

Lake Townsend Yacht Club

Tell Tales

JANUARY, 2021



2021

Happy New Year!

Twenty years from now, you will be more disappointed by the things you didn't do than those you did. So throw off the bowlines. Sail away from safe harbor. Catch the wind in your sails. Explore. Dream. Discover. -Mark Twain

A NOTE FROM THE COMMODORE



Andy Forman
Commodore

Dear Sailors and supporters and Bubble members,

The recent distressing events at the United States Capitol remind us all that we need to support the institutions and people that we value. And one of them is LTYC.

Like that great Joni Mitchell song “Big Yellow Taxi” reminds us with the refrain:

“Don’t it always seem to go
That you don’t know what you’ve got til its gone ...
They paved paradise
And put up a parking lot.”

Here’s link to a YouTube clip where she sings it: <https://www.youtube.com/watch?v=94bdMSCdw20>

And the recent increase in Covid infection and death rates remind us that, as a sailing and social community, we need to take care of each other. So, please support and comply with Covid protocols when attending LTYC events.

Sadly, January’s Old Frosty was cancelled. However, the vaccines are rolling out and we hope to be back on the water soon.

The board met early this week and had a lively and productive meeting. Highlights from our discussion include:

Reschedule of Change of Watch (Cow) event to Mid February.

Formation of a Parks & Recreation Relationship Improvement Committee to confirm our priorities and develop a negotiating strategy for 2021. Top priority of this effort is a listening effort.

Another review of repair vs. replace budget options for Scat 1.

Assignment of Project Manager to Mayor’s Cup

Vacancy replacement of board officers and directors at large who have recently resigned.

Approval of new board director at large for Marketing

In regards to the last two items, I would like you all to give a warm welcome to our new board officer and members at large, most of whom you know well.

Linda Ford has been voted to be our next Board Secretary. This is in response to Dawn-Michelle Oliver’s request to resign from her position as Board Secretary.

Dawn-Michelle has had Board Director at Large roles at Membership and as Executive Officer Position as Secretary these past years culminating with her excellent management of the voting process during the November Zoom Annual Meeting. Dawn-Michelle informed us that she will

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definitely be out and about sailing and perhaps even contributing to Sailing Education. We will miss her.

I look forward to working with Linda, who has stepped up quickly during the January board meeting.

AnnMarie Covington has been voted to be our next Past Commodore with responsibilities including Nominating Committee Chair.

This is in response to Robert Bouknight's resignation from Past Commodore position and reposition to the Board Member at Large/Equipment. Robert is a sailor with "Many" boats...as he noted in his membership renewal. Robert had a challenging year at Nominating Committee chair this year which he took on in his usual thoughtful and caring way. We look forward to his continued support of the club.

Robert Bouknight has been voted to be our next Board Member at Large with responsibilities including Chair of the Equipment Committee.

This is in response to Ken Butler's request to resign from his position of Board Member at Large and Equipment Committee chair. Ken has done a great job in his many roles in support of the club. Ken assured us that he will support equipment maintenance efforts as a member of the committee rather than the Committee Chair.

Robert assures me that he will stay on top of our equipment needs so race operations and education can perform smoothly.

Nancy Torkewitz has volunteered to be the Project Manager for the Mayor's Cup.

As such, AnnMarie will retain her Executive Board position at Vice Commodore with responsibilities for Race Operations. Nancy has performed this mission in the past with alacrity and she has all her notes and procedures from then. Nancy welcomes all volunteers willing to help.

We all know Nancy to be superbly organized and we can expect a best-in-class event...most likely this September rather than this June.

Leigh Wulforst has been voted to be our next Board Member at Large with responsibilities including Chair of the Membership Committee.

This is in response to Cathy Leonard's request to resign from her position of Board Member at Large and Membership Committee chair. Cathy has done a wonderful job at membership these past years including new and renewal member dues and email maintenance and communication and she assures us that she will continue to work closely with Leigh to ensure membership continues to be a success.

We all know Leigh as an enthusiastic and energetic person...she's a middle school teacher when she's not racing with Wendell Gundlach on his Flying Scot. And we look forward to her using that enthusiasm to grow our membership roster and level of participation.

Jeanne Allamby has been voted to be our next Board Director at Large with responsibilities including Chair of the Outreach/Social Committee.

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.This is in response to Gail Walter's request to resign from her position of Board Member at Large and Outreach/Social Committee chair. Gail has done a great job at her position these past years including setting up wonderful pre-Covid events such as Change of Watch. Gail has always been a great contributor to the club in whatever way she can and we look forward to her continuing efforts on our behalf.

We look forward to Jeanne's creativity as the club navigates our desire for social interaction in the midst of Covid.

Virginia Summerell will fill a vacant Board Director at Large position. This position has been assigned to a new board responsibility for the newly created Marketing Committee.

Virginia has been a member of LTYC for a few years now, with a Flying Scot parked Mast Up at Lake Townsend and a Laser that she takes out for fun. She has yet to enter the friendly racing competition. But, with help from the Flying Scot fleet and perhaps a Learn to Race class, she may soon join the racing events. Virginia comes to us with a career that currently focuses on finance for a large US company. During her career she has had a number of leadership positions and has managed project teams.

Virginia's role will focus on team leadership of the newly created Marketing Committee which mission is to grow membership and sponsorship. She has already shown herself to be a clear thinker during the January Board meeting and we look forward to successful outcomes from her Marketing team. Please reach out to her if you have ideas or wish to contribute or be a member of this new Committee.

After 14 years on the Board, Joleen Rasmussen has decided to leave the Board.

We know Joleen to be an incredible supporter of and contributor to, the long-term success of LTYC. She is truly one of the Club's historians and has helped many board members become successful. In her previous roles as Rear Commodore with responsibilities for Sailing Education, she had been a stalwart leader of the Adult, Junior and Private sailing classes. She has also been a valuable liaison and shown tremendous leadership with High School Sailing, Let's Go Sailing, the Isotope Fleet, Social Media and all of our events. Her skills as a Master of Ceremonies are well known and appreciated during rewards ceremonies at annual events such as Annual Meeting and Change of Watch. Her voice is also well known when there was need to corral the unruly, tired and distracted sailing crowds at Mayor's Cup and other events in the Shelter. Her organizational skills and incredible energy have always been directed to supporting the club. Finally, Joleen helped formulate the Return to Sailing protocols based on US Sailing Recommendations. This document was instrumental in getting LTYC back on the water sooner than other sister clubs in the midst of Covid restrictions.

Joleen has promised to continue her role as Webmaster reporting directly to the Commodore and to help Marie-Lyne Lavoie, Rear Commodore – Education Committee Chair, make Sailing Education a success this season. I and all of the new and past board members will also continue to rely on her for her wisdom and experience. In her role as Webmaster, we also continue to

look forward to her support as we navigate the balance between personal contact and web contact with members, potential members, supporters and the Sailing community at large.

2020: The Year in Review



IT'S THAT TIME AGAIN

2021 Memberships Renewals Are Due

The Benefits of Membership

Competitive Fun Sailing

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

Social Fun Sailing

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

Other Benefits

Seminars and training for beginning and intermediate sailors

Availability of club boats including one Lightning, one Flying Scot, one Wayfarer, and four Tanzer 16s. All are ready for use, mast-up and on trailers. For more information, see the [club sailboat usage policy, agreement, and reservations](#) in the Members' Cove.

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

2021 Membership Types and Dues

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

Family membership for current or new members

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

Family membership for class attendees

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

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

Individual membership for students

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

\$37.50 - anytime

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



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

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

MEET THE LTYC MEMBERS

HAYWARD ANDRES



Hayward Andres has been sailing since 2011 and has been a member of the Lake Townsend Yacht Club since June of 2017. Hayward first became interested in sailing when introduced to the Sunfish in Boy Scouts. His interest continued throughout college.

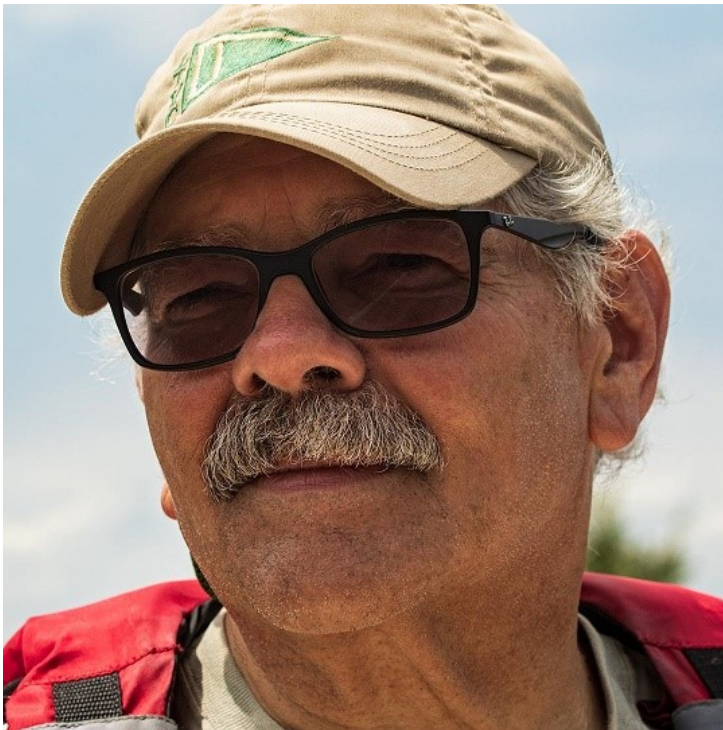
Hayward, a Business/Data Analytics professor at North Carolina A&T State University, currently owns a Com-Pac Legacy sloop-rigged pocket cruiser and enjoys sailing along the coastline of Wrightsville and Carolina Beach.

Hayward's hobbies include Wing Chun Kungfu, Qigong, Acupressure, and sailing. He is married and has 3 children.



MEET THE LTYC MEMBERS

JC ALLER



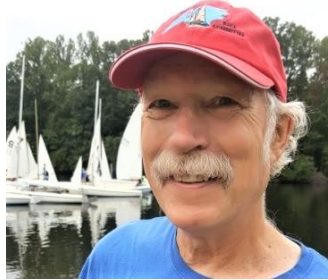
JC Aller has been interested in sailing since he was a boy, but only started sailing about 10 years ago when he stumbled upon Lake Townsend by accident and learned about the club's Learn to Sail classes. He joined the Lake Townsend Yacht Club in 2011 and has been an active member ever since. JC currently serves on the LTYC board as liaison with the city of Greensboro and the club's social media coordinator.

JC has been a financial advisor for the city of Greensboro since 1994, and has been married to his wife, Jeanne, for 31 years. They have 3 cats—Desmond, Buddy, and Abby. JC and Jeanne acquired Buddy when he came running out of the woods behind JC's boat in the Lake Townsend parking lot. Buddy was about 4 months old at the time and weighed about 4 pounds and insisted that JC take him home.

Be sure to look for JC on the lake in his Flying Scot 2048.

NOTES FROM A CLUTTERED WORKSHOP

BY SCOTT BOGUE

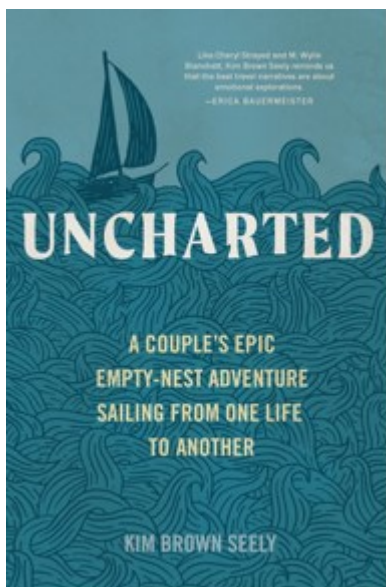


Scott

1. Check your **trailer wiring** for cracked, split, or missing insulation. If an exposed wire hits the trailer frame, it can blow the fuse to your car's taillights, stoplights, and/or turn indicators. (Some vehicles have separate trailer wiring systems, but you could still lose your trailer lights.)
2. Sunlight and water will slowly **weaken** your winch strap or rope, possibly leading to a break at a bad time (ramp anxiety, anyone?) Any splits, rips, or fraying are a clear sign. You can probably just cut off the first two or three feet and re-fasten the hook instead of replacing the rope or strap.
3. An oscillating detail sander makes a dandy **polisher** for tight places. Remove the abrasive sheet and tie on a couple of layers of microfiber polishing cloth. It might save you from having to remove the hardware when you want to shine up your fiberglass.
4. Many small sailboats don't have any way to keep the tiller extension out of the way when it's not in use. **Tiller extension clips** are readily available and are easy to install in wood or metal tillers. You don't have to use one that holds the extension firmly. Something that the tiller extension just drops into works fine, and can be easier to use when you are sailing.
5. On many boats, the **centerboard** pivots on a large bolt. If you have to remove the bolt for any reason, it can be a headache to get the centerboard lined up to put the bolt back in. Remove the nut and any washers, and push the bolt out **carefully** with a rod or another bolt of the same size. To reinstall the bolt, reverse the process.

The Sailor's Bookshelf

By Dawn-Michelle Oliver



Uncharted: A Couple's Epic Empty-Nest Adventure Sailing From One Life to Another, by Kim Brown Seely (2019) is reviewed and recommended to us by Mark Hayes:

It is an excellent book, and exceptionally well written. She is a professional travel writer and publisher, and you can really tell it in her writing. She is 50 something, and this is the story of her sons leaving for college and she and her husband buying a large cruising boat and cruising the Pacific NW of Canada, alone and with the kids visiting. It's great on several levels-as a female sailor learning to cope with long distance cruising on a large sailboat, as a mother/parent learning to cope with her sons leaving home, her relationship with her husband, the incredible wildlife they experience along the way, and the First Nations people she encounters, etc. It's the best sailing book I've seen in a long time-and I love collecting sailing books. It was published late last year, and the



Dawn-Michelle

events she writes about are very recent, which I like. It's nice that she is a normal kind of person-not an expert letting everyone know it!

Mark is definitely not alone in his appreciation for *Uncharted*! Below is some of the praise listed on the publisher's website:

Nancy Pearl Book Award Finalist 2020

Silver Nautilus Book Award Winner 2019

"Seely captures the action and nature encountered on the couple's journey in lyrical prose and descriptions. As they navigate their way through fiords and rough waters and feel the sting of cold air, they also find a new way to envision their future together."—*Wall Street Journal*, "The Best Books About Retirement and Aging of 2019"

"Like Cheryl Strayed and M. Wylie Blanchett, Kim Brown Seely reminds us that the best travel narratives are about emotional explorations even more than physical ones."—Erica Bauermeister, bestselling author of *The School of Essential Ingredients*

"Seely's travel writing is luminous, her prose mystical and revelatory...[her] nautical journey makes for an intimate, satisfying narrative."—*Publishers Weekly*

"There are close calls, lost anchors and lost tempers, yet what Seely finds along the way makes *Uncharted* one of the most compelling books of nature writing that I've read in a while."—*Post and Courier*

"*Uncharted* is a marvelous journey of beauty and wonder, love and loss, loons and eagles, hemlocks and giant kelp, sea wolves, humpback whales, and bears."—Ana Maria Spagna, author

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of *Uplake*

“*Uncharted* is the *Moby Dick* of empty-nest tales. Kim Brown Seely, her sons suddenly grown-up and gone, journeys on a sailboat through risky Northwest waters, meditating on the pains and blessings of marriage, parenthood, and escape to the wilds.”—Blaine Harden, author of *Escape from Camp 14*

“Kim Seely’s page-turning meditation on marriage, family, letting go, and the pull of the unknown is equal parts inspiration and confessional, with the untamed Pacific Northwest coast as a backdrop.”—Marika Cain, *Virtuoso Life*

“*Uncharted* takes us on a voyage of adventure that is at its heart, a meditation on the changing nature of love.”—Leslie T. Sharpe, author of *The Quarry Fox*

Link: <https://www.penguinrandomhouse.com/books/605395/uncharted-by-kim-brown-seely/>

NOTE: Sailing-related book reviews or recommendations are welcome from anyone. Send your review, or simply recommend a title and I’ll find a published review



In Case You Missed It

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

Tuesday Sail Talk 12/8/20

Jerry Thompson is a regional race officer and judge with US Sailing.

Items in red indicate a change to the rules. What is not shown is what has been removed.

Definitions:

- ❖ **Finish** A boat finishes when, **after starting**, any part of her hull, crosses the finishing line from the course side. However, she has not **finished** if after crossing the finishing line she
- (a) takes a penalty under rule 44.2,
 - (b) corrects an error **in sailing the course** made at the line, or
 - (c) continues to **sail the course**.

“Crew and equipment in a normal position” has been removed from the definition of **Finish**. Equipment attached to the hull is no longer considered to be part of the hull. “Sailing the Course” is a new definition.

The definition of **Mark** is basically the same. It has just been reworded.

- ❖ **Mark** An object the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends **and an object intentionally attached to the object or vessel**. However, an anchor line is not part of the **mark**.

- ❖ **Mark-Room** Room for a boat to leave a **mark** on the required side. Also,
- (a) room to sail to the **mark** when her *proper course* is to sail close to it, and
 - (b) room to round **or pass** the **mark** as necessary to **sail the course without touching the mark**.

- ❖ **Obstruction** An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an **object, area or line** so designated by the sailing instructions are also **obstructions**. However, a boat racing is not an **obstruction** to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her. A vessel under way, including a boat racing, is never a continuing **obstruction**.

A signal vessel can be both a **Mark** and an **Obstruction**. A signal vessel’s anchor line is part of the **Obstruction**. A signal vessel’s anchor line is NOT part of a **Mark**. A signal vessel flying the flag **M** can be both a **Mark** and an **Obstruction**.

- ❖ **Proper Course** A course a boat would **choose in order to sail the course and finish** as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.
- ❖ **Rule - (b) World Sailing Regulations that have been designated by World Sailing as having the status of a rule and are published on the World Sailing website;**

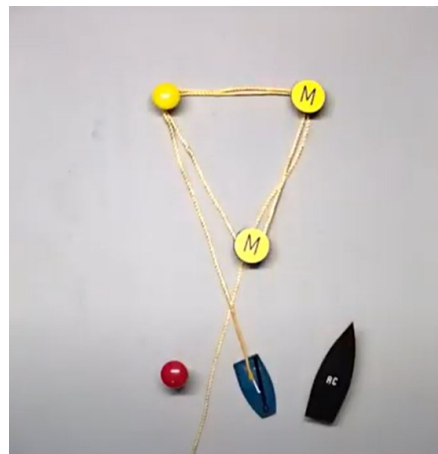
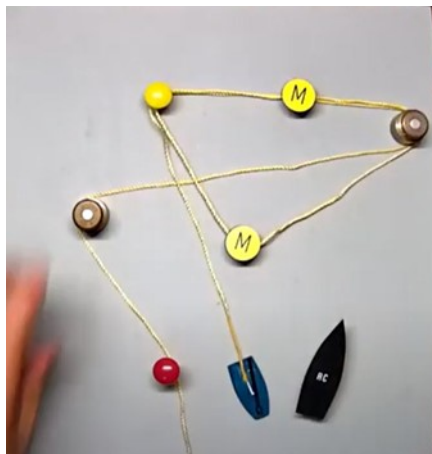
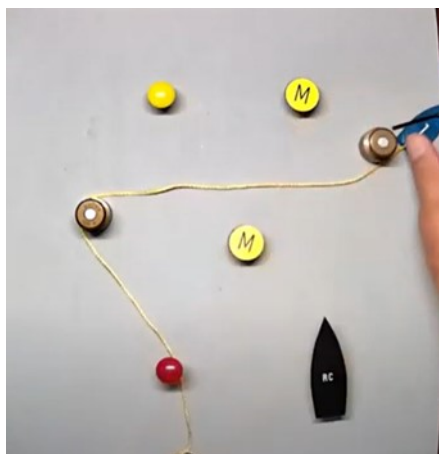
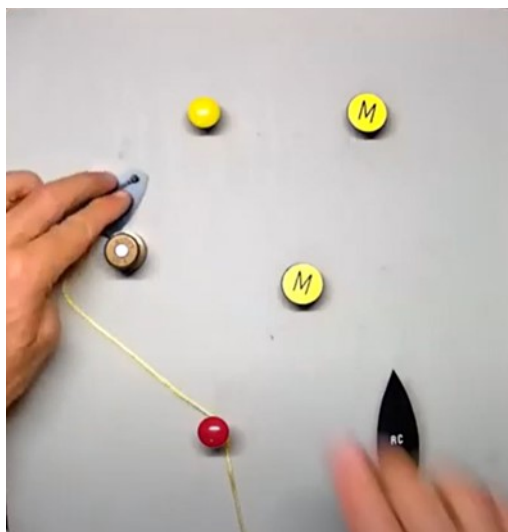
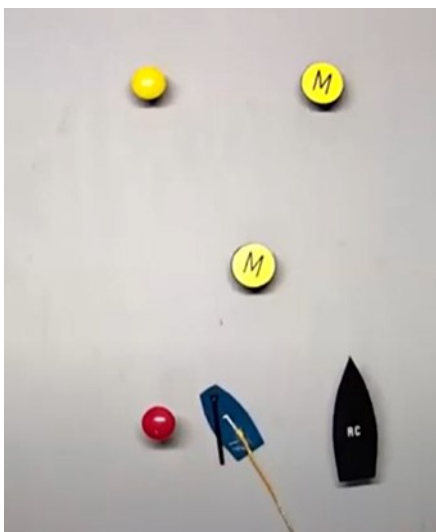
Sail the Course A boat **sails the course** provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes*, when drawn taut,

- (a) passes each **mark** of the course for the race on the required side and in the correct order,
- (b) touches each **mark** designated in the sailing instructions to be a rounding **mark**, and
- (c) passes between the **marks** of a gate from the direction of the course from the previous **mark**.

Sail the Course is a new rule. It is basically old rule 28, the “String” rule. The string rule is depicted on the next page.

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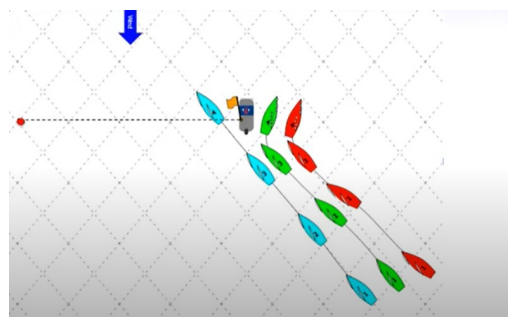
The “string rule” states that when the line is drawn taut, it passes all the required **Marks** on the required side.



The definition of **Start** used to specify “crew and equipment in normal position” in place of “hull”.

Start A boat starts when, her hull having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side.

One thing that is not in the definitions is a term called **Barging**. **Barging** is a sailor’s term for the image to the right. Blue, green, and red are on their final approach to the starting line. Rule 11, on the same tack overlap, applies in this scenario. When the warning signal is given at point 3.5 and the race is started, red and green must keep clear of blue and they have done so. Barging is nothing more than a windward/leeward situation. If green had gone to the left of the signal boat, the blue boat should give them room and then protest.



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Basic Principles

SPORTSMANSHIP AND THE RULES

- Competitors in the sport of sailing are governed by a body of **rules** that they are expected to **follow and enforce**. A fundamental principle of sportsmanship is that when **a boat breaks a rule and is not exonerated** she will promptly take an **appropriate penalty or action**, which may be to retire.

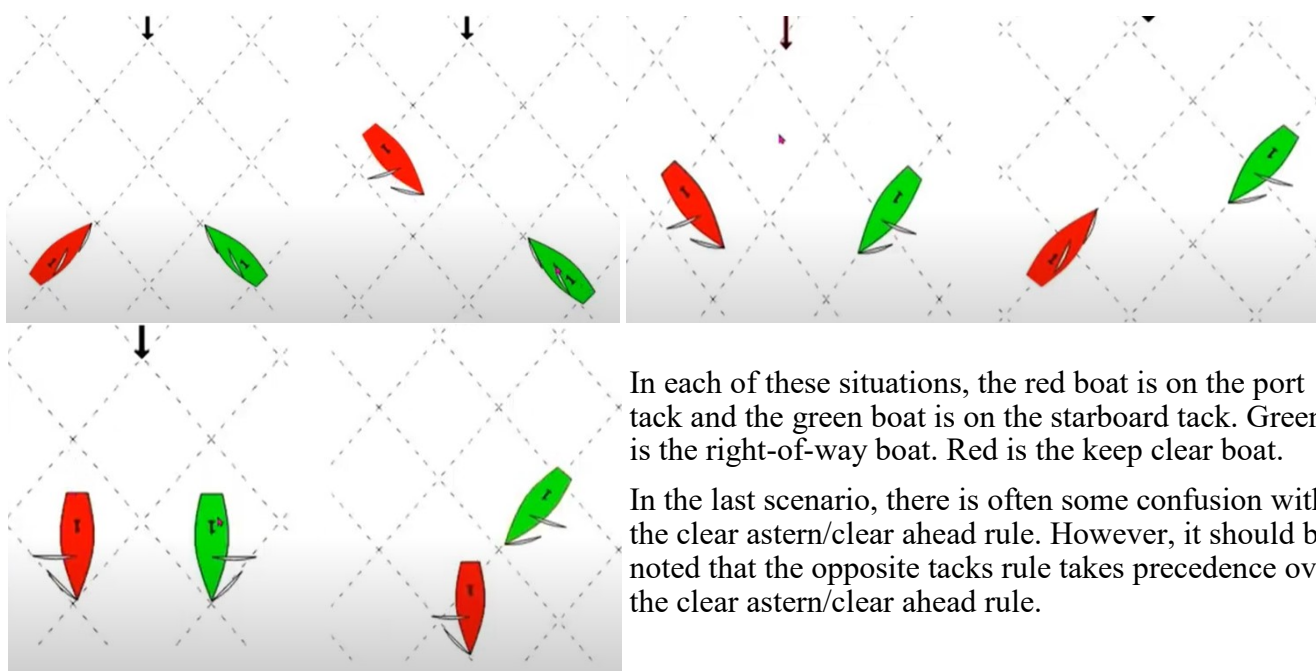
Sailors are governed by a set of rules that they are expected to follow and enforce. The new portion of this rule is shown in red. It indicates that if a boat breaks a rule, it should take a penalty whether or not its action is protested.

In order for a protest to be valid, the protestor must call **Protest** while on the water. If they do not, and the protest is brought before the jury later, the jury will close the protest as invalid.

WHEN BOATS MEET - SECTION A - RIGHT OF WAY

- A boat has the right of way over another boat when the other boat is required to keep clear of her. However, some rules in Sections B, C, and D limit the actions of the right-of-way boat.
- Section A contains 4 rules – 10, 11, 12 and 13. One of these four rules applies at all times and are often called the Right of Way rules.

- 10 – On Opposite Tacks
When boats are on opposite *tacks* a *port-tack* boat shall keep clear of a *starboard-tack* boat.



In each of these situations, the red boat is on the port tack and the green boat is on the starboard tack. Green is the right-of-way boat. Red is the keep clear boat.

In the last scenario, there is often some confusion with the clear astern/clear ahead rule. However, it should be noted that the opposite tacks rule takes precedence over the clear astern/clear ahead rule.

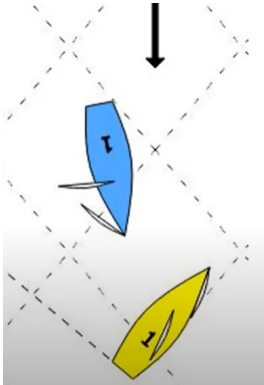
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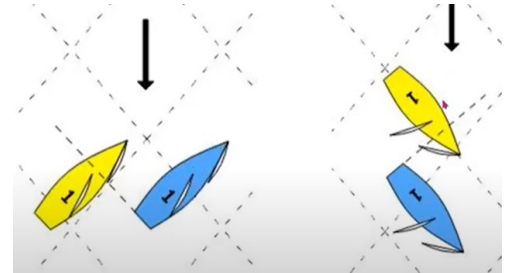
11 – On The Same tack – Overlapped

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

When boats are on the same tack, the windward boat must keep clear of the leeward boat, i.e. the yellow boat must keep clear of the blue boat.



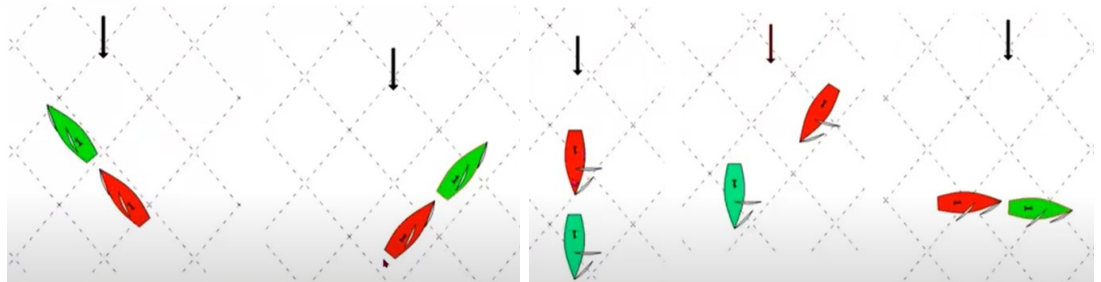
When boats are on the same tack, the port tack in this instance, and neither boat is clear ahead, the boats are overlapped. The leeward yellow boat has the right of way.



12 - On The Same tack – Not Overlapped

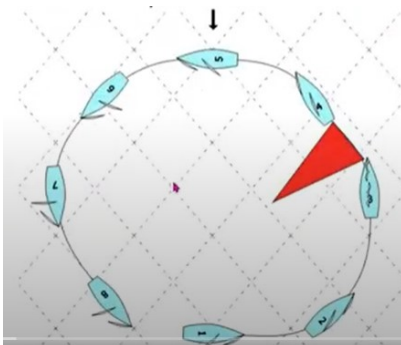
When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.

The overtaking boat must keep clear.



13 – While Tacking

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or one astern shall *keep clear*.



This rule should be considered first. Whenever a boat is tacking, rules 10, 11, and 12 do not apply between that boat and a nearby boat.

At position 2, the boat is on the port tack. At position 3, the boat is still on the port tack. Until it passes head to wind, it is still on the tack that it approached on.

At position 4, the boat is on a close hauled course. At this point, the tack is complete.

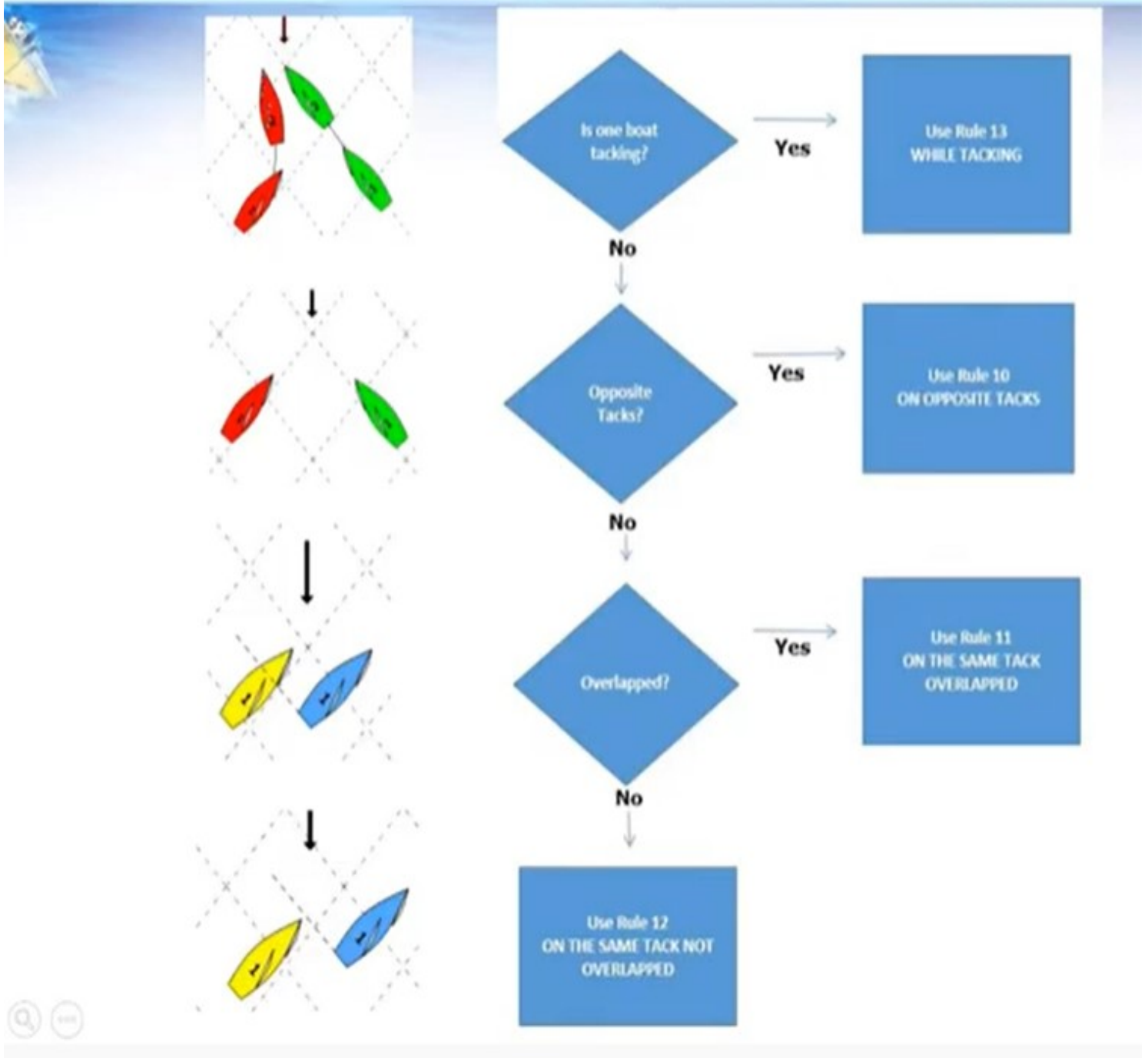
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The following flowchart can be used to determine which Right of Way rule applies.

Part 2 – When Boats Meet

Section A – Decision Flow Chart



There's an App for That!

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

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

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

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

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

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

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



Not yet a US Sailing Member or need to renew?

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

Membership Types:

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

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

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

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

Continued on next page

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THE RACING RULES OF SAILING 2021-2024 - AVAILABLE NOW

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

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

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

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

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.

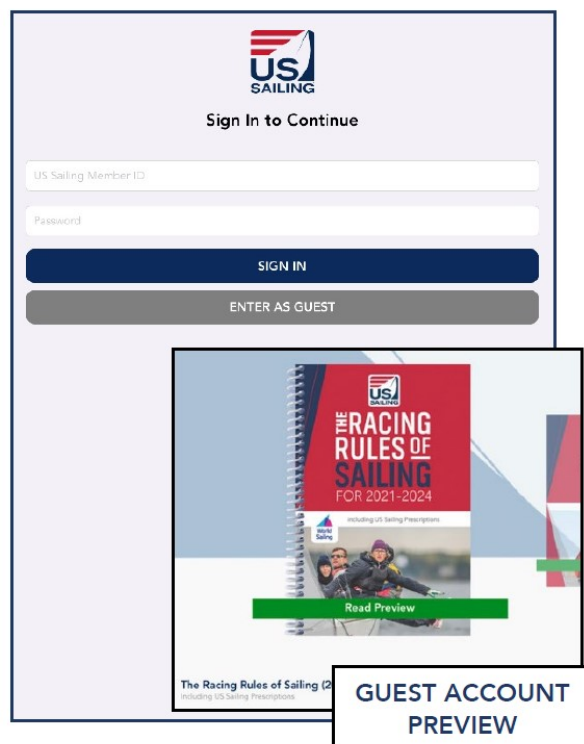
SIGNING IN

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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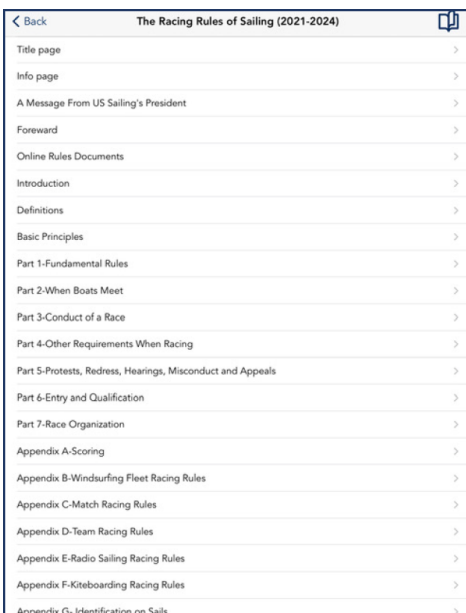
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NAVIGATING THE APP

After signing in you are presented with the home screen, which houses the main publications and the additional features. By default, *The Racing Rules of Sailing For 2021-2024* is always front and center when you enter the app. To view the other books in the app, swipe left or right with your finger.

To view a particular book, tap on the cover image. Once you do, you will be directed into the mobile-friendly menu.

Also, typing a word or phrase into the search box above the book will also direct you into the book and highlight what sections the terms live in.



HOW BOOKS WORK

Within the app you have access to two versions of each book: A mobile-optimized version with additional content (menu shown top right), and a static version (essentially a .pdf) that is an exact duplicate of the printed version of the book.

The mobile-optimized version gives you the ability to search for keywords and phrases and has links to videos and content.

Switching Book Formats

To switch from the mobile-optimized version to the static version, press the blue “book” icon that is located at the top right of your screen.



Accessing Extra Content

In the Rulebook, read excerpts from *Dave Perry’s Understanding the Racing Rules of Sailing Through 2024* by clicking on the red “Perry” button.



Look for additional App features in the February edition of Tell Tales.

Join the LTYC High School Sailing Team!

Calling all High School sailors! Please reserve a spot today if you have a teen in the 8th through 12th grade interested in joining our team this spring. At this time we have 17 sailors and space is limited!

Our team competes in the South Atlantic Interscholastic Sailing Association. We race against other high school teams throughout North Carolina and Virginia. In the past we have raced at Lake Crabtree and Jordan Lake in the Raleigh area, Lake Norman in Charlotte, and in Norfolk, Virginia.

In addition to competing against other schools we also compete in our home club regattas at Lake Townsend. This spring we will race at Lake Townsend in the Miss Piggy Regatta, the Piedmont Interclub, the May Day Regatta and the Mayor's Cup.

The team practices on Saturday afternoons when not racing. We work on all aspects of racing, including starts, mark roundings, rules, tactics and strategy. And an important point—we provide the sailboats used by the team. We have six C420s in our fleet at Lake Townsend. Because they are stored with their masts up and launched from dollies, the rigging and prep time is minimal.

We request that before new members join the team they complete a basic learn to sail class, such as our Club's Learn to Sail Course, or equivalent experience. Prior racing experience is *not* required. The team is co-ed.

If you have a teen who wants to have fun—have them join our team! Email us at ltychsst-coaches@laketownsendyachtclub.com for additional information and to register.

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Chicken Gybe-Jibe

What in the World is that?

In the December newsletter, Joleen Rasmussen wrote an article about her and Annette's Old Frosty race experience. In that article, she mentioned that they ended up doing a Chicken Gybe around the leeward mark. In case you are unfamiliar with that term, Grant Headifen of the NauticEd blog provides a detailed description of what the Chicken Gybe is below.

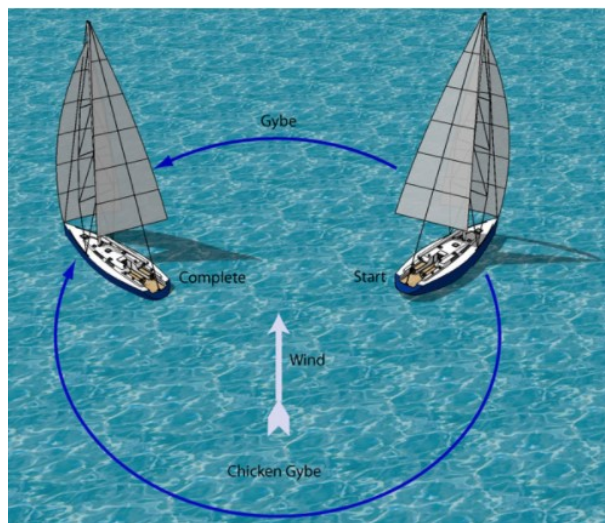
THE CHICKEN GYBE – JIBE

Remember in the movie back to the Future when Michael J. Fox hated being called “Chicken”. But eventually, he smartened up – didn't take the dare and changed his future for the good. Well ... sometimes in sailing it's equally as smart to not take the dare.

The safe maneuver is called the chicken jibe. The chicken gybe replaces the gybe in high winds.

It's mostly done when the skipper is uncomfortable about the conditions for the gybe and most likely if the winds are high. High winds in a gybing maneuver can cause damage to the vessel rigging by the boom SLAMMING across too fast. In a normal gybe maneuver, the boom slam effect can be reduced by pulling in the main sheet and letting it out as the boom comes over to the other side. However, in high winds – 15 knots plus, if the boom is not let out fast enough, the wind on the mainsail will round the boat up in to the wind and heel the boat way, way over. This is a very uncomfortable situation. Gybing can be dangerous – especially if you don't prepare your crew. That boom comes across fast (not in a chicken gybe however).

So many choose the chicken gybe. The end result is the same. You are merely tacking the boat from a broad reach on one side over to a broad reach on the other side. Simple, easy, effective and safe. The only thing to watch out for is that the jib sheets will whip back and around quite violently. So it's a good idea not to have anyone near the jib sheets i.e. on foredeck.



Check out the NauticEd blog at <https://www.nauticed.org/sailing-blog/> for more sailing tips, tricks and suggestions.

For Those New To Sailing

Club Leadership Roles

If, like me, you are new to sailing, you may be wondering about the responsibilities associated with some of the Lake Townsend Yacht Club leadership positions. The five leadership positions within the club are **Commodore**, **Vice Commodore**, **Rear Commodore**, **Secretary**, and **Treasurer**. Our Commodore, Andy Forman, describes his role as follows:

My personal view is that the Commodore position provides overall direction and priorities of the club and facilitates achieving the same through the agency of the board and membership.

My thoughts on this are:

- Improve relationships with Lake Management and City of Greensboro
- Reestablish launch access for all classes of competitors at Lake Townsend
- Maintain a safe sailing environment
- Promote member participation in racing and race operations support.
- Increase willingness of members to volunteer for events, Committees and Board positions.
- Reduce budget dependence upon sailing classes.
- Encourage social sailing and related activities within the Bubble Constraints of Covid-19.

The leadership positions as described in the Lake Townsend Yacht Club Bylaws (Page 4) are listed below.

1. **Commodore** - The Commodore is the Chief Executive. He shall preside at meetings, serve as Chairman of the Board of Directors, rule on procedure and jurisdiction, and summarize decisions. He shall appoint the chairmen of the committees with the approval of the Board of Directors.
2. **Vice Commodore** - The Vice Commodore shall officiate and carry out the powers and duties of the Commodore in his absence, shall be the Property Committee Chairman and be specifically responsible to the Board of Directors for the maintenance and upkeep of properties and equipment owned by the corporation, and shall be the Race Committee Chairman. The Vice Commodore shall be empowered to call Members to such duties as these responsibilities may require.
3. **Rear Commodore** - The Rear Commodore shall be the Education Committee Chairman. The Rear Commodore shall be empowered to call Members to such duties as these responsibilities may require.
4. **Secretary** - The Secretary shall be the Publicity and Historical Committee Chairman, keep minutes of all regular and special meetings of the Members and Board of Directors, maintain an accurate and updated record of the names and addresses of all Members and furnish the registered agent a copy of such record.
5. **Treasurer** - The Treasurer shall be the Finance Committee Chairman and shall be responsible for the collection of all dues, assessments, and other income, filing tax forms and paying taxes, and when authorized pay all bills, and prepare the annual budget which is to include, but shall not be limited to, budgets of all standing and special committees. The budget shall be reviewed by the Board of Directors and approved by a majority of Members at the Annual Meeting of Members.



Avoid Costly Damage with this Dirt-Cheap Boat Insurance

Captain John,

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

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

Take a stroll down the dock in most any marina and you're bound to see docking lines tied every which 'a way. And, each of those lines has to pass over, under, around or through some object. This may be a piling, pier corner, rub rail, chock, or other obstacle.

So, here's the million dollar insurance question. How many of those lines are protected at each point along the path from pier to boat, or in the case of anchoring, where the anchor rode passes over some part of the hull?



As that line makes its journey from one point to another, it will rub, slide, grate, chafe, scrape, saw, or contact another part of your boat. This might be an open or closed chock, a corner of your hull, a sharp edge along your toe rail, or the razor-sharp side of a Genoa track.

Before the line arrives at the pier or piling, it contacts other "line-killers"--sharp pier edges and corners, barnacle encrusted pilings, or jagged-edged concrete or steel structures.

Once you dock your boat, check all around for these and other point-to-point areas that could present potential chafe problems. Imagine the tide rising and falling, or boat wakes that cause your boat to wallow alongside a pier or in her slip.

And ask yourself--where will the docking line make contact with an object that can do it harm? All of these areas will require protection to prevent line fiber destruction and failure.

Continued on next page

Drop the anchor and your anchor line takes it on the chin--and not just the part beneath the surface. Your anchor line runs from a boat cleat and through a chock on its way to the seabed.

Constant rubbing and shock loads from passing boat wakes, ground swell, or shifting winds means sawing back and forth--and serious chafe!

How to Make Chafing Gear Work for You

Wrap a long piece of canvas around the line so that it spans the fitting by several inches on each side. This will allow for the line to move and keep it protected. And, you can bet line will move in and out. Remember that nylon line can stretch like a rubber band.

Avoid wimpy, nice and neat chafing gear. It's not about impressing the dockside neighbors. This is about protecting your costly investment. Put some guts into it so that it spans each side of the fitting. Use nylon wire ties to hold it in place. Cinch down and snip off the ends.

Make your own chafing gear for pennies on the dollar. Use lengths of old garden hose, clean engine hose, fire hose being thrown out by your local fire department, soft PVC tubing, strips of canvas or similar spray dodger, awning, or enclosure material, or--in a pinch--rags and duct tape.

Use the steps below to make up your own chafing gear.

Tools You Will Use:

Chafing Gear (examples above).
Nylon wire ties.
Exacto (or similar) knife or sharp scissors.
Wire cutters or sharp knife.

1. Measure the chafing points described above.
2. Cut the chafing gear lengthwise.
3. Slide the chafing gear onto the line.
4. Center it at the contact point.
5. Wrap the gear tight to hold it in place.
6. Apply nylon wire ties to each end; cut excess off.
7. Monitor and re-center the chafing gear as needed.

Check the docking or anchor lines each time you put them into play. Could they use more protection? If you need to think about it, it's a safe bet it's past time to do it. And in my mind, that makes dirt-cheap chafing gear one of the best insurance policies on the planet.

We've Got the Beat!

North Carolina Sailboat Racing News

The information on the following pages came from the January 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>



 **SAYRA**
SOUTH ATLANTIC YACHT RACING ASSN

VIRTUAL ANNUAL MEETING 2021

save the date

Wednesday, Jan. 27th 5-6 pm - Champs Committee meetings (PHRF/Club Champs)
Wednesday, Jan. 27th 7-8 pm - Club/Organization Leadership Roundtable

Thursday, Jan. 28th 5-7 pm - Race Official Committee Meeting (OA, RM & Judges)
Thursday, Jan 28th 7-8 pm - Junior Committee Meeting

Saturday, Jan. 30th 9-9:30 am - Budget Meeting
Saturday, Jan. 30th 10am - ANNUAL GENERAL MEETING
Saturday, Jan. 30th 11:30am - ChYC Bloody Mary Fundraiser for Helen Hanley

More information and full schedule details at
www.sayra-sailing.com

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Four groups of sailors have recently participated in the Racing Rules for Sailors Seminar: Carolina Sailing Club, Lake Townsend Yacht Club, Wayfarer Class sailors and Puerto Rican racing sailors. The following groups are scheduled to receive the seminar: Triangle Model Yacht Club, Lake Waccamaw Sailing Club, Carolina Yacht Club and Savannah are racing sailors.

The seminar is presented via Zoom in two, two hour sessions. The changes to the racing rules that must impact racing sailors are covered. In addition, all of the rules of Part 2, WHEN BOATS MEET, are covered in detail.

If you and your group of racing sailors would like to receive this seminar, send an email to: trimsails@gmail.com.

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Race Management Department



NSC

Did not sail the course.

In the past, if Race Committee observed that a competitor failed to round a mark of the course, the off-set for example, the only option was to protest that boat for not sailing the course, rule 28.

The Racing Rules of Sailing, 2021-2024, adds *sail the course* to A5.1:

"A boat that did not *start, sail the course* or *finish*, or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score."

In addition, a new scoring abbreviation is included in A10: **NSC** Did not *sail the course*.

If the Race Committee believes from its observations that a boat has made an error in sailing the course, it **shall** score the boat NSC. The Race Committee should not use hearsay evidence from other competitors or support persons to score a boat NSC. If a competitor saw the incident, they should protest the boat.

Sail the course is a new definition. Basically the prior rule 28, Sailing the Course, is now a definition. The updated rule 28 is Sailing the Race.

Continued on next page



Plan your racing calendar:

Open regattas:

- Keelboat Midwinters** (One Design and PHRF), March 2021, Lake Norman Yacht Club, Mooresville.
- 1st Annual Alligator Run Regatta**, April 2021, Waccamaw Sailing Club, Lake Waccamaw.
- Cinco De Mayo**, May 2021, Blackbeard Sailing Club, New Bern.
- Pirates on the Pungo**, May 2021, Belhaven.
- Albemarle Challenge Regatta**, May 2021, Osprey Yacht Club, Hertford.
- 44th Annual Mayor's Cup Regatta**, June 4-6, Lake Townsend Yacht Club, Lake Townsend.
- Duck Cup**, June 5-6, East Coast Sailboats, Duck.
- 64th Annual North Carolina Governor's Cup Regatta**, June 18, 19, 20, 2021, Carolina Sailing Club, Henderson Point State Park.
- July 4th Regatta**, July 2021, Lake Norman Yacht Club, Mooresville.
- 18th Annual Manteo One Design Regatta**, July 31, Manteo.
- 2021 Colington Youth Small Boat Regatta**, August 2021, Colington Yacht Club, Colington.
- SAYRA Open Regatta**, August 2021, Carolina Yacht Club, Wrightsville Beach.
- Hoop Pole Youth Regatta**, August 2021, Friends of the Museum, Beaufort.
- Bow To Stern Regatta**, August 2021, Bow To Stern Sailing, Oriental.
- Blackbeard Sailing Club One Design Regatta**, August 2021, Blackbeard Sailing Club, New Bern.
- OBX Multihull Sail Fest**, September 11-12, East Coast Sailboats, Southern Shores.
- Indian Summer Regatta**, September 2021, Lake Waccamaw Sailing Club, Lake Waccamaw.
- Labor Day Regatta**, September 2021, Lake Norman Yacht Club, Mooresville.
- 20th Annual Lake Norman Hospice Regatta**, September 2021, Lake Norman Yacht Club, Mooresville.
- Greens Creek Regatta**, September 2021, Oriental Dinghy Club, Oriental.
- Board Bash**, September 2021, Lake Norman Yacht Club, Mooresville.
- Peninsula Cup Regatta**, October 2021, Peninsula Yacht Club, Cornelius.
- Annual Halloween Regatta**, October 2021, Bow To Stern Sailing, Oriental.
- 31st Annual Carolina Keelboat One Design Regatta**, November 2021, Lake Norman Yacht Club, Mooresville.
- Turkey Trot**, November 2021, SJ Fleet 8, Blackbeard Sailing Club, New Bern.

Class regattas:

- Highlander Midwinters**, March 2021, Lake Norman Yacht Club, Mooresville.
- MC Scow Bunny Hop Regatta**, April 2021, Lake Norman Yacht Club, Mooresville.

Continued from previous page

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

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

Tanzer 16 Nationals, 2021.

Weta East Coast Championship, 2021.

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

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

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

Lightning Southeastern District Championships

Sunfish Southeast Regional

Classic Moth Boat Nationals, September 2021, Elizabeth City.

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

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

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

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

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

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

Open PHRF regattas:

Instead of Football Regatta, January 1, 2021, Oriental Dinghy Club, Oriental.

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

Pirates on the Pungo, May 2021, Belhaven.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mon	Tue	Wed	Thu	Fri	Sat	Sun
28 7am - -5:00pm Park	29 7am - -5:00pm Park	30 Closed, LT Marina	31 Closed, LT Marina New Years Eve	1 Closed, LT Marina Membership New Years Day 7am - -5:00pm Park	2	3
4	5	6 Closed, LT Marina	7 7pm - Board	8	9 Frigid Digit LTYC	10
11	12	13 Closed, LT Marina	14	15	16	17 Change Of Watch @
18	19	20 Closed, LT Marina	21	22 SAYRA Annual Meeting @ Sonesta Resort Hilton Head Island, 130	23 RC Seminar	24
25	26	27 Closed, LT Marina	28	29	30	31

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

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



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: Feb 6, 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: Ken Butler	◆ equipment@laketownsendyachtclub.com
Membership: Cathy Leonard	◆ membership@laketownsendyachtclub.com
Community Outreach: Gail Walters	◆ lgs@laketownsendyachtclub.com
Publicity:	OPEN – Need a volunteer!
Webmaster: Joleen Rasmussen	◆ webmaster@laketownsendyachtclub.com
Mayor's Cup/Nominating/Past Commodore: Robert Bouknight	◆ 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.