

Lake Townsend Yacht Club

Tell Tales

January/February 2019



Upcoming Events

Feb. 23
March 9
March 14
March 23
April 5
April 14
April 20
April 27
May-August

Rules Seminar
March Madness
High.Sch. Practice Starts
Race Mgmt. Seminar
N.C. A&T Science Maker Faire
Piedmont Interclub
Work Day (Alt. 28th)
Let's Go Sailing, STEM 2*
Learn To Sail Classes

Lake Townsend
Lake Townsend
Lake Townsend
Lake Townsend
N.C. A&T
Jordan Lake
Lake Townsend
Lake Townsend
Lake Townsend

*STEM – science, technology, engineering, math

High School Sailing Team News

Ahoy Members!

We are getting ready to start the second year of our LTYC High School Sailing Team and we are very excited! The team formed in Spring 2018 and completed two very successful seasons of competition. With the recent acquisition of a small fleet of C420s, we have a strong foundation in place for 2019. We have already been invited to race in April at a high school invitational against Hampton Yacht Club and Norfolk Yacht and Country Club on the Chesapeake. Our plans are to send a team of four sailors.

To help us continue to grow, the Carolina Sailing Foundation is accepting tax deductible donations on behalf of the sailing team.

Carolina Sailing Foundation is a 501 c3 founded in 2003 to promote the sport of sailing in central North Carolina. The Foundation provides sailing classes at Crosswinds Marina, Jordan Lake, Apex, NC in addition to sponsoring sailing events and sailing related seminars. Currently in the works are plans for the Foundation to coach a week-long intensive racing camp for our high school sailors as well as purchase C420 dollies. The dollies are rather pricey at \$620 each.

If you would like to make a tax-deductible contribution to the LTYC High School Sailing Team, mark your donation "LTYC High School Sailing Team." Mail your donation to Carolina Sailing Foundation, c/o Dave Burchfiel, LTYC HSST, 6004 Bunchberry Court, Raleigh, NC 27616. You can also give your check to either Trish McDermott or Joleen Rasmussen. 100% of your contribution goes to the team.

Refer to our 2018 December newsletter for more details on what our high school sailing team is doing, how high school racing is organized, and plans for this coming year. Spring Training starts March 14th!

Let's Go Sailing!

Trish & Joleen

Commodore & Rear Commodore, Lake Townsend Yacht Club

High School Sailing Team News

Tentative Spring 2019 LTYC High School Sailing Team Schedule

Notes:

- Weekly Practices: (Total of 16 practices) Mondays: 5 pm to 7 pm (10 practices) Saturdays: 9 am to 12 noon (6 practices)
- Regattas designated by * (2 away, 2 home; with options for additional)
- No practice over Memorial Day Weekend, May 25-27

March 2: Work Day-unload, wash & rig 420s; leave rigged on dollies or stands

March 14: Interest Meeting/First Meeting (LTYC Classroom)

March 18: First Scheduled Practice (Mon & Sat scheduled practices to follow weekly)

April 7 (Sunday): Optional practice for NYCC Team

April 13: Away Regatta NYCC Invitational—Norfolk, VA*

May 11: Home Regatta LTYC Monthly Series*

May 18: Away Regatta RTP/LTYC Invitational—Lake Crabtree, Raleigh, NC*

May 20: Last Scheduled Practice

June 1-2: Home Regatta LTYC Mayor's Cup* (Last event of season)

Let's Go Sailing!



A Note from the Commodore

Hello Sailors, friends and everyone connected to LTYC!

It's hard to believe that I'm commodore when I consider myself such a "newbie" to the sport. Thank you for your confidence and votes!

Thank-yous are in order for all those who've served before me. Robert Bouknight has done a phenomenal job as last year's commodore (with help from Nancy Torkewitz). Nancy Collins was commodore the year before and her husband, Uwe Heine, has also served as commodore. I have a special place in my heart for them as they taught the class I took almost 6 years ago.

Welcome to our new board members Cathy Leonard, Gail Walters and Robert Uzzle. We're thrilled to have you on board! Being a board member is fun and challenging, but you'll always find help wherever you look.

Congratulations to Eric Rasmussen for being awarded the Kent Taylor Service Award (aka the Blue Jacket). Eric has also taken on the task of updating our website and has done a fabulous job. He's also an extraordinary photographer and you've already seen his photos in our newsletter. Yes, you guessed it, Eric is one of those people with multiple talents and they keep coming! Don't miss his Racing Rules discussion on February 23rd.

I have been asked by many about my goals for the coming year. Although there is always room for improvement, there is little I can improve about our wonderful club and board. One of my main goals is to improve our lake's structural amenities. The docks are sorely in need of replacement and we've had plenty of lip service about it, but we ain't takin' it no more! Now's the time.

There are some exciting events happening and if you read our newsletter and subscribe to The Beat, you'll see them all. A really exciting seminar by David Dellenbaugh is coming up. More info shortly. Trish

Change of Watch

Sunday, January 20, 2019



Outgoing commodore Robert Bouknight hands over the LTYC Ship's Wheel to Trish McDermott in a tradition that goes back to LTYC's beginnings.



AnnMarie Covington
 1st - Frostbite Series
 1st - Saturday Series Overall
 1st - Wayfarer

AnnMarie also made these beautiful cutting boards as awards for the Wayfarer fleet.



Steve Jones
 1st- Flying Scot
 3rd- Saturday Series Overall

Keith Smoot
 1st - Open Monohull -
 (Sidewinder)
 2nd - Frostbite Series



Jim & Linda Hefferman
2nd- Wayfarer
5th- Saturday Series
Overall



Tom Bews
2nd- Flying Scott
6th- Saturday Series
Overall



Eric Rasmussen
1st- Multihull
2nd- Saturday Series
Overall



Phil & Cathy Leonard
4th- Saturday Series
Overall



Mark & Kim Wise
2nd- Open Monohull
(Holder 14)



Logan Hayes
Junior Sailor of the Year

Eric Rasmussen
Kent Taylor Service
Award – the “Blue Jacket”

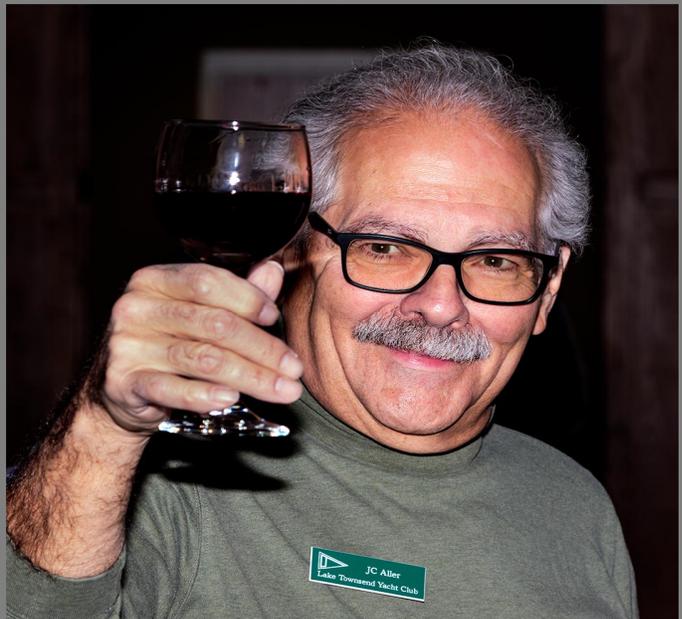


All Blue Jacket Recipients
L to R:
Steve Raper
Scott Bogue
Eric Rasmussen
Joleen Rasmussen
Trish McDermott
Hudson Barker
Otto Afanador
(Bill Byrd was not present)

Eric Rasmussen received the “Blue Jacket” award



Joleen Rasmussen presents the Member Emeritus Award to John Fragakis.



Upper left: AnnMarie Covington relishes the Wayfarer flag made for her by Cathy Leonard.

Right: JC Aller toasts the photographer.

Left: New members Ann & David Bezanson.



Above: Nancy Torkewitz (R) receives well-deserved kudos for all her work on the CoW.



Left (L to R):
George Bageant
Steve Raper
Matt & Holly McArthur





George Bageant reviews the High School Sailing Team



AnnMarie Covington, Ken Butler & Robert Bouknight



Starling Gunn



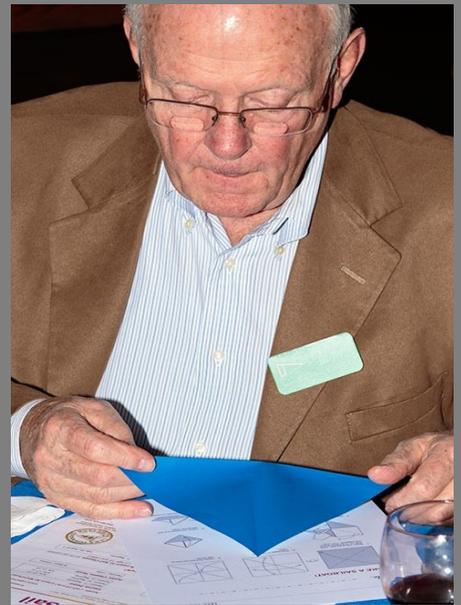
Jack & Emma McArthur provided the musical entertainment.



Robert Bouknight gives well-deserved special recognition to David Duff



Joleen Rasmussen recognizes David Young.



Hudson Barker attempts to make a paper sailboat.



Nancy Torkewitz helps John Fragakis' grandson with making a sailboat.





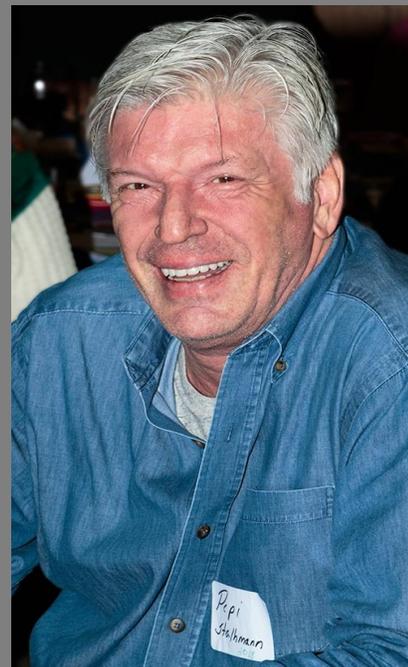
Frans van Zeeland, Phil Leonard, Susie van Zeeland, & Annette Grefe

The Change of Watch was held at Berry Hall at the Canterbury School.

It was a beautiful venue and our thanks go out to Mark Wilson for making arrangements for us to hold our event there.



Mark Wise & Joleen Rasmussen do registration



Pepi Stalhamm



Ali Kishbaugh, Scott Bogue & Trish McDermott

COW photos by Eric Rasmussen, Robert Uzzle, and Scott Bogue

Let's Go Sailing!

Frostbite Series Race

January 12

Lake Townsend



Skippers' Meeting

Frozen Delight or Frostbite or Neither?

Jim Heffernan W1066 and W2458



Lake Townsend was not frozen on January 12 but was certainly a delight to sail on. Frostbite? There might have been a little.

As PRO for this event, I had been watching the weather

carefully and had concluded before I left home that we probably would not be sailing due to temperature, wind chill and little or no wind. How wrong I was! Coming down the hill into the marina I could see a boat in the water and others being rigged. Wow, our LTYC sailors are really enthusiastic and tough!

The group gathered around to evaluate conditions and we decided to do a noon start and see how the temperature felt in the light air while watching for the forecast frozen precipitation. At noon the AP was hoisted since we had to move further from the marina than planned to get steady wind. After a short delay we had the first race started with a mix of five Flying Scots, two Wayfarers, and one Tanzer, with high school sailors Henry Parker and Ben Stuart aboard. First mark was upwind at 045 degrees. Throughout the race, though, there were sneaky shifts back to the forecast easterly, which challenged the sailors to find the best side of the course either through luck or skillful observation.

Three Flying Scots led the pack across the finish line. Team Tom Bews/Ken Butler had jumped off to a clean pin start and then grabbed two good shifts to get in front and stay in front for all four legs, closely chased by Wendell Gundlach/Leigh Wulforst, who were followed by Phil Leonard/Frans van Zeeland.

As the skies began to darken and with a wind increase to 6 mph, the second start had boats spread nicely across the square starting line. Team Ken Butler/Tom Bews with Ken on the helm again led the way in Flying Scot 5295 by catching the easterly shift at the right time and then working up to the front with sharp spinnaker handling as the winds got hot and cold coming over the trees on the shore. After finishing 5th earlier,



**Jim Heffernan, AnnMarie Covington,
Phil Leonard & Ali Kishbaugh**

John Russell showed us all how to get in sync with the shifts to finish 2nd, with kudos to his rock star crew of Kim Wise and Cathy Leonard.

Not too far behind was Team Evan Trudeau/Yukako Kayashima, the crew of a beautiful Mark IV Wayfarer, honing their skills before heading to Florida in a few weeks to compete in the Mid-Winter Championships.

After race 2, with a lot of reluctance we sent everyone to shore, knowing the weather was about to change and knowing there were quite a few cold toes on every boat, both sailors and race committee.

While snacks and warm coffee fueled us at the nearby home of Trish and Scott, the races were resailed using hands to show relative positions and memories to expand perceptions of each leg. We also had a discussion on heavy air racing techniques including what most likely causes downwind or upwind capsizes. Maybe an article next month?

Finally: which intrepid and daring skipper had his boat in the water first? It was Steve Morris with first time crew Chris London (who had never been on a sailboat before) and regular crew Elizabeth Bonnell.

Cheers to all for bundling up and getting on the water.



Jim Heffernan leads a discussion about “survival sailing” in heavy air

LTYC Frostbite Series: January

By AnnMarie Covington

Saturday, January 12, was truly a Frostbite day! The temperature hovered around 39 degrees with 100% cloud cover. There was no radiant heat from the sun, which made the temperature feel even colder. I did not expect to sail, but when I arrived at 10:00 AM, Steve Morris was already putting his boat in the water and several other Flying



Evan Trudeau prepares his Wayfarer



Phil Leonard & Frans van Zeeland

Scot skippers and crews were preparing their boats. By 11:00 AM, over 30 people had arrived at the marina bundled up, and most were ready to sail! There were 18 intrepid sailors in eight sailboats and six shivering race committee volunteers on the water. We completed two short races under the watchful camera of Eric Rasmussen before the weather began to deteriorate.

After quickly putting away the sailboats and Scat boats, we caravanned to Scott and Trish's house for socializing and discussion. (The classroom is being renovated and was unavailable.) Jim Heffernan led a lively talk on heavy air (survival) racing with many experienced sailors adding their knowledge to the discussion. All in all, it was quite a remarkable day.

Photos by Eric Rasmussen



Two brave guys from the High School Sailing Team



CPR Class
January 19
Smith Center
Sponsored by LTYC

LAKE TOWNSEND YACHT CLUB OFFERS FIRST AID/CPR COURSE TO MEMBERS

I hope we never need to use what we learned a on a recent January weekend!

About a dozen members of LTYC gathered for a few hours to take a Red Cross-approved First Aid and CPR course. We learned how to assess a situation, how best to help an injured or ill person, and how to maximize the chance of keeping you alive while the EMTs are on the way to us.



The course covered both events that are more likely to happen while we're at the lake, like drowning, hypothermia or heat stroke, as well as events that are hopefully less frequent: for example, heart attack or stroke. We learned how to perform CPR, how to stop bleeding by using pressure or tourniquet, how to use a splint, and what to do if someone has been out in the sun and heat for too long.

After attending, I know that if one of you is in need of having your life saved I'm up to the challenge. Please, though, try your best not to put me (or the rest of us) to the test! JC Aller



LTYC Winter Series: February

So far so good! Unlike last year, when only one of the scheduled Winter Series races wasn't "weathered out," this year has delivered fine (if a little chilly) sailing weather for every race.

February 12 started out looking a little gloomy, but the sky lightened and the wind freshened. After a bit of unexpected repair to the signal boat trailer, PRO AnnMarie Covington and a full complement of Race Committee hit the water along with seven boats and 15 hardy sailors. New member Julie Feldkamp "got her feet wet" on board the signal boat.



High School Sailing Team members Logan Hayes (L) and Jack McArthur in the 420.



The wind was shifty and variable.



Tom Bodo and Claire McCune showed what Tanzer 4 could do.



They just look cold! Ken Butler, Phil Leonard (at the helm) and Cathy Leonard in the club's Flying Scot.

More from the February Frostbite



Tom Bews (L) demonstrates to an amused Evan Trudeau how to deal with marks and pins that don't cooperate.



John Russell (L) and JC Aller run downwind.



Steve Jones and Elizabeth Bonnell held onto their Winter Series lead with a 2-1-1 win record for the day.



The team of Leigh Wulforst and Wendell Gundlach took Race #1.

At the end of the day's sailing, with Shelter 10 closed, the cold sailors were welcomed by commodore Trish McDermott at her (warm) home, where much good food (thanks Cathy, Leigh, and all who contributed) and good drink sustained many a good conversation among friends.

Photos by Eric Rasmussen

Maintaining Your Sailboat and Trailer - Keeping Your Bearings

By Scott Bogue



You've been looking forward to this trip for weeks, and now the boat and trailer are hooked up, all the gear is stowed safely, the chains, hitch and lights have been checked, and the family is talking about all the fun they are going to have. You drive through the neighborhood, down the feeder road and onto the Interstate.

When you stop for gas a few miles later, everything looks OK so you go on. Two hundred miles from home you check the rearview mirror and the boat doesn't look right, then you see sparks flying out from under the trailer. Fearing a fire you pull over and get out, and you see that the left trailer wheel is gone. Not loose, not flat – gone.

What happened?

The trailer's wheel bearings got wet from launching and retrieving the boat. They rusted, and could not turn freely. Friction from the long drive at high speed built up heat, which drove out the last of the grease. The bearings disintegrated, and the wheel and tire flew off.



Here is what's inside your trailer's wheels:



The details will vary, but the main "ingredients" are the bearings and the seal. The spindle is fastened to the end of the axle, and the wheels and tires are mounted to the long bolts in the hub, just like they are on a car. It might appear from the picture that the spindle nut and washer would keep the wheel on even if the bearings disintegrate, but they are often destroyed by heat as well.

But why don't car wheels have that problem? It's because car wheels are rarely immersed up to the hubs (but if a front wheel drive car's rear wheels are routinely submerged during launching, bearing damage could occur).

The seal, which is designed to keep grease in, cannot stop water coming in from outside. Water intrusion is greater when the trailer has been towed for some distance before the launch because the hubs and bearings are warm, and when the hub hits the cold water, the grease (and any air inside) contracts, sucking in water. The water can't get out, and the bearings, which are steel, quickly rust – and even when there is grease, grease and water will mix as the wheels turn, exposing the bearings to water.



The key to “keeping your bearings” is to keep them well lubricated with fresh grease while minimizing how much water gets inside.

People often ask me how often they should service their trailer wheel bearings. It depends on two things: how often you launch and retrieve, and how far you tow the boat before launching it. A trailer under a boat in dry storage at the lake could be neglected indefinitely; even if the bearings are dry and rusty and sound like a coffee grinder when the wheels turn, they are not likely to fail (unless you decide to take the boat home or take it on a trip).

On the other hand, if you routinely travel some distance and use the boat often, checking once a year is not too often, and if water is found, cleaning and repacking the bearings (that is, replacing the grease).

Something else to check: look at the inside of the tires. If they are all grease stained and messy, the seal has failed. This will damage the tires and, of course, all the grease will eventually leave the bearings.

Servicing trailer wheel bearings is messy but it isn't difficult. Probably the best way to learn is to watch someone, but with the Internet and YouTube you can search for “Grease Trailer Wheel Bearings” for any number of good videos. Buy boat trailer wheel bearing grease (it's more water resistant) and use gloves. **Take your time, and check every step, especially when you install the washer, spindle nut and cotter pin.**

PS – how can I tell if my bearings are OK? 1. Hitch the trailer to the tow vehicle or block the wheels. 2. Jack up one wheel until the tire clears the ground. 3. Grab the wheel at 9 and 3 and rock it (don't turn it) strongly. It should not have any play. 4. Rotate the wheel and listen closely for any sound. A faint whir is OK, but any rumble, grinding or other noise is not. 5. Remove the dust caps and check for plenty of clean grease and no water.



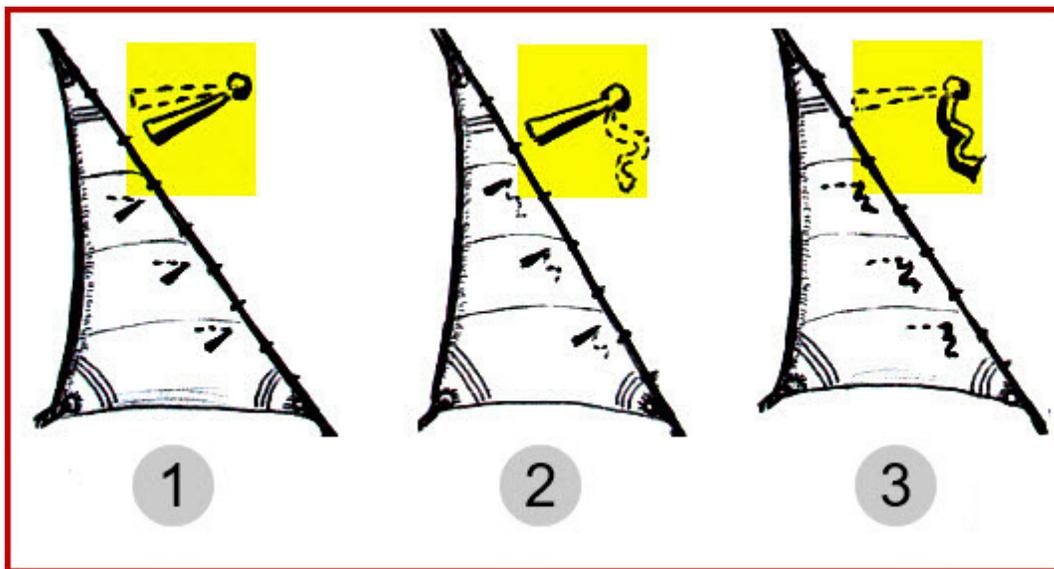
Captain John's Skipper Tips

Www.skippertips.com

Sails have leading and trailing edges. The luff leads off. First to greet the wind. Then, the air flows across the sail to the leech. And the goal will be to keep that air flow attached on both sides of the sail throughout the journey.

How to Sail to Windward with Blazing Speed!

If you are anything like me, it can be confusing to try to remember just what your Genoa luff telltales are telling you. These small pieces of yarn or ribbon can help you learn to sail a boat better, faster, and with more power. Learn a new way to use telltales for close hauled sailing with these three easy secrets!



Are you sailing with your sails trimmed (1), stalling (2), or pinching (3)? Concentrate on the windward side telltale. Compare it to the leeward telltale to know whether to point higher or fall off for best performance. In the illustrations, you are looking at the windward side of the Genoa.

Genoas and jibs often come from your sailmaker with telltales already in place. Look along the luff in the lower third, halfway point, and upper third of your boat sails. Racing sailboats use telltales to help beat the competition on race day. Small cruising boats can use them to get to windward destinations faster.

- Before you use telltales, make sure to trim your sails. In moderate winds, tension the halyard to keep the Genoa draft about 40% aft of the luff; tension the halyard or Cunningham to keep the mainsail draft about 45% aft of the luff.
- Set the mainsail boom close to the centerline. Allow the mainsail leech to twist a bit (fall off to leeward). Sight up the leech and ease the mainsheet an inch at a time to induce twist.

Continued next page

- Watch the top batten as you ease the mainsheet. In light air, keep the top batten parallel to the boom. In moderate air, keep the top batten open a bit to leeward. This helps the air exit the leech without turbulence.
- Trim the Genoa so that it matches the mainsail. The Genoa leech should lie within about 1" to 2" of the spreader tips. Now, you are ready to use your luff telltales.

How to Use Genoa Luff Telltales

You want your telltales to stream in a "V" pattern on the windward and leeward side of the Genoa (or headsail) when going to windward or reaching. This shape indicates that you have an even flow of air on both sides of the sail. But if one side of your sail gets more air flow than the other, one side will stream while the other flutters.

It's easy to forget which way to turn the boat to get those yarns or ribbons streaming again. There are lots of different tips in the sailing world on how to do this. But, I've found one method works best for many folks.

Concentrate only on the WINDWARD side telltales. First, ask yourself, "What are the windward yarns doing?" Compare their action to the telltales on the leeward side. Use the memory keys below to know which way to turn the boat...

1. Windward telltale streaming--Leeward telltale streaming

What does it mean?

Perfect sail trim. Good air flow on both windward and leeward side.

2. Windward telltale streaming--Leeward telltale fluttering

What does it mean?

Stalling. If most of the wind blows onto the windward side, this blocks the air from the leeward side. This causes that leeward telltale to flutter, fly around in wild circles, or hang down like a limp noodle.

What will happen?

Stalling causes the boat to slip sideways more than it should. This reduces your speed.

What action do you take?

"Streaming = Head Upstream".

Streaming means you need to sail "up-stream"--or closer to the wind. Sail toward the wind just enough to get the "V" pattern that indicates perfect sail trim.

3. Windward telltale fluttering--Leeward telltale streaming

What does it mean?

Pinching. If most of the wind blows onto the leeward side of the sail, this blocks the air from the windward side.

What will happen?

Pinching causes the boat to slow because it's sailing too close to the wind.

What action do you take?

"Fluttering = Fall Off".

Fluttering means you need to fall off the wind. Turn away from the wind just enough to get the nice "V" pattern that shows perfect trim.

Notice in each action step, you concentrated on the windward telltale to know what action to take. If it streamed by itself, you sailed upstream, or closer to the wind. If it fluttered by itself you fell off, or farther away from the wind.

You can help LTYC Go Green!

We want to make each race and regatta a clean & green event. How can you help?

- * Bring your own coffee cup .Bring your own water bottle.

Other ways to reduce plastics in our waterways & oceans:

- * Please refuse & return straws at restaurants & drive-thrus.
- * Use reusable bags for groceries & all purchases.

Thanks for everyone's efforts to reduce plastics in our environment!



THE BEAT

NORTH CAROLINA SAILBOAT RACING NEWS

Our goal is to share news of all things sailboat racing in North Carolina. THE BEAT is free. To SUBSCRIBE directly, send an email to thebeatnc@gmail.com, put THEBEATNC on the subject line, give your name, and say, "Sign me up!" (Unsubscribing is just as easy.) And please forward THE BEAT to those you think might want to subscribe.

Thanks! Jerry Thompson

Remember that the lake is CLOSED on Wednesdays *and* Thursdays until March.

Gates close at 5:00 SHARP during operating hours.

 Congratulations!

To new board members Cathy Leonard,
Robert Uzzle, and Gail Walters!

Lake Townsend Yacht Club Board

Commodore: Trish McDermott ♦ ltyccommodore@gmail.com

Vice Commodore/Racing: AnnMarie Covington ♦ hobieone57@yahoo.com

Rear Commodore/Education: Joleen Rasmussen ♦ joleenrasmus-
sen@embarqmail.com

Treasurer: Mark Wise ♦ ltyctreasurer@gmail.com

Secretary: Nancy Torkewitz ♦ heynineteen1919@gmail.com

Equipment: Scott Bogue ♦ scott.aomci@gmail.com

Membership: Cathy Leonard ♦ cleonard864@triad.rr.com

Social: **OPEN – Need a volunteer!**

Publicity: **OPEN – Need a volunteer!**

Webmaster: Mark Wilson ♦ mark.wilson@wilsontechnologysolutions.com

Mayor's Cup/Nominating/Past Commodore: Robert Bouknight ♦ rob-
ertb1958@gmail.com

Newsletter: Robert Uzzle ♦ newolderhouse2001@gmail.com

Social Media: JC Aller ♦ aller.jc@gmail.com

Let's Go Sailing / STEM: Gail Walters ♦ lemheli1@gmail.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 the first Thursday of each month at 6:00. Watch for location!



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

Next newsletter deadline: March 15, 2019

Buy - Sell - Want to Buy

Boats-Equipment-Accessories – Ads run for 3 months. If not renewed by the seller, they are deleted.

newsletter@laketownsendyachtclub.com

High School Sailing Team Needs Sailboat Dolly

I would like to ask any members if they have by any chance a sailboat dolly, like for a Laser, they would be willing to donate to our team? A small trailer we could also use as a dolly? It would be a huge help! Please contact Mark Hayes, mhayeslaw@triad.rr.com

Trapeze Harness Needed

Wanted - A used but in good shape harness to use on my Flying Dutchman sailboat. Please contact Robert Uzzle at newolderhouse2001@yahoo.com. 2/19

Catamaran with trailer for sale

Aqua Cat 12.5 catamaran by American Sail, includes trailer with title. Nice condition, easy to rig & fun to sail. New equipment: Dacron sail (sunrise colors), tiller & rudders, dagger boards, inner & outer spars, & mast head float. Asking price \$1,500. Call Sabra Gear at 434-774-4803. 10/18

2007 Flying Scot (Kitty Hawk, NC)

FS# 5767 for sale. 50th anniversary edition. New MAD main sail and jib (sails have been used a handful of times), control lines, rigging, and halyards. Boat is in good shape and ready to sail. Comes with boom/cockpit cover and Tee Nee trailer. Trailer is in good shape with new tires, lights and wiring. Contact: Hardy Peters, East Coast Sailboats 252-489-3491. Free delivery triangle area. Titles for both. \$9,400.00

9/18

Etc. -----

And now for our 2019 weather forecast:

It'll be 50% pretty good, 40% just fine, and 10% GREAT with a 100% chance of sailing!

