



The Wayfarer
SKIMMER
United States Wayfarer Association
Summer 2013-2

COMMODORE COMMENTS

Jim Heffernan W1066, W2458

For most Wayfarer owners cruising and day sailing on local lakes best describes the use of their boat. A few launch their boats regularly to catch a fine dinner of cod or trout. Then there are the avid racing sailors who love to match their wits and skills racing around buoys and marks while hiking hard and flying a colorful spinnaker. Every three years the big event for racers, the Worlds, brings racing sailors together from Scandinavia, Great Britain, USA, Netherlands, Ireland and Canada to race on the big waters such as the Great Lakes, the Baltic Sea or the English Channel. In a few weeks, the Mississauga Sailing Club on Lake Ontario will host this event. There is still room for more boats. This is a premier racing venue that can handle boats and sailors with many skill levels. You don't need to be the club champion to participate. All are welcome with lots of room on the starting line. It will be many years before the Worlds return to North America so grab this chance to race close to home

**WAYFARER INTERNATIONAL
CHAMPIONSHIP
DRAWS CREWS FROM 5 COUNTRIES**

Anne Pugh (W3654)

With less than 2 months to go the preparations for the Wayfarer Worlds XV, hosted by Mississauga Sailing Club and Port Credit Yacht Club, are almost finalised. We have a fabulous week of sailing and social activities planned – the sailing starts with the practise race on Monday August 5th and the racing starts in earnest on Tuesday. There are nine trophies to be sailed for and with the race management team being led by PCYC's own John Weakley we are guaranteed first class race management.

There is a very full social programme – the week starts with a welcome BBQ on Monday including live music, Tuesday is the "Stars & Stripes" night sponsored by

USWA with wings and an American theme to the evening, Wednesday there is a dinner at MSC and Thursday will be "race night" at MSC. The finale of the week will be the awards banquet on the Saturday which will be held at Port Credit Yacht Club. All of these social events plus lunch on race days are included in the entry price for skipper and crew – extra tickets for each event for family and friends are of course available. In addition from Monday – Thursday we'll have a licensed bar at MSC when we will be showing photos and video footage from the days sailing so plenty of opportunity to catch up with old friends and make new ones whilst analysing the days racing.



For those of you not familiar with Mississauga we are located on the north shore of Lake Ontario about 15 miles West of Toronto and about one hour's drive from Niagara Falls – there is plenty for the non-sailors to do in the area from the iconic CN Tower, St Lawrence Market (best in the world according to National Geographic) to of course the Falls themselves. Even the surrounding area has plenty to offer the sailor and non-sailor alike – the sailing club is located in a park with a playground and splash pad for the children, a short distance away along the Waterfront trail is the village of Port Credit with its numerous boutique shops and restaurants

Currently we have entries from Denmark, Ireland, UK, USA and Canada so a truly international event and the opportunity to sail in a world class Wayfarer fleet will not be back in North America for another 9 years so don't miss out. The notice of race and the entry forms are on the website www.wayfarerworldsxv.ca

Continued on page 11

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

Evolution of a Cruise

Dick Harrington, W887

Chesapeake Bay! It's a phase that brings a number of thoughts to mind. Certainly, I think of the numerous cruises I've made over the past fourteen years, poking into the many bays and rivers that make up the Maryland and Virginia Eastern Shore. Exciting images and humbling experiences come tumbling home. That's not all. I am also reminded of the many kind individuals I met along the way, who helped safely guide me and my wood Wayfarer, *W887 Blue Mist*, from place to place. Having a Wayfarer sailor cruising in their backyard was special for them too. What they saw in me was something unique and different.

There are three famous people closely associated with the Chesapeake that have likewise added a sense of understanding, meaning, and purpose to my adventures. You miss a lot if you don't know something about the history of the Chesapeake. The persons I'm referring to are: Englishman and renowned explorer Captain John Smith, esteemed American maritime historian Howard L. Chapelle, and historical story writer and novelist John Michener.

Choptank River. When I first ventured upon the waters of the Chesapeake, if anything, I was more naïve than most about what I was doing. Studying the map, I simply picked an interesting looking spot surrounded by lots of blue ink as a starting point. That spot happened to be Oxford. I didn't know it, but Oxford is one of the more interesting towns on the whole Eastern Shore. Of course, being totally ignorant of this, I lacked an appreciation for the history of the locality. Frankly, I probably was mostly worried about how to locate the boat launch.

Upon arrival, however, I was taken aback by Oxford's picturesque beauty. The quaint old town, facing the Choptank and Tred Avon rivers, consisted of charming clapboard Victorian houses, oozed rich accents of its watermen heritage that blended perfectly with the upscale marinas and yachting activity. Being a wooden boat nut I couldn't resist spending several hours wandering through the Cutts & Case Boat Company, admiring several stately yachts undergoing restoration.

On that first cruise I stayed pretty much within the confines of the Choptank, venturing only as far as Tilghman Island. I was fascinated by both the movements of the watermen as well as the variety of interesting sailing craft on the water.

OXFORD – taken in part from local tourism literature. "Oxford is one of the oldest towns in Maryland. Although already in existence for perhaps 20 years, Oxford marks the year 1683 as its official founding, for in that year Oxford was first named by the Maryland General Assembly as a seaport and was laid out as a town. Until the American Revolution, Oxford enjoyed prominence as an international shipping center surrounded by wealthy tobacco plantations."

The American Revolution marked the end of Oxford's glory. Gone were the British ships with their variety of imported goods, and tobacco was replaced by wheat as a cash crop. Business went bankrupt, cattle grazed in the streets, and the population dwindled.

After the Civil War, Oxford emerged from its 'long slumber' of nearly 100 years to a new prosperity signaled

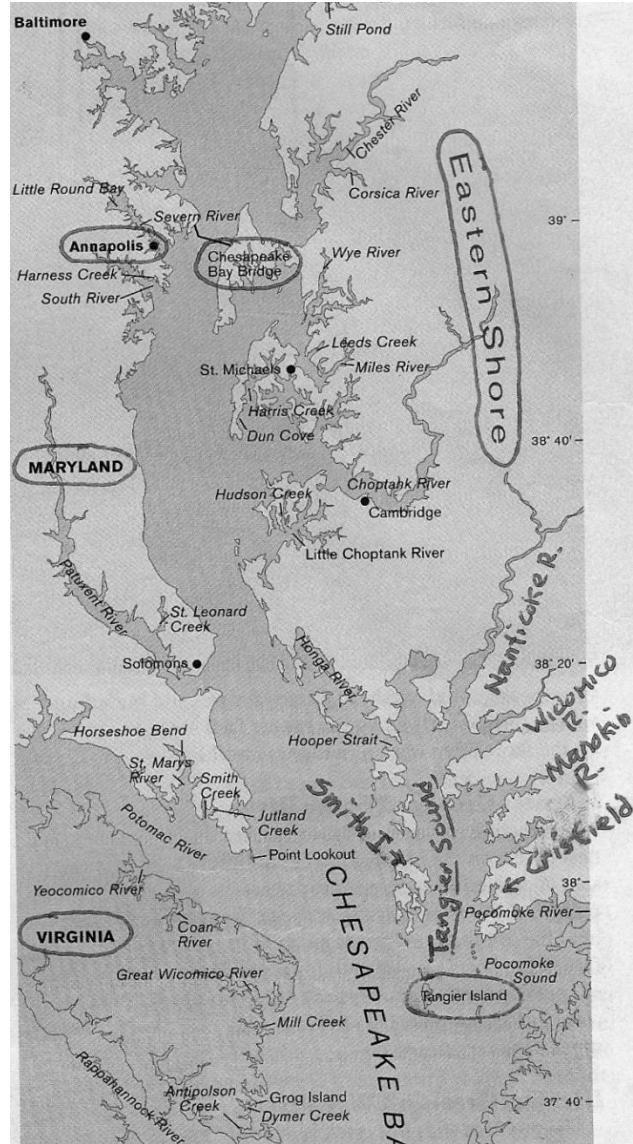
by the completion of the railroad in 1871 and improved methods of canning and packing which opened national markets for oysters from the Chesapeake's bountiful beds. But it was not to last. In the early part of the 20th century, the oyster beds played out, the packing houses closed, other businesses went bankrupt, and the railway and steamships eventually disappeared. Oxford became a sleepy little town inhabited mainly by watermen who still work the waters of the Tred Avon."

Today, of course, tourism and yachting activities play a much more significant role in the local economy.

The next couple of cruises I made also started from Oxford. But by then I was ready to expand my range, sailing south to much more remote Little Choptank River and Slaughter Creek. Though still naïve, I felt I was being really adventuresome, wandering far from the beaten track. By then I had stumbled onto Michener's novel *Chesapeake* and began to gain a better appreciation of the historical significance of the area. For example, I knew that Slaughter Creek was named thusly because it had been a bountiful place for waterfowl hunters who made a livelihood out of selling their game. South of Tilghman Island there were no longer marinas and on the water just an occasional waterman. On the distant horizon, out on the Bay, I would sometimes spy the sails of a larger yacht. It was like being at sea and I loved it.

Introducing Howard Chapelle - historian of early American small craft. Like wildlife lovers often carry a favorite bird book into the field, Chapelle's *American Small Sailing Craft – Their Design, Development and Construction* (1951) is by far the best source book for historic small sailing craft that, among other places, plied the waters of the Chesapeake. What a marvelous proving ground for the evolution and development of small sailing craft – originating from true working craft - the Chesapeake has been. Howard Chapelle recorded it all. Many of the classic working craft cherished by traditionalist today, such as the flat bottom *Sharpie* skiff - used in oystering and clamming, the famous *Skipjack* - developed for dredging oysters under sail, the racing *log canoe*, the *sandbaggers*, and the two masted *bugeye* were documented by Chappelle. So, when upon rare occasion I unexpectedly happen upon a majestic old Skipjack tied up in some out of the way creek, I always stop, take a few moments to examine her lines and rig, then close my eyes long enough to imagine what sailing that graceful old gal must feel like. Thank you Howard Chapelle!

Tangier Sound. With several Choptank cruises under my belt I was feeling my oats. I wanted to try more wilderness sailing. Boy, did I ever get far off the beaten path.



I was intrigued by the region south of the Little Choptank. The whole of which, until you reach Crisfield, is a vast expanse of marsh largely designated as variously named national wildlife refuges. There I was, launching *Blue Mist* at an unbelievably desolate state ramp in the Taylor Island wildlife refuge; just above what's referred to on the chart as the Honga River. Scraping bottom I rowed and pushed the Wayfarer down a narrow tidal stream leading into the top of the Honga River, reeds towered over my head. After half a mile I realized I'd made a big mistake, but it was too late. If I ever got out I surely wanted no part of coming back. Though it seemed to take a tortuously long time, it probably wasn't more than an hour or so before finally breaking free. However, though out of the reeds, I still wasn't free. On paper the Honga appears quite wide, yet the water was only one to two feet

deep for several more miles. That was my rude awakening to wilderness sailing on the Eastern Shore.

The above said, the whole region is an amazingly beautiful wildness. There was no one I needed to share it with, albeit except for a few mosquitoes. This cruise took me all the way down the inside of Hooper Island and into Hooper Straight, lying between the tip of the Hooper Island and Bloodsworth Island, a marsh island devoid of any trace of dry land. Once in Hooper Straight, following the channel buoys I entered Tangier Sound, stopping at Deal Island. Finally, for the first time, I arrived in Crisfield. Having read not long before the novel by Erskin Childers, *Riddle of the Sands*, I remember writing in my log how Hooper Straight, with its many sandy shoals and ever twisting channel, made me think of the Friesland Islands, which are so prominently described in the Childers' novel. It was an amazing wilderness experience, which I'm glad I did it; but not one I'll ever repeat.

This was the cruise, when upon heading back; I capsized in a sudden violent thunderstorm while still inside Crisfield harbor. There I was rescued by two watermen in what was actually a small drama affair. At that point dismasted and waterlogged, I was spared the task of sailing back up the Honga when the Coast Guard was good enough to drive me to fetch my car and trailer. With all of that, I still took note of off-shore Smith Island, lying just below the horizon on other side of Tangier Sound. Though invisible to the eye, it was evident from the chart that the distance was relatively short. I vowed then my next trip would be to Smith. After all, I had just done the Honga!

Following my first trip to Smith and Tangier Islands I was so enthralled by the experience I decided to take my wife Margie next time. Then, after that, I wanted to take other Wayfarer sailors as well. That marked the beginning of the annual Wayfarer Chesapeake Cruise in late May. For years the route was based on a triangle course from the town of Crisfield to Tangier Island to Smith Island and back to Crisfield. Two years ago we added the *Choptank River – Tighlman Island – Little Choptank/Slaughter Creek* cruise to the Chesapeake cruise repertory. It is a nice change of venue to the Tangier Sound cruise and offers a different cruising experience.

The Rivers. One year I decided I wanted to learn more about – yes, explore - a big part of Tangier Sound I had long neglected. Sailing down the Honga River to Deal Island I had bypassed maybe a hundred miles of pristine wilderness shoreline where the Nanticoke, Wicomico and Manokin rivers enter the northern region of Tangier

Sound. So I turned *Blue Mist* north from Crisfield. At the time I failed to realize I was about to follow a portion of the track of the famous Captain John Smith.

As magistrate of the English settlement at Jamestown, in 1607 Smith lead an exploration party into Chesapeake Bay in search of food supplies. The Chesapeake was a horn of plenty! Commanding a large ship's boat called a Shallop, he was able to traverse the shallow waters. The two-mast, fore and aft lug sail rigged, Shallop carried maybe a dozen men and could be rowed as well as sailed. Over the years 1607 and 1608 Smith led several voyages of exploration, first along the eastern shore, before touching upon many other parts of the Bay. He sailed as far north as Delaware today, as well as a long way up the Potomac River. He explored a lot of the rivers, including the Nanticoke. You can find the traces of all Captain John Smith's voyages under his name on the internet.

Like Oxford, the most important history of this region centers on the men who worked the oyster beds, caught fish, and trapped crabs. On that cruise, besides enjoying the peaceful beauty of the wilderness marsh, with its abundant wildlife which included plenty of eagles, I occasionally would catch a trace glimpse of those earlier glory days

For this year's Chesapeake cruise our group will get to explore several of these great rivers. It'll only be the second time for me. Starting from Cedar Hill marina on the Nanticoke we will sail to Whitehaven on the Wicomico, and then continue on to Wenona on Deal Island, before crossing Tangier Sound to Ewell on Smith Island. At Ewell we'll happily reunite with Pauli and Steve who run Smith Island Marina, our long time favorite Chesapeake port-o-call.

Only a mile up the Nanticoke from Cedar Hill is the town of Tyaskin. There ocean going sailing ships at one time discharged and took on cargo. Much of the rough old pier where we will tie up the Wayfarers still stands. On the quiet white sandy beach we will peer at mounted photo placards of when ships laid at the pier, surrounded shops and warehouses. Wow, we will think. How different it was back then. Imagine that!

Around the point from Cedar Hill we will sail to Whitehaven on the Wicomico River where we will spend a night in the old Whitehaven Hotel, which is a couple hundred years old, I think. Restored to its original grandeur it is now a fine B&B. The third floor once upon a time functioned as a sail loft. Will this beautiful old hotel have stories waiting for us? We'll see. Stay tuned!

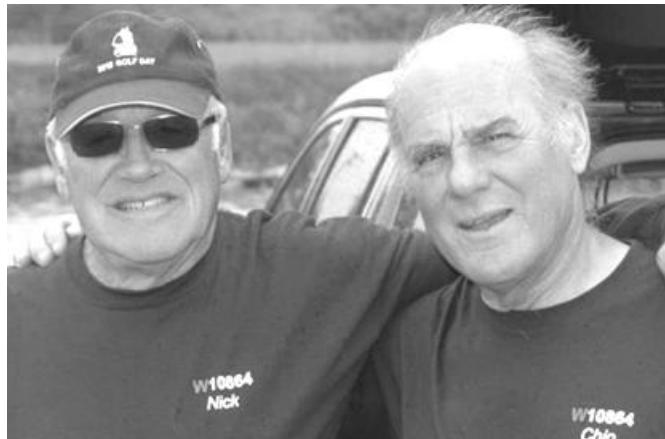
W10864 Worlds Training Report *Chip Cunningham, Student Crew*

For the student crew the satisfaction and relief that might accompany dowsing the spinnaker can unfortunately only come after having flown it. Learning to fly the spinnaker is a hectic exercise wherein what should be happening taunts and evades the student crew. Similarly, there seems to be a consensus on the proper trimming of the genoa, elusive as it may be for the student crew.

One of the advantages of dinghy racing--probably unintended--is that it is slow enough to allow all possible mistakes. Here the student crew can excel. Having once or likely often blundered into error, the student crew can explore endlessly unhelpful ways of interacting with the boat. It is hoped a tendency toward effective action will eventually emerge.

The question is, will it emerge in time for the Worlds?

Nick Seraphinoff invited me aboard his Hartley Mark IV, *Impulse*, W10864, for this 2013 racing season. We are working to be in respectable form for the Wayfarer International Championships at the Mississauga Sailing Club in Ontario at the beginning of August. I am hurrying through mistakes as quickly as I can. Nick remains encouraging and nurturing through it all. Had he not already been awarded the *Don Davis Memorial* in 2012 as an exceptional member of the Wayfarer family, his example with me would clinch it this year.



Our practice has recently evolved into deliberately establishing routines. Nick has years and years of experience to offer, but he doesn't impose it. Instead we are in nearly constant conversation about how we sense things are going—what worked, what we want to avoid, what we like. Out of the range of ways to execute a tack we look for what works best for us and then consciously practice it as our way. It's pretty much the same with

everything. We work on sail trim. We run the spinnaker. We strategize starts and roundings. This method has only recently emerged for us. We started sailing together in February of this year in 'Florida at Lake Eustis and St. Petersburg and then after we both returned to our homes in Michigan, we sailed at Nick's old sailing grounds, Stoney Creek Lake, near Rochester, north of Detroit. There is a training report from that outing in the Whiffle. Now we sail on the Detroit River out of Bayview Yacht Club, Nick's club near his house.

There is something magical about practice—how repeatedly trying to do something leads to new ability. The last couple of times out things have really started to click. Except most recently when, just as I was getting the lifting sling ready for the Wayfarer, Nick dropped an open beer down to me and I missed it. Had it not been Conner Creek and the Detroit River I might have finished what was left in the bottle by the time I fished it out, but I decided not to risk it. Instead I forfeited the credit I had earned during our brilliant practice and settled for break-even on the day.

When I first began sailing Wayfarers I would watch the movements of the racing crews of Sue Pilling and Steph Romaniuk or Marc Bennett and Julie Seraphinoff or Peter and Alex Rahn and wonder why they weren't doing anything. Jim and Linda Heffernan are masters of this ploy. Now I understand their calmness as a hard-to-come-by deceit designed to crush anyone trying to catch them!

Here are suggestions for further reading, although nothing beats just sailing:

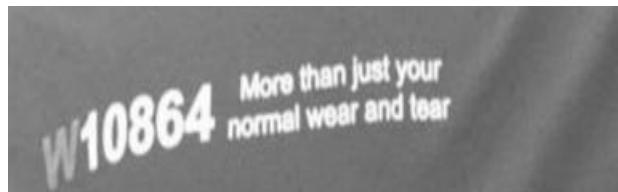
A couple of Nick's favorites:

Tactics of Small Boat Racing by Stuart H. Walker, M.D. (for the life of me I don't know what being a doctor has to do with it), W.W. Norton Company

Advanced Racing Tactics also by Stuart H. Walker, M.D., W.W. Norton Company

And a book I love:

Sail, Race and Win by Eric Twiname, Sail Books.



MICHIGAN REGATTAS



Beautiful weather for Lake Lansing Regatta, May 18, 2013

Left: Brad Kleihege and Hillary in Jim Fletcher's W453

Right: Julie Seraphinoff-Price and Mark Bennett in W10861

Below: Wayfarers and a CL16 line the dock before the races.

Photos by Stephen Wagner



Very breezy conditions prevailed both days for the Bayview Yacht Club One Design Regatta June 1-2, 2013.

Photos by Marcin Chumiecki of Photoelements.

Left: Simon Strauss and Al Block in W10945 and Sue Pilling and Steph Romaniuk in W397 duel upwind with the skyscrapers of Detroit in the background.

Right: Gusty conditions on Sunday caught several Wayfarers off guard with spinnakers flying on the downwind leg.





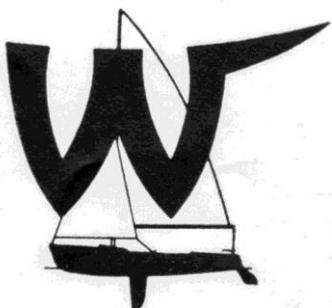
Last winter Tom Goldsmith built his own boom tent for W4835, *Lovely Day*, at his home in Pleasantville, New York. Right: Tom used a USMC tent to fashion the front entrance, hence the camouflage design. Tom debuted his tent during this year's Chesapeake Cruise and promised a report in the next issue of SKIMMER. Photos by Tom Goldsmith



Rock Hall Regatta June 2013

Sarah Pedersen stands between her brothers, Jim Pedersen and David Pedersen. It was Sarah's goal to sail W8705 with her brothers in this year's RHYC One Design. Their father, Frank, who died in February, is a very proud Dad!

Below, left to right, At Waterman's Restaurant in Rock Hall David Pedersen, Mary and Nick Seraphinoff, Linda, Mark, and Jim Heffernan, Sarah Pedersen, Chip Cunningham all hoist tankards that were trophies of Frank Pedersen.



Do-It-Yourselfer Boom Tent
by Tom Goldsmith, *Lovely Day*, W8343

Early on, during the off-season I debated with myself on taking on the project to make a boom tent for my *W8343 Lovely Day*. I started to develop the program requirements. I wanted a tent that was durable enough to endure a fair amount of wind force, keep rain out and a product that would last for years. I needed it to be spacious enough for two sailors to sit comfortably in the cockpit, have adequate cross ventilation, keep out the bugs, and make use of the Wafarer bow area for getting in and out of the tent. I needed the project to be interesting, give me a sense of pride and satisfaction all without breaking the bank.

I started investigating similar projects to find solutions to my requirements and found a balance between heavy and light tent materials, a way to incorporate the boom as part of the framework, incorporate fiberglass tent poles to achieve the space requirements and manufactured tarp shelter along with a small two-man tent that I could tear apart to fabricate the tent entrances. The debate about making my own boom tent for *Lovely Day* ended when I found the USMC Combat Tent by Diamond Brand. I also had a goal of completing the boom tent by the end of May in time for the annual Chesapeake Cruise organized and headed-up by Dick Harrington, USWA Cruising Secretary.

My preferred method of construction is “do-it-yourself” for many reasons. Foremost I enjoy taking on a challenge and being responsible for the quality and control of the production. Building my own boom tent allowed me to keep the cost down, know the details and learn new skills. And most of all, I like the “feel good” of enjoying something I built.

Major materials with cost and sources follows.

\$150 for (2) Auqa-Quest Waterproof Nylon Tarp 78 inches by 120 inches

<http://www.aqua-quest.net/047.htm>

\$120 for (1) USMC Diamond Brand Combat Tent (check e-bay for used)

http://www.diamondbrand.com/manufacturing/cat/military_gear/shelter/diamond_brand_tents/marine_corps_combat_tent

\$90 for (5) 5/16" fiberglass tent poles (three at 110 inches, two at 100 inches)

<http://tentpoletechnologies.com/>

\$90 for (6) Fairlead deck fittings,

<http://www.ronstan.us/marine5/product.asp?prodno=PNP187>

\$10 for (2) Fairlead fitting,

<http://www.ronstan.us/marine5/product.asp?prodno=RF9>

\$10 for hardware (1) home-made sliding goose-neck to fit boom on mast

\$12 for (2) bakelite knob with 5/16" machine tap female thread <http://bakeliteknobs.blogspot.com/2011/01/round-knobs-available-in-dia-34-114-1.html>

\$10 for (1) 2-1/2" rubber boot pipe vent to go around mast find at Home Depot

\$50 for (3) 48" #10 plastic zipper

http://sewingnetwork.net/supply/index.php?main_page=index&cPath=27_243

Here is how I outfitted *W8343* with a boom tent.



Tarp Shelter and Tent Poles

homemade sliding gooseneck to fit on the mast and make a simple boom Start by purchasing two heavy nylon shelter tarps (79" by 118") with reinforced guy loops. Overlapping these two tarps by one inch along the 118" side and double hand stitched the tarps together using a heavy waxed thread to achieve a 118" by 157" tarp shelter. Using the tarp dimension of 118" to go over tent poles, order custom size tent poles: three at 110" for the cockpit and two tent poles at 100" for bow and stern (boat more narrow). Cut six pieces of 5/16" drill rod and glue one end of each into each of the cockpit tent poles. Mark out a rectangle pattern over the cockpit gunwales at 75" long on the sides by 63" wide. Install fairlead deck fittings at the four corners and half way up the 75" sides. Bow and stern tent poles locations need different fittings. Cut two bakelite threaded knobs (5/16" female machine thread) to achieve a flat side, leaving the female thread in the knob. Drill and thru-bolt threaded knobs to the stern boat sides (52 inches across the stern) at end of rub edge. 5/16" thread to stock sheer-pin hardware support tent pole at stern. Mount two fairlead fittings horizontally above the rub-edge on the bow where dimension is 52" across. The result is five tent poles with the same apex. Next, raise the boom to fit under the cockpit and make a simple crutch.

A USMC Diamond Brand Marine Combat Tent was torn apart and used for the tent entrances over the tent poles fore and aft and the same combat tent rain tarp entrances was used over the bow and stern. With the tent poles in place fore and aft, cut cardboard templates as patterns for tent entrances. Using the cardboard templates rough cut (cut big, trim later) the two tent entrances from the combat tent. Using the cardboard patterns, machine sew the combat tent pole sleeve material to the fore and aft tent entrances and machine sew a strip of 2" wide webbing (as stiffener) along the bottom of the tent entrances. Fit the tent entrances over the fore and aft tent poles and set free standing on boat. Set the heavy nylon tarp shelter over the tent poles, make a slit for fitting around the mast and use cord to tighten tarp around boat and tent entrances. Next, cut and fit and pin the combat tent rain tarp over the fore and aft tent entrances. Use the combat tent vestibule entrance for the bow as the main entry and exit and use the straight zipper combat tent rain tarp over the stern. These combat tent rain tarp entrances are then trimmed and pinned with heavy plastic tent zippers. Carefully remove the tarp with pinned heavy plastic zippers then, machine sew the zippers to the heavy nylon tarp and combat tent rain tarp entrances.

Thanks for reading, hope this helps. And most of all, thank you Dick Harrington and my fellow Wayfarer Association friends for showing me the way of Wayfarer dinghy cruising.

RACING ROUNDUP

Lake Lansing Regatta May 2013 *From the Lansing Sail Club Website*

The Wayfarers came to Lake Lansing on Saturday, May 18 and found a beautiful day, sunny skies, pleasant breezes and good fun.

With challenging light and shifty winds, the racing was competitive with plenty of opportunities to gain and lose. Eleven boats raced, with competitors from far and wide – Ontario, Florida, Pennsylvania, Ohio, Indiana as well as Michigan. Richard Watterson raced his new Hartley Wanderer and John Kolstoe raced a CL-16.

Six races were run allowing one throw out. The undisputed winner was Marc Bennett with crew Julie Seraphinoff Price as they ran off a series of six first place finishes. LSC's Brad Kleihege with his crew Hillary was the 1st place non-spinnaker boat. John McEnhill won the Most Improved award.

After the racing, competitors, families and friends enjoyed steaks and chicken off the grill, cold beer and lots of conversation and camaraderie

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Bayview One Design Regatta June 2013 *Chip Cunningham, crew on W10864*

Among the nearly 200 boats entered in the Bayview Yacht Club's terrifically well run 2013 One Design Regatta May 31 through June 2, eight Wayfarers competed in excellent to challenging conditions. One Wayfarer expected to attend did not, its helm having recently broken a bone in his foot. I'm assuming it's the one he uses to push down with on the pedal.

Boats arriving to practice as early as Wednesday were limited by high and gusty winds building through Friday. However for the races beginning Saturday, wind swirling around Belle Isle and varying between 5 and 15 knots made things interesting for eight efficiently officiated back-to-back races.

Equipment issues immediately retired two boats for the day. Rob and Daniel Wierdsma in W10874 had the bad luck of losing a rudder and tiller during a capsize, and Robert Mosher and Nikos Damaskinos in W3445 had the misfortune of breaking a forward seat slat holding the jib cleat. Both boats were back in the water for Sunday.

The Wayfarers shared the "River Course" in front of the clubhouse with the Ultimate 20s. The current in the river there is a brisk 2 knots and added a tricky variable to our upwind/downriver roundings. All other classes raced in Lake St. Clair.

Sunday's winds were considerably stronger and being against the current presented challenging conditions for an additional three races. You may have heard references to "swimming." The numerous capsizes all occurred on blustery spinnaker runs which gave rise to the technique issues discussed below.

Overall my sense was that we Wayfarers stayed fairly well bunched and boats finished in about the same places they started in. It was great racing with several close side-by-side, back-and-forth spinnaker runs. Simon Strauss and Al Block in W10945—a Mark IV newly arrived from England on Friday, and Marc Bennett and Julie Seraphinoff-Price in W10861 were well matched and inspirational. Strauss, who placed seventh in the 2010 Wayfarer International Championships, and long-time Detroit River sailor Block, had a weight advantage that helped in Sunday's wind.

The spate of capsizes in the Wayfarer class on Sunday prompted a very interesting discussion with Simon Strauss about how to handle the Wayfarer in heavy downwind conditions. I know that Nick Seraphinoff and I in W10864 went over because we weren't able to control the rolling oscillations that the boat quickly started to make.

Strauss said that, contrary to popular opinion, he sails heavy spinnaker runs with the board full down. In light air he still sails with it up. But, he says, having the board all the way down damps the tendency to set up a roll.

I had the good fortune to sail with Strauss on a practice sail in W10864 on Thursday when the wind was really up. We sailed out from the club, turned downwind and were already moving right along. Then Simon said "Well, let's put the spinnaker up." I felt obliged to warn him that I'm still learning, but game. The kite took all of my concentration, so I can't say I was noticing the fine points of Simon's sailing. But we were on a fast plane and rock solid, I'll say that! I was hiked full out and the waves were clipping at my back. I looked at our wake once and we were throwing water way out to the side. I felt compelled to shout, "Simon, that is some really fine boat handling!" He smiled and we charged along. Never once was the boat squirrelly. We made a solid gybe and made another planing spinnaker reach back to the club. It was a riot. I don't remember Simon asking me to move the board. It must have been full down since we left the dock.

Strauss is also careful to set the mast up so the pin does not bind.

Nick talked to Richard Hartley about Strauss' technique and Hartley mentioned that he sometimes also uses a vigorous pump of the main to settle a roll that has started to set up.

A little swimming can sometimes lead to the most interesting things.

*Editor's Note: On the Bayview Yacht club website.
www.byc.com you can view loads of photos of all racers*

in the BOD. On the CWA website there are numerous photos of the Wayfarers in action. The photos for Sunday's races include a commentary by Uncle Al on "The Anatomy and Critique of a Capsize" This study should be required reading for all sailors!

**Down the Chester River Race & Rock Hall YC
One Design Regatta June 14-16, 2013**
Jim Heffernan W1066

The annual race down the Chester River from Chestertown started out in fairly strong winds. Since the forecast was iffy the turnout was quite low. The Windmill fleet was absent due to a strong thunderstorm that whipped across the RHYC grounds on Thursday morning knocking 8-10 boats off their trailers, breaking at least 4 masts and holing a couple other boats.

The 18-20 mph winds at the start pushed us down the river rapidly, keeping the fleet closely packed. Spinnakers got a good workout as they were often hoisted and retrieved in the shifty winds coming over the north shoreline. The winds slowly backed down to 8-10 and provided enough steam for two multihulls to finish well ahead of the first monohull. Jim and Linda Heffernan sailing W1066 crossed the line third overall in less than 2 hours followed by a Rebel and then Nick Seraphinoff and Chip Cunningham in W 10864.

The around the buoys regatta on Sat and Sun had some of the best wind conditions in years giving the fleet 4 races on Sat and 2 on Sun. The Windmills showed up thanks to many helping hands fixing boats, loaning masts and finding spare boats in nearby barns. Since the Wayfarers shared a start with them, there was a lot of close action at the starts and on each leg of the course.



Nick Seraphinoff and Jim Heffernan relax at the end of Sunday's close racing.

Chip Cunningham and Nick Seraphinoff get the MacGyver Award for coming up with an innovative "Butt Bar" that allowed Sarah Pedersen to easily move from side to side with one good leg and thus compete as skipper on W8705 using her brothers as crew, David on Saturday and Jim on Sunday.

After all the many hard fought legs, Heffernan and Seraphinoff were tied in points so a discussion ensued about the crew arm wrestling to break the tie.



*Sarah Pedersen adjusts the tiller bar on W8705.
Nick and Chip fashioned a "Butt Bar" across the
rear seats of the boat so Sarah could slide back and
forth as she tacked.*

From the Treasurer, Gary Hirsch

Members, you will notice that your labels have a different look. I have entered the membership data into a new mail merge program and some mistakes may have crept in. At the top in small print you will see the date that your dues are next due. Also the boat or hull number of your boat is given. If the number is incorrect or missing or you feel there is a mistake in your dues date, please contact me Gary Hirsch at gary.hirsch@gmail.com. Please put USWA in subject line to alert me to legitimate email.

W International Championships continued from page 1.
If you don't want to trail your boat over the border the Canadian Wayfarer Association will happily endeavour to find a high quality Wayfarer for you to race just follow the e-mail link on the website.

If you have not yet booked your accommodation for the event then check out the website where there are details of local hotels or even better why not stay with one of the local sailors – Kit Wallace of CWA is organizing this and his contact details are available on the web site also.

All at MSC and PCYC look forward to seeing you in August.

2013 Wayfarer North Americans

September 7, 8, 2013

Tawas Bay, Michigan

Great sailing venue

Camping at Tawas Bay State Park

Nearby motels.

Event coincides with National Women's Softball playoffs, so book your accommodations early!

Contact Nick or Marc to declare your interest.

Nick Seraphinoff: nseraphinoff@comcast.net

Marc Bennett: marc27732@gmail.com



npboatsus.com

*For the dinghy sailor in all of us
Home of the Mark IV Wayfarer*

Nick Seraphinoff: nseraphinoff@comcast.net

Marc Bennett: marc27732@gmail.com



Calling All Wayfarers

July 13, 14	Clark Lake YC Summer Regatta	Jackson, Michigan
July 26-Aug 3	International Cruise Rally #19	Killbear Provincial Park, Ontario
August 3-10	Wayfarer Worlds XV	MSC, Mississauga, Ontario
August 24, 25	Blackbeard Sailing Club	New Bern, North Carolina
September 7-8	North Americans	Tawas Bay YC, Tawas, Michigan
September 21, 22	Tim Dowling Memorial Regatta	Clark Lake YC, Jackson, Michigan
September 28, 29	Indian Summer Regatta, Saratoga Lake SC	Ballston Spa, New York
September 28, 29	Small Boat Fall Invitational, SMSA	Solomon, MD
October 26-27	Halloween Charity Regatta, Lake Townsend YC	Greensboro, North Carolina
November 2-3	Old Brown Dog Regatta,Catawba YC	Charlotte, North Carolina

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 2013-2

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

***NEW LABEL!!! Please note your boat number and
check if your dues are current.***