

# Lake Townsend Yacht Club

# *Tell Tales*

AUGUST, 2021



*Welcome to the Dog Days of  
Summer!*

## A Note From the Commodore Andy Forman

# 44<sup>th</sup> Mayor's Cup Planning

## September 25<sup>th</sup> & 26th

*All Sailors are urged to Register and pick up the NOR (Notice of Race) now for the 44<sup>th</sup> Annual Mayor's Cup at this link:* <http://www.laketownsandyachtclub.com/racing/MayorsCup.asp> Please invite your friends, fleet members and interested parties from LTYC and other clubs.

And, for those of you who are interested in shore support, *please volunteer NOW* in any way you can to help out with planning and execution of the 44<sup>th</sup> Mayor's Cup.

Uwe Heine and Nancy Collins have designed a great logo for the shirts and awards.

Jerry Thompson is our very talented and experienced PRO (he teaches it, if you have not attended his classes.) Jerry is also bringing a full contingent of Race Committee volunteers from our sister club CSC, so all LTYC racers can have an opportunity to participate.

Nancy Torkewitz is leading this project and she will need all the help she can get. Mayor's Cup is September 25<sup>th</sup> & 26<sup>th</sup>. Lots to do. Many hands needed.



Sail! Race! Volunteer! Participate!

*Let's Go Sailing!*

Andy Forman

# Extra, Extra, Read All About It

## LTYC'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.

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

Greetings,

If you have not yet renewed your 2021 LTYC membership, you know it is the deal of the century. As COVID restrictions are beginning to scale back, we are thrilled to be able to see you all at the lake in the coming weeks. [Membership Renewal Link](#). Just do it, it will be one more thing off your list. To those who have already renewed, Thank you!!



# WE WANT YOU!

And, Just a few bits of information.

The beach is now open for multihulls, lasers, and small boats.

Covid related restrictions are gradually being removed.

**We need Race Committee!** Please sign up even if you do not have experience on race committee. We need you!! An experienced PRO will teach you what you need to know.

Being on Race Committee is a great way to learn more about sailing and racing and to have a great day on the water.

Here is the link to register for the races. This is also where you can sign up as "available to crew" or connect with "skippers who need crew". Use bottom tabs for particular days. Use this link to sign up for race committee as well. If you are new to race committee, just add your name and show up on race day. All are welcome. [Sign Up \(laketownsendyachtclub.com\)](http://laketownsendyachtclub.com)

# Beach Launching Update



“Beach launching for multihulls has returned to Lake Townsend. We saw a Hobie out just this past weekend and we hope to see more Weta's, isotopes and hobbies. The only restriction still in place is to not set up and take down on the launch ramp but do it in the parking lot or on the adjacent 10 feet of grass along the beach front. The idea is to not impede others.” - Andy Forman LTYC Commodore

Beach launching protocols have been updated. Please read the new requirements below.

Masks are not required outdoors. That being said, do not loiter on the beach. (This is equivalent to the "do not loiter" protocol for the launch dock area.)

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/ will lose this privilege.
2. No Masks are required outdoors. If you have not been vaccinated, you may still wish to wear a mask.
3. Mast installation and preparations **MUST BE DONE FAR AWAY FROM THE BEACH AS POSSIBLE (IF AT ALL POSSIBLE)**.
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 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 for put away. The basic ideas are the usual: • 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.



## Social Sailing is Back!!

Join us for the next LTYC social sail on Saturday, August 28. Come out and enjoy a fun day of sailing. The advantage of participating in the social sailing is that it is a LTYC event, and as such, there will be no ramp fees and shelter 10 is reserved for use following the day on the lake.

# Around the Lake...



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# High School Sailing Report

We are ready for a busy Fall Season! All of our sailors are back from summer camps and family vacations and are ready to race. This fall we have 16 members with two additional on a waitlist, but let us know if you have a teen interested in joining the team-we may be able to accommodate them.

Below is our fall schedule. Its' going to be a fantastic season!

## LAKE TOWNSEND YACHT CLUB HIGH SCHOOL SAILING TEAM

### 2021 FALL TENTATIVE SCHEDULE

First Practice:	Saturday, August 28
Harvest Moon Races (LTYC):	September 11
Mayor's Cup Regatta (LTYC):	September 25-26
Great Pumpkin Races (LTYC):	October 10
SAISA North Points #1 (Jordan Lake):	October 16 (1 team-A & B boats)
HOT Charity Regatta (LTYC):	October 30-31
Oak Hollow Interclub (Oak Hollow):	November 13 (travel regatta to Oak Hollow-2 crews
Old Frosty Races (LTYC):	December 11
RTP High School Interclub (Jordan):	December 11 (Tentative)(Likely 8 sailors)
LTYC/PHS (Yorktown, Va):	TBD
LTYC/VISA (Smith Mt. Lake, Va):	TBD

\*Practices will be Saturdays 9am to 1pm (when not racing).  
We may add optional weekday practices.

\*Note that we may send teams to multiple events on the same date.

*Updated July 29, 2021*



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## **JOIN THE LAKE TOWNSEND YACHT CLUB HIGH SCHOOL SAILING TEAM!!!**

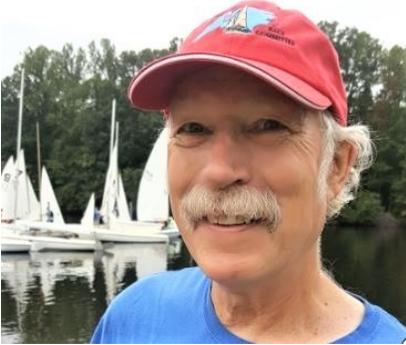
- \*New Season Begins August 28
- \*Open to 8th through 12th grade students
- \*Race in club and high school regattas
- \*Co-Ed
- \*We provide the boats!
- \*Sail on beautiful Lake Townsend in Greensboro, North Carolina
- \*For additional information and to apply, visit our website at:

<http://www.laketownsendyachtclub.com/.../HighSchoolSailin...>



# NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE



## Lazy Jacks

Trish and I recently added what has turned out to be a nice convenience feature to our boat: lazy jacks. They contain the mainsail when it's dropped, keeping it out of the cockpit and preventing it from possibly blowing out of the cockpit and into the water on breezy days.

They can also be set up to keep the boom from falling into the cockpit when the mainsail is dropped.

There are many variations on the basic idea (please see the drawing for one version), and there are any number of kits and

do-it-yourself videos and articles, so you don't have to figure it out for yourself.

OK, so why doesn't everyone use them?

Depending upon your boat and the design of the lazy jacks, they can 1) catch the battens as the sail is going up, 2) be a little "fiddly" to use and 3) be difficult to stow and get in the way when not in use.

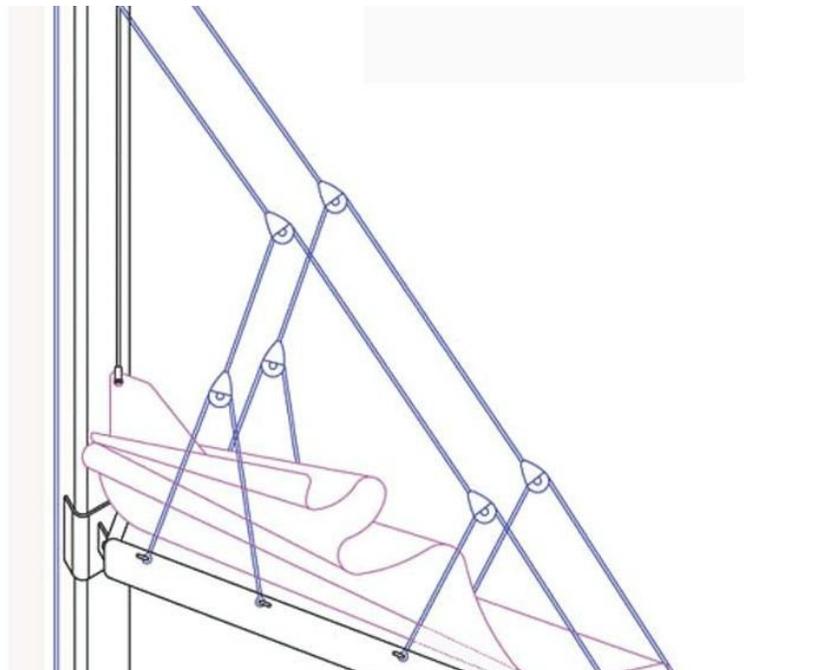
Like most things on a boat, they're a compromise. Even so, once you've used 'em, you will wonder why it took you so long to install 'em.

I opted for a kit from SailCare, called the Sail Cradle Mark IV, Model 90, because it was advertised as stowing out of the way and being easy to deploy. The kit is made with good quality components and is reasonably priced. (No, I don't get a commission!)

It is very easy to deploy, requiring only a few seconds, and is completely out of the way when not in use. It uses shock cord that runs beside the boom and does not require any blocks or cleats.

Catch us on race days or social sail days if you'd like to see these lazy jacks in action.

Scott Bogue, FS 3669





## Ten Top Sailboat Inspections to Make Before You Go Sailing

Captain John,

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

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

Does your sailing crew know the location of survival equipment, fuel shutoff valve and how to test a seacock? Make these ten items your first stop when you step aboard any boat.



The ten sailing tips below just scratch the surface, but for a newbie aboard your boat, they are the "starters". Make it simple, make it sticky. Sticky things "stick" to your brain. That's what you're after. Develop your own checklist, but be sure to put these near the top...

### 1. Fire Extinguishers

Fire on a boat means big trouble. Check marine fire extinguisher locations and gauge charges. Recharge any extinguisher where the dial points into the red sector. Once a month, remove each dry chemical extinguisher from their brackets, invert, shake, and mount again. That way, any powder packed into the bottom will loosen up. Point out each portable fire extinguisher to your sailing crew or partner. In an emergency, you'll be glad you did!

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## **2. Flare Kits**

All items in your emergency flare kit have two stamped dates: a manufactured date (earlier) and expiration date (later). If they're expired, keep the old ones that still appear to be in good shape. But you must replace them with new ones. Flares save lives, so keep them accessible and ready to use in an instant .

## **3. Stuffing Box**

More boats sink from leaking stuffing boxes than from any other cause. At the dock, a mooring or at anchor--not underway! Get your flashlight and shine it onto the packing and lock nuts. Water lubricates the packing, so you should see a drop or two every minute. Excessive leaks indicate worn or missing packing. Address this right away before you cast off. If you have dripless glands aboard, check the hull around and below the gland to insure no leaks have developed.

## **4. Bilges and Engine Drip Pan**

Check the forward and aft bilge for excess water. Look for leaks around keel bolts or transducer through -hulls. Look under the engine in the drip pan. If you see water, dip your fingers in and rub them together. Clear, oily water indicates a fresh water coolant problem. But it could also signal a stuffing box leak. When you fire up the engine, keep an eye on the stuffing box for too much leakage.

## **5. Engine Fuel Shutoff**

Make sure you know the location of the fuel supply shutoff valve. In an emergency, you need to turn this off to stop fuel flow to your small diesel engine. Trace the fuel line between tank and primary fuel filter. Test the valve to make sure you can turn it off and on with moderate pressure.

## **6. Marine Seacocks**

The second most frequent cause of boat losses are seacocks with frozen handles or blown hoses. Every seacock aboard must have a handle that works. Test each handle in the shut off and open position. A gentle tap frees up most handles, frozen from corrosion. Look for tapered plugs, tied to the base of each seacock. In an emergency, they'll plug a leak.

## **7. Head Valves**

Another boat sinker. The head seacock often stays open underway. With a defective valve, this could cause the commode to fill and overflow. Make it a habit to shut off both valve and seacock after every use to prevent this problem. I believe it's vital to make a physical demonstration of this procedure to your crew. Not all crew will tell you they know how to use the head, so a short 30 second demonstration could save your boat. Take the time to teach to keep sailing and cruising safe and worry-free!

## **8. Port, Hatch and Cowl Closure**

Do the opening ports and hatches secure all the way? In a squall, spray or rainstorm, you must button her up below. Do you know where the cowl vent cover is? A dry cabin pumps up crew morale, second only to a hot meal!

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## 9. Marine Bilge Pumps

All mechanical type bilge pumps, please move to the back of the line! By all means have them aboard, but install trusty "works-every-time" manual type bilge pumps too. Check for a large capacity manual bilge pump, like the whale pumps, in the cockpit. Find the handle and throw it in the sink to keep it handy.

Portable hand pumps, unless rated to high capacity (i.e. 30GPM) are ineffective in a flooding emergency. Mechanical pumps may burn out or become clogged with debris. If you are going offshore, shell out the bucks for a serious pump, [like this one](#). Expensive yes, but they could save your boat or your life one day.

## 10. Battery Covers and Tie Downs

Most sailboats have two batteries, one to start the engine and one for general (house) electronics. Each battery must have a cover and a strong tie down to prevent movement when you heel. Test the cables for tight contact to the battery terminals. Now you know they'll give you juice when you ask for it.



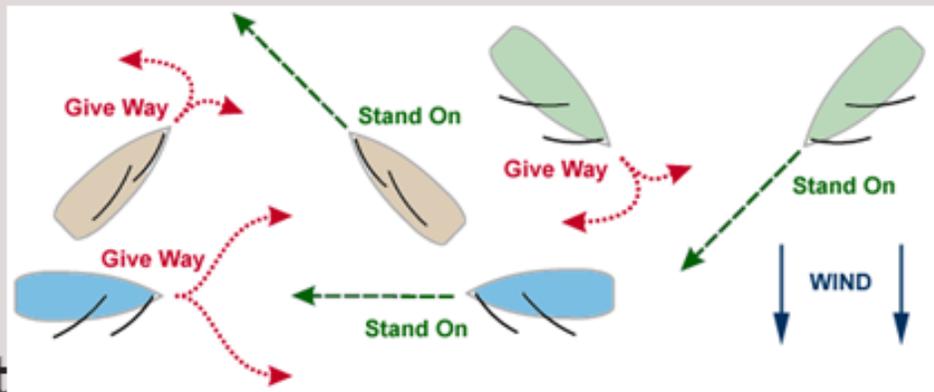
# We've Got the Beat!

## North Carolina Sailboat Racing News

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

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

### Racing Rules of Sailing



Department

### Changing Course

#### RRS Rule 16

Rule 16, Changing Course, is referred to as a limiting rule. You have the right of way, but you are limited. Here is the rule:

16.1.

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

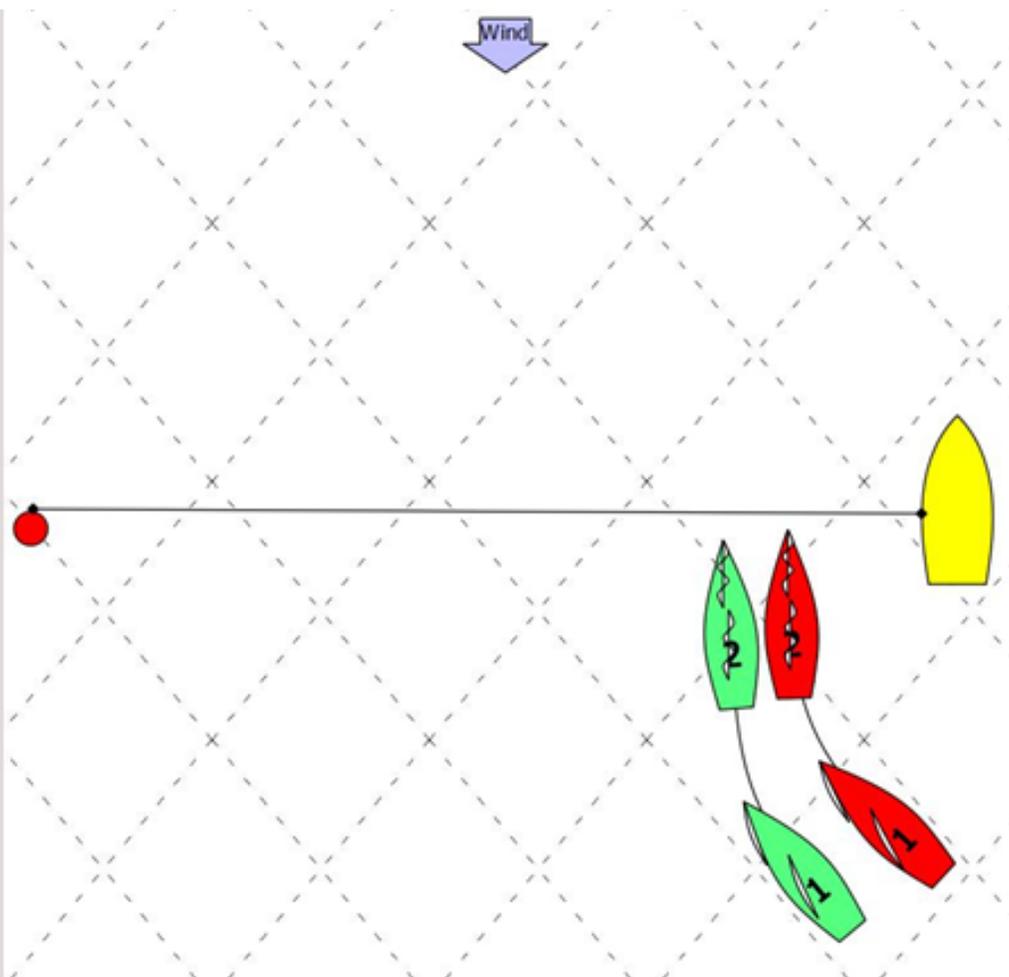
16.2.

In addition, when after the starting signal a port-tack boat is keeping clear by sailing to pass astern of a starboard-tack boat, the starboard-tack boat shall not change course if as a result the port-tack boat would immediately need to change course to continue keeping clear.

This month let's look at 16.1. In the September issue we will cover 16.2.

16.1 is pretty clear: it limits the actions of a right-of-way boat. Let's look at a common example. Before the starting signal, on the final approach to the start, two boats approach the starting line.

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Position 1 - Both boats are on starboard tack and overlapped, RRS 11, ON THE SAME TACK OVERLAPPED applies. Green leeward, is right-of-way. Red windward, is keep clear.

Position 2 - Green, right-of-way starts changing course, luffing Red up. Red, keep clear, responds to Green's change of course.

Green at position 2 may not giving Red room to keep clear. If Red turns in an attempt to keep clear and immediately makes contact with Green, Green will likely be found to have broken RRS 16.1. If the water was choppy, this would require Green to give Red more room than if the water was flat. And the type and maneuverability of the boats must be considered.

So remember that even though you are right-of-way boat, you may be limited by other rules. RRS 16.1 is one of those rules.

## Race Management



## Department

## To Hail or Not to Hail

As Principal Race Officer, should you hail OCS (On Course Side) boats? RRS 29.1, Individual Recall, does not have a requirement for hailing OCS boats: "the race committee shall promptly display flag X with one sound. The flag shall be displayed until the hull of each such boat has been completely on the pre-start side of the starting line or one of its extensions".

The following excerpt is from the US Sailing Race Management Handbook, page 257:

### Hailing

If you intend to hail OCS boats, you must so state in the Sailing Instructions. The individual recall procedure specified in rule 29.1 does not include hailing. Some competitors may claim that they were materially prejudiced by being among the last notified, and seek redress. You can avoid this by not hailing. In large fleets, only those competitors nearest the ends of the starting line will be able to hear the hail and in that case, hailing is probably unfair to those in the middle.

Back to the question, should you hail individual recalls? The answer is, it depends.

For a dinghy fleet that does not or is not permitted to carry VHF radios, OCS boats should not be hailed. The reason is that even with a loud hailer, boats at the pin end who are OCS may not hear the hail. Imagine a fleet of 25 or more boats starting. It is a best practice not to hail OCS boats in dinghy fleets that do not have VHF radios.

For dinghy fleets that carry VHF radios, hailing OCS boats via VHF is possible. The Sailing Instructions should detail how OCS boats will be hailed. For example:

#### 12. RECALLS

**After the starting signal, the race committee intends to hail OCS boats on VHF channel XX. A boat may not base a request for redress on failure of the race committee to hail any sail or hull number, failure of a boat to hear a hail, a boat's position in the sequence of hails, or promptness of the hail. This is added to RRS 62.1.**

For PHRF fleets that carry VHF radios, hailing OCS boats is possible. Again, if it is your intention to hail OCS boats it should be included in the Sailing Instructions.

What if at the start there are no OCS boats, should you hail "All Clear"? No; hailing all clear could be misunderstood by the competitors so why take the chance?

What about boats OCS boats before the start? For example, 20 seconds before the start you observe two boats on the course side. Should you hail them to let them know that they are on the course side? Absolutely not. That would definitely not be fair to the other competitors. The following excerpt is also from the US Sailing Race Management Handbook, page 257:

**Hailing a boat before the starting signal is bad practice, no matter how far over she may be. Doing so requires changing in advance in the Sailing Instructions, not one, but two rules, 29.1 and 41. Think about it! Starting is a major part of racing, and to help those not adept at starting will negatively affect those who are.**

To hail or not to hail? Consider the options before answering this question.

Please subscribe to ***THE BEAT!***

If a fellow sailor forwarded this issue of *The Beat* to you, please sign up by clicking [here](#). All we ask for is your name and email address. *The Beat* is dedicated to sharing North Carolina sailboat racing news with the sailors of North Carolina. Most of the information is provided by sailors for sailors.

# Amusing Sailing Terms

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

## **Bank (sea floor)**

A large area of elevated sea floor.

## **Banyan**

Traditional Royal Navy term for a day or shorter period of rest and relaxation.

## **Bar**

Large mass of sand or earth, formed by the surge of the sea. They are mostly found at the entrances of great rivers or havens, and often render navigation extremely dangerous, but confer tranquility once inside. See also: Touch and go, grounding. Alfred Lord Tennyson's poem 'Crossing the bar' an allegory for death.

## **Barrelman**

A sailor that was stationed in the crow's nest.

## **Bar pilot**

A bar pilot guides ships over the dangerous sandbars at the mouth of rivers and bays.

## **Beacon**

A lighted or unlighted fixed aid to navigation attached directly to the earth's surface. (Lights and daybeacons both constitute beacons).

## **Beam**

The beam of a ship is its width at the widest point, or a point alongside the ship at the mid-point of its length.

## **Beam ends**

The sides of a ship. "On her beam ends" may mean the vessel is literally on her side and possibly about to capsize; more often, the phrase means the vessel is listing 45 degrees or more.

## **Bear away**

Turn away from the wind, often with reference to a transit.

## **Bear down**

Turn away from the wind, often with reference to a transit.

# BoatUS News

***Nearly Two-thirds of Boat Trailer Failures Happen for Two Reasons. BoatUS shows how you can eliminate them.***

SPRINGFIELD, Va., August 2, 2021 – To a boater, it’s a cringeworthy sight – a boat sitting on a disabled trailer unattended on the side of the road, typically because the boat’s owner has gone to seek help. While it’s likely many of these incidents go unnoticed by the public, Boat Owners Association of The United States ([BoatUS](#)) 24-hour dispatch centers reported 6,635 requests for [BoatUS Trailer Assist](#) roadside assistance service in 2020.

With the summer boat trailering season at its peak, the national advocacy, services and safety group looked into the top five reasons boat trailers break down. Surprisingly, just two preventive measures could eliminate nearly two-thirds of all potential breakdowns.

BoatUS reports the No. 1 reason (44%) BoatUS members requested roadside assistance was for trailer tire troubles, including owners who failed to carry a spare tire. Low tire pressure is the leading cause of a trailer tire's early demise, so check the pressure often, and never leave home without a serviceable spare. (Don’t forget to check the pressure in the spare, too!)

Wheel bearings (21%) were the second largest cause of roadside assistance requests. If your hubs are submerged, bearing protectors are critical to prevent water intrusion and resulting bearing failure. At a minimum, [bearings need to be inspected and repacked](#) once a year.

While focusing on these two items alone can potentially prevent 65% of all trailer mishaps, boat owners should additionally be aware that the No. 3 reason to request roadside BoatUS Trailer Assist service was trailer axle issues (11%), followed by trailer failure (6%) and tow vehicle failure (5%). Periodic inspections and routine maintenance are the best ways to reduce the chances for these types of breakdowns.

Added to a Basic BoatUS Membership (\$25) for \$15, BoatUS Trailer Assist will tow your towing vehicle and boat trailer to the nearest repair facility or safe location up to 100 miles from the location of breakdown. Boat launch ramp winching, fuel drop-off and lock-out services are included. Known as the Boat Owners Auto Club, BoatUS Trailer Assist also provides coverage to the tow vehicle while towing.

BoatUS offers a short [video safety checklist to prevent boat trailer breakdowns](#), and for more information on BoatUS Trailer Assist go to [BoatUS.com/TrailerAssist](#).

About Boat Owners Association of The United States (BoatUS):

Celebrating more than 50 years, BoatUS is the nation’s largest organization of recreational boaters with more than 800,000 members. We are the boat owners’ voice on Capitol Hill and fight for their rights. We are The Boat Owners Auto Club and help ensure a roadside trailer breakdown doesn’t end a boating or fishing trip before it begins with Trailer Assist service. When boats break down on the water, Tow-BoatUS brings them safely back to the launch ramp or dock, 24/7. BoatUS offers GEICO boat insurance policies that give boat owners affordable, specialized coverage and superior service they need. We help keep boaters safe and our waters clean with assistance from the nonprofit BoatUS Foundation for Boating Safety and Clean Water. Visit [BoatUS.com](#)

## 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!

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

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**For your annual dues, the club supports:**

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

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

**4 - Private Sailing Classes**

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

**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

**2 - Learn to Race weeks**

- As many boats as want to come out
- 4 days per week/class
- 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

**3 - First Sail events**

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

# Join US Sailing

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.

### Lake Townsend Yacht Club

Today ◀ ▶ August 2021 Print Week Month Agenda

Mon	Tue	Wed	Thu	Fri	Sat	Sun
26	27	28	29	30	31	Aug 1
		Closed, LT Marina				
2	3	4	5	6	7	8
		Closed, LT Marina	7pm Board Meeting		LTYC - Adult 6 (Intermediate)	
9	10	11	12	13	14	15
		Closed, LT Marina	LTYC - Learn to Race 2			
16	17	18	19	20	21	22
		Closed, LT Marina			Dog Days Races LT	Sailing Savvy Day
23	24	25	26	27	28	29
		Closed, LT Marina			Social Sailing	
30	31	Sep 1	2	3	4	5
		Closed, LT Marina	LTYC Private Class 7pm Board Meeting	LTYC Private Class	LTYC Private Class	LTYC Private Class

### Lake Townsend Yacht Club

Today ◀ ▶ September 2021 Print Week Month Agenda

Mon	Tue	Wed	Thu	Fri	Sat	Sun
30	31	Sep 1	2	3	4	5
		Closed, LT Marina	LTYC Private Class 7pm Board Meeting	LTYC Private Class	LTYC Private Class	LTYC Private Class
6	7	8	9	10	11	12
		Closed, LT Marina			Harvest Moon Race	Sailing Savvy Day
13	14	15	16	17	18	19
		Closed, LT Marina	LTYC Private Class	LTYC Private Class	LTYC Private Class	LTYC Private Class
20	21	22	23	24	25	26
		Closed, LT Marina			Mayor's Cup Regatta LT Social Sailing LT	
27	28	29	30	Oct 1	2	3
		Closed, LT Marina				

### Lake Townsend Yacht Club

Today ◀ ▶ October 2021 Print Week Month Agenda

Mon	Tue	Wed	Thu	Fri	Sat	Sun
27	28	29	30	Oct 1	2	3
		Closed, LT Marina				
4	5	6	7	8	9	10
		Closed, LT Marina	7pm Board Meeting		Great Pumpkin Race	Sailing Savvy Day
11	12	13	14	15	16	17
		Closed, LT Marina				
18	19	20	21	22	23	24
		Closed, LT Marina			Social Sailing	
25	26	27	28	29	30	31
		Closed, LT Marina			Hot Charity Regatta	Halloween



### **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](mailto: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/](https://www.facebook.com/laketownendyachtclub/)

Next newsletter deadline: Sept 10, 2021

## ◆ Lake Townsend Yacht Club Board

Commodore: Andy Forman	◆ <a href="mailto:commodore@laketownsendyachtclub.com">commodore@laketownsendyachtclub.com</a>
V. Commodore/Racing: Ann Marie Covington	◆ <a href="mailto:vicecommadore@laketownsendyachtclub.com">vicecommadore@laketownsendyachtclub.com</a>
Rear Commodore/Education: Marie-Lynn Lavoie	◆ <a href="mailto:education@laketownsendyachtclub.com">education@laketownsendyachtclub.com</a>
Treasurer: Dale Strickland	◆ <a href="mailto:treasurer@laketownsendyachtclub.com">treasurer@laketownsendyachtclub.com</a>
Secretary: Linda Ford	◆ <a href="mailto:secretary@laketownsendyachtclub.com">secretary@laketownsendyachtclub.com</a>
Equipment: Robert Bouknight	◆ <a href="mailto:equipment@laketownsendyachtclub.com">equipment@laketownsendyachtclub.com</a>
Membership: Leigh Wulforst	◆ <a href="mailto:membership@laketownsendyachtclub.com">membership@laketownsendyachtclub.com</a>
Community Outreach: Jeanne Allamby	◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
Marketing: Virginia Summerell	
Webmaster: Joleen Rasmussen	◆ <a href="mailto:webmaster@laketownsendyachtclub.com">webmaster@laketownsendyachtclub.com</a>
Mayor's Cup: Nancy Torkewitz	
Nominating/Past Commodore: Ann-Marie Covington	◆ <a href="mailto:mayorscup@laketownsendyachtclub.com">mayorscup@laketownsendyachtclub.com</a>
Newsletter: Kim Regan	◆ <a href="mailto:newsletter@laketownsendyachtclub.com">newsletter@laketownsendyachtclub.com</a>
Social Media: JC Aller	◆ <a href="mailto:socialedia@laketownsendyachtclub.com">socialedia@laketownsendyachtclub.com</a>
Let's Go Sailing / STEM: Gail Walters	◆ <a href="mailto:lgs@laketownsendyachtclub.com">lgs@laketownsendyachtclub.com</a>
High School Sailing Team: Mark Hayes	◆ <a href="mailto:ltychsst-coaches@laketownsendyachtclub.com">ltychsst-coaches@laketownsendyachtclub.com</a>

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.