

Carolina Sailing Club Newsletter

AROUND THE MARKS

March 2003

Officers:

Commodore: John Norton
Vice Commodore: Joleen Rasmussen
Rear Commodore: Meg Wittman
Secretary / Treasurer: David Brown



John

Joleen

Meg

Davi

Commodore's Comments

Laissez le bon temps roule (let the good times roll)

March 4th was Fat Tuesday so spring must be coming. Spring normally begins a busy period for sailors. CSC has been very busy already. Our new, New Member Chairman, Roy Ryerson, did a great job co-coordinating our display at the boat show. It was well worth the effort as we signed up one or two members at the show and spoke to lots of people interested in the club. Yesterday we had a fabulous turnout for the Jordan Winter series. Not only did we have close to 20 boats and crew, without our 2 largest fleets present, we had many spectators show up. One gentleman I spoke to, but didn't get his name, worked the pin boat for two America's Cup RC in San Diego. Another gentleman owns a force 5 and is dying to get back on the water. I also met a neighbor of a member who will be coming back and bringing a friend. This is how the club is going to grow. There are so many potential members in the area and I can see we are starting to attract them. Jordan continues to be our best venue to attract new members. Please tell someone about the club and let's try to grow the membership.

I'm happy to report everything else and all committees seem to be running smoothly. We have some

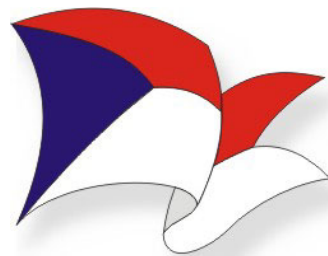
seminars coming up that everyone should attend. There are a lot of good things planned this year and a lot of excitement surrounding them. If you have any ideas please forward them to me or another Board Member. Remember to check out the CSC website often. It is the best place to find out what's going on.

Finally I'd like to congratulate Alan Backus on winning the first winter series chili cook-off.

Don't forget to turn in your:

[CSC Membership Forms](#)

**Remember that
Membership fees will go up \$25.00
After March 31st.**



UPCOMING SEMINARS

Three different Seminars will be held in March.

Everyone should try to attend all three. Seating is limited at the March 29th seminars and we need to know how many are coming to the equipment seminar so please go to the CSC website and register.

All seminars are FREE !!!!!!!!!!!!!

Equipment and seamanship seminar- March 23rd

There will be a seminar to review the boats and equipment used for running races. Topics to be covered include: How to use the club boats. How to safely tow and launch the boats. How to help a boat in trouble. How to set up a race course.

RC Seminar March 29th – Morning

The instructors, Burton and Judy Howell, have considerable experience training sailors in race management. Burton is a US Sailing Judge and a US Sailing Race Officer.

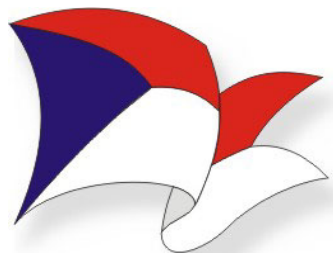
This will cover how to serve on RC. Every full member is required to serve as RC. Since we do it so infrequently it's would be a good idea to go to this seminar for a review of what flags mean what, the not so new 5 minute sequence, how to change the course in a middle of a race, what course to set when and more.

Rules Seminar March 29th - Afternoon

Instructor - Bob Bowden, Past Commodore, SAYRA and US Sailing Judge. This seminar will cover the rules of racing. If your unsure what you can do in different situations this seminar is for you. Learn when you can luff and how far and how fast. When you have room at a mark and when you don't. Who has the right of way when both boats are on starboard.

The March 29th seminars will conclude with 2 barstool regattas to see how much we learned.

For more information and to register for the seminars go to the Hot News section of www.carolinasailingclub.org



JUNIOR SAILING KICK-OFF

The Junior Sailing Program will kick-off the year at Jordan Lake on March 23rd at the same time and place as the last Jordan Winter Series Race. All parents with children who are interested in learning how to sail are encouraged to attend, There will be CSC Opti sailboats there and there will be sailing instructors there to give lessons to interested juniors. After the races there will be the Commodore's Bash party and all CSC members and families and friends are invited.

JORDAN WINTER SERIES

Jordan Lake Winter Series February 16, 2003

Not much to report on, I'm afraid. The February 16th races were abandoned due to inhospitable weather, so plans were made to sail them the following Sunday. Unfortunately the next Sunday, February 23rd, proved no better. One was the victim of cold & freezing rain, the other of high winds. I heard that the Jordan Lake weather phone line (919-387-5969) recorded an **average** wind speed of 20 mph. Hate to think what the gusts were doing, but I can tell you they did a pretty good job of shaking the trees at *my* house. Well, the CSC winter sailors are a hardy lot, but they are not foolhardy. So everybody

hunkered down to wait another week for the next regularly scheduled

event in the Jordan Lake Winter Series.

Jordan Lake Winter Series March 3, 2003

In the end, yesterday was the kind of day that North Carolina winter sailors like to brag about.

The forecast called for a high in the 60's, but a different threat to Sunday's racing appeared, from all the sleet, freezing rain, and just plain old rain the Triangle had seen over

the previous 2 weeks. It had raised Jordan Lake's level enough that the Vista Point ramps had to be closed

due flooding. Fortunately, the Bridgers went down to check on the Lake on Saturday. The powers that be made a quick decision to change Sunday's sailing venue to a different part of Lake Jordan. Seaforth is the State Park whose entrance is right off highway 64 as it crosses Jordan Lake, and its ramps were just fine. They're much steeper than the ramps at Vista Point, and they had a shelter available. They don't have a beach, which normally makes it difficult for the cats, but very few cats do the Winter Series. Between e-mail, a website announcement, and some fleet phone calls, the word of the change got out.

Attendance was terrific: 17 boats on the course! The weather forecast helped, but another driver was an energetic campaign on the part of the Lightning Fleet to get their boats out. They had 7 Lightnings on the starting line -- by far the biggest one-design fleet present. More about this later.

The Open Fleet was well represented too, with a total of 6 boats (2 Lasers, 1 Vanguard 15, 1 Montgomery 17, 1 Jet 14, and 1 Hobie 18.) Other Fleets represented included the Flying Scots (2), and the Thistles (2).

Race Committee Members Kelsey Libner, John McLaughlin, and John Hunter ably assisted Principal Race Officer Alan Backus. The winds started out light, but the RC gamely set up a modified windward-leeward course and got a race started. It

turned out to be a drifter. After the first race, however, the old wind out of the southeast shifted nearly to the west and freshened to 5 to 8 kts. The RC rearranged the course to accommodate. They called again for a modified windward-leeward course, with the finish line about 25% up the windward leg, but this time they sent the boats around twice. This race was much faster than the first, and gave everyone a lot of useful mark-rounding experience. Oh...and the sun came out!

The third and final race was a repeat of the second, except that by then the wind had climbed to 5 to 8.5 knots. Sun, wind, decent temperatures -- what more can you ask for?

The PRO reports that the competition was quite good, particularly in the 2nd and 3rd races (when there was wind). The results were not available at this writing, but they should be posted on the Club website by the time this is published. Check it out.

There were a number of relatively new faces out on Sunday, both new members and guests. They all got out on a boat, and most picked up lots of spinnaker and mark-rounding practice as a result. Some, like Allen Krauss, brought their own boats. Allen just moved down here from Michigan, and this was the first time he had his new (used) Lightning in the water. Welcome, Allen, and forgive me if I've misspelled your name.

In closing, I wanted to mention some interesting things the Lightning Fleet has done over the past six months or more to boost racing participation in their fleet. As with many of the Fleets, the number of boat owners does not always translate into boats on the line, for all the usual reasons. Here are some things they are trying that other Fleets might want to consider.

- ◆ They've held a series of boat repair workshops for Lightning owners over the winter. A number of boats participated, but two in particular needed the kind of repairs that can take a boat out for an entire season. With several fleet members working together at the workshops, one of those boats was ready for its maiden voyage yesterday, and another is expected to make hers next week. Voila – two boats that might easily have sat out the summer season are ready to go before the end of February.
- ◆ They have developed a “community crew” system. They contact Lightning skippers about 2-3 weeks in advance of a regatta, and find out if the skippers plan to bring out their boats. If not, they encourage the skippers to crew on other Lightnings. If skippers would like to race but don't have crew, the Fleet help find them crew –

either other Lightning skippers, or a cadre of others who like to crew. Helping find crew removes one of the most common barriers to boats making it out to the starting line. For skippers who are earlier in their racing career, having access to experienced crew seems to provide a good learning opportunity as well.

I remember other Fleets that have done things like this in the past, but it needs continuing effort to keep going. The Club now has the numbers to show that it pays off (as seen in the Lightning Fleet).

The next – and final – regatta in the Jordan Lake Winter Series of 2002/3 is coming up on March 23rd. Now that March has come in like a lion, the best scientific research available predicts...well, why don't you come out and see. Even if you can't race, come on out for the post-racing social. Hope to see you there.

Submitted by:
Steve Cardoze

**All Winter Series races are at
Lake Jordan**

<http://www.carolinasailingclub.org/events/>

NOTE:

KERR LAKE “SATURDAY ONLY” RACE SERIES will be added to the KERR LAKE SERIES this year.

SOCIAL EVENTS

Social Update

On February 15th, 18 members and guests gathered at "Out at the Park" Sports Pub to watch the second race of the Americas Cup Finals. Many of us arm chair sailors provided plenty of professional advice to the Kiwi Loyalists and Kiwi Swiss, as well as the Race Committee. After a long postponement due to "lack of wind and too shifty" (i.e. our ideal conditions as lake sailors) the racing got underway. It was the closest and best race yet with the Kiwi traitors, I mean the Swiss, rolling over the real Kiwis on the last minute of the last downwind leg.

Our "Soup Kitchen" and "Chili Cookoff" Socials continue after our Jordan Winter Series Racing. Even if we cancelled the racing, it's turned out to be a good fallback to have a good time, get warm, and trade old yarns and recepies.

As an attempt to increase attendance at our monthly Socials, we will be changing to Fridays and we're going to try a few different locations. Watch the calendar and announcements for the "Upcoming Week" on our Web site.

Please pitch in when you are contacted to help your fleet with socials after our Spring & Summer Racing at Kerr and Jordan as well as our Regattas.

. the ice will melt, the sun will return, it will get warm, I promise, really really, it will

Alan Backus
Social Chair

Third Friday Socials:

(Third Thursday Socials have been changed to Third Friday Socials)

March 21st: Our Monthly Social will be at
DUFFYS RESTAURANT
In North Raleigh @ 6:30

Race Day Socials:

March 23rd: Commodore's Bash at Lake Jordan after the Jordan Winter Series Race / Juniors Kick-off. All children interested in sailing are encouraged to attend.

BOAT SHOW REPORT

Boat Show RESULTS !!!!

The weather kept folks from other outdoor activities Thursday thru Sunday, Feb 20-23. Did it drive them into the boat show, who knows. The wind did blow down the ticket booth early Sunday, so Sunday was a little hap-hazard relative to the need for tickets. Walking into Dorton Arena one saw the Carolina Sailing Club sail hoisted between two boats. This gave us instant recognition and lots of folks stopped to talk.

We had 23 people express interest in the club and learning more about sailing. Kyle Hendricks signed up as an associate member; he is ready to start crewing now and will be looking for a boat to skipper if all is enjoyable.



Two boats were sold as a result of the boat show contacts: and Isotope and a Tanzer and two more people are looking to buy soon. There was lots of interest in youth and learning to sail programs, this could be a big winner for us in growing the club.

How many sports can both the kids and grown-ups participate in? Not much, so sailing may be the new family sport.



Many folks commented about looking at the CSC web site and following our activities, but they are not contacting us, or getting to know us better by joining in on an activity. A special thanks to Alan Backus, Bob Macklen and Amy Grobin for providing boats that people could look at. This helped us a lot, the boats had people stopping and we could converge on them and talk their ear off about sailing. Thanks to Frank and Rhoda Meltau for letting CSC have space in their booth.

Thanks to the booth people that conveyed what sailing and CSC was all about, Gary Minor, Tom Walker, Bob Macklen, John Norton, Chuck Curtis, Sharley and Amy Hitlin, Amy Grobin, Alan Backus, Michael Rees, Meg Wittman, and Joleen and Eric Rasmussen. All in all it was a great start to growing CSC this year.

LIGHTNING FLEET REPORT

What's up with the Lightning fleet?

- **Fleet Party: Oyster Roast** at the Bridgers', just south of Chapel Hill, on **Saturday, Feb. 22**. Although storms had blown through earlier in the afternoon (and racing the next day was canceled), the weather behaved and the party was a great success. Chef and co-host Henry Bridgers, using a custom wood stove, did a masterful job of roasting 3 or 4 bushels of oysters. Shuck-your-own was on a 300lb, 10 ft. wooden leeboard from some large Dutch yacht! Meanwhile, in the house, Avis Bridgers presided over a table full of other food, part she supplied and part from the guests. The Bridgers (OK, Henry) have a huge freestanding shop, currently holding two Lightnings, a sports car (Lotus), miles of workbench and several freestanding tools. This was the site of the Lightning repair days, covered below. Outside is a roofed area of similar size, where the oyster eating was done. (One CSC RC boat is stored here in the winter for use in the Jordan Winter Series – Vista Point is less than 10 minutes away.) The fleet was well represented, many new members or prospective members, many spouses and kids. In thanks for their service, the entire RC from the last Borderline was invited. Among those attending from

this group were the Hitlins and the Nortons. We will do this again. Thanks, Avis and Henry!

- **"Winter" racing. What a Winter!** 2/16 was postponed to 2/23, and then 2/23 was canceled. Finally, we got to race on **3/2**. We had to move from Vista Point to Seaforth because the Vista Ramps were flooded. The weather turned nice and the sun came out. The wind started at about 2 kts. and worked its way up to about 8 kts. The RC got in three nice races.

What a Turn Out – 7 Lightnings and a total of 17 boats. Among the seven Lightnings were: Alan Krauss, moved from Michigan, reasonably new boat he just bought and had never sailed; Frank Mason in one of the two boats the fleet heavily re-rigged this winter – first time out; Chuck Moore, old member, but first time the boat was out this winter; and winter repeaters: Bridgers, Michels, Pelosi and Phillips. Seven of the fourteen crew were new to Lightnings and CSC. Two of the other crew were Lightning skipper/owners (Ned Nutt and John Chaplinsky).

To help more boats get out, to introduce more crew to Lightnings, and to give crew regular rides whether or not a specific skipper goes out, the fleet has been experimenting with a crew matching service which gets crew for boats that don't have crew lined up well in

advance. This time the service provided 10 of the 14 crew. The Lightning fleet really mixed it up: among the Lightnings, at least 4 boats had the lead at one time or another, and 3 different boats finished last.

For the winter Racing, the Lightning fleet consistently has more boats out than any other fleet. This time, compared to our 7, the next largest fleets, all at two boats, were Lasers, Thistles and Flying Scots. Next time we are shooting for 8 Lightning.

- **Junior Sailing:** The fleet held a party for those in the fleet interested in CSC's Junior Program. The party was at Chuck Moore's house on the afternoon of 2/15, from 4-6 pm. Chuck and family, who participated in the program last year, were there with their Optimist pram. (Chuck helped run the program last year and will similarly help this year.) Chistina Grobin, who is in charge of the program this year, was also there with one racing daughter. The point of the party was to have a get-together with those in the fleet with Juniors (Moore, Francis, Lutz, Rhodes) so they could, with spouse and kids, socialize, meet the head of the Junior Program, ask questions, and get the kids pumped up about the idea. Worth Lutz brought two or three other families who are also interested. Along with the pizza and soda, the kids met each other, the adults met and talked, and lots of

questions were answered. Hopefully everyone is pumped up and will participate in the program this summer. Thanks to Chuck and Sally Moore for arranging and hosting the party.

- **Boat Repair:** two members (Frank Mason and Ken Hollis) had boats that needed significant repair work before they could be sailed or raced. We ran boat repair days at the Bridgers' well-equipped shop, with 3 repair-experienced members (Bridgers, Michels, Pelosi), helping get those boats fixed up and ready to go. Last month we reported on the first two repair days (1/25 and 2/1). Since then Henry had been quietly working mostly on Ken's boat, upgrading the running rigging from very primitive 1960's standards to current practice. On 2/15 we finished some minor work on Frank's boat, and installed and tuned the rig on Ken's – this was a change from a wooden to a aluminum mast, and a radical expansion of the running rigging. Frank's boat was then first raced on 3/2, and Ken's will get wet on 3/23. A big thanks to Henry for providing the shop and doing most of the work, to Avis and Henry for providing lunch each day, and to John Pelosi (and me) for showing up, helping some, and not getting in Henry's way.

Ed Michels

NEW MEMBER

Susan Scott

Susan is new to sailing and is looking forward to learning all about crewing with CSC. She has lived in the Raleigh area for 4-1/2 years and is originally from upstate NY near Albany. She can't wait to spend time on NC waters!

SAYRA CONFERENCE

Representing CSC, Eric and I attended the SAYRA meeting in Columbia, SC on Feb 7-9th. This was the first SAYRA event that we have attended, and we had a great time, and participated in several events. Alas, part way through the barstool event, my camera flash stopped working. Thus, some of the pictures leave something to be desired.

We attended the Race Mgmt Safety seminar Friday afternoon. Bob Bowden, Past Commodore of SAYRA, reviewed the principles of race management from a safety perspective. This was particularly interesting after the problems that arose from high winds at the Governor's Cup last year. Though we had five boats on the water,



and two JET Skis, we were still had tremendous difficulty with the number of capsized boats. The seminar gave us an opportunity to consider what CSC might do differently to be better prepared the next time.

Most of Bob's presentation reflected the US Sailing "Powerboat Operator" and "Safety, Rescue and Support Boat Operator" classes that were held at Lake Norman last October. We attended the same classes and heartily recommend both. Our boat handling skills and confidence are vastly improved for it. The accompanying books to the [Safety, Rescue, and Support](#), and [Safe Power Boat](#)

[Handling](#) courses should be required reading for safety boat operators. Taking the classes is an added benefit. The recovery techniques are indispensable.

CSC could benefit especially in three areas. First in safety boat training – we need more skill in capsize recovery in particular. Second in having dedicated safety boats on the course – mark boats cannot effectively do double-duty in adverse conditions. Third in having an official Safety Officer – a person in charge of safety at a regatta relieves the PRO to concentrate on running the race. This position could be reflected in the club organization.

After the Safety seminar Steve Wrigley, US Sailing Senior Judge who helped us out at the Governor’s Cup, hosted a “Barstool Regatta”. People divided into groups that competed to answer racing rules questions. Knowing both Eric and



Joleen as Judges-in-Training, Steve split us up immediately. Eric represented CSC quite well, and was moved from table to table so as to circulate his support to all the participants. Which is to say that though Joleen did pretty well relative to others, she did not win a single event. Everyone had a great time; some were very surprised to realize how much they did not know about the racing rules. We are

planning to host a similar event at the [Rules seminar, March 29th](#), with Bob Bowden leading the seminar.



On Saturday morning, Sayra opened its annual business meeting. As part of this meeting, Junior sailors were recognized for their achievements. Immediately after the meeting, we sat in on an informal chat between SAYRA Webmasters.

SAYRA itself has a new WEBmaster, who, like all others, is continuously looking for new content, and ways to improve the site. SAYRA is adding links to member club websites, along with descriptions of particularly interesting content. SAYRA will also



publish regatta notices and articles about sailing from its members.

Burton and Judy Howell hosted the Race Mgmt committee. As US Sailing Certified Club Race Officers, both Joleen and Eric signed up to travel and run regattas. CSC signed up to support the Regional Race Officers certification by letting others attend CSC events as PROs. The different clubs shared thoughts and suggestions on how to promote race operations support within the local clubs. As area sailors, you will have an opportunity to gain additional insight in

race operations when Burt and Judy hold a [Race Operations Seminar March 29th](#). Burt and Judy have also set up a web site under SAYRA for [Race](#)



[Management](#). Joleen became involved in Race Management while Eric was first learning to sail the Isotope. For those spouses who don't particularly enjoy the personality of the skipper at the tiller, but still love the social and on the water aspect of sailing, consider getting involved in race operations. If you have any interest in either

Race Operations or the [US Sailing Race Officer Certification](#) programs, please email Joleen, ejrasmussen@mindspring.com.

After the race management, we sat in on Inshores, rather than Offshores, not really knowing much about what we were sitting in on. It turns out that each year SAYRA hosts a one-design competition to recognize the best skipper for each participating fleet. In the past, this event has been held during Charleston Race Week.

Last year, SAYRA decided to change the one design competition to encourage more fleets to participate. The event this year will be a race calendar as determined by each fleet. The Tanzer fleet has already decided on its calendar for the SAYRA competition and the Isotope fleet is checking into just a few other venue choices before finalizing their SAYRA Inshores calendar.



It turns out to have been very useful that we attended the Inshores committee meeting, but in doing so, I later found out that I missed another meeting CSC should have attended, the scheduling committee meeting. The scheduling meeting is a one hour crash scheduling blitz where all the clubs submit their invitational events, and make sure no major conflicts occur in the timing of the events. The Tanzer had specifically asked that I be sure to submit their calendar at the SAYRA event, and I would have wanted to submit both the Governor's Cup and the Oriental Sailing Social. I did send an email the following Monday. I didn't expect any repercussion for having missed the meeting itself, but in checking the web site I found that the Governor's Cup is not yet listed.

In addition to missing the scheduling meeting, CSC also had no participation in the Juniors Committee meeting. This meeting lasted for several hours, but even so, I did not have a slot of time open to pop in and at least check out the activity.

After the Inshores meeting, we headed over to the Judges Committee meeting. Eric and I are both Judges in Training, and this was our second opportunity to meet the regional Judges and Judges in Training. SAYRA has one of the strongest Judges in Training programs in US Sailing. CSC is doing its part to

support the Judges in Training with JIT participation in Governor's Cup this year. [Sailing Officials Automated Reporting System](#), SOARS, is being used to track the



Judging activity. US Sailing is looking into ways to make protest hearings shorter. Judges are exploring both streamlined hearing procedures, and arbitration.

After the Judges committee, we stopped by the Match Racing committee, solely out of curiosity. Steve Wrigley talked about the differences between match racing and fleet racing and then JC Moore (an International Judge) described a match race from an umpire's perspective. It helped us understand a lot more of the tactics we had been watching in the Louis Vuitton and Americas Cup races.

Sunday Morning, at the Board of Stewards Meeting, new nominees were voted in, committee chairs provided an on their meetings from the previous day, and a by-law change was voted in.



SAYRA's Annual meeting was not all business. Friday and Saturday night, several clubs offered hospitality suites, and Eric and I had a chance to meet other clubs and get to better know our fellow sailors and clubspersons. The Awards Banquet on Saturday was a very nice event, and was also a reception for the honored guest, Dr. H Willard Davis, Counsellor of Honor and his family. As part

of the banquet, the H. Willard Davis Service Award is was presented to Arland Whitesides for her service to SAYRA.



To summarize, Eric and I had a great time at the annual meeting. We were able to renew budding friendships, as well as start making new ones. Based on the amount of activity that takes place at this annual meeting, I hope next year that a few more CSC members will be able to attend the SAYRA annual meeting. It will be held in Columbia, SC the second weekend of February.

Joleen Rasmussen
Vice Commodore, Carolina Sailing Club
ejrasmussen@mindspring.com

TANZER FLEET NEWS

Events

Details will be available on the web site, [2003 Schedule of Events](#) but for now, here is a preview of this years events.

If anyone has additional events to post, please relay them to [David Mobley](#).

Socials

The Winter/Spring Social is proposed for March 22. Since the Fall Social in early October 2002 was such a success, the Fall Social for 2003 is proposed for October 4, 2003. Both events are currently scheduled at the Mobley's house but if anyone would like to host either event, that can easily be arranged. Stay tuned for more details, but mark your calendars.

Team Racing

The newest attraction in club sailing appears to be team racing. The Carolina Sailing Club would like to experiment with this forum and would like to try it first with the Tanzer fleet. This is tentatively scheduled for April 6 or 12. We would like to have 12 Tanzers to make this a fun and successful event--teams are made of 3 boats and we would like to have 4 teams. The skippers from other CSC fleets would be crew on the Tanzers. So, we need boats and skippers but not crew for this event. It will be a great way to kick off the season so please hold those dates on your calendars. If you can participate with your boat, please email [David Mobley](#) and indicate which day (April 6 or 12) that you would be able to sail. Stay tuned for more details.

SAYRA Championship

The South Atlantic Yacht Racing Association (SAYRA) is sponsoring a season championship recognition this year in which Tanzers can participate. The Tanzer with the best overall record in the 5 scheduled events will be deemed the winner of this competition; this would include the NC State Championship, Governors Cup, Mid-Atlantic Districts, National Championship, and the Indian Summer Regatta.

Archives

Tanzer 16 Class Secretary, Gary Minor is assembling and organizing Tanzer 16 archives. If you have articles, photographs, newsletters, boat specifications, race results, or any historical items, please contact [Gary](#) (919) 556-2725, or bring them to one of the Tanzer events.

We are also still trying to determine the name of George's crew for the NC State Championship in 1999 and 2000. If anyone has records of Tanzer regattas during this period, please let it be known.

Dues

Please note that annual dues are now due for 2003. A [membership form](#) is on the web site. Dues are \$20 if paid before April 1 and \$25 thereafter. Please mail the form and a check payable to the Tanzer 16 Class Association to [David Lenat](#), Tanzer 16 Class Treasurer, 3607 Corbin Street, Raleigh, NC 27612.

EDITOR'S NOTE

If you have any questions, or suggestions about the newsletter please contact George McKim at gmckim@bellsouth.net or call me at 782-3029.