

Lake Townsend Yacht Club

Tell Tales

FEBRUARY, 2021



If you live to be a hundred, I want to live to be a hundred minus one day so I never have to live without you.

— Alan Alexander Milne

IT'S THAT TIME AGAIN

2021 Memberships Renewals Are Due

The Benefits of Membership

Competitive Fun Sailing

On the second Saturday of each month (March-October) we hold our regular LTYC race series. This is 'around the buoys' racing where courses are laid out and there is a Signal Boat (pontoon boat) which carries the Race Committee who administer the race. There are specific times set to attend an online competitors meeting prior to the race day and to have your boat at the starting area to race. Typically, there are three races run.

Social Fun Sailing

On the fourth weekend of each month (March-October) we have a Sailibration! There is no set time or agenda. This weekend is for daysailing and cruising just for fun. Club members are there who may either invite you to go sailing on their boat or give you advice about sailing your boat or a rental. Great opportunity to sail on different types of boats to see what suits you best. Good time to practice and improve your sailing or racing skills. Best way to learn is to be onboard with one of our experienced skippers.

Other Benefits

Seminars and training for beginning and intermediate sailors

Availability of club boats including one Lightning, one Flying Scot, one Wayfarer, and four Tanzer 16s. 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.

Annual Members Meeting in November and Change of Watch Banquet in January

2021 Membership Types and Dues

All memberships are for one year from January 1 through December 31.

Family membership for current or new members

- \$75.00 - if dues are paid before July 1
- \$37.50 - if dues are paid on or after July 1
- \$18.75 - on or after October 1

Family membership for class attendees

For new members who have already submitted a class registration form and paid for one of our 2021 Learn To Sail class sessions.

\$37.50 - anytime (even if the class is before July 1)

Individual membership for students

Non-voting membership for individuals 25 years or younger and who are full-time students.

\$37.50 - anytime

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You can join the Lake Townsend Yacht Club or renew your existing membership by going to the URL <http://www.laketownsendyachtclub.com/about/Membership.asp> or clicking in the Join us! box on the [LTYC Home Port](#) page, and then selecting your membership type—New or Renewal.



New Membership

Membership Renewal

And don't forget to sign up for crew and volunteer opportunities!

Crewing Options	<input type="checkbox"/> I often need crew
	<input type="checkbox"/> I am available to crew
	<input type="checkbox"/> I have family members available to crew
Volunteer Opportunities	<input type="checkbox"/> Newsletter Articles
	<input type="checkbox"/> Event Photos
	<input type="checkbox"/> Publicity and Social Media
	<input type="checkbox"/> Socials and Hospitality
	<input type="checkbox"/> Sailing Class Support
	<input type="checkbox"/> New Member Mentoring
	<input type="checkbox"/> Equipment Maintenance
	<input type="checkbox"/> Sailing Team Support
	<input type="checkbox"/> Community Outreach
	<input type="checkbox"/> Internet/Technology Support
	<input type="checkbox"/> Financial Tracking
	<input type="checkbox"/> Club Administration
	<input type="checkbox"/> Race Administration
	<input type="checkbox"/> Parks & Rec Relationship
	<input type="checkbox"/> New Member Marketing
	<input type="checkbox"/> Other (contact me)

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For your annual dues, the club supports:

- 10 - Racing Days
- 5 - Sailing Savvy Sundays (Skills Development)
- 8 - Social Sailing Days
- 2 - Days Mayor's Cup
- 2 - Days Hot Regatta
- 2 - Days (Interclub with CSC & Oak Hollow)
-
- 29 - Total sailing days

LTYC Volunteers' are needed to support Sailing Education as a Sailing Promotional Effort and for Revenue Generation. Both teachers and scat support staff are needed. More on that from Marie-Lyne.

4 - Private Sailing Classes

- 8 students (up to 2 per class)
- 2 days on water each
- 2 days on zoom each
- 8 days on the water

6 - Adult Sailing Classes

- 36 students (up to 6 per class)
- 2 - 3 days on water each
- 2 days on zoom each
- 15 days on the water

2 - Junior Sailing Classes

- 12 Students (up to 6 per class)
- 4 days on water each
- 4 days on zoom each
- 8 days on the water

3 - First Sail events

- 3 Students (1 per class)
- 1 day on the water

2 - Learn to Race weeks

- As many boats as want to come out
- 4 days per week/class
- 8 days on the water

Let's Learn to Sail!

Beginner Adult Class-1 (2 Saturdays) at the Lake 5/1 10am-4pm
at the Lake 5/15 10am-4pm
4/30 & 5/14 Zoom Sessions 7-8pm
Beginner Adult Class-2 (Week-end) at the Lake 5/29 10am-4pm
at the Lake 5/30 10am-4pm
5/27 & 5/28 Zoom Sessions 7-8pm
Beginner Adult Class-3 (Week-end) at the Lake 6/12 10am-4pm
at the Lake 6/13 10am-4pm
6/10 & 6/11 Zoom Sessions 7-8pm

Beginner Adult Class-4 (Week) at the Lake 7/12-13-15-16 5-7:30pm
at the Lake 7/17 9am-12pm
7/11 & 7/14 Zoom Sessions 7-8pm
Intermediate Adult Class-5 (Week-end) at the Lake 8/14 10am-4pm
at the Lake 8/15 10am-4pm
8/12 & 8/13 Zoom Sessions 7-8pm
FAMILY Class-1 (Week-end) at the Lake 7/24 10am-4pm
at the Lake 7/25 10am-4pm
7/22 & 7/23 Zoom Sessions 7-8pm

Junior Class-1 (Week) at the Lake 6/7-8-10-11 9am-12:30pm
6/6 & 6/9 Zoom Sessions 7-8 pm
Junior Class-2 (Week) at the Lake 6/14-15-17-18 9am-12:30pm
6/13 & 6/16 Zoom Sessions 7-8pm

Learn to Race-1 at the Lake 7/10-11
7/8-9 Zoom Sessions
Learn to Race-2 at the Lake 8/7-8
8/5-6 Zoom Sessions

Visit the LTYC Site to sign up for one of the classes listed.

Adult Learn to Sail:

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

Junior Learn to Sail:

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

You can also sign up for private lessons and private sails!

Volunteers Needed!

All classes are in need of volunteers. Visit <http://www.laketownsendyachtclub.com/activities/InstructorSignUp.asp> to sign up as an Instructor, Assistant, or Scat Boat Driver.

MEET THE LTYC MEMBERS

KEN BUTLER

My early introduction into sailing was with the boy scouts. I am sure no one had a clue, but like all boy scouts, we liked water and we had a boat, with a sail, and it was on our weekend retreat to a peninsula on Baden Lake. We were ready for an adventure. But mostly it was water skiing, horseshoes and smores.

Fast forward fifteen years, NC State grad, BSEE, a wife, three kids and a dog, and I am heading to Lake Norman to take my own sailboat out, a Luger 17, kit boat, sloop rig, with a massive steel center board. Sailing for Dummies book in hand, my first sail, single handed. The catamaran that left the dock before me, dismasted on a bad jib. Best advise that day from the expert on the dock was “take ice for your beer and go out on a reach and come back on a reach”.

Two years later I moved to Greenville, NC. An office mate, an Englishman, bought my Luger and then he bought a Ranger 23, tall rig, and he, his wife and I started racing in the Pamlico River Cruising series. These were down the river races Saturday morning to Belhaven or Ocracoke or Deep Bay, anchor out, and race back Sunday morning.

Part of that arrangement allowed me to have the boat for a race to Ocracoke with my wife and three kids. We were the last boat to cross finish line at Ocracoke. Almost dark, dark. On the way back, we flew the spinnaker from Ocracoke, across the Pamlico, to Broad Creek.

I moved to Wilmington around 1990, bought a Dickerson 35 Ketch, strip plank mahogany hull. We took lots of off- shore cruises. My favorite was, leave Masonboro Inlet Friday afternoon, sail all night, and arrive at Cape Lookout Saturday morning. There are amazing sights at night on the water.

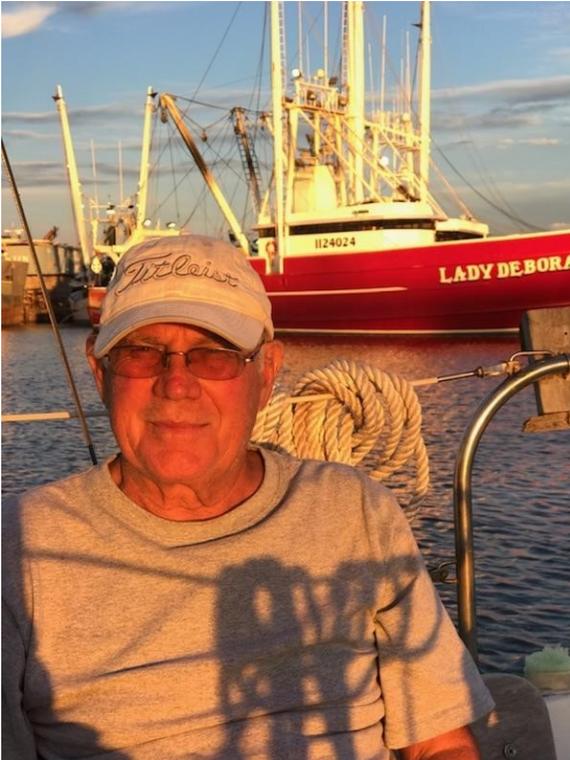
About ten years later I signed on with Captain “Ahab” as Lead Electrical Engineer on a corporate pilot plant sailing schooner. A 95 ft steel hull schooner with a mast so tall that the draw bridge in Wilmington was raised to allow us to leave Wilmington. Over the new two months we sailed to Bermuda, Antigua, Saba, and Ponce, PR, then into Fort Lauderdale. It was nice and I made lots of memories.

Back in Greensboro, I met Hudson Barker and Bob Hoffman while kayaking and after a “I like your sail boat, what is it”, they offered me a ride. Well that was it. I bought a Flying Scot, and then a “Wayfarer”.

My other boat now is an Allied Seawind II, 32 ft Ketch, “Southwind” docked at Duck Creek Marina in Bridgeton. Favorite anchorage “Cedar Creek “but so many good spots on the Neuse and Pamlico.

As an LTYC member I have served as Rear Commodore and Equipment Chairman. We have so many volunteers to assist with teaching the “Art of Sailing”. Thanks everyone.

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Oriental

Upper Broad Creek



MEET THE LTYC MEMBERS

DAN BERRY



Dan Berry became interested in sailing as a young boy. His aunt had a small sailboat, and he learned to sail it on a lake in Michigan that was similar in size to Lake Townsend. Later in life, a co-worker took him racing on his 35 ft boat on Lake Michigan and he has been hooked ever since. Dan has sailed in the Dominican Republic, Cape Cod, and on the Great Lakes, and participated in the Port Huron to Mackinac race.

Dan and his family moved to NC from Michigan about 3 1/2 years ago and found Lake Townsend. He became a member of LTYC last summer.

Dan, a pension actuary, has been married to Erika, a RN, for 25+ years. They have 4 children. Max and Isabelle graduated from college last year. Ava is in her first year at NC State and Charlotte is a sophomore in high school. A black lab named Lucy and a cat named Honey round out the family. Be sure to say hello to Dan and his family if you see them out and about at the lake!

NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE



Scott

1. When you are making **crimp connections** in low voltage wiring, such as trailers and car/truck additions, put a dab of silicone grease on the end of the wire before pushing it into the connector and making the crimp. It will **retard corrosion**, especially in salt water service.
2. Rubber **self-sealing electrical tape** will last longer than plastic electrical tape in outdoor applications such as the shroud/chainplate connection. It is also dandy for adding a cushioned, **grippy surface** to handles, tools, and railings. Stretch it as you put it on, then press the end down when you cut the tape.
3. If you **strap your boat** down to the trailer, release the tension when you store the boat. It's easier on the hull. Re-tighten before you hitch up the boat.
4. Driving **self-tapping or sheet metal screws** into aluminum? To make it *much* easier, and to minimize the chances of breaking the screw, rub the screw on a candle to fill the threads with candle wax before installing the screw.
5. Many boats are stored tilted up and with the drains open. It's a good practice. Before you back up to hitch the trailer, **lower the coupler** to hitch height or lower. It will save your sheet metal in the event of a miscalculation.

In Case You Missed It

Racing Rules of Sailing 2021-2024 with Guest Speaker Jerry Thompson Part IB

Tuesday Sail Talk 12/8/20

Jerry Thompson is a regional race officer and judge with US Sailing. In last month's issue, we covered definition changes and the Right of Way rules. This article picks up where we left off in last month's issue.

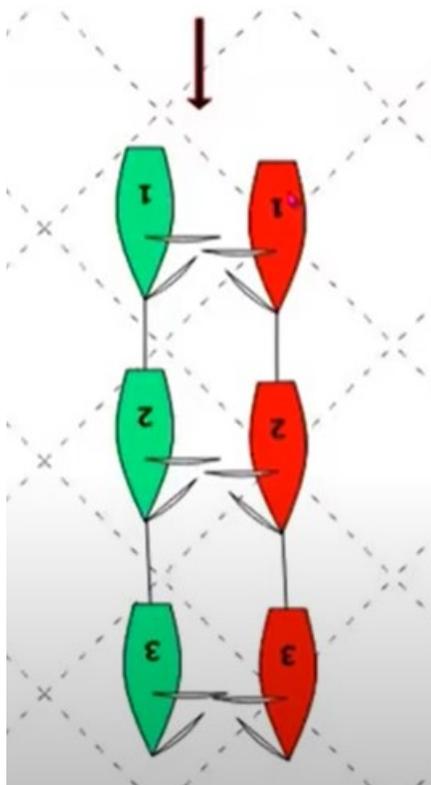
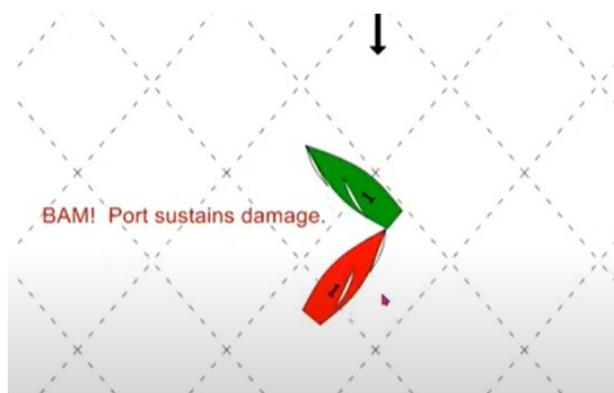
WHEN BOATS MEET—SECTION B—GENERAL LIMITATIONS

➤ 14 – Avoiding Contact

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat, or one sailing within the room or mark-room to which she is entitled, need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room. (Exoneration consolidated in new Rule 43).

You have to avoid contact if reasonably possible. This indicates that it is possible to contact another boat without breaking this rule if you are the right of way boat. The biggest change to this rule is that it used to have an exoneration clause to it. Exoneration has been moved to a new rule.

In this image, the red, port boat is in error. It is not in the clear just because it sustains damage. It has broken rule 14. In order to exonerate itself, it must take penalty turns.



In this example, the green boat is the starboard tack boat and the red boat is the port tack boat. The red boat must keep clear of the green boat. At point 3, the red boat has broken rules 10 (port and starboard) and rule 14. The green boat has broken rule 14, but since there is no damage, it is exonerated by rule 43.1c - a right of way boat which is sailing within her mark room is exonerated from breaking rule 14 if the contact does not cause damage or injury. The red boat will need to take a penalty as defined in the Sailing Instructions (SI) or Notice of Race (NOR).

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A penalty turn does not have to be a full 360 degrees. It has to be a tack and a jibe.

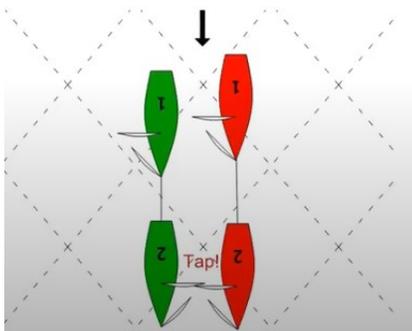
➤ Limitations on the Right of Way boat.

- If the other boat must keep clear of you by rule, you have the right of way. However, even if you have the right of way, there are limitations that sometimes apply. These limitations are contained in Rules 15, 16, and 17.

Most new sailors who are learning the rules, often fail to apply Rules 15, 16, and 17. These rules place limits on the right of way boat.

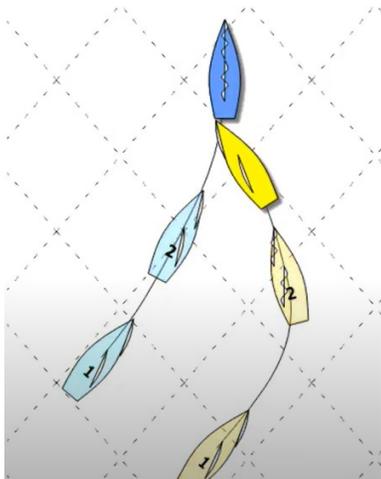
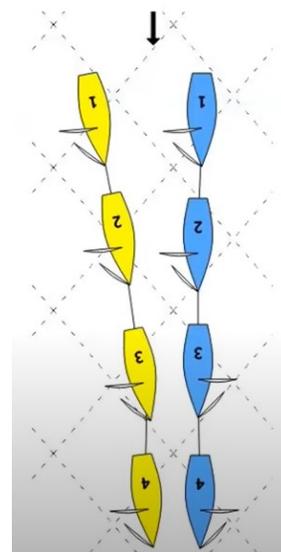
➤ **15 - Acquiring the Right of Way**

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.



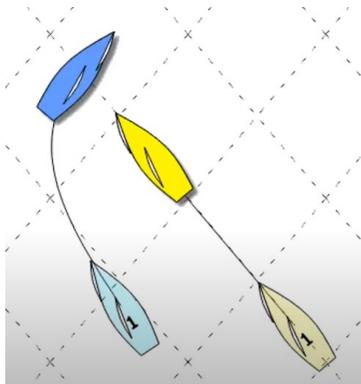
In position 1, the boats are on the same tack. Then the green boat jibes and hits the red boat's boom. The green boat has broken Rule 15 because it did not give the red boat room to keep clear.

In this example, both boats are on port tack. Somewhere between positions 2 and 3, the blue boat jibes onto the starboard tack. The blue boat holds its course and gives the yellow boat room, thus adhering to Rule 15 and giving the yellow boat time to respond to the blue boat's right of way. At position 4, the blue boat can begin to move toward the yellow boat and the yellow boat must respond.



At position 1, the yellow boat has the right of way due to Rule 11 - boats on the same tack, windward/leeward. At position 2, the yellow boat is tacking and must keep clear. At position 3, the yellow boat has the right away again, but doesn't give the blue boat room to keep clear and breaks Rule 15.

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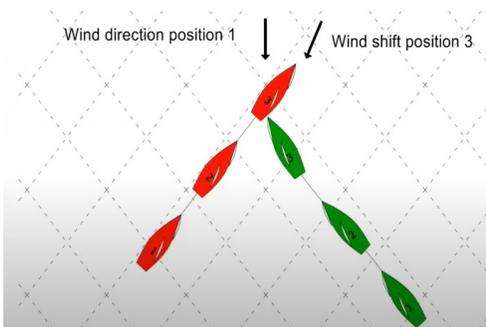
In position 1, the blue boat has the right of way due to Rule 11 - boats on the same tack, windward/leeward. However, at position 2, when the blue boat changes tack to port, the yellow boat becomes the right of way boat. Because the yellow boat acquired the right of way due to the blue boat's actions, she is not required to give the blue boat room to keep clear. The yellow boat will need to make a drastic change to keep from hitting the blue boat and then protest the blue boat.

16 – Changing Course

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

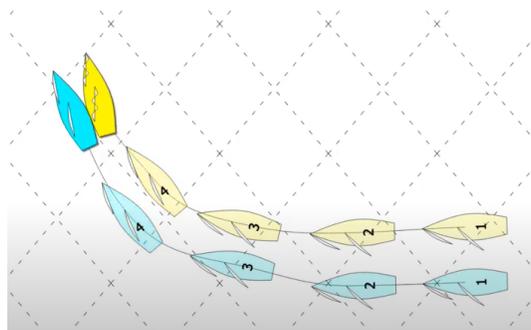
16.2 In addition, **on a beat to windward when a port-tack boat is keeping clear by sailing to pass to leeward of a starboard-tack boat, the starboard-tack boat shall not bear away** if as a result the port-tack boat **must** change course **immediately** to continue *keeping clear*.

Changing Course 16.1

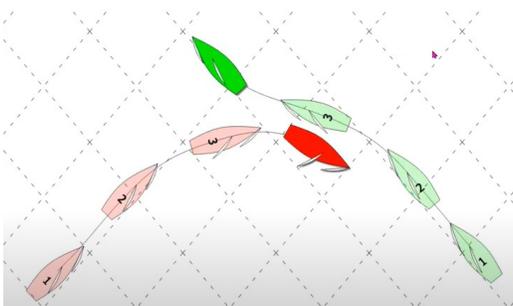


If the green, right of way boat changes course at position 3, it must give the red boat room to keep clear. In this example, the green boat breaks Rule 16.1.

In this example, the blue boat is changing course and must give the yellow boat room to keep clear. Since the blue boat does not give the yellow boat room to keep clear at position 5, it has broken Rule 16.1.



Changing Course 16.2



Rule 16.2 is referred to as the “No Hunting Rule”. The red boat is on port tack and is giving room to the green boat. The green boat is not allowed to come down and drive the red boat down further in fleet racing.

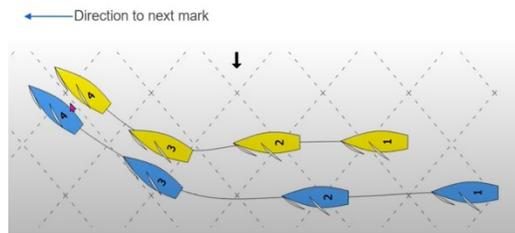
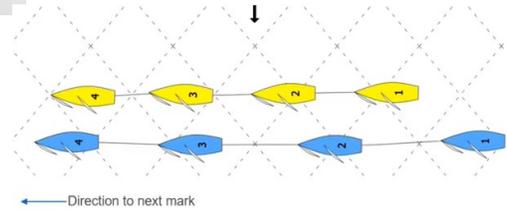
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17 - On the Same Tack; Proper Course

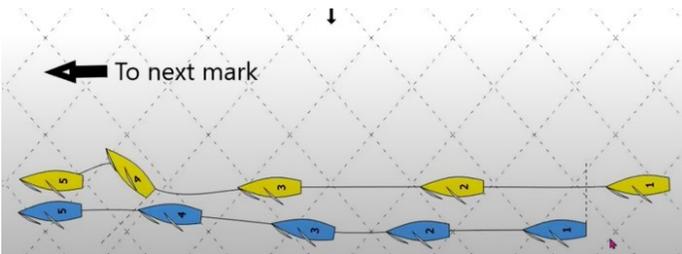
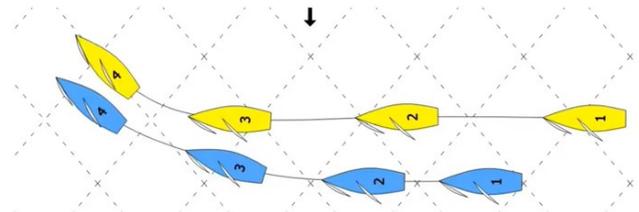
If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

In this example, the blue boat obtains an overlap within 2 boat lengths of yellow. Therefore, the blue boat cannot sail above her proper course while they remain on the same tack and overlapped within that distance.



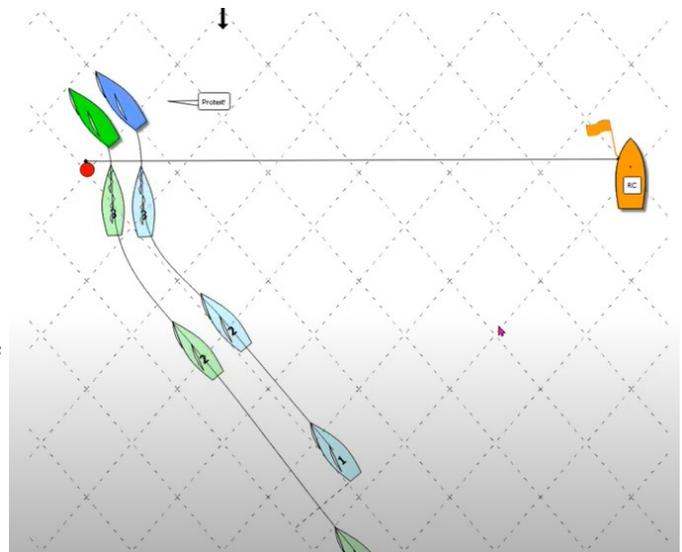
This means the blue boat cannot sail above her proper course as shown here. The leeward boat establishes what the proper course is.

In this example, the windward boat is obtaining an overlap from clear astern. In this situation, the blue boat can force the yellow boat up, protecting its wind.



In this example, the yellow boat is clear astern. The blue boat holds its course. At position 4, the yellow boat breaks the overlap, then comes back down and creates a new overlap within 2 boat lengths and the blue boat must not sail above her proper course.

In the scenario to the right, the warning flag has dropped at position 2.5 and the race has started. The green boat has obtained an overlap within 2 boat lengths of blue. Since the green boat was clear astern, she cannot sail above her proper course following position 2.5 as there is no proper course for any boat before the start. Once the race starts at position 2.5, the green boat has a proper course and she comes up and shoots the mark and then falls off. The blue boat protests because of the luff at position 3. Since the green boat is following her proper course and gives the blue boat room to keep clear. Therefore the blue boat's protest would fail.



31 TOUCHING A MARK

While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.

You cannot touch a mark while racing.

43 EXONERATION

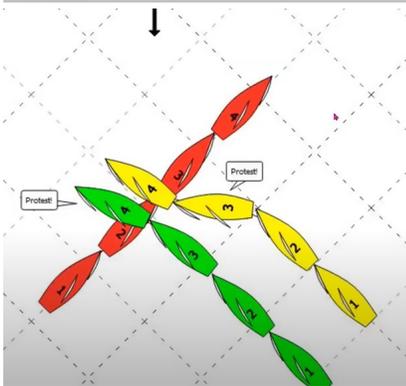
43.1

(a) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat is exonerated for her breach.

(b) When a boat is sailing within the *room* or *mark-room* to which she is entitled and, as a consequence of an incident with a boat required to give her that *room* or *mark-room* she breaks a rule of Section A of Part 2, rule 15, 16, or 31, she is exonerated for her breach.

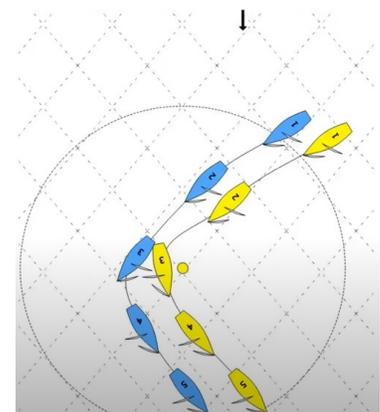
(c) A right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, is exonerated for breaking rule 14 if the contact does not cause damage or injury.

Exoneration is a new rule. This rule used to be in 3 different places. It is now consolidated in one place. The new Rule 43 replaces the old Rule 43, Competitive Closing and Equipment. Rule 43.1(a) used to be Rule 64.1(a). Rule 43.1(b) used to be Rule 21. Rule 43.1(c) used to be Rule 14.

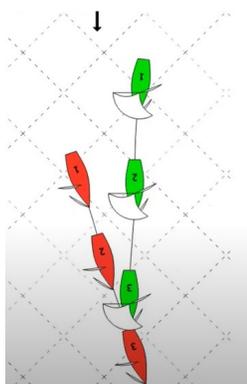


This diagram illustrates rule 43.1(a). The yellow, windward, starboard tack boat must duck the red, port tack boat. Therefore, the red boat has broken rule 10. The yellow boat must avoid contact. In doing so, she comes down on the green boat forcing the green, leeward boat on the same tack as yellow to come down. This results in the yellow boat protesting the red boat and the green boat protesting the yellow boat. However, since the yellow boat broke a rule as a consequence of the red boat, the yellow boat is exonerated.

In this example, the yellow boat is overlapped with the blue boat. Since she is the inside boat, she gets mark room. At position 3, the yellow boat jibes to port tack. The blue boat is still on starboard tack. The yellow boat makes contact with the blue boat with no damage. The yellow boat has broken Rules 14 - making contact - and 16.1(b) - changing course. The blue boat breaks Rule 18.2(b) - mark room. The yellow boat will be exonerated.



In this example, the red boat is on port tack. The right of way green boat is on starboard tack. The green boat's spinnaker contacts the red boat. Although the green boat breaks Rule 14, there is no damage so she is exonerated. The red boat has broken Rule 10 - port/starboard - and should take a penalty turn.



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44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while racing. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, the notice of race or sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty.

However,

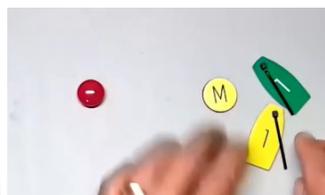
(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

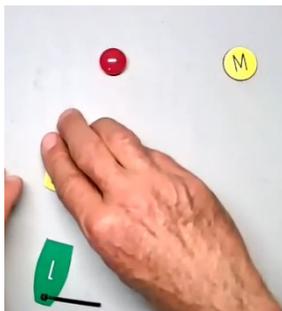
44.2 One-Turn and Two-Turns Penalties

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she finishes.

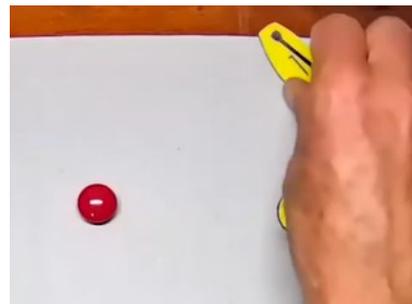
If you hit a mark, you must take a one turn penalty. If you hit anything else, it is a two turn penalty. If you hit a mark and something else, you don't have to take a three turn penalty, you still only have to take a two turn penalty. Be aware that the notice of race or racing instructions may replace the one and two turn penalties with a different penalties. Read these documents closely before racing.



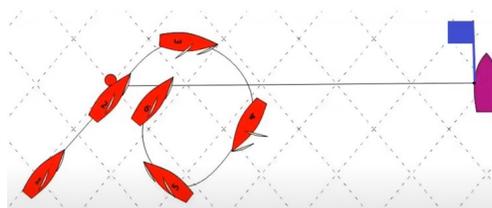
The yellow boat makes contact with the green boat and breaks a rule.



The yellow boat should not take its penalty turns after rounding the mark. The yellow boat should have moved windward and taken her penalty turns prior to rounding the mark. This is the same way you should take a penalty if you hit the mark. If the yellow boat had taken her penalty turns after the mark, as in the first image, the green boat could have protested.



Consider this finish line scenario. The red boat's bow crosses at position 2 and she finishes the race. Just after she finishes, she touches the mark. She has still broken a rule and must take her penalty turn. She must cross completely back over to the course side in making the penalty turn. Her finish will be recorded at position 6. If other boats are finishing, the penalty turn would need to be made to the left of the mark because you must stay clear of other boats when taking the penalty turn.



44.3 Scoring Penalty

(a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident.

(from 44.1 - Alternatively, the notice of race or sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty.)

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Signal flag V**Orange flag****Blue flag**

Three new racing flags have been introduced and racing signals have been moved from the back of the book to the front of the book.

37 SEARCH AND RESCUE INSTRUCTIONS

When the race committee displays flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions.

Orange flag - The staff displaying this flag is one end of the starting line.



Blue flag The staff displaying this flag is one end of the finishing line.



To be continued in next edition

There's an App for That!

US Sailing takes great pride in administering and providing The Racing Rules of Sailing to members of sailing organizations. The rules provide integrity to competitive sailing and are an integral part of our sport. Sailboat racing relies on the rules to ensure that competitions are fair, consistent, and keeping sailors safe on the water.

The Racing Rules of Sailing is published every four years by World Sailing, the international authority for the sport. These rules, amended by U.S. "prescriptions," govern sailboat racing in the United States and in the portions of international races that pass through U.S. waters.

The Racing Rules of Sailing for 2021-2024 takes effect on January 1, 2021.

US Sailing has developed a NEW mobile-optimized Racing Rules App that includes the racing rules and other resources, including the ability to file a protest through the app, a whiteboard for diagramming boat-on-boat interactions, and an extensive resource library. The text of the rulebook is fully searchable and there is also a traditional index. Non-members can log into the app as a Guest and will be able to see limited content. US Sailing will continue to add more useful and innovative features to the app as they move forward.

In line with US Sailing's commitment to sustainability, the mobile app is available at no cost to all US Sailing members and is the primary distribution channel for The Racing Rules of Sailing for 2021-2024. Please note that US Sailing will not be automatically mailing copies of the printed rulebook to members in 2021. All members are entitled to purchase one printed rulebook for a flat fee of only \$7.00 and may order additional copies at the standard 25% member discount rate. The paper and waterproof versions of The Racing Rules of Sailing for 2021-2024 and the Sailor's Guide to the Racing Rules are now available for pre-order.

The app is ready for download! You can download the Racing Rules App from US Sailing's new Racing Rules of Sailing web page. [Click here to learn more and download.](#)

Need some guidance on how to use the app? [Click here to review the step by step tutorial.](#)



Not yet a US Sailing Member or need to renew?

You can join US Sailing through [Lake Townsend's MVP \(Member Value Partner\)](#) program and save up to 20% on your US Sailing Membership dues. LTYC receives credit for every member that joins US Sailing under [LTYC MVP program](#). As a US Sailing member, In addition to the App and discounted hardcopy rule book, you get a US Sailing Member discount on regatta registrations, discounts at numerous nautical retailers including US Sailing's online store. Your US Sailing Membership matters as it is your membership that makes possible the US Sailing programs that are getting new sailors on the water and making sailing more accessible for everyone. Make sure you see Lake Townsend Yacht Club MVP Program at the top of the page.

Membership Types:

Youth Membership - \$25 (MVP Program discount from original \$30 price)

Individual Membership - \$55 (MVP Program discount from original \$65 price)

Family Membership - \$85 (MVP Program discount from original \$115 price)

If you'd rather, you can join for 3 years and save even more on US Sailing dues. Just call US Sailing directly to renew and mention that you are renewing under LTYC's MVP. LTYC will still receive your membership credit.

Continued on next page

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THE RACING RULES OF SAILING 2021-2024 - AVAILABLE NOW

US Sailing makes the rules available whenever and wherever you want. Our premier product, the Racing Rules App, ensures you have access to the rules at all times.

US Sailing has expanded the menu of App features to streamline your overall experience. This NEW App provides you with optimized and searchable access to the rules and media resources to help you reference them in real-time.

You can submit a protest or request redress from your device, draw and submit animated protest diagrams with the Whiteboard feature, and much more using the NEW Racing Rules App.

App to be available for download on Apple IOS and Android devices.

Download for Apple iOS

Download for Android

App Features

Access the Rules on Your Mobile Device

The optimized and searchable text, and device-resident files allow you to have the rulebook in your hand at all times, whether you have Wi-Fi, network connection, or no internet at all.



Submit a Protest or Request Redress Online

A built-in form allows you to submit a protest or request redress from your device – no paper needed!



Whiteboard Feature

Need help drawing protest diagrams? Our whiteboard feature makes it easy. When you are finished, you can submit up to six diagrams or automatically combine them into a motion graphic to make your case.



Media Library



Explore video, web and print resources that expand your comprehension of the Racing Rules and how we play the game.

Need Help with the Rules? Let Dave Perry Be Your Guide!



Champion racer and renowned rules expert Dave Perry offers clear, concise explanations of common rules situations in both video and text – right inside the app.

Looking for More Resources?



Coming soon: In-app purchasing gives you access to popular titles such as the *Sailor's Guide to the Racing Rules* and Dave Perry's *Understanding the Racing Rules of Sailing through 2024* and a variety of other rules-related resources without leaving the app.

Continued on next page

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AN OVERVIEW OF THE RACING RULES OF SAILING APP

The Racing Rules App puts the rules in your pocket as well and provided you with a variety of resources to support you, whether you are a sailor, coach, event organizer or involved in any aspect of running races on the water.

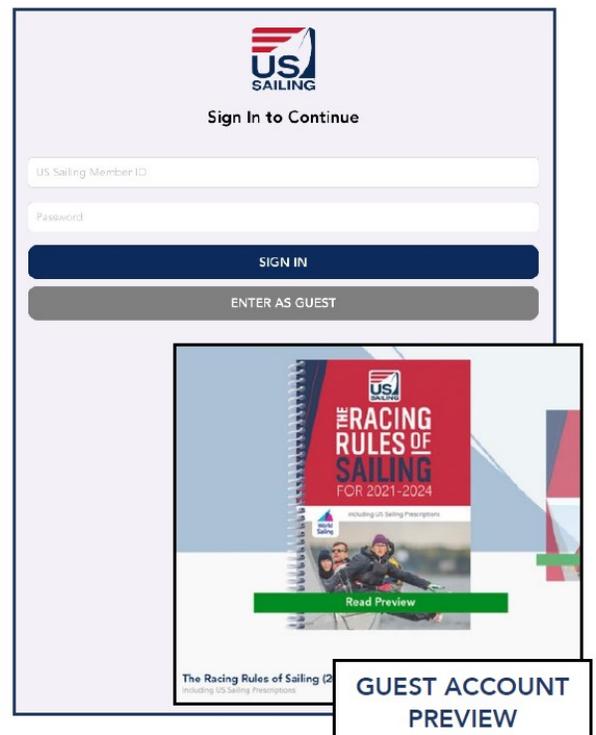
SIGNING IN

When you first open the app, you are given the option to Sign In with your US Sailing member ID or Enter as a Guest. As a Guest, you can see very limited content, whereas as a member you have access to all the content available.

SPLASH SCREEN (FIRST SCREEN)



LOGIN SCREEN (SECOND SCREEN)



If you don't remember your US Sailing member ID and/or password, please visit:

<https://www1.ussailing.org/user/RecoverMemberId.aspx?return=Login.aspx>

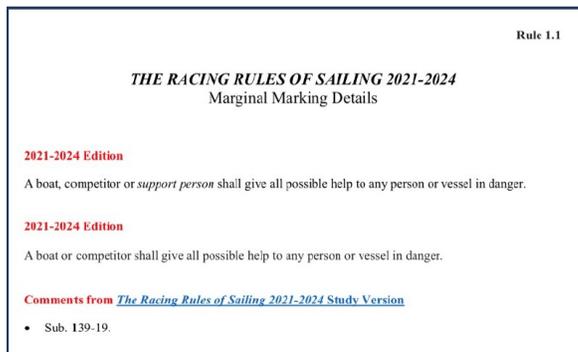
If you aren't currently a member but want to renew, please visit:

<https://www.ussailing.org/membership/>

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In this version of *The Racing Rules of Sailing* app, we have also added the ability to learn more about the changes that were made and compare them with the same rule in the prior Rulebook. **Click on any section of text that is highlighted in light grey and it will open a comparison document in a new window (shown right).** The document also contains Comments from *The Racing Rules of Sailing 2021-2024* Study Version.



In the static version of the book, the changes in content are indicated by vertical bars in the margin of the book.

ADDITIONAL FEATURES

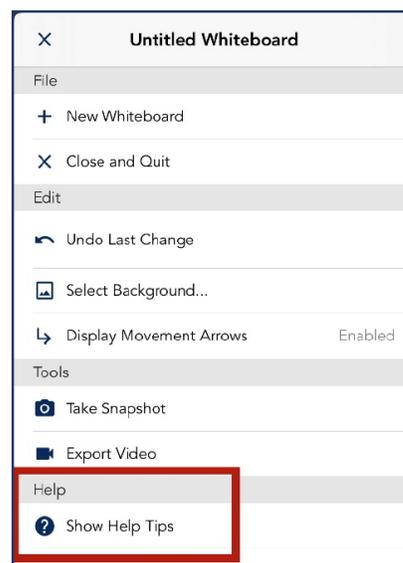
Each icon at the bottom of the home screen correlated to a feature in the app. Here’s what each one represents:

WHITEBOARD



The whiteboard allows you to create up to six individual diagrams or automatically combine them into a motion graphic. When you first open the feature, it will give you a step by-step walkthrough of what all the icons are on the top and bottom of the screen.

If you missed anything in the walkthrough, or want to revisit it, click the three horizontal lines at the top right of the screen and then click “Show Help Tips.” Additionally, there are screen shots of all 10 steps shown on the next page.



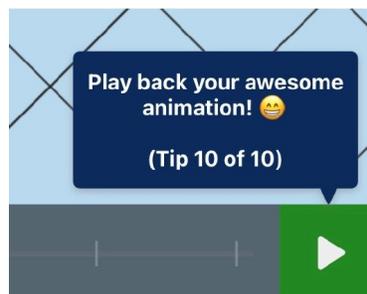
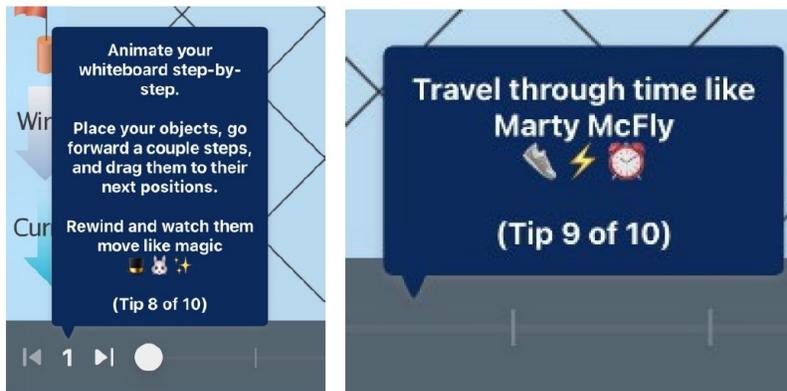
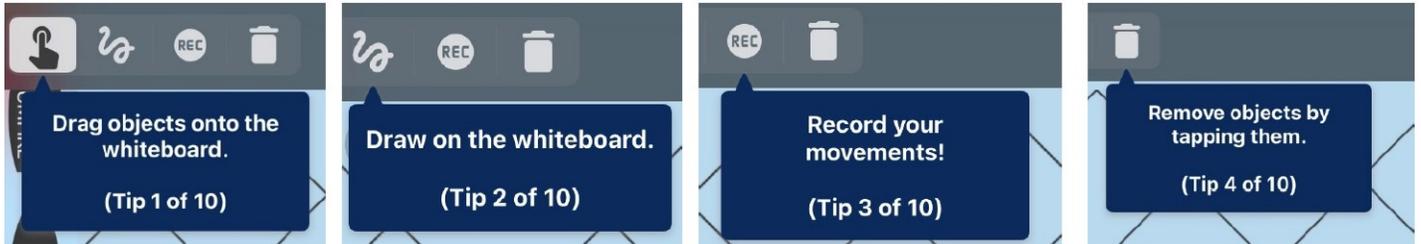
We have also included information on how to move and rotate the boats, which is located on page 5.

You can zoom in on the editable area on the screen by putting two fingers together and moving them closer together (the same way you would zoom normally on a smart phone. Be sure to keep all your work within the grid though!

Continued from previous page

Whiteboard Help Tips

These are the screen shots of the walk through that the app provides when you first open the whiteboard.



High School Sailing Report



Editor's Note: This month's High School Sailing report is by Emma McArthur. Emma is a senior at Uwharrie Charter Academy in Asheboro, and is co-captain of this year's team. She both skippers and crews. This is the first in a series of articles by our sailors who are graduating from high school this spring.

Hello all, many of you know me as Emma McArthur, the granddaughter of George Bageant.

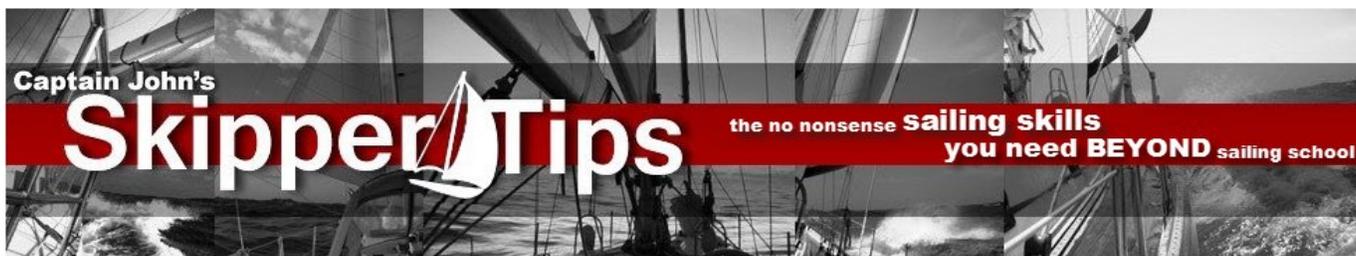
I have been a member of Lake Townsend since the early age of 10, when my grandfather brought me to my very first sailing camp during the summer. If you can believe it, I cried my little eyes out on a tiny Aquafinn with blue and yellow sails until my Papa came to save the day. He hopped right on that boat with me and by the end of the day I was asking when we could come back. Little did I know that was the day that would set the course for my entire high school and college career.

I eventually caught wind of the high school sailing team and joined during my Sophomore year of high school. Although I was not a founding member of the team, I was quickly adopted by the boys. Yes, I was the only girl and don't get me wrong, it was a weird transition but one that I would never have changed (I quickly whipped them into shape). I continued my position as the only girl on the team into my Junior year of high school where I was also honored with the Commodore's Junior Sailor of the Year Award. Out of all three years on the team this year has been my favorite. We were able to recruit more girls-Emma Autry, Sidney Robinson, Abi Robinson, Ella Porfilio, and Elizabeth Davis. All of which are incredibly driven and talented young women who I was honored to be able to sail with my last fall season with the team. This spring we will have a total of 17 sailors on the team, with another two on a waitlist.

By joining the sailing team I not only became a better sailor but I became a better leader, teammate, and friend. Our coaches push us to succeed but not before teaching us the value of camaraderie and leadership on the water and I cannot thank Coach Mark and Coach George enough for that. Everyday I come off of the water knowing that I did my best and I know that win or lose I have a team of incredible people to support and encourage me, and I have coaches that will cheer me on even if I am dead last and barely moving forward!

Continued on next page





Five Sail Reefing Time Savers for All Sailing Seasons

Captain John,

[Www.skippertips.com](http://www.skippertips.com)

Captainjohnskippertips.com

How can you prepare your boat to make the task of reefing the mainsail safer and easier, whether day sailing, racing, weekend cruising or distant voyaging? Follow the five easy steps below to save time and effort...



1. Mark Your Halyards for Reefing.

Pre-mark your halyards so that you know just how far to lower them to the desired reef. That way, you will not lower all of the mainsail and have to dig through sail cloth that billows in the wind to locate the correct reef point (1st reef; 2nd reef).

2. Know the Location of the Reef Grommet.

Verify that you are at the correct reef grommet before you set the luff reef. Label each individual reef point at the luff to show at-a-glance that you are about to set the 1st mainsail reef or 2nd mainsail reef.

Use a pencil to draw a big circle with the number "1" inside. Do this on each side of the sail next to the first reef grommet. Repeat this method for the 2nd luff reef grommet (and any others installed). Now you know you have the correct luff reef grommet to tuck in the desired reef.

Continued on next page

3. Set your Sail Controls Ahead of Time.

Get your sail controls ready now for the tough stuff later. This includes preventers on both sides of the boat, lubrication of the mainsheet track so that the car slides easier when you need to set it downwind, and checking boom vang, mainsheet, reefing lines, furling lines and halyards for fair leads and chafe.

4. Reeve Before You Leave.

Reeve (thread) all reefing lines at the luff and leech before you cast off to go sailing. This saves lots of time. Thread all reefing cringles with their respective lines. That way, all your sailing crew needs to do is lower the sail, pull on the reefing line, belay the reefing line, and hoist sail.

5. Color Code for Sure-Fire Reefing.

Choose reefing line colors that can be identified day or night without a lot of fuss. For example, you may want to make the first reefing cringle line green-specks, the second red. Make sure your sailing crew understands which line to pull on. Colored lines help make sail handling a snap!



10 Phrases You Never Knew Came From Sailing

By Pat Reynolds

<https://asa.com/news/2015/08/12/phrases-from-sailing/>



When you stop to think about it... sailing is pretty amazing. From a historical perspective, through its role in travel, trade and war, it was the absolute hinge of western civilization for hundreds of years. Through that time, sailors' slang and terminology became rooted in the English lexicon and still exists profoundly to this day.

Here's a list of 10 everyday phrases that you may not have realized were born in the days when sailing made the world go round... wait... is that a nautical phrase?

10

"A clean bill of health" According to dictionary.com this phrase derives from the days when the crew of ocean going ships might be a little less than hygienic, so they needed to present a certificate, carried by a ship, attesting to the presence or absence of infectious diseases among the ship's crew and at the port from which it has come.

9

"Feeling Blue" How often do you hear people talking about feeling blue or have the blues? An entire genre of music comes from this phrase. Who knew that came from the world of sailing? See-the-sea.org explains the popular phrase comes from a custom that was practiced when a ship lost its captain during a voyage. The ship would fly blue flags and have a blue band painted along her hull when she returned to port.

8

"Pipe down" Parents have been screaming "*pipe down*" to their kids forever, but where does that actually come from? Apparently, Pipe Down was the last signal from the Bosun's pipe each day, which meant lights-out, quiet down, time to go to bed.

7

"Over a barrel" We all know when someone has you "over a barrel" things aren't going well. This saying is used all the time these days to indicate being severely compromised, but it began in the most literal way. Sailor crew would sometimes be punished for their misgivings and that involved being tied over a cannon barrel and whipped. It's no wonder that one stuck around. Yikes.

6

"Toe the line" Perhaps you've been at work and your boss has scowled at you and said, "*toe the line, or you're gone*". If this has happened to you, we are sorry, that sounds like a horrible work environment. But, if you were wondering about the origins of his demand, it's an old naval expression that refers to a ship's crew who would be called to gather and form a line with their toes all touching a given seam (or line) of the deck planking.

5

"By and Large" Folks say this one all the time to refer to the big picture. "*By and large, ASA is the most awesome organization in existence*"... something like that. This term got started on a sailboat with the word "by" meaning into the wind and "large" meaning off the wind. So sailors would say: "*By and large this ship handles quite nicely.*"

Continued from previous page

4

“Loose cannon” Everyone has known a few people who are loose cannons – unpredictable and dangerous on some level. Not surprisingly the term comes from when a ship’s cannon would come loose from its lashing. The big dangerous thing would be sliding all over the place making for some uncomfortable time on deck trying to get that bad boy back in its spot.

3

“A square meal” People often talk about getting three “square meals” a day...what the hell is a square meal? It’s actually quite simple – the wooden plates back in the days of tall ships were square.

2

“Hand over fist” These days this phrase usually refers to making a bunch of money, although it can refer to anything happening fast and in abundance. It comes from a more literal origin – sailors would be tugging at lines as fast as they could, hand over fist, to trim sheets and raise sails.

1

“Son of a gun” It’s amazing that this phrase has lasted so long. Back in the day, as you might imagine, sailors were often less than virtuous and every once in a while a “lady friend” of a crewman might give birth to a child on the ship. A good spot for this sort of thing was between the guns on the gun deck. Now let’s say this little rascal isn’t claimed by any of the aforementioned sleazy sailors, this little grommet would sometimes be called a “son of a gun”.



We've Got the Beat!

North Carolina Sailboat Racing News

The information on the following pages came from the February 2021 edition of *THE BEAT!* To subscribe to *THE BEAT!*, click the link below.

<https://carolinasailingclub.us20.list-manage.com/subscribe?u=6d354a48bbd4df4ce6bc81135&id=ed4fda15b3>

Frostbiting Results

Carolina Sailing Club was forced to suspend Winter Racing until further notice due to the pandemic.



SAYRA Annual Meeting



The SAYRA Annual Meeting was held virtually on Saturday, January 30. What is SAYRA? It is the **South Atlantic Yacht Racing Association**. SAYRA is one of four Regional Racing Associations located in US Sailing Area D.

What does SAYRA do? From the SAYRA website "We are sailors and one design boat racers from Georgia, South Carolina and North Carolina. We welcome all yacht clubs, sailing clubs, one design fleets, college and high school sailing teams, racing /cruising associations, dinghy sailors and individuals to join. We sponsor races, clinics, regattas, championships, provide certified judges, offer training in race management and other sailing activities." Something for everyone who enjoys sailboat racing and cruising.

At the Annual Meeting the Executive Committee reports on the past year's activities and plan the coming year's. One item covered was the Junior Grand Prix schedule:

Continued on next page

SAYRA Junior Grand Prix Schedule

2021 Schedule

South Carolina Yacht Club JR Open June 12-13*salt*

Hobcaw Yacht Club Open July 10-11 *salt*

Carolina Yacht Club SC Open July 24-25 *salt*

Carolina Yacht Club NC Open August 7-8 *salt*

Beaufort Yacht Sailing Club Pluff Mud Jr Regatta Sept 11-12 *salt*

Lake Norman Yacht Club Board Bash Sept. 25-26*fresh*

Augusta Sailing Club Halloween October 9-10 *fresh*

Columbia Sailing Club Midlands November 6-7*fresh*

The series qualified for ALL fleets except OPTI GREEN is best 3 of 8 regattas
 Opti Green is best 2 of 8 regattas All fleets
 1 saltwater and 1 freshwater requirement.

Optimist – Green, White, Blue and Red Fleets
 Sunfish – Junior Fleet
 Laser – 4.7, Radial, and Full Fleets,
 Club 420 – Spin & Trap and College style (Club 420 & College 420 must start together)
 Open Skiff (U13 and 13+ divisions)




To learn more about SAYRA, click [here](#) to visit the SAYRA website. Becoming a member of SAYRA is inexpensive, \$15 per year, and has many benefits to include:

Monthly Newsletter.

Members only section of the SAYRA website with access to lots of resources.

Apply for grants to attend championship regattas and training.

Much more.



Race Management Department

Hull, Start, Finish

There are some definition updates in the Racing Rules of Sailing, 2021-2024. Crew and equipment in normal position have been removed from the definitions of Start and Finish, leaving just the hull.

When starting, if your crew or transom hung rudder is on the course side of the starting line, you are not on the course side so long as your hull remains on the pre-start side of the line.

When finishing downwind, your spinnaker no longer counts for finishing; your hull must now cross the finish line.

The definition of zone has always been three hull lengths so no problem there. But what about overlap? The definition of Clear Astern and Clear Ahead; Overlap has not changed. Therefore, you can still obtain an overlap by overlapping your rival's transom hung rudder or with your spinnaker.

While racing it is always a best practice to communicate with your rivals concerning overlaps and entering the zone.

Continued on next page



Plan your racing calendar:

Open regattas:

Keelboat Midwinters (One Design and PHRF), March 2021, Lake Norman Yacht Club, Mooresville.

1st Annual Alligator Run Regatta, April 2021, Waccamaw Sailing Club, Lake Waccamaw.

Cinco De Mayo, May 2021, Blackbeard Sailing Club, New Bern.

Pirates on the Pungo, May 2021, Belhaven.

Albemarle Challenge Regatta, May 2021, Osprey Yacht Club, Hertford.

44th Annual Mayor's Cup Regatta, June 4-6, Lake Townsend Yacht Club, Lake Townsend.

Duck Cup, June 5-6, East Coast Sailboats, Duck.

64th Annual North Carolina Governor's Cup Regatta, June 18, 19, 20, 2021, Carolina Sailing Club, Henderson Point State Park.

July 4th Regatta, July 2021, Lake Norman Yacht Club, Mooresville.

18th Annual Manteo One Design Regatta, July 31, Manteo.

2021 Colington Youth Small Boat Regatta, August 2021, Colington Yacht Club, Colington.

SAYRA Open Regatta, August 2021, Carolina Yacht Club, Wrightsville Beach.

Hoop Pole Youth Regatta, August 2021, Friends of the Museum, Beaufort.

Bow To Stern Regatta, August 2021, Bow To Stern Sailing, Oriental.

Blackbeard Sailing Club One Design Regatta, August 2021, Blackbeard Sailing Club, New Bern.

OBX Multihull Sail Fest, September 11-12, East Coast Sailboats, Southern Shores.

Indian Summer Regatta, September 2021, Lake Waccamaw Sailing Club, Lake Waccamaw.

Labor Day Regatta, September 2021, Lake Norman Yacht Club, Mooresville.

20th Annual Lake Norman Hospice Regatta, September 2021, Lake Norman Yacht Club, Mooresville.

Greens Creek Regatta, September 2021, Oriental Dinghy Club, Oriental.

Board Bash, September 2021, Lake Norman Yacht Club, Mooresville.

Peninsula Cup Regatta, October 2021, Peninsula Yacht Club, Cornelius.

Annual Halloween Regatta, October 2021, Bow To Stern Sailing, Oriental.

31st Annual Carolina Keelboat One Design Regatta, November 2021, Lake Norman Yacht Club, Mooresville.

Turkey Trot, November 2021, SJ Fleet 8, Blackbeard Sailing Club, New Bern.

Class regattas:

Highlander Midwinters, March 2021, Lake Norman Yacht Club, Mooresville.

MC Scow Bunny Hop Regatta, April 2021, Lake Norman Yacht Club, Mooresville.

Continued from previous page

Thistle Bottoms Up Regatta, April 2021, Jordan Lake, Wilsonville.

Flying Scot Great 48, May 2021, Lake Norman Yacht Club, Mooresville.

Tanzer 16 Nationals, 2021.

Weta East Coast Championship, 2021.

Wayfarer US Nationals, June 18, 19, 20, 2021, Carolina Sailing Club, Henderson Point State Park.

Croaker Fest Regatta, July 2021, Bow To Stern Sailing, FJ, 420, Sunfish.

North Carolina Governor's Cup Regatta (the oldest), July 2021, Elizabeth City. Moth Boats, Topaz Unos, Topaz Argos, O'pen Bics.

Lightning Southeastern District Championships

Sunfish Southeast Regional

Classic Moth Boat Nationals, September 2021, Elizabeth City.

Old Salty Regatta, October 2021, Thistle Fleet 128, Lake Norman Yacht Club, Mooresville.

54th Annual Pipers and Pluckers Highlander Regatta, October 2021, Lake Norman Yacht Club, Mooresville.

Weta Swarm, October 2021, Blackbeard Sailing Club, New Bern.

Old Brown Dog Regatta (Wayfarers and MC Scows), November 2021, Catawba Yacht Club, Lake Wylie.

Flying Scot Fall 48 Regatta, November 2021, Lake Norman Yacht Club, Mooresville.

Ultimate 20 East Coast Championship, November 2021, Lake Norman Yacht Club, Mooresville.

Open PHRF regattas:

Keelboat Midwinters, March 2021, Lake Norman Yacht Club, Mooresville.

Pirates on the Pungo, May 2021, Belhaven.

Lone Palm Regatta, May 2021, Southport Yacht Club, Southport.

ETYSA/SoundBank Charity Regatta, May 2021, Blackbeard Sailing Club, New Bern.

58th Annual Ocracoke Regatta, June 2021, Pamlico Sailing Club, Indian Island.

Hancock Yacht Club Regatta, July 2021, Hancock Yacht Club, Cherry Point.

Neuse Yacht Racing Association Parrothead Regatta, July 2021, Oriental.

Dragon's Breath Regatta, Oriental Dinghy Club, August 2021, Oriental.

Bow and Stern Regatta, August 2021, Bow To Stern Sailing, Oriental.

Second Annual OBX Multi-Hull Sail Fest, September 2021, East Coast Sailboats, Southern Shores.

The Southport Cup, October 2021, Southport Yacht Club, Southport.

Oriental Cup, October 2021, Oriental Dinghy Club, Oriental.

Peninsula Cup Regatta, October 2021, Peninsula Yacht Club, Cornelius.

Bluenose Regatta, October 2021, Steele Creek Yacht Club, Kerr Lake.

2nd Annual Halloween Regatta, October 2021, Bow To Stern Sailing, Oriental.

Stede Bonnet Regatta, October 2021, Southport Yacht Club, Southport.

Instead of Football Regatta, January 2022, Oriental Dinghy Club, Oriental

College regattas:

NCSU Collegiate Regatta, April 17-18, Bow To Stern. Oriental.

Radio Controlled Sailboat regattas:

Fools Regatta, Victoria Class, October 2021, TMYC, Lake Crabtree, Raleigh.

STARMAGEDDON, Star Regatta, October 2021, TMYC, Lake Crabtree, Raleigh.

Fall Overboard Regatta, RC Laser Class, November 2021, Lake Crabtree, Raleigh.

Hangover Cup Regatta, January 1, 2022, Raleigh.

LTYC North Carolina Feb 2021 (Eastern Time - New York)

Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	2	3 Closed, LT Marina	4 7pm - Board	5	6	7
8	9	10 Closed, LT Marina	11	12	13 Snow Flake LTYC	14 Valentine's Day
15	16	17 Closed, LT Marina	18	19	20	21
22	23	24 Closed, LT Marina	25	26	27 Rules Seminar	28

LTYC North Carolina Mar 2021 (Eastern Time - New York)

Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	2	3 Closed, LT Marina	4 7pm - Board	5	6	7
8	9	10 Closed, LT Marina	11	12	13 March Madness	14
15	16	17 Closed, LT Marina St. Patrick's Day	18	19	20 Race Management	21
22	23	24 Closed, LT Marina	25	26	27 Social Sailing	28
29	30	31 Closed, LT Marina	1 7pm - Board	2 LTYC Private Class	3 LTYC Private Class	4



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 13, 2021

◆ Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing: Ann Marie Covington	◆ vicecommadore@laketownsendyachtclub.com
Rear Commodore/Education: Marie-Lynn Lavoie	◆ education@laketownsendyachtclub.com
Treasurer: Dale Strickland	◆ treasurer@laketownsendyachtclub.com
Secretary: Linda Ford	◆ secretary@laketownsendyachtclub.com
Equipment: Robert Bouknight	◆ equipment@laketownsendyachtclub.com
Membership: Leigh Wulforst	◆ membership@laketownsendyachtclub.com
Community Outreach: Jeanne Allamby	◆ lgs@laketownsendyachtclub.com
Marketing: Virginia Summerell	
Webmaster: Joleen Rasmussen	◆ webmaster@laketownsendyachtclub.com
Mayor's Cup: Nancy Torkewitz	
Nominating/Past Commodore: Ann-Marie Covington	◆ mayorscup@laketownsendyachtclub.com
Newsletter: Kim Regan	◆ newsletter@laketownsendyachtclub.com
Social Media: JC Aller	◆ socialedia@laketownsendyachtclub.com
Let's Go Sailing / STEM: Gail Walters	◆ lgs@laketownsendyachtclub.com
High School Sailing Team: Mark Hayes	◆ ltychsst-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 virtually, via, Zoom the first Thursday of each month at 6:00 p.m.