




# Tell Tales

Lake Townsend Yacht Club • PO Box 4002 • Greensboro NC 27404-4002 • [www.laketownsendyachtclub.com](http://www.laketownsendyachtclub.com)



*June 2012*

**Let's Go Sailing!**  
**Mayor's Cup 2012**  
and more ...

# Call People. Go Sailing

\*\*\*\* REACH OUT AND CALL SOMEONE \*\*\*\*

In an effort to involve more sailors in the Club's Sailing Events and Racing Programs, this "Available to Crew" list is published in each newsletter. If you have a boat and would like to participate in the Summer or Frostbite Race Series, call one of these folks for your crew. Alternatively, if you need a cruising partner on your boat or would like to team with someone on one of the city sailboats for a day sail or a race, contact someone on this list. If you are interested in crewing and would like to add your name to the list, please let Joleen know. Joleen has the best intentions of calling each new member if she doesn't hear from them to encourage them to sign up on the Crew List. (See the Help Lines box located in this newsletter).

## Available To Crew

Name	Phone	E-mail
Bill Byrd	336-635-1926	
Lacy Joyce	336-413-7929	<a href="mailto:lacyjoyce@gmail.com">lacyjoyce@gmail.com</a>
John Kuzmier	336-282-0411/336-580-5766	<a href="mailto:cjkuzmier@infolinktele.com">cjkuzmier@infolinktele.com</a>
Jonathan Kreider	336-829-6196	<a href="mailto:jon@robbinskreider.com">jon@robbinskreider.com</a>
Chris Maginnis	336-793-5313	<a href="mailto:cmaginnis@triad.rr.com">cmaginnis@triad.rr.com</a>
Dawn-Michelle Oliver		<a href="mailto:oliverd@rockinghamcc.edu">oliverd@rockinghamcc.edu</a>
Jon Mitchell		<a href="mailto:jonm5214@hotmail.com">jonm5214@hotmail.com</a>
Remik Pearson		<a href="mailto:darlene_pearson@volvo.com">darlene_pearson@volvo.com</a>
George Shen	336-451-2646	<a href="mailto:stock_78750@yahoo.com">stock_78750@yahoo.com</a>
Martin Sinozich	336-455-9445	<a href="mailto:msinozich@vennpartners.com">msinozich@vennpartners.com</a>
Keith Smoot	336 996-6734	<a href="mailto:Gwaihira23@Embarqmail.com">Gwaihira23@Embarqmail.com</a>
Robert Riley		<a href="mailto:rriley@wakehealth.edu">rriley@wakehealth.edu</a>
Bill Young	336-292-3102/336-707-0295	<a href="mailto:woyoung@triad.rr.com">woyoung@triad.rr.com</a>

**Also, check the participation scratch sheet on the web**

# Let's Go Sailing Success

*Would not have been possible without the volunteers:*

Linda Heffernan	Jim Heffernan
Uwe Heine	Nancy Collins
Steve Morris	Tom Bews
David Craft	Janet Craft
Dawn-Michelle Oliver	Jon Mitchell
Bill Byrd	Kris vonFricken
Wanda Williams	Alexis Williams
Edith Wrzenski	Chris Wrzenski
Ann Marie Harris	Russ Dorrell
Steve Raper	Hudson Barker
Holly Deuterma	Lacy Joyce
Phil Young	Ken Warren

Jennifer & Kevin from the City's Parks department  
And a few others who did not sign the Warden's list.

**SPECIAL THANKS to Chris Corsig,**  
who took on the HUGE task of organizing the boat rides for over 145 guests on 5 sailboats, the pontoon boat and a few city boats, too.



Have ideas, articles, photos or contributions for inclusion in the newsletter? Send them to [newsletter@laketownsendyachtclub.com](mailto:newsletter@laketownsendyachtclub.com).

## UPCOMING EVENTS

Governor's Cup (FS)	June 16-17		Kerr Lake
Let's Go Sailing	June 23	11 a.m.	Lake Townsend
Board Meeting	July 5	5:45 p.m.	Greensboro College; Proctor Hall West, 226
Catamaran Class (tentative)	July 7-8		Lake Townsend
• Sign up on the scratch sheet •			
Racing	July 14 & 15	11:00 a.m.	Lake Townsend
• Social menu includes hot dogs, sausages, pasta salad & dessert • sign up on the scratch sheet •			
Let's Go Sailing	July 28	11 a.m.	Lake Townsend
Board Meeting	August 2	5:45 p.m.	Greensboro College; Proctor Hall West, 226

*Full Calendar is posted on the website, both a one page version and a month by month.*

*ON THE COVER: 35th Annual Mayor's Cup Regatta, Saturday and Sunday, June 2-3, 2012. Photo by Bill Craft*



**All members are encouraged to update their CPR and First Aid training.**

**Local courses are available from the American Red Cross:**

**<http://gso.redcross.org/get-trained/schedule>**



# Second Annual Let's Go Sailing!

by Chris Wrzenski, photos by Edith Wrzenski

Hi all, Saturday, May 26, the lake Townsend Yacht Club, to which our daughter Wanda and family belong, had its annual free sailing day for the public.

Wanda, with Edith's and Alexis' help, provided the hot dogs, chips, cookies, and drinks, etc.

It was busy all day at the docks, and on the lake.

Kris manned the knot tying booth with Linda Heffernan when he wasn't taking folks out sailing in the Capri.

There was quite a crowd most of the day. Some preferred to take the pontoon boat cruise.

Kris took a girl out for a ride. The Capri in light winds can take only one or two and still sail.

The pontoon boat took those that were afraid to sail, they missed a great opportunity.

With all the boats coming and going, things were busy.

I hitched a ride with Kris while he took someone out for a ride. Kris has become a very good confident sailor.

Alexis and Kylie relaxed at the dock waiting for the resident water moccasin to bite them. Yes there is one that lives around



the boat docks. When it isn't so busy the snake suns itself on the docks. There is no swimming at Lake Townsend. It is part of Greensboro's water supply.



At least 26 club volunteers worked hard taking people for rides, manning booths, and helping out.

The event was from 11 a.m. to 3 p.m. and well over 140 people came for free sailboat and pontoon boat rides.

The yacht club hopes to get new members and students for their sailing classes.

The temperatures were in the low 90's under the trees, and on the water, it wasn't bad.

We can't wait to get back to NY to get our sailboat out on the Sacandaga.







## Mayor's Cup, June 1-3

Photos by Bill Craft (more on facebook)

This year's Mayor's Cup regatta brought near-perfect weather Saturday and Sunday for five races total with as many as 41 boats participating on Saturday. Mayor Robbie Perkins came out Saturday morning to wish us well and Race PRO Alan Taylor tried a new course for the first several races. The dinner Saturday night was a smashing success and the awards ceremony on Sunday included awards for six classes including the Tanzer State Championships. Race results are on page 6.



Halloween On the Townsend • October 27-29 • 2012



RESERVE THIS WEEKEND...

**OCTOBER 27 & 28**

*It will be a Halloween you won't want to miss!*

H A L L O W E E N on the T O W N S E N D

You won't want to miss this extravaganza. Have a great time sailing ... AND raise funds for earlier.org, a cancer awareness program aimed at early testing for breast cancer. Earlier.org is located right here in Greensboro, but reaches all around the world. We will have silent auctions, raffles, socials & BBQ, Halloween costume dress-ups (what will a buccaneer or scot skipper/crew wear?), AND SAILING ALSO !! Reserve this weekend now ... October 27th & 28th.

SPEND HALLOWEEN on the TOWNSEND THIS YEAR

Lake Townsend Yacht Club -- Greensboro, NC

Participation scratch sheet is on the club website.  
Sign up early for the best volunteer opportunities!

# RACE RESULTS

## 35th Annual Mayor's Cup, June 2 & 3, 2012

### Flying Scot

Position	Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	5757	Chris Kicinski	1	2	1	1	11	16
2	5971	Charles Buckner	6	5	5	3	1	20
3	1104	Starling Gunn	7	1	4	4	4	20
4	2321	Bronson Bowling	2	13	2	2	3	22
5	4322	Ray Merrill	4	10	6	6	8	34
6	3801	Uwe Heine	3	9	11	10	2	35
7	4088	Christopher Herman	5	3	7	13	7	35
8	5092	Joe Price	10	7	3	7	9	36
9	4043	John Hemphill	8	8	12	5	6	39
10	2680	Tom Bews	13	4	9	9	5	40
11	5482	Tom Kirtley	14	6	8	11	12	51
12	5818	Jack Griffin	9	16	13	8	10	56
13	3500	Steve Morris	11	12	10	12	13	58
14	4051	Steve Raper	16	11	ocs	14	14	75
15	2595	Bob Moats	12	15	dnc	15	16	78
16	5989	Tad Jarzyna	18	14	14	16	18	80
17	3853	Bob Hofman	15	17	15	18	15	80
18	1939	David Duff	17	18	16	17	17	85
19	5452	Joe Wroblewski	19	19	dnf	dnc	dnc	98

### Tanzer State Championship

Position	Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	2000	Pete Thorn	1	1	2	2	1	7
2	161	Arch Altman	2	2	1	1	3	9
3	2001	John Hood	3	3	3	3	2	14

### Buccanner

Position	Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	5253	John Chaplinsky	1	2	2	1	1	7
2	3687	Michael Sigmund	3	1	1	2	2	9
3	5062	Brett Auer	2	3	3	3	3	14

### Laser

Position	Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	187322	John Fragakis	1	2	2	1	dnf	12
2	200622	Luke Hayes	4	3	3	2	1	13
3	125442	Phil Andrews	2	4	1	dnc	dnc	19
4	107	Kent Leverich	3	1	4	dnc	dnc	20
5	267	Gavin Andrews	5	5	dnc	dnc	dnc	28

### Open Monohull

Position	Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	2485	Jim Heffernan (Wayfarer)	1	1	3	2	3	10
2	10386	Ken Warren (Lightning)	2	3	1	raf	1	13
3	2531	Bart Streb (Y-Flyer)	4	4	2	1	2	13
4	12048	Jim Schwartz (Lightning)	3	2	4	3	4	16
5	22	Chris Maginnis (Catalina)	5	dnc	dnc	4	5	26

### Open Multihull

Position	Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	235	Eric Rasmussen (Isotope)	1	1	2	1	1	6
2	186	JP Ayris (Isotope)	2	4	1	4	3	14
3	2008	John Kirles (Isotope)	4	3	4	3	2	16
4	1827	Frank Meldau (Isotope)	3	2	3	5	dnc	20
5	308	Warren Mitchell (A-Cat)	5	raf	5	2	4	23
6	2340	John Kuzmier (Isotope)	6	dnf	6	dnc	dnc	33



# LTYC 2011-12

Yellow=Holiday; Brown=Meeting (1st Thur = Board); Blue=Racing; Orange=Let's Go Sailing;  
 Classes: Green=Learn to Sail; Pink=Juniors; Lime=Beginning; Red= Adv/Int Class rev 121211

June '12						
M	Tu	W	Th	F	Sa	Su
				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	

1-3 Mayor's Cup  
 16-17 Governor's Cup (FS)  
 23 Let's Go Sailing (4th Sat)

September '12						
M	Tu	W	Th	F	Sa	Su
					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

15-16 ACC (FS)  
 22 Let's Go Sailing (4th Sat)

July '12						
M	Tu	W	Th	F	Sa	Su
						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					

7-8 Cat Class  
 28 Let's Go Sailing (4th Sat)

October '12						
M	Tu	W	Th	F	Sa	Su
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				

6-7 VISA  
 27 Team Racing FS

August '12						
M	Tu	W	Th	F	Sa	Su
		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		

4-5 Cat Class  
 11 Juniors Regatta  
 25 Let's Go Sailing (4th Sat)

November '12						
M	Tu	W	Th	F	Sa	Su
			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		

3-4 Fall 48 (FS)  
 10 Interclub (OHYC)  
 13-17 Annual Meeting

## Flying Scott Bridles

Bill Byrd has made two Flying Scott bridles, one for each SCAT boat. These are to be used by the Race Committee in the off case a Flying Scott needs to be towed back in to the marina. As it was explained to me, the harnesses attach to the Scott's side shrouds rather than the front of the bow to enable easier and safer towing. Thanks, Bill!



## Be a Fan on Facebook

LTYC has a Facebook page.

If you want to keep up with what is happening at LTYC, what other club members think or LTYC Trivia, become a Fan.

Help promote our club in the region.



## Gaff-Rigged Flag Poles

“What is the proper way to fly flags on a gaff-rigged pole?” That is probably the most frequently asked question received by the United States Power Squadron (USPS) Flag & Etiquette Committee. Gaff-rigged poles are used by navies, boaters and yacht clubs around the world. Onshore, the “yacht club style flagpole” with a gaff represents the mast of a ship. A gaff-rigged pole may, or may not, have a yardarm or crosstree. A gaff-rigged pole with a yardarm is illustrated on the right flying a yacht club burgee and an officer flag.

Many people are confused about the proper way to fly the national ensign from a gaff-rigged pole. As depicted in the drawing on the right, the national ensign should be flown from the gaff and the club or organization burgee should be flown at the masthead.

The gaff-rigged pole had its origins at sea. Because of all the sail carried by the rigging of these vessels, the flag of a nation could not be clearly viewed if it was placed at the top of the mast. The stern of the vessel was the position of command and the captain’s quarters were located aft. Early boats also had the nobleman’s banner, king’s banner, or English ensign staff fixed to the stern rail. As sails changed, long booms sweep across the stern rail every time the ship tacked, so the ensign staff had to be removed when the ship was under way. Since the captain and other officers were still aft, the nearest position from which they found it practical to fly the ensign was the gaff. Over time, this became the place of honor to display the national flag. When the ship was moored, the ensign staff was set up again on the stern rail.

This was the practice in the eighteenth century, when the U.S. Navy was created. Now that warships are made of steel and the signal mast no longer carries a boom, our navy still flies the ensign at the gaff peak when under way and at the ensign staff when not underway. There is no law specifying how a flag should fly on a gaff-rigged pole, instead it is based on long standing nautical tradition.

The usual argument given by those that think it is wrong to fly the national ensign from the gaff is that the national ensign is flying below a club burgee or other flag contrary to the Flag Code. Notice that even when the national ensign is flown from the stern of a ship, it is lower in height than other flags flying on the ship. When the ensign is flown from a gaff-rigged pole, a flag flown at the top of the mast is not considered above the ensign because it is not being flown directly above the ensign on the same halyard.

The ensign should be flown from the highest point of honor, and over time, that has become the peak of the gaff. Flying the national ensign from the top of the mast while flying another flag at the gaff would be flying another flag in a position of superior honor since the peak of the gaff is the highest point of honor.

The Palm Coast Yacht Club near St. Augustine, Florida had a continuing battle with a local veterans group which insisted the club was showing disrespect for the flag by flying it at the gaff of the club’s flagstaff, a point physically lower than the club’s burgee which is flown at the masthead. The matter was settled only after the club obtained a letter from the Secretary of the Navy confirming the fact that in the world of yacht clubs the highest physical point of a flagpole is not necessarily the place of honor.

There are several sources that document the proper use of a gaff-rigged pole. The first source is the USPS booklet *How to Fly Flags, Nautical Flag Display*. This booklet was written in consultation with the U.S. Coast Guard, Coast Guard Auxiliary, New York Yacht Club and other yachting authorities. Section 2, Displaying Flags Ashore, states:

“The gaff of a yacht-club-type flagpole is the highest point of honor, as is the gaff of the gaff-rigged vessel it simulates. The U.S. ensign alone is flown there. Although another flag may appear higher (at the truck of the mast), no flag is ever flown above the national ensign on the same halyard (except the worship pennant on naval ships).

The United States national ensign should be displayed:

1. at the gaff of a mast or pole having a gaff
2. at the masthead of a mast with no gaff
3. at its own far right (the viewer’s left) among poles of equal height
4. at the masthead of the highest pole if one is taller than the others.”

In regard to the orientation of the gaff, the section states the following:

“A mast should be installed as if it is the mast of a ship putting out to sea, i.e., heading toward an intended viewer. That is, the gaff should point aft. If you stand at the base of the pole looking forward (toward the intended viewer), the extremities of the yardarm are termed port (on your left) and starboard (on your right), just as they would be on a vessel. When the pole is associated with a particular building, the gaff (if any) should extend from the pole in the general direction of the building. Thus, if you stand in or next to the building looking at the pole, think of yourself as looking forward on a ship; the starboard side of the pole is on your right as you face the flagpole.”

*Chapman’s Piloting, Seamanship and Small Boat Handling* (probably the most widely recognized authority on recreational boating) also depicts a U.S. ensign correctly flying from a gaff-rigged pole. Chapman’s states, “The flagpole or mast of a yacht club is considered to represent the mast of a vessel, and the peak of the gaff, if one is used, is the place of honor from which the U.S. ensign is flown, just as if would be on a gaff rigged boat. There has been some confusion because proper flag etiquette requires no other flag to be flown above the U.S. ensign, and obviously another flag, such as a yacht club burgee at the masthead, will be higher than the U.S. flag when the latter is at the gaff. This is entirely proper because ‘above’ in flag etiquette, means ‘directly on top of.’”

Finally, the tradition of flying the national ensign from the gaff is used by the U.S. Navy. Paragraph 801 (b), “Display of the National Ensign at U.S. Naval Shore Activities”, in the Naval Telecommunications Procedures document, *Flags, Pennants & Customs*, NTP 13(B), states the following on where to fly the national ensign:

“Display of the national ensign from various flagpole configurations is explained herein. The right side of a flagpole is determined by looking from the main entrance of the headquarters building to the pole

(1) Polemast - Flown from the peak. If peak is equipped with two halyards, flown from right side...

(2) Polemast with Crosstree - flown at peak of pole...

(3) Polemast with Gaff - Flown at peak of gaff...

(4) Polemast with Crosstree and Gaff - This is commonly called a “yacht club mast”. Displayed from the gaff...”

Paragraph 1503, Flagpole Configurations, states the following on where to fly a personal flag or command pennant: “The following information is provided in selecting the proper halyard to be used for displaying a personal flag or command pennant with the U.S. national ensign.

a. Polemast - Personal flag/command pennant not flown.

b. Polemast w/ Crosstree - Outermost halyard, right-hand crosstree.

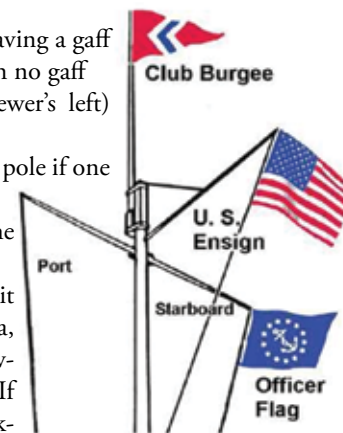
c. Polemast with Gaff - Peak of pole.

d. Polemast with Crosstree and Gaff - Peak of pole.”

Long standing nautical tradition dating back over 300 years has determined what the highest points of honor are and they are not always the highest point in height. It would be showing disrespect to the national ensign to fly it from somewhere other than the highest point of honor, i.e., at the masthead instead of at the peak of the gaff.

The club burgee should be flown at the masthead and when you add additional flags, you start with the halyard on the right (as defined above) and move inward with flags of lower status.

<http://www.usps.org/national/fecom/faq/flag/gaffpole.html>





# Sailboats for Sail

**Buccaneer 18'** for sale due to relocation. Craig Huey 303-884-4682 chueygan@yahoo.com Asking price is \$1325 with trailer, paddle, 2 hp Johnson outboard, and manuals, rigging guides.

**Buccaneer 18'** - I am selling my 1980 Chrysler BumbleBee model. It has new North Sails worth \$1700, and Schaefer and Harken fittings. The galvanized Cox trailer is in very good condition. There are also a good set of working sails; the original Bumble black and yellow sails, and a new 60% size main, which is outstanding for single-hand sailing. There is no spinnaker. I am selling for \$3000 OBO. Chris Munson, 703-895-8006 or kayschism2008@verizon.net.

**Flying Scot 4310.** 1987 Douglas built, white hull and deck with black waterline stripe, gray and black speckled interior. It is completely rigged for racing. New boom vang, new custom Cunningham set up, new spinnaker halyard take up reel, new centerboard roller and winch assembly, new jib seat cleating system, new bow bag and transom port, new storage cubbies, new mast step, new custom made spinnaker "Ninja" turtles with storage pockets, new boom whoopee, new larger diameter forestay with under deck turn buckle, new side stay adjustment tangs. Mast support stanchion has been refinished, as well as a new mahogany centerboard cap. New rub rails and bow stem are also installed. New non skid stripes on fore and aft deck. Windward sheeting cleats on forward side decks. Tiller is refinished with two tiller extensions, one adjustable. Tiller has bungee system to prevent main sheet from catching on rudder head. It has a newer boom with a 3:1 external outhaul. Spinnaker topping lift bungee set up is under the foredeck. Spinnaker halyard is lead aft to centerboard trunk and the sheeting system is under the deck and exits at the side of the seats. Radical race package. New blocks and control lines. Centerboard has been faired, painted and shimmed very tightly. Comes with a good older spinnaker, white with a black stripe, and very good spinnaker pole. Comes with an almost new set of North racing sails, main is an LC1 which is a fuller cut. Sails have been used only eight times. Has several sets of cruising sails. Trailer is a galvanized Tee Nee with new bolsters and mostly new rollers with protective end caps. Trailers very well. There was a lot of work done to the boat and it is very solid and looks very good. Mast step area under deck has been completely rebuilt and is much stronger than was originally. Some control lines need to be trimmed and some fine tuning performed, but that is part of the fun of sailboat ownership. So if you are looking at purchasing a Scot for racing-this is a good one and it is in Greensboro and ready for inspection. My asking price is \$7,500 which is very fair considering all the new stuff that was installed. Tom Bews, Home 336-638-9345 • Cell 540-588-5794.

**1969 Douglas and McCloud** - Hull number 509. This original Highlander classic has just undergone a complete restoration and is in mint condition. Trailer has been completely sanded and painted white with red fenders; new tires and wheels. Aluminum mast with mahogany boom and rudder. Ship set includes 3 main sails, 2 jibs, 1 spinnaker, plus all rigging set up for racing. Boat hull and deck have 2 coats of marine primer and 3 coats of marine paint. The hull is the original color black with red water stripe. The deck is semi-gloss white. All deck rails and rub rails have been sanded and varnished. The teak seats and interior running teak have been sanded and teak oiled. The inside is the original gray and white splatter paint. Also has sailors tailor-skirted mooring cover. *The Black Pearl* is in a Greensboro garage on trailer ready to go to her new owner for \$4,500. David J. Schlosser, Sr., djschlosser@aol.com or (336) 316-0804.



**Reconditioned 1981 Isotope** in great shape and ready to race. Includes new trampoline and halyard. Hulls were recently sealed, polished and thoroughly inspected by manufacturer (Custom Fiberglass, Inc.). Also included are Dacron sails (in good shape) and trailer that needs minor wiring work.



This is a great light and medium wind boat design that is low maintenance, easy to learn to use and exciting to sail. \$2,150.00

**1981 Isotope \$\$Price Drop\$\$** - \$2000 with sails and galvanized trailer. Many parts replaced; enhancements made. Good boat for a beginning racer or someone looking to get back into racing a cat. She won the 2005 Governor's Cup and continues to give challenge to the fleet leaders. We have owned this boat since 1998. She's gotten us hooked on Isotopes, so much so that we have upgraded to a 2006 model. Call or email Joleen (see Help Lines) if interested.

**LOOKING FOR:** a used (very good condition) Sunfish or detailer - for our 14 year old. Please contact Lora Bradsher 423-4871 or Michael Bradsher 423-3935.

Many back issues of *Cruising World*, *Good Old Boat*, and *Practical Sailor* magazines—free to a good home. Contact Bill Young at woyoung@triad.rr.com.

# NOTICES

## Lasers available for racing

Uwe Heine has a couple of Lasers available, if someone would like to race them during an upcoming LTYC event. Give Uwe a call - with a few days' advance notice - 336 585-0951  
heineu@bellsouth.net

## Instructors Needed

Junior sailing classes - contact Bill Young  
Adult classes - contact Susan Cole  
or sign up online

Your support makes our sailing education  
program successful

## VOLUNTEERS NEEDED

Four volunteers are requested to serve on the "3410 Committee" (the committee responsible for the maintenance and repairs of the club Flying Scot #3410.

There will be 4 members, one for each of the following responsibilities:

- (A) Standing rigging and deck hardware;
- (B) Running rigging;
- (C) Deck, hull, rudder and centerboard;
- (D) trailer.

Rick Connelly will be available for training and or advice as needed. Please email Rick (crickconnelly@embarqmail.com) if you will serve on the committee and copy to Adam (adam\_zahand@yahoo.com).

## Lake Townsend Yacht Club Help Lines

**Commodore:** Adam Zahand/Phil Leonard • 336 543-4942 R • adam\_zahand@yahoo.com

**Races:** Alan Taylor • (Vice Commodore) 530-263-3009 C • alan@lakelevel.com

**Education:** Susan Cole • (Rear Commodore) • 336 668-0527 • sscole@triad.rr.com

**Finance:** Hudson Barker • (Treasurer) 336 644-1060 R • hudsonbarker@att.net

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## What's a Scratch Sheet?

A few years back, big regattas started posting scratch sheets on the internet to drum up interest and promote participation. As there is typically no cost to signing up, Scratch Sheets give a good indication of who is thinking about going to an event. It helps the organizers plan and prepare for the event. Last year, LTYC set up a Scratch Sheet in Google documents for its events. It was a good move. If you expect to be at some of our upcoming events, take a few moments to step through the different Scratch Sheets and let us know to expect you. Don't worry about last minute change of plans, Scratch Sheets are only an indication of your intentions. If you need crew, want to crew, would like to help with the social, or have some other creative idea, just list it in the Scratch Sheet. The Scratch sheet is available from the home page or the LTYC Website.