

# Lake Townsend Yacht Club

# *Tell Tales*



September 2018



Photo by Jerry Thompson

Racing at Blackbeard  
Women on the Water Recap    HOT 7    "Current Events" on the Neuse  
Sailing Savvy - Light Air Sailing Tips

# Let's Go Sailing!

<b>Sept. 22 &amp; 23</b>	<b>FS Atlantic Coast Championship</b>	<b>BBSC New Bern</b>
<b>Oct. 6 &amp; 7</b>	<b>VISA</b>	<b>Smith Mountain Lake</b>
<b>Oct. 26 - 28</b>	<b>HOT 7 Charity Regatta</b>	<b>Lake Townsend</b>
<b>Nov. 2 - 4</b>	<b>Old Brown Dog OD Regatta</b>	<b>Catawba YC Lake Wylie</b>

## 2018 LTYC Calendar

Blue=Racing

Peach=Social Sailing

Classes: Green=Adult; Pink=Junior

Gray=Meeting/Seminar/Other

Board Meeting 1st Thurs each month

Yellow=Holiday

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				

6-7 VISA Invitational (Smith Mtn)  
26-29 Hot Regatta

Detailed Calendar on our website

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	30		

8 Annual Meeting  
10 Interclub (OHSC)

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

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

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

## A Message from the Commodore

Your board is planning a retreat very soon to make plans for next year. *We want to hear from you!*

On page 15 of this newsletter you will find contact information for each board member. Please let us know your ideas and what you would like to see for next year. Tell us how we could improve or even what we did right. (Everyone likes a pat on the back.)

Your board works for you and we want our club to continue to be very successful. With your help that is possible.

We appreciate your input!

Robert Bouknight - Commodore

*Let's Go Sailing!*

### LTYC Annual Activities

- \* **October - HOT Regatta**
- \* **November - Annual Meeting, Interclub**
- \* **December -**
- \* **January - Change of Watch**
- \* **February - Rules Seminar**
- \* **March - Race Management**
- \* **April - Let's Go Sailing, Interclub, Maker Faire with NC A&T**
- \* **May - Instructor orientation, Powerboat training**
- \* **June - Mayor's Cup**
- \* **July -**
- \* **August -**
- \* **September - WOW (?)**

### LTYC Monthly Activities

- \* **Racing the 2nd Sat.**
- \* **Sailing Savvy the 2nd Sun.**
- \* **Social Sail the 4th Sat.**
- \* **Learn to Sail (May, June, July & August)**

**We are always looking for board and committee members to help.**

**Board meetings are once a month and lotsa fun! Everyone is welcome!**

**We need a volunteer to take over the Women on the Water for 2019.**



# OCTOBER 26 ~ 28

<https://earlierorg.salsalabs.org/hotregattacopy1/index.html>

## Schedule of Events:

- \* **Friday, Oct. 26**      Set up boats at Lake Townsend
- \*                              Jam Session at Ken Butler's
- \* **Saturday, Oct. 27**    8:30 - 10:00 - Check-in, registration & contl. breakfast
- \*                              10:30 - Competitor's meeting
- \*                              Noon - Warning signal Race 1, additional races to follow
- \*                              Social & Dinner after racing
- \* **Sunday, Oct. 28**      8:30 - 9:30 - Continental breakfast
- \*                              10:30 - Warning signal Race 1, additional races to follow
- \*                              Social & Awards after racing

# Blackbeard One Design - Aug. 25 & 26



Gordon LeGrand & Jim Heffernan



Mark Wise & Jerry Thompson

Photos by Jerry Thompson



John Fragakis on his Sunfish



Joleen & Eric Rasmussen



Eric & Joleen accepting their 2nd place Tanzer trophy from Arch Altman



## “Current Events” on the Neuse River

August 25-26, 2018



Photo by Jerry Thompson

### By Uwe Heine, Wayfarer 10978

As an inland lake sailor I have not had much experience sailing in current. At this year's Blackbeard Sailing Club One Design Regatta the current on the Neuse River definitely affected the sailing and the outcome of the races.

BSC is a great venue and their annual One Design Regatta is a fun event attended by several classes, which this year included eight Wayfarers along with Flying Scots, San Juan 21s, Sunfish, Tanzer 16s, and an open class. The location is on the Neuse River just east of New Bern, North Carolina, where the river opens up into a two-mile-wide expanse perfect for sailing boats both large and small.

The weekend forecast was for light to moderate winds out of the northeast on Saturday with diminishing winds out of the north-northwest on Sunday. Bill Jarvis, the seasoned PRO, had set up a windward leeward two-lap race out in the middle of the river with a dogleg turn at the leeward mark for the finish. This is a great arrangement for keeping the finishing boats away from the starting area when there are multiple class starts.

As my wife Nancy and I sailed out to do our check-in I noticed that the signal boat at anchor was pointed to the left of the wind, indicating some current coming down the river. This made sense because even though the river there is very wide and slow moving, I knew the region had had excessive rain over the past few weeks and the Neuse River watershed covers a huge area.

With the wind out of the northeast and the current flowing to the southeast, the starboard tack boats would be sailing almost directly into the current at the start. The current wasn't strong, but in the lighter

air conditions this could make a difference. I decided that I would plan to tack to port and head right as soon as possible after the start. This would take us to shallow water and out of the current when I tacked back onto starboard towards the windward mark.

We watched the other fleets starting before us to see if some of the people with local knowledge would do the same thing. We watched Joe Brake, sailing his Flying Scot with his 7-year-old son Beau as crew. Joe grew up in this area and is a top-notch racer (he went on to win the FS class with 3 first place finishes and 2 seconds as his best 5 out of 6 races.). Sure enough, Joe tacked onto port towards the shore so our plan solidified.

At the start we tried to get into the very starboard end of the line and succeeded, though a bit late. This put us in the disturbed air of all of the starboard tack boats to our left, making our tack to port all the more urgent. As soon as we cleared the bow of the signal boat we tacked towards shore. The rest of the fleet continued on starboard tack – an unsettling feeling as we sailed off alone! As we got into the shallower water on the right side of the course the wind shifted to the right and we tacked onto starboard. Unbeknownst to us this was the onset of a persistent shift to the right that would prevail that day. This was pure luck for us, with our decision to avoid current putting us in perfect position for the new wind direction.

We passed the windward mark with no Wayfarers near us and we caught up to the Flying Scots, who had started 6 minutes before us! We took the same route on the second windward leg since that had worked out so well and came down to finish several minutes ahead of the fleet.

For the second race we used the same strategy and tried to get a starting position that allowed us freedom to get on port tack. This time we had to duck a couple of boats as we did so. Not surprisingly, the rest of the fleet went to the right with us and Jim Heffernan in *Morning Star* was right on our hip.

It turned out that a local disturbance was responsible for the persistent clockwise shift. This shift also caused headaches for RC, who had to delay and reset the course between each race as the wind continued to clock around. The local disturbance built up and in the middle of the second race a dark rain cloud appeared towards shore over the marina. Some fairly heavy rain fell on us but thankfully there were no squall winds or lightning so we sailed on. We crossed the finish in 2<sup>nd</sup> place.

Race three saw the clouds dissipate, but the eastward wind shift continued. Our pattern of heading right for the upwind and down the middle for the downwind runs continued to pay off and we were ahead as we rounded the windward mark with Jim Heffernan, Richard Johnson, and AnnMarie Covington close behind. Heading downwind on a close reach with the spinnaker pole all the way forward we needed to pass a slower Tanzer that was sailing without a spinnaker. Heading up to roll past the Tanzer luffed the spinnaker and I was concerned the Tanzer would defend her air and luff me up further, so we attempted to pass to leeward. On a beam reach the Tanzer created a wall of dead air that we could not punch through. Meanwhile Jim, slightly to windward, sailed merrily by us in clear air! The other two Wayfarers were also moving up right behind Jim so I took our only option and luffed up hard, spinnaker flapping like a flag, and crossed the transom of the Tanzer. We took our number 2 spot in line ahead of Richard and Ann-Marie just barely in time and sailed to the finish in clean air behind Jim. Lesson learned!

The forecast for Sunday looked pretty dismal. Light winds of 2-3 knots, not building above 5 until the afternoon. Would they postpone? They did not. We prepared to go out for an early first signal and saw on the score sheet that in the second race the winning Wayfarer was OCS so our score was now 1-1-2. The pressure was really on to do well and not blow our lead! The wind turned out to be significantly better than forecast, being a very pleasant steady 5-7 knots out of the north-northwest.

Combined with cooler temperatures it was really beautiful to be out on the river. The wind now blowing down the river had RC setting the signal boat near the middle of the river. Wind and current were both moving in the same direction. Once again going to the right took you away from the channel and current and we stayed to that side as much as we could. We had a good start on the first race and once again that pesky Jim was right behind us keeping us on our toes doing some defensive sailing! We held our lead with boats attacking from behind on the downwind run and finished first. Amazing!

The second race was similar, no wind shifts, beautiful steady breeze, and a closely packed group of competitive Wayfarers. We noticed the “new guy” Joe David, who is an accomplished sailor but I believe was racing a Wayfarer for the first time, was doing really well and had managed to pass Jim. This was despite having borrowed a baggy old set of sails for the beautiful wooden boat that Richard Johnson and Michele Parish had restored. It’s clearly a fast boat in the right hands (and I think still for sale. If you are interested contact Richard Johnson).

The last race of the day we didn’t have a great start and we were in the middle of the pack and sailing in disturbed air, doing a lot of tacking to find clear lanes. We rounded the windward mark of the one lap race in 4<sup>th</sup> place but not too far behind. We had Richard and Michele in *Black Skimmer* right behind us, trying to get on our wind and pass so we heated up our angle and tried to stay out from under them. This turned out to be a good thing as going right on the downwind put you in the favorable current and sailing hot kept the spinnaker pulling nicely. We were going faster than the three lead boats (Jim, Joe David, and Phil Leonard) that were closer to shore! We took this course way out into the river and I avoided my usual mistake of jibing too early and having to sail a deep course.



Gordon LeGrand & Jim Heffernan received 2nd place, and Uwe Heine & Nancy Collins won 1st place for Wayfarers. Bill Jarvis was PRO.

Coming in at a good angle we had clean air while the lead boats were being attacked from behind. We dropped our spinnaker and hit the turning mark on a beam reach with good speed and finished first! Unbelievable. After racing with Nancy for about 12 years we are getting better and have our bright moments, but consistency has not been our strong suit. Nancy’s crew work is excellent but I still make a lot of mistakes in tactics and boat handling. This weekend we made few mistakes, made some good calls regarding river current, and had lady luck on our side with the wind shifts. We’ll remember this one for a long time!

Race results as posted by BSC:

Wayfarer

1	Impulse 2	Uwe Heine	LTYC	10978	1	5.00	1	1	(2)	1	1	1
2	Morning Star	Jim Heffernan	LTYC	2458	1	12.00	2	(4)	1	3	3	3
3		Joe David	LTYC	7921	1	14.00	4	2	(6)	2	4	2
4	Black Skimmer	Richard Johnson		10873	1	20.00	(6)	3	3	5	5	4
5		Phil Leonard	LTYC	864	1	21.00	(5)	5	5	4	2	5
6	Ninja	Ken Butler	LYYC/	449/873	1	31.00	(8)	6	7	6	6	6
7	Intrepid	Anne-Marie Covington	LTYC	11134	1	34.00	3	(9q)	4	9c	9c	9c
8	Saint Elmo's Fire	Trish McDermott	LTYC	1392	1	38.00	7	7	8	7	(9f)	9c



## 3rd Annual Women on the Water

by Stephanie Taylor

If you build it, they will come! Back by popular demand, Women On the Water 3 sold out in a week with 60 women of all ages registered from North Carolina and Virginia. Sunday, September 9th brought these women to Lake Townsend Yacht Club for a day of FUN, friendship and teamwork on and off the water.



WOW was created to get more females out on a sailboat and for many, to have a new life experience. Since sailing is an activity that can be enjoyed with family and friends throughout a lifetime, try it, you may like it or even LOVE it!

The morning kicked off with sailing clinics as the foggy lake started to fill with wind up to 12 knots. The new sailors got a brief overview, land drill practice tacking and gybing on the TerraFin simulator and learning to tie basic knots. In addition, they learned how to coil a bow line and throw it to a volunteer on the dock. This is so important because we all know it's not fun to get a face full of an octopus line.



Since safety is always first and foremost, an on-the-water contingency planning clinic was another option. If your Skipper is incapacitated, it's always key to know how to heave-to, drop sails, do basic repairs, and get the boat back to the dock. Sharing personal experiences is how everyone learns. We always remember our mistakes!

Multiple trailer backing stations were set up in the parking lot. This gave ladies the ability to dissipate their fears of backing a trailer and gain confidence in their new skills. We all know teamwork in sailing is key. When one crew member is dropping the sails at the dock, the other crew member can back the trailer into the water to pull the sailboat out. Especially when inclement weather rolls in and 30 boats are heading to the dock at the same time, this can turn from a disaster waiting to happen to a well oiled machine.



Experienced female Skippers from many different Yacht Clubs put on their coaching hat for the day and took out over 30 ladies for their "First Sail" or second or third sail. Coaches sailed the boat out of the marina and now was the time for the participants to practice what they learned. Tack after tack. Gybe after gybe. Each sailor got her chance to take the helm and rotate as crew for several hours while the coach sat back and the ladies did their thing.

Competition kicked off with a timed course. Each participant got to start, sail upwind, tack onto a reach leg, and gybe to a finish. The goal was to get faster and faster as the team worked together in their various positions. Shouts of excitement and cheers could be heard as boats crossed the finish line.

Experienced crew were paired together in other sailboats to practice their coaching skills with the hope that one day they would be comfortable as a mentor and "Pay It Forward" by taking new sailors out in any boat.

WOW was registered for the second year in a row as a Clean Regatta going for GOLD with Sailors for the Sea. The event is a platform to educate those that love the water about sustainability and our impact on this planet. Once again, this event partnered with a local non-profit, the Out of the Garden Project. Fourteen pounds of compost headed to their Greensboro center where Kitchen Coordinator Emmett Richardson was happy to accept it for their gardens. Sets of nautical cloth napkins, sunglasses made from ocean plastic, and reusable, collapsible water bottles were handed out. Sustainability is so important in Greensboro because the recycling contamination is one of the highest in the country at 21% versus the national average of 5%. Start small. Every person can make a positive impact.

We could not have had this success without the 20 men that came out to assist on shore and on safety boats. They did everything from facilitating the morning clinics to serving as shore crew, guiding boats to be launched and then de-rigging for the day.

As the founder and coordinator of this program that has touched me and so many other lives, I encompass the following belief, "When you learn, teach, empower and build confidence. Pass on that pure joy of being on the water and becoming one with nature." Let's hope that tradition continues as I hand over the helm of Women On the Water to someone in the crew.



# Sailing Savvy

## Light Air Sailing Tips

By AnnMarie Covington

Here are a few pointers for light air sailing that are applicable to most dinghies.

### Upwind

1. In light air, a sailboat cannot point as high as when the wind is stronger. When sailing in light air, do not try to point. Bear away slightly to keep up speed. The lighter the wind, the more bearing away is necessary.



Set the sails, both jib and main, a few inches away from close-hauled. Tacks in light wind will be 100-110 degrees rather than the 90 degrees preferred when the wind is stronger.

2. (This tip is important for all points of sail and all wind speeds.) The space between the jib and the main is called the slot. Keep the slot open with air flowing through. Have the crew keep an eye on the telltale that is  $\frac{3}{4}$  of the way up the leech of the jib to monitor the flow through the slot. Let the jib out until that telltale just begins to fly. Keep that telltale flying.

(There are two locations for telltales on the jib. First are the telltales on the jib a few inches behind the luff, usually a green ribbon or yarn on the starboard side and a red ribbon or yarn on the port side. There are usually three sets of these at different heights on the jib. Second is the ribbon or yarn telltale on the leech of the jib about  $\frac{3}{4}$  of the way up the leech.)

When the leech telltale is flying, then air is flowing through the slot and on the leeward side of the jib. This means the jib is providing power and is not backwinding the mainsail. Some boats have a window in the mainsail so the telltale can be seen by the crew while sitting on the windward gunwale.

3. Do not use any vang or Cunningham. Allow as much twist in the mainsail as possible. Twist is increased when the leech of the mainsail is not pulled tight. (Pulling the boom down with the vang or the main sheet tightens the leech and reduces twist.) Set the bridle high so that the boom is not brought down when the mainsheet is trimmed in toward the center of the boat. If the boat does not have a bridle, or if the bridle is not adjustable, be careful not to pull the boom too close to the center of the boat. Keep the outhaul fairly tight.



4. Keep crew and skipper weight as far forward as possible. This lifts the transom out of the water and reduces friction on the hull. Move around carefully in the boat so as not to rock it. Try to keep the wind attached to the sails.

5. Heel the boat to leeward 5-15 degrees. The lighter the wind, the more heel is used. Heeling allows gravity to shape the sail and helps the sail use the vertical aspects of light wind. As the boat picks up speed, gradually flatten the boat.

6. When the wind is so light that the jib has no response, just let it hang. The windward telltales on the luff of the jib do not work in very light wind. None of the telltales work in extremely light wind. Sail by feel. Let the jib hang  $\frac{1}{4}$  or go golfing.

7. Stay away from other boats! Sail in clear air as much as possible. A sailboat disturbs the air to windward, to leeward and astern for up to four boat lengths away in light wind. That is quite a large distance. Two boats sailing near each other interfere with each other. Neither is sailing as fast as a boat in clear air.

8. Avoid tacking when sailing upwind unless a clear advantage will be gained. Often on inland lakes in light wind, the wind will shift direction and then quickly shift back to where it was before, so when a header hits, don't tack right away. Wait 30-60 seconds to see if the wind is likely to continue in the same direction.

9. Also, be aware of "velocity headers." This is when the speed of the wind declines, but not the direction. Because the wind speed is lower, the sailboat needs to bear away slightly to maintain speed. (See number 1 above.) The skipper can be fooled into thinking it's a header, but no lift is gained if he/she tacks. If the power of the wind declines and the

boat slows down but the jib does not obviously luff, then bear away to maintain speed, suspect a velocity header and do not tack.

10. Try to get in the wind and stay in it. Look for holes (areas of flat water) and dark areas on the water that indicate more wind. Watch for ripples and “cat’s paws.” Sail away from the holes and toward the areas of more wind. Watch other boats on the lake to help identify the areas of more or less wind. Use transits (look at the movement of the background in relation to the boat) to determine which boats are moving faster. (However, when the wind is light, the wind does not always affect the water. This is known by the Wayfarers as “Hefferwind,” because it looks like chance decides which boat will have wind, but Jim Hefferman always does well so it can’t be just chance. We just don’t know how he does it.)



## Downwind

1. When sailing downwind in light wind, sail on a broad reach. Sail as high a reach as necessary to keep the boat moving.
2. Watch behind the boat for approaching wind. Gybing when going downwind does not cause as much loss of speed as tacking. Gybe when necessary to reach the wind and stay in the wind.
3. The lazy sheet is the jib sheet that is on the windward side of the boat with no tension on it. Keep the lazy sheet played out all the way so that the jib does not have a cupped shape.
4. Keep crew and skipper forward and keep the boat flat when sailing downwind when the wind is light. The crew may need to hold the boom out. The tiller should be neutral. The skipper should be able to let go of the tiller and have the tiller remain in the center of the boat. Whenever the tiller is not neutral, move crew and/or skipper to flatten the boat. This reduces drag from the rudder.

# Want to learn more about sailing? Here's how to get a crew spot.

Crewing for an experienced sailor is the best way to learn. You can crew during races held on the second (full weekend) Saturday of the month, or crew during our Social Sails held on the fourth Saturday of each month through September.

Here's how you do it: go to [www.laketownsendyachtclub.com](http://www.laketownsendyachtclub.com) and click on Scratch Sheet: Participation Signup. Scroll down to the green section titled "Available to Crew" and put your name and phone number and/or email in there.

Another way to crew is to show up on race day or social sailing day. Come to the skippers' meeting, usually held at 11 a.m. and tell the group that you'd like to crew.

Here's what the section of the scratch sheet looks like where you'll sign up.

Name: Available to Crew	Contact Info	Come out early for an 11:00 participants meeting. Boat rigging tends to start around 9:30.	

# Let's Go Sailing!

## Lake Townsend Yacht Club Board

**Commodore: Robert Bouknight** ♦ ♦ ltyccommodore@gmail.com

**Vice Commodore/Racing: AnnMarie Covington** ♦ 336-266-5919 ♦ hobieone57@yahoo.com

**Rear Commodore/Education: Volunteer needed**

**Treasurer: Mark Wise** ♦ 336-207-4200 ♦ ltyctreasurer@gmail.com

**Secretary: Nancy Torkewitz** ♦ 919-630-0360 ♦ heynineteen1919@gmail.com

**Equipment: Scott Bogue** ♦ 336-707-9183 ♦ scott.aomci@gmail.com

**Membership: Joleen Rasmussen** ♦ 919-440-2802 ♦ joleenrasmussen@embarqmail.com

**Social:** ♦ Kara Wilson

**Webmaster: Mark Wilson** ♦ 336-324-5018 ♦ mark.wilson@wilsontechnologysolutions.com

**Mayor's Cup/Nominating/Past Commodore: David Duff** ♦ 336-908-9754 ♦ homengso@triad.rr.com

**Newsletter/Publicity/Social Sailing: Trish McDermott** ♦ 336-707-2846 ♦ 88hawkgt650@gmail.com

**Social Media: JC Aller** ♦ 336-580-0528 ♦ aller.jc@gmail.com

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

**Thanks for making LTYC the best!**

**Board meetings are open to all members. They are held the first Thursday of each month at 6:00 at the Bryan Park Golf Course Grill. Come join us!**



**Did you know? . . . You can now find a link to sailing instruction videos on our website in the top yellow box that has the Scratch Sheet sign-up.**

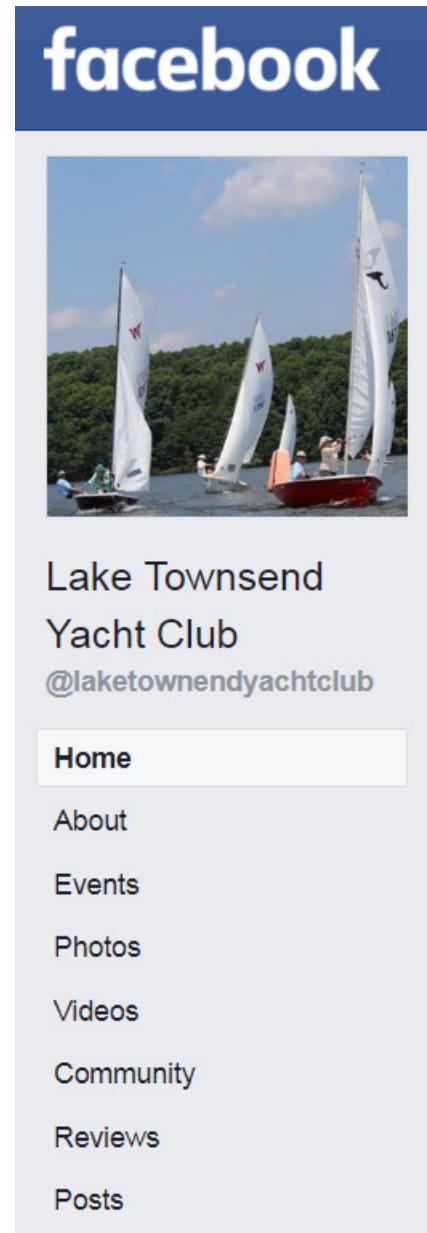
## Please Like LTYC on facebook

- 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)



Many thanks to JC Aller, Kim Wise, Nancy Collins, Uwe Heine, Mark Hayes, and many others for posting pictures and upcoming events on our facebook page!

Please visit our site and check in or make a comment. Thanks!



**Next Newsletter deadline: October 11**



## Classified Ads

### Buy – Sell – Want to Buy

Boats-Equipment-Accessories — Ads run for 3 months if not renewed.

newsletter@laketownsendyachtclub.com

### Weta for Sale

2014 White Weta Trimaran #937. 2014 Road King Trailer. Yellow Gennaker (used twice). Gastra Mylar jib used in 3 regattas. Gastra main. Boat cover, tabernacle mast step, non-skid on deck. Other items available including like new 2017 Square top main.

Stored in garage for 2.5 years and under boat cover for 1.5 years in driveway.

\$9,500 complete. 336-209-0328

9/18

### 2007 Flying Scot (Kitty Hawk, NC)

FS # 5767 for sale. 50th anniversary edition. New MAD main sail and jib (sails have been used a handful of times), control lines, rigging, and halyards. Boat is in good shape and ready to sail. Comes with boom/cockpit cover and Tee Knee trailer. Trailer is in good shape with new tires, lights and wiring. Contact: Hardy Peters, East Coast Sailboats 252-489-3491

Free delivery triangle area. Titles for both. \$9,400.00

9/18

### Flying Scot Parts for Sale

FS 1149 parts: centerboard, centerboard winch, mast (with SS collar), boom, rub strip, stem band, rudder gudgeons, bow fitting, rudder assembly, tiller, safety line rings, fasteners. All in VGC; tiller is new. Standing rigging is good. Scott Bogue, scott.aomci@gmail.com; 336-707-9183.

9/18

## Classified Ads

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Boats-Equipment-Accessories — Ads run for 3 months if not renewed.

[newsletter@laketownsendyachtclub.com](mailto:newsletter@laketownsendyachtclub.com)

### Tanzer for Sale

For sale: Tanzer 16. This is a good boat with a good racing record. Sails are in decent shape. Two spinnakers. New Sailor's Tailor cover. Solid trailer. Selling because I need more room for family and guests to cruise the lake. A very good buy at \$1,200. Call JC Aller at [\(336\)580-0528](tel:3365800528) or email at [aller.jc@gmail.com](mailto:aller.jc@gmail.com).

7/18

### LIGHTNING SAIL BOAT # 12705

This sailboat is a one design ready to race or cruise.

It includes custom trailer, 3 complete sets of sails (one set 3 years old), 2 spinnakers, stainless steel centerboard, and compass. Cover included.

Can be seen at my house in Greensboro NC. Text me for directions: 336.282.9552

\$ 2200.00. Cash....no trades. Titles for boat and trailer in hand.

Contact: Jim Schwartz

9/18

### 1980 Catalina 22 for Sale

In good shape for an older boat, but needs someone with time to invest some TLC. You can see it at Merritt Marine in Hillsborough at I-85 and Hwy 86.

\$2,000 without motor. \$3,000 with motor, a Yamaha 6 HP, 4 stroke.

Glenn Edwards <[glennedw@gmail.com](mailto:glennedw@gmail.com)>

7/18

## LTYC Is Going Green!

Please refuse and return straws at a restaurant or drive-thru. Our goal is no more plastic water bottles, Styrofoam cups or straws in the landfill. Did you know that only about 9% of what we recycle is actually recycled? Have you seen the plastic islands in the ocean? We encourage everyone to bring a reusable water bottle and coffee cup to events at the lake.

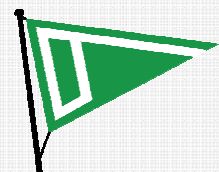


Thanks to everyone's efforts to reduce plastics in our environment. Think about it and please help.

## A Quick Look at Some of the Benefits of Your Membership:



- \* Monthly newsletter
- \* Make new friends
- \* Great food and adult beverages after sailing
- \* Mentors available to help you
- \* Free use of city sailboats during LTYC events
  - \* Free use of club sailboats
  - \* Free boat launching during club events
  - \* Yacht club reciprocity
- \* Continuing education programs



*Etc.* -----

What grate hoomans we have!  
They take us out to watch sailing!



Photo by Jerry Thompson