



The Wayfarer **SKIMMER**

United States Wayfarer Association
Fall 2012-3

COMMODORE COMMENTS

Jim Heffernan, W1066, W2458

Ian Proctor had planned, when he designed the Wayfarer, that this 16 foot dinghy would be a multi-tasker. The articles in this issue show how strong the long distance and day cruising abilities of the Wayfarer have remained after 55 years on waters worldwide.

A recent news report from the UK, told how a 21 year old sailor, Ludo Bennett-Jones, completed a circumnavigation of the British Isles in 47 days in a Wayfarer. What an adventure! While most of us cannot do the epic journeys on water, we do optimize the fine handling of the Wayfarer in many other ways. Ken Jensen in Norway regularly puts to sea in W 1348 in a quest to catch the tasty fish that swim in the cold waters near his home. A North Carolina sailor uses his Wayfarer as a clamming boat to gather a fine harvest of Quahog clams from the shallow waters of the Outer Banks. Chip Cunningham in Michigan takes his classic woodie W1321 into the narrow Black River where he shoots the bridges in the style of the European cruisers.

What is really unique for any of these sailors is that each of their boats can be easily prepared to engage in some club racing and with some further upgrades be ready for championship regattas. Talk about versatility. The Wayfarer has the right stuff!

Racing Captain Report

Marc Bennett, W10861

Hail to Dick!

I would like to start this article with warm congratulations to Dick Harrington for his tenacity in the building of the cruising fleet. If I could only muster

the same results with my fellow racers, the Wayfarer fleet would once again be strong.

While cruising is thriving, the heart of the racing Wayfarer in North America just steadily beats on. It's true our fleet does not have the numbers turning out as it did in the '70s, '80s and early '90s. But the grumbles this year about numbers are not warranted. As a fleet, we are holding our own. In fact, our numbers compared with 2011 are even or up a few boats in some regattas. Scheduling in the U.S. seems to be helping our numbers. A special thanks should be given to Nick Seraphinoff and Jim Best for getting Wayfarers into the BOD in Detroit.

OK, I know I said we are holding our own. Nonetheless, I still look at this year's numbers with some sadness over the lack of enthusiasm. 2012 had everything going for it. It's the year to get ready for the 2013 Worlds in Toronto. (Remember, the Worlds will not return to North America for at least another 9 to 12 years. Next year could be the last time a lot of our current fleet will be able to race it. Julie and I will be about 65 years old by the time the Worlds return to North America.) Nick Seraphinoff has done a great job promoting the Mark IV's, which have more sailors in competitive boats than ever before in North America.

So what can we do to help people come out to our events and attract new blood into our fleet? One thing that would help our numbers is if we encourage more people to travel to at least one or two events. Out of 45 boats on the racing roster this year only 20 boats have traveled from home so far. Uncle Al's W3854 leads the way, traveling to 5+ away events.

Making it to 3 or 4 away events are W10861, W10874, W397 and W10888.

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Full membership	One year	\$20.00
Full membership	Three years	\$50.00
Associate Membership		\$15.00
Associate Membership is available to non-Wayfarer owners.		

Invitation to the Wayfarer World's XV

For the first time in almost a decade, the world's top Wayfarer sailors will be gathering in North America, as the Mississauga Sailing Club and the Port Credit Yacht Club host the 2013 Wayfarer Worlds XV.

This event offers the opportunity to put your boat on a trailer and head to Canada to participate in competition at an uncommon level of skill that comes around only every nine years in North America. As Wayfarer sailors know, there are few events that improve your sailing level more than participating in a regatta, sailing a number of races, applying lessons learned in

one race immediately in the following race. The Wayfarer Worlds take this to another level, allowing ideas to form and crystallize over a number of days. The best Wayfarer sailors in the world will be on hand, dispensing advice for the price of a beer! The keen sailor may find that, in preparation for the worlds, they attend a few more regattas than they might have to gain a bit of practice. Boat tuning may receive a bit more attention.

Aside from the technical aspects, there are lots of opportunities to make acquaintances, both old and new. Wayfarer sailors are seldom a boring bunch. Lies will be told, beverages will be consumed and friendships will be forged.

In many ways, this Wayfarer Worlds is a repeat of the previous North American Worlds in 2004. Many members of the 2013 committee also participated in the organization of the last Worlds. The two clubs hosting the event are the same. The on water location is the same. All these factors result in this World's benefiting from the positive experiences of 2004. This will be a top class event and a guaranteed enjoyable time.

The city of Mississauga is a suburb west of Toronto with easy access to major highways leading to border crossings both east and west of Lake Ontario. All the necessary amenities, including hotels and grocery stores are within easy access of the club. Within driving distance are many points of interest including downtown Toronto, Niagara Falls and "Cottage Country" to the north, incidentally, also the location of the international cruising rally to be held at Killbear Provincial Park in Parry Sound on beautiful Georgian Bay during the week prior to the worlds.

The regatta will be held on Lake Ontario on a stretch of lake that features a straight shoreline and medium depths of water. Sailors will love the unique experience of sailing on a large body of fresh water. The races will be conducted by honorary Wayfarer Canada member, John Weakley, who has run many Wayfarer events over the last several decades. Mississauga Sailing Club, a club exclusively for dinghies, is excellently set up to host dingy events and is increasingly becoming the place to go for dinghy sailors in southern Ontario.

Mississauga Sailing Club and Port Credit Yacht Club would like to extend a friendly invitation to any

Wayfarer sailor who would like to spend an interesting and fun week of sailing.

Keep posted on the latest news on the 2013 Wayfarer Worlds at www.wayfarer-international.org. Click on 2013 Wayfarer Worlds.

For a personal contact email or phone Rob Wierdsma at robert.wierdsma@bartonbishop.com, 905 829 5567

Chesapeake Cruise 2012 – Wayfarer Style
by Tom Goldsmith

For years prior to leading this annual cruise, Dick Harrington had followed his own dreams by exploring the fascinating bays and rivers of the Chesapeake Bay. This year once again, Dick invited Association members to share with him the experience of dinghy cruising on one of his water trails. This cruise took us on a journey from Oxford to Tilghman Island to the Little Choptank River, Slaughter Creek and James Island. Being with a small group on a dinghy cruise on the largest estuary in the U.S. and making our way through the open waters and into the shallows, it was easy to fantasize just a little to see the marshy islands and abundant wild life through the eyes of European explorer, Captain John Smith, back in 1608.

I took a break from my job and had the opportunity to crew for Uncle Al on *Shades*. We were with Fran and Jeff Kirk in their CL16 *Liberty* and Jane Korver and Dick Harrington in *Blue Mist*. For me, the time spent is a precious memory because I was among friends, I was able to learn much from Dick and Uncle Al, and I encountered nature.

At the public launch in Oxford, midday Sunday, boats went into the water and we sailed a short distance to the dock at Campbell's Town Creek Marina. After shuffling cars around so that two cars were parked at our end destination, we dined that evening at *Palm Beach Willie's Restaurant* located at Slaughter Creek Marina. My vacation began with sharing a meal and dining on local seafood. I recall the kitchen ran out of cream of crab soup before they could fill a bowl for Jeff and we shared. That evening at *Campbell's Marina* I got my first experience attempting to sleep under a boom tent. Next morning a few of us made a short car-run to the local Oxford Market where we picked up good breakfast sandwiches and homemade muffins plus average coffee.

Following the morning skippers' meeting, we headed out to make the six-mile cruise over to Tilghman Island. Getting through the drawbridge at Knapp's Narrows under sail was very cool for me. I will remember three things from this first leg of our cruise. A nervous skipper of a large sailboat with sails down and under motor yelled "Get out of the channel!" as Dick skillfully sailed *Blue Mist* under the small open drawbridge; Uncle Al said to me as he took over the helm before docking *Shades* in a stiff breeze, "Keep in mind we are not here to provide entertainment for the on-lookers;" and Kip, the marina manager seemed favorably impressed by our sailing capabilities.

We enjoyed a relaxing afternoon by the pool and Kip very kindly lent us the marina's vehicle to make the eight-mile drive to the *Chesapeake Landing Restaurant*. Before we shared stories of the day's activity over plates of food with fabulous crab topping and homemade cornbread, our waitress - having been coached about last night's restaurant shortfall, played a prank on Jeff saying, "Sorry, the kitchen ran out of cream of crab soup before they could fill your bowl." That night, Uncle Al and I shared an air-conditioned room with comfortable beds while our friends remained true to the plan by sleeping under boom tents.

Tuesday, we sailed the twenty-mile trip from Tilghman Island, beating into a steady 18 to 20 MPH south wind towards the Little Choptank River and Slaughter Creek Marina with me at the helm most of the way. As you probably know, Uncle Al generously shares his wealth of technical sailing / racing knowledge and has more stories to tell than there are miles to sail. On this day, he put on lots of vang and then had me ease the main until we had a nice comfortable bit of heel and minimal weather helm. I remember during the trip, Uncle Al said more than once, "Don't be afraid. You're spilling a little too much wind." I remember us heaving to several times to take pictures, program the GPS, check the chart and, purposely slow down.

As luck would have it, Slaughter Creek Marina (SCM) has a fully outfitted clean comfortable trailer that sleeps eight. Together, all of us made the trailer our home for the remaining three days. The price was right, and Bob the proprietor of SCM was a gracious host, even more so when each morning we shared our bacon and eggs with Bob. Not a fancy schmancy place, SCM gave us a wonderful glimpse into the life of the true Chesapeake Bay Waterman.

Upon returning after dining Wednesday evening at the *Island Grill*, the local hot spot just down the road on Taylor Island, Dick spotted a Skipjack tied up with the other work-boats. Dick gave us the history, functions and features of this working oyster dredger: The Skipjack arose near the end of the 19th century. Due to state laws this boat with no motor can legally dredge for oysters and being sloop-rigged with an extremely long boom, a long bowsprit, low freeboard, wide beam, and centerboard, it has the power needed to pull the dredge.

Our trailer home had a spacious living / dining area giving us the opportunity to gather. Late one evening the conversation got really lively when Fran, Jeff and Uncle Al got on the topic of their favorite book titles and authors. I sat there amazed by the fun they were having.

On Wednesday afternoon winds were light and as I was crewing for Dick on *Blue Mist*, he generously took the time to explain and demonstrate his techniques on handling windy conditions: reefing the mainsail, putting up a storm jib, balancing sail area, and putting up a trysail. Out in the channel we were among water birds: osprey, bald eagle, great blue heron, egret, and mallard. All of a sudden about fifty yards off the port bow a bald eagle swooped down on its prey to claw a fish near the water surface. The eagle's movement was classic, talons reaching out to grab the fish, then once caught, the weight of the fish rocked the bird's forward motion, then the eagle proceeded to display big wing air pumps for altitude by pointing feathers high over head to well below the body. What a beautiful sight.

On Thursday morning southwest winds were steady at 12 knots when in *Blue Mist*, Jeff, Dick and I beat four miles under full sail over to James Island. As we approached this uninhabited island, our focus was on two eagle nests sitting high atop barren trees as an eagle flew out of one nest. Dick took over the helm and found us a nice little cove in which to beach *Blue Mist*. The feeling was wonderful as I walked waist deep in warm water over a sand bottom, occasionally stepping over dead tree limbs decorated with gray pinecones above the water surface and occasionally glancing up at the eagle nests.

That afternoon on the return sail to Slaughter Creek, seas were calm, the wind was at our backs and the sun was in our faces. Sounds like the Irish prayer. May the road rise up to meet you, May the wind be always at your back, May the sun shine warm upon your face,

And the rains fall soft upon your fields, And, until we meet again, May God hold you in the palm of His hand. To my friends, Jane, Dick, Fran, Jeff and Uncle Al, thanks, for making this a memorable cruise, and thank you, Wayfarer Association.

Dad and Me, A Wayfaring Family Affair *Quinn and Sean Ring, Cincinnati, OH W907*

Every year we look forward to the next Wayfarer Cruising rally as a major highlight of our season, and this year was no exception. My 12 yr old son, Quinn, and I have been sailing Wayfarers for 11 years now and still learning every time we are on the water, because as you all know dinghy sailing is real sailing. No motors, power winches, auto pilot, or martinis on the deck at sunset (well ok, maybe a few beers lounging on the floor boards on a run) – it's just pure sailing with the trailer advantage of longer range exploration. We have sailed on each of the great lakes and hope to expand to the East Coast soon on future rallies. The real reason we love Wayfarers so much is the community, as the generosity and camaraderie never cease to surprise me. Always willing to lend a hand, teach a new skill or just relax and enjoy each other's company. This differs from so many sailing clubs and classes of boat where it is all about ego and race position. Even among the avid Wayfarer racers, there is a sense of calm and humility that is always inviting.

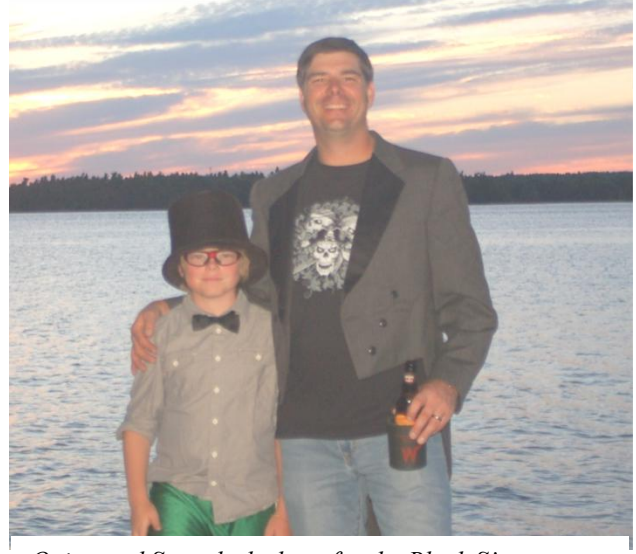
This year's rally at Wellesley Island, New York was our fourth rally and truly brought our cruising experience full circle. Our first rally in 2009, also at Wellesley, was a disaster. Our first big adventure on our new woodie - *Jaa Rik W907* (just one year after our GRP Mark 1 was crushed by a tree); it looked great but leaked like a sieve and we had no reefing capabilities. The whole family attempted the trip, 8 year old Quinn, 3 yr old Cora and 18 month old Lilah. Needless to say, my wife Elise was not exactly thrilled with our cliffside campsite and all the work during the day while Quinn and I were on the water. She was even less thrilled when I came home from our first full day's sail to Clayton with a blown knee! So it's been Quinn and I ever since, a great time to bond and full of fun.

Wellesley 2012 was one of the highest attended North American cruises in recent history, with a total of 17 boats including a CL 16 and a Hartley Wanderer. Most people arrived Saturday, and at the first skipper's meeting Sunday morning we decided on a slightly later start and a sail to Canoe point on Grindstone Is. for

lunch. It proved to be a nice day with moderate winds. Monday was a little more exciting as the wind built in the afternoon as we converged on a small private cove at the *Boateak*, a destination store filled with seafaring treasures and locally made craft items. Dick Harrington later hosted a great party that went late and was full of libation. Tuesday brought much higher winds and was a day to practice capsizing, both intentional in Richard Watterson's *Wanderer*, and unintentional for Ian and myself on his *Bindlestiff* (but that's another story entirely). Only 4 boats ventured out, with many people relaxing or enjoying Boldt castle and other local sights. The evening was filled with dark and stormy story sharing and Gopro helmet cam video viewing at the Schonborn/Krauss cottage, there were even a couple of gay doctors (Mt. Gay rum and Dr. Pepper). Wednesday night was our planned group dinner so we decided on a shorter sail, but as Poseidon would have it, several of us were stuck in a vortex for quite some time trying to push through a 4 knot current in little to no wind through a channel at Fiddler's elbow near the village of Ivy Lea. We eventually all made it to Watterson Point state park for a nice lunch and a swim before returning early to get dolled up and dine at the country club, which was a fantastic meal in a large private dining room. Thursday morning at the skipper's meeting Quinn invited everyone to a "Black S'more party" (described later). I sailed with Tony Krauss remembering how to race a little, while Quinn sailed with Robert Mosher in the morning and Ian Coxswain and his sister Allison all the way from New Zealand in the afternoon.

Overall, I really enjoyed seeing the kids spending time playing and being kids, both on the water and off; we adults could stand to learn a thing or two from them.

And now for the rest of the story, as dictated by Quinn: I like Wayfarer cruising rallies because they are exciting and you never know what will happen, and I get to sail a bigger boat than my pram in much bigger wind and water. On our first rally in 2009, our tacks were really scary because I couldn't get the hang of it, but now I have learned techniques to keep the jib in control. Each time, I learn more about boating in general and my tacks are getting much smoother. I'm still working on my helming, but now I have had opportunities to sail with other people adding to the variety. Robert Mosher let me steer the whole time I sailed with him and Dad lets me steer a lot also.



Quinn and Sean decked out for the Black S'mores party on Thursday after a day of sailing.

It is so fun to just explore the area and go places that you have never gone before; experiencing new places with the freedom of a boat and spending the week with my dad is really the best part. It is fun sailing with my dad except when he doesn't eat, because he gets frustrated. It doesn't make it not fun; it just decreases the fun a bit. We have developed a system that makes it better, we eat a peanut butter and jelly sandwich each day as we leave the dock in order to make it until lunch. Sailing with Dad as I see it...Keep him fed, pay attention, try to make him laugh, and don't take the yelling personally. I really like sailing in moderately high winds, as high winds get kind of scary at times, but can be fun. Except for Tuesday when I decided not to sail and went to Boldt castle with the other kids.

Being with all of the kids – Tristan, Cheyenne and Sarah made for a much better rally for me, because in past years Crystal was the only other kid, except last year when I was the only one. The adults are fun to hang out with, especially Uncle Al, Ian, and Robert, but I prefer people my own age. We played horseshoes at Canoe Point trying not to give each other a ringer. We played apples to apples for hours and talked about the differences between Canada and the US, I can't remember the Canadian National anthem, but I do know what a Loonie and Toonie are now. We also swam at the beach and buried each other in the sand, not something the adults are usually interested in.

Another highlight from this year was talking with Mary Asselstine and hearing her story of escaping from

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Page 6, top left, then clockwise.

Helming a Wayfarer is the highlight of a cruising rally for 12 year old Quinn Ring. Photo by Sean Ring

Tony Krauss and crew Joe Blackmore earn a 4th place finish at the Bayview One Design in Detroit in June.

Tom Goldsmith helming Uncle Al's SHADES on the 2012 Chesapeake Cruise. Photo by Al Schonborn

Laura Scheibner leads the Rahn Crew and Tony Krauss at BOD on Detroit River in June.

On Traverse Bay Nick Seraphinoff remembers the feel of a woodie on Heffernan's W1066. Photo by Jim Heffernan

The Rahn Crew W10888 cuts it close against W10864 sailed by Laura Scheibner of Bayview Yacht Club. All BOD photos from CWA camera Fran and Jeff Kirk returned to the Chesapeake Cruise with their CL16, "Liberty." Photo by Uncle Al

Page 7 clockwise, Peter and Alex Rahn win their first Wayfarer NA's. Julie and Marc Bennett take 2nd place at RHYC in June.

Mike Codd, CWA Chairm weighs "Dawn Treader" at MSC after NA's. Richard Watterson loves his new Wanderer.

Marc Bennett awards 2012 USWA championship trophy to Jim and Mark Heffernan at RHYC.



Dad and Me continued from page 5

Hungary as a child. I really like history and had never heard someone's real story like that outside of a book. It made me feel very good and lucky that I live in a free country.

At all of the rallies we have attended, there has always been a black tie affair and a s'more party. This year, I was sure to bring my top hat but was disappointed that there was no mention of a black tie event. So, I had the idea to combine them into one party and call it "The Black S'more event." Where everyone dressed up in a black tie and beads and roasted a blackened marshmallow or two. Mr. and Mrs. Rose hosted at their more remote waterfront campsite for a roaring party on Thursday night before many people left the next day. It was an awesome way to end a great trip.

Kudos to Kit Wallace and everyone else that contributed to the organization of this year's rally, they did an excellent job! On to next year, there is work to be done convincing the rest of the family to try again and perhaps join us at Killbear.

WAYFARER KIDS

by Julie Seraphinoff W 10861

The 4-foot board with smaller boards jutting off it like spider legs was in the way of the boat launch. With the launch rush looming for a day of racing on the Chester River in Rock Hall, Maryland, I did what any courteous sailor would do: I moved the board.

As I dumped the board into the weeds, I noticed two young boys and a girl standing to the side, whispering to each other. They looked worried and a tad guilty, like maybe they were in trouble. That's when it dawned on me this was not a typical board. It was a boat of their creation, of their imagination.

"Oh wow," I said. "I'm sorry. I didn't realize that was yours. Go ahead and grab it. Which they did, launching the makeshift craft into the river inlet.

Later in the day, I watched those same children out sailing on their Hamptons with their parents. They were sometimes dragging their hands in the water while sitting on the low side. But when it came time for tacks, they pulled in the jib like pros. On shore they raced back and forth from each other's campsites. They were active, engaged, personable young people. Hampton Kids. It was so cool to see.

I understand the world these 5- to 8-year-olds are growing up in because it's the world my siblings and I grew up in. I am a Wayfarer Kid and I grew up, from the age of 8, traveling most weekends of the summer to sailing events in Michigan, Canada, the East Coast and even the West Coast.

And I understand the friendships they are developing with the other sailing kids. My strongest connections throughout my childhood and teen years were with Wayfarer Kids. There were DeBrincats, Dauchs, Rotherys, Heffernans, Pedersens, McPhees, Riddells and many others. We spent most summer weekends together at regattas, sometimes raising a ruckus on shore and other times out sailing with our parents. When I went off to Michigan State University, I ended up rooming with a Wayfarer Kid – Laura Rothery.

Now, as an alleged grown up, it has been a thrill to resurrect some of those connections. Back in 2005, my dad, Nick Seraphinoff, talked me into flying to Maryland to crew for him in the Rock Hall regatta. Part of the draw was that it was Father's Day weekend and Sarah Pederson was flying in from Montana to sail with her dad, Frank. I hadn't seen Sarah since we were young kids. I jumped at the opportunity.

Maybe it's cliché to say, but it was like Sarah and I had not been apart for 25 years. Sure we had some catching up to do about marriages, kids, life in general. But the Wayfarer connection is so strong and woven so tightly through our fibers that reconnecting was a breeze. It felt wonderful to be back.

Since that initial trip, Sarah and I have worked hard to carve out time in June to sail at Rock Hall. A couple years into the annual adventure, we were joined by Mark Heffernan, who comes down from Philadelphia to sail with his dad, Jim. Another Wayfarer Kid returns to the fold. And yes, as the Dark & Stormies are poured, the childhood stories fly. Sarah pulled out the classic moment when the Seraphinoff kids taught the Pedersens the little tune "Momma had a baby and it's head popped off," which we sang while decapitating dandelions. My parents were mortified. Mark likes to remind me he doesn't remember hanging out with me much, because I was so much older than him. Thanks.

As this year's Rock Hall weekend was coming to a close, all three of us were discussing next year's June regatta and the Worlds in August. Mark may be out of the loop because he's being deployed to fly for the Air Force in Saudi Arabia for a year (be safe, be SAFE, BE

SAFE!!). He may make the Worlds. Sarah's game for both events, as am I. She will sail with her dad and I will sail with my husband, Marc Bennett. We know we'll be living busy lives through the winter, but it's nice to always be thinking ahead to the next regatta. That's what Wayfarer Kids do.



Sarah, Mark and Julie at Rock Hall in June.

I would not change any aspect of growing up in the world of sailing. And I suspect those Hampton Kids I enjoyed watching so much last June will feel the same when they're alleged adults. Maybe they'll sit around and tell the story of how they made a boat out of boards and sailed it in the Chester River, under the watchful eye of that woman with the Wayfarer.

How I Wandered into a New Boat

By Richard Watterson

From the time I got my first Wayfarer in 2005 I have had a tenuous relationship with sailing. I loved reading about Frank Dye's adventures and those of others like Joshua Slocum and Bernard Moitessier and intellectually engaged by their writing and the accounts of Wayfarer sailing found online; I eagerly anticipated going to sail. When the time came however I would burn out because of my innate fear of the water and wind which translated into hyperactive obsessivity (I know this isn't a word, but it best describes things), checking and re-checking and focusing on irrelevant things. It would take hours to get on the water and hours to get out and my enthusiasm waned. I thought getting the new Hartley Mark IV would fix it but while the great layout and design of the Mark IV helped, alas it was not the cure. I sold *Bubbles W10862* to Nick Seraphinoff and decided that my sailing would be limited to being Nick's crew.

This spring I traveled to Detroit to deliver my Mark IV to its new owner, Nick, and crew for him in the

Bayview regatta. I arrived a few days early and to earn my keep at Nick and Mary's house I helped Nick get the new shipment from Hartley Boats ready for their owners. I saw what looked like a Wayfarer parked off to the side of Nick's shop but there was something different about it. It turns out it wasn't a Wayfarer, it was a Wanderer! I was immediately attracted to it because it was the same hull shape and inside design as the Wayfarer but carried a simple rig with no clutter. All one could see in the boat cockpit was jib cleats and fairleads. This was the answer, a boat that was impervious to attempts to complicate life.

I told Nick that I wanted the boat. **NP Boats**, Nick and Peter Rahn's company, imports Hartley boats and had obtained the Wanderer to be used as a sales demonstrator. Nick ended up selling it to me. The Wanderer was designed by Ian Proctor because of entreaties from Margaret Dye to build her a boat that was like a Wayfarer but that she could single hand. He built her the boat and indeed she wrote a book about her travels in it, "[Dinghy Cruising](#)." The UK has a well established Wanderer cruising and racing fleet and as a new owner and entitled to free membership I am now a member of the UK Wanderer Association. Hartley Laminates upgraded the design of the Wanderer in the same way they did the Wayfarer with the Mark IV. The aft tank is gone, replaced by an optional cargo container that positively straps down to the deck (large enough to carry a motor). There is an open area under the foredeck with the signature Hartley spinnaker launching chute in the bow.

After the Bayview regatta I traveled with my new boat to Nick's place on Traverse Bay in Michigan. I sailed the boat from the beach at Nick's and it worked great. The boat was kept on the dolly (the dolly is integrated with the trailer road base) on the beach. I decided one morning to see how long it would take to get the boat from the beach with sails down to the water and under way by myself. Six minutes! From road to launch I was able to get the Wanderer going in 20 minutes (dang cover!). So far I have single handed it in winds up to around 10 knots and it does well, playing the main to keep it flat. The next adventure for my new boat was at Houghton Lake, Michigan where my wife's family has their annual week long get together at a multi cabin resort on the water. In the past I would take the Wayfarer down the road to the state launch facility where the bored attendant would take ten bucks from me to launch the boat. I decided this year to try launching from the resort. The parking area is about 150 yards from the water, to launch the boat I would have to dolly it across rough grass covered terrain

through the trees and finally over 10 yards of deep sand. With the help of a nephew we dollyed the boat just shy of the water where I stepped the mast and we rolled it down the beach into the water.

One may wonder why they haven't heard very much about me actually sailing the boat. To me the main stumbling block to getting sailing is the overwhelming time it takes to get the boat set up. This is minimized with the Wanderer and is a big thing to me.

At this year's cruise rally at Thousand Islands State Park in upstate New York I was able to really put the Wanderer through its paces. I kept the boat on the dolly next to my tent. When it was time to sail I pulled dolly and boat about 200 yards down the camp lane to the launch ramp. Someone would give me a hand to ease down the ramp into the water. At the end of the sail with the assistance of one person I would put the boat on the dolly, pull up the ramp dismissing the kind assistant and moving the rest of the way to the campsite on my own.

The first day I sailed by myself and things went quite well. The second day Robert Mosher graciously agreed to sail with me and we had a great time moving through the islands and the Wanderer stayed with the Wayfarers very well. The third day was supposed to be a bit blustery and there was no organized sail planned. I decided that I was going to finally try to do something about my fear of the water and capsizing. I offered to go out and capsize the Wanderer with anyone who wanted to. Annelies Groen of Toronto took me up on my offer. I was somewhat unsure about the methodology used to intentionally capsize but was told to just grab a shroud and pull it over. The wind was strong enough that I decided to try and sail it into a capsize. We tried pulling the main in tight and falling off, the boat would heel up higher and higher-and then headed itself up and fell flat again, we kept trying and couldn't get it to go over. Finally, I let it heel then stepped on the low rail and got it to go over. It stayed on its side long enough for me to swim around and get on the board and then it came right up with Annelies floating into the boat as it righted. She immediately got the board up and made sure sheets were freed and I climbed into the boat as she counter-balanced. We started sailing on a reach and seconds later most of the water had flowed out the transom flaps and the rest went out the efficient bailers. I didn't even have a bailing bucket on board! We capsized again, this time with Annalies swimming around to do the honors. She

is well lighter than my 180 pounds and she got the boat up without a problem.

Next up was Henry Grace also of Toronto who sails with his wife and kids and wanted to be confident that he could handle a capsize. We did two capsizes, one with him floating into the boat as it rights so he could experience that particular technique and the next time he swam around to get on the board. He was a little tardy getting on the board so in this case the boat turtled. This turned out to not be a problem; with the help of a righting line slowly but surely the boat went on its side then back up. The winds by now had increased quite a bit and during a reach to reach tack I lost my grip on the helm and the boat capsized, this time for real. We got it back up, sail-bailed and then had a lot of work to beat upwind against 20 knot winds back to the dock. I should have done as Uncle Al and Tony Krauss had done in "Shades" earlier, they doused the main and sailed in upwind under jib alone. I don't know how well the Wanderer does upwind with jib alone, I will put that on my to-do list. One very interesting observation is that the boat will sail upwind with the jib backed, the main eased and the tiller freed. Usually one hoves to by backing the jib and putting the tiller over to leeward with the board either half down or all the way up depending on how much you want to drift. On the Wanderer the boat somehow balances itself so that the tiller stays centered and the boat continues to sail upwind with the centerboard half or full down. I use this often because I forget something and need to tend to it and it is great to just turn everything loose and "look Ma, no hands."

In summary the Wanderer is nimble on the water and off, I am quite impressed with how easy it is to handle the boat on the dolly, launch and take out. I would like to see a Wanderer fleet form in North America, co-participating in events with its big brother fleet of Wayfarers. **NP Boats** stands ready to take orders and if anyone has questions about the boat they can contact me, rwatterson3@comcast.net.

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Hail to Dick! Continued from page 1

Sailing 1 to 2 away events are W1066, W10873, W3951, W911, W6071, W864, W453, W1115, W3488, W4600, W3573, W10864, W7351, W9667 & W1321.

Thanks to all the sailors who made the effort to travel. This makes the biggest difference in getting our numbers up for any one event.

The other question is how, as a fleet, do we encourage our members and new people to try out Wayfarer racing? Holding more local events has been helpful because it lets people who cannot travel the longer distances attend. One other thing that would help is if the local boats not only attend, but help to make these venues more fun. Here is an e-mail I sent Richard Johnson when he asked for advice about his November regatta this year in North Carolina:

"I have done a lot of reviewing of old regattas and their attendance over the years and have found the better attended regattas year to year are a little more laid back and fun. We can look at Clark Lake and North Bay as good examples. We have two locations with very different sailing conditions, Clark Lake is no more than a pond and North Bay is great cruising ground with lots of open water. What seems to keep people coming back each year to these events is the way they are run.

I will list what I think are the key points.

1. No matter what time you arrive there is always someone there to greet you, and drinks and sometimes food are available. When I sailed Fireballs, the best attended regatta of the year was the Screwball in late September. We would leave after work and do an eight-hour drive and always arrive to an open bar and a Crock Pot of chili. (Most of the fleet would attend, from our novices to our best racers; about 25-30 boats. Most other regattas in the year would pull in 5-12 boats.)

2. The start on Saturday (3-4 races if possible) is normally 10:30 to 11 a.m. This gives early morning arrivers time to set up their boats. (Nothing worse than coming in at 2 or 3 in the morning and having to get up for an 8 or 9 a.m. skippers meeting, then flinging your boat together to make the first start, which is postponed 50 percent to 75 percent of the time while you drift around.)

3. Try and have boats off the water by 5 p.m. and come in to something fun on shore. This encourages all to stay around while boats are put away and food is made. (The most fun events seem to have a regatta theme, including food that fits that theme. Kind of like the last regatta I attended at the Catawba Yacht Club. The music was a lot of fun and the food great. If the budget is not there, I have seen pizza make a hit if presented right.)

4. On the Sunday (2-3 races if possible), try to make an earlier start if local conditions allow. Please be

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courteous to the traveling sailors and have your last start between 1 and 2 p.m. with a prompt prize giving. It's nice to give a few prizes for people down the fleet and to those who have made the best effort to get there. Five races is a good regatta, but there is nothing wrong with only getting a couple races in if the event is well run. I cannot tell you how many times I have been frustrated with race committees trying to get races in and not paying attention to wind conditions and giving the fleet one or two really bad races to finish a series."

I open the question to the whole fleet: How can we encourage old members to participate and new members to join in our racing? If you have any ideas at all I would be glad to review them. All responses will be one-on-one – no group emails, so feel free to express yourself.

The second question I have for the fleet is how can we improve our numbers for the 2013 Worlds? Should we combine some crews? Does anybody know people in other fleets who may want to sail the Wayfarer Worlds in 2013? Once again, your emails will remain one-on-one, so feel free to express yourself. (marc27732b@gmail.com)

The USWA will be giving shirts to the teams competing in the Worlds to help promote the event. So far the teams are:

W1066 Jim & Linda Heffernan
W10874 Nick Seraphinoff & Joe Blackmore
W10861 Marc Bennett & Julie Seraphinoff
W864 Tony Krauss & crew
W10873 Richard Johnson & Michele Parish

I look forward to your suggestions

Marc Bennett W10861

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Sept. 29, 30	Smallboat Regatta Southern MD Sailing Assoc.	Solomons, MD
October 6, 7	Indian Sumer Regatta Saratoga Lake Sailing club	Ballston Spa, NY
October 27, 28,	Halloween Charity Regatta Lake Townsend Yacht club	Greensboro, NC
November 3, 4	Old Brown Dog Regatta Catawba YC, Lake Wylie	Charlotte, NC
Feb.1-3, 2013	Midwinters/USWA Nationals Lake Eustis Sail Cub	Eustis, Florida

For more information contact Jim Heffernan, jheffernan@nc.rr.com

*If you know of an Open Handicap event in your area where Wayfarers
can participate, we can post the info here and on the Racing Schedule.*

USWA SKIMMER 2012-3

**United States Wayfarer Association
114 Village Lane
Chapel Hill, NC 27514**

YEAR ON YOUR LABEL INDICATES YEAR DUES ARE DUE.

Send dues to Treasurer/Secretary, see page 2.