



Wayfarer sailors in black tie attire gather on the beach at Hermit Island before Friday's Lobster Dinner.

Impressions from the International Rally at Hermit Island

by Linda Heffernan W2458

On 8-8-08, ten thousand enthusiastic athletes from 150 countries marched in the Olympic Opening Ceremony in Beijing and two days later thirty equally enthusiastic participants from 5 countries joined the welcoming circle at Dick Harrington's Hermit Island campsite for introductions and an overview of the week ahead. As a first timer, I was happy to associate faces and personalities with the participant list and learn about their involvement in Wayfarer cruising and racing.



Wayfarers on the beach at Sequin Island

From the UK there were veteran cruisers, Ralph Roberts, the UKWA Commodore, Ann Kell, experienced skipper and cruiser, and Ray and Jill Scragg the UK Newsletter Editors. Ton and Connie Jaspers hailed from the Netherlands and have frequently participated in international rallies. The Bruneau Family from France won everyone's

admiration and the undisputed award for "most difficult traveling circumstances." Before the rally Giles and Jill with 15 year old son, William arrived in Montreal by plane with bikes and panniers and cycled in the rain the 300 miles to the Hermit Island Campground!



William and Jill Bruneau

Many repeat cruising crews from Canada attended. From the Ottawa, Ontario area there were Alan and Mary Asselstine, Lori Beeler, Andy Duoma and Andre and Monique Girard. Andrew Haill came from Thunder Bay, while Al Schonborn, along with Kit and Patsy Wallace came in from Toronto. US participants hailed from seven different states: Dick Harrington and Jane Korver from Ohio, Tom and Nell Graefe, and Tom and Diane Erickson from Massachusetts, Tony Krauss and Mary Abel from Maryland, Bill and Margie Harkins from Virginia, Gary and Stephanie Hirsch from Michigan and Jim and Linda from North Carolina. The Nelsons, Lisa,

David and daughter, Krystal, from Maine were camping nearby and joined us for two days of cruising.

The cruises varied in length and destination. To reach the open waters of Casco Bay, each cruise started with the daily challenge of navigating the Branch, the narrow water which separated Hermit Island from the mainland. Dick and Tom planned the departures with the outgoing tide, but they couldn't control the winds or the numerous moored boats. The mid day departures from the Yardarm dock found skippers preparing their own boats and helping one another while Bill and Margie's canoe provided shuttle service to the moored boats. Clearly, cooperation was the theme as we launched and then rendezvoused at Buoy #4 outside the Branch.



Margie and Bill Harkin in their shuttle-canoe.

Most of the days were sunny and the Maine coast provided spectacular scenes of rocky shores meeting the ever-changing tidal water with pines, firs and spruces piercing the blue sky, all enhanced by the scattered white Wayfarer sails against the water. Constant attention was required to weave through the numerous colorful lobster pot buoys, always a hazard if snagged but also a sign of good water and no ledges.

Part of the challenge of the cruise is picking a destination and achieving it, while being ready to alter plans as the weather and seas changed. The unpredictable situation of landing or docking the boats for a lunch or social time could be thrilling. At Cundy's Harbor there was no room at the restaurant dock, so some of our boats were tied to an outlying floating dock and the passengers were shuttled in. At the Elm Islands landing site, we scrambled over

slippery kelp and rocky ledges to gather for lunch. At Sequin Island the beach in the anchoring cove was tiny and the water unsettled so some boats grabbed an empty mooring. On our second visit to the Cundy's Harbor area, we found a commercial harbor and got permission to tie up for 30 minutes while lobster boats weighed in their catch and refueled. All landings were managed with ingenuity, skill and cooperation.

Wednesday's cruise to Sequin Island was my favorite. Weather, a steady wind from the south, gentle swells and an offshore destination, were first class. An extra bonus was a stop at Seal Island where the seals were off feeding somewhere so we landed and gathered mussels.

As the week unfolded the growing friendships of the cruisers became very evident. One evening a spontaneous gathering at the Harkins' campsite evolved into a wonderful party. Ton interrupted the spirited conversation to inform us that a Wayfarer rally is not complete without singing. He passed out the lyrics to songs with nautical themes and we sang all of them, including the official Wayfarer song in four languages. This is a rousing international Wayfarer tradition that I hope takes hold this side of the Atlantic!

Wednesday evening we assembled at The Lobster House, for a dinner featuring lobster and seafood. Later a speaker from each country shared words and remembrances. As Ralph Roberts spoke for the UK, he reminded me of George Blanchard, the esteemed senior NA Wayfarer sailor, who never passed up an opportunity to promote Wayfarer sailing and the wonderful camaraderie it offers. Ton read a letter from Poul Ammentorp, of the Scandinavian Wayfarer Association which walked us through the remarkable 50 year history of the Wayfarer! Ton thanked Dick Harrington and Tom Graefe for organizing the cruise and presented them with hand crafted wood and canvas camp chairs (personalized with boat numbers) that can fold and stow in the aft compartment of a Wayfarer.

There wasn't a planned cruise on Friday but many couldn't pass up the excellent conditions for one more sail. Andy Duoma spent the week on shore due to his broken foot but when we asked him to join us for the last sail of the week, he left his crutches on the dock and boarded!

Friday evening we gathered at the pavilion in the campground for our lobster and steamer clam feast. As advertised, it was a Black tie event and the dress ranged from Tom Erickson's real tuxedo shirt and tie to Ton's T-shirt designed with a magic marker to look like a coat and tie. Lori led the entertainment asking folks to share experiences of the week. We gathered on the beach for a group photo. After our delicious meal, we linked arms in a circle around the campfire and enjoyed another round of sailing songs. In our lingering at the campfire I felt a regret that the event was coming to an end, somewhat like the scene at the closing of the Olympics: goodbyes, hugs, memories and promises to see each other at the next cruising activity in North America or Europe.

FIFTY YEARS OF WAYFARING



In July, at the annual Danish cruising/camping week at Rantzausminde, WIC Secretary Poul Ammentorp gave Ton Jaspers a 50th Anniversary message to be read at the International Rally in Maine.

A" Fiery lassie" Is Rounding The 50 Year Mark *by Poul Ammentorp, W239 Woodie,*

In the beginning was Ian Proctor, and he had a creative urge! He wanted to create a 16' dinghy with the following qualities:

- Lots of room for you and me, even, overnighting on board.
- A dinghy with superior speed so it can gain ground against the tide.

- A dinghy suitable for racing with Main sail, Genoa and spinnaker.
- A dinghy you can assemble yourself from a kit.

W-1 is 16' but all other are 15'10", due to Ian's wish for keeping material costs at a minimum. By cutting 2" off the length there would be no "left over" plywood when building the hull and it was of great importance for Ian.

In the beginning, all dinghies were built in plywood, but soon Ian was working on a cheaper and less maintenance demanding dinghy. The MK1 built in GRP was introduced, and now the Wayfarer class started to take off. In the 16 years from 1958 to 1974, 2000 Wayfarers were produced (250 dinghies a year, not too bad!). Ian then introduced the MK2, mainly to reduce production cost, due to fewer items in the assembly process. Development of the Wayfarer has never stopped; even though it is called a ONE-DESIGN dinghy. The SD, +S and Wayfarer World have been introduced, and around the millennium 10,000 dinghies had been produced. Ian's idea had become a great success.

Now we have the totally modern design of the MK4 from Hartley Laminates, and with a competitive price the future of the Wayfarer looks bright.

Thanks to Frank Dye, the Wayfarer has a reputation of being very seaworthy. He has sailed the Wayfarer to the very extreme, and the book, "Ocean Crossing Wayfarer", where he writes about his "Summer Cruise" from Scotland to the Faroe Islands and then on to Norway, has extended the boundaries for what is possible in a 16' open dinghy.

It was Margaret and Frank Dye who, 40 years ago, supported the foundation of the Scandinavian Wayfarer Association, by sailing their Wayfarer W48, Wanderer, from England over the North Sea to the little Island Ven, in the middle of the sound between Sweden and Denmark. It was here that the SWS was founded. However, there is an often spoken warning in Scandinavia from Ken Jensen, a friend of Frank Dye and founding member of the Scandinavian Wayfarer Association: "Being an owner of a Wayfarer, doesn't make you a Frank Dye".

Important parts of the Wayfarer fairytale, are the National Class Associations, where lots of enthusiastic Wayfarers put in many hours, with much effort and hard work, to create one of the best dinghy class association there is. Here in Scandinavia we have SWS, which has benefited from our "big brother" the UKWA and I guess CWA and USWA as well as NEDWA will nod in recognition.

Even a Wayfarer dinghy with all its qualities, would not have been the same without the Associations. The Associations are the glue that keeps the Wayfarer sailors together. It creates social networks among people with the same interest: sailing, be it cruising or racing.

Racing needs rules for controlling the "One Design" and contacts to sailing clubs for organizing regattas and cruising needs organization of rallies and training camps for newcomers. Magazines and homepages bring the information of big value about upcoming events or travel descriptions, log books, not to forget all the pictures of sailing Wayfarers, Wayfarers events and just Wayfarer sailors having a good time enjoying each others company.

There have been organized Wayfarer World Championships every three years since 1974, and the hosting changes between UK, North America and Scandinavia. It has been of great importance for the Wayfarer class to have a World Championship and it still is! In conjunction to the Wayfarer Worlds in Canada in 1995 the first International Wayfarer Rally took place. The venue was Killbear Park at Parry Sound, Georgian Bay, Lake Huron 250 Km north of Toronto, where cruising Wayfarers met for sailing and a get-together for a week.

There have been International Rallies every year since, in Holland, Ireland, Denmark, England, Norway, North Ireland, Sweden, and here in 2008 in Maine, USA. In my preparation for the International rally in Maine, I was reading Frank's book "Sailing to the Edge of Fear", and I realized Frank is very, conservative when sailing in troubled water (fog and tide). It was often wet, cold and lonely to be single handed cruising. I prefer the "luxury" of International Wayfarer Rallies with the fixed camp site with all facilities, good food, lobster etc., get-togethers in the evenings, bonfire, music, singing and good jokes, and I recommend it highly.

The Wayfarer is now 50 years, and it is one of the most successful dinghy classes, thanks to its brilliant design as a multipurpose dinghy, and of course thanks to Ian Proctor for all the effort and love he had put into "the best of dinghies ever seen," or as we say in Denmark, "Alle tides baad" (Directly translated: "The Dinghy of all times".)

Even "the best of all dinghies ever seen" can't make it alone! The boat needs enthusiastic sailors who love their boat and who are willing to put time, money and work into organizing the communication, events and the get-togethers, where the W-sailors meet and have a wonderful time together and with the passion for the Wayfarer as a common basis of understanding, often leading to friendships for life.

We owe all this to the enthusiastic Wayfarer sailors! Many thanks for what they have done for the Wayfarer and our class through the 50 years.

Let us bring a toast and 3 times HURRAY for our Wayfarer and the Wayfarer Class!

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HARRINGTON LOOKS BACK continued

participants. So we weren't sure what kind of a US turn-out we would have. We needn't have worried because the turn-out from both sides of the border was phenomenal. From this experience, we learned that by going to a lengthier format, participants would be encouraged to travel longer distances; and although rally participation had been steadily increasing, once we went to a longer event, participation increased more dramatically. Each succeeding year we not only enjoyed seeing old familiar faces, but have had the opportunity to meet many new acquaintances. The interest level and participation at Hermit Island, this 2008, easily outshone all previous rallies. Tom and I are truly grateful to all of you for such a rewarding experience.

We thank everyone for all their support and help, without which a successful experience would be impossible. We offer special thanks to Kit & Patsy Wallace; Alan & Mary Asselstine; Bill & Margie Harkins; Tom & Nel Graefe; Gary & Stephanie Hirsch who volunteered to be "buddies" to overseas visitors.

Also we thank Frank Pedersen for loaning his Wayfarer to the overseas participants and driving it down to the rally. We thank all the overseas participants for taking a chance and coming over to the "American Rally". Hopefully, you've had the opportunity to make some new and lasting American and Canadian friends; and the sailing experience has given you a feel for why we love Maine so much. Finally, thank you, Ton Jaspers, for so eloquently delivering an inspiring message from Poul Ammentorp, the WIC International Secretary.

Sincerely, *DICK HARRINGTON, W887*

Uncle Al says it best:

"Special thanks to Dick Harrington whose enthusiasm and meticulous preparation make these Rallies the success that they are each year. He and Tom Graefe are truly an example for anyone who does volunteer work to emulate. Thanks a million, Dick and Tom! See you at the 2009 North American Rally—wherever it may be."