

Lake Townsend Yacht Club

TELL-TALES

May 2026



LTYC



SPRING TO IT!

Get Your 2026 LTYC Membership Today!

The Benefits of a LTYC Membership



Social Fun Sailing

- On the fourth Saturday of each month, we have a Sail-A-Bration! There is no set time or agenda. This is a day of just cruising and having fun. Club members are present who may either invite you to go sailing on their boat or give you advice about sailing your boat or a rental. It's a great time to practice and improve your sailing or racing skills.

Competitive Fun Sailing

- On the second Saturday of each month, the club holds its regular LTYC race series! A course is established, race-around-buoys are set, and the Race Committee administers the race from the club signal boat. There is a preset captain's meeting on the day of the race which details race specifics and launch and start times. Typically, three races are held the day of the event.

Other Benefits

- Members enjoy free food, drink and camaraderie at all club socials following racing events. Racing participation is not mandatory, but volunteer assistance on race day is both encouraged and appreciated. It's also an awesome way to get to know club members!
- Members enjoy many opportunities to hone sailing skills and contribute to the club's success by volunteering to lead or assist with LTYC's sailing education classes and kids sailing camp.
- Members have the opportunity to help with LTYC-sponsored regional High School Sailing Team activities and events.
- Members can take advantage of ongoing club seminars and training for beginning and intermediate sailors.
- Members have access to all club fleet boats and club fleet boat launches, free of charge! Club boats include five Sunfish (first quarter 2026), three Flying Scots, two Wayfarers and a Tanzer 16. All are ready for use, mast up and on trailers. For more information, see the [club sailboat usage policy, agreement, and reservations](#) in the Members' Cove on the LTYC website.

Membership Renewal

New Membership

2026 Mayor's Cup



LTYC's premier regatta of the year will be held on **June 6th & 7th, 2026**. The Mayor's Cup, with its famous after-party on Saturday evening, historically attracts at least 30 boats, and this year we expect many more as the event is also the designated Flying Scot Carolinas District Championship this year. We also anticipate having a Weta class in addition to the proverbial Wayfarer, Flying Scot, and Open Classes (the Open class is for any boats that don't have enough entrants to warrant a separate class, so there's a class for you to sail whatever type of boat you'd like—everyone is welcome).

Hey Sunfish Enthusiasts—why not race the LTYC's Sunfish boats? If at least 3 boats enter, you'll get your own start and a class trophy for the winning boat. It could be the start of a new tradition!

More information and calls for Race Committee and on-shore help will follow as the weekend draws closer, but **registration is open**. Early registrations—prior to May 20—get a \$5 discount. We also would like to get as many t-shirts pre-ordered as possible.

Let's see which classes will take home the Mayor's Cup trophy and the Bryan Cup trophy this year!

Mayor's Cup Documents

[Notice of Race](#)

[Sailing Instructions](#)

[Online Registration Form](#)

**This year's stunning trophies, finely
crafted by AnnMarie Covington**

Give The Gift Of Summer Sailing!



Only \$75 to gift two people a memorable first sailing experience? YEP! LYTC will continue offering an affordable, three-hour Discover Sailing experience for up to **TWO** on beautiful Lake Townsend, hosted by a seasoned club sailor. This great deal will include sailing, boat and safety basics and real hands-on, on-the-water experience, designed to spark interest in this great sport and, of course, our great club and membership!

BONUS! In addition to an unforgettable three-hour experience, your giftee(s) will have immediate follow-up access to a “Member Mentor,” who can help them

chart a course for continuing club education, event participation, networking and membership!

To order this one-of-a-kind sailing experience, visit [Discover Sailing Order Form](#) to make your purchase. We will forward a copy of your gift certificate that you can print and/or email for gifting. Pay Pal, and major credit cards are accepted.

For information on gifting lessons, email education@laketownsendyachtclub.com

For information on gifting a membership, email membership@laketownsendyachtclub.com

Perspectives From The Helm - Racing Maxims To Remember (Pt. 2)



Shared by Jim Heffernan

Sailing and Seamanship by Ralph Roberts

Ralph Roberts is the quintessential cruising sailor with many cruises in the Irish Sea, English Channel and the tricky waters around Scotland and the Hebrides. His advice is still applicable to those of us that have or aspire to cruise on the NC Sounds and wide rivers of the Neuse and Pamlico

There is a world of difference between being a **good sailor**, and having a **good sense of seamanship**. Being a good sailor generally means being able to sail a boat to its optimum performance. Having a good sense of seamanship means being aware of the conditions around you at sea (the wind, sea state, and tide), the level of your own sailing ability and experience in dealing with the current (and future) conditions, and ultimately, always having the greatest respect for the power of the sea. This usually involves building up experience over a number of years, and gaining as much knowledge and information as possible from others with open water sailing experience.

It is poor seamanship (no matter what your sailing ability):

- To set out in a boat with any known weakness with regard to its seaworthiness, or in a boat that has not been thoroughly checked over with regard to its fittings and rigging.
- To set out without having the appropriate gear and equipment (e.g. compass, charts, anchors, flashlights, oars/outboard, tools and spares, etc.) that might be needed on any sea cruise.
- To set out on any cruise in winds at the top end of anyone's sailing ability or experience, including the crew's, or without regard to the possibility of the wind strength increasing.
- To set out on any cruise that is above the crew's competence to be able to take over the helm at any time.
- Not to reef or reduce the sails early in strengthening wind conditions. You should always sail with a safety factor in hand with regard to the wind strength to ensure that any sudden gust or freak wave does not overwhelm the boat.
- To set out without regard to the time that might be needed to complete the cruise, either before a change in direction of the tide, or before a certain time or date. Never be too ambitious to achieve a considerable distance in too little time.
- To set out without any bolt-holes to run to, should the conditions deteriorate and make it unwise to continue.

Philosophy:

The wind is king, and the sea is the ultimate master. It is better to be on land, wishing you were at sea, than to be out at sea, wishing you were on land.

Got Performance?

Reading Telltales Like an Aerodynamicist

Advanced Sail-Trim Insights for Performance Sailors



Telltales are more than simple yarn indicators — they're real-time sensors revealing how the boundary layer behaves across your sails. For an advanced sailor, they provide continuous aerodynamic feedback about attachment, separation, slot interaction, and twist distribution. When interpreted correctly, they allow you to maintain the sail's angle of attack within the narrow band where lift is maximized and induced drag is minimized.

On headsails, luff telltales at multiple heights offer a vertical profile of airflow. The lower telltales reflect slot efficiency and interaction with the mainsail, while the upper telltales reveal how apparent wind angle changes with height. Because wind shear increases aloft, the upper telltales often stall first when twist is insufficient. Leech telltales on the mainsail, especially those near batten ends, show how effectively the sail is releasing air and whether twist matches the vertical wind gradient.

Dynamic trim is where telltales become indispensable. A brief, rhythmic flick of the windward jib telltale indicates you're sailing at maximum lift with minimal drag — the “edge of stall.” Continuous lifting means over-trim; easing the sheet restores attached flow. On the mainsail, synchronized streaming of leech telltales confirms that twist is balanced. If the upper telltales stall while the lower ones stream, the sail is too twisted; if the lower ones stall first, the sail is too flat or the traveler is too low.

Telltales also integrate with deeper sail-shape controls. On the mainsail, if mid-height leech telltales stall while the upper ones stream, the draft has migrated aft — increase halyard or cunningham tension to move it forward. If the upper telltales stall first, reduce twist by tightening the vang or lowering the traveler. These adjustments form a feedback loop between aerodynamic flow and sail geometry, allowing you to fine-tune the lift-to-drag ratio for the conditions.

Mastery comes from using telltales not just to react to flow changes but to anticipate them. In waves, acceleration and deceleration shift apparent wind angle; in gusts, the boat heels and the upper telltales respond first. Advanced sailors read these signals as predictive cues, adjusting trim and helm proactively. With practice, telltales become a live diagnostic system — translating invisible air currents into precise, actionable data for peak performance.

Got Performance?

How to Read Tell-tales at a Glance

Jib – Luff Telltales

- **Both streaming:**
Attached flow, correct angle of attack
- **Windward lifting:** Over-trimmed → ease sheet
- **Leeward drooping:** Under-trimmed → trim sheet
- **Upper stalling first:**
Too little twist → ease sheet or increase halyard tension
- **Lower stalling first:**
Too flat → reduce halyard/cunningham or raise traveler



Mainsail – Leech Telltales

- **All streaming:** Proper twist and sheet tension
- **Upper stalling:** Excessive twist → tighten vang or sheet
- **Lower stalling:** Too flat or traveler too low → add depth or raise traveler

Slot Interaction

- **Jib windward telltales stalling while main is powered:** Slot too narrow → ease jib or trim main
- **Main luffing while jib streams:** Slot too open → trim main or ease jib

The Knot-So-Serious



"Let's go eat and come back when he's finished."



"He says he's sure this isn't Wildwood. Did you put batteries in the GPS?"



Patty soon discovered the Lifejacket harness was the only option

If you have a funny, send it along!

newsletter@laketownsendyachtclub.com

Tips and Tactics

Racing Rules and Etiquette for Dinghy Sailing

Small-boat racing is fast, tactical, and wonderfully chaotic — which is exactly why a shared understanding of racing rules and on-the-water etiquette matters so much. The Racing Rules of Sailing (RRS) provide the framework that keeps competition fair and predictable, but the culture of dinghy racing relies just as heavily on courtesy, communication, and good sportsmanship. When sailors combine both, races run smoothly, protests are rare, and everyone goes home smiling.

At the heart of dinghy racing are the right-of-way rules. A boat on **starboard tack** has right of way over a boat on port; a **leeward boat** has right of way over a windward boat; and a boat **clear ahead** has right of way over a boat clear astern. These rules aren't meant to be weapons — they're tools for avoiding collisions and keeping the fleet flowing. Skilled sailors use them proactively, calling "Starboard!" or "Room at the mark!" early and clearly, giving others time to respond without panic or last-second maneuvers.

Equally important is understanding your responsibility when you *don't* have right of way. Keeping clear means making your intentions obvious and predictable. If you're on port tack crossing a starboard boat, don't gamble — duck early and cleanly. If you're the windward boat, stay well clear of the leeward boat's breeze. And if you foul someone, the proper response is simple: take your penalty turns promptly. Nothing restores trust in a fleet faster than a sailor who owns their mistakes without argument.



Beyond the written rules lies the unwritten etiquette that defines good racing culture. Communicate clearly, avoid yelling unless it's for safety, and never use the rules as an excuse for aggressive behavior. Give room when it's close, even if you think you're entitled to more. Keep the start line orderly, avoid barging, and respect the race committee's instructions. After the race, debrief with your competitors — not to argue, but to learn. Dinghy fleets thrive when sailors treat each other as partners in the sport, not adversaries.

Ultimately, racing rules and etiquette work together to create the kind of environment where sailors can push hard, take tactical risks, and enjoy the thrill of close competition without fear of collisions or conflict. When everyone understands the rules, communicates openly, and races with integrity, small-boat racing becomes what it's meant to be: fast, friendly, and endlessly fun. If your fleet embraces both the letter and the spirit of the rules, you'll build a racing culture that welcomes newcomers and keeps experienced sailors coming back week after week.

Share Your Sailing Story

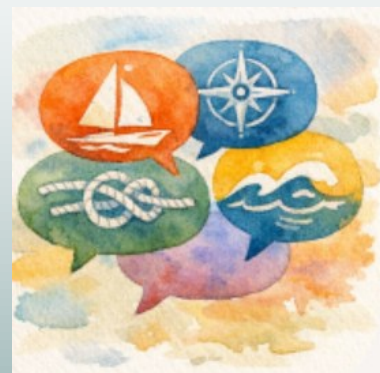


Every sailor has a beginning—a moment when wind, water, and curiosity came together and set them on a lifelong course. Maybe it was a childhood summer camp, a friend's invitation, or the simple thrill of watching sails fill on a breezy afternoon. However your journey started, it's part of the rich tapestry that makes our club such a vibrant community. We'd love to hear how you first found your way to sailing and what drew you back for more.

Of course, no sailor's story is complete without a favorite boat. Whether you swear by the simplicity of a Sunfish, the elegance of a Wayfarer, the speed of a Laser, or the comfort of a cruising keelboat, your preferences say something about the sailor you've become. Tell

us which boats have captured your heart and why—was it the feel of the helm, the challenge of the rig, or the memories made aboard?

We're also inviting you to share the adventures that have shaped your time on the water. Maybe you've weathered an unexpected squall, discovered a hidden cove, or enjoyed a perfect afternoon race where everything just clicked. Big or small, triumphant or humbling, these stories remind us why we sail and what keeps us coming back to the lake again and again. Your experiences inspire new sailors, strengthen our community, and celebrate the spirit that makes our club special. Send us your stories—funny, heartfelt, daring, or reflective—and we'll feature them in upcoming newsletters. Let's fill our pages with the voices of the people who make this club more than a place to sail. It's your turn at the helm; we can't wait to hear what you have to share.



Send To Andy Brunk—newsletter@laketownsendyachtclub.com

From The Boatyard

Trailerding Your Sailboat with Confidence: Smart Tips

Trailerding a sailboat may look simple—hitch, crank, and go—but seasoned sailors know it's an art form. A well-prepared trailer keeps your boat safe, your drive stress-free, and your launch day enjoyable instead of chaotic. Whether you're towing a Sunfish, Wayfarer, or any small dinghy, a few thoughtful habits can make every trip to the water smoother and safer.

Start with the foundation: your trailer's structural health. Inspect the frame for rust, loose bolts, or worn bunk carpeting. Check the winch post and bow stop to ensure they're solid and aligned. Tires deserve special attention—trailer tires age faster than car tires, so look for sidewall cracks, low pressure, or uneven wear. Don't forget the spare; it's your best friend when a pothole or curb decides to ruin your day.

Next, turn to the running gear. Wheel bearings should spin freely and quietly; grinding or resistance means it's time for fresh grease or a repack. Lights and wiring often suffer over the winter, so test brake lights, turn signals, and running lights before every trip. Corrosion in connectors is common—cleaning and applying dielectric grease can save you from troubleshooting in a parking lot.

Loading and securing the boat is where trailerding skill really shows. Center the hull on the bunks or rollers, tighten the winch strap firmly, and add a safety chain for redundancy. Use stern tie-downs to prevent bouncing on rough roads. A mast crutch or support bar keeps the mast stable and prevents stress on fittings. Before pulling out, give the whole setup a gentle shake—if anything moves more than it should, fix it now, not on the highway.

Finally, drive like you're carrying something precious—because you are. Allow extra braking distance, take turns wider, and keep speeds moderate to reduce sway. Periodically check your straps and tires during long trips. With a little preparation and a calm, methodical approach, trailerding becomes not just a necessity but a satisfying part of the sailing ritual, setting the tone for a great day on the water.



Sunfish Sailing Saturdays Are Here!



Last autumn, LTYC added five Sunfish to its fleet, providing new sailors with a great gateway into our sport. But for the intermediate to advanced sailor, the Sunfish is a boat full of surprises—simple on the surface, yet incredibly expressive once you know how to make it move. After you've mastered the basics, the boat becomes a place to fine-tune your instincts: small adjustments to the sail, slight shifts in your balance, and

learning to sense changes in the wind before they reach you. For the experienced sailor, sailing a Sunfish is about finding speed through feel rather than force, and discovering how little tweaks can make the boat come alive.



Considering this, LTYC is pleased to offer Sunfish Sailing Saturdays, for the *experienced* sailor, the fourth Saturday of each month from April through October. These events are not lessons, but opportunities to spend time honing already established sailing skills, hosted by already experi-

enced Sunfish sailors. Sunfish Sailing Saturdays will be an opportunity for attendees to Practice drills to improve skills, and sail for fun as well as rigging, launching, de-rigging and covering and storing the boats. The club's five boats are available for use but the sessions are open to an unlimited number of participants who can bring their own boats. The sessions will be from 10:00 a.m. to approximately 3:00 p.m. Sunfish Sailing Saturdays are sure to be popular so early signup is encouraged.



The link to sign up for SSS is <https://laketownsendyachtclub.com/activities/SignUp.asp>

Sunfish Sailing Saturdays! See you at the lake!

Classroom On The Water

Lake Townsend Yacht Club 2026 sailing classes are ramping up. Here are some shots of new sailors (and capsized drill survivors) Nathan Champion, Evan Fackler, Mike Jones and Hugues Palliere at two recent beginning sailing classes with instructors Andy Forman and AnnMarie Covington. Looks like fun!!! For information on gifting lessons, email education@laketownsendyachtclub.com



Calendar of Events

23 MAY, SAT

- Social Sailing
- Sunfish Sailing Saturday

29 MAY, FRI

- Adult Sailing Class 3 (Day 1/3)

30 MAY, SAT

- Adult Sailing Class 3 (Day 2/3)

31 MAY, SUN

- Adult Sailing Class 3 (Day 3/3)

4 JUN, THU

- 6pm Board Meeting

5 JUN, FRI

- Mayors Cup (Day 1/2)

6 JUN, SAT

- Mayors Cup (Day 2/2)

13 JUN, SAT

- Blackbeard One-Design (BSC) (Day 1/2)

14 JUN, SUN

- Blackbeard One-Design (BSC) (Day 2/2)

19 JUN, FRI

- NC Gov Cup (CSC) (Day 1/3)

20 JUN, SAT

- NC Gov Cup (CSC) (Day 2/3)

21 JUN, SUN

- NC Gov Cup (CSC) (Day 3/3)
- 6pm Junior Sailing Camp 1 - On Zoom



LTYC Social Media Connections



Please LIKE LTYC on Facebook!!



- Go to 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

Readers, Feedbackers & Contributors?

Thank you for reading Tell-Tales!

Like what you see? **Tell us!**

Something you'd like to see improved? **Tell us!**

Have an article suggestion or pictures of an outing or event you'd like to share? **Share it**, and we will do our best to get it included in a future issue.



This is YOUR newsletter!

Reach us at newsletter@laketownsendyachtclub.com

Your 2026 LTYC Board of Directors

Commodore: Mark Wilson	◆ commodore@laketownsendyachtclub.com
V. Commodore/ Racing: Steve Jones	◆ vicecommodore@laketownsendyachtclub.com
Rear Commodore/Education: Andy Forman	◆ education@laketownsendyachtclub.com
Treasurer: Rob Bradley	◆ treasurer@laketownsendyachtclub.com
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Equipment: OPEN	◆ equipment@laketownsendyachtclub.com
Membership: JC Aller	◆ membership@laketownsendyachtclub.com
Social Outreach: OPEN	
Socials: Ron Washburn	
Newsletter: Andy Brunk	◆ newsletter@laketownsendyachtclub.com
Social Media/City Liaison: OPEN	
Marketing: Randy Shelton/Ray Bednar	◆ marketing@laketownsendyachtclub.com
Website/Publicity: Sid Hale/Chris Morris	◆ newsletter@laketownsendyachtclub.com

Please note the **OPEN** positions above and reach out if you can be of assistance! But, you don't have to be a board member to help out. Everything our club does is done by volunteers. Please contact the individual board members to see how you can contribute. Thanks for making LTYC its best!

Board meetings are open to all members. They are held virtually, via, Zoom the first Thursday of each month at 6:00 p.m. If you would like to attend, see the club calendar for times and reach out to membership@laketownsendyachtclub.com for a zoom link.

Classifieds

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