

Lake Townsend Yacht Club

Tell Tales



FEBRUARY, 2020



Evan Trudeau displays new sailing technique recovering his painter. Did he or didn't he and was this taught in Learn To Sail Classes? Hmmm sometimes you gotta do what you gotta do!

Photo by Eric Rasmussen

UPCOMING EVENTS

Saturday ,February 22	Racing Rules Seminar	Classroom – Lake Townsend
Saturday, February 29	Pulled Meat Cook-off (LTYC is invited)	Greensboro Christian Church 3232 Yanceyville St., G'boro
Saturday, March 14	March Madness Race	Lake Townsend
Thursday, March 5	Board Meeting 5:45	Greensboro Sportsplex
Saturday, March 7	High School Sailing Practice Starts	Lake Townsend
Saturday, March 14	U.S Sailing One Day Race Seminar	New Bern
Monday, May 11	Learn To Sail Classes begin	Lake Townsend



2020 Learn To Sail

Lake Townsend
Yacht Club

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

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

www.LakeTownsendYachtClub.com

Adult Learn to Sail Classes \$150

Course Dates:

Session W1: Beginner	May 11–16
Session W2: Beginner	June 08–13
Session W3: Beginner	July 13–18
Session WE1: Beginner (wknd)	May 29-31
Session WE2: Beginner (wknd)	July 24–26
Session WS1: Sloop* (wknd)	Aug 14–16

*Sloop=Main & Jib - enhance your sailing skills. Beginner class or small amount sailing experience required.

Adult and Family Classes Meet:

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

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

Camp Dates:

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

Junior Camp Meets:

Monday–Friday 8:30am–12noon

Family Learn to Sail Classes \$150 per person (1 Adult + 1 or 2 age 10 and older)

Session AJ1: Beginner July 27– Aug 01



RESERVE YOUR SPACE TODAY!

You may register and pay online at
www.laketownsendyachtclub.com

For more details, contact:

Education@LakeTownsendYachtClub.com



GREENSBORO
PARKS & RECREATION

Co-sponsored by City of Greensboro
Parks and Recreation Department

www.LakeTownsendYachtClub.com

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

A Note From the Commodore

Ahoy, Sailors!

The LTYC Board has appointed me for the Commodore position for LTYC for 2020. I am honored to serve the club in this capacity. Many thanks to Trish McDermott for her excellent leadership and guidance of the club during a difficult 2019 year. And Geordie Enell has been appointed as Vice-Commodore. He is conscientious and diligent and will do a great job. Thank you to Geordie for volunteering to serve as Vice-Commodore in charge of racing.

Thanks also to the committee, Trish McDermott, JC Aller and led by Joleen Rasmussen, which negotiated the LTYC/CoG Agreement. The agreement with the City has been signed. Now it's up to us to follow the agreement to maintain the rapport and good working relationship with the Lake Specialist, Clint, and the Parks and Recreation Department. Included in this newsletter is the Marina Use Rules document, which explains many of the most important ways we can maintain the relationship.

LTYC has many opportunities coming up for members to enjoy the camaraderie of sailors. On February 22, the Racing Rules Seminar will be held. On March 28, LTYC sponsors the Race Committee Training seminar. April 4th brings the opportunity to share the joy of sailing with the Maker Faire at A & T University. And on April 25, our annual Let's Go Sailing event will be held. Put these dates on your calendars and watch your email for more information concerning these events as their dates draw nearer.

yours in service to LTYC,
AnnMarie

New LTYC Commodore AnnMarie Covington (left) receives COW Wheel from Outgoing LTYC Commodore Trish McDermott



Continued from page 3



New LTYC Vice Commodore Geordie Enell and New Commodore AnneMarie Covington



LTYC Commodore AnneMarie Covington signs the LTYC/ City of Greensboro three year agreement .

Left to Right: Uwe Heine, Tom Bews, George Aller, AnnMarie Covington (sitting) , Geordie Enell and Evan Trudeau

January 18, 2020 COW AWARDS

SATURDAY SERIES

OVERALL FINISHES



First Place – Jim and Linda Heffernan
WF 1066



Second Place – Cathy and Phil Leonard
WF 10978

Third Place - – Uwe Heine and Nancy Collins
WF 10978

Not present nor shown

Fourth Place – Steve Jones and Crew.

FSCT6101

Not Present nor Shown

FLYING SCOT

First Place – Steve Jones and Crew
FSCT 6101

Not Shown or Present

Secod Place – Wendell Gundlach and Leigh Wulforst
FSCT 5980

Not Shown or Present

Third Place – Mark Wilson and crew
FSCT 5451

Not Shown or Present

OPEN

First Place – Cathy Leonard
SF



WAYFARER

Continued from page 6

First Place Jim & Linda Heffernan
WF 1066



Second Place - Uwe Heine and Nancy Collins
WF 10978

Not shown nor present

Third Place Cathy and Phil Leonard
WF 864



Continued on page 8

FROSTBITE SERIES

First Place – Steve Jones and Elizabeth Bonnell
FSCT 6101

Not shown nor present

Second Place – Jason Reiner and Crew
WF and FSCT



Third Place Tom Bews and Crew
FSCT 5295



Continued from page 8

EMMA MCARTHUR 2020 JUNIOR SAILING AWARD WINNER

The recipient of this year's Junior Sailor of the Year Award grew up sailing on Lake Townsend-sailing with her grandfather on his boats & taking junior classes.

She continues to assist with the Junior Learn to Sail Classes-in fact she assisted in all 3 junior learn to sail classes last summer.

She joined the High School Sailing Team after its first semester in 2018.

She took part in all of the team's regattas in 2019, except for one where she was injured and rode in the coach boat. She was half of the team that won second place at our Spring RTP Interclub on Lake Crabtree and first at the Fall RTP Interclub on Jordan Lake.

No one has worked harder to make our team a success than she has-she is always there, always happy, always positive, always makes it fun.



Emma McArthur with High School Sailing Coach Mark Hayes

Continued on page 10

Continued from page 9



Eric Rasmussen received etched wine glasses from Commodore Trish McDermott in recognition of his wonderful photography, incredible website work and other contributions too endless to mention.

Mark Wise received wind chimes in recognition for his excellence and hard work in the job he did in two years as treasurer and the CAR initiative.



Joleen Rasmussen received wind chimes in recognition for her years of service and most recently as Rear Commodore.

AnneMarie Covington received a sea glass necklace in recognition for the wonderful job she has done as Vice Commodore.



Continued on page 11

Continued from page 10



Scott Bogue, recognized for his endless work at all the odd times keeping LTYC's equipment as our Equipment Chair and also his work on our CAR initiative.

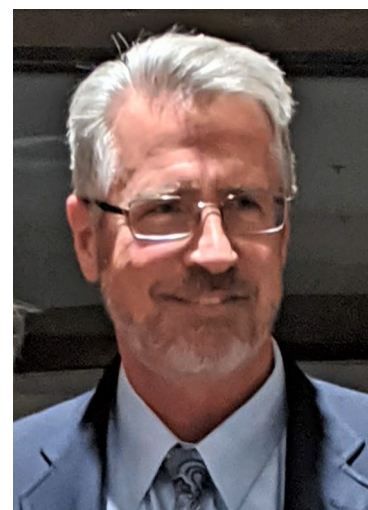
Scott wins for best prize of the evening!



Tom Bews, reconized for being a volunteer extraordinaire. Tom received wind chimes for his many times helping with launching and retrieving club boats for racing and providing us with clean side walks which wern't usually clean when we arrive at Lake Townsend.

Not pictured – Nancy Torkewitz received a sea-glass necklace in recognition of her great job as secretary.. All board members knew by Nancy's Familiar question "What is your action point?" she meant business!

Mark Hayes received wind chimes in recognition for all his hard work with our LTYC High School Sailing



KENT TAYLOR SERVICE AWARD WINNER GEORGE BAGEANT



PREVIOUS KENT TAYLOR SERVICE AWARD WINNERS WITH GEORGE

Left To Right: Otto Afanador, Hudson Barker, Eric Rasmussen, George, Joleen Rasmussen, Trish McDermott and Scott Bogue. (Not present Bill Byrd and Steve Raper)



Sailing is a family affair with Emma and Jack MacArthur and their grandfather George Bageant.

David Young – Member Emeritus



David with award presenter Joleen Rasmussen

Thank you David for all that you do to promote sailing at Lake Townsend !

David joined the club in 1994. Served on the board as Vice Commodore in 1997 and became Commodore in 1998, Past Commodore 1999.. David continued to serve on the board for several years as Secretary, 2000, 2002-3, 2007-2011, for a total of 11 years on the board. David has been a lead instructor for our sailing classes, nearly every year since he joined the club. David can often be found on the Race Committee mark boat when he isn't sailing his Flying Scot.

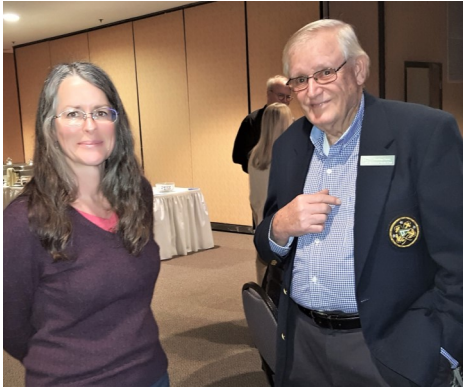
David Young is an endless ambassador for sailing at Lake Townsend. You might meet him at a tire shop, and next you know it, you are sailing at Lake Townsend!

Hudson Barker – “David was likely the first person I met at Lake T. and later at Tailor Tire Store. We had a long talk about how much fun I should expect as a member. David was right!”

Robert Bourknight-“David Young was the first person I met at LTYC. Both of us had MC scows at that time.”

Continued from page 13

SCENES FROM THE COW AWARDS



Dawn Michelle Oliver with Sterling Gunn



Left to Right: Brad Earle, wife Beth Earle and Courtney Short.

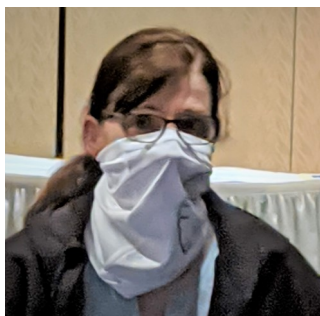


Linda Heffernan admires the craftsmanship of the gift made by AnnMarie (right)



Left to Right : Lacy Joyce, Sterling Gunn, Hudson Barker and Otto Afanador.

Jim Heffernan, Cathy Leonard, and Phil Leonard get creative with the LTYC Neck Gaiters handed out at the COW. This is one interesting club to say the least.



Continue from page 14



A large crowd attended our COW enjoying great food and beverages. We now move into a brand new year with high hopes for a successful racing year along with future sailors and last but not least, memorable moments spent with other club members who are like a family.



Left to Right:
David Duff,
new member
Linda Ford, Kim
Wise and Joleen
Rasmussen.



Left to Right:
J.C. Aller,
Nancy
Torkewitz
and Tom
Bews



Left to Right, George Bageant, J.C. Aller and Betsy Bageant

SNOW FLAKE RACE

SATURDAY FEBRUARY 8, 2020

Editor's note : This month we have two articles regarding the February Snow Flake Race . The first article reflects a viewpoint from Race Committee member Uwe Heine. Following the excellent photos by Eric Rasmussen, is the second article from the viewpoint of race participant Steve Jones. Thanks go to all three for well written articles and photographs that give us insights into the value of racing with LTYC on our own Lake Townsend.

The forecast for February race day was cold, sunny, and light air. Participants arrived with the hopes that the sunny and light air would make up for the cold temperature. It was sunny at 10am! Race Committee had the Scat boats launched and ready well before the competitors meeting.

Five crews kept their optimism, rigged and headed out onto the chilly lake just about the time the temperature had gotten above 40 degrees. Steve Jones with son, Anderson, Rob Easton with son Ben, and John Russell with crew Dawn Michelle Oliver sailed Flying Scots. Evan Trudeau single-handed the club Wayfarer. Will Niven and Emma McArthur from our High School Sailing Team were on a 420. As Race Committee waved "Bye", you can see the wind indicator on the antenna at about the 2-3knots position, and a single band of wind out on the water.

The sunny forecast turned out to be wrong and a gray overcast came in. Along with the clouds came moderate breezes of 5 to 10 knots with a few higher gusts. Tom Bews was PRO (Principal Race Officer) for the day. The west/southwest wind allowed race committee to set a relatively long windward/leeward course. The winter version of the course uses the starting pin as a leeward mark and has a downwind finish. Race Committee was little concerned that with the light air forecast that the course would be too long, but the wind filled in and made the time for each race just about right.

First thing after Race Committee Mark Wise arrived at the dock fired up the Big truck. Kim immediately settled in to enjoy the heated leather seats. Sailing in the winter is all about layering up. Everyone was well reminded of the benefits of layering up. Once all the boats were put away, sailors shared the opportunity to warm up over some delicious hot chili brought in by John Russell's wife, deviled home raised eggs from Dawn Michele, and spicy/crunchy veggie wraps from Nancy Collins. Yes, the forecast

was marginal. Everyone arrived wondering if there would be sailing. The sunshine at 10am made it an easy decision. Turns out, it was a good time for all, the teenage polar bear club included!

Continued from page 16

Uwe Heine

Death Role per Wikipedia:

For [dinghy](#) sailors, a death roll is a common type of oscillation while running downwind. It may, and often will, result in a [capsize](#) and even a full inversion if the crew does not take quick action to prevent one.

During a death roll, the boat *rolls* from side to side, becoming gradually more unstable until either it capsizes or the skipper reacts correctly to prevent it. While sailing on a [run](#), off the wind, the force exerted by the sail lies almost parallel to the center line of the boat. There is little or no force causing the boat to heel to leeward, unlike most other points of sailing. If the sail is out past perpendicular to the center line, or the sail is incorrectly shaped, there may be a force causing the boat to heel to windward. Instabilities in the wind, and turbulence caused by the sail, which 'fouls' the wind on such a tack. This can cause this force to change rapidly. Most sailors also retract the [centerboards](#) of their dinghies while on the run, to reduce drag and increase speed. There is some discussion that the lack of centerboard resistance to the rolling motion can enhance the roll.

Editor's note: It's possible Emma and Will Experienced a death roll

Here is one link to a youTube video of a dingy death roll . <https://youtu.be/L-rkD4NMs8c>



Will Niven and Emma McArthur possibly did a death roll, but as usual nothing seems to slow them down and sure to form, they finished this race before retiring to warmer digs.



Continued on page 18

Continued from page 17



Rob Easton and son Ben lead Dawn Michelle Oliver and John Russell around the mark.



AnnMarie Covington and Tom Bews working race committee.



John Russell and Dawn Michelle Oliver.



Rob Easton and son Ben.



Steve Jones and son Anderson.

Continued on page 19

Sailor Steve Jones Article is below:

With temperatures forecasted in the low 40's and winds 7 to 12 from the southwest, ten sailors and nine race committee members were present for the competitor's meeting, which offered a terrific selection of Doughnut World's tasty creations and strong coffee. After a quick discussion about club business – including the introduction of our new Commodore AnnMarie Covington, thanking Trish McDermott for her service, and a photo op for the new board – PRO Tom Bews explained the day's racing. Life jackets would be required. His plan called for three races on LTYC's winter course, two lap windward leeward courses using the start pin as a bottom mark.

Jolene Rasmussen, the Dock Master volunteer for the day, cleaned the flotsam accumulated from the week's storms to give the boats a clean launch ramp. Five boats launched, rigged, and made it to the starting area for the time warning signal at noon. Prior to launching, I adjusted the forestay tension to 100 lbs – that is on the low end for the sail maker's recommended settings for my sails and is my preferred setting for the forecasted wind strength. Pre-race reconnaissance of the course showed the wind strength was as forecasted, with steady wind shifts and puffs visible on the water moving down the lake. While checking wind conditions in different areas of the course, I fine-tuned the halyard tension on the jib and main. For the main, I needed to tighten the halyard until I could see wrinkles forming about 45 degrees from the mast stopping at the stays and extending about a third of the way across the sail. For the jib, I had to loosen the halyard, keeping enough tension so I didn't see visible scallops between the jib hanks, but loose enough so I could see wrinkles forming around the jib hanks.

During the five minutes after the preparatory signal, my son/captain Anderson and I looked for landmarks on shore that would help us gauge where the starting line was and checked which end of the line was favored. We discovered that a wind shift had made the pin extremely favored and decided to plan our start to be on starboard near the pin at the signal. Our plan worked out; we were just a few boat lengths from the pin – with three of the four boats between us and the committee boat – at the starting signal. All the boats that started to our right immediately tacked onto port after the signal, so we also tacked onto port to cover. The boat that started to my right also tacked and the fleet headed to the right side of the course. With clear air once we got up to speed, I set the sails up for pointing with the jib cross-sheeted, pulling the jib clew to the middle of the seat and the batten pointing straight back. I trimmed the main until the top batten was parallel to the boom, with the top tell tail stalling occasionally. Anderson did a great job steering; we took all the velocity lifts and soon had the whole fleet to our leeward. We handled the puffs by hiking out and playing the boomvang and main sheet as needed to control the power of the main and heel of the boat. Three quarters of the way up the leg, we tacked to starboard and worked our way towards the mark. We held starboard tack un-

Continued from page 19

til we reached the port lay line and tacked about 20 boat lengths from the mark.

Rounding the top mark in first place, we turned down and set the spinnaker. Keeping our eye on the fleet, I decided we were sailing too deep and asked Anderson to heat it up, pointing where I wanted him to steer. We still felt a little slow, so I pulled the center board up. I pulled it all the way up, then let it down a few inches so the centerboard gasket would be pointed out. We jibed when we thought we had a good line on the leeward mark. When we jibe with the spinnaker up and it's windy, I like to put both spinnaker sheets in the guy hooks, then jibe the main. Once the main is set on the new tack, I move the spinnaker pole to the new side and take the sheet out of the hook. I hadn't had the boat out since October, and I discovered that the jaws of the spinnaker pole were a little sticky and didn't close properly. I wasted a little time trying to get the jaws loose – but with the spinnaker full and pulling, we weren't losing any ground. Note to self: Bring some Teflon spray to correct the sticking before the next race weekend. We did a conservative take-down well before the leeward mark and hardened up on port tack heading for the next mark. The fleet rounded behind us and lined up behind us on port tack. We tacked on a good header and played the shifts, rounding the top mark and heading back downwind to the finish. We were followed by Evan Trudeau in the club Wayfarer, Will Niven and Emma McArthur in a 420, and John Russell and Rob Easton in Flying Scots.

After the race, we had a sandwich, cleaned up the boat, and got ready for the second race. Checking the line for the second race, we found the pin was again heavily favored, so we decided we ought to again try for a pin-end start on starboard. Things went to plan, and we started right at the pin, going full speed. [We tacked onto port quickly as the fleet tacked onto port right](#) at the gun. With clear air and the fleet to our right, we played the shifts and reached the top mark with a nice lead. Going downwind, I had Anderson sail a higher course to keep our boat speed up. We jibed when we had a good line on the leeward mark and, again, did a conservative take-down and hardened up on port tack after rounding the mark. Going back upwind, we saw the 420 capsized with the crew in the water and the safety boat heading their way. The safety boat had the situation under control (or we would have headed that way to help get Emma and Will out of the water). With the other crew safe, we continued our way and played the right side of the course, heading back to windward, keeping our boat between the mark and the fleet. We continued covering the fleet heading back downwind and held on

Continued on page 21

Continued from page 20

to our lead crossing the line. In Race 2, Evan again followed us across the line, then Rob and his son Ben in third, John Russell and Dawn Michelle Oliver in fourth, and Will and Emma (after their dip) came in fifth.

The third race did not start as planned because we had Rob Easton and his son Ben right on our bow, giving us dirty air. After the start, the boats behind us tacked onto port – so we tacked as well, looking for clear air. Unfortunately, because we had to do a down-speed tack, Rob and Ben were again on our wind when he tacked. We tacked again to clear our air, this time Rob and Ben didn't follow. We got the boat up to speed, went a few boat lengths, and tacked back onto port. We kept heading to the right side of the course with the fleet ahead and to our right. When we found our first header, we tacked and headed left. The breeze was a bit fresher going this way, and with clear air we clawed back the ground we lost sailing in dirty air. We tacked back onto port when we were headed and crossed close astern of Rob and Ben who were going left. Tacking back onto starboard when we were headed, we now looked to be ahead of Rob and Ben. However, as we got closer, we started to get headed and Rob (as the give way boat) took our stern. After we crossed, we both tacked; Rob and Ben heading for the left lay line and Anderson and I heading for the right one. Rob and Ben choose correctly, they beat us to the windward mark.

Rounding the mark right on Rob and Ben's stern, we sailed a higher course, taking their wind. Setting our spinnaker and pulling up the center board, we were able to get some separation from Rob because he didn't have a chute on board that day. Anderson and I sailed conservatively, covering the fleet staying between them and the next mark. Another conservative takedown at the leeward mark and a loose cover going back to the windward mark. Rounding the top mark in first place, we were focused and determined not to make any mistakes on the last leg. All issues were avoided, we got the horn for being the first boat. Evan again followed in second place, Rob and Ben in third place. Unfortunately, John and Dawn Michelle had to retire because of an equipment issue and Will and Emma retired to find some dry clothes.

It was a great day of winter sailing with chilly, but bearable, temperatures and gentle breezes. Best of all, I was out there with my son. I am definitely Mr. Lucky.



Mark Hayes

HIGH SCHOOL SAILING REPORT

For those of you who don't know me, I am Mark Hayes. We started the Lake Townsend Yacht Club High School Sailing Team in the winter of 2018, so we just completed our second full year. We have 2 seasons per year, corresponding to school semesters-spring and fall.

We ended 2019 with 10 active sailors

Regatta Record:

During 2019 we raced in 9 regattas as a team. These included 4 away regattas against other high school teams- 1 in Norfolk at Norfolk Yacht Club (which was cancelled due to storms after we arrived in Norfolk), 1 at Lake Crabtree, and 2 at Jordan Lake;

We also participated in 5 regattas at Lake Townsend-3 monthly club regattas, the HOT Regatta, in which we had our own class, and in the Oak Hollow Interclub.

Regatta Success

We had a great deal of success-our team of Emma MaCarthur and Logan Hayes tied for 1st in the Spring Regatta against RTP at Lake Crabtree, but lost in the tie breaker to finish 2nd; Emma and Logan won outright the Fall Regatta against RTP at Jordan Lake, and our other boats finished 3rd, 4th & 5th. And Jack Mcarthur and Logan were the 4th overall boat, and 3rd Lake Townsend boat at the Oak Hollow Interclub in November, against all adults.

Practices:

We practiced twice a week during the season, and by my count, we had over 30 practices in 2019.

Monica Pla:

One interesting point: we were very fortunate to have as a member Monica Pla, who was a Spanish Exchange Student attending Greensboro Day School. Monica was an experienced sailor with her family and singlehanded Europe Dinghies on the Med. Unfortunately she has returned to Spain, and we will miss her next season.

Plans for 2020:

This spring we are cutting back to one practice per week.

We are planning at least 2 away, and 3 home regattas per season.

We are looking at the RTP High School Sailing Team coming to our club to race in the spring, and we may combine this with either a monthly regatta or the Mayor's Cup.

Thanks:

Finally, I would like to thank George Bageant. He puts a tremendous amount of time and effort into the team. In addition to planning and administration, he coaches, chaperones, tows and launches boats. We really could not do it without him.

I would like to thank the Board for the tremendous support they have given us throughout the year-its clear how much they want us to succeed and grow .

LAKE TOWNSEND PARK

“SAILORS RULES”

Event Registration

Event Registration is an important safety requirement before we head out onto the water. We've setup online pre-registration. We have a hardcopies that we update during our onshore registrations.

Signup on the Scratch sheet online or when you first arrive at the lake.

Our Race Committee use this registration information to keep track of boat 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 event, all sailors are required to check-in with the Lake Townsend staff prior to launching boats.

Weather 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 sticks 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 you 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 docks spots can launch without paying a launch fee. All others require an annual pass holder 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. You see something out of place, let the office know.

Share the Dock

Launching space is limited. Be efficient launching or retrieving your boat. Be courteous to others launching or retrieving their boats. Offer to help if they don't have a dock hand helping them. Move your boat to the outside docks if you are leaving the boat in the water for bit. Neaten up you dock line 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, ask the park office 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 park staff.

Event Registration - Online or Upon Arrival

Launching Outside of Club Event?

Check-In at the Office Upon Arrival - Everyone

Trailer Boat - Annual Pass or Daily Fee

Help Keep our Park Beautiful & Trash Free

Share the Dock Space - its Limited

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

Office will assist with motorboats

Question about Club policy, activity? Ask a member, not the Office.

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

Ahoy Sailors!

This winter, LTYC volunteers are donating non-perishable food items for Greensboro Christian Church Food Panty. Bring canned meats, canned vegetables and fruits, rice, soups, crackers, etc. to any of our club events this winter. Support Community Care.

The 2020 Learn to Sail Calendar is published on our website and we already have a few students signed up for sailing classes this summer. Please post our sailing classes on your social network. Let's get the word out! [2020 Learn to Sail Volunteer Sign up Sheet](#) is posted and ready for slots to be filled in! Volunteering while teaching others to sail is what makes LTYC one of the friendliest/most welcoming clubs in the US. Sign up for just a few hours, or sign up for several sessions, whatever fits your schedule. We also have a first sail/private lessons sign up sheet if you are interested in helping in a more one on one sail experience. First Sail is a US Sailing Sponsored program to introduce community members to sailing. It's 2+ hours on the water. If you are new to sailing or new to Lake Townsend Yacht Club, our sailing classes are a great way to improve your skills, meet other members, and give back to the community.

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

In case the links don't come over

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

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

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

AnnMarie
LTYC Vice-Commodore

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 sailing class, or racing class, as well as annual membership.

Certificates can be purchased on our website, www.laketownsendyachtclub.com. We customize the certificate for your occasion and email you a PDF that you can print and put in a card.

US Sailing One Day Race Management Seminar
Hosted by Blackbeard Sailing Club, New Bern
Saturday, March 14, 2020

Don't miss this this terrific opportunity to improve your race management skills. The seminar is good for everyone who wants to provide quality Race Management to the sailors. Mark boat operators, Signal timer, Recorders and Scorers as well as Principal Race Officers. The seminar will help you to prepare for US Sailing Club Race Officer on-line exam.

All sailing clubs need to have qualified and experienced people to manage local racing. The One Day Race Management Seminar (ODRMS) focuses on club level racing. This all-day seminar includes:

- Preparing Sailing Instructions (SIs)
- Choosing courses to give competitors the best possible races
- Adjusting the course in response to changing conditions
- Starting and finishing the fleet
- Scoring the event
- Ensuring the safety of competitors and the race committee
- And much more

US Sailing Club Race Officers are recognized as being trained to provide well run races in accordance with the Racing Rules of Sailing. Certified Race Officers receive additional insurance coverage provided by US Sailing.

To participate in the seminar, you must be a member of US Sailing.

Join/Renew through LTYC MVP Sail Green Link. <https://www1.ussailing.org/membership/MPP/Default.aspx?ycid=125518P>

Renewing US Sailing members, just say yes to current member and enter your US Sailing membership number.

New US Sailing members, say No to being a current member and fill in your new member information.

Once you have your US Sailing Membership, click <https://www.ussailing.org/competition/rules-officiating/resources/find-a-seminar/race-officer-seminar-calendar/>

for the seminar calendar to register. Scroll down to find Mar 14th, Blackbeard Sailing Club.

Carpool with a sailing friend who is interested in helping to provide better run LTYC races or just wants to learn more about race management!

Instructors - Jerry Thompson and John McCarthy.

If Mar 14 does not work for you, below are other seminars not too far away.

2/01/2020 One Day Race Management Seminar at Norfolk Yacht and Country Club, Norfolk, VA
2/29/2020-3/01/2020 Advanced Race Management Seminar at Annapolis Yacht Club, Annapolis MD

You can also brush up on Race Management with RC 101 - <https://www.ussailing.org/competition/rules-officiating/race-officers/training-certification/>

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-Joleen

◆ Lake Townsend Yacht Club Board

Commodore: AnneMarie Covington	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing: Geordie Enell	◆ vicecommodore@laketownsendyachtclub.com
Rear Commodore/Education: Joleen Rasmussen	◆ education@laketownsendyachtclub.com
Treasurer: Bill Young	◆ treasurer@laketownsendyachtclub.com
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Social Media: JC Aller	◆ socialedia@laketownsendyachtclub.com
Let's Go Sailing / STEM: Gail Walters	◆ lgs@laketownsendyachtclub.com
High School Sailing Team: Mark Hayes	◆ tychsst-coaches@laketownsendyachtclub.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 members to see how you can contribute.

Thanks for making LTYC the best!

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



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

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/

Next newsletter deadline: March 10, 2020