

# Lake Townsend Yacht Club

# *Tell Tales*

JANUARY, 2022



HAPPY NEW YEAR

*I find the great thing in this world is not so much where we stand, as in what direction we are moving – we must sail sometimes with the wind and sometimes against it – but we must sail, and not drift, nor lie at anchor.*

*Oliver Wendell Holmes, Jr.*

# Change of Watch



Where? **Via Zoom**

When? **January 23rd, 2022 6-8:30 pm**

➔ **Unfortunately... Because we still have to plan around COVID this year we are forced to resort to a remote event.**

**You should have been notified via email with a Zoom link to attend the online event.**

## Agenda

- A review of the club's accomplishments in 2021
- Awards Presentations
- Comments by the Commodore and other Board Members
- Introduction of LTYC's incoming Board of Directors for 2022

**NOTE:** Since we can't do this in person this year... we are also planning an outdoor **OPENING DAY PARTY!** on Saturday March 26th, 2022

**Mark Your Calendar!!**

## From the Commodore's Rutter<sup>1</sup>

Welcome everyone to 2022 sailing and socializing at LTYC, your Dinghy Sailing Club!

### Change of Watch (COW)

Dear LTYC Members, New Members, Past Members, Associates, Family Members and Friends,



Andy Forman  
Commodore

***Your LTYC Board and I hereby invite you to the 2022 LTYC Change of Watch event on Zoom.***

***Sunday January 23, 2022***

***6:30 - 8:15 PM (Social starts at 6:00 PM)***

***Please sign up on the HomePort/Signup/Participation sheet at this link: [Sign Up](#)***

Change of Watch is when LTYC members get together and celebrate the accomplishments and contributions of members in 2021 and introduce our new Board members for 2022. When in person, we also socialize and have a membership drive.

Due to the raging Omicron variant of Covid-19 and reports of members and their family members coming down with mild Covid, the board decided that this year's Change of Watch event will, alas, be on Zoom.

However, in addition, your board also decided to have an all membership outdoor **OPENING DAY PARTY! on Saturday March 26th, 2022** (this is one of our scheduled social sailing days), so save the date!

This Event suggests, but does not require, that you are seen in Formal Dress! So bring out your duds and bling and show off on Zoom if you wish!

**Sunday January 23, 2022**

**6:30 - 8:15 PM (Social starts at 6:00 PM)**

**Attached is your formal invitation with waypoints for the event.**

Below and on the invitation is the zoom link.

**Don't forget to Dress Up!**

Looking forward to seeing you all.

Please continue to Stay Safe and Sail in your Bubble!

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<sup>1</sup>Rutter – A mariner's handbook of written sailing directions. Before the advent of [nautical charts](#), rutters were the primary store of geographic information for maritime [navigation](#).

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**Details of the Zoom invitation are here. You can also dial in, smart phone in, or computer connect via link.**

Topic: **LTYC Zoom Change of Watch**

Time: **January 23, 2022 06:00 PM Eastern Time**

**Join the Zoom Meeting by pasting this link into your internet browser:**

<https://us02web.zoom.us/j/89025517758?pwd=S0hxdTdHUFp6VS80MTZZdExvSWdkZz09>

Meeting ID: 890 2551 7758

Passcode: 217097

One tap mobile

+13017158592,,89025517758#,,,,\*217097# US (Washington DC)

+13126266799,,89025517758#,,,,\*217097# US (Chicago)

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 436 2866 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

Meeting ID: 890 2551 7758

Passcode: 217097

***And, if you haven't yet done so, please renew your membership Here!***

<https://www.laketownsedyachtclub.com/about/Membership.asp>

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2021 was an exceptionally successful year for LTYC with growth in

Participation

Racing

Sailing education

Full year membership

High school sailing

A return to social events

Return of Lake Access Privileges

To be as successful in 2022, our members and leadership need to creatively address our challenges and continue to support our successes.

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### **New Member Retention Initiatives**

Last year, LTYC started to invest in changing over our fleet of sail boats so that they are in same classes as the major racing classes (Wayfarers and Flying Scots). Thanks go to Jason Reiner for initiating this idea and to Jason Reiner, Dale Strickland, Tom Bews and Phil Leonard for executing it.

The idea being that new skippers and new sailors may not be competitive, but it would be easier to look at the faster boats of the same class and compare settings (positions of vang, outhaul, crew, captain, boom, sails and shape, boat flatness, heading, etc.).

Plans are to continue and complete this change over and to clean up the fleet of sail boats so they are more attractive to sail on. So, please be on the lookout for the sale of LTYC's remaining Tanzer and for opportunities to purchase used Wayfarers and Scots in excellent condition.

Historically, LTYC has approached new member retention in a passive manner. Prospects were invited to sign up on the participation sheets and hope to be called upon by skippers before race day. However, traditionally, few captains reach out to unknown crew. And those prospective members who showed up to the skippers meeting might be embarrassed by the last-minute show of hands for those who do not have a boat to sail on.

This reminds me of pickup basketball at the end of the cul-de-sac as a kid where I grew up. We all hoped to NOT be the last one picked for a team. And were extremely embarrassed if we were.

**We're going to change that for this year.**

**JC Aller, 2022 Social Media Director**, has offered to help lead a **New Member Retention program** consisting of organizing experienced captains to actively invite new members to participate as crew prior to showing up (rather than play last player standing at the skippers' meeting) and to invite those who would rather be social to participate in social activities. He will begin by reaching out to new members from 2021. If you are a skipper willing to take a new member as crew for races or social sail days, please let JC know. ([JC's email address](#))

And **Leigh Wulforst, 2022 Membership Director**, will continue to promote membership renewal and signup and to thank and reach out to existing and new members. More on that later.

In addition, Sailing Education will formally make an effort to invite newly trained sailors to our events, both racing and social. **Marie-Lyne Lavoie** proposed some excellent steps in this regard and **Ron Washburn, 2022 Rear Commodore**, added his intention to follow up on the ideas discussed in the board meeting.

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### **“Restore the Docks” Initiative**

As we all know, the LTYC docks are in sad shape from normal weathering, age and wear. My conversations with City of Greensboro, Parks & Recreation staff last year confirmed that there is no city budget for repairs, nor is there any funding in the Capital Improvement Budget which does not even start until 2025. There is a non-profit entity, now called Greensboro Parks Foundation, which, last year, thought that they could help us raise philanthropic and other funds if we could provide some seed money.

With the worry that the docks may completely fail this year and with the above understanding, **the LTYC board has approved a pledge drive targeting club members and supporters to create a pool of donations that, in conjunction with a pledge drive targeting the Lake Townsend fishing community and other philanthropist donations, could fund re-decking of the docks.** Note that this is a pledge drive and that only after the city approves the project will we ask those who pledged to honor their pledges.

The mission of the pledge drive is as follows:

**Title:** Save the Docks

**Who we are:**

Hundreds of Sailors and Fisherman that use the Lake Townsend Marina Docks in Brown Summit, NC year-round. The Marina is managed by City of Greensboro, Parks and Recreation.

### **What are the funds for?**

To help fund the restoration of the aging docks at the Lake Townsend Marina.

The primary objective is to help fund the replacement of:

The aging wood decking and wood siding,

The posts/stanchions that hold the throw rings

The rental sail boat surface storage-slips with fresh marine or treated wood.

The dock edge with fresh wood with folded firehose as bumpers.(or equivalent).

Routing the fresh edging to protect boats from the metal support columns and fittings.

A secondary mission is to help fund the restoration of:

The washed-out bulkhead and wooden edging and cleats adjacent to the racing storage shed and dinghy equipment storage shed.

The washed-out side walk, adjacent to the bulk head

The ground under the racing storage shed and dinghy equipment storage shed, which has settled due to wash out,

The degraded parking lot run-off berm to prevent future unwanted erosion of the bulkhead and under the sheds.

The concrete boat launch ramp, which has settled over time and is prone to trapping trailer wheels.

These repairs will enhance the safety, access, utility and usage of the docks which are enjoyed by so many people year-round.

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**Pledge Drive Website and Process** - At my request, Sid Hale has created a new website for the pledge drive at <http://savethedocks.org/> and has posted a draft of the pledge drive messaging on it. The draft is on the website including the drop-box link to a set of pictures of the dock issues. **The pledge process is not yet active.**

The purpose of the separate website is 1) to ensure very limited access to the personal contact and pledge information and 2) to remove any focus on LTYC and place it on the purpose of the drive as we expect to solicit pledges from people outside of the sailing community. No one but myself will have access to the pledge amounts. Remember, the actual funds will be donated through the Greensboro Parks Foundation or Go-Fund-Me or similar secure tax-exempt process.

Pledge dollar amounts will be encrypted prior to being stored in the Pledge database. That means that even if someone were to gain access to that database (which is itself password protected), they would NOT be able to decipher the actual pledge amounts.

This is to avoid any cultural concerns regarding how much each of you wish to pledge.

Even those who can see the data base will NOT be able to see the pledge amounts.

**Why do we need the funds?**

The dock surfaces and edges at Lake Townsend have become hazardous from normal weather, aging and use. They are disintegrating as demonstrated by holes, flexing, splinters and falling apart and will soon be unusable.

You can see the issues for yourself in the photos at this link:

<https://www.dropbox.com/sh/7af21hzbvqrg5pf/AAClarrHsdMuublyey9jwvdAa?dl=0>.

In addition, the boat ramp, bulkhead, wooden edging, side walk, run-off berm and rental dinghy storage ramps need restoration.

The City of Greensboro Parks & Recreation currently has no repair budget for the docks, and the City of Greensboro Capital Improvement Budget related to the Lakes does not commence until 2025, with any improvements not expected until 2028... if at all.

At that time, we will need pledges to donate funds. No actual funds donated now.

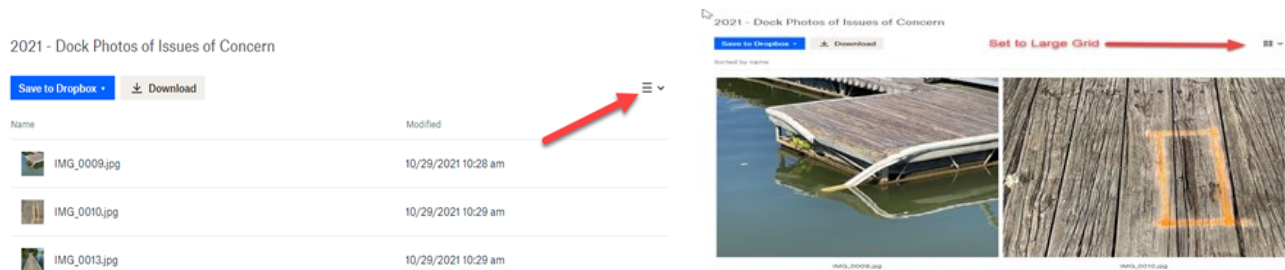
Upon approval of the project by City of Greensboro, Parks & Recreation, pledgers will honor their donations. Instructions for where to donate will be forthcoming at that time. Currently, we expect to donate through the non-profit **Greensboro Parks Foundation**.

**How will funds be used?**

Funds will be used as seed money and will be combined with additional fund raising through the non-profit **Greensboro Parks Foundation**. This foundation is a 501(c)3 tax exempt non-profit with all the procedures to manage the funds in a tax-exempt manner. The foundation has a pool of philanthropists and other potential funding sources that, hopefully, will add to the funds raised. Upon project approval by CoG Parks & Rec, this foundation will submit those funds for the sole purpose of docks repair and restoration.

**NOTE:**

If you click the link (above) to the drop box picture folder, select the upper right-hand menu and change it to Large Grid.



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### **Possible ARP Funding**

In addition to the pledge drive, the City of Greensboro has received 10's of millions of dollars in **ARP (American Rescue Plan)** funds in 2021 and more may be coming in 2022. In conversations with CoG P&R staff, usage of Lake Townsend went up during covid, so there is hope that some of these funds can be used for repair of the docks and the bulkhead and related work as this would clearly provide valuable service to the City of Greensboro and Guilford County residents.

### **What can you do now?**

**CoG P&R and Project Development staff have indicated that it would be useful right now for LTYC members to initiate a letter writing campaign to City of Greensboro City Council members urging them to allocate funds from the ARP funds to repair the docks at Lake Townsend.**

**CoG P&R offered to curate letter templates for LTYC, so EXPECT TO HEAR MORE ABOUT THIS SOON!**

### **Sailing Education Support**

Ron Washburn and his supporting staff of Marie-Lyne Lavoie and Otto Affanador and other merry helpers are doing a great job organizing the 2022 Sailing Education program. Thanks go to all those members who are volunteering to lead classes, help out with classes, lead private lessons, first sail and gift of sailing events.

### **Participation Support**

Whether its racing or race committee or social sailing or shore support or simply socializing outdoors, please come on out and participate.

### **Equipment Shed Cleanup Work Party December 11, 2021 - A Huge Success**

We had a fantastic work party on Saturday Dec 11th to clean up the LTYC Equipment Shed. The intelligentsia took charge, installed a wooden sail loft and we successfully relocated the pile of sails from the floor of the shed to the loft, reorganized lots of stuff and threw out a bunch of garbage. And Trish prepped some great food! What a fantastic event! Photos can be found at this drop box link:

[https://www.dropbox.com/sh/w2oqtxo4hojwi76/AAAEYShkBBXhEY6X\\_h6TFza1a?dl=0](https://www.dropbox.com/sh/w2oqtxo4hojwi76/AAAEYShkBBXhEY6X_h6TFza1a?dl=0)

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**In summary:**

**Renew your membership, NOW!**

**Participate**

**Invite a new sailor onto your boat or a club boat**

**Volunteer to help out**

**Write to your City Councilor (drafts to be issued shortly) to restore the Lake Townsend docks.**

**Make a pledge to restore the Lake Townsend docks.**

**And Please Stay Safe!**

**Let's Go Sailing!**

**Andy**

**[Commodore@LakeTownsendYachtClub.com](mailto:Commodore@LakeTownsendYachtClub.com)**

**321-506-3402**



## Congratulations

To LTYC High School Sailing Team Members



**Logan Hayes**

**Elizabeth Davis**



For being named as 2021 Junior All Stars  
By the South Atlantic Yacht Racing Association

## IT'S THAT TIME AGAIN

### 2022 Membership Renewals Are Due

#### The Benefits of Membership

##### Competitive Fun Sailing

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

##### Social Fun Sailing

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

##### Other Benefits

Seminars and training for beginning and intermediate sailors

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

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

#### 2022 Membership Types and Dues

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

##### Family membership for current or new members

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

##### Family membership for class attendees

For new members who have already submitted a class registration form and paid for one of our 2022 Learn To Sail class sessions.

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

##### Individual membership for students

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

\$37.50 - anytime

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



If you're reading this online, simply CLICK on the button below.

New Membership

Membership Renewal

**For your annual dues, the club provides:**

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





## Volunteers Needed

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

Last year, LTYC taught 13 teenagers and 53 adults to sail, improved the racing skills of 16 sailors, and gave 6 people their very first sailing experience.

Last year we put on 19 different events and positively impacted 88 different people, but to make all this happen, **volunteers are critical**. Both instructors and safety boat support staff are needed.

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

### **This year the club has planned:**

#### 4 Private Sailing Classes

Limit 2 students per class

2 Zoom sessions + 2 days on the water

#### 2 Junior Sailing Classes

Limit 6 students per class

2 Zoom/in-person sessions + 4 days on the water.

#### 6 Adult Beginner Sailing Classes

Limit 6 students per class

Combination of Zoom/in person instruction & 2 - 3 days on water each

#### 3 First Sail Events

1 student per class for 1 day on the water.

#### 1 - Intermediate Adult Class

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

#### 1 - Learn to Race Class

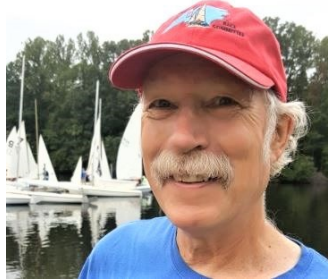
2 days shore-based instruction & 2 days on the Water

**[Sign up HERE](#)** or...

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

# NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE



Scott

1. Come Spring, you get your boat out...and find mouse-chewed lines, cushions, covers...and SAILS. Don't know why it took me so long, but I have been using **Eaton Bait Block** for the last six months to control the critters. Put several in the boat, where you store your sails, in the garage...but OUT OF REACH of kids, dogs, and cats. It works.

2. Don't let water accumulate in your boat. It can freeze, and in the right circumstances it can damage your hull because water expands as it freezes. Keep the drains or bailers open. And clean.

3. Plastic tarps used as covers have a bad tendency to degrade from exposure to UV (sunlight). Use two, one over the other. The outer one will soon start to leak and get increasingly fragile, but it will shield the inner one from UV while the inner one supports the outer one and keeps the water out. You can also extend the life of an old fitted cover by putting a plastic tarp under it to minimize leaking.

4. Cover your winch and your trailer coupler. It will keep them from getting stiff and balky from rust. In addition, it will minimize gradual UV degradation of the winch line or strap.

5. For those with an outboard motor with a through-propeller exhaust, if you **store it outdoors** make sure it is vertical, not tilted up. This keeps water from collecting in the lower unit and possibly bursting the housing. Yes, it does happen.

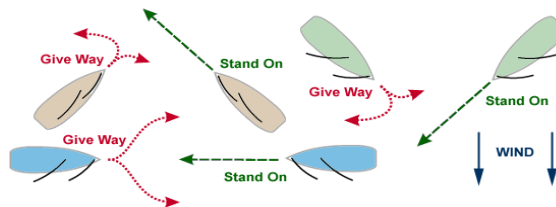
# We've Got the Beat!

## North Carolina Sailboat Racing News

The information on the following pages came from the January 2022 edition of *THE BEAT!* To subscribe to *THE BEAT!*, click the link below.

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

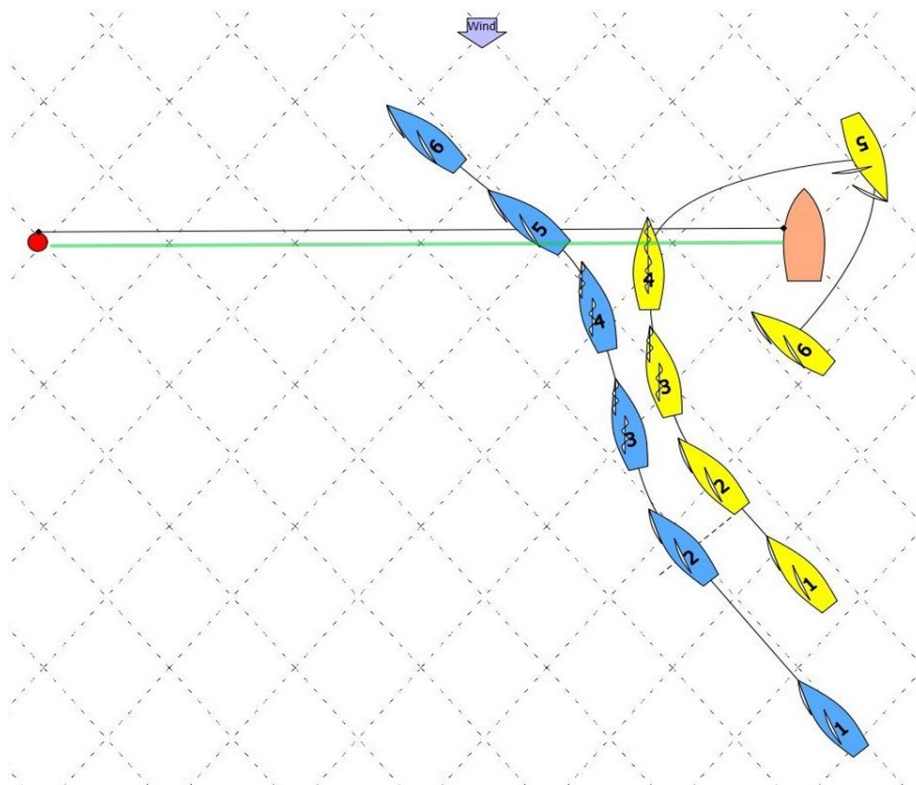
### Racing Rules of Sailing Department



### ON THE SAME TACK: PROPER COURSE

Last month we continued our look at Rule 17, covering several common scenarios. This month we will consider several new scenarios.

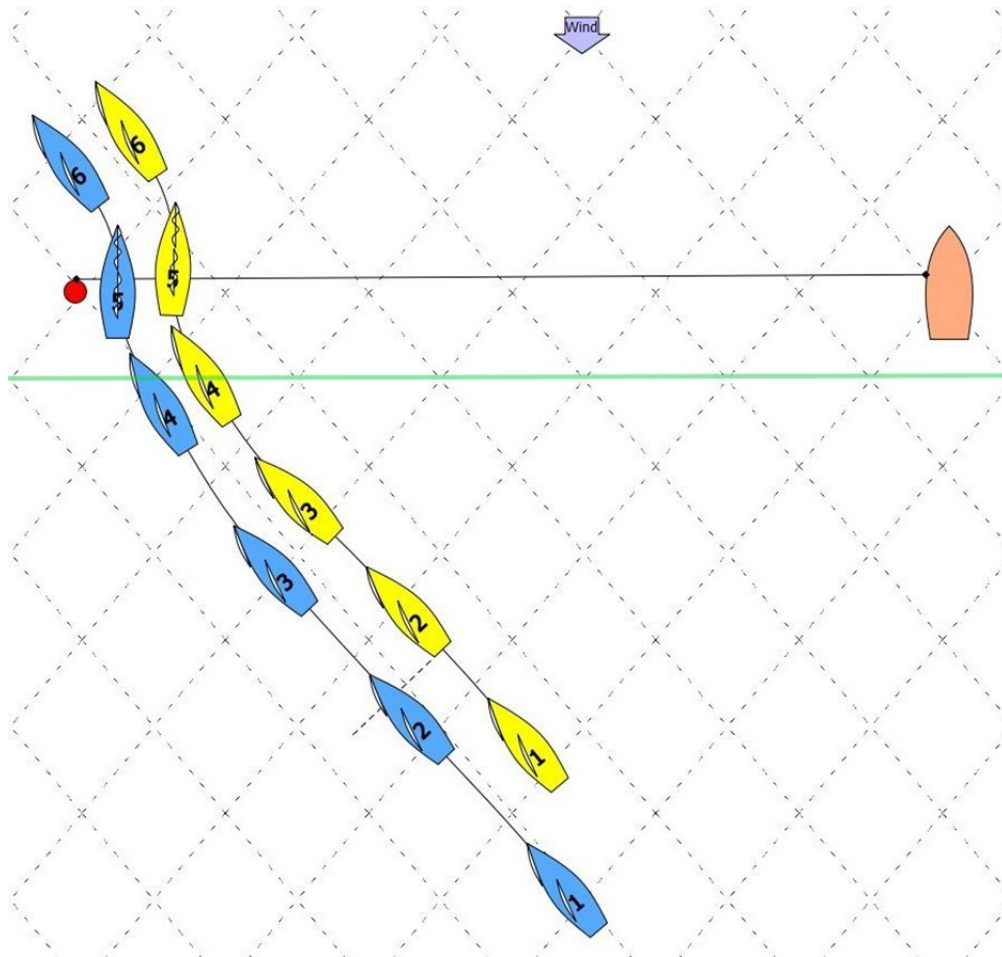
#### Rule 17 at the Start Line.



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In the scenario above, the warning flag is dropped at the green line. Blue obtained an *overlap* within two boat lengths to *leeward* of Yellow at position 2. Rule 17 did not turn on because the overlap was established before the start when boats do not have a *proper course*. Rule 17 turns on at the start, green line, as boats now have a *proper course*. At position 4 Blue luffs Yellow, forcing her on the course side of the course. At the start, Blue assumes her *proper course*. Is it fair for Blue to force Yellow over the Start Line before the start? Yes, the Racing Rules allow this tactic.



In the second scenario, the warning flag is dropped at the green line starting the race. Blue obtained an *overlap* within two boat lengths to *leeward* of Yellow at position 2. Rule 17 did not turn on because the *overlap* was established before the start when boats do not have a *proper course*. Rule 17 turns on at the start, green line, and boats now have a *proper course*. At positions 4 thru 5 Blue luffs Yellow to make it around the Start Pin. That is Blue's *proper course* so she may luff Yellow at position 5. Blue assumes her new *proper course* at position 6. All is well, no rules broken.

Next month we will explore several more Rule 17 scenarios including what happens when both boats claim they are sailing their proper course.

## LTYC High School Sailing Team a first-hand report

*The following report is by Elizabeth Davis, a member of the High School Sailing Team, about her experiences racing with our team last fall. Elizabeth is 15 and a sophomore in high school at The Burlington School. She joined our team in the fall of 2020; but she first learned to sail at Camp Seafarer at age nine. She is an experienced racing crew, and was part of the team that won the C420 class at the last two Mayor's Cups and the 2020 HOT Regatta. This fall marked the first time she has skippered at a travel regatta against other high schools. Elizabeth's love of sailing led her to start a sailing club at her high school. She is also a gift-ed dancer, most recently performing in the Nutcracker. (Editor)*

***"We can't control the wind, but we can adjust our sails." -Dolly Parton.***

This fall season the LTYC High School Sailing Team and I were finally able to get back to serious high school racing with the easing of COVID-19 restrictions. I was able to adjust my sails as I crewed and skippered for the first time in an official high school regatta. I raced in several club regattas at Lake Townsend and all three travel regattas this fall, sailing in C420s. This season, I went with the wind and adjusted my sails as I learned lots of new skills and gained more confidence in others. The travel regattas I was scheduled to sail in prior to this fall were cancelled due to either COVID-19 or bad weather.

The first travel regatta was on Saturday, October 16. I was one of four members of the LTYC High School Sailing Team to attend the SAISA North Points 2 Regatta at Jordan Lake. This was my first "high school points regatta" and first-ever regatta where there is an A and B boat that rotates between races in the same C420. It was exciting being up against sailors from several different states on the start line. My partner, Logan Hayes, and I stayed focused as we went through each race. It was interesting to learn that even as a crew member, one move could make you gain a higher place in a race, or set you back. We were on the A boat, so when we were not racing, the B boat crew raced. It was exciting to watch our teammates race while taking a little break and preparing for our next race. The wind changed throughout the day, so in every race, we had to reevaluate and figure out the best path through the water. We ended up doing three rotations (six races) and placed first out of the composite teams which was an exciting end to a long day.

Several weeks later, I was one of eight LTYC team members who traveled to New Bern to race on the Neuse River, on Saturday, November 13. We raced against Blackbeard Sailing Club's high school team in C420s. This regatta was extra exciting for me, along with my teammate, Molly Lovvorn, because we both learned to sail at nearby Camp Seafarer. I also crewed in this regatta, again sailing with Logan. This regatta had a lot rougher water than other regattas that I

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have sailed in! This made it difficult at times. This was a big learning day with lots of “adjusting our sails” for me as we navigated through different conditions than I had previous experience in. All of the coaches were rooting for everyone and it was helpful to hear tips from the coaches on different ways that could help us improve while on the water. Logan and I ended up placing first, and it was a good learning day with lots of fun.

The final regatta of the season was back at Jordan Lake on Sunday, December 5. I was one of 12 LTYC high school sailors racing against the Research Triangle Park High School Sailing Team. I adjusted my sails in this regatta as I transitioned from crew in the last two travel regattas to a skipper in this regatta. As the day went on, I figured out things that I could do to go faster and improve on with each race. Even though I did not place at the top, it was the first big regatta that I have skippered. At Camp Seafarer, I have skippered lots, but not in any regattas. At regattas, you are trying to race and be the fastest boat. At Camp Seafarer, when not racing, it is more about learning seamanship, including man over-board recovery, docking, and new skills. Making the transition to skipper in the last regatta this fall has encouraged me to adjust my sails and to try new and different strategies in a competitive manner.

Over the holidays I was lucky enough to sail in the crystal blue waters off Cancun on a catamaran and consider all that this upcoming spring has to offer. I am looking forward to the official start of a sailing club at my high school, The Burlington School, which I started. I’m thrilled to be leading this effort. I also hope to be returning to Seafarer in a leadership position as a junior counselor and hopefully furthering my sailing skills in training and as staff. The LTYC spring schedule is promising adventure and fun! I’m truly grateful for the opportunities LTYC is offering high school students. Come adjust your sails with us!

Elizabeth Davis

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Elizabeth at the helm in the 2021 Girl's C420 Clinic at Lake Townsend



Skippering at a Lake Townsend regatta



Elizabeth crewing at the LTYC/Blackbeard Sailing Club High School Interclub on the Neuse River

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Skippering at the  
LTYC/Research  
Triangle Park High  
School Sailing  
Team Interclub

Sailing off Cancun





## The Key to Light Air Sailing

Captain John,

Www.skippertips.com

Captainjohnskippertips.com

How many times have you pushed the "stink-pot" button when the winds go light and felt a tug in your gut. You know better. After all, you're a sailor, right? So, what's the #1 secret ingredient to sailing success in super light winds?

This was my third time visiting one of North America's finest sailing grounds: San Francisco Bay. The first two trips, we had more than enough wind. Matter of fact, most sailors would say way too much. But this time? Ghosting conditions of 0 to 3 knots most of the time...

"You're not going to make it. Fall off and come around again," said my sailing instructor. I had the boat pointed way too high. And, without enough speed, there was no way to push the bow of the sailboat a full ninety degrees through the wind to get her settled onto the next tack.

Another super light air day of variable, shifty winds in San Francisco Bay (illustration above). Stink-pot sailors might turn on the iron Genny, but I was there to find out how North America's best sailors did it and to put these secrets into [my book on sail trim](#).

My mentor explained that "footing", or pointing lower in light winds, built speed. Speed was your friend. Nothing else mattered. Speed first; pointing ability second. And, this becomes absolutely crucial in tight quarters. You cannot do anything in a boat--power or sail--without momentum.

Your rudder will not be as effective, nor will your keel provide as much lift. Trade pointing for speed. Speed, then pointing. Speed, then pointing. We practiced until it became second nature. Then, he had me take her inside the marina for a real challenge.

Tacking in close quarters takes on a whole new art form in light, shifty winds. Fall off to a close reach; build speed; swoop up ever so gentle and make the tack; settle onto a close reach; build speed, swoop up and make the next tack.

And, at all times, use absolute minimum rudder. Too much rudder angle will slow your boat to a standstill. Getting going after slowing down or stopping can be difficult in light winds. Maintain momentum. Allow the boat to sail herself. You're just there to nudge her along.

# Race Management Seminar



The seminar will be presented by Jerry Thompson in a three hour session on 22 January.

Jerry is a US Sailing certified Regional Race Officer on the South Atlantic Yacht Racing Association (SAYRA) Race Management Committee.

This seminar will be offered online **via Zoom**.

To make sure that you receive a link giving you access, be sure to **sign up for the seminar** leaving your email address so that we can notify you.





The seminar will be presented by Jerry Thompson via Zoom in a four hour session on 26 February.

Jerry is a US Sailing certified Regional Race Officer on the South Atlantic Yacht Racing Association (SAYRA) Race Management Committee.

The 2021 changes to the racing rules will be covered. In addition, all of the rules of Part 2, WHEN BOATS MEET, will be covered in detail.

This seminar will be offered online via Zoom. To ensure that you receive a link to give you access, be sure to [sign up for the seminar](#), leaving your email address so that we can notify you.





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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: Feb 18, 2022

## ◆ 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 virtually, via Zoom the first Thursday of each month at 6:00 p.m.**