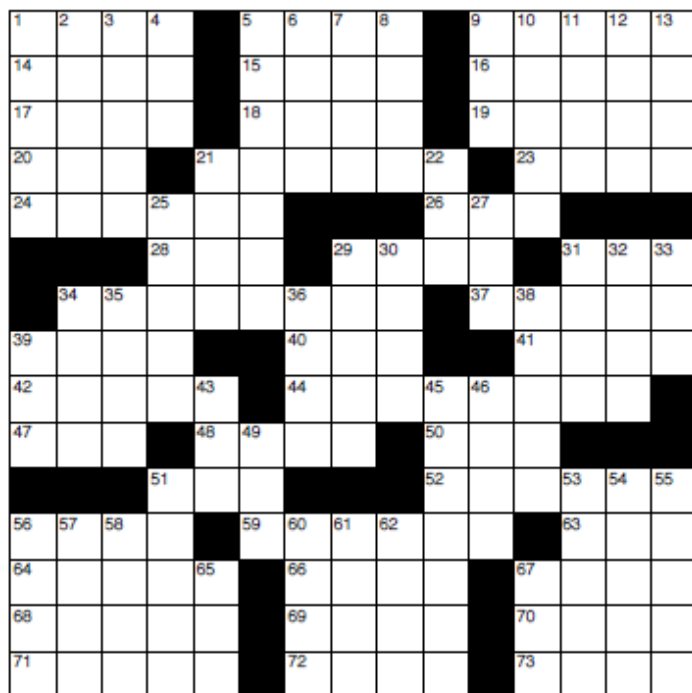
NC titles for both boat and trailer.

\$5,000

Please contact Pete Thorn  
1-919-619-6544

[peter@peterthornbuilders.com](mailto:peter@peterthornbuilders.com)

# JUST FOR FUN



**ACROSS**

- 1 Hudson and Chesapeake
- 5 Help a pirate
- 9 \_\_\_\_boat on Lake Havasu
- 14 Aleutian island destination
- 15 Ali \_\_\_\_ and the Forty Thieves
- 16 Sailing the Adriatic
- 17 New Zealander?
- 18 Dockside BBQ favorite
- 19 Mushroom supports
- 20 Electric sea creature
- 21 Personal watercraft (2 wds)
- 23 Correct text
- 24 Home of the St. Petersburg seaport
- 26 Unfriendly mongrel
- 28 Six pack components?
- 29 Kid's questions
- 31 Ship radio setting
- 34 French sailing yacht builder
- 37 Sea creature armed with ink
- 39 Storage space on a ship
- 40 Suffer from sea sickness
- 41 Major star
- 42 Remove from a ship's log

- 44 Celestial sea creature (2 wds)
- 47 Money in the Port of Nagoya
- 48 Simon \_\_\_\_
- 50 Building wing
- 51 Type of partnership, for short
- 52 Ship's kitchen
- 56 World's largest landmass
- 59 Rum Captain
- 63 Bullfight cheer
- 64 Sri \_\_\_\_
- 66 Kind of word or beer
- 67 Bubbly water
- 68 Ahoy \_\_\_\_!
- 69 Word of self doubt
- 70 One who takes advantage
- 71 Got up
- 72 Location
- 73 Capital of Switzerland

**DOWN**

- 1 Friend of the butcher and the candlestick maker
- 2 Goodbye, Pierre
- 3 Sailboats with two masts

- 4 Word following water or snow
- 5 BBQ chicken choice (2 wds.)
- 6 Angler's need
- 7 Returning tides
- 8 Chore
- 9 Rumor \_\_\_\_ it
- 10 Animal seen near 14
- ACROSS
- 11 Like many boats for sale
- 12 Eighteen wheeler
- 13 \_\_\_\_ of Eden
- 21 Sailing maneuver
- 22 Titanic water conditions
- 25 Like \_\_\_\_ through the hourglass
- 27 Navy ship initials
- 29 Gritty voiced songwriter Tom
- 30 Hawaiian dance
- 31 Belongs to us
- 32 Wahoo or bonito
- 33 Government org.
- 34 Drill a hole in the hull
- 35 Enthusiastic vigor or verve
- 36 \_\_\_\_ does it
- 38 Pen of the past
- 39 Attention getter '\_\_\_\_ you!'
- 43 Time in NY Harbor
- 45 Sailor's race
- 46 Spanish dessert
- 49 High naval rank (abbr.)
- 51 North America's Great sailing waters
- 53 Poor halyard tension
- 54 Senior of the group
- 55 Have a hankering
- 56 \_\_ mater
- 57 River flowing through France and Germany
- 58 '\_\_\_\_ the Mystic'
- 60 Like Shamu
- 61 Lion's yell
- 62 \_\_\_\_ fishin'
- 65 Sailor's yes
- 67 Underwater boat, for short





### 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: Dec. 11, 2020

## ◆ Lake Townsend Yacht Club Board

|                                                            |                                                                                                            |
|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Commodore: Andy Forman                                     | ◆ <a href="mailto:commodore@laketownsendyachtclub.com">commodore@laketownsendyachtclub.com</a>             |
| V. Commodore/Racing:                                       | ◆ <a href="mailto:vicecommodore@laketownsendyachtclub.com">vicecommodore@laketownsendyachtclub.com</a>     |
| Rear Commodore/Education: Joleen Rasmussen                 | ◆ <a href="mailto:education@laketownsendyachtclub.com">education@laketownsendyachtclub.com</a>             |
| Treasurer: Dale Strickland                                 | ◆ <a href="mailto:treasurer@laketownsendyachtclub.com">treasurer@laketownsendyachtclub.com</a>             |
| Secretary: Dawn-Michelle Oliver                            | ◆ <a href="mailto:secretary@laketownsendyachtclub.com">secretary@laketownsendyachtclub.com</a>             |
| Equipment: Ken Butler                                      | ◆ <a href="mailto:equipment@laketownsendyachtclub.com">equipment@laketownsendyachtclub.com</a>             |
| Membership: Cathy Leonard                                  | ◆ <a href="mailto:membership@laketownsendyachtclub.com">membership@laketownsendyachtclub.com</a>           |
| Social: Gail Walters                                       | ◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>                         |
| Publicity:                                                 | <b>OPEN – Need a volunteer!</b>                                                                            |
| Webmaster: Eric Rasmussen                                  | ◆ <a href="mailto:webmaster@laketownsendyachtclub.com">webmaster@laketownsendyachtclub.com</a>             |
| Mayor's Cup/Nominating/Past<br>Commodore: Robert Bouknight | ◆ <a href="mailto:mayorscup@laketownsendyachtclub.com">mayorscup@laketownsendyachtclub.com</a>             |
| Newsletter: Robert Uzzle                                   | ◆ <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:tychsst-coaches@laketownsendyachtclub.com">tychsst-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 7:00 p.m.