

Lake Townsend Yacht Club *Tell Tales*

APRIL, 2021



Welcome Spring!



“And Spring arose on the garden fair, Like the Spirit of Love felt everywhere And each flower and herb on Earth’s dark breast rose from the dreams of its wintry rest..”

— Percy Bysshe Shelley

Extra, Extra, Read All About It

LYYC's 2021 Mayor's Cup Dates have Changed

The LTYC Board has decided to move the dates for **LTYC's 2021 Mayor's Cup** to **Saturday September 25th and Sunday September 26th**. This is in acknowledgement that the City of Greensboro is hesitant to commit to loosening up Covid restrictions at Lake Townsend by June 5th and we wish to provide the greatest possible opportunity for a social event as well as a competitive regatta.

With the June 5th date now available on LTYC's Calendar, and CSC's Governor's Cup scheduled for soon thereafter, we also decided to organize a one day race on Saturday June 5th entitled the "**Mayor's Postea Race**". *For those of you not up on your Latin, 'Postea' means 'replacement'.*

So, mark your Calendar's (and we will revise the Home Port Calendar shortly).

Nancy Torkewitz has kindly volunteered to take the lead in organizing this year's Mayor's Cup.

Race Scores and Pro tempore Mayors Cup -No racing May 8, 3 races on June 5 and 3 races on June 6

The scores from the 4/10/21 races have been posted on the website. Logan Hayes won the day Overall. Jim Heffernan won first place among the Wayfarers and Steve Jones earned first for the Flying Scots. See the full results by following this link:

[LTYC April 2021 Overall.xlsxm \(laketownsendyachtclub.com\)](#)

Also, the city has scheduled a running event centered at Lake Townsend on May 8. No one except participants will be allowed to enter the park, so we will not be able to have our usual second Saturday racing day in May.

Final race scores for the 2020-2021 Frostbite Series

The 2020-2021 Frostbite series was completed on Saturday, 3/13. It was a tough day with light wind. At least one boat floated toward the finish at an extremely awkward angle! The final scores are now posted on the website.

Jason Reiner with Tom Bews earned first place, with Uwe Heine and Nancy Collins in second. Wendell Gundlach with Alex Gundlach took third.

For the details of the scores, check out the website:

[March 13, 2020.xlsxm \(laketownsendyachtclub.com\)](#)

Congratulations to these great sailors!

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.



New Membership

Membership Renewal

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

Crewing Options

- I often need crew
- I am available to crew
- I have family members available to crew

Volunteer Opportunities

- Newsletter Articles
- Event Photos
- Publicity and Social Media
- Socials and Hospitality
- Sailing Class Support
- New Member Mentoring
- Equipment Maintenance
- Sailing Team Support
- Community Outreach
- Internet/Technology Support
- Financial Tracking
- Club Administration
- Race Administration
- Parks & Rec Relationship
- New Member Marketing
- 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

LYYC 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!

| |
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| 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 |

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|--|
| 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 8/7 10am-4pm |
| at the Lake 8/8 10am-4pm |
| 8/5 & 8/6 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 |

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| 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 8/14-15 |
| 8/12-13 Zoom Sessions |

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

Adult Learn to Sail:

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

Junior Learn to Sail:

<http://www.laketownsedyachtclub.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.laketownsedyachtclub.com/activities/InstructorSignUp.asp> to sign up as an Instructor, Assistant, or Scat Boat Driver.

High School Sailing Report

Welcome to our new members! This Spring Season the LTYC High School Sailing Team has two new members. Both are experienced sailors and we are excited to have them! This season we have 16 sailors and 2 coaches.

David Reiner

David is no stranger to LTYC. He first became interested in sailing during a class trip with his father, Jason, to Camp Don Lee, on the Neuse River near Oriental. He took the Learn to Sail Class at LTYC in June 2019, and he can often be seen crewing for his father aboard their Flying Scot at LTYC regattas. David also owns a Laser he has raced at club events; and has crewed in races for some of the most experienced skippers in our club. In addition to sailing, David enjoys soccer, tennis, bow hunting, fishing and playing the trumpet. He is in the 7th grade at Northern Middle.



Ollie Hannam



Ollie has been around sailboats since he was a young child and has cruised extensively with his family over the years on their sailboats. In addition he has sailed Optis, Lasers, Sunfish, FJs and C420s. For the past several summers he has attended Bow to Stern's summer sailing camp in Oriental, where his parents have kept their cruising boat. He is in the 8th grade at Greensboro Day School, and loves downhill skiing and gaming. He is excited to be a part of the LTYC High School Sailing Team!

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High School Sailing Memories

Editor’s Note: the following is the third installment of articles written by our graduating seniors on the LTYC High School Sailing Team. This month’s article is by Stratton Carr. Stratton is a senior at Greensboro Day School, and is one of our original members, joining at the beginning of his freshman year. He will be attending UNC-Asheville in the fall.

I began sailing with the LTYC sailing team my freshman year, and since then have had many wonderful experiences.

My most prominent memory is racing during a chilly winter regatta at Jordan Lake in 2018. The winds were fierce, and to this day it was the most exhilarating sailing experience I’ve ever had. We spent most of the day just trying to stay upright. The wind was gusting over 20 mph and the water was freezing! We managed not to capsize, but after a few races my boat was filled with cold water, so we called it a day. The intense conditions really forced me to become acquainted with the boat and making properly calculated split second decisions.

Sailing on the team has given me a refuge to escape my everyday stressors and to bond with people around a shared activity. Over the years I have made many wonderful friends on the team. It’s something I can’t picture the last few years of my life without.



Stratton skippering in 2018 at Jordan Lake



Stratton, far right, with his Lake Townsend teammates in 2019



Stratton at Lake Townsend in 2020

On Sunday, April 11, the day after the team raced in the club's April Saturday Series, half of the team, eight sailors, plus the two coaches, travelled to Jordan Lake to race against Research Triangle Park High School Sailing Team. The regatta was hosted by Carolina Sailing Club. Unfortunately, after rigging the boats, the wind jumped to gusts of 25 knots! We delayed on shore hoping for the wind to ease, but eventually the RC abandoned racing. Our kids still had fun! If only it had been July instead of April!



MEET THE LTYC MEMBERS

BILL YOUNG



Bill Young is a pediatric ophthalmologist who enjoys sailing, flying, and reading. Bill is a flight instructor and seaplane pilot and a former marathoner who participated in the Boston marathon twice. Unfortunately Bill has been relegated to “walker” status for the time being while his hamstring heals.

Bill is married to Barbara, a really good realtor who is an avid and accomplished swimmer. In fact, Barbara swam in the Alcatraz race two summers ago, without a wet suit, and placed second in her age group.

Bill and Barbara have 3 children—a daughter who raises funds for a nonprofit that serves the visually impaired in Charleston, SC, a son who works for an advertising agency in Charlotte, NC, and a daughter who is in law school at Wake Forest University. Two Cardigan Welsh Corgis—the Corgis with tails—who want to play all the time round out the family.

Bill distinctly remembers his first sailing experience at age 11. It was with his friend who lived on the lake and had all the cool toys. His family had just bought a 15ft sailboat despite the fact that they didn’t know how to sail. With 11 year old bravado, also referred to in some circles as ignorance, Bill and his friend figured “How hard can it be?” They managed to rig the boat and set out across the lake. As it happened, the wind direction that day was perfect for beam reaching back and forth across the lake, convincing them that they knew how to sail and oblivious to the fact that under different conditions, they would not have known how to make the boat go where they wanted to go. Bill remembers thinking “This (sailing) is the coolest thing ever.”

During college, Bill lived in Charleston and joined the College of Charleston Sailing Association. In what must be the best deal in the history of sailing, at that time for \$100 a year you got unlimited use of the Association’s fleet of Solings (a 27 foot keelboat) and Lasers. The Association also offered high quality sailing classes, all of which Bill took. He lived downtown at the time, and some of his happiest days involved riding his bike to the city marina, sailing Charleston Harbor all day, and riding his bike home, never once having started a motor.

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After Charleston there was another long period with much less sailing than Bill wanted. But for his 40th birthday Barbara gave him the best birthday surprise ever—a surreptitiously arranged bareboat charter for just the two of them on a 31 ft Beneteau in the Abacos. And when they survived the first year of his solo practice, they bareboat chartered a 35 footer in the British Virgin Islands as a family. Along the way he owned and restored an old Snipe, and eventually took the plunge and fulfilled his dream of owning an ocean-capable sailboat, which also had to be beautiful, and it was: Adagio (He knew what his boat's name would be long before he found the boat), a Sea Sprite 34, which he kept in Oriental. While he never made the ocean crossing for which he bought her (having also learned celestial navigation for the purpose), he loved sailing her in the Pamlico Sound, over to Ocracoke, down to Beaufort, and out Beaufort Inlet to Cape Lookout. But the boat never became the big family draw he had hoped it would be, so he sold it. In the years that followed Bill and his family did a crewed charter aboard a beautiful 50 ft wooden ketch in the spectacular San Juan Islands, as well as bareboat chartered a catamaran with friends in the Windward Islands (St. Lucia, Bequia, the Grenadines). In 2015 he made his first and still his only significant blue water passage as one of 4 crew aboard a Swan 47 from Bermuda to Newport. This was an adventure—a story in itself. Most recently, in February of this year, because Bill and Barbara were going to be in the US Virgin Islands with several other couples, he arranged for a temporary membership in the St. Thomas Yacht Club, which gave him access to their fleet of IC24's (modified J24's). These are kept on moorings in Cowpet Bay, on the southeast end of St. Thomas, and the trade winds (consistently strong and easterly during the winter months) blow straight into the harbor. Sailing those beautiful waters with those winds required reefing the main, especially the days he sailed with a crew of non-sailors, and required sailing off of and back onto a mooring under sail alone (the boats had no motors)—a useful skill to learn.

Along the way Bill took the Advanced Keelboat class at the Ocean Sailing Academy in Mount Pleasant, SC., and got his US Sailing Small Boat Level 1 instructor certification. Whenever he can he sails the C of C Sailing Association's J22's in Charleston Harbor with his daughter.





When asked what the most exotic place he has sailed, Bill was hard pressed to narrow it down. He loves sailing anywhere, Lake Townsend included, but is very thankful to have had the opportunity to sail the postcard-like blue waters of the Abacos and the deep blue waters and island scenery of the Virgin Islands, the Windward Islands, and the San Juan Islands. If he has to pick a most exotic location, he guesses it would have to be the ocean passage from Bermuda to Newport. He'll never forget being sent (as the crew member on watch) to the foredeck—an issue with the furler as he recalls—in the middle of the Atlantic at 2 am in 25 kt of wind and significant seas, with the occasional wave (which you couldn't see coming in the dark) washing over the pitching and rolling foredeck; the tropical storm they sailed through, with storm trysail and a scrap of jib, in the Gulf Stream near the end of that passage; and just the fact that it is possible on a planet of 7 billion people to sail for days and see no sign at all of any other vessel. Those experiences qualify as exotic in his book.

Though boatless now, Bill still owns a slip at Whittaker Creek in Oriental. (The slip is for sale, by the way, in case you hear of anyone who's looking for a slip to buy or rent...)

Bill first joined LTYC about 15 years ago, dropped out for a few years but has been an active member for the past 10 years.

Here's a piece of trivia you may not know. Bill is the designer of the club's sailing simulator (now called the Terra-Finn) which he built with the help of Robbin Cobia. Robbin is not a member of LTYC but restores wooden boats professionally. The Terra-Finn was built with a short mast for use in the classroom but has been modified by others with a taller mast for outdoor use and now has permanent seats.

In addition to being a member of LTYC, Bill is also a former board member, serving as director of junior sailing years ago. He has also taught several Learn to Sail classes and one junior class and served as club Treasurer for a while last year. At present, he is just happy to be a member of the club and to help when able with the sailing classes.

Bill's sailing goal for 2021 is regain proficiency with spinnakers. He used them many years ago on Solings and in the advanced keelboat class, but not since then. Bill would also like to sail on a non-racing day as crew with a skipper who uses spinnakers so he can re-learn what he needs to know to be a useful crew during a race. If you are that skipper, please let Bill know!

In Case You Missed It

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

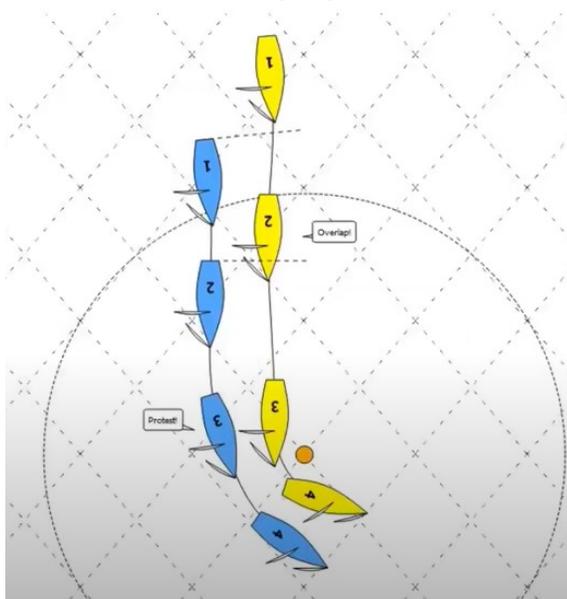
Tuesday Sail Talk 12/16/20

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".

(c) When a boat is required to give *mark-room* by rule 18.2(b),

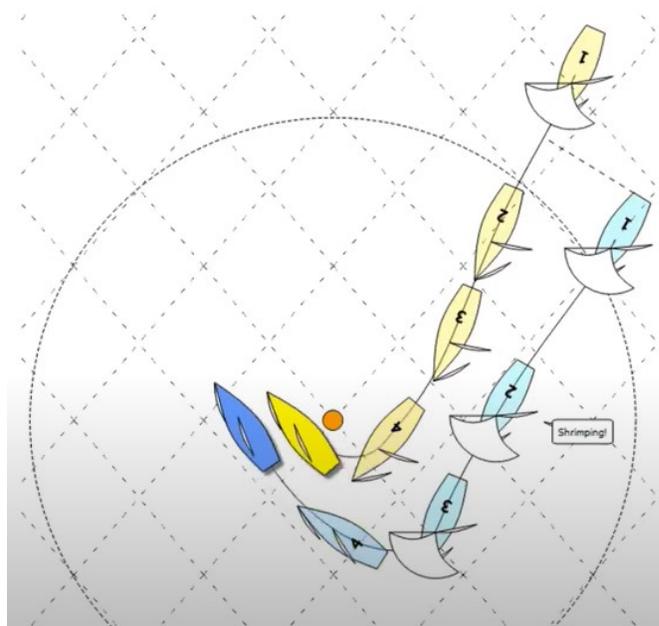
(1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;

(2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.



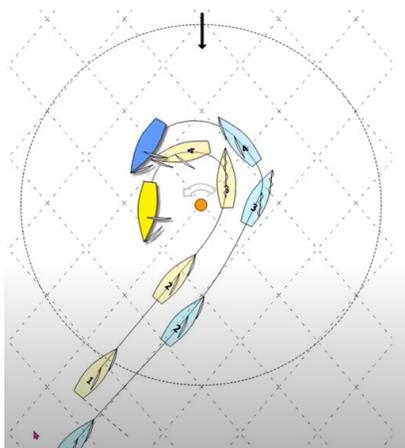
In the scenario to the left, the blue boat reaches the zone clear ahead. Therefore, the yellow boat owes her mark room at position 1. The yellow boat establishes an overlap at position 2 and signifies "overlap" and then proceeds to go in and take mark room. The blue boat protests. The blue boat will win the protest because the yellow boat has broken rule 18.1(c) at position 3.

"Shrimping" occurs when a mistake is made bringing down the spinnaker resulting in it ending up in the water and under the boat. In the instance to the right, the blue boat reaches the zone first and clear ahead. The yellow boat notices that the blue boat is shrimping and makes a run for the mark. Just as yellow is about to round the mark, the blue boat recovers and her proper course would be to sail close hauled to the windward mark. As such, the yellow boat has given the blue boat mark room to sail her proper course.



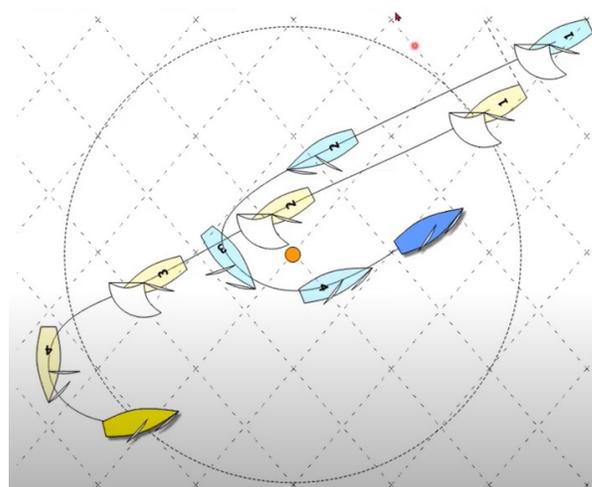
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(d) Rules 18.2(b) and (c) cease to apply **if** the boat entitled to *mark-room* passes head to wind or leaves the zone.



In this scenario, both boats are coming in on a port tack. Upon entering the zone, yellow is clear ahead and gets mark room. At position 4, the yellow boat has tacked and has passed head to wind so mark room ceases to apply. However, because she is the leeward boat, she is still the right of way boat.

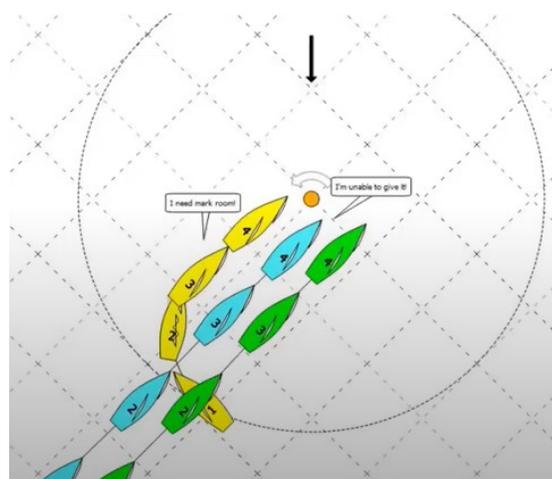
In the example to the right, as soon as the yellow boat leaves the zone, it turns off mark room.



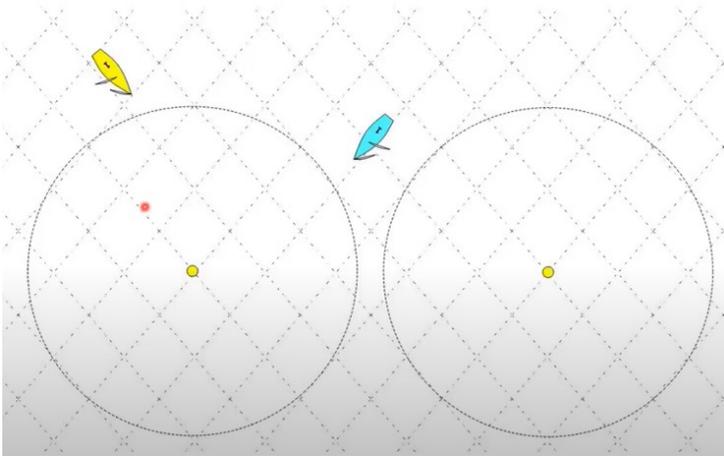
(e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.

(f) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

Rule 18(f) is one that is very rarely seen, but because the rules have to cover all scenarios, we have rule 18 (f). In the image to the right, the yellow boat enters the zone on a starboard tack clear ahead of 2 port tack boats. At position 2, yellow tacks and gains mark room due to rule 18.2(a). The blue boat is windward to the green boat and has no room to give the yellow boat mark room. Therefore, she is not required to give it.



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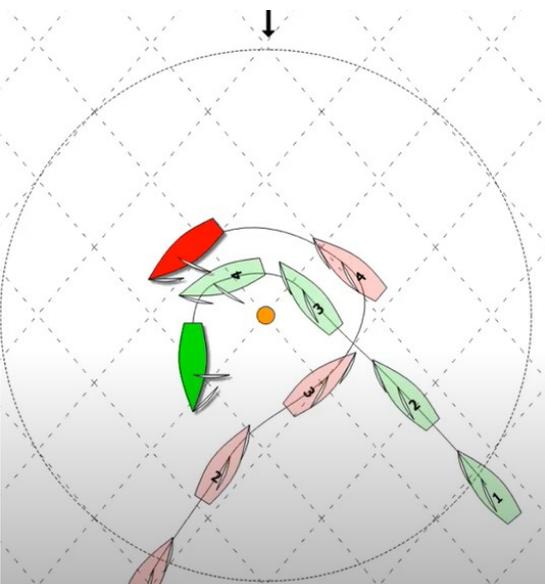
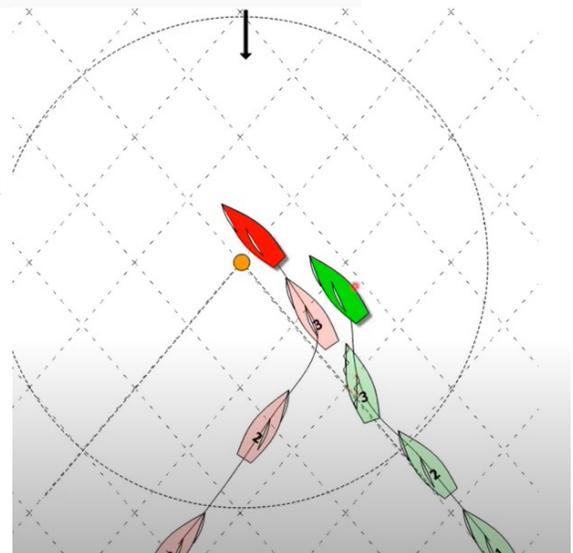


An outside overlapped boat must anticipate her obligation. Thus, the blue boat must anticipate giving the yellow boat mark room.

18.3 Passing Head to Wind in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching the mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes overlapped inside her. When this rule applies between boats, rule 18.2 does not apply between them.

In this example, the red boat has forced the green boat to sail above close hauled. Therefore, the red boat has broken rule 18.3 tacking in the zone.



To avoid breaking rule 18.3, the red boat should sail as shown in the figure to the left.

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Amusing Sailing Terms

<https://www.nauticed.org/sailingterms>

Above board

On or above the deck, in plain view, not hiding anything.

Abaft

Toward the stern, relative to some object ("abaft the fore hatch").

Abaft the beam

A relative bearing of greater than 90 degrees from the bow. e.g. "two points abaft the port beam."

Abandon Ship

An imperative to leave the vessel immediately, usually in the face of some imminent danger.

Abeam

"On the beam", a relative bearing at right angles to the centerline of the ship's keel.

Aboard

On or in a vessel. Close aboard means near a ship.

Accommodation ladder

A portable flight of steps down a ship's side.

Admiral

Senior naval officer of Flag rank. In ascending order of seniority, Rear Admiral, Vice Admiral, Admiral and Admiral of the Fleet (Royal Navy). Derivation reputedly Arabic, from "Emir al Bath" ("Ruler of the waters").

Admiralty law

Body of law that deals with maritime cases. In UK administered by the Probate, Divorce and Admiralty Division of the High Court of Justice.

Adrift

Afloat and unattached in any way to the shore or seabed. It may also imply that a vessel is not anchored and not under control, therefore goes where the wind and current take her, (loose from moorings, or out of place). Also refers to any gear not fastened down or put away properly. It can also be used to mean "absent without leave".

The Essential BoatUS Spring Commissioning Checklist

And more ways to ensure a trouble-free boating season

SPRINGFIELD, Va., March 8, 2021 – Boat Owners Association of The United States ([BoatUS](#)) offers its updated Spring Commissioning Checklist to help boaters start the season right. The nation's largest advocacy, service and savings group also offers [BoatUS.com/Spring](#), a new one-stop-shop for everything you need to know about the yearly ritual of recreational boat commissioning. A PDF copy of the checklist is available to download, print, and take to the boat with you. Be sure to follow all manufacturer recommendations for your specific boat, engine and accessories.

Before You Launch

1. Inspect all around the hose clamps for rust and replace as necessary. Double clamp fuel lines and exhaust hoses with marine-rated stainless steel hose clamps. While not technically required, it's wise to double clamp whenever possible on all hoses – especially those below the waterline.
2. Inspect all hoses for stiffness, rot, leaks and cracking, and replace any that are faulty. Make sure they fit snugly.
3. Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure.
4. Grip the prop (on inboard drive systems) and try moving the shaft up and down and side to side. If it's loose and can be wiggled, the cutless bearing may need to be replaced.
5. Check the rudderstock to ensure it hasn't been bent. Operate the wheel or tiller to ensure the steering works correctly. Check the rudder bearing for unusual play or movement.
6. Inspect the hull for blisters, distortions and stress cracks.
7. Make sure your engine intake sea strainer (if equipped) is not cracked or bent from ice and is free of corrosion, clean and properly secured.
8. With inboards, check the engine shaft and rudder stuffing boxes for correct adjustment. A stuffing box should leak no more than two or three drops each minute when the prop shaft is turning. Check the shaft log hose for deterioration and rusty hose clamps.
9. Inspect, lubricate and exercise seacocks.
10. Use a garden hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary.
11. Inspect and test the bilge pump and float switch to make sure they're both working properly. Also inspect the pump's hose.
12. Check stove and remote LPG tanks for loose fittings, leaking hoses and properly functioning shutoff systems. Use the pressure gauge to conduct a leak down test to check for system leaks.
13. Inspect dock and anchor lines for chafe and wear.
14. If equipped, ensure that the stern drain plug is installed.
15. After the boat is launched, be sure to check all thru-hulls for leaks.

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Engines and Fuel Systems

1. Inspect fuel lines, including fuel tank fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks, and make sure all lines are well supported with noncombustible clips or straps with smooth edges.
2. Inspect fuel tanks, fuel pumps and filters for leaks. Ensure portable tanks and lines are completely drained of stale fuel before filling with fresh fuel. Clean or replace fuel filters and/or fuel-water separators if not done before winterization.
3. Every few years, remove and inspect exhaust manifolds and risers for corrosion (for inboard-powered and inboard/outboard boats).
4. Charge battery.
5. Clean and tighten electrical connections, especially both ends of battery cables. Use a wire brush to clean battery terminals, and top off cells with distilled water (if applicable).
6. Inspect the bilge ventilation intake and blower ducting for damage or leaks and run the blower to confirm correct operation.
7. Test engine warnings and alarms.

Engine Outdrives and Outboards

1. Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds) and replace if suspect.
2. Check power steering and power trim oil levels.
3. Replace anodes/zincs that are more than half wasted.
4. Inspect the outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable must be replaced.
5. Inspect lower unit oil level and top off as necessary.

Sailboat Rigging

1. Inspect swage fittings for cracks and heavy rust (some discoloration is acceptable). Inspect wire halyards and running backstays for “fishhooks” and rust.
2. Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape, and ensure that water is able to freely drain from it.
3. If you suspect the core around a chainplate is damp, remove the chainplate to inspect and make repairs.

Trailers

1. Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure; don't forget the spare.
2. Inspect wheel bearings and repack as necessary.
3. Test all lights and replace any broken bulbs or lenses.
4. Inspect winch to make sure it's working properly. Inspect hitch chains.
5. Inspect trailer frame and axel(s) for rust. Sand and paint to prevent further deterioration.
6. Inspect brakes and brake fluid reservoir.

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Safety

1. Ensure your engine cut-off switch is working properly, and the lanyard is in serviceable condition.
2. Check expiration dates on flares.
3. Inspect fire extinguishers. Replace if more than 12 years from the date of manufacture or if age is unknown. More than 40 million Kidde extinguishers with plastic handles [were recalled](#) on Nov. 2, 2017.
4. Ensure you have properly sized and wearable life jackets in good condition for each passenger, including kids. Check inflatable life jacket cylinders and dissolvable “pill” bobbins in auto-inflating models.
5. Test smoke, carbon monoxide, fume and bilge alarms.
6. Check running lights for operation and spare bulb inventory.
7. [Update paper charts and chartplotter software.](#)
8. Replenish first-aid kit items that may have been used last season or are expired
9. Check the operation of VHF radio(s) and that the MMSI number is correctly programmed in. ([BoatUS members can obtain a free MMSI number at BoatUS.com/MMSI.](#))
10. Get a free vessel safety check from the U.S. Coast Guard Auxiliary or U.S. Power Squadrons. Find out more at [cgaux.org/vsc](#).
11. With Covid still around, it’s a good idea to keep sanitizer and spare masks aboard. And don’t forget to follow social distancing guidelines in the yard or marina while prepping.

For the Dock

1. In addition to checking its entire length for wear or abrasions, check both ends of the shore power cable connections, as well as the shore power receptacle on the boat, for burns, which indicate the cable and/or boat’s shore power inlet or the dock’s receptacle must be replaced.
2. Test ground-fault protection on your boat and private dock, and know how to prevent Electric Shock Drowning.

The Paperwork

1. Make sure your boat registration is up to date. Don’t forget your boat trailer tags.
2. Review your boat insurance policy and update coverage if needed. BoatUS provides [free quotes at BoatUS.com/Insurance](#). Provide a copy to your marina or club.
3. Ensure your BoatUS membership is in good standing, and check your [TowBoatUS](#) coverage by logging into [BoatUS.com/Account](#), or join at [BoatUS.com/Membership](#).
4. Download the free BoatUS App ([BoatUS.com/App](#)) to make it easy to summon on-water assistance and speed response times as well to check tide tables, weather, and partner discounts.

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.

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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.

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.

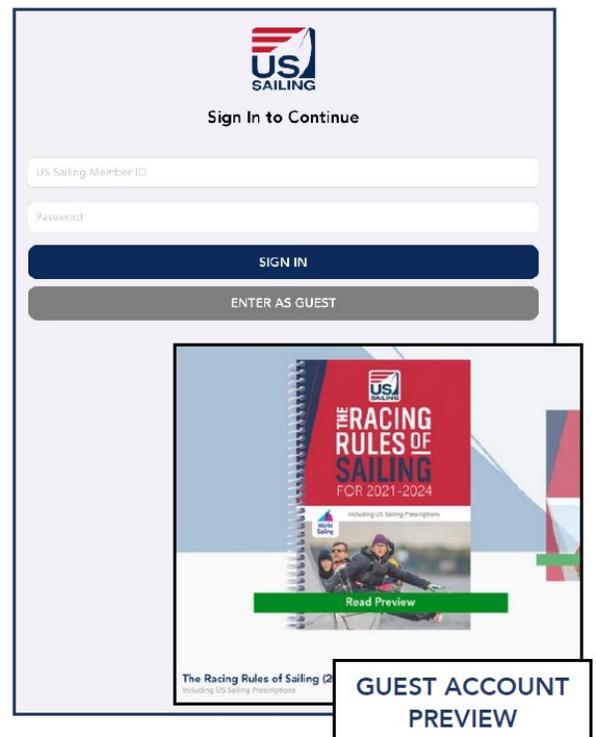
SIGNING IN

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:

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

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MEDIA LIBRARY

The Media Library houses video, web and print resources that expand your comprehension of the Racing Rules and how we play the game. Click the “book” icon from the home page and it will open the resources section of the app.

This version of the app includes several videos from Dave Perry in which he explains the rule changes, and direct links to documents and webpages.

More content will be added, so be certain to check back.



Submit a Protest or Request Redress Online

| New Protest | |
|---|--------------------------------|
| EVENT | |
| Event Name | Test Regatta |
| Organizing Authority | US Sailing |
| Date | Dec 24, 2020 |
| Race no. | 1 |
| TYPE OF HEARING | |
| Type | Protest by boat against boat > |
| BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING | |
| Class | Daysailer |
| Sail No. | 14 |
| Boat's Name | Boats McBoat |
| Represented by | J. Smith |
| Telephone | 4013427900 |
| Email | raceadmin@ussailing.org |

Diagram: One square = one hull length

DIAGRAM 1

DIAGRAM 2

DIAGRAM 3

DIAGRAM 4

DIAGRAM 5

DIAGRAM 6

A built-in form allows you to submit a protest or request redress from your device. The form has the same fields as the traditional form and, upon completion, it will create an exportable .pdf version of the form that can be emailed to anyone (including a protest committee).

The Whiteboard feature (explained above) is built into the form as well but is not required.

When you have entered all the necessary information into the protest form (and created the whiteboard motion graphic, if needed), click the “Save” button at the top right of the form. This will pull up a .pdf version of the form. You can save or email it by clicking the icon that is located at the top right of the screen. From here, you can utilize your mobile device’s tools to determine how you would like to proceed. Please note that if you choose to email it, the motion graphic will be included along with the .pdf that will be in your email.



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If you are a protest committee who wishes to use this feature:

1. Please note that this form is a US Sailing member benefit, so all competitors (or at least the person submitting the form) must be a member).
2. You must provide one email address for all competitors to use for submissions. There is no other technological requirement for a Protest Committee beyond having an email account and the ability to print the form.
3. As emails are automatically timestamped, you'll be able to know when it was sent and the competitors will also retain a record of when they sent it.

**Settings**

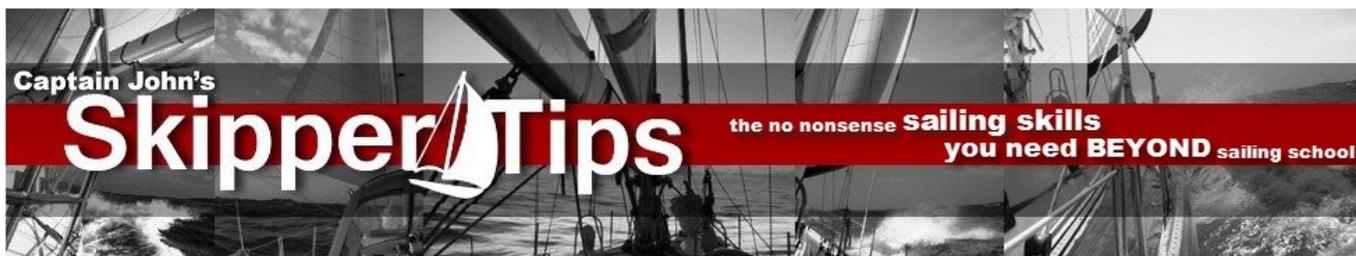
Clicking here will give you the ability to logout of your account or email support if you get stuck. If you need help at any time, you can also email raceadmin@ussailing.org directly!

5 Easy Earth Day Tips for Boaters

BoatUS News <CWyngaard@BoatUS.com>

ANNAPOLIS, Md., April 13, 2021 – Back in 1970 on the first [Earth Day](#), going out boating often meant tolerating polluted waterways. We've come a long way since then. Largely gone are the foul-smelling air and unswimmable waters, remnants of a prior age. How can boat owners keep the momentum going? The BoatUS Foundation offers five simple Earth Day tips for boaters to follow all summer long.

1. Take time to prepare your boat's shrinkwrap for recycling by removing vents, strapping or zippers. Only the plastic film can be recycled. Many shrinkwrap recycling programs today are offered at the local level, so if your marina does not recycle, ask your county government. Some boaters have found that by carefully removing the wrap it can be reused for a second season.
2. If you trailer your boat to different waterways each summer, leave the uninvited [aquatic hitchhikers](#) at home by following "Clean, Drain, Dry," ensuring your boat, trailer and motor are cleaned thoroughly (including any tackle or watersports gear) and allowed to dry completely before splashing in a different body of water.
3. The earth may be 71% water, but it's no place for trash. Always have a trash receptacle aboard, and when underway ensure nothing goes overboard. (A waste can with a closable lid helps.) A second receptacle for recyclables also helps honor Earth Day and make cleanup easier at the end of the boating day.
4. Prevent a spill by [refueling your boat](#) with care. Always have an absorbent pad, fuel nozzle absorbent "donut," or "bib" (to soak up back splashes) when you pump. Actively listen to fuel being dispensed into the fuel nozzle receptacle. Slow down the dispensing pump as fuel reaches the top of the tank – usually when you start to hear bubbling or gurgling noises rising from the fuel filler tube. Refuel portable tanks ashore.
5. Help keep discarded fishing line and soft baits out of the water by building a fishing line recycling bin and placing it in your community. To learn how, go to BoatUS.org/Monofilament



How Far Can You Heave a Line?

Captain John,

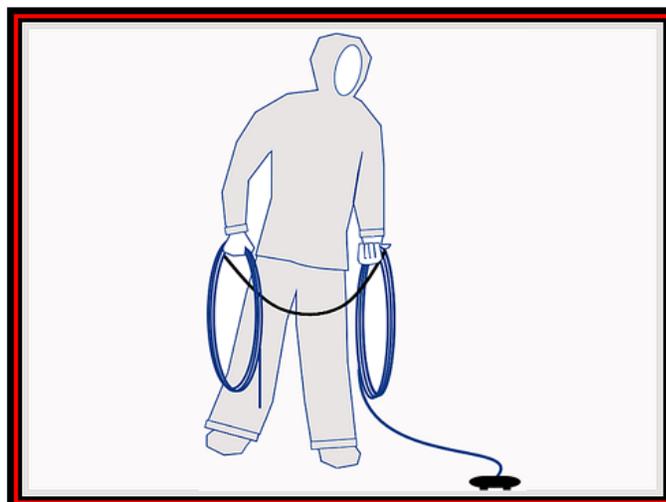
[Www.skippertips.com](http://www.skippertips.com)

[Captainjohnskippertips.com](http://captainjohnskippertips.com)

What's one of the most forgotten sailing seamanship skills to get a line to another vessel in distress or a person in the water? Gain "the edge" in sailing safety with this technique you can practice on the dock, or in your backyard...

The heaving line often takes a back seat in today's world of "light off the engine and go" sailing. But in my mind, it needs to come to the forefront. Use a heaving line to

- Toss a line to a person in the water.
- Send over a docking line to a person on the pier.
- Assist another boat in docking maneuvers.
- Pass a line to a boat to take them in tow.
- Train your crew for MOB recovery emergencies.



Practice throwing a heaving line with your crew or partner. Remember this, it's all about technique. You want to achieve two objectives: accuracy and distance. At the Chapman School of Seamanship, we spent a solid hour with students to get their technique down. Repetition is your friend (as in most seamanship and navigation skills).

Concentrate on accuracy first, then go for distance (this is NOT about speed). Study the illustration above. Note the position of the shoulders, the hands (open palm or closed fist), the feet, and the split coil. Follow the five easy steps below along with the illustration.

1. Make the Coil

Use small diameter nylon or Dacron line. If you are going to pass a heavy dock line, attach the smaller line to the eye of the dock line. Coil 100 feet of small line clockwise. Make sure it's free of knots so that it goes out in a smooth, easy motion. Belay (tie off) one end of the line

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2. Break the Coil

Hold the coil in your non-dominant hand. Pick up one third to one half of the coil with your dominant hand. Keep the bitter end of the dominant-hand coil on the outside of the coil to ensure that it pays out without knots.

3. Turn and Sight

Turn so that your non-dominant shoulder faces the objective. Sight over your shoulder. Focus your concentration on a point just above and upwind of the dock or persons.

4. Swing the Line

Hold your non-dominant hand with the palm up and open. This will allow the heaving line to feed out of that hand. Swing the coil in the dominant hand down by your side in a forward-aft motion.

5. Heave the Line

Throw the line underhand to a close target where you need pin-point accuracy. When heaving to a boat, use a side arm or overhead throw to gain height and increase the distance of the toss.



Lake Townsend Yacht Club

Today ◀ ▶ April 2021 ▼ Print Week Month Agenda ▼

| Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|-----|-----|-------------------|--------------------|--------------------|---------------------|--------------------|
| 29 | 30 | 31 | Apr 1 | 2 | 3 | 4 |
| | | Closed, LT Marina | 7pm Board Meeting | LTYC Private Class | LTYC Private Class | |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | Closed, LT Marina | | | Miss Piggy Races I | LTYC - Sailing Sav |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | | Closed, LT Marina | | LTYC Private Class | LTYC Private Class | LTYC 1st Sail - 1 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | | Closed, LT Marina | LTYC Private Class | LTYC Private Class | Sailing Education I | LTYC Private Class |
| 26 | 27 | 28 | 29 | 30 | May 1 | 2 |
| | | Closed, LT Marina | | LTYC Adult Class 1 | Sailing Education I | |

Lake Townsend Yacht Club

Today ◀ ▶ May 2021 ▼ Print Week Month Agenda ▼

| Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|-------------------|-------|-------------------|--------------------|--------------------|---------------------|--|
| 26 | 27 | 28 | 29 | 30 | May 1 | 2 |
| | | Closed, LT Marina | | LTYC Adult Class 1 | Sailing Education I | |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | Closed, LT Marina | 7pm Board Meeting | | May Day Races LT | Mother's Day |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | Closed, LT Marina | | LTYC - Adult Class | LTYC Adult Class 1 | LTYC 1st Sail - 2 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| | | Closed, LT Marina | LTYC Learn to Race | | | |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| Pirates of The Pu | | Closed, LT Marina | LTYC Adult Class 2 | LTYC Adult Class 2 | LTYC Adult Class 2 | LTYC Adult Class 2 |
| 31 | Jun 1 | 2 | 3 | 4 | 5 | 6 |
| | | Closed, LT Marina | 7pm Board Meeting | | Mayor's Cup Regal | LTYC - Kids Class : Mayor's Cup Regal |

Lake Townsend Yacht Club

Today ◀ ▶ June 2021 ▼ Print Week Month Agenda ▼

| Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|---------------------|-------|-------------------|--------------------|--------------------|--------------------|--|
| 31 | Jun 1 | 2 | 3 | 4 | 5 | 6 |
| | | Closed, LT Marina | 7pm Board Meeting | | Mayor's Cup Regal | LTYC - Kids Class : Mayor's Cup Regal |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| LTYC - Kids Class 1 | | | | | LTYC Adult Class 3 | Sailing Education |
| | | Closed, LT Marina | LTYC Adult Class 3 | LTYC Adult Class 3 | | |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | | Closed, LT Marina | | | LTYC 1st Sail - 3 | |
| | | | | | Summer Sailstice | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| | | Closed, LT Marina | | Govenor's Cup (CS | Govenor's Cup (CS | Govenor's Cup (CS |



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: May 14, 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.