

Lake Townsend Yacht Club

Tell Tales

MARCH, 2021



Happy St. Patrick's Day



“May the strength of God pilot us, may the wisdom of God instruct us, may the hand of God protect us, may the work of God direct us. Be always ours this day and for evermore.”

— St Patrick

Change of Watch

The LTYC Change of Watch (CoW) ceremony took place via Zoom on Sunday, 2/21/21. This event highlighted some well deserved award recipients in addition to recognition of the 2020 Board, 5 & 10 year members, New Members, Past commodores, and all those volunteers for Race Committee and Sailing Education and all the other club committee and activities as well as introduced the 2021 Board.

Listed below are the award recipients and new board members. A special thanks goes out to all those who helped make the Zoom CoW event a success.

New Emeritus Members - Jim Heffernan and John Hemphill

2020 Racing Award Recipients for Frostbite Regatta

- 1st Place - Tom Bews
- 2nd Place - Steve Jones
- 1st Place Crew - Dawn-Michelle Oliver
- 2nd Place Crew—Anderson Jones

2020 Racing Award Recipients for Wayfarer Fleet 15

- 1st Place - Richard Johnson & Michelle Parish
- 2nd Place - Jim & Linda Heffernan
- 3rd Place—Uwe Heine & Nancy Collins

Junior Sailor of the Year (Sparky) Award Recipients - Shared by Senior HSST Captains Jackie Denenny and Will Niven

SAYRA Junior All Stars Award Recipient - Logan Hayes

Commodore's Service Award Recipient - Eric Rasmussen

Kent Taylor Service Award (Blue Jacket) Recipient - Mark Hayes

2021 Board Members

Commodore	Andy Forman	Board of Directors
Vice Commodore	AnnMarie Covington	Race and Property
Rear Commodore	Marie-Lyne Lavoie	Education
Treasurer	Dale Strickland	Finance
Secretary	Linda Ford	Historical
Director	Kim Regan	Newsletter/Publicity
Director	Jeanne Allamby	Community Outreach/Social
Director	Virginia Summerell	Marketing
Director	Robert Bouknight	Equipment
Director	Leigh Wulforst	Membership
Director	JC Aller	Social Media, City Liaison

Beach Launching is Back!



The City of Greensboro's Parks & Recreation Department has come up with a plan to allow beach launching of sail boats including multi-hulls. Here's how it works and what you need to comply with:

1. Mind the Covid Protocols at all times or we/you will lose this privilege.
2. **It does not matter if people who are close to you are in your bubble or not, YOU MUST WEAR A MASK IN THE PARKING LOT AND ON THE BEACH at all times.** Staff are under orders to enforce Mask Wearing and cannot tell who is in your bubble. Further, it is none of their business.
3. **Mast installation and preparations MUST BE DONE FAR AWAY FROM THE BEACH AS POSSIBLE (IF AT ALL POSSIBLE) and must comply with 6 foot separation.** Wear a mask while you do this.
4. The paved path to the beach front is for launching and returning only. **No loitering.**

The 10 foot beach front adjacent to the paved launch area is reserved for boats just returning. This means that, upon returning, you should immediately put on your mask and move your boat to that area. You must then retrieve your roller or cart from your car or move your car with trailer to that area for pickup. And as soon as possible, move your boat away from the beach area (minding the 6 foot separation) for put away.

The basic ideas are the usual:

- Keep distance between boats of at least 6 feet at all times.
- Wear a mask when at the beach or in the parking lot.
- Do not allow another boat to come within 6 feet of yours at any time.
- Do not allow another person to come within 6 feet of you unless they are wearing a mask.
- No loitering at the beach.
- Minimize depth of water that you wade into.
- Prep and get launched off the beach quickly.
- Return and get off the beach quickly.

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.



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 Administratoin <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.

Clean-Up Day at the Lake

March 6, 2021

Dear LTYC members and friends!

Last Saturday, on March 6th, many of you were part of a fabulous team that kicked off the sailing season in the most heartwarming way! Luckily for us, we enjoyed a beautiful sunny day! The lake was gorgeous and the wind practically absent, so a perfect day to get sailors behind a pressure washer or a drill! ;-) Respecting the Covid protocols and organizing ourselves in small teams, we were able to meet all our goals. We had the full collaboration of the City through Clint who supported the activity and supplied some material to do the work more efficiently.

Coaches Mark Hayes and George Bageant with the High School Sailors Logan Hayes, Nino Criscuolo, Jack McArthur accomplished the monumental task of cleaning all the Club Boats with their pressure washer. During that time, Robert Bouknight and Ken Butler repaired the Club Boats, especially the Flying Scott, which is now ready to race this week-end!

Nathan Rector, coordinator of the UNCG Outdoor Adventure Club, organized a dynamic group of 9 UNCG students who worked as an outstanding team to wash the entire fleet of City Boats! Simple Green was used to assure that we were environment friendly around the lake. Thank you to Caleb Mallory, Abby Draut, Alec Stamper, Elliot McLaughlin, Ian Boletchek, Jailan Oakes, Jonathan Peláez, Kayla Gentry and Ty Lewis! Led by Andy Forman, 3 UNCG students also cleaned up the beach. A few students helped in repairs...

We had a strong team of LTYC members undertaking the challenging task of restoring the picnic tables. Lumbar, screws and bolts were purchased by Andy Forman and AnnMarie Covington, Scott Bogue brought his construction tools, and together with Phil Leonard, Jeanne Allamby, David DeMiranda and myself, 3 picnic tables were restored better than new!!! The 4th table was still solid. What an improvement for the Sailing Education program and for anyone having a picnic by the lake!

To all of you, I say thank you from the bottom of my heart! We had a fantastic day together and got to know each other better, while working towards the same goal...

Making Lake Townsend a better place to go Sailing!

Now we're ready! Let's go Sailing!

Best regards to all,

Marie-Lyne Lavoie

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High School Sailing Report



Editor's Note: This month's High School Sailing Team Report is from Jackie Deneney. Jackie is a senior at Page High School and is co-captain on this year's team. He both skippers and crews for our team. He was the co-recipient of the 2020 LTYC Junior of the Year Award. This is the second in a series of articles written by our high school sailors who are graduating from this spring.

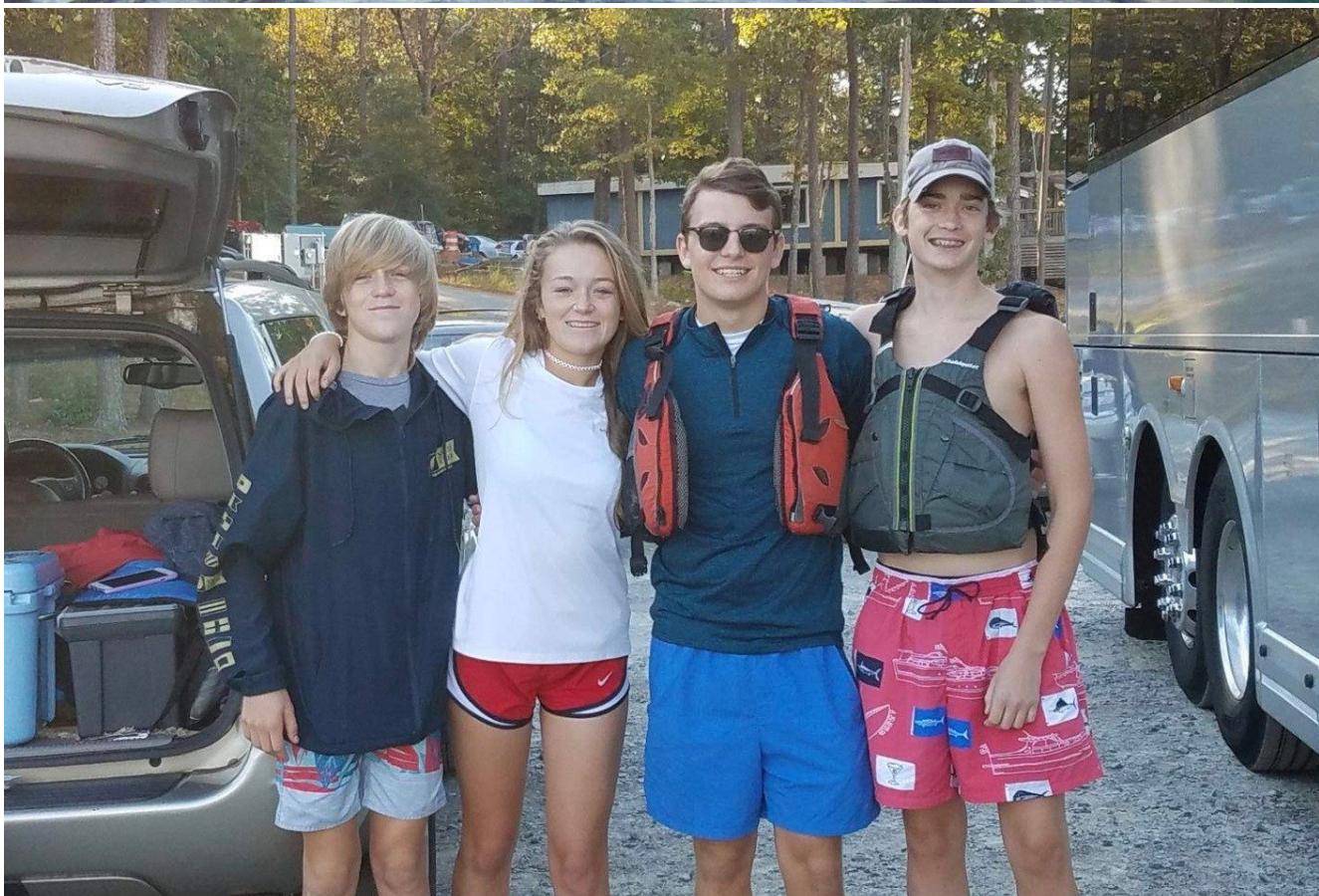
Unlike most of my teammates, I have not been sailing for most of my life. A little over 2 years ago, I went camping with Will Niven who is on the LTYC team. We were camping on a lake and had trailered two sunfish up with us. I had never sailed before, but Will gave me a quick crash course on all the components on the boat, how to steer, and how to catch wind. We figured the best way for me to learn would be to just go out on the lake and get some firsthand experience. The wind was not strong but pretty soon I was able to zip back and forth across the lake. Throughout that week we tried to make it out on the sunfish at least once a day. That week of sailing is what really got me hooked.

In my junior year, Will told me about a high school sailing team he had started going to. He convinced me to come try it out and I had tons of fun crewing. After that first practice, I joined the team and have loved it ever since. Everyone on the team was super nice and supportive while I was new and just beginning to get the hang of things. The highlight of my first year was definitely when Will and I came in second place at the 2019 Hot Regatta. We sailed to the best of our abilities and passed everyone but Logan, so we were super proud of ourselves. I also won a blanket from the Hot Regatta raffles so that was the cherry on top of a great day.

During my first year of sailing, I was exclusively crew. However, this year I began practicing as a skipper. Skippering a boat is definitely more of a challenge than crewing. I like the independence that comes with picking your own course and deciding when and where to tack. Obviously, I rely on my crew for input, but skippering is an empowering leadership experience. Although we had a shortened season this year, I did have the opportunity to skipper in a few regattas. We had low wind in all of the regattas, but I managed to learn something new each time I skippered in a race. The most challenging thing for me as a skipper is getting a good start on the line. But with practice I definitely got better at positioning my boat right on the line.

This year has been made extra difficult due to the pandemic we are in. We have had to wear masks and stay socially distanced at all times in order to be safe. It has been a good test for us as senior captains to enforce all of our Covid protocols. Our fall season was unfortunately cut short, but it seems we are planning on starting up our spring season soon! I am rooting for a long, full season so I can grow as a skipper and so we will have the opportunity to develop as a team.

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MEET THE LTYC MEMBERS

ANN MARIE COVINGTON



Hi,

I'm AnnMarie Covington. I'm a retired pharmacist who enjoys woodworking. I make furniture in the Mission style, bandsaw and other types of boxes, end grain cutting boards and bread boards. I also fix and maintain things around the house that I helped build near Yanceyville. I live with my fiancé, Andy Forman. We hope to have the wedding ceremony in October, if the pandemic allows. I have two sons who are 33 and 35 years old. The older one is married and is a pharmacist in Wilmington, NC and the younger one is a computer engineer in San Diego. (No grandchildren yet) I have had dogs in the past, but during non-Covid times, I am away overnight sailing almost every weekend, so I do not have any pets now.

When I was knee high to a grasshopper, I was at the beach with my parents and saw a Styrofoam Snark in a cove. I asked the gentleman if I could have a ride. He took me out and back about 5 minutes and that was it! I was hooked. I couldn't actually sail because I was only 5 years old, and there were no Opti classes anywhere near Fayetteville in the 1960s. So I made needlepoint pictures (hanging in my house even today), made model sailboats, drew sailboats, and basically dreamed of sailing. When I was a freshman at Duke, I took a physical education class on sailing. I bought a Sunfish but was too busy with school to sail very often. Basically, I could sail as well as someone who has taken one of LTYC's classes.

Many years later, after the children were grown, in April of 2012, I joined Carolina Sailing Club and LTYC. I crewed for the best skippers I could find 3 weekends every month and participated in several regattas. I asked lots of questions and paid attention to everything the skippers did. Jim Heffernan taught me how to round a mark in the middle of Bogue sound. After 30 minutes of intense instruction, I asked for a break. I told him "my brain hurts"!

That summer, I helped Jim Heffernan restore Wayfarer 276 (Annette's boat). Then when Epiphany (W276) was ready in September, I began skippering. I asked the best skippers I could find to crew for me. I did everything they said and then asked them how they made the decision to take that action. I truly believe this is the best way to learn to race.

The most exotic and fun place I have sailed is Killbear Provincial Park in Ontario Canada. It is about a 2 hour drive north of Toronto. The Wayfarers have a rally there every third year. We leave the boats anchored in a sheltered cove every evening and sail to incredibly beautiful swimming/picnicking sites each day.

I serve as Vice-Commodore for LTYC. I am in charge of racing and scoring.

March 13 Racing @ Lake Townsend



On March 13, the last race of the Winter series was held at Lake Townsend. Racing started promptly at Noon because PRO Jim Heffernan was expecting decreasing wind. An hour later we started the second race in the opposite direction since the wind turned 180 degrees, from North to South. Paul Heffernan commented, "sailors showed persistence and did not abandon sailing" while waiting for the wind to pick up.

It was a day of "firsts". Our new name for the winter course was the upside down "W" or "M".

We welcomed, for the first time, the UNCG Outdoor Adventures club to our racing. Nathan, Tre'Dixon, Abbie, Ayla, Elizabeth, Kylie, Elliot, and Alex took out club boats, some racing for the first time. These hard working sailors also came to our work day at the lake, last week. A huge thank you to Marie Lynn for assisting them.

Also a big welcome to Neil Smith, sailing Ken Butler's old Wayfarer 449. This was Neil's first time racing a Wayfarer and he and Ken won the second race.



Peter Thorn raced in a new Mark4 Wayfarer, which he bought from Ewe and Nancy. He said his first race was "great fun" and the boat sailed "like Butter." Ewe and Nancy brought their new Mark4 Wayfarer, named "Anansi" to the race.

In spite of the light wind, 6 Flying Scots, 5 Wayfarers and 2 Tanzers participated. Tom Bews finished first in one the Flying Scots. It was an enjoyable day for everyone.



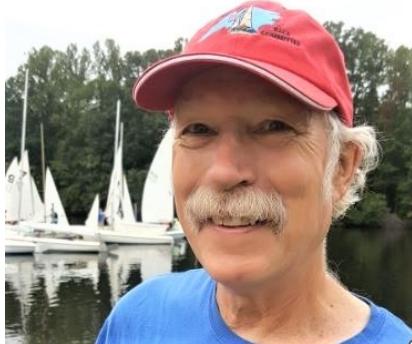
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NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE



1. If your boat's **bailers** are leaking, you can usually just replace the rubber gasket around the moving part rather than replace the entire bailer. Go by the manufacturer's specific instructions; there's no point in trying to figure it out yourself. (It can be difficult with the old type Andersen bailers, but it can be done, no special tools needed.) And don't try to improvise, even though the new gaskets may be expensive.
2. If you are not ready to buy new sails, but are having difficulty with the mainsail **sticking** or **dragging** when you raise it, try rubbing candle wax all along the bolt rope, covering as much of the surface that's in contact with the mast as possible. Also be sure that the **cove** (mast groove) is not pinched. A clear sign of that is when the sail goes up easily only to a certain point.
3. If the mainsail is not easy to raise on boats with **sail tracks** or **slides**, apply one of the dry Teflon lubricants. Just yanking harder on the halyard often just makes the jamming worse.
4. **Goo-Gone** works great on sticky **residue** from electrical tape, duct tape, Gorilla tape, sail tape, stickers, and other such. Lighter fluid also works, if you can find it.
5. Check your older **Wayfarer** for a sharp metal edge where the jib halyard enters the mast. A sure sign is any fraying or damage to the halyard about 2-1/2 feet from the head of the foresail. The edges of the opening should look and feel smooth.

YOU'RE INVITED

Hey CSC members,

Wanted to send out a invitation that not many people have known about. The Lake Waccamaw Sailing Club is hosting a regatta next Month., April 17 & 18. I am trying to get Isotopes to have a fleet there but Mono hulls are also invited. All CDC guidelines will be followed and it is especially important to register at the website for planning and spacing purposes.

Have you ever been to the first regatta and bought the T-shirt then for many years later the t-shirt becomes the lucky shirt for the regatta. Well you have a rare opportunity. The Alligator Run is going to be a first annual event.

The food is always great too.

J.P.Ayers

In Case You Missed It

Racing Rules of Sailing 2021-2024 with Guest Speaker Jerry Thompson Part 2A

Tuesday Sail Talk 12/16/20

Jerry Thompson is a regional race officer and judge with US Sailing. In last month's issue, we covered "When Boats Meet—Section B—General Limitations". This article covers the first half of Part 2 of the Racing Rules of Sailing seminar with Jerry Thompson, "Section C—At Marks and Obstructions".

WHEN BOATS MEET AT MARKS AND OBSTRUCTIONS

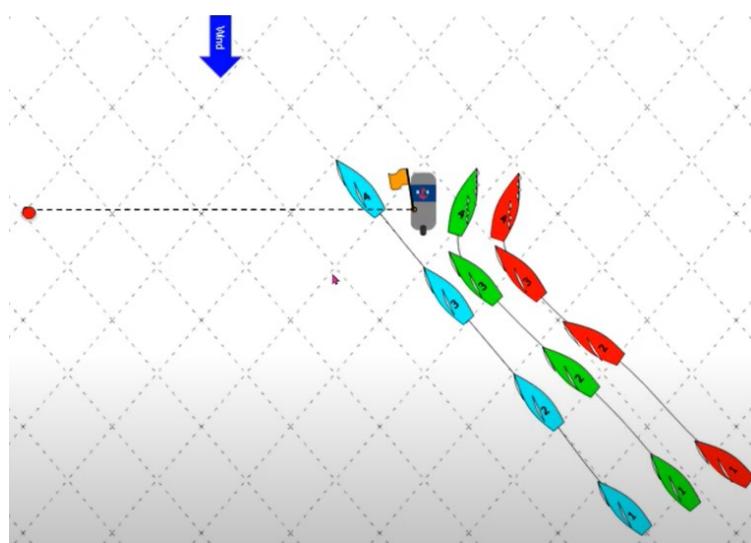
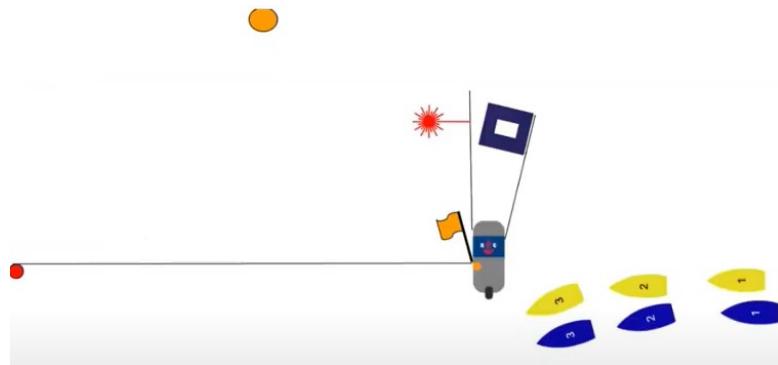
Rule 18 was developed to make mark rounding orderly.

Preamble

*Section C rules do not apply at a starting **mark** surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them.*

As you are approaching the starting mark to start a race, these rules are turned off.

Consider the image to the right. In it, the P flag is up so we know that we are within 1-4 minutes of starting. The orange, sun like symbol indicates that it is a Laser class. The signal vessel is also an obstruction. Two boats are approaching the obstruction. The right-of-way boat is the blue boat by Rule 11, windward/leeward (on the same tack, overlapped). The blue boat gets to decide on which side of the obstruction she wants to pass. If she chooses to pass below the obstruction, she MUST give the yellow boat room to pass the obstruction.



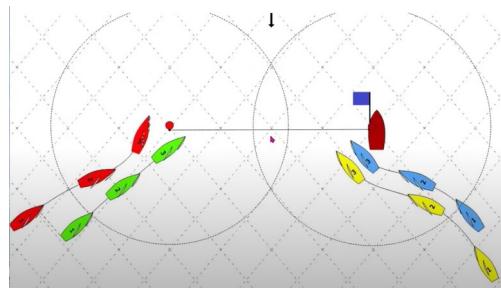
As the boats approach the start, at position 3.5, Rule 18, mark room, is turned off. This is a Rule 11 situation as described in the figure above. At position 3.5, the boats now have a proper course. The blue boat cannot drive the other boats into the obstruction (signal boat). If the green boat had insisted on going to the left of the obstruction, the blue boat would have to give her room and then protest her for breaking Rule 11. This is often referred to as "barging".

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The Section C rules are in place at the race finish. The yellow and blue boats are approaching the finish, with the blue boat clear ahead as she enters the zone. This entitles her to mark room. The yellow boat is giving the blue boat mark room as she should.

In the left hand illustration, the green boat reaches the zone first with the red boat overlapped inside. Because she is overlapped inside, the red boat is entitled to mark room but the green boat did not give it. The red boat should protest the green boat for breaking rule 18b.



18 – Mark-Room

18.1 When Rule 18 Applies

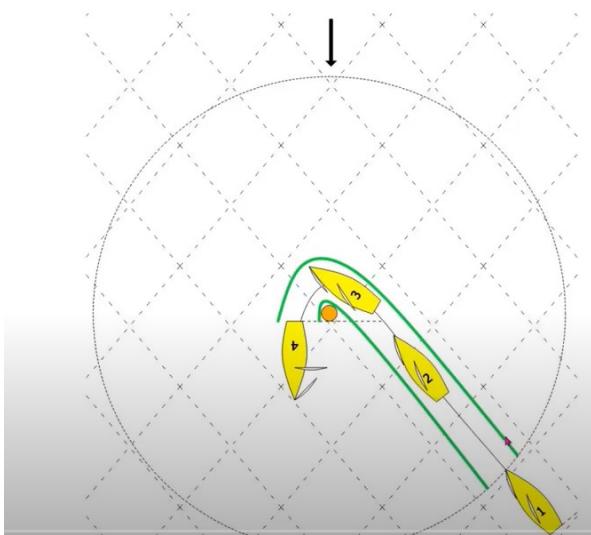
Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the zone.

However, it does not apply

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

Rule 18 no longer applies between boats when *mark-room* has been given.

Mark-Room visualized.



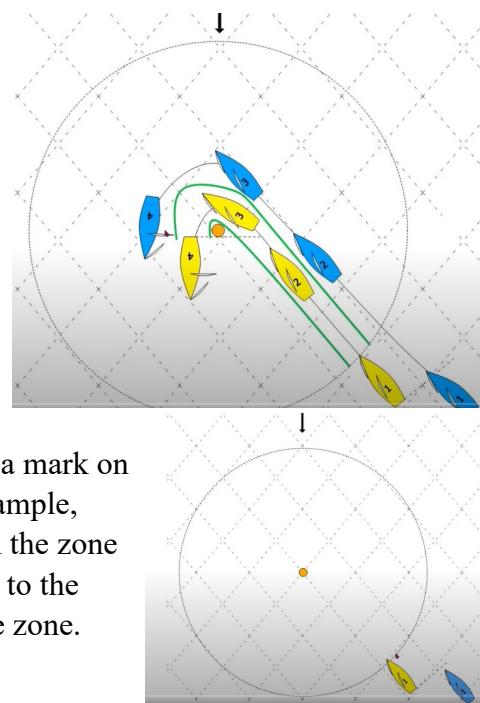
Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. In this example, both boats need to leave the mark to port. The yellow boat is in the zone and clear ahead so mark room applies. Mark room is not a race to the mark. It is a race to the zone. You always want to be first to the zone. This assures that you have room to round the mark.

Mark-Room Room for a boat to leave a *mark* on the required side. Also,

- (a) room to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) room to round or pass the *mark* as necessary to *sail the course without touching the mark*.

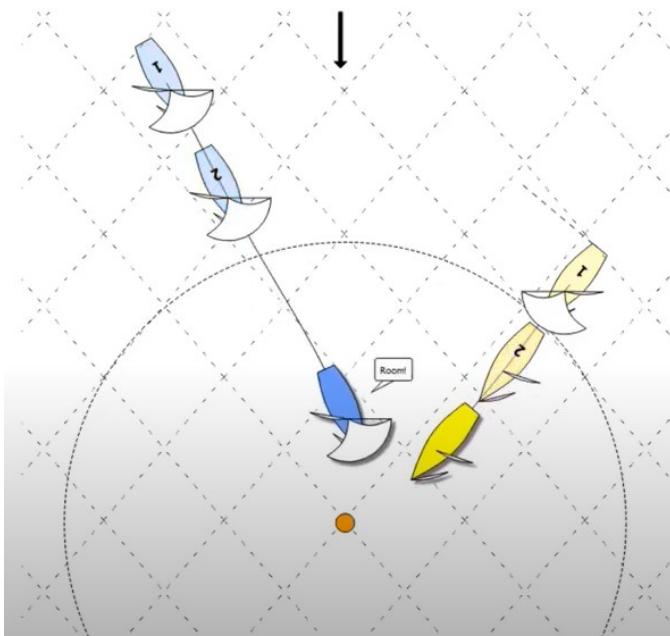
However, *mark-room* for a boat does not include room to tack unless she is *overlapped inside* and to *windward* of the boat required to give *mark-room* and she would be *fetching the mark* after her tack.

Think of Mark Room as a corridor that is slightly wider than the boat which is due mark room. Wind and wave conditions come into play as would boat size or an adverse current running across the course when determining the mark room corridor. At position 4, the yellow boat has passed the mark and mark room has been given. The illustration below shows mark room visualized.



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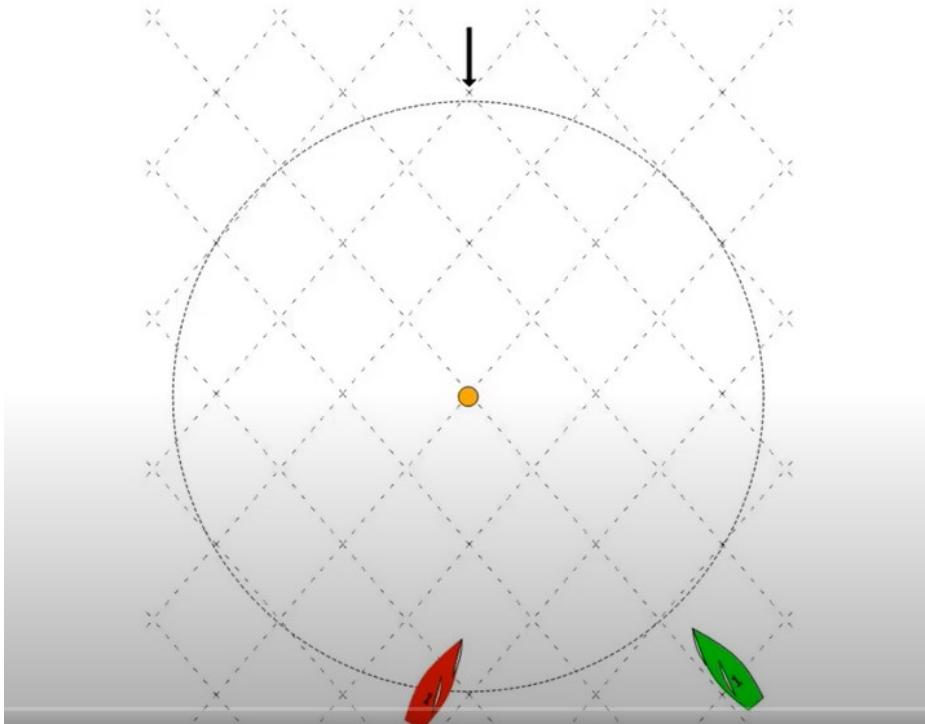
In this illustration, the blue boat is calling for room. The boats are overlapped because they are below 90 degrees and neither is clear ahead of the other. If you look at the transom of the yellow boat at position 1 as it goes across, it is not clear ahead of the blue boat at position 1. If you look at the transom of the blue boat at position 1, it isn't clear ahead of the yellow boat in position 1. When 2 boats are coming downwind at angles to each other, they are typically overlapped. Keep in mind that you don't have to be close to another boat to be overlapped with it. Just because the yellow boat is clearly in the lead, it doesn't mean she's clear ahead. Any boat within her transom line is overlapped with her. Even though the yellow boat reaches the zone first, since she is overlapped with the blue boat upon reaching the zone, the blue boat is due mark room because she's the inside boat on a starboard rounding of the mark.

If the boats were making a port rounding of the mark, the yellow boat would be the inside boat and would be due mark room.

However, it does not apply

(a) between boats on opposite tacks on a beat to windward,

The red port boat is entering the zone overlapped with the green boat. The red boat is the inside boat since the mark is left to port. The boats are on opposite tacks on a beat to windward, therefore mark room does NOT apply.

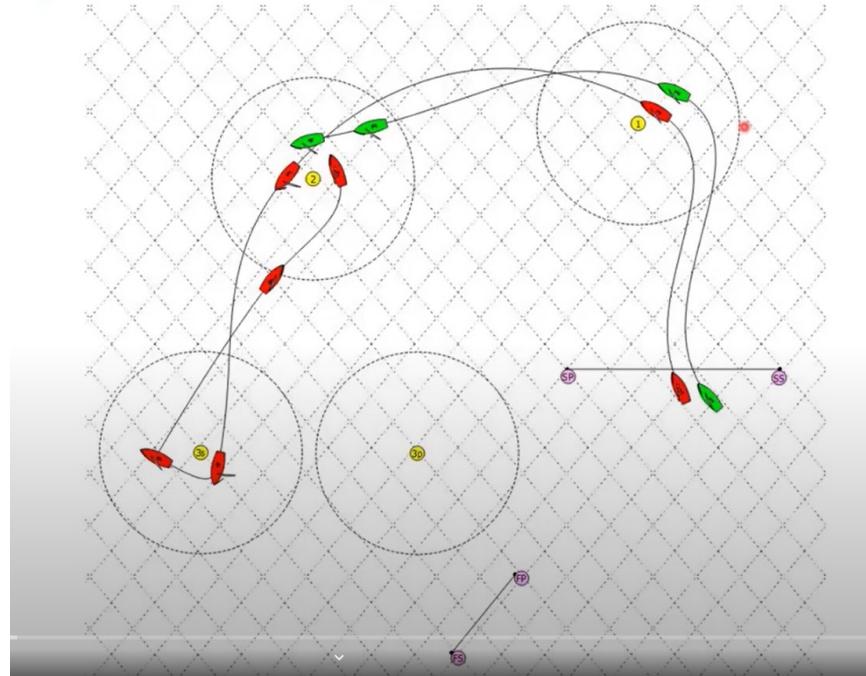


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However, it does not apply

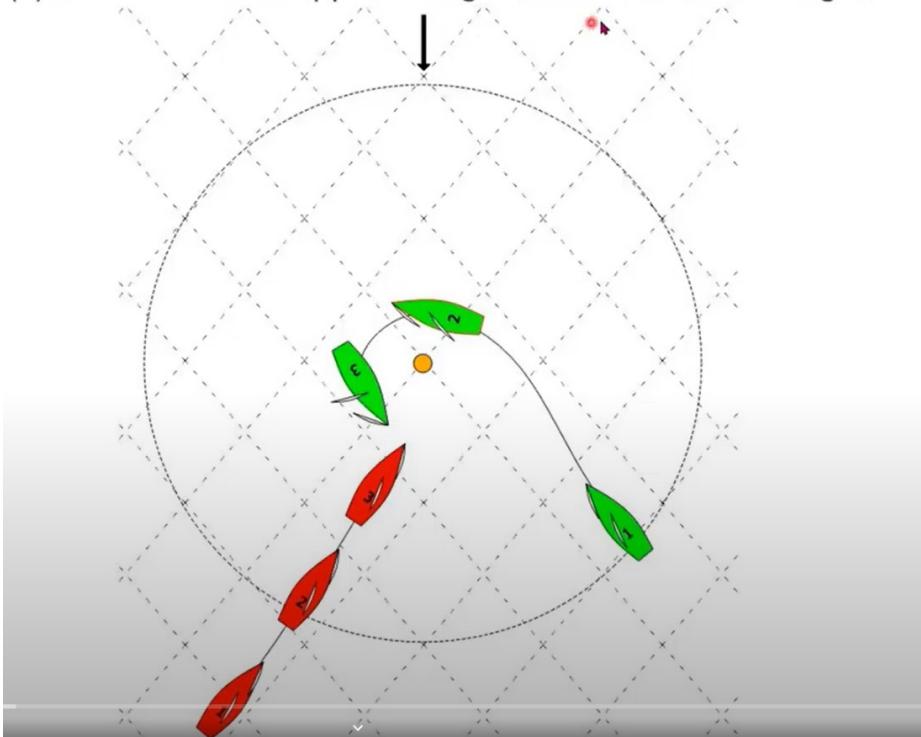
(b) between boats on opposite tacks when the *proper course* at the *mark* for one but not both of them is to tack,



Unless you are on a trapezoid course, this scenario will never happen.

However, it does not apply

(c) between a boat approaching a *mark* and one leaving it, or



At position 3, the green boat is leaving the mark and the red boat is approaching the mark. Mark room does not apply here. The red boat has right of way because of Rule 11, same tack, overlapped. As the windward vessel, the green boat must keep clear of the red, leeward boat.

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However, it does not apply

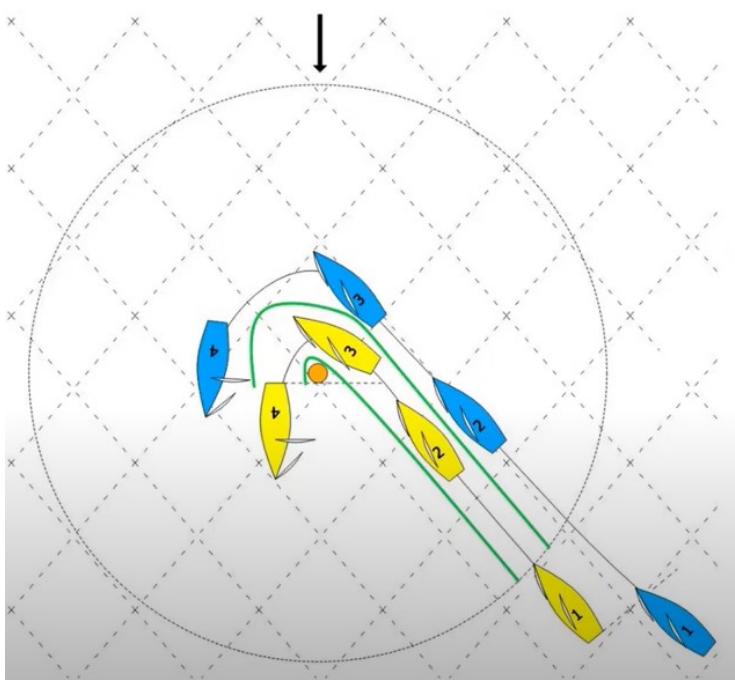
(d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

An obstruction is something that you cannot pass without a big maneuver. If you are heading straight toward an obstruction and you are one boat length away from the obstruction and have to change your course more than 10 degrees, that is an obstruction.

A continuing obstruction is one that takes a considerable amount of time for boats to pass, either because of its size or because of adverse current. In the image to the right, the lighthouse is a continuing obstruction so mark room does not apply.



Rule 18 no longer applies between boats when *mark-room* has been given.



This is the new portion of rule 18 and was added to close a loop hole. Previously, rule 18 2d stated that 18 2b and 18 2c no longer applied when mark-room had been given, but it left 18 2a in play. The new verbiage turns off all conditions of rule 18.

In the image to the left, at position 3, the yellow boat is entitled to mark-room and has right of way as the leeward, overlapped boat. If it tactically made sense and she wanted to continue forward before rounding the mark, she could.

Mark-room has been given at position 4 and rule 18 no longer applies.

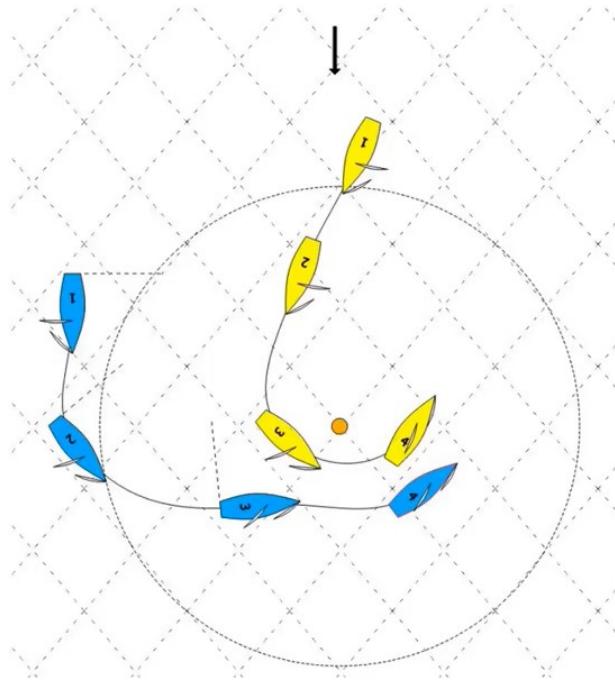
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Rule 18—Mark-Room

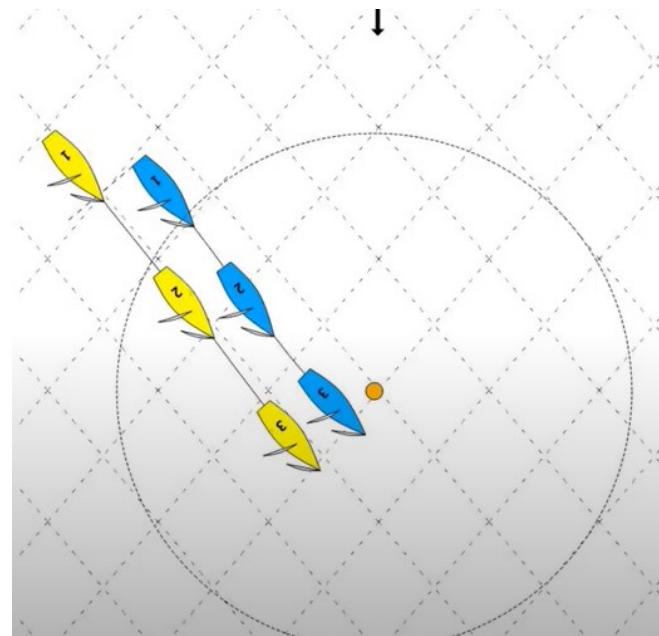
18.2 Giving Mark-Room

- (a) When boats are *overlapped*, the outside boat shall give the inside boat mark-room, unless rule 18.2(b) applies. **Rule 18.2(b) applies approximately 95% of the time.



The situation to the left is one where rule 18.2(a) applies. When the yellow boat enters the zone at position 1, there is no overlap between the boats. At position 2, as the blue boat enters the zone, the boats are overlapped and the blue boat, being the outside boat, must give the yellow boat mark-room.

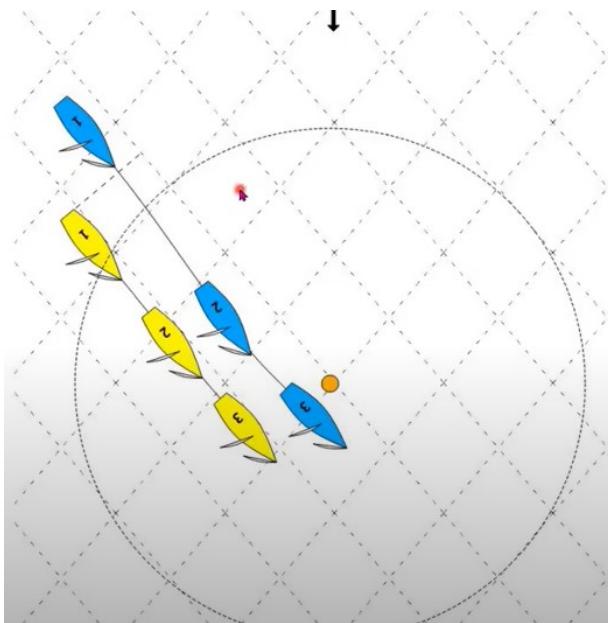
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the zone, the boat *clear astern* at that moment shall thereafter give her *mark-room*.



As the blue boat enters the zone, both boats are on the same tack and overlapped. Therefore, the yellow boat must THEREAFTER give the blue boat mark-room.

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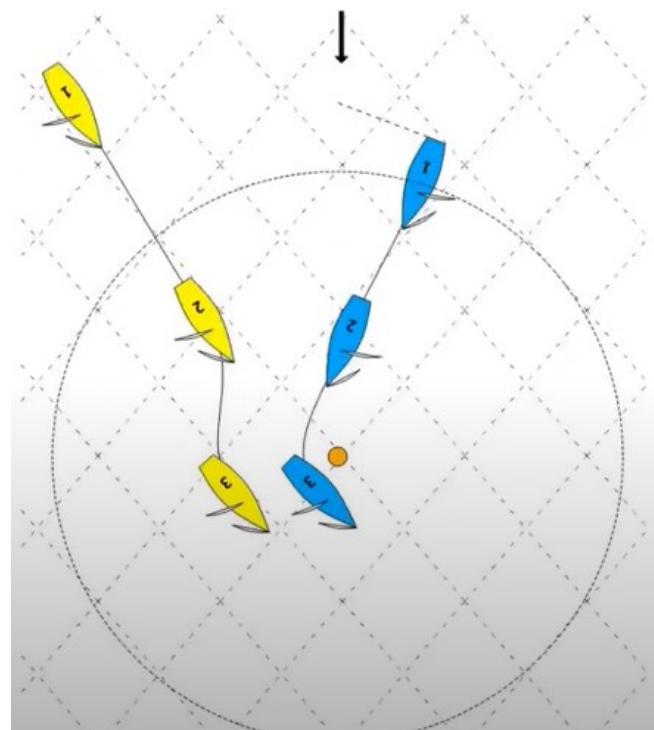
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In this scenario, the blue boat must give the yellow boat mark-room because she is clear ahead when she reaches the zone. The blue boat has broken rule 18 2(b) because she has not given the yellow boat mark-room.

The zone is 3 boat lengths. If 2 different size boats are racing, the zone size is set by the boat that reaches the zone first.

The blue boat is the first to reach the zone. The boats are on opposite tacks and are overlapped because they are greater than 90 degrees off the wind. The yellow boat is inside the blue boat's transom line. They are passing the mark to port so blue is the inside boat and gets mark-room.



To be continued in next edition

What to Know About the Racing Rules

By Dave Perry

<https://www.sailingscuttlebutt.com/2021/01/25/what-to-know-about-the-racing-rules/>

Why do the racing rules change every four years?

The racing rules are locked in place for a four-year period, and can be changed the year after the Olympics. That keeps the rules from changing every year, as they do in most sports, but allows World Sailing to improve the rules as the sport evolves.

Which changes do you think may be the most challenging?

Likely the most challenging will be that under the 2021-2024 rules, an item that is listed in the Notice of Race no longer needs to be listed in the Sailing Instructions. Therefore, if sailors do not read the Notice of Race, they may not know important information such as whether there will be a throw-out race or even what the courses are.

What advice would you give to new racing sailors?

When new to the sport, the first step is to be solid on the right-of-way rules so you can get near other boats without incorrectly interfering with them. The four r-o-w rules are port/starboard (rule 10), windward/leeward (rule 11), clear ahead and clear astern (rule 12) and tacking (rule 13). The port-tack boat, windward boat, boat clear astern and tacking boats must keep-clear. The other boat in the rule is the right-of-way boat. Be sure that if you are the right-of-way boat that you are not “talked out of your position” by a loud keep-clear boat.



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)

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LAKE TOWNSEND YACHT CLUB MVP PROGRAM

Yacht Club Personal Info Discounted Membership Options Purchase Confirm Order

Are you a current member? If you have ever been a US Sailing member before, select 'Yes'. Yes No

Previous Next

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.

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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.

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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.

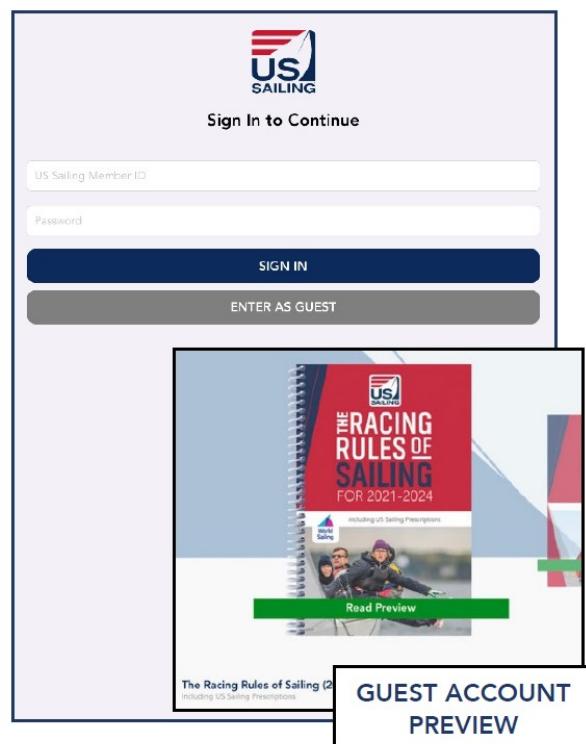
SIGNING IN

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:

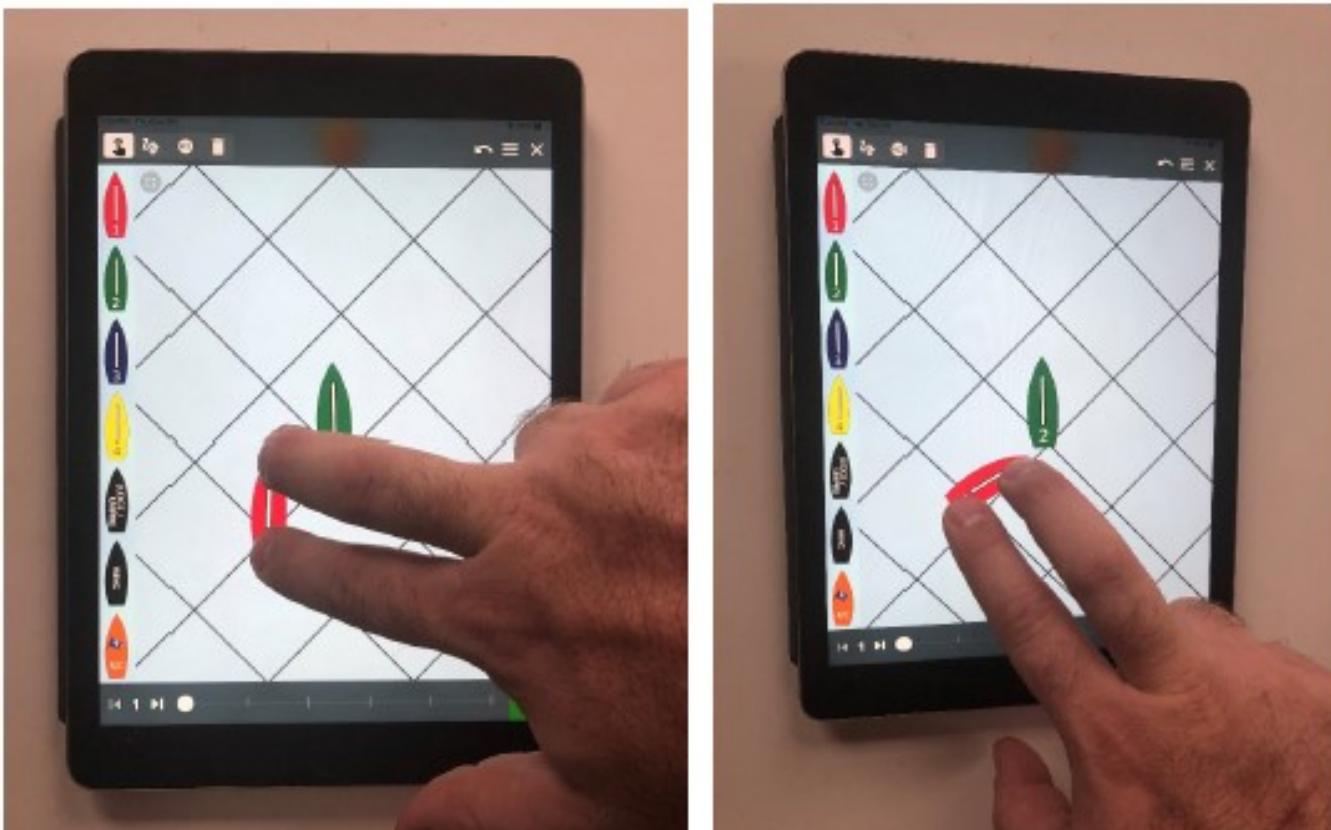
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How To Move/Rotate Boats

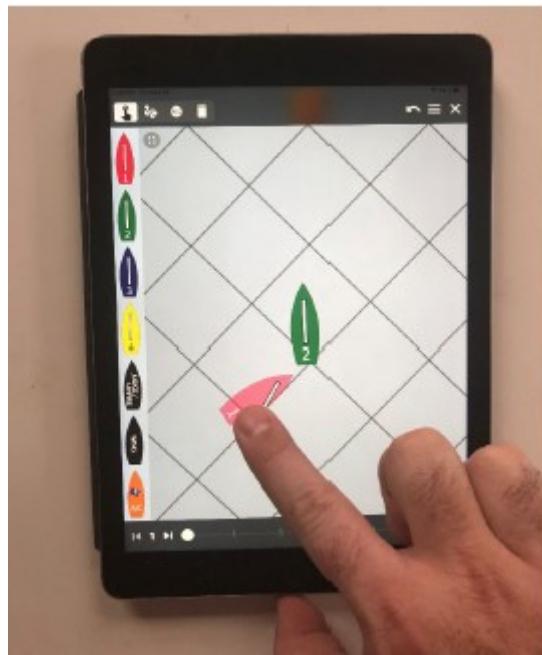
1. Before you begin, ensure that the number at the bottom of the screen reads “1” for first position. If it does not, slide the white ball to the left. This slider is used to progress through the steps of the graphic. If you drag your finger along the vertical boat icons on the left-hand side of the screen, you will be given additional icons to use, including marks, wind and current indicators, and more boats.
2. To begin, drag boats, or other needed icons, from the left-hand column into the main screen. Once you have placed them correctly in their starting position you can begin adjusting them so their angle on the screen, and the position of the sails, is correct.
3. **To rotate a boat**, place one finger at the bow of the boat and one at the stern and then turn your hand either clockwise or counterclockwise. As you do, the boat on the screen will spin. If you have difficulty selecting a boat, we recommend zooming in to ensure your fingers are placed properly, as shown in the images below. When you are done, zoom back out to see the rest of the image.



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4. You can adjust the angle of the sails relative to the boat by double-tapping on the boat you wish to adjust. This will grey out the screen while highlighting the sail, which means that it has been isolated for movement. Use one finger (as shown below) to rotate the sail. When your rotation is complete, tap anywhere else on the screen before editing additional boats/sails.



5. Once you are satisfied with the angles of the boats and sails, move the progress bar at the bottom of the screen to position “2”.
6. To show the next step in the sequence, place your finger on the boat you wish to move and then slide your finger, and the boat, across the screen to the desired location. The screen will show the boat’s path in red. Repeat this with other boats.
7. As you progress through the sequence it is likely that you will want to show your boats turning. To accomplish this, it is often best to rotate the boat at the end position of your movement. For example, if you want to have your boat change their heading by 45 degrees between steps 2 and 3, you can accomplish that by rotating the boat at the end of step 2 and not at the beginning of step 3.
8. When you have completed all the steps in your sequence, press the green play button to review. If you wish to save your newly created motion graphic, click the three horizontal lines at the top right of the screen and then select “Export Video.”

Please note that if you wish to use the whiteboard feature in the Protest Form, the process/steps will be the same.

Snake Key Expedition

By Annette Grefe



Annette Grefe

Thursday morning, February 10, 2021, was foggy and overcast. Six Wayfarer sailors from North Carolina and Florida waited with growing impatience for the fog to lift and for the incoming tide to reach our three boats moored on a tiny beach on the west side of sleepy Cedar Key, Florida. The wind was forecast to come almost directly from Snake Key, due south. But it was slow to arrive.

I have a bit of a snake phobia, so the idea of sailing to a place called Snake Key didn't sound very appealing at first. But several members of our Wayfarer group raved about it from their first trip two years ago, so I had to give it a try. The plan was to head for Atsena-Otie Key, right across the channel from Cedar Key, pass it on the west side, then head for Snake Key (about two miles south of Atsena-Otie) and at full tide try to sneak through the narrow, shallow channel that splits the island in half.

Around 1 pm, the fog finally dissipated, the wind picked up a bit, and we set out on our adventure. I'm no longer a rank beginner, but still have plenty to learn about cruising, so I was fortunate to have Jim Heffernan join me in my old woody, "Epiphany". My first lesson had come the afternoon before, when the group

joined forces to bring the old girl onto the beach on rollers; now it was time to roll her back down, trying to avoid the oyster "rocks" on the way. Anchor aweigh, we had to make sure to avoid two long, narrow sand banks that run east-west, just south of the little bay where our boats had been moored. A nice little breeze carried us into the bay on a port tack. Following us were proud new Wayfarer owner Marie-Lyne Lavoie with crew Otto Afanador in her turquoise Mark IV "La Delimina", and Frans van Zealand with crew Phil Leonard in "Carolina Dutch". Pat Kuntz with crew Jeanne Allamby



launched her "Mia Bella" from the Cedar Key dock, with plans to join us at Atsena-Otie.

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Just before we tacked to head for the channel that would bring us past Atsena- Otie, Jim and I spotted a pair of black fins that fluttered in unison at the bow of the boat, then slid off to port. Looking down, we recognized a two-foot sting ray gliding past. Then the wind died, almost. Jim kept me on my toes, reminding me to fall off or sheet in whenever my attention wandered to admire the clouds at play, the different blues and greens of the currents, or the reflections of our little boats on the glassy surface of the water. “Mia Bella” joined us as planned (after struggling a bit with the current). We kept a close eye -and hand - on the center board, which we kept pulled up half-way to give us early warning of shallows not evident on our charts. There were a few bumps, but we breezed across the sandbanks quite easily. Due to the light wind, it took almost two hours to reach Snake Key. We followed the western inlet into a round cove about a quarter mile across and ringed by mangroves. Half a dozen snowy egrets and a dozen or more ibises perched in those shrubs and didn’t seem too bothered by the silent parade of sail boats exploring this little piece of paradise.

We waited for everyone to reach the cove, then headed for the channel, a 10-foot wide break between the mangroves and sabal palms, running about half a mile in length. “Epiphany” was the last boat to slide in, and just as she did so, a bald eagle shrieked and rose up from the shrubs, only to sail off in the opposite direction. The four boats glided through the channel as in a dream. It was truly magical – and not a single snake in sight!

Reaching the other side after about half an hour, we turned sharply starboard to avoid yet another sand bank, then started on our way back. By the time we reached the west side of Snake Key again, the wind had picked up to a cheery 6 or 7 knots and shifted to come from the west, so we were able to fly back on an easy broad reach. Past Atsena-Otie, we headed downwind towards the dock – “Mia Bella” peeled off at that point, while the rest of us gybed to take advantage of the westward current that carried us back to our little bay.

After pulling the boats to shore, we watched the sunset from the patio of the Faraway Inn. A few drinks, smoked mullet dip (a Cedar Key specialty) and the wonderful company of our little Wayfarer family made





Who Knew?



Saint Patrick Was a Dog Man By PBurns

Saint Patrick was actually a Roman by the name of Maewyn Succat, born in 387 AD in either Kilpatrick, Scotland or Banwen, Wales.

At the age of 16 Maewyn was captured by Irish raiders and sold as a slave to the Irish chieftan Milchu of Dalriada.

For the next six years Maewyn tended his Irish slave master's sheep and pigs in the Braid valley of Ireland, where he worked the dogs and learned the Celtic language.

After six years of forced service, Maewyn ran away from his master and his flocks, heading 200 miles to the coast. There he stumbled on a ship from Gaul that was loaded with large dogs assembled by dog dealers bent on shipping them to the continent, where they were to be used against wild animals and gladiators in the Roman arenas.



Maewyn convinced the dog dealers that he had a way with dogs and could be of use, and he shipped with them, first to Scotland and then to Spain, where the poorly outfitted expedition nearly starved to death.

At long last, and after selling the dogs, Maewyn was allowed his freedom and a small stipend, and he headed to Tours, France (Gaul) where he joined St Martin's Monastery. There he became a devout Christian and was renamed Patricius by Pope Celestine I. In 432 he was sent back to Ireland to convert the heathens to Christianity.

Patricius, now called Patrick, landed with his companions at the mouth of the Vantry River close to Wicklow Head, and through a series of fabled exploits converted a great number of Pagans to Christianity before he died in 461 AD.

Despite his common name, St. Patrick has never been formally canonised by the Catholic Church.

As for the notion that St. Patrick drove the snakes out of Ireland, it's simply not true; there were never any snakes in Ireland. What St. Patrick did was begin to rid Ireland of the influence of Paganism, which was often associated with twisted snake-like celtic line-drawings of anima ls.

One final note: In Ireland the bars were traditionally closed on St. Patrick's Days, as it was considered a religious holiday. A drunken St. Patrick's Day is an American fabrication that came to Ireland after 1970.



How to Add Life to Your Main-sail's "Unsupported Edge"

Captain John,
Www.skippertips.com
Captainjohnskippertips.com

Did you realize that your mainsail leech represents the longest unsupported edge of any working sail aboard your boat? Here's an often-forgotten device that could add years of life to your sails.

Flogging shortens sail life in a big way. Each moment your sails are hoisted they will be subjected to vibration along with shock loads from sheets that slack and tension. On a perfect sailing day, your sails may look as stiff as an airplane wing, but these forces are still in play.



Your mainsail leech has no support along the trailing edge. Battens are spaced at intervals to support the roach (excess cloth) of the main. But the leech remains the longest unsupported edge of your working sails.

Ask your sailmaker to install a leech line from the head of the sail to the clew. This small diameter line--about the thickness of parachute cord--will have a jam cleat or similar device near the clew.

Realize that the leech line should be used as the "last step" after you have the sail trimmed the correct way. It might be tempting to relocate the sheet block to stop leech flutter, but this could damage the leech. Leave the sheet block alone. Use the leech line to put Genoa leech flutter "to sleep".

Pull on the leech line just enough until the flutter stops (easy does it--you do not want to cup the leech). Belay the leech line in the clam- or jam-cleat that your sailmaker sewed onto the sail just for this purpose. .

We've Got the Beat!

North Carolina Sailboat Racing News

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

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



Wayfarer Midwinters 2021

The Wayfarer 2021 Midwinters and 2020 Nationals (which were to be held at the NC Governor's Cup but had been canceled last June) were held congruently February 5-7, 2021 with three days of racing with a total of nine races held.

Wayfarer Fleet 15, based out of the Lake Townsend Yacht Club in Greensboro, NC sent nine boats to the Midwinters Regatta at Lake Eustis Sailing Club in Florida.

Wayfarer Fleet 15 had five boats finishing in the top 10 overall finishers, taking 1st, 4th, 5th, 6th, and 10th with Fleet 15 member Jim Cook and crew Mike Taylor from the Catawba Yacht Club, taking 1st place in the Spinnaker division and overall standings, and Phil Leonard and crew Jeanne Allamby finishing 2nd in the non spinnaker division and 10th in the overall standings!

The racing was very competitive in both the spinnaker and non spinnaker divisions, at times with only 2 to 3 feet separating boats at the finish after a long Modified Olympic course. Winds were brisk for most of the races, and temperatures were very pleasant.

In addition to the racing, three of the Fleet 15 members picked up their brand new Wayfarer Mark 4 boats, and have sold their old boats to other Fleet 15 members. The fleet is growing well.

After the regatta, five Fleet 15 boats trailered over to Cedar Key on the gulf coast and cruised the barrier islands for three days, offering a relaxing and enjoyable sailing experience along with two group cookouts right on the coast watching the sun set right off shore.

There is nothing like being able to race and cruise with the same boat and the comradoree among this fleet has been phenomenal.

The Wayfarer Worlds will be coming to Lake Eustis Florida, in March 2022 so come be part of the action.

Phil Leonard
Wayfarer Fleet 15 Captain

Continued on next page

Race Management Department

Protests

After returning to the dock after a day of running races you are greeted by a sailor who intends to protest another sailor for an incident on the water that day. What do you do?

Some clubs have a protest jury on call, but most do not. The race committee must organize a jury to hear the protest. Seek sailors who have served on a protest committee in the past. Hopefully you will find at least one sailor with protest hearing experience. Place them firmly in charge as the protest committee chairperson.

It is best to have three sailors on the jury. The chairperson should follow RRS Appendix M in running the hearing. The jury must keep in mind that their decision may be appealed to the Regional Racing Association, which in our case is SAYRA, South Atlantic Yacht Racing Association. Encourage the protest committee to create and maintain a solid record of the proceedings.

Next month I will explore why sailors compare protests to a visit to the dentist.

It is with a heavy heart that I share the news that the Pirates on the Pungo regatta has been canceled and is not expected to be held ever again.



Carolina Sailing Club and Lake Townsend Sailing Club members participated in Race Management For Race Committee and Sailors on Saturday, February 27.

Forty-seven race committee volunteers and sailors enjoyed a robust discussion of race management. This virtual event via Zoom replaced the traditional, yearly in person training event. Ray Merrill's famous grilled bratwursts were missed. But enthusiasm for sailboat racing was pronounced and all are looking forward to a return to racing



Plan your racing calendar:

Open regattas:

1st Annual Alligator Run Regatta, April 17-18, Waccamaw Sailing Club, Lake Waccamaw. Click [here](#) for the Notice of Race.

Hospice Regatta, April 24-25, Lake Norman Yacht Club, Mooresville.

Cinco De Mayo, May 1, Blackbeard Sailing Club, New Bern.

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 18-20, 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 7-8, Carolina Yacht Club, Wrightsville Beach.

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

Bow To Stern Regatta, August 7-8, Bow To Stern Sailing, Oriental.

Blackbeard Sailing Club One Design Regatta, August 28-29, Blackbeard Sailing Club, New Bern.

Labor Day Regatta, September 4-5, Lake Norman Yacht Club, Mooresville.

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

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

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 25-26, Lake Norman Yacht Club, Mooresville.

Peninsula Cup Regatta, October 2-3, Peninsula Yacht Club, Cornelius.

Annual Halloween Regatta, October 30, 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:

MC Scow Bunny Hop Regatta, March 27-28, Lake Norman Yacht Club, Mooresville.

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

Flying Scot Great 48 Regatta, May 1-2, Lake Norman Yacht Club, Mooresville.

International Laser Class Association Atlantic Coast Championship. May 21-23, Carolina Yacht Club, Wrightsville Beach.

2021 Ultimate 20 North American Championship, June 3-6, Hampton Yacht Club, Hampton, VA.

Sunfish North Americans, June 9-13, Lake Norman Yacht Club, Mooresville.

Tanzer 16 Nationals, 2021.

Weta East Coast Championship, 2021.

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

Croaker Fest Regatta, July 3, Bow To Stern Sailing, Oriental, FJ, 420, Sunfish.

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

Greens Creek Regatta, September 18, Bow To Stern Sailing, Oriental, Sunfish.

Lightning Southeastern District Championships, 2021.

Sunfish Southeast Regional, 2021.

Classic Moth Boat Nationals, September 2021, Elizabeth City.

Old Salty Regatta, October 2-3, 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 Great 48 Regatta, November 6, Lake Norman Yacht Club, Mooresville.

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

Open PHRF regattas:

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

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

2021 Southern Bay Race Week, June 3-6, Hampton Yacht Club, Hampton, VA. Click [here](#) for the Preliminary Race Announcement.

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, May 22-23, Oriental Dinghy Club, Oriental.

Indian Island to Ocracoke, June 19, Pamlico Sailing Club, Washington.

Parrothead Regatta, July 24, Oriental.

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

Blackbeard Regatta, September 17-18, Blackbeard Sailing Club, New Bern.

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 15-17, Oriental Dinghy Club, Oriental.

Peninsula Cup Regatta, October 2-3, 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.

Mar 2021 (Eastern Time - New York)							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
		1 Closed, LT Marina	2 7pm - Board				
8	9 Closed, LT Marina	10	11		12 March Madness		14
15	16 Closed, Lt Marina	17 St. Patrick's Day	18		19 Race Management		21
22	23 Closed, Lt Marina	24	25		26 Social Sailing		28
29	30 Closed, LT Marina	31 7pm - Board	1 LTYC Private Class	2 LTYC Private Class	3		4

Apr 2021 (Eastern Time - New York)							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
		30 Closed, LT Marina	31 7pm - Board		1 LTYC Private Class	2 LTYC Private Class	
5	6 Closed, LT Marina	7	8		9 Miss Piggy LTYC	10 LTYC - Interclub w	11
12	13 Closed, LT Marina	14	15 LTYC Private Class	16 LTYC Private Class	17 Work Day LTYC		18
19	20 Closed, LT Marina	21 LTYC Private Class	22 LTYC Private Class	23 Let's Go Sailing	24 LTYC Private	25	
26	27 Closed, LT Marina	28	29 LTYC Adult Class 1	30 Instructor Prep. -	1 LTYC Adult Class 1		2



Lake Townsend
Yacht Club
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 - Tag us
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 - 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](#), and of course, on facebook at www.facebook.com/laketownendyachtclub/

Next newsletter deadline: April 17, 2021

• Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ commodore@laketownsendyachtclub.com
V. Commodore/Racing: Ann Marie Covington	◆ vicecommodore@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	◆ ltchsst-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.