

Lake Townsend Yacht Club

Tell Tales

June 2019



42nd Annual LTYC Mayor's Cup



Upcoming Events

June – August (June 10-14)	Junior & Adult Learn To Sail Classes	Lake Townsend
(June 17-21)	Junior Learn To Sail	Lake Townsend
Every 4th Sat. June 14-16	Junior Learn To Sail	Lake Townsend
June 22	Social Sails	Lake Townsend
June 26	Governor's Cup (CSC)	Henderson, N.C.
July 11	Saturday Series Race (special date)	Lake Townsend
	Teen Adventure Camp	Lake Townsend
	LTYC Board Meeting	Lake Townsend Classroom



A Note from the Commodore

As you know, the sailing and racing season is in full swing. The Mayor's Cup was a great success and the weather was pretty awesome, too. Many thanks to Nancy Torkewitz for her organizational genius and thanks to all who helped make this event successful. We are making notes about what to do better next year. If you have suggestions, please let Nancy know.

Our Learn to Sail classes have started and there is still a need for lead instructors and assistants. One or two days of volunteering will help. Some of our volunteers take days off of work to help out. Please sign up! Go to our website and click on the right hand column under "Class Volunteer." Your participation is greatly appreciated.

Our June 6 board meeting was attended by four members (two of them new members!) To encourage members to attend, it was held at shelter 10 and included were good snacks and drinks. We'll have another one there in the future and hope that you can attend. (Note that *all* board meetings are open to *every* member and you can find out where they're being held in our newsletter.) The July meeting will be held at the marina classroom on July 11 at 6:00 pm.

Coming up are two Extreme Teen events and we need skippers to take kids sailing. They're both on a Wednesday and the lake will be open only for this event. The dates are June 26 and July 24. Please sign up on the scratch sheet. We also need a driver and assistant on one SCAT boat.

The best news we've heard in a long time is the delivery of two new boats for the city's fleet of rental sailboats. The boats are identical RS Quests and I highly recommend that you rent one and try it out. They are not available to rent yet, but hopefully will be by the end of this month.

A couple of reminders: Bring your own PFD (life jacket) and one for your crew for racing or social sailing. We can no longer borrow the city's life jackets unless a city boat (Capri, Sunfish, Aqua Finn, Pico) is being used.

Also, keep in mind that the marina office does not have keys to unlock the race or club sheds. Combination locks have been installed on both. If you need to get in, please ask a member, not the marina folks.

Fair winds and happy sailing!

Trish McDermott

Just Wow!

Our Own 2019 Mayor's Cup-An Impressive Success!



Photos by Otto Afanador

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More Mayor's Cup Photos



Photos by
Linda
Marsh

To see more Mayor's Cup photos from photographer Linda Marsh use the URL below

https://photos.google.com/share/AF1QipMr9-uHqqVFfthePRGe4s8GS14RknZ3V7kNdatTcxjUyoQM7REg8v9s_0-bNqbaoQ?key=clctNEMxTXhVSjFsYS1kbVcyR3ZMUFIYbnhjVEFR

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Lake Townsend's 42nd Annual Mayor's Cup Results

Flying Scot Class

Class=Flying Scot ScoreMethod=One design (Finish position)

Overall Results

	Sail	Skipper	Crew	Total	One	Two	Three	Four	Five	Six
1	5341	Wake,John	,Sharonna	10	1	3	1	1	2	2
2	5171	O'Donnell,Sean	Rink,Dave	25	2	2	2	17 OCS	1	1
3	5691	Safirstein,David	Claypool,Carol	31	5	6	5	3	3	9
4	5971	Buckner,Charles	Oller,Dale	34	6	1	3	17 OCS	4	3
5	775	Bouknight,Robert	Rosinski,Chris	37	3	4	7	12	7	4
6	5451	Bews,Tom	Wilson,Mark	38	7	7	6	2	9	7
7	6101	Jones,Steve	Jones,Anderson	52	9	9	4	13	6	11
8	4125	Easton,Rob	Enell,George	53	11	11	9	8	8	6
9	5980	Gundlach,Wendell	Wulforst,Leigh	56	4	15	12	10	10	5
10	3500	Morris,Steve	Russell,John	56	12	8	10	5	5	16
11	6092	Price,Joe	Grey,Don	56	13	5	13	6	11	8
12	4381	Howard,David	Howard,Anna	61	10	12	8	9	12	10
13	2595	Barker,Hudson	Caleb,Bob Hoffman	67	14	10	11	4	15	13
14	5295	Hemphill,John	Bonnell,Elizabeth	67	8	13	14	7	13	12
15	1149	McDermott,Trish	Sherman,Caroline	83	15	14	15	11	14	14
16	1939	Duff,David	Ford,Linda	93	16	16	16	14	16	15

Open Class

**Open Monohull and Open Multihull
Class=Open ScoreMethod=Portsmouth**

Overall Results

	Sail	Skipper	Type	Total	One	Two	Three	Four	Five	Six
1	5276	Streb,Bart	BCN	6	1	1	1	1	1	1
2	5253	Chaplinsky,John	BCN	16	2	2	3	5 DNC	2	2
3	2041	Hamilton,Peter	ISTP2	16	3	3	2	2	3	3
4	1842	Afanador,Otto	BCN	28	5 DNC	5 DNC	5 DNC	3	5 DNC	5 DNC

Wayfarer Class

Class=Wayfarer ScoreMethod=One design (Finish position)

Overall Results

	Sail	Skipper	Crew	Total	One	Two	Three	Four	Five	Six
1	10978	Heine,Uwe	Collins,Nancy	10	1	1	1	1	2	4
2	2458	Heffernan,Jim	Heffernan,Linda	12	2	2	2	3	1	2
3	864	Leonard,Phil	Leonard,Cathy	20	3	3	5	2	6	1
4	11134	Covington,AnnMarie	Reiner,Jason	25	4	4	4	5	3	5
5	10945	Trudeau,Evan	Kayashima,Yukako	30	5	6	3	4	5	7
6	449	Butler,Ken	Walters,Gail	33	6	5	6	6	7	3
7	11148	Forman,Andy	Francis,Bill	38	7	7	7	7	4	6
8	3446	Krasowski,Mitch	Freyeldenhoven,Steve	49	8	8	8	8	8	9
9	9411	Durack,Kim	Collins,Ryan	61	11 DNC	11 DNC	11 DNC	11 DNC	9	8
10	276	Grefe,Annette		64	11 DNC	11 DNC	11 DNC	11 DNC	10	10

Tanzer Class

Class=Tanzer ScoreMethod=One design (Finish position)

Overall Results

	Sail	Skipper	Crew	Total	One	Two	Three	Four	Five	Six
1	232	Rasmussen,Eric	Rasmussen,Joleen	8	1	1	2	1	2	1
2	2000	Thorn,Peter	Brice,Ann	10	2	2	1	2	1	2
3	161	Altman,Arch	Stavely,Jane	23	4	4	5	4	3	3
4	1592	Hood,Jay		28	3	5	3	3	7 DNC	7 DNC
5	1567	Gilbert,Dave	Gilbert,Carson	32	5	3	4	6	7 DNC	7 DNC
6	1543	Stalnaker,Matthew	Black,Sarah	37	6	6	6	5	7 DNC	7 DNC



Joleen and Eric Rasmussen, Tanzer Class Winners and William (Bill) Myatt NC State Championship Trophy Winners



John Wake and Sharonna, Flying Scot Class and Mayor's Cup Winners



Cathy and Phil Leonard, Third Place, Wayfarer Class



Jim and Linda Heffernan, Second Place, Wayfarer Class



Pete Thorn and Ann Brice, Second Place, Tanzer Class



Nancy Collins and Uwe Heine, Wayfarer Class Winners



Carol Claypool and David Safirstein, Third Place, Flying Scot Class



Janet and Bart Streb, Open Class Winners and Winners of the Bryan Cup



John Chaplinski and crew, Second Place, Open Class (Linda Marsh photo)



Arch Altman and Jane Stavely, Third Place, Tanzer Class (Linda Marsh photo)



Sean O'Donnell (L) and Dave Rink, Second Place, Flying Scot Class



The Commodore welcomes the crowd.



Nancy Torkewitz thanked everyone who helped put Mayor's Cup Regatta 42 together and made it successful.



An appreciative crowd at the awards ceremony.

Proud of Our Club for Taking Recycling Seriously.
Our Club Rocks!

Robert Uzzle



Notes from a Member of the Crew Union at Mayor's Cup

By Andy Forman

As an active member of the Dinghy Racing Crew Union ... actually the International 505 Crew Union, I never know what to expect when I agree to crew for a new skipper. However, after sailing with many different skippers on many different boats, I have learned a lot and have developed some useful rules of thumb for successful racing on any boat and with any captain. (You also develop skills for talking smack about your competition, but I'll digress on that topic at a later date.)

For the Mayor's Cup, I agreed to crew for Bill Francis, a sailor who spoke with excitement of his history of multihull sailing on Hobies, Isotopes, A-Cats, and Nacras. Bill said he had acquired a "new" Wayfarer, a monohull boat that had been purchased by the previous owner in 2016 and never sailed and was then acquired by Bill in 2018 and again, never sailed. My thoughts were that, being a multihull sailor, Bill might not be aware of how often a monohull tacks during a race. As you know, multihulls try to avoid any unnecessary tacking (just acknowledging...)

A few years ago, I crewed for/skippered for the inexperienced owner of a newly refurbished "woody" (all wood) Wayfarer with new sails at Lake Eustis ... to his extreme delight we got second in non-spinnaker in the Wayfarer fleet, having been at the back of the fleet up until then. Key to our success on that boat was to significantly shorten the brand new jib halyard so proper forestay tension could be applied in the heavier wind and puffs, thereby allowing us to control mast bend/depower, point high, sail fast and compete.

As I did then, I offered to Bill Francis that I would be happy to crew and/or helm for him so he could get familiar with the many controls on a Wayfarer and train up before taking the helm in future races.

Bill indicated that he had not sailed the boat yet because the retrieval line for the jib halyard needed repair. We agreed to meet at Lake Townsend on Friday afternoon before the race and try to repair it.

I reached out to the Wayfarer fleet to get more intel on the retrieval line. As soon as word got out that I had agreed to sail with Bill, the Wayfarer fleet rumors came in. "It's a new boat." "It's never been raced." "It's one of the new Mark IVs." *"It ought to be really fast!!"* *"Will you be skipper?!?"*

On Friday afternoon, Bill arrived and the Wayfarer fleet swarmed the boat and helped replace and splice the retrieval line (thanks AnnMarie Covington!) and ensured that all settings were proper for a new boat (thanks Uwe Heine! and Ken Butler! and Phil Leonard!)

After hoisting the mast, it became apparent that the jib halyard wire was too long and therefore, no shroud tension could be applied, so we shortened the jib halyard with help from parts and tool loans from Phil, Ken, and Eric Rasmussen. The repair was obviously incomplete but we had no time to perform proper measurements and get it perfect.

On Saturday, Bill and I chose not to fly the new spinnaker to minimize confusion with all of

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the new controls for Bill to learn. We then did what we had hoped to do, not finish in last place over three races, even though we competed without a spinnaker.

Of course, on the very first start, we got peeled off the starboard starting line by the top competitors of the fleet. (Yes, I'm showing my admiration and respect for Jim Heffernan, Phil, AnnMarie and Uwe...)

In preparation for the second start, we observed a Flying Scot hugging the left side of the course along the golf course and successfully beating all but three boats to the upwind mark. We also observed portions of the fleet sailing into dead wind holes on both the upwind and the downwind legs. Our choice was to go right and seek to tack back into the puffs and pressure and not the holes, and avoid the fleet on the cross or cross them on starboard tack.

Yes, we over-tacked. Yes, we were too slow in completing our tacks. Yes, our head was in the boat too often. And yes, Ken Butler successfully rolled us on a reaching finish when we noticed him but did not pay attention (good move, Ken!) In summary, our sailing on Saturday was OK on the upwind legs. Bill was becoming more familiar with the boat and the controls and with the priorities with regard to what to focus on.

We noticed that the slot between the jib and the main was closing at the leech too quickly, so we adjusted the jib cars back a bit.

We also noticed that the jib halyard was still not tight enough to allow the boat to compete in the upwind combat in pressure and puffs so, after Saturday's racing, we shortened the jib halyard again with help from Phil, Ken, and Eric and finished the job on Sunday morning with proper tools that Eric brought.

Between Bill's skills development, the jib car reposition and the shroud tension improvement, the boat really performed much better on Sunday. **To our surprise and delight we got a 4th and a 6th in a fleet of 10 boats that day, and us without a spinnaker.**

Tricks applied during Mayor's Cup! - you all know this stuff -

- Keep the telltales on the jib flying!
- Complete your tacks properly and with determination. Not over, not under, no delay, sails perfect.
- Ease, hike, trim - don't let the boat load up and overly heel in a puff. Your attempts to use the rudder to counter the boat's weather helm (tendency to turn to windward) will slow you down.
- Check the slot and adjust the jib turning blocks as needed to keep the slot open and parallel to the main. This changes with wind pressure.
- Keep the weight forward at all times! ... I stood up and against the thwart almost the entire weekend and leaned over Bill on the downwind runs. You'll notice that this affects your need for the effort on the tiller/rudder. Weight forward will result in less rudder being needed and less friction to slow you down.
- Look out for Ken Butler! He has a consistent way of being there in time to mess with your tacks.

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- Hydrate your captain and yourself after every race to avoid becoming mentally foggy in the heat! It is common to not feel thirsty. Don't be fooled!
- Keep the boat close to flat and level unless you are straining to get around the upwind mark on the last starboard tack. Almost every captain I have ever sailed with likes to sit back and enjoy the view. This results in the weight shifting aft and the boat dragging its stern. As crew, you can counter by leaning forward onto the bow or forward of the shrouds. You can hear the turbulence of the water that is created when the boat drags its back end. When you move forward the turbulence and related sound subside and you steam past your competition...upwind and down.
- Check your shroud tension, vang and bridle if you can't point as high as the fleet (well ... as high as Phil and Cathy Leonard anyway). Check and adjust frequently as conditions change.
- Use the Scot fleet and other boats before and during the races to spot the pressure, favored side, effective tacks, wind direction and puffs, and plan your options accordingly. Note whether a Scot succeeded with their strategy.
- Note that a downwind fleet of Flying Scot spinnakers breaks up the wind and really inhibits effective beating in the shadow of this onslaught. Who would want to sail in this messy air?
- Keep your air clean! Don't wait too long to tack and get stuck under someone's wind shadow.
- On downwind reaches, use the boat's polar chart to best effect because going with the spinnaker parade is always a losing proposition... especially if they have a spinnaker and you do not.
- Continuously monitor and adjust shroud tension, vang/kicker, outhaul and traveler in the puffs upwind. More shroud tension, vang, and outhaul in the puffs, less as the wind goes light. Release all on the downwind. Feel the boat and power! Observe the main leech tension and optimize.
- Assert your starboard rights!

Thanks again to Bill Francis for the opportunity to sail with him. Thanks again to the Wayfarer fleet for help on shore. With a bit more tiller time, Bill will be sailing with a spinnaker and competing successfully with the fleet.

Sail on!

Andy Forman

Member in good standing / 505 International Crew Union

City Insights

The LTYC News Letter is Introducing a new column called City Insights. If it is well received, maybe it will be a monthly column. It will contain information about new happenings at Lake Townsend and changes that might be of interest to LTYC. Additionally it will contain some interviews with city employees who work at Lake Townsend .

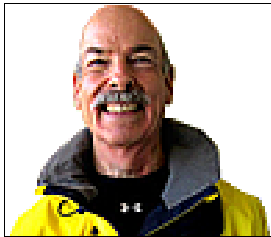
Some changes that have been made by new managers at Townsend include

1. Requesting a single Liaison with LTYC. Trish our Commodore has agreed to fill this role.
2. Requesting LTYC to move our file cabinet to our race shed decreasing a lot of foot traffic in the office.
3. Requesting that LTYC reserve the classroom rather than just assume we are the only group who use the classroom.
4. After we use the classroom for meetings or sailing classes(at the end of the last class) the city request that we remove our teaching aids so that the next group to use the classroom can have a clean room to use.
5. The city project manager has assumed responsibility for the dock repairs. Clint is no longer charged With this task.

The order of priority as explained to me is:

- A. Walkouts
- B. Sailboat dock-which includes replacing the superstructure (joist) as well as the walk boards.
- C. Sidewalks.

The city has expressed thanks for LTYC's patience with these changes which in the long run should help make for a stronger partnership between LTYC and the city.



www.skippertips.com

If you are anything like me, some things you see on used sailboats drive you up the wall. Of course, the boat broker might try to butter you up by pointing out the spacious cockpit, comfy cabin, copious berthing, sumptuous galley, and voluminous heads fit for a king or queen.

But, I like to check out the little things which signal how the boat and her rigging and sails have been treated and cared for. So, one of the first things I look at? Fourth gear. Or, more often than not, the gaping hole left by her "missing" fourth gear.

Let's digress for a moment. Imagine walking into a car dealership. The friendly car sales rep meets you in the lot and starts giving you the pitch. He opens up the door, invites you to have a seat and feel the luxury of the vehicle.

You glance over to the gear shift and note something not quite right. You see a 1, a 2, and a 3, but no 4. Huh? "What's up doc?" you ask your host. "Where's fourth gear?". "Oh, that's optional", he says, winking and grinning like a Cheshire cat, flashing a set of ivories fit for a Steinway.

This would be my signal to exit and beat feet down the street. Don't know about you, but nonsense doesn't cut it in a vehicle, the road variety or the water

variety. If a land vehicle lacks fourth gear, it will not drive for beans.

Sailboats, whether day sailing, racing, or cruising, need a fourth gear to:

- Shape and control the mainsail leech on reaches or when running.
- Keep the boom from "pumping" up and down (fitting wear and tear).
- Prevent excess mainsail loads and flogging (sail wear and tear).

So, what's the sailor's primary fourth-gear control system? It's called a boom vang. The basic vang looks similar to a mainsheet, with a three- to four-part block and tackle. The tail leads through a cam-cleat on the lower fiddle block, then aft to the cockpit for easy adjustment.

Attach one end to the base of the mast and the other end beneath the boom about one-third aft of the gooseneck. Check your boat specs or call the manufacturer (or go onto a site specific to your boat class) to make sure of the exact location of the attachment point under your boom.

So, what's the big deal with a vang?

When beating (close hauled), you have the main boom close to the centerline of the boat. You use the mainsheet to trim the leech of the sail. Crack off to a close reach and watch the end of the boom. It starts to move outboard.

The farther out over the water the end of the boom goes, the less downward pull you have from the mainsheet. Ease off to a close reach, beam reach, broad reach or a run, and the end of the boom will lift up with each gust of wind, causing the leech to curl without some help.

A lot of help. Enter the boom vang. It takes over the job of "downward pull" when the mainsheet can no longer perform the task. Super important, not only to prevent wear and tear on the boom parts (pumping up and down), but an untrimmed sail flogs and shudders, which shortens its life.

Sailors,

It's that time again! Winter winds have given way to warm breezes. You can connect with the wind, water and friends in the great outdoors again! Don't forget to renew your LTYC membership! Make a point to bring friends and get more boats involved this year.

Thanks,

Cathy Leonard

Learn To Sail Classes



Left To Right: Otto Afanador, Henry Liwinski, Joleen Rasmussen, George Enell, Tamara Sheldon, Julie Feldkamp, Dirk Simones, Carol True, Hank McNeese, Ian Phillips, Amanda Phillips, Greg Lund, Robert Usell.



Left To Right : Otto Afanador, Robby Hassell, Bill Young, Dwight Bates, Richard Bock, Danny Burns, Phillip Clauss, Hayward Andres, Eloise Hassell, George Enell, Joleen Rasmussen,
Not pictured: Assistants Kim Wise, Robert Uzzle



Many thanks to all our wonderful volunteer teachers and to the LTYC for hosting the 2019 Summer Adult Learn to Sail camp! We greatly appreciate your willingness to share your knowledge, experience, advice, time, and patience. We thoroughly enjoyed getting to know each of you and our fellow campers.



Smiles and laughter were interspersed with learning how to sail four different types of boats. Many thanks for the encouraging videos, pictures, emails, graphs, and sailing maxims! We appreciated learning the parts of the vessel, knot tying, how to determine wind direction, rigging and unrigging, and adaptive sailing techniques. Many thanks for a most enjoyable and educational week!



Eloise & Robbie Hassell



City of Greensboro Parks & Recreation received two new RS Quest sail boats. LTYC members were on hand to help with assembling and setting up the boats. The boats should be in service by the end of this month. Check them out!



OF IMMEDIATE INTEREST

Remember that qualified members may use Club boats at no charge. Here's what to do:

- Go to LTYC home page, laketown-sandyachtclub.com
- Scroll down to Scratch Sheet: Participation Signup. Click.
- Go to the headings at the bottom of the page.
- Scroll right or left to "2016-19 Club Boat Usage."
- First time? Check Usage Policy and follow instructions.
- Scroll down to 2019 and fill in the blanks.
- Club event? There's no launch fee!
- Not a club event? Pay lake launch fee or check in if you have a season pass.
- Go sailing!



**LTYC members launch free
on Club event days!**

All other times:

- Pay the regular lake launch fee.
- If you have a season pass, just check in.

Bring Your PFD



This year you will **NOT** be able to borrow a PFD from the Marina office (policy change!)

Be sure to bring one for yourself and one for your crew or guest(s).

Want to learn more about sailing? Here's how to get a crew spot.

Crewing for an experienced sailor is the best way to learn. You can crew during races held on the second (full weekend) Saturday of the month, on Sailing Savvy Sundays, or during our Social Sails, held on the fourth Saturday of each month April through September.

Here's how you do it: go to www.laketownsendyachtclub.com and click on Scratch Sheet: Participation Signup. Find the race date at the bottom and click on it. Scroll down to the green section titled "Available to Crew" and put your name and phone number and/or email in there.

Another way to get a crew spot is to show up on a race day, Sailing Savvy Sunday, or Social Sailing day. Come to the skippers' meeting, usually held at 11 a.m. and tell the group that you'd like to crew.

Name: Available to Crew	Contact Info	Come out early for an 11:00 participants meeting. Boat rigging tends to start around 9:30.	

A Quick Look at Some of the Benefits of Your Membership:

- * Monthly newsletter
- * Make new friends
- * Great food and adult beverages after sailing
 - * Mentors available to help you
- * Free use of city sailboats during LTYC events
 - * Free use of club sailboats
- * Free boat launching during club events
 - * Continuing education programs
 - * Yacht club reciprocity

Lake Townsend Yacht Club Board

Commodore: Trish McDermott ♦ ltyccommodore@gmail.com

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

Rear Commodore/Education: Joleen Rasmussen ♦ Joleen@lrcrafts.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: Eric Rasmussen ♦ eric@lrcrafts.com

Mayor's Cup/Nominating/Past Commodore: Robert Bouknight ♦ robertb1958@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

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: July 10, 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

1979 Boston Whaler Harpoon 4.6 Sailboat \$2295.00 firm

Includes 1984 Long heavy duty trailer which has buddy bearings, new winch, new tongue jack with wheel, spare tire. One year old Sailor's Tailor boat cover can be used with mast up or down. Sails include main and jib.

New main sheet ratchet block and cam cleats. Motor mount on boat stern.

In the past, this was the US Sailing training boat for new sailors. Very easy to sail and comfortable for a parent and children.

Contact Stephanie Taylor at (336) 209-0328 for additional information. 4/19

Wayfarer for Sale

Saint Elmo's Fire is a 1967 Avon-built Wayfarer with fiberglass hull and decks. We have owned her since September 2014. She is ready to sail, turnkey; just put her in the water.

- Set up for daysailing and club racing
- Clear NC titles for boat and trailer
- PAMCO trailer with new hubs and bearings 2018, three new tires 2014
- Original Procter mast and boom
- Adjustable spreaders
- Kent original equipment specification main and jib, 2014
- Kent original equipment specification genoa, 2018
- Jiffy reefing with single reef point, captive gaskets
- Class legal masthead flotation (never fear turning turtle)
- Mast up or down Gottschling cover, 2014
- Many more functional details

Why is she for sale? The skipper (Trish) wants to race our Flying Scot.
\$3200 Email Trish McDermott or Scott Bogue - look under Board Members.

6/19