

LAYLINE

MAY 2007

VOLUME 35 ISSUE 4



LAKE TAHOE WINDJAMMERS YACHT CLUB

www.tahoewindjammers.com

VIEW FROM THE HELM

HOWARD STEVENS

May! Time to get your boat into the water, or to the crane, ready to race. Remember what race is? You know! Sail around in circles, then head between two things, one usually an anchored boat and the other a small floating thing that's difficult to see. Suddenly surrounded by other sailboats at VERY close proximity with everybody yelling things that don't appear in Webster's Dictionary. Stuff like: "starboard", "comin' up," "I got right of way," "no

board " Then you have a beer at Steamers and you can lie about all that stuff and more. What

fun!!! I'm looking forward to it, as I'm sure you are.

This time of year we seem to attract new members. I would like to encourage you each to find a candidate for membership and bring him or

bers. I was browsing the roster just yesterday, and realize that much of the membership has been around for some time. I joined the club in 1999 after racing with Kurt on

members. It has been brought to my attention that we may be on the cusp of becoming one of those organizations that everyone loves to hate - a club with cliques! You know, groups of people that hang out with one another to the exclusion of others. This is a sure way of driving new people out! Trust me, I've been around and have experienced this phenomena before. There are two kind of clubs: inclusive and exclusive. The Inclusive clubs are welcoming, and work at making new members feel a part of the whole. The Exclusives are the ones who

RACING/CRUISING — SKIPPERS AND CREW
CHECK OUT THE NEW "CREW LIST"
<http://www.tahoewindjammers.com/crew%20list.htm>

the S Xing, and the next year had a boat of my own. But, I digress. So many of our older members have filled the chairs on the board, acted as committee chairmen and helped make the club work

THE CLUB NEEDS A VOLUNTEER HISTORIAN !

room at the mark," and a bunch of other things that are un-printable in a family publication like this. Then tacking to suggestions like: "you're pinching", "you're too low," "do you see that other boat coming at us?" Then, having to go around another thing, low in the water of nondescript color to the accompaniment of, "I've got an inside overlap", "you can't do that!" Then a long downwind leg under spinnaker which refuses to stay filled and a main which accidentally gybes frequently with narrative like: "we're going too deep", "we're not going deep enough," "Wow, where did that guy come from - he's

her to one of our monthly meetings. If they like what they experience, perhaps they'll join. We



do need new members. As Commodore it is my responsibility to try and fill

HOWARD WOULD LIKE TO CREW THE "DITCH RUN"
ANYBODY NEED CREW?
HOWARD STEVENS: 775-267-0344
n6mte@clearwire.net

headed right at us, two boat lengths away on star-

the needs of the club with willing workers, i.e. mem-

that they are reluctant to volunteer once again. This puts us at a disadvantage in making everything hap-

hang with each other and ignore the new folks. Sure, its fun to chat with your buds and tell the old stories, but the new guys need reassurance that they are a part of the group, too. So, let's all turn over a new leaf and be overly welcoming to prospective and new members. If I feel that you are being too welcoming, or, if your significant other is jealous of the attention you are giving that new member of the opposite sex, either I, in the first instance, or your s.o. will let you know. Let's be the most Inclusive club you have had the pleasure of belonging to. Got your boat ready? No, then get some help. Enlist that crew, or hire someone and let's get it in the water. Beer Cans are just around the corner!!!! See you on the lake! Fair winds and following seas.



LAKE TAHOE WINDJAMMERS YACHT CLUB 2007 RACE/EVENT SCHEDULE

Date	Time	Race Title / Type	# Races	Event Chairperson
May 20	9:00 AM	Race Management Seminar		R. Huckaby
May 27	2:00 PM	Spring Series / buoy	3	
June 2		Ditch Run		Richmond YC/Stockton Sail Club
June 9	9:00 AM	Race Clinic - rules, tips/tricks, practice		
June 10	Noon	Opening Day / buoy	3	
June 16-17	TBA	Father's Day Cruise		Bob Cliff
June 20	6:00 PM	Summer Sailstice / beer can	1	
June 23	11:00 AM	Southern Crossing / long distance	* 1	D. Newman, V. Beelik
June 24	Noon	Southern Crossing awards brunch		
July 8	Noon	Commodore Cup / mid distance	* 1	H. Stevens
July 8	6:00 PM	Commodore Cup party		
July 11	6:00 PM	Intergalactic Beer Can (reverse start)	1	
July 14		Trans Tahoe		Tahoe YC
July 19-22	TBA	Tahoe Blue One Design / drop mark	5	R. Huckaby
July 29	Noon	Double Handed / buoy	* 3	
Aug 4	TBA	Women's Clinic		
Aug 5	Noon	Ladies Day / buoy	3	M. Robinson
Aug 12	Noon	Midsummer Madness / mid distance	* 1	
Aug 19	Noon	Single Handed / mid distance	1	L. Wright
Aug 25-26	Noon	Perpetual Series / buoy	* 5	
Sept 8-9	TBA	Hildinger Cup / Match Racing		
Sept 23	Noon	Fannette Island / long distance	* 1	
		Tahoe Cup Series	*	\$40 for 5 races prepaid except Southern Crossing
all July		Beer Can races are timed & trophies		
all August		Beer Can races are timed & trophies		D. Newman, V. Beelik

RULES
RULES
RULES



KINETICS

True or False?

Racing rule 42 ('Propulsion') limits the use of kinetics (body movement) while boats are racing.

Here's a quick quiz with 8 questions

1) You are allowed to roll your boat as hard as you want as long as you make this action only once and it is not repeated. **TF**

2) The actions listed in rule 42.2 (Prohibited actions) are prohibited only if they actually propel your boat in a for-

ward direction. **TF**

their bodies in any static position that increases

more than twice in quick succession breaks rule 42, even if each of the tacks is legal by itself. **TF**

6) It is permitted to roll your mast to windward of vertical at the end of a tack. **TF**

7) If you pump the mainsheet to surf on a wave but your attempt at surfing is unsuccessful, you have broken rule 42. **TF**

8) If a boat is above closehauled and moving slowly, she may scull to turn to a closehauled course, even if this makes the boat gain speed. **TF**



WHO IS THIS WINDJAMMER?

3) Pulling in and releasing a sail in response to puffs or waves is permitted even if it is repeated. **TF**

the amount of rolling caused by waves. **TF**

4) Crewmembers are not permitted to position

5) When the wind is steady and there are no tactical considerations, a boat that tacks

ANSWERS

(Continued on page 9)

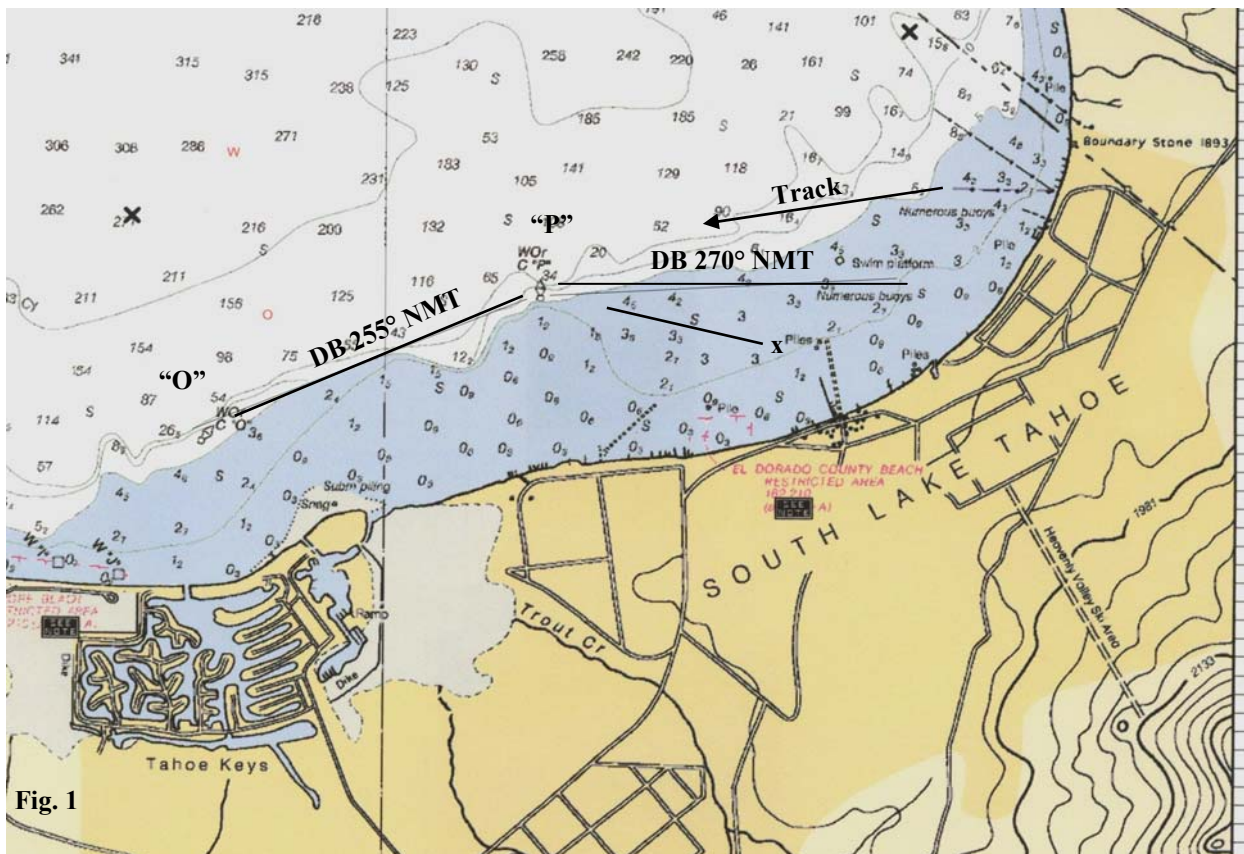


Fig. 1

LAKE TAHOE WINDJAMMERS YACHT CLUB

Its dues time again! Yep, time flies when we're having fun, and the racing season was great in 2006, and promises to be better in 2007.

Please complete the information below to reflect any changes in address, phone, email, spouse, etc, so we can up-date our roster. And return it with your check.

NOTE:

Dues are due on the first of the year, January 1st. To accommodate those who are financially un-able to make their payment on January 1, the board has extended the final due date until March 31. (Note that this falls after the March Chowder party and membership drive.) I want to remind you that some of the club's expenses continue throughout the year, not just during the sailing season, so please endeavor to pay your dues in a timely fashion.

After the March 31 deadline a late penalty of \$10.00 will apply. In addition, new members will be assessed a \$10.00 initiation/ processing fee. This was approved by the board several years ago, and now will be enforced.

Dues remains at \$70.00 for Regular members, and \$35.00 for Associate members.

Howard Stevens, Commodore

Cut here and return with your check to: WYC Treasurer, PO Box 10466, SLT, CA 96158-4366

Name:

Spouse name:

Membership Class R/ A

Address:

City

State

Zip:

E-mail:

Telephone:

Boat name:

Boat make:

Length:

VHF radio (Y/N):

Sail number:

Spinnaker (Y/N):

Penalty Eqpt Y/N):

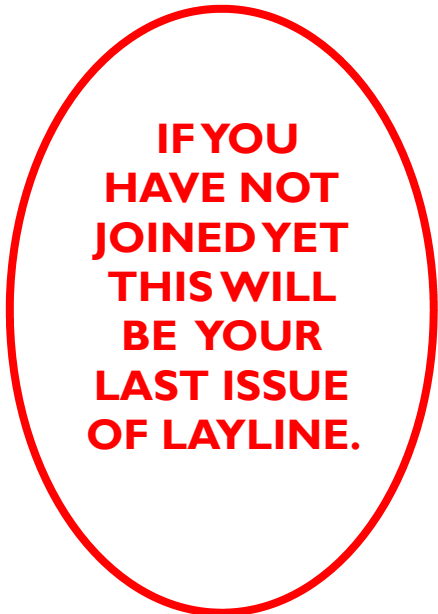
Members US Sailing (Y/N)

US Sail number:

Insurance Co:

Policy Number:

WYC Layline: delivery preference- email____ or snail mail____



TANYA

JIM HILDINGER

Continued from the April issue of Layline. To see the previous episode please go to: www.tahoewindjammers.com/doc/s/WYC-LL%202007%2004.pdf

Sparks had his back to all this mostly silent activity and was concentrating on what was coming in to his earphones. Suddenly he removed the phones, turned in his chair, caught the eye of one of the messengers, and motioned him over. In a hushed and controlled voice he said to the orderly "My respects to the captain and would he be good enough to see me for a moment." This would have sounded pretty silly aboard some ships, but everyone knew that Mike was an avid reader of the Hornblower stories and that he often came out with language that reflected his interest in maritime history. He was also a petty officer and the messenger was

not! The messenger was a very young man and was easily intimidated by superior rank. He was also quick witted! Not a hint of a smile crossed his pleasant face as he straightened up a bit and replied "Aye, aye sir". The unusual request and the hint of action in the message made him feel very important as he walked briskly across the bridge and unobtrusively got the attention of the skipper. It was 2308 hours.

At 32 Captain Charles Knickerbrocker was the

his name. If anyone called him Charlie they would instantly find out that that was just not done on this ship. The first time would result in a royal bawling out and if it happened again the unlucky orderly would be in the galley for the next week or two – and he had an uncanny memory for names and faces. On this ship that word had gotten around very quickly when he took command two months ago.

The orderly started to

act message that Sparks had entrusted to him in a voice that literally shook with importance. Three of the other nearby seaman who had overheard the unusual request turned to look. Captain Charles Knickerbrocker was no dummy. He may be young but he was in full control of his men every minute of every day. He turned a serious eye towards the three and said in a voice loud enough for the entire bridge to hear "If you men have nothing better to do I could probably help you out there." There wasn't a hint of humor in that voice but there appeared a few tight smiles on faces that were turned away from the scene. Without another word Charles strode over to where Sparks was waiting for him.

"What is it Sparks?" he said.

Sparks replied by hand-



youngest skipper in the entire task force and he was very sensitive about

salute, in an instant thought better of it, and instead delivered the ex-



(Continued on page 8)

WYC CREW/CRUISING LIST — CHECK IT OUT:

<http://www.tahoewindjammers.com/crew%20list.htm>

How does the crew list work?

You start by filling out the form located by the pressing on "Add Your Name To The Crew List" button above. The form contains your contact information, your preferences in sailing and any qualifications that you may have. By the way, we encourage beginners to submit their names to the crew list. Many skippers prefer training someone new

rather than trying to get rid of "bad" habits of "experienced" crew. We also encourage skippers to try out new crew members. Like most sports we like to get new people involved.

The Racing Crew List

When filling out your experience try not to oversell yourself because it will be come apparent soon after you start what your real qualifications are. You can select as

many crew positions as you want. This is the most active crew list and it can get you on a boat quickly. We encourage novices to post. You would be surprised how many skippers would prefer an enthusiastic novice over someone with experience.

The Cruising Crew List

If your looking to sail and meet some new friends, this is the list for you. Experience is less important

than for racing and it's a good way to get your feet wet, so to speak. When a skipper contacts you to go sailing, it's a good idea to ask him about his experience. You don't want to go out as a novice with a novice skipper. Skippers appreciate it if you volunteer to bring food or drink along for the sail.

Please keep the following in mind when filling out the Crew List: It's better to understate your experience than overstate it.



GPS and DANGER BEARING

By; Vic Beelik

PLEASE REFER TO CHART ON PAGE FOUR

The use of a “Danger Bearing” enables a navigator sail around obstructions without having to constantly fix and plot his position. This method is especially useful when one is shorthanded and no one is helping to navigate plotting ones DR position down below on the chart table. Now that all navigators have access to GPS the use of this navigation method becomes easy and it should be used.

When hazards, such as shoal or rocks or other obstacles, are near your intended course plot a danger bearing on a visible landmark, than steer to the safe side of such dangers. Let us look at an example:

It is 23:00 and the 4th of July fire works were just completed on the South Shore of Lake Tahoe. You are headed south west on a course to your home port in Tahoe Keys. In order to get there, you have to avoid the shoals shown on the chart marked by the unlit buoys “P” and “O”. (See Fig. 1) . To navigate get home safely do the following:

Draw a line from buoy “P” along the shoals to be avoided toward your starting point S (270°). This is your DANGER BEARING (DB). As your vessel proceeds toward buoy “P” you will be in safe water as long as your bearing on buoy “P” is less than 270°. Mark this line DB NMT 270°. NMT means : NOT MORE THAN. That is to say if the bearing is more than 270° (shown by the letter X in the deep blue) your vessel is in danger of running aground. On the other hand, as long as the bearing from your vessel at any time is less than 270° you are in safe waters.

Note:

All notations of Danger Bearings must be qualified by:

NOT LESS THAN (NLT) or NOT MORE THAN (NMT) .

The usual way to get bearing on an object is with the aid of a bearing compass. What if it is dark as it is in this case, or worse, the fog rolls in and the bearing object is not visible?

Using a GPS solves this problem:

Pick a WAYPOINT (DB P) that serves as the “bearing point” for your danger bearing. In the example above, the Lat/Long of buoy “P”.

Sail your course and monitor your GPS bearing toward (DB P). This bearing will change as expected as you sail down your track. As long as the obtained GPS bearing is NOT MORE THAN 270° your vessel is on the safe side of the danger.

On the second leg from “P” to “O” a new Danger Bearing has to be drawn and the DANGER BEARING (DB) has to be established. In this case DB 255°NMT. Again create a waypoint and enter the LAT/LONG of Buoy “O” (DB O). Monitor your GPS bearing to this waypoint You will be in safe water as long as your bearing to (DB O) is NOT MORE THAN 255°.

————— **USE DANGER BEARINGS AND BE SAFE** —————

(Continued from page 6) **TANYA**

ing the skipper the ear-phones and said "Listen to this". After a minute he said to the skipper "Those clicking sounds occurred last night at this same time and again at – let me check my notes here – ah yes, again at 0230 last night – always in the same rhythm. They sound to me like someone playing with the switch on their VHF mic. It is coming in on channel 16 - But why that strange pattern? What do you think Sir?"

There was a moment of silence as the two men looked at each other. That moment got too long and Charles straightened, but his fist kept pounding the palm of his other hand in that strange rhythm. The blank stare in his eyes gave the lie to what was going on his active brain. Sparks was afraid to move for fear of breaking the spell. The other 10 men on the bridge that night felt the tension mounting and tried not too successfully to avoid that part of the space with their eyes. After a good two minutes the pounding fists suddenly stopped mid-stroke. Charles' face at once became chiseled in stone, his mouth opened but nothing came out. Sparks heard him mutter "My God" and a split second later he was in full control again as he turned and shouted in a loud voice that he had never used in that space before "Men! Is there anyone here that knows Morse code?"

Morse Code as a means of communication had not

been used in the Navy for a decade or more and none of these youngsters had ever tried to understand the technique, let alone use it. It was only the intense look on the skipper's face that kept them all from breaking out laughing. No one moved a muscle for what seemed like an hour. Then the man at the wheel, who by law is forbidden to take his eyes off either the compass in front of him or the sea ahead, and who now had his back turned to the silent group of men, raised one hand and said plainly "I do sir".

It took less than a second for the next command to be hurled across the bridge to the Officer of the Watch in a voice that carried enough authority to make a senator cringe.

"Get a relief for that man. I want him over here ASAP". The skipper's brain was working at full throttle and as he remembered the procedure for relieving the helmsman he added "No uniform required. Go." That last word "Go" was like a bomb going off in the that small space. They all knew it meant to forget protocol, get the job done and do it yesterday. The messenger forgot to salute and forgot to walk as he ran for the door. Instead of walking down the stairs he dove forward grabbing the railings half way down, pulling

his feet under him and landed upright on the next level. Two more of those and he was on the sleeping deck. He skidded around a corner only to bump into a petty officer who was unaware of the recent events on the bridge. The officer was ready to chew the seaman out good for running on deck, a violation of regulations worthy of some serious punishment. The orderly broke free of his grip and said as he fled "captain's orders. GO". That word "go" had the same effect down here that it had generated a moment earlier in the lofty space of



the bridge. The petty officer followed the orderly into the sleeping quarters and as he flipped on the lights he shouted "On your feet". Instant activity occurred as men rolled out of their beds shaking their sleeping buddies awake to obey the order. By that time the orderly from the bridge and his charge who was clothed only in his shorts were already heading out the door. The two men ran as fast as they could up to the bridge and burst through the door. Laughter was expected but none came.

The officer of the watch came toward them and said in a controlled voice "You forgot your hat sailor. Now take over the helm."

The normal procedure for changing the helm on a ship of war requires a minute or more to exchange information between the old and the new man. This time it was shortened to "Course 270 degrees, speed 6 knots. Watch that can ahead (can is another slang word for destroyer) – about every ten minutes he goes to sleep and will veer 3 degrees to port". As he turned to give up the wheel he saw for the first time a skinny young man in nothing but shorts. His jaw dropped but he said nothing. He walked quickly over to where the skipper and Sparks were watching a screen and said softly and very professionally "You wanted me sir?"

Charles handed him the earphones and said "Listen to this and tell me what you think." It only took 30 seconds. The earphones came off and he said "That is somebody using the mic switch to send an SOS, only he's got it backwards. He's sending OSO and doesn't know it."

Charles demanded "Is there any doubt in your mind about that?" and got the answer he knew was coming from this very professional young sailor "No sir". Charles said "This is top secret and you are to tell it to no one. Do you understand?" "Yes sir" came the prompt reply. It was



(Continued from page 8) **TANYA**

2316 hours.

The skipper of the US destroyer *Edward Marshall* knew that the next step was to find the exact point from which that strange transmission was coming, and then the biggest hurdle of all would be to convince Admiral Bidwell that it was necessary to turn the task force around and go investigate. So far nobody knew what he suspected and he was not about to share his knowledge for fear that if he was wrong..... well it just wouldn't do his career any good. He was aware that they were due to make a course change in a few minutes and he needed to be on the bridge for that maneuver. As he turned and saw half the men there looking at him he also caught sight of the relief helmsman standing there doing his job as cool as a cucumber not the slightest bothered by his near-nakedness. His first

thought was 'that's real class' and his second thought was 'God, I hope there is no one in here with one of those cell phones with a camera built in or we will be the laughing stock of the entire task force within 5 minutes.'

Charles chose his words carefully as he said in a voice that he hoped had calmed down a little "Officer of the Watch – see that the helmsman is again replaced and give that man my great coat for his return trip." - then addressing another of the group "Number 2, take charge of the coming change of course – I'll be on the wing bridge if you need me." - and turning back to Sparks he said "I would like a word with you on the starboard wing bridge." It was 2322 hours.

Sparks was a sharp lad with a good sense of humor and he picked up at once on the phrasing of those last words from the skipper – it was not an order – it was a request – that meant that what was on the mind of the skipper, whom he

admired no end, was to be unofficial and off the record. What could possibly be so important about those mysterious clicks that would cause the whole boat to be alerted first with that famous word "Go", then with a near naked man on the bridge, and now with a private chat with the skipper out in the dark of the night on the wing bridge. He had been listening with the earphones again when his fellow sailor was saying that they were an SOS being sent with the mic key so he had no clue about that. He silently shrugged his shoulders and followed his skipper out into the night.

As the two men approached the end of the cat walk Charles opened with "At ease Sparks. Is it true that the source of a radio signal can be pinpointed with great accuracy using a radio direction finder?" Sparks answered in the affirmative so he continued with "We

skippers know that Sparkies everywhere are able to communicate with each other in a kind of under the table method that escapes detection by the higher officers. We don't know how you do it and I don't want to know. As I recall you are not married. Do you have a sister?"

Sparks replied with "Yeah, one. She's a real jewel too. Be eighteen next month" and wondered to himself 'Where is he going with this line?'

TO BE CONTINUED IN THE JUNE ISSUE OF LAYLINE

ANYBODY KNOW WHERE THE CLUB PHOTO ALBUMS ARE?

(Continued from page 4) **RULES**

The answers to all of these questions (and many more) are found in an ISAF document called "Interpretations of Rule 42, Propulsion." If you have not seen this, go to: [www.sailing.org/rrs200S/4 2i nterpretations200S .pdf](http://www.sailing.org/rrs200S/4%20interpretations200S.pdf) As the title says, it contains many explanations of the various sections of rule 42, which are used by umpires and juries. The answers below contain references to

relevant parts of the document:

1) False.

Unless permitted by rule 42.3, any body action that propels the boat with the effect of one paddle stroke is prohibited (see BASIC 4).

2) False. All actions listed in 42.2 are *always* prohibited (BASIC 5).



3) True. You're allowed to respond to changes in wind and waves (PUMP 2).

4) False. Crew can sit anywhere as long as they are static (ROCK 4).

5) True. See rule 42.2e and TACK I.

6) True. The only

limit in tacking is that you can't come out of the tack faster than before it (ROCK 9).

7) False. See PUMP 7. But if you repeat an unsuccessful pump to get on a surf, you may break rule 42.

8) True. You can scull when you are above closehauled and moving slowly, even if you gain speed (SCULL I).



LAKE TAHOE WINDJAMMERS YACHT CLUB

2007 SOUTHERN CROSSING

The Lake Tahoe Windjammers Yacht Club (WYC) cordially challenges you to participate in the annual "Southern Crossing" yacht race. The race is scheduled for Saturday June 23, 2007. The warning signal for the first class will be at 11:00 AM with a finish cut-off time of 10:00 PM.

NOTICE OF RACE

ORGANIZING AUTHORITY:

Lake Tahoe Windjammers Yacht Club

South Lake Tahoe, CA

Race Chair: Don Newman 530 542 3641 denewman2@aol.com

Vic Beelik 775 588 1385 vbeelik@charter.net

Entry Requirements:

The race is open to all single hulled racing and cruising yachts with an overall length of 19 feet minimum, whose owners or charterers are members of a yacht club recognized by the United States Sailing Association (USSailing).

Entry fees:

The entry fee for the **non-spinnaker** fleet is \$50. For the **spinnaker** fleet the fee is \$60 for US Sailing members, \$70 for non-US Sailing members. With your paid entry you will receive Sailing Instructions and two tickets to gourmet brunch at the trophy presentation to be held at Cantina restaurant on Emerald Bay Road on Sunday June 24.

Registration:

Entry forms can be mailed to: WYC, PO BOX 8527, South Lake Tahoe, CA 96158. Mailed entries must be received *before* June 20. There will be a Registration and Skippers meeting at the Fresh Ketch restaurant in Tahoe Keys Marina at 9AM June 23, 2007. Late entry forms will be accepted at that time. Visiting boats may drop off skipper or raft up briefly near the harbormaster office (leave someone on board capable of moving the boat and don't block the gas dock).

Check In:

All boats will be required to check in by VHF (channel 68) between 10:00 and 11:00 on the morning of the race.

Rules:

The race will be governed by the *rules* as defined in *The Racing Rules of Sailing*, this Notice of Race, the Sailing Instructions and the Southern California PHRF ratings for racing and cruising yachts. **Please note: Lake Tahoe Regional Planning Agency (TRPA) prohibits 2 cycle outboard engines. The willful discharge of liquid or solid waste into the waters of Lake Tahoe is prohibited.**

Handicap Ratings:

Southern California PHRF handicaps for RLC (random leg course) will be used to score the race on a time on time basis. For the cruising fleet, the PHRF handicap will be adjusted according to the rules outlined in the Southern California PHRF rules.

Classes/Divisions:

The racing will be divided into two fleets with divisions within each:

Spinnaker Fleet –

A, B and possibly C divisions will be decided depending on entries.

Non-spinnaker Fleet –

There will be one division with first, second and third prizes.

Minimum Safety Equipment:

All yachts at a minimum shall be equipped with safety equipment as required by the current US Coast Guard requirements. In addition each yacht shall have:

“Life Sling” type throw-able device.

A marine VHF radio (portable or fixed) capable of transmitting and receiving on channels 16, 21, 22, and 68.

An auxiliary engine (inboard or outboard) with enough fuel aboard to power for a range of 15 miles minimum

Racing Area and Courses:

The NOAA Chart 18665, Lake Tahoe, covers the race area. The start and finish for both fleets will be in the vicinity of Coast Guard mark “O” in front of Tahoe Keys. *Courses are subject to change or shortening – see the Sailing Instructions.*

Spinnaker Fleet - The course will be approximately 25nm. The general course will be: Start (Tahoe Keys), Buoy in the vicinity of Rubicon Bay, Cave Rock, WYC mark “D”, WYC mark “E” near Edgewood, Finish (Tahoe Keys).

Non-spinnaker Fleet – The course will be approximately 17 nm. The general course will be: Start (Tahoe Keys), Rubicon Bay, Edgewood, Finish (Tahoe Keys).

The specific description and coordinates of each rounding mark will be in the Sailing Instructions.

There will be a time limit for both fleets to finish. Any yacht that has not finished by 10:00 PM will be scored DNF. Any boat withdrawing from the race must notify RC by VHF channel 68.

Trophy Presentation:

Trophies will be given in all divisions in both fleets. They will be presented at the brunch held at Cantina restaurant on Sunday, June 24, 2007. Each Yacht participating will receive two tickets for brunch. Additional tickets may be purchased with your application for \$15.

Boat Launching and Slips:

Boat slips, trailer storage and launch hoist is available at the Tahoe Keys marina (tel.530 541 2155)

For further information and assistance call Don Newman 530.542.3641 or email enewman2@aol.com

Layline

LAKE TAHOE WINDJAMMERS YACHT
CLUB
P.O. BOX 10466
SOUTH LAKE TAHOE, CA 96158

Phone: (530) 542-3641
Info. Phone: (530) 542-1550
Fax: (530) 542-3641
Email: ltwy2@aol.com
www.tahoewindjammers.com



WWW.TAHOEWINDJAMMERS.COM

LTWYC EXECUTIVE BOARD 2007	
Commodore	Howard Stevens 775-267-0344 n6mte@clearwire.net
Vice Commodore	Mike Robinson 530-577-8175 robsocon@earthlink.net
Rear Commodore	Robert Huckaby 530-544-4697 bobhuckaby@aol.com
Secretary	Vic Beelik 775-588-1385 vbeelik@charter.net
Treasurer	Jim Dougherty 530-577-6277 jdougherty@laketahoe.harrahs.com
Member-At-Large	Lynn Wright 530-544-1482 potterybylynn@6mail.com
Past Commodore	Jon Hoefler 530-577-5922 jtahoefler@aol.com
COMMITTEES	
Junior Program	Rob Anderson 775-783-9567
Membership	Rob Anderson 775-783-9567 randerson@roanderson.com
Publicity	Ralph Thomas 530-541-2543 htayurt@yahoo.com
Layline	Don Newman 530-542-3641 denewman2@aol.com

WYC MAY GENERAL MEETING

THURSDAY MAY 17

6:30

DINNER AT THE FRESH KETCH AND THE IDIOT'S GUIDE TO THE AMERICAS CUP

A short program will presented by Ross Groelz demystifying the Americas Cup maneuvering at the start, upwind leg, and downwind to the finish.

There will also be time to firm up plans for the Father's Day Cruise on June 17th.

Please join us upstairs at the Fresh Ketch, May 17th at 6:30 for a fun evening. The dinner menu starts at \$12.

RSVP Mike Robinson robsocon@earthlink.net or 530-577-8175 by Tuesday May 15.

COVER:
CORSAIR-TRANS TAHOE 1985
(USUAL SUSPECTS)