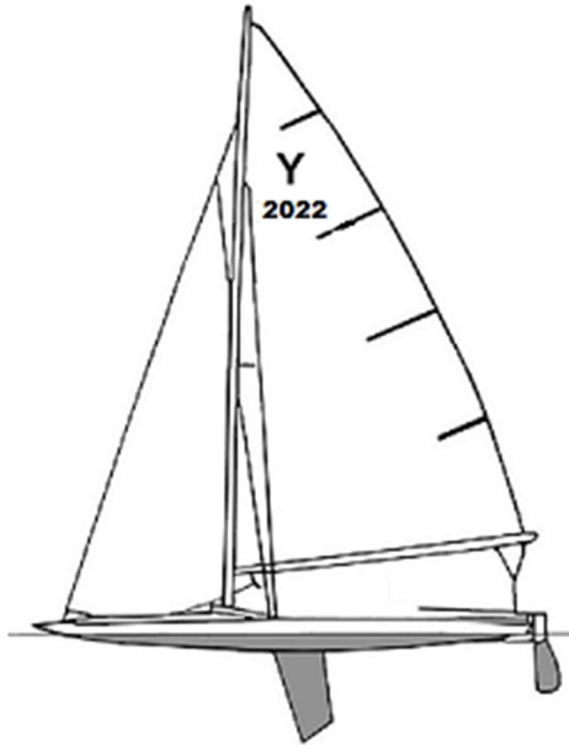


January 2022



The Flyer

Yflyer.org

The Newsletter of the American Y-Flyer Sailing Association



Y-Flyer Mid-Winter Championship

March 19-20, 2022
Atlanta Yacht Club

Friday, March 18

6:00 - 8:00 p.m. Registration and welcome at the clubhouse

Saturday, March 19

8:45 a.m.- Late registration at clubhouse

7:45- 8:30 a.m.- Breakfast at clubhouse

9:15 a.m.- Competitors meeting at pavilion

10:25 a.m.- Warning signal for race 1 with subsequent races to follow ASAP

6:30 p.m. or after racing- Dinner

Sunday, March 20

8:30 a.m.- Breakfast at clubhouse

9:25 a.m.- First warning signal of the day with subsequent races to follow ASAP. No Race will start after 12:00 p.m.

After Racing – Lunch and awards at the clubhouse

Online payment and credit card options are available through PayPal, Venmo or Zelle. Should you desire to utilize one of these methods, contact Nile Hatcher at Nile2762@hotmail.com or 404.310.3841

Send checks to:
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Woodstock, GA 30188
Make checks payable to Y-Flyer Fleet #1



From the Editor

This month, our membership drive begins.

“The Flyer” circulation is currently over 300 emails sent directly to people. Even more interested people view the newsletter on the website, www.yflyer.org If you know someone who would like to be added to the mailing list just send me the email address at elfraser51@gmail.com

There are some things that all our readers can do to keep the class strong:

1. Join the class. You don't need a boat to become an active member. Current members, renew today.
2. Support our advertisers who have supported us.

3. Show people your Y and take them out for a sail.
4. Get young people involved in sailing the Y-Flyer.

Go to www.yflyer.com to join today!

Sincerely, Captain Terryble, Y-2806



More from the Editor

Capt Terryble

The Flyer has had the good fortune of receiving articles about sailing the Y-Flyer from all areas. We have so many articles that The Flyer is a bit backlogged as we've tried to hold each edition to about 30 pages. Have no fear! We intend to publish every submission. This edition features "Downwind" an article from Henry McCray.

February will feature a story about two Y-Flyer families who have been sailing Y's for 4 and 5 generations.

We also have an interview with a member of Lake Mattoon Sailing Association about her many years of experiences in the class.

About 10 years ago, on my Y-Flyer blog, I experimented with a way to rank Y-Flyer sailors during the year.

Starting this year, The Flyer will apply what we learned and publish a monthly ranking.....just like the NCAA!

Y-FLYER SAILS

**SAILING INC IS PROUD TO BE A
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**LATEST DESIGNS INFLUENCED BY
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Obituary

John Brown, Y-2261 and 2542 Valley Sailing Association (Fleet 22, Acton Lake, MO)



and Lake St Louis (Fleet 59)



It is with sadness that we pass on the news that John Brown has passed away. Here are only a few of his Y-Flyer accomplishments:

Y-Flyer Area Vice President (1970-1971), National Regatta Committee Chairman (1969-1971), Valley Sailing Association Commodore (1971), Multi-time Fleet 22 Racing Series Winner, Kentucky Lake Regatta Champion (1966), Multi-time Fleet 59 Racing Series Winner, First Winner of the Planar Cup (1973) a traveling trophy among St Louis area clubs, Whale of a Sail Champion (1971), Cold Duck Regatta Champion (1978)

John Louis Brown, Sr. passed away Thursday, January 13, 2022, at the age of 96 years.

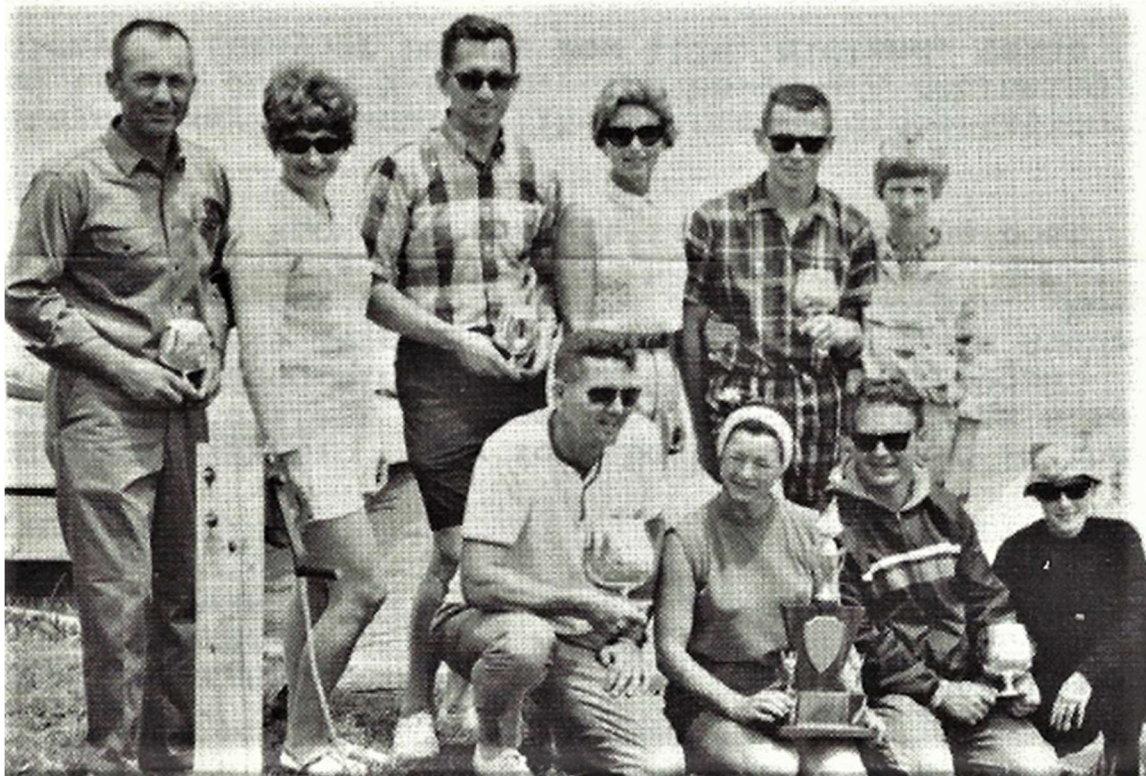
He is survived by his two sons: William W. Brown, Sr. and wife, Nancy, and Richard D. Brown and wife, Aiko, all of Lake Saint Louis, six grandchildren: William W. Brown, Jr., Matthew David Brown and wife, ChiMee, Blair Elizabeth Brown and husband, Ravi, Jacqueline Yumie Brown, Jennifer Ayumi Brown, and Richard Satoru Brown, three great-grandchildren: Aria, Ayden, Daisy Brown, other relatives, and many friends.

John Louis Brown was born February 11, 1925, in St. Louis, son of the late William Nick Brown, Sr. and Ida Mae Brown. John graduated from Washington University in St. Louis with a degree in Civil Engineering. He married his college sweetheart, Sophia Coker, and they had four children. He joined the family business, Ben Hur Construction, Co. and was the President/CEO for over 50 years.

He was a long-time member of the Lake Saint Louis Sailing Club and loved his church, the United Methodist Church in Wentzville. He also was past president of the Associated General Contractors of St. Louis. He was preceded in death by his wife, Sophia, September 3, 2015; two children, John Brown, Jr. and Cynthia Brown; and three siblings: William N. Brown, Jr., Fern B. Thurman, and Dorothy Holekamp. Memorials preferred to the United Methodist Church in Wentzville.

We found this picture of John at Lake Mattoon:

3rd ANNUAL " RIVIERA REGATTA " - MATTOON, ILLINOIS:



RIVIERA REGATTA: Front row, left to right: Charles and Hope Turner (First); Jerry and JoAnn Callahan (Second).
Second row: Dale and Virginia Vogel (Third); **John and Coe Brown (Fourth)** and Dave and Joyce Shearlock (Fifth).

From Dave Shearlock: "John was one of the nicest I ever met, always a gentleman on the racecourse (I wasn't) he did serve as race committee chairman for numerous Early Bird Regattas at Lake St Louis and was one of the founding fathers of that fleet."



Obituary

Paul Weinstein, Y-2527, Saratoga Lake Sailing Club

SLSC Y-Flyer Fleet 63 Treasurer

Paul Mark Weinstein, 58, of Albany, died suddenly on Sunday, January 16, 2022, while hiking.

Paul was born on March 30, 1963, in Louisville, Kentucky, the eldest son of the late Dr. David and Joan Weinstein, of White Plains, NY. Throughout his lifetime, he lived in several areas of the state, including in Larchmont and Binghamton, where he graduated from the State University of New York in Binghamton in 1984, before settling in the Albany area. He retired in 2018 after more than 30 years as a Disability Analyst with the New York State Office of Temporary and Disability Assistance (OTDA).

Paul enjoyed many hobbies. He loved nothing more than to take advantage of the outdoors, sail on his boats, keep busy mastering new skills, and attend local events. Paul never missed an opportunity to share his immense pride in his two children, who were his life.

Paul is survived by his beloved children, Samuel, currently attending City College in New York City, and Delia, of Albany; his brother Jonathan (Adrienne Arnst) Weinstein and sister, Anne Shaul, both of Boulder, Colorado; two nieces, Emily Rebecca and Olivia Grace Shaul; and a nephew, Jacob Shaul; his former wife Nicole Weinstein of Ballston Spa; as well as countless friends who mourn his loss.

Mourners may share their memories of Paul in person with the family at the Levine Memorial Chapel, 649 Washington Avenue, Albany, NY 12206 on Tuesday, January 25, at 12 noon. Friends are invited to visit with the family from 11 a.m. to 12 p.m. prior to the beginning of the service at noon. Masks are required for all in-person mourners, per COVID guidelines.

In lieu of flowers, the family asks that you consider donating to the American Heart Association or to Adirondack Architectural Heritage (AARCH) in Paul's memory.

Saratoga Lake Sailing Club and the Y-Flyer Class has lost a fine member, a great friend, and a very nice person.

Paul Weinstein:





Henry McCray

Henry was a competitor with the US Sailing Team for more than a decade and in more than one class. He was both a competitor and a coach in Olympic/International level sailing. He has competed in championship level sailing at the world, national, and continental levels. He has won trophies in 6 international classes including National, Midwinter, and even World level events. A firm believer that experts aren't the guys with the hardware, but the people that tell you how they did it and what they used to get it done. Learning is power, teaching is learning, and power is understanding the balance between them.

Downwind Technique

When I rejoined the Y-Fleet in 2016, much was made about downwind speed. Not knowing any better -or worse- I tried to replicate the boats around me. To this day most boats try to sail as low as possible, often pointing at the mark and ignoring the shifts. The Y Flyer sails very well at a “deep reach angle” and “by the lee.” It goes faster at a deep reach angle but is also efficient at “by the lee” sailing. I was confused. I was told weight forward and weight low was a key, but how far forward? And how much heel? I had no answers. At the 2018 midwinters I tried a technique known to Star sailors as “sail on the tabs” and gosh, it was fast.

What is sail on the tabs?

Sail on the tabs is a technique where the Windex (wind indicator) has split tabs roughly 30 degrees off centerline. Inasmuch the tabs are set 60 degrees apart and then set on the masthead, so the centerline is closely in between the tabs. When setting my masthead fly, I use the spreaders. I set the "tabs" just inside the spreader tips and then lock them in, so the tabs are equidistant and just inside the spreader tips. When going downwind I like to be sailing "on the tabs" meaning the apparent wind is 30 degrees or less. But let's begin with the basics.

If your boat is not going forward---neither, are you. Y Flyers will carry momentum long after the wind drops. But when the wind drops, the apparent wind moves forward---meaning we should head up- not down. These can be very slight in variation, but it means a ton. If there is no "pressure" the rig stalls and we stop. Sometimes quite literally. As a rule of thumb, if you're not going fast compared to the boats around you HEAD UP to gain speed. You will notice the faster you go the further the "tabs" move outboard. This is your guide to head down. You can keep heading down in a small change environment until the masthead fly is back "on the tabs".

Once your boat is at speed (relative to others) you will find you can sail lower and lower (inside the tabs) and even by the lee without losing speed. I have found to make that last a very careful look at the leech of the main (boom vang) needs to be maintained. The lower we go, the more the vang needs to be eased to keep the main going. Once we head up- until we are on the tabs, the main needs to be controlled with the vang so that the leech of the main maintains a straight or slightly closed leech. The vang in my opinion is the second most important downwind tool.

How loose does the jib luff get? In a word- loose. Our jib luff is often 10-14" of scallop from the tight headstay. I am often loosening the jib halyard as much as 16" from its forward upwind position. In addition, I ease the jib Cunningham as much as 12". This allows the luff of the jib maximum ease so when pulled aft with the jib sheet against the pole that the "leech becomes the luff" and vice versus. I watched many hours of the "Star Champions League" to get a feel for this technique. The Star boat and the Y maintain a heritage of big main, small jib rigs with a square hull (hard chine) set up that both sail fast at a non-planning displacement mode. The Y Flyer is more likely to break onto a plane given its lighter displacement, wider hull, and more positive buoyancy. As the wind

builds, the Y Flyer can be sailed at lower angles (inside the tabs) and even by the lee if the mainsail leech (vang) is properly maintained.

How high do I raise the board? I start at the “knuckle” in the back of the board relative to the CB trunk. I have a second mark on the board that represents when the aft tip of the bottom of the board is safely inside the trunk--- a couple of inches more than the “knuckle.” The result is a board that does not have a cavity underwater behind the leading edge. It is a bit more difficult to steer the farther up the board goes, but that is because the jib is again driving the boat and the main is along for the ride. I am routinely raising the board all the way out of the water (all up) for brief periods of time and simply driving on the jib and the chine (heel angle.)

The outhaul may or may not be eased. I do not really play with it. I have an extended gooseneck so the outhaul does automatically ease when the mainsheet is eased, and the mainsheet can be eased a bit further downwind. The Cunningham is OFF. That is spelled OFF. Any Cunningham at all will kill your mains maximum downwind speed potential. Again, vang is critical. When you need to accelerate the main leech should be parallel or slightly open. As you head down the main leech should be opened or held steady. When by the lee the main leech should be open so a sudden gybe does not occur!

I try to keep the heel angle on the chine, or at the most on the sheer. What does that mean? As we are both sitting to leeward the chine is just in the water. When maximum heeled the chine is in the water, but the sheer (hull deck joint) is basically skimming. Consider this the maximum and minimum for heel. It is between 5.5 and 11 degrees. The heel reduces wetted surface area by as much as half- meaning you are sailing a canoe and everyone else is sailing a barge. How does the canoe sound?

When it gets windy most of us forget the lessons learned above. We turn down, let the main out, and hold on. But hold is right! Now is the time to attack! Ease the jib halyard until an uncomfortable sag is in the luff. Ease the jib Cunningham until the jib luff begins to “smuggle” (you will know it when you see it) and pole back. I have left out the barber haulers until now because I don’t use them unless I am reaching. Y Flyer doctrine says downwind,

barber haulers on. First. Period the end. I was sick the day they taught barber haulers at barber hauler school. I don't use them unless jib reaching. I don't know if there is a speed differential between barber haul on and off in nominal conditions, other than it's a bit harder to pull the jib back without the barber hauler on than it is without.

Burying the bow: Most of us freak out when the bow buries. I do not. I do not change course or crew weight when the bow buries. We have splash rails for a reason. When it buries the wave speed behind us is exceeding our forward potential. So, I ride it out maintaining a low angle until the bow recovers. It always does. It's a bit dicey, but trust is the key. Let it roll. I try to identify the wave state that is forcing the bow down- if it is consistently causing the bow to dig, can I gybe and maintain a similar angle without digging? Most of the time paying attention to the puff and wave state allow me to head up or down to avoid the big dig. Down if it is minor. Up if it is serious dig, or WAY down if it is a very serious dig. Either way, I do not fight the dig. If the wave is traveling faster than me, stay on it. When on doubt- where is the mark? If I am fighting to stay above or below the rhumbline I will gybe to maintain control.

When is it time to gybe? If there are 15 degree shifts upwind, there are 15 degree shifts downwind. If I am sailing on the tabs and a lift carries me away from the mark, it's time to gybe. When I gybe, I do not want to change course, other than a very slight S curve to navigate the huge mainsail. I have found it helps to over sheet the main by 3-4 feet and ease the vang slightly to help the main gybe without catching on the transom. Then its main out, heel, and then vang to balance for speed. I do find it very helpful if the traveler is on centerline for gybing. When the traveler car is eased the main tends to hook around the transom much easier, so I avoid this when I can. But when the mainsheet does hook the transom, I do not panic, I just fix it. It happens to everyone! The more I turn the boat the more it slows down, so I don't turn the boat, I just step aft and sweep the sheet clear. I usually say a few comforting words to my crew as I do so. The words vary depending on the circumstance. My crews have let me know the difference between comforting and disconcerting verbiage. We are usually approaching disconcerting verbiage when I engage words like "frick" and "oh, shat" and "dog gamn it." Healthy exchanges

happen when I say “oops” or “my bad” or even “wow”. Few healthy exchanges happen when I lead with words that would freak me out.

Speed is relative. To be fast downwind one needs to sail between his opposition and the mark with equal speed or sail at greater angles with much greater speed. I use the masthead fly tabs as a guide. I am never slow when I am on the tabs. If I can sail lower with the same speed, I will for short periods of time. If the wind shifts, I gybe. I will gibe three times for every tack in a perfect race. A tack slows you; a perfect gybe propels you towards the mark. Also, speed is relative to the wave state. If you can surf, or even plane on one gybe but bury on the other, then see how long you can stay on the surf side until you must gybe onto the buried side! It's a scow---so keep her going!

If you think you jib halyard is eased enough, try more.

If you think your jib Cunningham is eased enough, try more. OFF is the most important mode!

If you think your weight is far enough forward, try WAY MORE. The crew should have their weight at or forward of the chainplates. The skipper should be in front of the mainsheet. If the skipper can get to the shrouds they should! If the bow begins to go under the skipper should slide aft---the crew should stay put!

If you think you're heeled enough, try more. But if the boom tip hits, try less. The idea is the leeward chine should be in the water. Think of the bottom panel of the boat- that should be flat against the water. That's 7.5 degrees of heel.

If you are slow head up. It doesn't matter what course everyone else is sailing. To accelerate I will sail with the masthead fly at 90 degrees to your heading. Once you're going, bring the bow down until the masthead fly is on or inside the tabs!

If you are overpowered head down. If your boat is on a plane, keep it on a plane.

When in doubt BOARD UP! The more you raise your board, the lower you can steer. If it gets a little hard to steer then bring some board back down, but never past the knuckle.

If your main leech is open, close it. The top telltale should only be flowing 40% of the time in optimum trim.

If your main leech is closed (no flow), open it. If the top telltale is not flying at all, ease the vang in very small increments until the top telltale flows, then retighten until it only flows a little. The vang also controls lower mast bend so be careful- a little vang goes a long way.

Weight forward.

Too much jib sheet on will close the leech (your new luff) so be playing this the whole time. I play it by course.

This is the rinse; wash repeat method to speed downwind. A great coach once told me “When in doubt, let it out” so I do. I also use the crab approach to heel. I heel the boat. When my ass gets wet, I heel it less. Mainly to keep my crabby ass from complaining about being wet. I also have not found it fast to ever be “dragging ass” so I try not to. I repeat to myself 10,000 times a day: “Get my backside out of the back of the boat.” That says a lot, I only look at the main leech 3 times a minute, less than 75 times a race, and less than 300 times a day. So, 10,000 is a lot. Get out of the back of the boat. Repeat. Repeat. Repeat. Repeat.

Check your rudder! Most rudders I have steered with are loose in their fittings and or housings. This is SLOW. Slower than the Slowski’s heading to SLOWMERICA. Slowcation. Visit Slowsville. Get it tight, get it right. Tip forward (if possible) and get it tight to get it right! Same deal with the centerboard. If it doesn’t come up and down easily you need to address that.

Other methods I have found fast over the years---become lighter when sailing downwind. No, you cannot physically change yourself during a race---but think lighter! Think agile!

Races are fought upwind. Races are WON downwind! Try not to go to sleep downwind! This is when we gain! You have your fleet in front of you, and you are bringing the wind down to them, so go get them!

“MY GOD I’M AHEAD!” Wow, act like you’ve been there before. The breeze might bring the competition to you, but you will end the leg with maximum pressure as they have already sailed out of it. Relax. Gybe to stay in pressure. They are ALL overtaking so be patient. You have rights on everyone! Exit the leeward gate well and get your boat into upwind tune ASAP and you can maximize a gain in the same shift that made it feel like the sands of time were slipping beneath your feet. Patience. You’re winning. Relax.

When gybing I have found it can be fast to have the skipper gybe the pole while the crew throws the weight from side to side to help steer and keep the boat on a good heel for downwind sailing. The crew always does the sheet, but once I am settled, I may lend a helping hand to make sure it is where I want it. For pole angle consider the pole an extension of the boom. It should never be in a straight line. The pole should always be further forward than the boom is “out” If the leech of the luff under pole is very tight then that is too far aft on the sheet/pole. If it is loose and bouncy then a little more sheet is needed.

Y Flyers capsize downwind way more often than upwind. This is because we are not paying attention. If a puff hits we head DOWN not up. If the boat is overpowered, we immediately ease a small amount of vang. I am also positioning myself in the boat so I can spring up and stand up in the center of the boat. Again, the crew stays put!

When taking down the pole I often reach forward and pull it into the cockpit myself. Many crew out there put me to shame, but when I order the controls correctly I rarely lose and often gain. Before I go for pole, I pull rig tension (jib wire) on, have the crew reset the jib Cunningham to a base upwind mode, and put the centerboard down (gently, I have a stainless board.) Then pole down. I do NOT CARE WHICH SIDE the pole comes down on. I have no idea which side I will set it on so what difference does it make which side it comes down on?

When I bring the pole into the boat, I DO NOT release the ring from the sheet until the crew has caught up with me on the sheet (new leeward) to a neutral reach position (about 2’ of sheet eased from full trim.) I can then turn

the boat with the rudder and the main and as we come onto the wind help the crew milk in the last few inches as we round. An over trimmed jib at a leeward mark is WORSE than an under trimmed jib. But enough sheet to keep the battens in the jib from wrapping around the headstay is CRITICAL. I put two sets of guide marks on my jib sheets. One is the “happy place” about 2” eased from full trim. The other is a trim guide for upwind sailing. The rule of thumb in a rounding is you must get to the happy place without choking the throttle by overt riming too soon!

I know I just threw a lot at everyone but take a few minutes and digest! I will try to include some pictures and stuff in future posts but let’s remember- when everyone goes the same speed the game is more fun! We all learn more about the rules when we are stuck together! We learn mothering when a boat or two just seem to go POOF! There is no poof. But there is proof that solid techniques make up for a lot of whoops during a race! A race is less than 1 hour long. Use your highest level of focus during the race. Relax after (for about five minutes.) But please! Do not every RELAX downwind! This is where we gain. This is where we win. This is why we win. This is how we win. This is when we win. The only WHO we need is WHO did we pass!

Good luck, and when in doubt, let it out!



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2022 Y-Flyer Regatta Calendar									
			Regatta Name	Club	Lake	Location	State	Country	Type of Event
Mar	confirmed	19th and 20th	Midwinters	Atlanta YC	Allatoona	Acworth	GA	USA	Y-Flyer Only
Apr	confirmed	9th and 10th	Schultz Hospice	Harbor Island YC	Old Hickory	Nashville	TN	USA	Open and/or Invitational
	confirmed	23th-24th	Atlanta Open	Atlanta YC	Allatoona	Acworth	GA	USA	Open and/or Invitational
	confirmed	30th & May 1st	Keowee Cup	Keowee SC	Keowee	Seneca	SC	USA	Open and/or Invitational
May	confirmed	7th and 8th	Spring Dinghyfest	Rush Creek YC	Ray Hubbard	Rockwall	TX	USA	Open and/or Invitational
		14th and 15th	Animal Cracker	Browns Creek SA	Guntersville	Guntersville	AL	USA	Open and/or Invitational
	confirmed	28th-29th	Hawg Wild	Grande Maumelle SC	Maumelle	Little Rock	AR	USA	Open and/or Invitational
Jun	confirmed	4th & 5th	Greater Richmond	Greater Richmond SA	Swift Creek	Midlothian	VA	USA	Open and/or Invitational
	confirmed	11th-12th	Riviera	Mattoon SA	Mattoon	Neoga	IL	USA	Y-Flyer Only
	confirmed	18th-19th	James Island	James Island YC	Charleston Harbor	James Island	SC	USA	Open and/or Invitational
	confirmed	20th-21st	Junior Y Nationals	Lake Norman YC	Lake Norman	Mooresville	NC	USA	Y-Flyer Only
	confirmed	22nd-24th	Y-Flyer Nationals	Lake Norman YC	Lake Norman	Mooresville	NC	USA	Y-Flyer Only
	confirmed	22nd-24th	Challenger Regatta	Lake Norman YC	Lake Norman	Mooresville	NC	USA	Y-Flyer Only
	confirmed	24th-26th	Low Country	Beaufort Y&SC	Beaufort River	Beaufort	SC	USA	Open and/or Invitational

Jul		2nd-3rd	4th of July	Lake Norman YC	Lake Norman	Mooreville	NC	USA	Open and/or Invitational
	confirmed	9th-10th	Hobcaw	Hobcaw YC	Wando River	Mt Pleasant	SC	USA	Open and/or Invitational
	confirmed	12th-15th	Y-Flyer Internationals	Saratoga Lake SC	Saratoga Lake	Ballston Spa, NY	NY	USA	Y-Flyers Only
	confirmed	16th-17th	Charleston Open	Charleston YC	Charleston Harbor	Charleston	SC	USA	Open and/or Invitational
	confirmed	30th-31st	Carolina (SC) Open	Carolina Yacht Club	Charleston Harbor	Charleston	SC	USA	Open and/or Invitational
Aug		6th-7th	Rockville	Sea Island YC	Bohicket Creek	Rockville	SC	USA	Open and/or Invitational
	confirmed	6th-7th	Carolina YC (NC)	SAYRA Open	Banks Channel	Wrightsville Beach	NC	USA	Open and/or Invitational
		27th-28th	Indy Outty	Indianapolis SC	Geist Reservoir	Indianapolis	IN	USA	Y-Flyers Only
Sep		3rd-4th	Bluegrass/Bourbon/Boa	Louisville SC	Ohio River	near Louisville	KY	USA	Open and/or Invitational
	confirmed	3rd-4th	Fall Dinghyfest	Rush Creek YC	Ray Hubbard	Rockwall	TX	USA	Open and/or Invitational
		17th-18th	Whale/Beer&Boats	Carlyle SA	Carlyle	Carlyle	IL	USA	Open and/or Invitational
	confirmed	17th-18th	Lake Lemon Regatta	Bloomington YC	Lake Lemon	near Bloomington	IN	USA	Open and/or Invitational
Oct		1st & 2nd	Y-Flyer and Friends	James Island YC	Charleston Harbor	James Island	SC	USA	Y-Flyer Only
	check date	1st & 2nd	Gilbert Beers Memorial	Atlanta YC	Allatoona	Acworth	GA	USA	Y-Flyers Only
		22rd-23th	McDougal	Harbor Island YC	Old Hickory	Near Nashville	TN	USA	Open and/or Invitational
Nov	confirmed	4th-6th	Midlands	Columbia SC	Lake Murray	near Columbia	SC	USA	Open and/or Invitational



Worried about your Y-Flyer “measuring in” at Nationals? There’s no need to worry. We have “Hacksaw” and plenty of tools to handle every boat!



 Thank you for supporting US Sailing.
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Please join or renew your membership today.

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