

# The Wayfarer SKIMMER

United State Wayfarer Association – [www.uswayfarer.org](http://www.uswayfarer.org)

Winter 2020



## Father, daughter team wins Mayor's Cup

### Cooks enjoy sailing beloved Black Skimmer

By Jim Cook  
W10873

The 43rd Mayor's Cup regatta was hosted by Lake Townsend YC on Sept. 26-27, 2020. Lake Townsend is a small reservoir just outside of Greensboro, N.C. The lake has very little development along the shoreline, with a golf course on one side and trees on the other, which makes it a gorgeous place to sail. It also helps keep the boat traffic down, so sailing in lighter winds is actually possible.

Entries for the regatta were restricted by the rules of the public boat ramp, but we still had three good fleets of boats with seven Wayfarers, nine Flying Scots and a number of youth in 420s.

Over the summer, I purchased a beautiful Mark IV named Black Skimmer (W10873) from Richard Johnson and Michele Parish. I have received so many compliments on the boat, one of them even before I drove away from the parking lot where we did the hand-off. I feel honored to be able to sail such a beloved boat.

My daughter, Nora, also noticed the boat's beauty and magically has a renewed interest in sailing with me, even racing. I've learned that if you want to get your family to sail with you then you should get a nice boat.

Nora was a true pleasure to have on the boat through the Mayor's Cup and kept me entertained the whole weekend. A simple question about import/export laws turned into a giggling discussion about mutant worms the size of dogs, wearing backpacks full of carrots, that tunnel underground to deliver carrots from China to North Korea.

The Mayor's Cup was our second regatta in the new



Jim Cook and his daughter Nora Cook in W10873 followed by Jim and Linda Heffernan in W1066 (above) fly their spinnakers in light winds during the Mayor's Cup on Lake Townsend. Jim and Nora (left) at the mark. The duo went on to win the Sept. 26-27 regatta. This was Jim's second regatta in Black Skimmer, a Mark IV previously owned by North Carolina's Richard Johnson and Michele Parish. *Photos by JC Adler*

boat and the first with other Mark IVs, so I was eager to see how our boat speed compared. The entire regatta was very well organized, and the PRO did an excellent job with the difficult light wind conditions. All the members of LTYC are considerate and helpful. For example, they gave priority at the docks to visitors and helped tow boats out to the race course to get the races started on-time.

Race 1 was started in light winds, but was easily manageable, as it was on a course without boat wakes to contend with. Halfway down the first leeward leg, the wind had shifted 90 degrees and flying spinnakers was no longer possible. We were in the lead at the first mark. The remaining

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Make some plans,  
enjoy some  
insights

## Hooray: Midwinters is on!!

At long last we get to say an event WILL happen! Yes, the Midwinters at the Lake Eustis Sailing Club in Eustis, Fla., is on as planned for Feb. 5-7. This year's event will be a solo Wayfarer regatta as LESC gears up for hosting the 2022 Worlds.

But with the pandemic, there are caveats.

In an email Pat Kuntz (W11135) said LESC expects all regatta participants to abide by COVID-19 protocols.

In a nutshell, there will be no hospitality except for lunches on the water, as well as limited camping. Sailors and other guests are expected to wear masks indoors at all times and on the dock if separation cannot be maintained, which as Pat said, "turns into always."

The clubhouse will only be used for bathrooms and coffee service.

"We're trying to limit or prohibit hanging out inside," Pat said. "If it rains you go to your car or tent. We have outdoor tent pavilions, but again, masks."

Club members and officials will not provide surveillance of attendees' health.

"The participants and race management individuals are responsible for not attending, leaving, reporting to the club if they become ill," Pat said. "It's hoped a person will get tested so the rest of us can respond. But that cannot be required."

**Midwinters will be followed by a Rally at Cedar Key. Jim Heffernan and Pat Kuntz provide details on Page 10.**

All registration for this year's regatta is to be done in advance online. No registrations will be accepted at the door.

The club expects to use the Regatta Registration portal and the club will send registrants an invoice via mail. While registration is not yet active, the web site is [www.regattaregistration.com](http://www.regattaregistration.com). Updates on when registration opens, as well as when the Notice of Race and Sailing Instructions are available, will be posted on [www.uswayfarer.org](http://www.uswayfarer.org), [www.wayfarer-canada.org](http://www.wayfarer-canada.org) and other online communication sites.

LESC hosted 39 MC Scows in mid-November for the Southeast Regional Championship Regatta with great success. The event was only two short of record attendance.

For those of us in the frozen North, a trip south to Florida in February for the Midwinters is much appreciated. That's never been truer than this year. We will very much miss our Canadian Wayfarer friends. It is not looking good for the U.S.-Canada border opening anytime soon and, even if it does, a two-week quarantine upon return home is not feasible. They will be missed.

*-By Julie Seraphinoff*

## What's ahead

### CRUISES/RALLIES

**Cedar Key Rally** – Feb. 8-11, Cedar Key, Fla.

**2021 North American Rally** – Aug. 14-21, Hermit Island, Phippsburg, Maine

**2022 North American Rally** – July or August, Wellesley Island State Park, New York

### RACING

#### 2021

**Wayfarer Midwinters/2020 U.S.**

**Nationals** – Feb. 5-7, Lake Eustis SC, Eustis, Fla

**Wayfarer North Americans**, Sept. 11-12, Tawas Bay YC, East Tawas, Mich.

**Warm Water Regatta** – June 12-13, Conestoga SC, Dorking, Ontario

**June Bug Regatta** – June 12-13, Fanshawe YC, London, Ontario

**2021 U.S. Nationals/N.C. Governor's Cup** – June 18-20, Ker rLake, Henderson, N.C.

**Wayfarer North Americans** – Sept. 11-12, Tawas Bay YC, East Tawas, Mich.

**Pumpkin Regatta** – Oct. 2-3, Fanshawe YC, London, Ontario

#### 2022

**Wayfarer Worlds No. 18** – Feb. 26-March 4, Lake Eustis SC, Eustis, Fla.

**CHECK IN REGULARLY WITH [www.uswayfarer.org](http://www.uswayfarer.org) as many events are being canceled because of COVID**

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### USWA Annual Dues

Full membership – One year, \$20; Three  
years, \$15 per year

Associate membership available for non-  
Wayfarer owners – One year, \$15  
Dues may be paid through PayPal or by  
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Have a story idea? Julie Seraphinoff is always  
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AnnMarie Covington (left) with crew Andy Forman in W11134 manage the light winds of the Mayor's Cup on Lake Townsend. The team went on to a fourth-place finish. Frans van Zeeland (above) gives a spirited greeting from W2435 as crew Jeanne Allamby looks on. Photos by JC Adler

## Mayor's Cup

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windward and leeward legs were reaches, which didn't leave many opportunities for passing.

The RC moved to a new position and waited for the wind direction to settle in, but the wind died instead. Racing was canceled for the day, which was a good decision. Because of the pandemic, there were no gatherings planned, so everyone split to spend the rest of the day at their leisure.

Sunday started out with very light winds that built slightly up to the first start. The Flying Scots started first. I could see the pin end of the line was heavily favored, but port tack also seemed favored. We had to decide whether to start at the favored end, but risk getting pinned on the unfavored tack, or start at the unfavored end, but be able to tack onto port immediately. I opted to start at the pin end of the line. The pin end of the line remained favored throughout the day. After the first race, I decided to protect the left side of the course, so the committee boat end was no longer an option.

We sailed relatively short courses in light wind. The starts were key to get out of traffic and be able to adjust to the wind shifts. The finishes in all races were the same with a couple exceptions.

- 1 Jim Cook / Nora Cook
- 2 Richard Johnson / Michele Parish
- 3 Uwe Heine / Nancy Collins

- 4 AnnMarie Covington / Andy Forman
- 5 Pete Thorn / Dawn-Michelle Oliver
- 6 Frans van Zeeland / Jeanne Allamby
- 7 Steve Freyaldenhoven / Mitch Krasowski

The second race on Sunday, the third race of the series, was very close. Nora and I were in the lead at the windward mark, followed by Uwe and Nancy, then Richard and Michele. We jibed immediately around the offset mark in search of a puff that never materialized. By the time we jibed back, Uwe and Nancy had taken the lead. We managed to gain an inside overlap. Uwe took advantage of our spinnaker take down to cross behind us and into the inside overlapped position.

Up the windward leg to the finish, we tried to stay with Uwe and Nancy, sailing to windward and slightly behind them. My goal was to stay close enough to keep them from tacking, so that I could hold them out past the layline and be the first to tack to the finish. Meanwhile, Richard and Michele were steadily gaining ground on both of us.

We fell back into Uwe and Nancy's bad air and had to tack away. Luck would have it, we caught a little lift and cleared Uwe and Nancy on the next crossing. But it wasn't enough to clear Richard and Michele who were now speeding to the finish line on starboard tack. We tacked to leeward of Richard and Michelle, and all three of us urged our boats across the finish line. We managed to finish first. The finish



Jim Cook and Nora Cook (W10873) took first place as well as winning the Bryan Cup for most improved.



Michele Parish and Richard Johnson (W560) finished second.

between Uwe and Nancy and Richard and Michelle was too close to tell on the water. Results would later show that Uwe and Nancy finished second, ahead of Richard and Michelle.

I asked Nora for her input on the weekend. She told me it was a good weekend, because she didn't get hit with a golf ball (it's hard to get valuable information out of a 14 year old). Anyway, we want to thank LTYC for giving us the opportunity to have fun racing and for a well run regatta.





The fleet of Wayfarers (left) are tied to the dock in front of the Dave McCreedy family coattage on Wampplers Lake in Jackson County, Mich. for the annual WOW regatta. Eight boats from across southern Michigan turned out for the Oct. 24-25 event. Peggy Menzies (above) with crew Kai Dolan in W11158 work their way to windward during Saturday's fleet racing.

# The Big Chill – WOW style

## Annual fall weekend regatta features day of team racing

By Peggy Menzies  
USWA Communications & Outreach Chair  
W11158

Billed as a last blast for the Michigan season (such as it has been with COVID-19), the Annual Wayfarers on Wampplers - better known as the WOW because well, "WOW - what a great time!!!" - was held Oct 24-25 at the Dave McCreedy family cottage.

Hooray for Dave and family! Missy and their girls ensured everyone was having a good time. Yes, we had a bit of a gymnastic feat to fit in the porta potty as we all socially distanced. But fine weather, fine friends, fine winds, fine food and some of the prettiest scenery around made for a great weekend.

Eight boats braved the cooler temperatures for this last blast before sheltering in place (for our boats, I mean). The McCreedy and Wilpula families are just the best - mugs of hot chili were brought out to keep everyone toasty and dinner was just wonderful. Great appreciation to Angela Brazil for running our races on Saturday and to Carey Jones for running the team racing on Sunday.

You heard right !!! We did team racing in our Wayfarers - Team Black, Blue, Purple and Red. More on that in a moment...

The day before the regatta when some of us were able to bring our boats and get set up, the weather was an unseasonably warm 70+ F. Then THE STORM blew in - the wind howled all Friday night and temperatures dropped like a rock. Saturday morning, I looked over my boat and in the cover was this clear solid stuff - yes, it was ice. :O But the sun was

shining, the winds were reasonable from the north and we slowly made our way to launching and racing two-lap, windward-leeward for the fleet racing portion of the regatta.

The winds were variable (perhaps an understatement) as 60+-degree shifts, heavy puffs (5-7 knots), followed by spotty holes (<1 knot) ruled the day. One moment you could lay the starting line, the next you couldn't. But given time, the winds shifted back for a remarkably square course for the entire day.

There was lots of starting line drama with port tack starts (Yay to Marc and Dan - they are the masters at this) and tack-ya shifts so you tack five times, but still head straight for the windward mark. Four of the boats carried spinnakers and four competed for the JAM division.

After the day's racing and a lovely dinner, we talked over how to team race. The motto: "Do unto others before they do unto you." But it was all for fun meant to change up the playing field, encourage quick boat handling and teach us the finer points of the rules.

Teams were decided based on the fleet race position and we worked through combinations to race 2 v 2 where any combination without the last place boat wins. It kept our races



Dave McCreedy presents Peggy Menzies (right) with crew Kai Dolan the first-place trophies.



Carey Jones finished first in the non-spinnaker (JAM) fleet. He sailed with Sarah McCreedy.

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Winter 2020



# WOW

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compact and made scoring easy. We also played with an approximation of the Digital N course (known for the Starboard Windward mark rounding that reminds us all too well of Clark Lake regattas). So with a short and weird ampersand course, three minute audible starts and only a one circle penalty turn, we promptly got in all six races of the rotation.

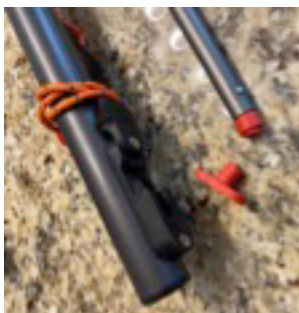
The day started earlier to ensure everyone had time to travel home after packing up boats, so it seemed a bit chillier. The winds were a little bit lighter than Saturday, but on the whole, also steadier. But while team racing, I don't think any of us noticed the shifts much.

On the purple team, the higher scoring of the team, becomes the regatta champion for the much coveted hand carved Wayfarer Perpetual Trophy.

Now if anyone knows my family history for bad knees (daughter Maggie having four surgeries to fix torn ACLs and now I'm to have a knee replacement or two), my boat decided in the middle of the second race to tear

a ligament too - my tiller extension broke in the midst of the team racing drama. Personally, I think it was just cold and snapped in rebellion.

Both my boat and now my knees need new parts. Hopefully, new parts will be here before long, in time to head to Florida like every good Snowbird Michgander does each winter.



Peggy's tiller rebels in the cold.

As a low-key regatta, Kai and I (and my broken boat) wimped out of a last non-scoring fleet race which ended the day Sunday. The rest braved the cold for a final race where in first from an out-of-nowhere shift right to the mark was Sam Durbin sailing with his dad Mike Durbin. This was followed by Tom Dawson and Jorge in Jamaica Blue, Dave McCreedy and Jon Wedemeyer took third in beautiful 911, followed by Dave Wilpula and Aradna Mayaiall in Jim Fletcher's old boat. Matt Dailey managed a fifth sailing singlehanded, followed by Marc Myere and Dan Shook then Mike Austerberry and Robin Austerberry. Congratulations to all!

(Close racing - very fun to watch)

We had so much fun at the end of Michigan Season Sailing Regatta. I hope to see you next year! Til then, stay safe and think much warmer thoughts for Midwinters in Florida.



"I snapped the picture THEN the great blue heron gracefully glided past on his fishing run. I guess the bird was camera shy." -Peggy Menzies



According to Peggy Menzies, WOW host Dave McCreedy was hardly recognizable with his COVID long hair look. Here he sails W911 with crew Jon Wedemeyer.



Carey Jones (W1389), Sam and Mike Durbin (W1045) and Dave Wilpula with Aradhna Mayalall (W453) braved the cold Sunday for a final non-scoring race.



Carey Jones, who surpassed the height of the porta potty, helped Peggy Menzies stage this image. He even carried a science magazine for full effect.

Wayfarers on Wampers													
Wampers Lake * Oct. 24-25, 2020													
Saturday results													
Rank	Seed	Fleet	SailNo	Helm/Crew	R1	R2	R3	R4	R5	R6	Total	Nett	Notes
1	1 (7)	S	11158	Peggy Menzies/Kai Dolan	(1)	1	1	1	1	1	6	5	
2	3* (35)	S	10861	Tom Dawson/Katie Porter	3	2	2	2	2	(4)	15	11	* Most Improved
3	2 (31)	S	911	Dave McCreedy/Jon Wedemeyer	2	3	(5)	3	3	2	18	13	
4	-	JAM	1389	Carey Jones/Sarah McCreedy	4	5	3	4	(7)	3	26	19	
5	4 (64)	S	453	Dave Wilpula/Aradhna Mayalall	7	4	4	5	(8)	5	33	25	
6	-	JAM	11045	Sam & Mike Durbin	5	(7)	7	6	6	6	37	30	
7	6 (92)	JAM	2951	Mike & Robin Austerberry	6	(8)	6	7	5	8	40	32	
8	5 (80)	JAM	2413	Marc Meyer/Dan Shook	(8)	6	8	8	4	7	41	33	



‘At first, I was amazed to find the frog back in the boat next time I went sailing. Now I expect it. When it is not immediately visible, I look for it. I am fond of it.’

# Tree frog's lovely day sail

By Chip Cunningham – Aboard Solje

W1321

Oct. 7, 2020

Let's start with the frog: an Eastern Gray Tree Frog. During summer it lives in Solje, W1321. She, the boat I mean, – the frog may be a she but I really have no idea – is a gracefully ageing woodie built by Small Craft in England in the middle '60s. The frog is a beautiful putty green terrestrial creature about an inch and a half long. It has delicate fingers with suction cup-like things at the ends. Its hind legs are brilliant yellow underneath. It is solitary. They can change color – to gray, as you might suspect. A closely related frog, the Green Tree Frog of the southern U.S., is sometimes kept as a pet. They can live to be 16 years old. Sailing is not one of their usual behaviors.

Solje lives outside year round on her trailer next to the propane tank covered with two tarps. When the top one wears out, I take it off and put a new tarp under the former bottom tarp. It is a good arrangement. The varnish looks fine. There's never a leak or condensation. I make sure to take any nest building material out of the boat for winter. I cringe every time I remember that Solje's hull was packed half full of raccoon crap when Gary Hirsch bought her. There should be some special Wayfarer Association award for him for dealing with that.

Many years back with the arrival of the warm months, I began to find a tree frog underneath the red dome cap on the propane tank when I checked the gauge to see how full it was. Then, four years ago, I began to find a suspiciously similar frog on Solje's rear deck when I pulled the tarps off to go sailing. I carefully put the frog back under the red cap, or sometimes just in the grass and leaves under the propane tank. Once I carried the frog all the way to the house and put it in a flower bed.

At first, I was amazed to find the frog back in the boat next time I went sailing. Now I expect it. When it is not immediately visible, I look for it. I am fond of it. It has a way of looking at me that I interpret as curious, friendly

even. I want to avoid the scenario where the struggling frog's suction cups finally let go as we reach highway speed on the way to a launch site, and of it flying off into the air, and landing on the pavement. The possibilities only get worse from there. So I search for the frog and I usually find it. I say a few words to it about when I plan to be back and put it by the propane tank.

This year, being the strange year it has been, my sailing schedule suffered. The garden, on the other hand, was one of the best. A half bushel of dry black beans. 12 bushels of potatoes, 98 delicata, buttercup and butternut squash, and 120 feet of carrots yet to be dug. One of the most sure-fire ways to grow most of what you eat is to eat mostly what you grow. Variety might drop, but it is tremendously satisfying.



W1321 Solje, a gracefully ageing '60s woodie, in calmer times.

The few times I've been sailing have been at nearby Lakeville Lake in Oakland County, Mich. It's got two bridges to shoot and a couple of arms that can be mildly tricky to get in and out of. But overall, it's become pretty routine.

To get the most bang for my buck this year, I went on the windiest days. I remember when the cat's paws coming across the water at the launching ramp would make my stomach tighten. Their lessons have often been wet, but

I've learned to get along with them.

The day of this story, the wind was really howling. NOAA weather was predicting a steady 25 MPH gusting to 40. Scout's honor. That promise to liven things up was playing out: the water was one big cat's paw. But I am not completely crazy, so I livened things down with the working jib and one reef in the main. I put my hearing aids in a drybox.

The wind was north-northwest. The arm of the lake that leads from the launch ramp to the big part of the lake is roughly east-west and only about 300-yards across, so it was fairly protected from the full wind. Passing a channel open to the north between the north shore and a small island at its east end gave me a blast of what was actually going on. I nosed up in the lee of the island and put a second reef in

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# Tree frog

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the main. I have sailed in wind numbers like these before and so, confidently, for what it's worth, I sailed out into the main part of the lake.

The waves were almost as high as Solje's freeboard. I'd say a foot and a half. The main lake has a fetch of a mile to the north, but I have never seen waves like these on this lake before. Solje was on a reach and we were really flying. Her acceleration in the gusts was thrilling, right up until the main went limp and the aft end of the boom fell in the water. Uncle Al's (Schonborn W3854) phantom voice shouted "Safety Position!" I let the jib go and dove to get the centerboard up. The situation calmed down enough to discover that the aft end of the second slab reefing line had pulled out of its anchor loop. So much for using a stopper knot there. Solje had shipped enough water to fill the bilge.

And there was the frog, on the floorboard next to the hand hole to the bailer. The frog gave me that look I told you about earlier. I imagined that it had come up to get away from the water. Remember, they're terrestrial frogs. I doubt it fully appreciated the rest of what we were facing. I put the frog in a small screw-top drywall bucket tied against the forward bulkhead.

"Things could get worse," I explained. "Why don't you ride in here."

I dropped the main and pulled the boom aboard. I remembered to close the bailers. The wind blew us toward a relatively protected place along the east shore. In the shallows I jumped out and, while holding Solje against the wind, tied the reefing line back on with a bowline. With the reef tack back onto the reefing hook, the main pulled up, and the slab reefing line snugged, I pushed the board down and we headed west back across the lake.

I was feeling pretty good about having remembered to open the bailers when Solje went way up on her side and took on a little more water. I let both sails go but Solje just kept slowly rolling up. Hiking out didn't do too much good because by now I was hiking perpendicular to the water.

“And there was the frog, on the floorboard next to the hand hole to the bailer. The frog gave me that look I told you about earlier. I imagined that it had come up to get away from the water.”

particular hurry to get around to the upwind side.

I sail with a wooden mast because it floats and I really don't want to turtle single handed. Imagine my surprise then as Solje just kept slowly rolling until she was turtled. Lakeville Lake is shallow with lots of old tree stumps. I began to get a bad feeling. But as I pushed down on the leeward gunwale she just kept rolling. I swear that must be the only place in the lake deep enough to do that! She came up to windward and, true to what Uncle Al says, righting to

That, and I'm below 150 pounds (see above about diet). The mast hit the water and I climbed down to make sure the sails were free. I was in no



Lakeville Lake, about an hour north of Detroit. North is up. The main part of the lake is a mile long. The launch ramp is at the very bottom left.

leeward is not going to work. She capsized again toward me. This time I dove under her before she turtled and got a hold of the centerboard. I didn't even have to climb up on the board to get her rolling to windward. She came up, I pulled myself aboard up over the side and, for the second time this day, scrambled to get the centerboard up.

"See what I mean?" I said to the frog.

I took a moment to appreciate the thigh and torso wetsuit I had gone back in the house to put on under the insulated bib pants I was wearing. I took another moment to marvel that the mast had not stuck in the bottom. Twice, both times on Lake Eustis, I have had a mast stick: once during a race with Nick (Seraphinoff), and once alone. Nick and I both, even with me at my racing weight of 180 pounds, could not get the boat to budge. A stuck mast needs a pull on its bow line from a powerboat—like a committee crash boat—to get out. The time I was

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# Tree frog

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singlehanded, I waited, perched on the hull for over an hour until a group of folks partying on a catamaran motored past me and gave me a tug. As I see it now, the mechanics of a capsized to leeward in depths less than the height of the mast, position the mast angled on the bottom so that the continued push of the wind on the hull drives the mast into the mud.

I bailed like crazy for a while. The frog's bucket was in place. Everything except the 50-foot floating-line throw bag seemed to still be in the boat. When the water level was only a few inches over the floorboards, I put the centerboard back down and trimmed the sails in. The bailers emptied the hull surprisingly fast.

Things were beginning to improve as we reached across the most exposed stretch of the lake right up until the mainsail burst. A swirl of white threads and one batten spun wildly away. As before, the boom fell into the water.

"See what I mean?" I said to the frog and pulled the centerboard up.

The blown mainsail was easier to take care of than the previous problems, although it was flapping around quite a bit at first. I let the halyard go and got the luff rope out of the mast. Once the boom was shipped and the main was tucked under the thwart, things quieted down. The larger problem of sailing back to the ramp was shaping up to be more time and labor intensive. We had drifted far to leeward into a south bay of the lake. Solje will point on her working jib alone but less than half as well as usual. Subtract a little more for having to steer down for enough oomph to get through the waves against that wind and it turned into a long beat home. I had to gybe around for most of the tacks.

When I did get home, I called Sky out to the boat. She knows about the frog. I told her the story in a way that let the suspense build. Together we opened the frog's bucket. The frog was very gray. Confusion? Exasperated? Seasick? We put it by the propane tank and I went about straightening up the boat.

The mainsail had torn open on the leech at a batten pocket. (Had I noticed sunlight coming through a small crease there the other day?) Solje was dried out by the next day. The main has been replaced with what I think is her original main: a Lucas from England. The logo and numbers are in an elegant somewhat vintage font. It has no reefing points. It won't need them. I called to the frog that until

we get a new reefing main, our sailing will be much more sedate. But I haven't seen it since.

Next summer, then.

« « «

## L'esprit de l'escalier

As I said earlier, I have sailed singlehanded in wind numbers like these before. Twice now I have gone out on Lake Huron, and twice on Inner Saginaw Bay in small craft advisories with sustained winds above 23 mph, gusts above 30 and waves around 5 feet. All of those times the main was double reefed and the working jib on roller reefing. It was a handful, but I don't remember even taking much water over the rail. Once I learned the trick of tacking coming up on the crest of a wave, I was in sufficient control. It might not have been all that elegant, but I was out in it for a long time and got back OK.

So what happened with the capsized on Lakeville? One thought that feels right to me, and Uncle Al has mentioned it too, is that the wind got under the hull. I was too casual about getting Solje back down when she started to heel. I let the sails go, but that did nothing to reduce the windage of the hull. The capsized did feel kind of slow-motion. If I ever feel a capsized like that again I am bolting over onto the centerboard, which may not be all that bad an idea anyway. I have done a few dry recoveries and they are much easier. But they are dry only up to a point: you do still have to bail the boat out.

As for the turtling, I have capsized and allowed Solje to lie on her side many times. Her mast has never gone below the surface. In this case, the wind must have continued to push her hull over. It was enough to sink the mast. The wind was also why she righted to leeward so easily. I love how righting to leeward sets up a righting to windward. Forget swimming the mast around!

But why was the wind such a problem this time? Here's my current thinking. On Lake Huron and Saginaw Bay in those wind conditions the waves build to much higher than Solje's freeboard. The waves break up the laminar flow of the wind down at the level of Solje's hull. In this similar wind, the waves on Lakeville only built to a foot and a half and disrupted the laminar flow of air to a much shallower extent. The wind still had an organized flow low enough to catch the hull and roll it.

There is no end to sailing, is there.

## LET'S COMMUNICATE

### US WAYFARER COMMUNICATION PORTAL

Want to join and be up to date on Wayfarering in the U.S.? – Email Peggy Menzies at [pmenzies10@aim.com](mailto:pmenzies10@aim.com) and she will send you the link to the portal. The link has also been posted on the Wayfarer North America Facebook page.

### WEB SITES

United States Wayfarer Association – [www.uswayfarer.org](http://www.uswayfarer.org)  
Canadian Wayfarer Association – [www.wafarer-canada.org](http://www.wafarer-canada.org)  
Wayfarer International Committee – [www.wayfarer-international.org](http://www.wayfarer-international.org)  
UK Wayfarer Association – [www.wayfarer.org.uk](http://www.wayfarer.org.uk)

### SOCIAL MEDIA

**Facebook** – Wayfarer North America, Wayfarer Sailors of the World, Wayfarer Dinghy Group (*editor's note: These are all closed groups*)



# 3 Wayfarers represent at HOT regatta

By Jim Heffernan  
USWA Commodore  
W971

With COVID 19 precautions in place, the HOT was sailed Oct. 24-25 on a sparkly Lake Townsend fringed by the fall colors of southern Tulip Poplars, Dogwoods and Sweet Gums.

Three fleets were represented with the Flying Scots leading the way with seven boats, the high school teams with six 420's and the Wayfarers had three. Some of the usual Wayfarer fleet members were away sailing at Annapolis and New Bern.

The PRO, Joleen Rasmussen, opted to start the 420s and Wayfarers together on a beautifully laid line with port end a bit favored as the shifts dictated. What a sight to see the youths maneuvering the 420s like old pros as they made the roll tacks look easy. My legs hurt watching them. They brought a joyful and festive mood to HOT as they sailed attired as pirates and cheerleaders and kept up the chattering and banter throughout their racing. Ah, Youth!

Three races were completed in the light wind that would show up for five minutes and then hide for awhile before flowing down from the approaching cold front to tease us anew. The fourth race was mercifully abandoned as the lead boats struggled near the windward mark with some of the kids yelling, "I am going backwards now!"

Wayfarer racing was really tight, almost like a three boat match race. The lead changed over and over and any mistakes quickly erased any gaps that had been laboriously gained in the past few minutes. Evan Trudeau and Yukako Kayashima showed all the teenagers and a few of us old timers how to do the pin end port tack start perfectly and jump to a strong lead position. It was awesome!

Never give up on the last leg. Peter Thorn and Jeanne Allanby rounded well behind in third, tacked away toward the golf course shore, and got to the finish line three seconds behind myself and crew Linda.

The high school teams were only scheduled for Saturday. The Wayfarers were greeted on Sunday with cold rain and post frontal gusts so elected to pack up and wait for the Not Old Brown Dog at Jordan Lake in November.



Peter Thorn (top) and Jeanne Alamby in W6066, Jim and Linda Heffernan in W1066, and Evan Trudeau and Yukako Kayashima in W10945 cross the starting line during the Oct. 24-25 HOT regatta on Lake Townsend, N.C. They joined the high school fleet of 420s and the Flying Scots for a total of 19 boats. Evan Trudeau and Yukako Kayashima (above center) in the light winds Saturday. Jim and Linda Heffernan and Peter Thorn and Jeanne Alamby (above left) on the spinnaker leg. The beautiful Saturday weather was punctuated by a stunning bald eagle (above right) doing some fishing. Photos by Eric Rasmussen



# Midwinters to be followed by rally

## Cedar Key updates

### Ahoy Sailors from Jim Heffernan

Happy Holidays!

Some more info about the 2021 Cedar Key Rally. No longer called the Tween Week since LESC does not have a racing weekend planned for Feb 13-14, hence, it is now a Rally.

So, after chatting with a number of you, it seems that Cedar Key would be preferred for the nights of Feb 8, 9, 10 and 11 or any part of those days. There are many lodging options such as condos, motels and elegant B and Bs, as well as a primitive campground managed by the County about 15 minutes outside of town.

In the past, we have stayed at Old Fenimore Mill Condos and at the Cedar Cove Hotel, with both quite satisfactory. Boats can be pulled up on the sandy shore for the night with the caution that when the tide goes out the sand/mud bottom is exposed and it may be 50-feet to a floatable water level. Bring one or two anchors so you can moor in deeper water and walk ashore in front of the condos.

Linda and I are planning to stay at the farawayinn.com, which has a great sunset view over the water. The shore is a little rocky so I may have to leave the boat in the municipal parking lot adjacent to the boat ramps. 24 hours of boat parking with mast up or down is \$16. We will get one of the waterside units at Faraway so it can be a base for the sunset gatherings and maybe a grilling night. It is a small town so a short ride or walk will get you everywhere.

We probably cannot do a group dinner due to COVID unless we are totally outside or in a good breezy location.

Let me know what other cruisers should be added to the list.

Happy Wayfaring!

*Jim can be reached at [jheffernan@nc.rr.com](mailto:jheffernan@nc.rr.com)*

### A personal welcome from our Rally Co-ordinator - Patricia Kuntz

A cruise at Cedar Key, Florida is planned for the week after the Midwinters.

Last year we stayed at two Gulf front condo Facilities:

- The Old Fenimore Mill Condominium Rentals 352-543-9803 [Fenimoremill.com](http://Fenimoremill.com)
- Cedar Cove Beach and Yacht Club 352-543-5332 [www.cedarcoveflorida.com](http://www.cedarcoveflorida.com)

The "TripAdvisor" site also offers recommendations for lodging.



AnnMarie Covington and Pat Kuntz at a past Cedar Key cruising rally. Cedar Key is an easy two-hour drive from Lake Eustis.

Cedar Key is a quiet island community nestled among many tiny keys on the Gulf Coast of Florida where time almost stands still.

Long admired for its natural

beauty and abundant supply of seafood, it is a tranquil village, rich with the almost forgotten history of old Florida.

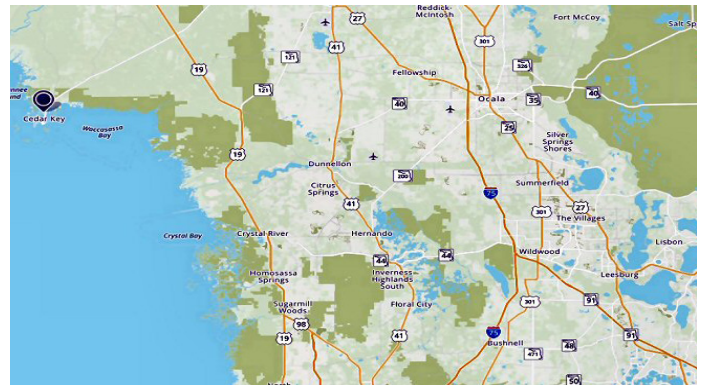
Many artists, writers and "adventure" tourists, find the unspoiled environment their inspiration. Federally protected sanctuaries, the Cedar Keys form a chain of barrier islands ideally suited to a vast range of migratory and shore birds, including the elusive white pelican, roseate spoonbill and bald eagle. The variety of natural habitats, from salt marshes to Indian shell mounds, makes this truly a paradise for adventurous Wayfarer sailors. The small town feeling is absolute - transportation is by car, but most folks move around on golf carts or bicycles.

Cedar Key derives its name from a 1542 Spanish map that identified the area as "Las Islas Sabines," meaning The Cedar Islands. The reference applied to the abundant growth of cedar trees that formerly covered all of a group of islands located in the area. The Town of Cedar Key was established during the Civil War (circa 1840) on Atseena Otie, the Creek Indian name for Cedar Island.

Lumber was the primary industry, although fishing and cotton shipping were also important, and sawmills and pencil factories dominated the town in the 1880s. The pencil plants closed down when the cedar was depleted. About 2,500 people lost their jobs when the mills closed and an 1896 hurricane and tidal surge devastated the area. Aquaculture provides clams and oysters throughout the Eastern USA. The boat ramps are busy with wet suited divers setting out to their leased shell beds to bring in the harvest.

Day sails to Snake Key where the bald eagles nest, and a picnic on Atseena Otie are on the cruise schedule along with some kayaking and sunsets over the Gulf of Mexico.

*By Jim Heffernan, USWA Commodore*





# Old Brown Dog goes to Plan B, hits road to CSC

By Cathy Leonard

W864

When the Old Brown Dog Regatta was cancelled at the Catawba YC in South Carolina, Ali Kishbaugh (W4271) had a plan B. Working with AnnMarie Covington, who sails her Wayfarer with the Carolina Sailing Club (CSC), she managed to get Wayfarer Fleet 15 invited to sail with the CSC Lasers, Thistles and Flying Scots. And when the local campground was closed, she and the Jim and Linda Heffernan hosted the out of towners for a night. Also a big thanks to John Norton and the Crosswinds Marina at Jordan Lake for letting us keep the boats stored mast up.

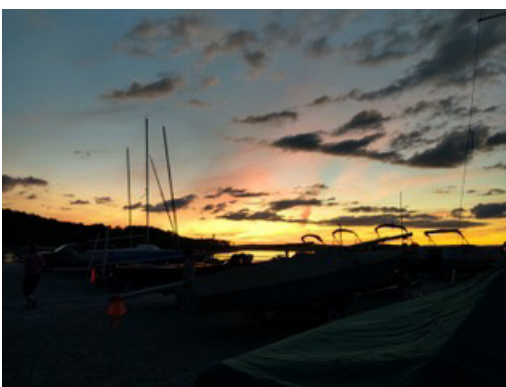
On Saturday, we did some practice racing using the rabbit start method. For Sunday, five Wayfarers raced in sunny 74 degrees and 4 knots wind conditions. It hardly felt like November, but we all complied with the winter series life jacket rule.

Thanks to CSC for having us. It was great to see folks we had not seen in a while at the Crosswinds Marina venue that was new to some of us.

In W276, Annette Greife and Amanda Ward (a big boat racer) improved their speed and position at the starting line over the course of the day. Welcome Amanda to her first sail on a Wayfarer. Ali and Logan Williams in Island Girl were impressive on every upwind leg of racing.

Jim Heffernan, Phil Leonard and AnnMarie Covington each had a first place race and placed in that order for the day. Although there were no trophies handed out, AnnMarie and Ali rewarded everyone with a beautifully handmade ditty bag full of treats.

We all enjoyed watching a gorgeous sunset as we de-rigged and left the parking lot that evening.



Skipper Ali Kishbaugh and crew Logan Williams in Island Girl (W4271) on the race course (above). When the Old Brown Dog Regatta was canceled because of COVID, Ali help facilitate Wayfarers sailing with the Carolina Sailing Club. Five Wayfarers raced (left) in the gorgeous 74-degree fall weather on Sunday. Jim and Linda Heffernan ended the day in first, Phil and Cathy Leonard finished second and AnnMarie Covington was third. Saturday was spent sailing practice races. A much-appreciated weekend of sailing was topped off with a gorgeous sunset (bottom) as everyone was packing up their boats.

## Sailing partner sought for Mids & Rally

North Carolina's Marie-Lyne Lavoie of Fleet 15 is sending out a plea for an experienced sailing partner for the upcoming Midwinters at Lake Eustis and for the Cedar Key Rally. Marie-Lyne is one of the sailors who will be unwrapping and rigging a sparkling, brand new Mark IV set to arrive in Florida in January.

Commodore Phil Leonard said that while she is fairly new to sailing, Marie-Lyne has been very active in Fleet 15 events and is gaining experience quickly.

Are you in? You can email Marie-Lyne at [mlynelavoie@gmail.com](mailto:mlynelavoie@gmail.com).

## USWA AGM to go virtual in March

The Annual General Meeting of the U.S. Wayfarer Association will not be held at this year's Midwinters because of COVID restrictions. Instead, a virtual meeting will be scheduled for sometime in March.

Items to be discussed at that time include the slate of officers and revisions to the USWA Constitution.



# Ready, set...Mark IVs



Wayfarer Mark IVs (above) fresh off the boat from England are unwrapped Dec. 15 at Lake Eustis Sailing Club in Lake Eustis, Fla. Unloading the boats from the shipping container went like clock work with LESC members teaming up for the effort. Check out John Cole's video of the task on the Wayfarer North America Facebook page. The five boats were all purchased by members of LESC. A second container of five boats is in the process of being loaded (right) at Hartley Boats in Derbyshire, England and will land in Florida sometime in January. Michigan sailor Robert Mosher suspects from the color that the top boat is his. These five boats will find homes in North Carolina and Michigan Kuddos to LESC members John Cadman (who took the container photo) and Dave Hepting and USWA racing captain Marc Bennett out of Michigan for helping to facilitate this effort to bring new boats to the U.S.



## NC sailors happy to gather for Labor Day

What a great weekend we had at the Lake Norman Yacht club for the Labor Day regatta.

High winds, 15-20 knots on Saturday, 4-6 knots on Sunday and lots of chop. A very challenging sailing event for sure and many stories to tell.

We had seven Wayfarers attend the event.

We circled up most of the tents, on the beautiful yacht club grounds, right near the waters edge, shared food, and talked and talked and talked, and danced a little.

It was good to again see folks we had not seen for quite some time.

*-By Phil Leonard, Fleet 15 Commodore*



Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	6	7	Total	Pos
1	10673	Black Skimmer	0	James Cook	Catawba Yacht Club	1	1	1	[2]	1	1	1	6	1
2	864		91.6	Phil Leonard	Lake Townsend Yacht Club	3	3	2	1	2	2	[4]	13	2
3	10966	Morning Star	0	James Heffernan	Lake Townsend YC	4	2	4	[5]	3	3	2	18	3
4	4271	Island girl	0	Ali Kishbaugh	Lake Townsend	2	4	[5]	3	5	5	3	22	4
5	6066	Fanfare	0	Pete Thom	LYYC, BSC	[8/DNS]	[8/RET-BF]	3	4	4	4	6	29	5
6	276	Epiphany	0	Annette Grele	Lake Townsend Yacht Club	[8/DNS]	[8/DNS]	[8/DNS]	[8/DNS]	[8/DNS]	6	5	43	6
7	2435	Carolina Dutch	0	Frans van Zeeand	Lake Townsend Yacht Club	[8/DNS]	[8/DNS]	[8/DNS]	[8/DNS]	[8/DNS]	7	7	46	7



North Carolina's Fleet 15 members enjoy social time (top) at the Labor Day regatta at the Lake Norman Yacht Club. Jim and Linda Heffernan in Morningstar (above left) between races. Seven Wayfarers took part in the event on Lake Norman (above right). *Courtesy photos*



# 2022 Wayfarer Worlds

February 26-March 4  
Lake Eustis Sailing Club  
Eustis, Florida, USA

The amazing  
sunsets on Lake  
Eustis never get old!

photo by Anne Pugh, W11222

## The Club and The Lake

Home to four one-design fleets, LESC is the most active racing and sailing club in



**Central Florida.** Plays host to five regional sailing events each year, including the Wayfarer Mid-Winters the end of January. Large boat storage area and dual launching ramps on 10-acres of property. Large clubhouse, perfect for pre- and post-sailing social gatherings. Bathrooms and shower facilities, and kitchen.

**Lake Eustis** is the center lake in the Harris Chain. Approximately 4 miles long and 3 miles wide, covering 7,833 acres of water. Lake averages 10-feet deep. Is large enough to handle a large fleet, with a racing area close to the clubhouse.

## The Weather

**Ideal!!** Temperatures in the mid-70s during the day, low-50s at night

## The Eustis Area

City of Eustis is part of Lake County, which features rolling hills and 1,000 lakes and rivers ideal for kayaking and swimming. Centrally located to both the Gulf and Atlantic coasts.

## Accommodations

- Eight spaces for RVs
- Tent camping on the club grounds
- Numerous hotels, resorts, quaint bed and breakfasts and inns, and other camping facilities within easy drive to sailing club

## Airports

- Orlando Int. Airport - 50 miles
- Orlando Sanford Int. Airport - 32 miles
- Daytona Beach Int. Airport - 50 miles

## Lots of Things To Do

**City of Eustis** features a historic downtown on the banks of Lake Eustis and is walkable from the sailing club. There is unique shopping and restaurants. A favorite stop is the Oyster Trough, just up the street from the club.

**Alligators?** Take a boat tour of the Dora Canal, a one-and-a-quarter mile waterway connecting Lake Eustis and Lake Dora. You will also see abundant flora and birds, turtles, snakes and fish.

5.6 miles from Eustis is the quaint town of **Mount Dora**, featuring Old Florida country living, lakes, quaint inns and shops.

Distance to **Walt Disney World Resort and Universal Studios** in Orlando - 44 miles

**St. Augustine**, Atlantic side - 89 miles

**Cape Canaveral Space Center & Cocoa Beach**, Atlantic side - 99 miles

**Clearwater Beach**, Gulf of Mexico side - 120 miles

**Cedar Key**, Gulf of Mexico side - 107 miles

**Florida Panhandle**, Gulf of Mexico side - 270 miles

**Key West** - 423 miles