

The Wayfarer SKIMMER

United States Wayfarer Association
Summer 2014-2

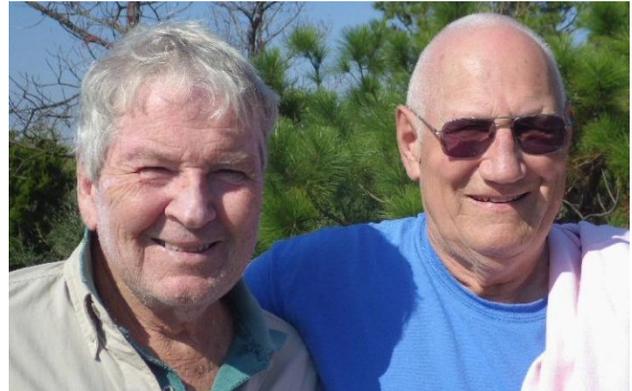
COMMODORE COMMENTS

Jim Heffernan W1066, W2458

“Man Overboard!” Those are scary words: especially so in large vessels that can’t be stopped quickly or be brought around easily if under sail. In a Wayfarer these words are not heard as a solo sailor falls from his craft or a two person crew loses one into the briny or into a fresh water lake usually because of losing balance or being pulled in by a life jacket snagged on the boom or sliding off the foredeck while getting control of a flogging jib or a spinnaker under the boat. Now what do we do? Hopefully the person in the water had a life jacket on or was wearing an inflatable vest and also managed to hang on to a part of the boat or grab a line. Being attached to the boat is necessary for the solo sailor and helpful for a sailor in the water with crew onboard. We are not talking here about the capsize situation where the boat is partially filled with water and one of the crew has managed to roll back into the boat. The recovery techniques are covered on the www.wayfarer-international.org website under the Wayfarer International Institute (WIT), *Useful Skills of All Kinds*. We are addressing here the situation where the boat is floating normally with a high freeboard. If you are lucky or prudent, you have installed a firm (not rope) ladder on the aft transom that can be easily lowered so that you can get your foot on the lower rung and get some leverage to hoist yourself over the transom. Without the ladder then the over the side approach can work if you can get the side deck lowered almost to water level and then pull yourself in using the seats or thwart or a line to help pull yourself in. The crew, if you have one, can use their weight to heel the boat toward you until the rail is almost in the water and you start to pull yourself in. Then they shift back to center to keep the boat from capsizing. I have tried this in calm waters in a lake but not in open water. If anyone has thoughts on getting back into the boat, let’s

have them and we will publish in the next Skimmer or on the WIT.

While in Greece last month, I had the privilege of taking over the helm as International Secretary for the Wayfarer International Committee. This position has been held by Al Schonborn for many years wherein he kept the affairs of the five National Class Associations going through many Class rule changes and the addition of the Mark IV Wayfarer to the Class. Many thanks Al for your steady hand on the helm when the waters were a bit turbulent.



Jim and Uncle Al share a happy moment at Cape Lookout, North Carolina in October 2013.

A REPORT FROM THE SOUTH

Dave Hepting W2945

Many of the Wayfarer Owners have met members of the Lake Eustis, Florida Wayfarer Fleet over the years, either at national events “up north” or at the annual regatta here in Central Florida, and may be interested in an update on our fleet activities over the last year. The formal Lake Eustis Sailing Club races and regattas begin on Labor Day and end on Memorial Day, summer weather generally not being very good

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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.		

Florida Publication Features Lake Eustis Sailing Club

In April 2014 *WAYPOINT, Nautical News for Central and Southern Florida*, made its debut. Monthly, 6000 to 8000 copies of this free monthly publication are distributed to marinas, yacht and sailing clubs, restaurants and other retail stores. The inaugural issue featured one of Wayfarer sailors' favorite venues, Lake Eustis Sailing Club. With permission, the article is reprinted here.

Central Florida's Sailing Mecca *From WAYPOINT, Nautical News for Central and Southern Florida*

Annapolis, Newport, San Diego, Key West, Perth, Sydney and others claim to be the world renowned sailboat racing destinations but they ain't got nothing on Eustis, Florida. Okay, we exaggerate a little bit but the little town just north of Orlando is home to one of the most active racing communities in the south.

The Lake Eustis Sailing Club (LESC) resting on the idyllic shores of the 7000 acre spring fed lake that bears its name, is home to numerous small boat fleets including MC Scow Fleet#4, the southernmost MC Scow fleet in the U.S. You will also find sailors racing in active fleets of Wayfarers, Lasers and Flying Scots among others. As a matter of fact, LESCS website states that their goal is to be the preeminent one design sailboat racing organization in Central Florida.

In addition to the aforementioned classic one-designs, there is a large contingent of multi-hull racers sailing everything from A-Cats and Hobie 16's to Nacra 20's.

There are also active "learn to sail programs" for adults and juniors alike. Speaking of juniors, LESCS has set up the separate "Lake Eustis Youth Sailing Foundation (LESCF), which conducts active youth sail training and youth racing program. High school sailor, club member, and LEYSF President, Darcy Jensen, is in the process of organizing a team of 420 high school sailors to compete in the Orlando area's prep program.

The history of the club dates back to 1953 when it was founded as the Eustis Marine Club. The name has changed at least twice over the years. First in 1970 when it became the Lake Eustis Boating Club and then once again in 1982 when it settled on the name it still uses, the Lake Eustis Sailing Club. Originally the club operated out of a clubhouse on property owned by local sailboat builder, Dick Hartge. In the early 1990's new owners of the property terminated the club's lease leaving them without a clubhouse. From that time until 1996 the club's facilities nearly caused the demise of LESCS as membership dwindled from numbers in the high 30's to just 14 in 1993. The MC Scow Mid-Winter championship regatta, which the club began hosting in 1991 with 54 entries, had dropped to just 28 boats racing in 1995.

The way the club bounced back and became the flourishing club that it is today can provide inspiration to many struggling sailing communities. Knowing that they needed better facilities to survive, in 1996 the club located the property where they are today. With no funds available to make the purchase, club members purchased two used MC Scows for \$750, refurbished them and resold the boats for \$7000 which was enough to make the property down payment.

In spite of some minor obstacles such as opposition from neighbors and permitting issues, the club occupied the new property for the 1998/1999 sailing season.

In 1999 Flying Scot Fleet #150 relocated to LESC from Orlando and the Wayfarer fleet was established. The current 1500sf clubhouse was built in 2003 and includes a boat ramp, boat storage area, RV parking for up to eight vehicles, a tent camping area and a picnic area. Today LESC boasts a growing membership listed at just over 130 members sailing in a myriad of programs. Most members reside in the Orlando area but some travel from Tampa, Jacksonville, Cocoa and even out of state to sail in programs that run from Labor Day to Memorial Day.

Member Geoff Moehl who served as PRO for two of the club's recent and more popular regattas, The Train Wreck regatta and MC Scow Mid-Winter Championships, explained that "members are always welcoming and helpful and there is always something going on for beginning sailors to those with many years of experience."

For more information about the Lake Eustis Sailing Club and programs offered visit www.lescfl.com

HARTLEY BOAT WEEK
CLUB VOUNAKI, GREECE
April 27-May 4, 2014

Last summer at the Killbear Rally Monica Schaefer, Wayfarer Irish Representative and All-Around Wayfarer Sparkplug, invited interested sailors to the Hartley Boat Week at the Vounaki Club on the Ionian Sea in western Greece. The package holiday offered by SunSail, Inc included round trip air transportation from Gatwick Airport, south of London, England and an all inclusive two meal a day plan at a luxurious resort on a blue water bay surrounded by mountains. Wayfarers from Canada included Dave and Carol Hansman and grandson Mitchell Martyn, Sue Pilling and Steph Romaniuk, Leo and Joanne VanKampen, Jan and Allannah D'Ailly. U.S. Wayfarer sailors were Jim and Linda Heffernan, Brian Laux and Joan Eckberg, Nick and Mary Seraphinoff and their granddaughter, Marina and her Dad, Nikos Damaskinos

Here are some highlights and memories.

Dave Hansman: 190 sailors of all stripes, the majority from the UK, descended upon Club Vounaki for a week (or two) of fun sailing in the sun. SunSail's facility here focuses on water sports, but sailing is the "thing". Add to that some comfortable rooms, great food, good bar and very talented staff, you have a good combination to ensure an enjoyable week.

The Canadian and U.S. contingent was about 10 strong, all Wayfarer sailors, so we could have our own North American-style fun along with the hospitality of the numerous Brits and a few Irish who attended this Hartley-Boats-sponsored week. There was a huge lineup of racing competitions throughout the week, not limited to just sailing; team points were also earned for standup paddleboard races, kayak races, tennis and even a triathlon consisting of a swim in the sea, a mountain bike ride up and down the hilly road and a run into the fishing village of Palairos. Hartley Regatta week ended in fine style on Saturday with a final regatta involving not only Wayfarers but also Lasers, Super Novas, Hartley 12s and an RS200.

Due to big demand on the nine available Ws, the Wayfarer fleet was split into three flights of nine crews, the best three from each flight moving to the afternoon finals. Sue and Steph advanced to the final from the 1st flight on the strength of a 6th and 2nd place finish. Jim and Nick (as Jim's Cato) as well as my grandson, Mitchell Martyn, and I were in the 1st



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flight but we didn't advance. Allanah and Jan d'Ailly were another Canadian team to sail but also weren't able to advance from their flight. The other Canadian crews who did sail well to advance in their flight to the final were Leo and Joanne Van Kampen.

The week ended with a fun and raucous evening that featured still another scrumptious dinner and awards of all kinds.

Linda Heffernan, Biking in Greece

I loved the biking during our week in Greece. It was easy to sign up at the reception desk for a well maintained mountain bike and grab a helmet from the unique helmet rack mounted on the palm tree in the front courtyard. Jim and I took advantage of this amenity several times during our stay at Club Vounaki. Two different days we rode into the nearby small town to sample Greek atmosphere off the resort campus and stock up on some local wine in a plastic bottle. One morning we made the pilgrimage to a monastery nestled on the nearby mountainside. Our goal was to reach the white cross so visible from the resort and the sailing area. The ride along the curving road was comfortable and picturesque with views of the blue water and small pastures filled with grazing goats. On this day we learned that the modern shepherd drives a motor scooter! At the turnoff to the monastery the peddling effort increased dramatically and we climbed higher and higher on the numerous switchbacks. Eventually we dismounted (I gave in first) and alternated pushing the bikes with peddling. We made it, touched the cross and took our photos of the Ionian Sea and the rocky coastline below! Next we heard voices coming from the cow and goat path and turned to see another couple from our sailing group finishing their climb. It was an exhilarating ride down the mountain, dodging the goats and their slippery residue and a great reward for the hard upward climb!

Jim Heffernan, Sailing a Mark IV Wayfarer

Although the Mark IV has been around for a few years now, I had not had the chance to climb aboard one, race her, and see how she handled compared to my Woodie W1066. The beach staff had my boat rigged and ready to go, pushed me off and stood by to snag the boat at the end of the racing. Boy, I could get used to that kind of service! I felt comfortable immediately and found the boat to be quick and responsive. In the waves beyond the protection of the marina breakwater, there was more noise from the inside of the open bow area and I really needed to keep the weight forward to plunge through some of the larger waves. Even with

less distance from the bottom of the boom to the higher floor, I was able to manage tacking without being hung on my life jacket.

Every international Wayfarer gathering always includes some singing. Led by the Dutch and the Irish and with sufficient fuel in our systems we managed to belt out a variety of songs in multiple languages after dinner. This was a highlight for me. I didn't do well trying to learn Irish step dancing. I believe my Irish partner asked me if I had three feet. Oh well, I gave it a jolly good try.

Sue Pilling, A Camp for Adults

The Hartley Boat Week was basically a summer camp for adult sailors with tons of 'optional' activities – kayak races, stand-up paddleboard races, tennis, etc. They also had an optional afternoon tea and cake. It was a great way to take a break from activities and relax – do they do this on the other side of the pond every day? I could get used to that!

One day I cycled on one of the resort mountain bikes into the old nearby town of Palairos to find some betadine for my little "boom" head wound and some scratches. Of course the pharmacist didn't speak much English, but that's what makes communication fun because it is all smiles, gestures, eye contact and laughs. We were both gesturing "world" and understood that Betadine is everywhere.

I loved the hospitality of the Irish with their pre-dinner drinks and snacks on their sea-view balcony. Linda captured these events in her artistic bird's-eye view.



The adults weren't the only ones having fun – the kids were creatively around all their adoptive grandparent sailors from around the world.

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Wayfarers at Detroit's 2014 BOD

Chip Cunningham

Sunday, June 1, Bayview Yacht Club completed the third running of their Bayview One Design Regatta. Its first running in 2012 with 207 entries won it *US Sailing's* title of *Regatta of the Year*. Wayfarer class participation continued this year with an international field of eight Wayfarers competing on the River Course in front of the club at the head of the Detroit River. An overall total of 167 entries this year makes this regatta no small undertaking. The event this year rigging, no bottlenecks at the hoist (except our International Secretary, but more about that later), a right-on-time schedule, and a great banquet Saturday evening. Bayview's organizing committee is really pulling off an extraordinary feat.

Nick Seraphinoff, our resident member, Wayfarer representative at the club, and overall spark plug, came through again providing lodging, food, entertainment and equipment to almost all of the Wayfarer teams. *Thanks Nick and Mary!*

Our boats started arriving and rigging Thursday afternoon. A few of us went out for a shakedown cruise. That's when eyebrows started shooting up. Last year's winter has lake levels up and there is a lot of water coming down the river. Mid channel the current is approaching 3 knots. Bayview is right across from the upper end of Belle Isle. The river splits around the island and adds an inscrutable complexity to the current. The club provided three practice races on Friday which turned out to be very instructive. That evening on the lawn in front of the clubhouse a few Bayview old-timers who had been watching us struggle upwind told us, "You want to come right over here—right up against the break wall. Short tack in this shallow water all the way up until you can lay the windward mark." *Thanks, you guys.*

Last year with a strong wind from the west, the Wayfarer course was set entirely within the channel along the north side of Belle Isle. The difficulty then was the fluky wind coming over Belle Isle which also built a chop against the current. And although the current was considerable, it was consistent and we had plenty of wind to move against it. This year the wind for Saturday's four races was light from the east, 6 to 8 knots at best, straight down the North Channel. The course was set with the start in the North Channel and the windward mark out near the divide in the river east of the club. The light wind and this year's noticeably

increased current made for an entirely different kind of race. The noticeably increased current against the light wind made a normal approach to the short start line a losing proposition. It was best to reach down outside the committee boat and with that good speed shoot around behind it and up across the line on starboard—all the way across to the north shore. Then it was a lot of short tacking for about 2/3 of a mile. Most boats tacked around 100 feet out, although some managed to go twice that and not suffer too bad. It was sobering to finally head out for the mark and watch what seemed like a generous mark overstand disappear. Then after rounding, moving downwind with the fast current made for a very light spinnaker run. The leeward mark was off to port and the current through the deep part of the channel carried us to starboard. Of course there were a few of us who tried going up along the north shore of Belle Isle, but once was enough to cure that.

By Sunday's start the wind had weakened a bit and moved around to the south. That put the start line in front of the club and the windward mark well off the east tip of Belle Isle, near the freighter channel across the deep part and faster current of the north channel and then down over the shallow point that extends from the island where the current divides. After one race like that the wind picked up a bit to about what it had been Saturday and moved a little to the south-west. The windward mark for the remaining two races was reset even closer to the tip of the island. What exactly does the current do there? You come next year. You sail it. You decide.

Watch out for the huge freighter coming up the Fleming Channel. Sail might have right-of-way, but it doesn't matter.

As is becoming the norm, British team by way of Canada, David and Anne Pugh in *Reckless Abandon* (W10963) won pulling away. Their sailing skill is baffling and inspirational. David likes to point out that they learned how to sail in a GP14 on a sixty acre lake. I doubt most Wayfarer sailors would bother to launch in a lake that small. David said that on that lake sometimes their spinnaker runs were less than 100 feet long.

From the US in a borrowed boat (W10874) Jim Heffernan with crew Julie Seraphinoff, also on loan, sailed to a strong second place. This was Jim's first time racing in a Mark IV. Julie's usual helm, Marc

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BAYVIEW ONE DESIGN, Detroit, Michigan, MAY 31-June 1, 2014

Photos by Chip Cunningham



Mark Wallace and Kit Wallace

Detroit River courses, red Saturday, green Sunday.



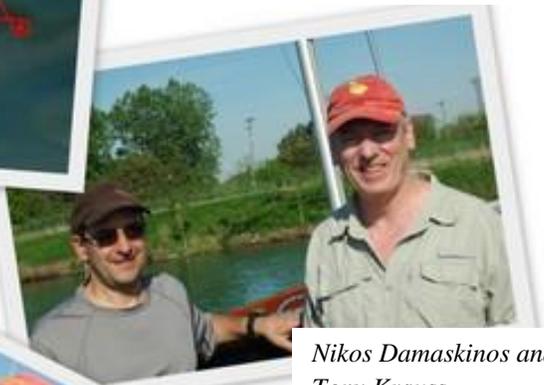
Mike and Marg Duncan



Julie Seraphinoff and Jim Heffernan



Daniel and Rob Wierdsma



Nikos Damaskinos and Tony Krauss



Chip Cunningham and Nick Seraphinoff



Ann and David Pugh

Dave and Missy McCreedy and daughters, Catherine and Sarah at Midwinters in Eustis, Florida

HARTLEY RACE WEEK, VOUNAKI CLUB, GREECE, April 27,-May 4, 2014



These Wayfarer sailors represent seven countries. Mark Hartley, UK, Louise McKechnie, Denmark, Linda and Jim Heffernan, USA, Monica Schaefer, Ireland, John Mellor, UK, Joke Peers, Netherlands, Carol and Dave Hansman, Canada.

On May 1st after the morning briefing at Club Vounaki, Dave Hansman announced that Jim Heffernan will take over the office of International Secretary for the Wayfarer International Committee. Al Schonborn of the Canadian Wayfarer Association held the position for the past nine years.

Hartley Boat Week contiued from page 4

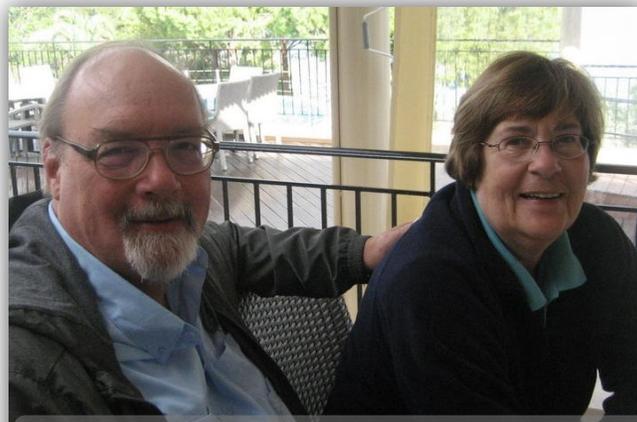
Brian Laux, Cruising in Greece

Club Vounaki through *SunSail* also has a fleet of Jeanneau 32-34' keelboats. There is a "Skipper's Draw" giving you a chance to use a keelboat for a day for *free* if your name is drawn from a hat. Skippers must hold an International Certificate of (Sailing) Competency (ICC) to sail the keelboats. Be warned that for US sailors, getting your ICC can be a *major* challenge. For anyone who is interested, please feel free to contact me for advice.

My sailing companion, Joan Eckberg and I were lucky to win the drawing for a keelboat for two days. There are many villages easily reachable in a day sail. The *SunSail* staff gave good advice about places to visit. On the first day we sailed to Vathi, on the island of Meganissi. It took about 2 hours to sail there. Navigation is by "line-of-sight", and the waters are deep. Vathi is a picturesque harbor, well-protected. Docking throughout the Mediterranean is of course done by the "Mediterranean style", with a bow anchor out in the harbor and the stern then tied off to rings on the seawall. We had a delightful lunch at a taverna, and fed the ubiquitous harbor cats. They are a tough bunch of cats, scarred from many fights, but friendly enough if they think you will throw them a bit of calamari. We walked around the harbor, and spent time

talking to an older Canadian couple from Toronto on a 42' sailboat, who were now cruising Europe. Leaving Vathi was a challenge because *SunSail* boats have all-chain anchor rodes with an electric anchor windlass. However the windlass clutch was worn, so we would pull in 2-3' of chain only to see 20' run back out. Fortunately we had lots of room, and despite also snagging the mooring rope of a small Greek fishing boat with our anchor, we eventually got our anchor secured.

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Brian Laux and Joan Eckberg relax in Club Vounaki's outdoor restaurant.

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Bennett, is going easy for a while after a recent shoulder repair.

Canadians Mike and Marg Duncan in *Gael Force* (W10962) rounded out the front group of boats that the rest of us were usually following and took third place. They have quietly and quite successfully slipped into Wayfarers from CL16s.

Solid Detroit Nick Seraphinoff in *Impulse2* (W10978), sailed with faithful crew, Chip Cunningham, to a somewhat distant fourth place, tied on points with Tony Krauss who was sailing *bgiohacyid* (W864). In race #3 Nick and Chip were short tacking in third place 30 feet off the wall right in front of the club when Nick began shouting, "Something's wrong! Something's wrong!" They went into a couple of wild 360's in front of Nick's daughter, Emily, who was watching from the terrace. Nick finally got the end of the tiller pulled out of his pocket and they continued on not quite half full of water. They're calling it the Helm-Nick maneuver.

Fifth and tied on points with W10978 was US boat *bgiohacyid* (W864) helmed by Tony Krauss and crewed by Nikos Damaskinos. W864 is Nick Seraphinoff's beloved former boat. Nick complained that he never imagined Tony would give him such a chase with the 25 year-old sails he sold with the boat. Father and son team from Mississauga Sailing Club, Rob Wierdsma and Daniel sailed their boat, *Sailing My Blues Away* (10977) to a close sixth place. The name of their boat may be understood in its therapeutic sense, but it might also have to do with the literal color change from the white boat they sailed in last year's BOD.

Kit Wallace from Toronto Sailing & Canoe Club crewed with his brother, Mark, aboard *Peregrine* (W994) for seventh place, in the second cluster of Wayfarers. They had just come straight from this year's Chesapeake cruise. It is impossible to mention *Peregrine* without also mentioning how beautifully she has been restored, but it turns out that Kit is not the most experienced shipwright in the family. Mark has been restoring wooden boats, many of them Six Meter boats, in his shop on Salt Spring Island in British Columbia. A few years ago Mark crewed aboard a 60 foot motor sailor which nearly made the Northwest Passage.

Sailing *Impulse W864* Dave McCreedy had his entire family for crew on Saturday—his wife Missy and their two game daughters. Saturday seemed to provide the

girls with perfect conditions for their continuing introduction to Wayfarer racing.

Results and photos of the 2014 BOD can be viewed on Bayview Yacht Club's website, www.byc.com.

Finally, a word from our esteemed International Secretary, James Heffernan:



"As International Secretary I find it to be particularly gratifying to be racing in the international waters of the Detroit River and I am further gratified and humbled that you have chosen me to—Hey! Hey wait! What are you doing?! Put me down! Put me down!" I think that's pretty close to what he said.

Hartley Boat Week continued from page 7

The next day trip was to Nidri, a much busier port on the island of Lefkada. Just south of Nidri, as an extension of its own harbor, is an extremely well protected small bay with only a narrow opening at its north end, which would be a great hurricane hole, if they had hurricanes in the Med. Once again, a great lunch at a water's edge taverna, run by very friendly Greeks. That taverna was decorated with flags from around the world, but no US flag. We have sent him one. Leaving Nidri was much less exciting than Vathi, with no anchor windlass problems. We sailed by the island of Scorpios, formerly the private island of Aristotle Onassis and Jackie Kennedy Onassis.

The scenery on the trip was wonderful. The countryside is very mountainous, right down to the water's edge. The villages are built right up the side of

the hills. As you visit a village, one gets very good at walking up and down. We would highly recommend to anyone looking for a different place to sail to consider cruising this area. Opa!

Steph Romaniuk, Single Handed Sailing

It was great to have a chance to helm in a single-handed boat to practice and get the feel of it. On the first day, I headed out in a laser radial and tooted around, getting tangled in the mainsheet and losing the tiller on tacks. The wind picked up and I got to plane back and forth – great fun! They were starting a race so I came in a little late on a plane for the downwind start. The Race Officer was in stitches when my eyes widened as I barely cleared the committee boat transom and proceeded to death roll and be thrown from the boat. I took advantage of the resort rescue staff after my 2nd swim – I left the boat dumped and got hauled into the dinghy and taken to shore. A rescue boat attended every capsize and who wants to get all worn out on the first day anyway? A staff member was taken out to pick up the boat and sail it back in. What service!

MAYOR'S CUP REGATTA

Lake Townsend Yacht Club June 7, 8 2014

From Jeanne Allamby, On June 7 and 8, I was lucky enough to participate in the Mayors Cup Regatta at Lake Townsend in Greensboro, NC. There were six Wayfarers among the thirty-five boats registered to race, and this allowed the class a separate start time. I have only sailed on the Wayfarer one other time and that was as crew, so this regatta was my first time as skipper and my first race. My crew was Phil Leonard, another Lake Townsend Yacht Club member for whom I have crewed on his Hobie 16. Other racers were Jim and Linda Heffernan (W1066), Megan Hayes and Mike Sigmund (W2458), Ann Marie Covington and Susan Cole (W276), Jesse Tate and Blake Christoffersen (W10979), and Ken Butler and Carol Norney (W449).

On Saturday the winds were very light and we managed to come in second place in both races. What fun that was and to think we came in behind Jim and Linda who have been sailing for quite some time. We had a good start, reached the windward mark first and continued out front throughout the race. Of course the whole time Phil was telling me keep left, keep right, making adjustments to the sail the whole time. The Wayfarer is a very responsive boat and I loved sailing it. We even caught up and passed a couple of Flying Scots, boats that started five minutes before we did!

On Sunday the winds were up quite a bit, so I was more than a little nervous. In the first race we approached the starting line too early and ended up crossing the line behind all the other boats. Needless to say we came in dead last. It was so windy at this point I had Phil switch places with me for the last race. This time we had a better start and finished in third place. Overall we came in third place for the regatta and I was very happy with that. On a side note, I would like to add we accomplished this success without using a spinnaker (we didn't have one). I am so excited that I received my first trophy!!

From Phil Leonard,

To add to Jeanne's remarks, I want to thank the Wayfarer fleet for keeping this nice sailboat on loan at the Lake Townsend Yacht Club. The Club uses this boat to mentor new sailors and this is what we did this weekend with Jeanne serving as skipper and helmswoman

This was my first experience at racing this boat and I had a blast, the boat is very responsive and fast and I love to hike out to keep it level of which we did a lot Sunday. This really brought back memories of my Thistle sailing days from years past. I wish we had some time to practice with a spinnaker since I think if we had sailed one we would have at least come in second overall, and who knows we might have been able to catch Jim and Linda. We were inched out of second place overall by about one foot in the first race on Sunday. In either case we far exceeded our goals for the weekend and I thoroughly enjoyed sailing this fine sailboat. Thank you to the Wayfarer fleet and to Jim for the sailing pointers he gave us prior to the races.

Report from the South continued from page 1

sailing weather. Thus we have finished our season. When we happen to be up north and see someone putting his boat away for the season, we know it is time to return home and take the cover off our boat.

This year has been one of primarily light wind sailing, but with an occasional gusty day to keep us on our toes. Many of us singlehand our Wayfarers, so have to be particularly aware of wind speed and thus had an enjoyable season.

Earlier this year, we lost our beloved scorekeeper Ted Benedict who died unexpectedly. Although Ted is gone his boat will live on, as previously retired Wayfarer sailor Peter Hylen has made arrangements with Ted's family to race his boat. One of Ted's sons is planning to crew.

Mike Murto is currently restoring a woodie. Thus far he is in the process of replacing all of the hull plywood, deck plywood, and has made or had made replacement parts for part of the frame. Other than that the boat will be 100% original!

Jim Lingeman has been periodically helping out the Club by filling in as PRO, while continuing to train his crew, Pat Kuntz, to his high standards. Alas for Jim, as she appears ready and willing to move onto her own boat.

Izak Kielmovitch, a relatively new sailor, continues to improve and just won the Memorial Day Races.

We are currently in a period of fleet building. We have been approached by four different people recently who expressed an interest in buying a Wayfarer, but have only one almost new Hartley available for sale. Wayfarers are rare in this part of the country, which makes recruiting new Wayfarer sailors difficult.

Most people have noticed that a boat that is raced locally is easier to sell and has a higher value than a similar boat with no local fleet. The Lake Eustis Sailing Club has a policy that allows each fleet to maintain five boats for sale for fleet building purposes without having to pay a parking or storage fee. The only limitation is that the boat must be sold to someone who is, or becomes, a Club member (remember, the purpose is fleet building).

This creates an opportunity for anyone who has a Wayfarer to sell, but finds little local demand for it. Obviously, this means getting the boat to the Club, but many sailors come from all over for the Wayfarer Midwinters. Additionally, you practically pass our door going to Disney World or the other theme parks, and we are less than an hour from Daytona Beach. (Please check with us before you set out from home to make sure we haven't exceeded our parking quota).

WATERBEDS, CHICKENS AND MARSHMALLOWS

Jesse Tate, W10979

In our effort to "show up" at Wayfarer events to build our fledgling skill-set in the boat, my wife, Carolyn, and I signed up for the Chesapeake Cruise in late May. We were excited and of course a bit apprehensive as this would be our first venture into the camp-cruising world of the Wayfarer. Dick Harrington ran the show, herded the cats and did a fine job of informing us of safety gear and camping equipment needed and what we might expect on open water. Part of this was a wisely cloaked effort to make sure we understood what might happen and the seriousness of our undertaking despite the laid back cruising theme this event implies. Hats off to Dick for being so thorough in this regard. Despite his effort we were not scared away but came very prepared; well mostly very prepared.

A fine group of folks attended and something was to be learned from each one of them. There were veterans Dick Harrington & Tom Goldsmith, Jeff & Fran Kirk, Al Schonborn & Hans Gottschling and Kit Wallace with his brother, Mark, and first timers Ken Butler & grandson Jordan, AnnMarie Covington & Allen Harris and Jesse & Carolyn Tate.

We arrived in Crisfield mid afternoon and had time to rig the boat at the ramp parking lot. Unlike our Eustis experience, our time to rig was cut considerably as all the "strings" are beginning to make sense to us now. When first told the boat could be rigged by two knowledgeable people in 30 minutes I thought no way but I am beginning to believe it now. We were the last to launch but again, unlike Eustis the rest of the group wasn't three beers into the evening by the time we were done and docked. Progress!

After the group enjoyed good food and fun at a local seafood restaurant, we had a restful night at Captain Tyler's Motel. The next morning's task was to load the boat with our gear. Now, I knew this would happen what with me bringing too much safety gear and all those extra lines and Carolyn bringing her "products" and enough food to feed the group for the week. We will rethink all this next time but I'll lose on the girl products fight I am afraid. Looking at the cockpit of our boat, I wondered "Is there room for us? Will she float on her lines? Will she float?"

As we prepared to cast off a salty gentleman with a nice dog came up to talk for a bit. When I first heard him speak I really thought he was putting us on with a heavy accent and fairly gruff dialect. It's an eastern shore or perhaps an island accent that I'll describe as British with a bit of southern and NC mountain thrown in. The dialect stems back to the islands being settled by the British in the 1600's. We were in a somewhat remote, isolated place and that was cool. I didn't catch the gentleman's name so I'll call him Captain Jack. His family owned the motel we had stayed in and he ran the boat from Crisfield to some of the other islands. We saw Captain Jack again on Smith Island delivering fuel oil and so it goes on the islands. Everyone has several jobs to fill their day. Captain Jack denied he was the same fellow I saw the day before offering that he was the brother on his mother's side but I didn't fall for it.

So we are off; Al and Hans helping us all launch, coaching where needed about getting away safely. This is one of Uncle Al's many fine attributes - always willing to share, lend a hand and provide a fine "dark and stormy" at the end of the day. The sail across to Smith Island was in light air and we headed to Pauli's place via Big Thorofare which is big but not very deep. Bumping along the bottom at low tide we made our way to a small canal at mark 37 and turned northwest in the canal toward Pauli's into an opposing current and wind. Here's where the learning curve steepened. Beating our way toward Pauli's in powerboat traffic was a crash course in small sailboat handling. After a few muddy groundings we finally arrived and got safely tied up with help from others which in some way is a benefit to being last to arrive.

Pauli Eades. I can't say enough good things about Pauli. Beautiful inside and out and despite she and Steve continuing to rebuild their marina and adjacent house from a storm 2 years ago, was a great

hostess providing wonderful meals, seeing to our needs and just spending time with the group.

All Wayfarer boats are beautiful to my eye but I want to brag on Kit Wallace's boat. A woodie with a battleship grey hull and deck and cockpit varnished to Bristol condition. Everything in its place and a place for everything! And the Brothers Wallace always looked like the sailing that I had just found challenging was easy for them. They were good skippers and in control of their boat.

Carolyn somehow organized the interior of our boat so we could bed down on inflatable sleeping pads and sleeping bags. The clutter had overwhelmed me and thankfully she took over. So under a Hans Gottschling boom tent I slept the best I had in years. The next morning we awoke to a bit of water in the boat from leaky bailers but the inflatable sleeping pads kept us high and dry.

Off to Tangier. More wind this day and a beat south to Tangier with winds building to 15 to 18 knots. Carolyn's description of the waves were that they were about 6 feet high but I suppose she had the right to describe them as such since she was taking all the spray. I think we heard later they were 2 1/2 to 3. At sea there is always the right to elaborate as it makes for a more exciting tale for the grandchildren. My goal that day was to stay with AnnMarie and Allen. AnnMarie sails 8 days a week and she is way ahead on the learning curve in the last year and a half or so of her Wayfarer experience. Allen, although new to sailing is skilled as well. If I can keep AnnMarie in sight then I know we are making good time and I am probably going in the right direction. Despite Dick's instruction to have a good marine compass my time ran out to find one so I relied on my small, very small wrist band compass that requires turning the degrees dial to align with north to find out where you are actually going. Here's the picture. While sailing in Carolyn's 8 foot seas while holding the mainsheet in one hand and the tiller in the other, looking down, turning the dial, etc., etc. You get the picture. Do not do this. Get a right and proper marine compass. Thanks Dick - you were very right.

Into the Tangier canal against an outgoing tidal flow and a beam wind. Since the wind was a bit strong I thought it would be a good idea to lower the main and gently sail in under jib alone. Not good. The Marine Police boat towed us off the lee-shore as we were pinned by wind and current and we ever so professionally docked with the help of many of our group. Again it pays to be last in. Learning curve got real steep on that one. After howling winds and 10 foot seas we somehow survived.

Tangier in brief. Everyone knows everyone. No one locks their doors. I saw one car; locals get around on bikes, golf carts and ATV's on very narrow roads with a speed limit of 15 mph. Cell service is almost none existent. The main restaurant closes at 4PM, but many places open at 5AM for the waterman. The medical facility, if not open, will open as needed and will provide medical attention on your word that you will bring your insurance card the next day. The accent I mentioned earlier is all around. It's Little House on the Prairie/Mayberry on the water. It's a wonderful place and Carolyn and I will return one day to explore more. Tom Goldsmith slept on the beach at Tangier. What a great spirit to even think about doing this in today's world and to realize that on Tangier, it was ok.

A great evening with an early dinner (the restaurant did stay open late for us) and another restful sleep aboard awaking to yet a bit more water in the boat than the previous night but the sleeping pad again, kept us high and dry.

Jeff and Fran had a bit of a mishap the day before and had returned to Smith Island. They handled their misadventure quite well but the majority of us wanted to regroup so we returned to Smith to rejoin them. Winds were fair and a beam or downwind sail while we all stayed together was fun. Al and Hans explored a different route back to Pauli's while the rest of us went in through Big Thorofare with deeper water than the first day in and a more favorable tide flow. The four boats arrived at the same time and it was a beautiful sight. The Wallace Brothers sailed from Tangier to Watts Island and I understand had a great downwind run under spinnaker to Crisfield. I look forward to that confidence, ability and skill-set one day.

Another good evening of talk, dark and stormy's, good food and relaxation. And then it happened. We drink dark and stormy's but we really don't hope for Mother Nature to send them our way. Carolyn and I and AnnMarie and Allen had settled into our boats under a dark sky and a building wind - lightning to the west. A few minutes later an AC/DC Heavy Metal Rock and Roll Hoochie Co mother of a thunderstorm rolled in with all the excitement you could ask for. Hans's boom tent stood rock solid keeping mother nature at bay. If you need a tent for your boat call Hans. Great craftsmanship. A few minutes after the storm a couple of our group came out from the safety of the marina house to check on us. My lovely, sweet, gentle wife who was happy to have "weathered the storm" yelled out in a light-hearted way, "Chickens*#&*!" and went to sleep. 37 years of marriage and still the surprises. The next morning as we awoke to the watermen leaving at 5AM, the leak had overtaken the inflatable pads so we were sleeping in "waterbeds" of a sort. Carolyn, finding it difficult to sleep, got off the boat and my weight or course heeled the boat such that I had all the water to sleep in and enjoy. With each waterman's wake the sloshing water made my sleep less enjoyable so I got up about 5:30. Ah, the life.....

The following day three boats took off for Wenona and three (we were one) returned to Crisfield. I am ahead of the others and due to my wonderful compass I am of course going in the wrong direction. Ken and Jeff would occasionally prompt me along the correct heading after noticing me looking down, fiddling with my wrist and weaving all over the place. We arrived at the dock without mishap but sailing to the ramp dock was another matter and of the 5 ways to approach the dock I chose the least desirable and crash landed. Thanks to Jordan and Fran for slowing my crash so all it will take is a little gelcoat to repair the damage. Learning curve again.....

It was a great several days. After 40 years of sailing keel boats with motors I realized I was just learning how to really sail. I'll be back with a real marine compass, a sponge and fewer other items. So, if you'd like to find out about marshmallows you'll need to try your hand at Wayfarer racing. There is always something to learn. Bloody Good!



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Home of the Mark IV Wayfarer

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2014 Calling All Wayfarers 2014

August 16-22	Cruising Rally at Hermit Island	Small Point, Maine
August 22-23	Blackbeard SC One Design Regatta	New Bern, North Carolina
Sept 6-7	US Nationals, Tawas Bay Yacht Club	East Tawas, MI
Sept 20-21	North Americans, Clark Lake YC	Clark Lake, MI
Oct 24-26	HOT III Regatta, Lake Townsend YC	Greensboro, NC
Nov 1-2	Old Brown Dog Regatta, Catawba YC	Charlotte, NC

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 2014-2

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