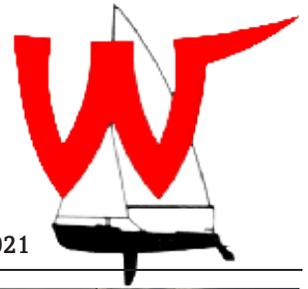


The Wayfarer SKIMMER

United State Wayfarer Association – www.uswayfarer.org

Spring 2021



Close racing was the theme of this year's Wayfarer Midwinters, as illustrated in this spinnaker moment (above) where Marc Bennett and Julie Seraphinoff (W11339) lead the leg with Jim Cook and Mike Taylor (W10873) and David Moring and Ariel Harrington (W10864) nipping at their heels. North Carolina's Marie-Lyne Lavoie (top right), in her brand new Wayfarer Mark IV (W11340), sails in after a day of racing. Jim and Linda Heffernan (above right) are honored for their years of service to the USWA. Jim is stepping down as commodore, taking on the title of honorary commodore; Linda will continue as secretary. Richard Johnson becomes commodore the end of April.

9-race series makes for great Mids

■ Cook lauds importance of crew effort in 1st-place finish

By Jim Cook
W10873

The Lake Eustis Sailing Club hosted the 2021 Wayfarer Midwinters regatta on Feb. 5-7, which was doubling as the make-up for the 2020 US Nationals. Of course, I want to give a big thank you to Pat Kuntz for organizing the regatta, and to the rest of the LESCF race committee and support. We were treated to three great days of sailing with wonderful weather and nine close races. I enjoyed a return to sailing triangle-windward/leeward courses, which were common when I was a youth sailor.

Thursday night before the regatta, my crew Mike Taylor and I discussed objectives for the weekend: have fun, don't hit anyone, go fast. Well, we ended up winning the regatta.

The racing was very close, and if we had sailed another day the first place finisher could easily have changed. I have to dedicate our excellent results to my crew Mike. It is clear to me that his hard work over the entire weekend was the reason

continued on page 3

■ LESCF event gives coach chance to do some racing

By Craig Yates
LEYSF Program Director

Being a youth sailing program director and coach has its disadvantages. The biggest one is - you never get to sail!!! Fortunately for me, the Wayfarer Midwinters is held at Lake Eustis and it is the one regatta where I don't have to focus on getting kids out on the water. That means I can actually treat myself to three days of racing. Since 2014, I have been putting this event on my calendar and doing my best to scrounge up a boat so I can compete.

This year I lucked out. The Lake Eustis Youth Sailing Foundation had recently purchased two used Mark IVs so they can have a youth representation at the 2022 International Championships next March on Lake Eustis. I was able to charter Dave Hepting's W10862 and, since we only sail once a year, thought it was best to enter the non-spinnaker class.

Since we are in this for the fun, my crew and I (Rob

continued on page 3

Page 2

Make some plans,
enjoy some
insights

Epoch Heffernanocene era draws to a close

To put it in geologic terms, we have been sailing for the past 15 years through the Heffernanocene, a pleasant epoch of growth and renewal for our class.

During Jim and Linda Heffernan's watch we have seen the class grow, its core shift south and our once dowdy boat evolve into a rather swish craft. But it has been their presence and energy, which has delivered the USWA to the point of hosting our first United States International Wayfarer Regatta in decades.

We emerge from the Heffernanocene as a growing class with stable management and strong ties to our sister fleets in Canada and Europe. The MK IVs are as well fitted out as any boat on the market and serve as an excellent model for retrofitting older boats. Most important, we have class members who are just pleasant to spend time with.

As with any geologic epoch, there were giants who roamed during the Heffernanocene, and still do for that matter. Their absence would have cast a shadow and recognition is due. Distant, yet



By Richard Johnson
USWA Commodore
W11336

giant, Richard Hartley transformed the Wayfarer, and thus our class. Nick Seraphinoff had the brass to get containers of Mk IVs to the U.S. and began our renaissance. Uncle Al, our patron saint, if the saints would have him, curates the Wayfarer museum/library/attic, that is the Canadian Wayfarer

website. Ever ready with rum and ginger beer, he has kept us on the path all these years. A tip of the glass to these men!

It's hard to say when an epoch ends and another begins. It doesn't help that the last year has been baffling at best. One thing we can depend on for a sense of normalcy is our boats, our fleets, and our fellow sailors. If we are responsible, we can enjoy the freedom to cruise, race, or just sail about on a Sunday afternoon.

We take for granted how amazing the last 15 years have been for our class. We now need to be a bit more intentional, but the goal is the same. We want to sail our Wayfarers as long as we can, as often as we can and in as many places as possible.

A tip of the glass to you all!

What's ahead

CRUISES/RALLIES

Chesapeake Cruise: the Crisfield Triangle
– June 21-24

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

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, Kerr Lake, Henderson, North Carolina

Canadian Nationals – Aug. 7-8, Toronto Sailing & Canoe Club, Toronto, Ontario

Wayfarer Easterns/Blackbeard One-Design Regatta – Aug. 28-29, New Bern, North Carolina

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

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

2022

Wayfarer International Championships No. 18 – March 6-11, 2022, Lake Eustis SC, Eustis, Florida

CHECK IN REGULARLY WITH

www.uswayfarer.org and www.wayfarer-canada.org as many events are being canceled/postponed 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
check to USWA and mailed to: Treasurer
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SKIMMER is a publication of the USWA.

Have a story ideal? Julie Seraphinoff is always
looking for Skimmer content. Email her at
julieseraphinoffprice@gmail.com

Importance of crew

continued from page 1

for the success. I've known Mike for ~20 years. We used to sail Lasers on the Intercoastal in Titusville, Fla. and other areas on the east coast of Florida. I remember Mike was not interested much in racing. He just wanted to go on screaming reaches, surfing down waves and getting hit in the face with spray.

For the past several years he has crewed for me at Midwinters, and has shown much more interest in racing. He routinely asks me what he can do better, and works hard to improve, which directly contributes to making the boat go faster. For example, in preparation for the regatta he read articles on flying spinnakers because he knows it is an important skill for Wayfarer crews to have. In the fall, Mike and I met for practice in Beaufort, S.C., where he got the chance to sail in the Mark IV for the first time. We talked about the choreography of spinnaker sets douses douses. He took notes and reviewed them prior to the Midwinters regatta. This type of crew dedication makes a huge difference in the boat speed and race results.

It is common for the skipper to receive too much focus. I want to dedicate this report to all the crews out there who are critical to making the boat go fast and win races. I hope you will gain some inspiration. Listed below are some of the primary responsibilities for crew position. For each of these, I can highlight where my crew Mike Taylor performed well.

- Helping prepare the boat
- Balancing the boat with body weight
- Looking outside the boat
- Jib Trim
- Spinnaker Handling
- Spinnaker Trim



Mike Taylor trims the jib while skipper Jim Cook concentrates on steering. Photo by Randall Moring

Boat preparation is a requirement for racing success. When I asked Mike to look at the bottom of the boat and clean off any road debris, he didn't hesitate. A good crew will know how to rig the boat completely and can catch all the skipper's mistakes before they cause a problem. While sailing, the crew is constantly adjusting position of their body weight to keep the boat flat. We had high winds on Friday and definitely benefited from Mike's ability to hike hard. He is a Laser sailor after all.

The wind on Sunday was light with short blasts of heavier air. In those conditions, he transitioned into a different mode of sailing, but still coordinated his movements with mine to keep the boat flat. When sailing upwind, Mike was continuously looking outside the boat and reporting on other boats and the

continued on page 4

Coach

continued from page 1

Krentel - LESC Flying Scot/Laser sailor) decided to trade off skippering - race about. We are fairly competitive with each other, so for a while were "keeping score" as to who had the best cumulative results at each mark. But that soon got too complicated We had some great races with Phil and Jeannie Leonard and really enjoyed holding our own against the big boys in the fleet. To win our non-spinnaker fleet and be 2020 National Champions (Ha!) was just a huge bonus to a great weekend.

The Wayfarer group is a great bunch of people to hang out with and race against. It's fun and relaxed but also competitive. It's nice that everything gets left out on the water and that everyone does whatever they can to make sure everyone has a good experience. The Wayfarer Midwinters is the perfect event for those new to the fleet or experienced sailors.

Unfortunately, I will be hard pressed to participate in the 2022 event. I have to revert to my Coach role and will be too busy getting our two youth teams up to speed. We are



Craig Yates, skippering this race, and Rob Krentel lead Marielyne Lavoie and crew Dave Asaibene during Saturday's racing. Craig and Rob teamed up to win the Non-Spinnaker fleet. Photo by John Cole

excited to have our youth participate and I know they are going to bring some young energy and skill to the fleet. You all better watch out! See you in 2022!

Importance of crew

continued from page 3

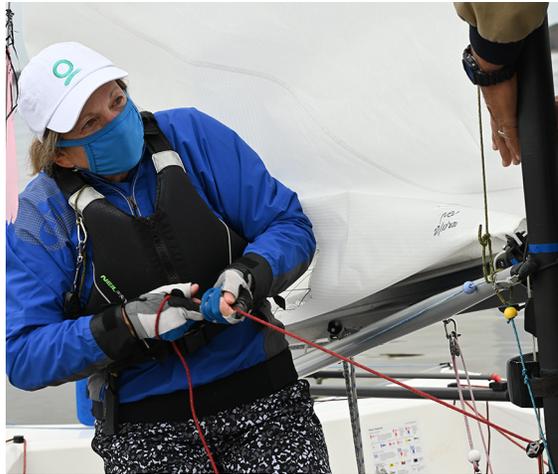
wind. This freed me up to drive the boat while staring at the jib telltales. It is also key that he was just feeding me information and never telling me what to do.

During the regatta, we were frequently making minor adjustments to the jib trim. Mike was continuously learning to get the jib trim right coming out of the tack and had no problem making small adjustments based on the wind and mode of sailing.

Throughout the regatta, Mike and I worked on spinnaker sets and douses. I was struggling especially with the douses, getting the spinnaker halyard accidentally cleated while trying to take it down. We talked about it Saturday evening and made some changes to have Mike help me out during the douses, which led to some smooth douses on Sunday.

The big story of the weekend for us is the improvement Mike made with spinnaker trim. On Friday, we routinely found ourselves first around the windward mark only to be passed downwind. It was clear that our downwind boat speed was not where it needed to be. We talked about it quite a bit, but didn't know what the problem was. In the page one spinnaker photo, you can see Mike and I in the foreground going slow with the foot of the spinnaker close to the forestay. In the background, you can see Marc Bennett and crew Julie Seraphinoff (W11339) passing us. Notice how their spinnaker is floating high and away from the boat. On Saturday, Mike started looking at our competitors (Marc/Julie, Dave Moring/Arial Harrington (W10861)) so that we could copy what they were doing. He decided to raise the pole height, and we were immediately able to match their boat speed. On Sunday, we were able to maintain our lead going downwind. In hindsight, I believe raising the pole moved the spinnaker out in front of the boat for better flow. Mike also commented that the spinnaker was well behaved and easier to keep trimmed.

Mike's continuous hard work and desire to improve were the keys to our success at the regatta.



Craig Yates and Rob Krentel (above), followed by Richard Johnson and Michele Parrish, Joe Schnur and Janis Schnur, Jim Burns and Mike Tighe, and Uwe Hein and Nancy Collins head for the windward mark during Friday Midwinters racing. Photo by Randall Moring Pat Kuntz, of LESC and the lead organizer of the annual Midwinters regatta (left), rigs her boat before a day of racing. Marc Bennett with crew Julie Seraphinoff (below left) were caught in the act of fouling Dave Moring and Arial Harrington. Marc thought he had room, but... In the moment, both teams were unsure of who was in the right and both did turns. Alas, this photo doesn't lie. Photos by John Cole



Use your phone camera to scan the QR code below to see complete results from the 2021 Wayfarer Midwinters/ 2020 Wayfarer Nationals



www.wayfarer-canada.org
under regatta reports



Midwinters 1st Place & 2020 U.S. Nationals champs Mike Taylor and Jim Cook with commodore Jim Heffernan.



Midwinters/Nationals 2nd place Marc Bennett and crew Julie Seraphinoff.



Midwinters/Nationals 3rd place Dave Moring and crew Arial Harrington.



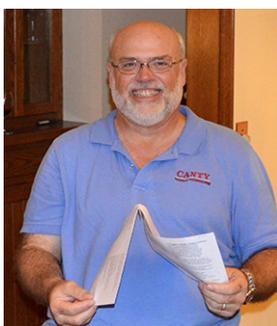
Midwinters Non-Spinnaker fleet 1st Place Rob Krentel and Craig Yates.



Midwinters Non-Spinnaker fleet 2nd Place Phil Leonard and Jeanne Allambly.

NC fleet continues to thrive

Wayfarer Fleet 15 finished 2020 having successfully completed six out of the 10 planned regattas being counted towards the Fleet 15 annual trophy.



**By Phil Leonard
Fleet 15 Commodore
W11137**

Richard Johnson and Michele Parish finished first with 26 points, Jim and Linda Heffernan finished second with 25 points, and Uwe Heine and Nancy Collins finished third with 23 points. This fleet always seems to have competitive racing with overall finishes being within one or two points. There were 14 different sailors who took part in a number of these regattas.

We have several new Fleet members, including:

Marie-Lyne Lavoie who just began sailing in 2020 and picked up her new Mark IV Wayfarer at the Midwinters in Eustis, Fla. She has named her boat "La Delmina d'O douce." You'll have to ask her what that means. She has become very active in both Fleet 15 and the Lake Townsend Yacht Club as Rear Commodore for 2021 and in charge of education.

Neil Smith purchased Ken Butler's W449. Neil is from Toronto but has moved to Apex, N.C., close to Raleigh. We look forward to seeing Neil at the LTYC races and other regattas this year.

David Bacon purchased W6066, the boat Peter Thorn worked so hard to refurbish. David lives in Chapel Hill, N.C., not too far from Jim and Linda Heffernan. We also look forward to seeing David at LTYC races and other regattas.

James Higgins purchased W560 "Cushie Butterfield," the woody that Richard and Michele so beautifully refurbished. James is a long-time Wayfarer sailor dating back a number of years and is a member of the Catawba Yacht Club. We hope to see James at a

number of the regattas.

2021 has started out well for us Fleet 15 sailors.

Fleet 15, based out of the Lake Townsend Yacht Club in Greensboro, N.C., had nine boats attend the Midwinters at Lake Eustis Sailing Club in Florida. The Wayfarer Nationals that were supposed to be held in June 2020 at the NC Governors Cup Regatta were also held congruently at this regatta.

Wayfarer Fleet 15 had five boats finishing in the top 10 overall finishers, taking first, fourth, fifth, sixth and 10th. Fleet 15 member Jim Cook from Catawba Yacht Club, with crew Mike Taylor, sailed his recently acquired Black Skimmer to a first place in the spinnaker division and overall standings. Jim purchased Black Skimmer from Richard and Michele, who picked up their new Mark IV at the Midwinters. Phil Leonard and crew Jeanne Allamby, sailing his newly purchased Mark IV, W11137, finished second in the non-spinnaker division and 10th in the overall standings.

The racing was very competitive in both the spinnaker and non-spinnaker divisions, at times only two to three foot separating boats at the finish of the long, modified Olympic courses.

Winds were brisk for most of the races and temperatures were very pleasant.

In addition to the racing, three of the Fleet 15 members picked up their brand new Wayfarer Mark IV boats at the regatta. Those sailors have sold their old boats to other Fleet 15 members. The fleet is growing well.

After the regatta, five Fleet 15 boats trailered over to Cedar Key on the Gulf Coast and cruised the barrier islands for three days. The cruise offered a relaxing and enjoyable sailing experience, along

Fleet 15 2021 sailing schedule

Date	Event	Crew
Saturday, March 20, 2021		
Sunday, March 21, 2021		
Saturday, March 27, 2021		
Sunday, March 28, 2021	CSC Crosswinds First Gun 1PM	
Saturday, April 3, 2021		
Sunday, April 4, 2021		
Saturday, April 10, 2021	LTYC	
Sunday, April 11, 2021	CSC/LTYC Interclub	
Saturday, April 17, 2021	WSC Alligator Run / CSC Jordan	
Sunday, April 18, 2021	WSC Alligator Run / CSC Jordan	
Saturday, April 24, 2021		
Sunday, April 25, 2021		
Saturday, May 1, 2021	CSC Kerr- / Cinco de Mayo - New Bern	
Sunday, May 2, 2021	CSC Kerr	
Saturday, May 8, 2021	LTYC	
Sunday, May 9, 2021	LTYC Sailing Savvy Sunday	
Saturday, May 15, 2021	CSC Jordan	
Sunday, May 16, 2021	CSC Jordan	
Saturday, May 22, 2021	CSC Kerr	
Sunday, May 23, 2021	CSC Kerr	
Saturday, May 29, 2021		
Sunday, May 30, 2021		
Saturday, June 5, 2021	LTYC Mayors Cup	
Sunday, June 6, 2021	LTYC Mayors Cup	
Saturday, June 12, 2021		
Sunday, June 13, 2021		
Friday June 18, 2021	Governor's Cup	
Saturday, June 19, 2021	Governor's Cup Kerr - Henderson Point - W Nationals	
Sunday, June 20, 2021	Governor's Cup Kerr - Henderson Point - W Nationals	
Saturday, June 26, 2021		
Sunday, June 27, 2021		
Saturday, July 3, 2021		
Sunday, July 4, 2021		
Saturday, July 10, 2021	LTYC	
Sunday, July 11, 2021	LTYC Sailing Savvy Sunday	
Saturday, July 17, 2021	CSC Jordan	
Sunday, July 18, 2021	CSC Jordan	
Saturday, July 24, 2021		
Sunday, July 25, 2021		
Saturday, July 31, 2021	CSC Kerr	
Sunday, August 1, 2021	CSC Kerr	
Saturday, August 7, 2021	Oriental - Bow to Stern	
Sunday, August 8, 2021	Oriental - Bow to Stern	
Saturday, August 14, 2021	LTYC / CSC Jordan	
Sunday, August 15, 2021	LTYC Sailing Savvy Sunday / CSC Jordan	
Saturday, August 21, 2021		
Sunday, August 22, 2021		
Saturday, August 28, 2021	Blackbeard One-Design / CSC Racing Kerr?	
Sunday, August 29, 2021	Blackbeard One-Design / CSC Racing Kerr?	
Saturday, September 4, 2021	LNYS - Labor Day Regatta	
Sunday, September 5, 2021	LNYS - Labor Day Regatta	
Saturday, September 11, 2021	LTYC and Wayfarer N/A	Tawas Bay MI
Sunday, September 12, 2021	LTYC Sailing Savvy Sunday / Wayfarer N/A	
Saturday, September 18, 2021	CSC Jordan	
Sunday, September 19, 2021	CSC Jordan	
Saturday, September 25, 2021		
Sunday, September 26, 2021		
Saturday, October 2, 2021	CSC Kerr	
Sunday, October 3, 2021	CSC Kerr	
Saturday, October 9, 2021	LTYC WSC - Indian Summer - VERIFY	
Sunday, October 10, 2021	LTYC Sailing Savvy Sunday WSC - Indian Summer	
Saturday, October 16, 2021	CSC Jordan	
Sunday, October 17, 2021	CSC Jordan	
Saturday, October 23, 2021		
Sunday, October 24, 2021		
Saturday, October 30, 2021	LTYC HOT?	
Sunday, October 31, 2021	LTYC HOT?	
Saturday, November 6, 2021	Lake Wylie - Catawba YC - OBD ? VERIFY	
Sunday, November 7, 2021	Lake Wylie - Catawba YC - OBD ?	
Saturday, November 13, 2021	LTYC/Oak Hollow Interclub	
Sunday, November 14, 2021	CSC Crosswinds	
Saturday, November 20, 2021		
Sunday, November 21, 2021		
Saturday, November 27, 2021		
Sunday, November 28, 2021		
Saturday, December 4, 2021		
Sunday, December 5, 2021	CSC Crosswinds?	
Saturday, December 11, 2021	LTYC	
Sunday, December 12, 2021		
Saturday, December 18, 2021		
Sunday, December 19, 2021	CSC Crosswinds?	
Saturday, December 25, 2021		

with two group cookouts right near the shore. We watched the sun set over the water, reflecting off four of the Wayfarers resting on the beach.

There is nothing like being able to race and cruise with the same boat, plus the camaraderie among this fleet has been phenomenal.

EXCITING TIMES

New Mark IVs land, unwrapped at LESC; here's the backstory

Part 1: The accidental plan

The great experiment is over. Ten new Hartley Mark IV Wayfarers have arrived in Florida, been unloaded and claimed by their new owners, and should all now be safely at their new homes.

It all started with a couple of random conversations. Nick Seraphinoff, a Lake Eustis Sailing Club member, told me he had sold his commercial business in Michigan, and was also shutting down NP

Boats, which he ran on the side and had started as an adjunct to his other business. NP Boats was the importer of new Wayfarers, which Nick had started largely so he could get one of the new boats and he had continued because he thought everyone should have one of the new boats. So it looked like there wouldn't be any new boats coming to the U.S. from the U.K.



By Dave Hepting
LESC - Florida Area Rep
W11343

But Nick said there was one possibility. In the past, Hartley - the manufacturer - had given a discount for boats built for the International Championship regatta (aka "The Worlds"). The boats were chartered out for the regatta and could be bought at a double discount after the event. And I had heard of people who, instead of buying new sails, had bought one of these discounted boats. They discovered that since they had one of the first Mark IV boats to come into the country, the price they got for their old boat and the price they would have paid for new sails was roughly equivalent to the price of one of the discounted ex-regatta boats. Hmm.

This might be a good time to point out that, even at the full retail, non-discounted price, a new Wayfarer is a good deal. We have three major one-design fleets at our Lake Eustis Sailing Club. Each has its virtues and disadvantages, although I personally prefer the Wayfarer. In talking to a couple of people who had recently purchased new boats, I found out that one had paid one and a half times, and the other twice, the full



In the spirit of U.K. boatbuilders Richard and Mark Hartley's new Mark IV training sessions, USWA racing captain Marc Bennett of East Lansing, Mich. (above), goes over features and settings on the new boats prior to the start of the Midwinters racing. Listening in are Nancy Collins, Marie-Lyne Lavoie, Uwe Heine, Dave Asaibene and Joe Schnur. Nancy Collins and Uwe Heine of North Carolina their first look at their brand new Mark IV after bringing it out from its storage spot at LESC. Photos by Julie Seraphinoff

price of a new Wayfarer.

Over the years, several people had given me old copies of the British Wayfarer magazine. In the U.S., many of the boating companies will give you a big discount for purchases or work done over the winter, when business is otherwise very slow. I discovered that Hartley often offered significant discounts for boats ordered in the fall for spring delivery.

At Lake Eustis, the Wayfarer fleet was started largely with

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Peter Exman and his wife Pat Exman (left) go over their order with Marc Bennett. The Exmans are new to sailing but, after talking with Marc, decided the Wayfarer will be a good fit for their cruising and racing aspirations. The couple is new to living in Florida and have joined LESC. Photo by Julie Seraphinoff LESC members Izak and Laurie Kielmovitch (below) race Sunday of the Midwinters in their new Mark IV. Their boat, W10337, was in the first shipment to LESC from England. Photo by John Cole



Backstory

continued from page 6

elderly Wayfarers that had been for either day sailing or learn-to-sail training boats and many did not have spinnakers. Many of the sailors were transplants from the North. With sailing not a popular sport in Central Florida, crew was generally hard to find. Thus most of our club racers did so without crew and without spinnakers. (In case you wondered, this is the reason the Midwinters always has a non-spinnaker fleet and allows single-handing).

In looking at the Hartley website, we noticed that the racing model automatically came with the spinnaker package, but on the Cruising model it was a \$ 1,250 option. This led us to wonder if Hartley would build us a “Lake Eustis Special,” a racing model without a spinnaker package, but with an additional \$ 1,250 discount? The answer was “Yes.”

Buying a new boat is always a significant investment, but in the case of a Wayfarer, it really is an “investment.” Unlike, for instance, a car that rapidly depreciates, both of my prior Wayfarers have sold for about what I paid for them. Also, unlike other hobbies like golf or power boating, which require an expenditure each time you do them (course fees or fuel), sailing entails no additional cost. The Lake Eustis

Wayfarer fleet sails three days a week, year round.

By this time, assuming the numbers worked out the way we hoped, we had three members semi-committed to buying a new boat.

Part 2: Working it out

Now enters the Hero of the Piece. John Cadmen is a Lake Eustis Sailing Club member who is a Florida “snowbird” with a home in Florida and also a home in Great Britain (Wales). A Renaissance man who was an engineer in the British steel industry until it collapsed and then trained as an accountant, he eventually ended up working for a company in the U.S. until his retirement. Definitely a details and numbers man with business experience. He is also a bit of a Wayfarer fan, currently owning four (4) Wayfarers on two continents. Privy to our musings on new boats, discounts, etc., and about to return to Great Britain, he agreed to approach Hartley about our thoughts. He had previously had the Hartley factory do some modification to one of his Wayfarers, so we hoped that he had some “street-cred” with them and they would not assume we were just idle tire kickers.

We heard back from John that Hartley was interested. Because the boats were being shipped out of the country, we would not have to pay the English

Value Added Tax, which would be a savings of 20 percent off the list price. Hartley would then give us an additional discount of 20 percent. They were also willing to work with us to add or subtract any options from any model to give us individually exactly the boat we wanted. (What a wide variety of boats we wound up with!)

John then worked to arrange a customs agent to handle the export of the boats from England and the shipping of the boats on a freighter across the Atlantic, and also a customs agent in Florida to handle customs and delivery of the boats to the Club.

With a working plan in place, it was time to line up buyers. Our original three “probables” had already dropped to two. We knew from Nick that the most economical method was a full container with a maximum of five boats.

It is now time to mention the second Hero of the story, Marc Bennett. While we tried to find buyers in the Lake Eustis club, Marc took on the rest of the U.S.

As an example of how good Marc is at promoting the class, I was contacted by a man who had just moved to Florida. Before moving and at Marc’s recommendation, he had bought a new Wayfarer and was looking forward to its arrival. But... he had never sailed a Wayfarer and, in fact, had never even seen one. Could he come over to the

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Backstory

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club and look at one?

I, of course, invited him to LESC, took him out on my boat, let him sail it, and he opined that Marc was right, the Wayfarer was the perfect boat for him.

But initially, a period of panic: Could we sell more than a couple of boats? Would it work if we could only sell three boats and split the cost of shipping a container among three boats, instead of five? Fortunately, it all worked out OK. In the end we had orders for 10 boats: Two containers of five boats, five boats for Lake Eustis members and five boats for the rest of the country.

One thing we tried to make clear and that we hoped everyone understood was that in a way the whole transaction was built on a lot of hope and trust. The only legal contract was between Hartley in England and the individual buyer in the U.S. Everyone else involved was a volunteer with no legal obligation. It is a compliment to Wayfarer sailors in general that everything went so well.

Part 3: How it all worked out

I have a large notebook bursting with printouts of emails John sent or copied to me. Some involve the customs and shipping details. Some are copies of questions buyers had. Many are ensuring that Hartley and the buyer understood each other.

I first tried to use the Hartley website form to order my boat. The attempt was not very successful, so John created his own form, which gave the buyer a

list of all the options, colors, etc. The form would then automatically list the options, and total the price, discount, etc. You would then send the form to John, who would then review it to ensure that he understood it, and that Hartley would understand it. It is a compliment to John that despite the myriad of options and choices, I've not received any report of any difference between what the buyer thought they ordered and what they received.

In addition to the people ordering new boats, a number of people wished to order parts and items from Hartley that would be difficult or expensive to ship, but could easily be placed inside the hull of a new boat. Again, most of this was accomplished without flaw.

A number of years ago, Nick had some Aeroluffspars shipped with new boats in a container. These were a popular and effective way to roller reef even a racing jib. The spar is the length of a jib luff, so would be difficult or expensive to ship. A number of us wished to order them rather than the cruising jib roller reefing that was a Hartley option. John agreed to approach Hartley to see if they would agree to ship them with the boats. As it turned out, Hartley had just added the spar as an option. However, Hartley and the British sailors considered it appropriate for only cruising boats, so only offered it with cruising jibs. After John requested it, Hartley agreed to send them on our boats with racing jibs. Just one more example of the back-and-forth necessary to get everyone exactly what they wanted.

Once the boat orders were sent and confirmed, Hartley requested



The new Mark IVs gave sailors a chance to study how the boats, fresh from England, are rigged. Marie-Lyne Lavoie, Uwe Hein, Dave Asaibene and Pat Kuntz get a close look. Photo by Julie Seraphinoff

a deposit. As you could simply call them and put the deposit on your VISA card, this went easily. Then when the boats were ready to be loaded on the ship, the balance was due. This had to be by wire transfer. While this was unfamiliar to most of us, it was a regular transaction to our banks, and also went pretty smoothly.

The two containers were shipped about a month apart. The first container included the boats for local club members. The second was non-local boats. All were delivered to the Lake Eustis Sailing Club prior to the Midwinters Regatta, so that the non-club members could come to the regatta and take their boats home afterward.

Most containers shipped across oceans are to commercial establishments that regularly receive such shipments and have loading docks and equipment such as forklifts to deal with their contents. The Lake Eustis Sailing Club does not have such equipment. As by now is obvious, much of what happened was the first time we had to deal with a particular issue and so solutions had to be invented as we went along.

Space is at a premium at the club. Right now we are accepting new



Michele Parish and Richard Johnson hoist their new W11336 onto the road base Thursday before the Midwinters. The North Carolina duo spearheaded the effort for design and fabrication of road bases with a North Carolina builder. The Johnson/Parish team finished fourth at the Mids in their boat christened "Fetch." Photo by Julie Seraphinoff

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Back story

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members as they apply. But if you want to store your boat at the club, you go on a waiting list. If you want to bring your boat to the club well before a regatta, you must obtain a Regatta Membership and pay a fee. Obviously, this was a problem with a shipment of boats, as we did not know when they would be built and when they would arrive. Fortunately, the LESC Board was very sympathetic to us and adopted a policy that the boats could be stored at the club from arrival until after the Midwinter Regatta without fee.

Unloading the container was of much more concern, particularly when we learned that the best the shipping agents could do was to promise us only 24 hours notice of arrival. We would then have two hours to unload the boats, after which we would be charged a \$100 an hour fee. We did know when the ship left Great Britain, and we had a computer app that updated the expected arrival date and time. But how long customs clearance would take was anyone's guess.

Luckily, club members understood our timing problems and were amazingly cooperative. The volunteers who had to cancel helping unload boats because of the short notice and a schedule conflict were made up by volunteers who became available at the last minute. As it turned out, we had about 20 helpers for each container, which meant we had enough people to manhandle even a boat loaded with extra gear and strapped to a road trailer, as well as a trolley. We didn't have to take the time to disassemble and reassemble each boat and its components. John Cole, who just retired as a professional photographer at Walt Disney World, made videos of each container unloading, which have been circulating among the Wayfarer sailors.

I've not included any figures on final costs for the boats since the options and extra sails, etc. ordered vary so greatly. Some of us aimed at a bare bones boat, others figured this would be their ultimate boat and leaned towards spending more rather than regretting omitting an item later. Most of us were probably somewhere in between. Nonetheless, I was very pleased with the final price of my boat.

Having had my new boat for a while now, and sailing it regularly (OK, almost daily), it was well worth the time and effort invested - and it's still a year until the Internationals.

Championship plans underway

The USWA continues to move ahead with plans to host the 2022 International Championships at Lake Eustis Sailing Club, Eustis, Fla. The dates have been finalized for Sunday, March 6 to Friday, March 11.

Of course, all of this will be dependent on progress of the coronavirus pandemic, vaccinations and whether international borders are open. Championship organizers will look at the situation in late August of this year and, if needed, provide contingency plans to give everyone time for shipping and travel plans.

Nailing down those set dates was a crucial first step in planning. With so much uncertainty throughout the world, that was sometimes a challenge. But the dates are officially written in ink (for now).

The event will begin with the LESC grounds opening up Saturday, March 5 for arrivals. Measuring and registration will take place March 6 and racing will commence March 7-11. A new boat clinic presented by boat builders Richard and Mark Harley will be held March 12.

For a more detailed look at the daily schedule, scan the QR codes on the Save the Dates graphic above or go to www.uswayfarer.org and read the article in the blog at the bottom of the web site. This is what will be updated as plans continue to be finalized and unfold.

Another important step in planning was coming up with a logo for the event. The publicity team wanted something truly representative of beautiful LESC, the beautiful sunsets and classic feel of vacationing in Florida. Think classic vacation postcard.

With ideas in hand, they reached out to artist Karl Gude to make the magic happen. Karl is a recently retired journalism professor at Michigan State University in East Lansing, Mich. and well known nationally for his creative talents and approaches. He came to MSU after working as the information graphics editor at Newsweek magazine. (His web site is www.gudethinking.com - check him out.)

Karl took our ideas and molded them into what you see here, while also learning a bit about sailing along the way. The pdf version of the logo he provided is good enough quality, he says, to be featured on a billboard. Hmm, that might be fun. Maybe not, but patches, stickers and a myriad number of other swag ideas are being considered.

-By Julie Seraphinoff

Save the Dates

WAYFARER INTERNATIONAL CHAMPIONSHIPS

2022

the confirmed and correct dates
Sunday, March 6 to Friday, March 11
Lake Eustis Sailing Club
Eustis, Florida USA

Use these QR codes to stay up to date with the overall schedule, plans and resources on the US Wayfarer Association and LESC web sites

uswayfarer.org lescf.com



Wayfarers in silhouette at Cedar Key, Fla. Six sailors from North Carolina and Florida enjoyed sailing, sunsets, comradie at the Feb. 8-11 cruise. Photo by Annette Grefe

No snakes, just beautiful cruising

Varied winds carry fleet on Thursday excursion

By Annette Grefe
W276

Thursday morning, Feb. 10, was foggy and overcast. Six Wayfarer sailors from North Carolina and Florida waited with growing impatience for the fog to lift and for the incoming tide to reach our three boats moored on a tiny beach on the west side of sleepy Cedar Key, Fla. The wind was forecast to come almost directly from Snake Key, due south. But it was slow to arrive.

I have a bit of a snake phobia, so the idea of sailing to a place called Snake Key didn't sound very appealing at first. But several members of our Wayfarer group raved about it from their first trip two years ago, so I had to give it a try. The plan was to head for Atsena-Otie Key, right across the channel from Cedar Key, pass it on the west side, then head for Snake Key (about two miles south of Atsena-Otie) and at full tide try to sneak through the narrow, shallow channel that splits the island in half.



Annette Grefe of North Carolina with W276 "Epiphany" was relieved snakes were not part of Thursday's cruise to Snake Key. Courtesy photo

Around 1 p.m., the fog finally dissipated, the wind picked up a bit, and we set out on our adventure.

I'm no longer a rank beginner, but still have plenty to learn about cruising, so I was fortunate to have Jim Heffernan join me in my old woody, "Epiphany." My first lesson had come the afternoon before, when the group joined forces to bring the old girl onto the beach on rollers. Now it was time to roll her back down, trying to avoid the oyster "rocks" on the way. Anchor aweigh, we had to make sure to avoid

two long, narrow sand banks that run east-west, just south of the little bay where our boats had been moored.

A nice little breeze carried us into the bay on a port tack. Following us were proud new Wayfarer owner Marie-Lyne Lavoie with crew Otto Afanador in her turquoise Mark IV "La Delimina," and Frans van Zeeland with crew Phil Leonard in "Carolina Dutch." Pat Kuntz with crew Jeanne Allamby launched her "Mia Bella" from the Cedar Key

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Snake Key

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dock, with plans to join us at Atsena-Otie.

Just before we tacked to head for the channel that would bring us past Atsena-Otie, Jim and I spotted a pair of black fins that fluttered in unison at the bow of the boat, then slid off to port. Looking down, we recognized a two-foot stingray gliding past.

Then the wind died, almost. Jim kept me on my toes, reminding me to fall off or sheet in whenever my attention wandered to admire the clouds at play, the different blues and greens of the currents, or the reflections of our little boats on the glassy surface of the water. "Mia Bella" joined us as planned (after struggling a bit with the current). We kept a close eye - and hand - on the centerboard, which we kept pulled up half-way to give us early warning of shallows not evident on our charts. There were a few bumps, but we breezed across the sandbanks quite easily.

Due to the light wind, it took almost two hours to reach Snake Key. We followed the western inlet into a round cove about a quarter mile across and ringed by mangroves. Half a dozen snowy egrets and a dozen or more ibises perched in those shrubs and didn't seem too bothered by the silent parade of sailboats exploring this little piece of paradise.

We waited for everyone to reach the cove, then headed for the channel, a 10-foot wide break between the mangroves and sabal palms, running about half a mile in length. "Epiphany" was the last boat to slide in, and just as she did so, a bald eagle shrieked and rose up from the shrubs, only to sail off in the opposite direction. The four boats glided through the channel as in a dream. It was truly magical - and not a single snake in sight!

Reaching the other side after about half an hour, we turned sharply starboard to avoid yet another sand bank, then started on our way back. By the time we reached the west side of Snake Key again, the wind had picked up to a cheery six or seven knots and shifted to come from the west, so we were able to fly back on an easy broad reach. Past Atsena-Otie, we headed downwind towards the dock - "Mia Bella" peeled off at that point, while the rest of us jibed to take advantage of the westward current that carried us back to our little bay.

After pulling the boats to shore, we watched the sunset from the patio of the Faraway Inn. A few drinks, smoked mullet dip (a Cedar Key specialty) and the wonderful company of our little Wayfarer family made the perfect ending to a perfect day of sailing.



Illustrious commodore, soon to be honorary commodore, Jim Heffernan (above) grabs a nap on the bow of his W1066 during the Feb. 8-11 Cedar Key Cruise. The team of sailors (right) use a roller to get Epiphany up onto the beach for the night.



New Wayfarer owner Marie-Lyne Lavoie and crew Otto Afanador follow Jim and Linda Heffernan during a day of cruising the waterways near Cedar Key, Fla. Marie-Lyne has named her new Mark IV "LaDelimina!"



The repeating lines of the pillars on a pier, topped with stately birds make for a creative photo. Diverse wildlife and beautiful scenery are always a highlight of Florida cruising. Along with these birds, Annette and Jim spotted a two-foot stingray soaring below their boats while cruising to Snake Key.



Photos courtesy of Annette Grefe

Annual AGM held remotely

USWA Annual General Meeting,
Thursday, February 25, 2021

Commodore Jim Heffernan welcomed all to the first AGM held via teleconference thanks to host Julie Seraphinoff. He recognized officers present, Treasurer Michele Parish, Race Captain Marc Bennett, Measurer Tony Krauss, Secretary Linda Heffernan, Newsletter Editor Julie Seraphinoff, and recently named Communications Officer Peggy Menzies.

The minutes from the 2020 AGM had been distributed by email to all the participants and the Commodore called for any discussion. With none, Julie Seraphinoff moved to accept the minutes. Seconded by Peggy Menzies. Motion carried.

Michele Parish gave a Treasurer's report. We have approximately 92 members and the income continues to hold even with the expenses. Possible improvements were discussed for the club boats at Lake Townsend and Lake Lansing. Possible upgrade of the Lake Townsend trailer to make it road worthy. The Lake Lansing Wayfarer will be maintained as a club boat while the LTYC vessel will be kept at competitive racing level. It may be used in the 2022 Internationals.

Julie Seraphinoff gave a SKIMMER update. Her goal is to publish 4 issues with the purpose of emphasizing regatta and cruising reports.

Marc Bennett spoke on the ongoing updating of the USWA website that is assisted by Nancy Collins. The goal is to have information upfront with links to Wayfarer events and technical articles. The new platform is Wordpress which makes the accessing and updating easier.

The 2022 Internationals were reviewed. The dates are Sunday March 6-Friday March 11, 2022. Still budgeting for 45 boats. John Cadman compiled a list of 55 possible competitors from US, Canada and overseas. Publicity



Committee will distribute Save the Date info in mid-March. The Notice of Race will be sent out in mid-August. There was some discussion on international travel and the need for a Go/No Go date. That will most likely coincide with the release of the NoR

Peggy Menzies explained how she is using Mail Chimp to keep sailors connected according to their

interests, be it racing, cruising or socials. All she needs is the person's email to get them connected to the portal.

Cruising rallies include Cedar Key (February 2021), Chesapeake Bay in late June and Hermit Island August 15-21.

Championships include 2021 Nationals at Kerr Lake, NC on June 17-18; North Americans at Tawas Bay, MI in September 11-12, and a proposed Easterns at Blackbeard SC Aug 28-29.

The vote to amend the USWA Constitution carried. The new Constitution will go into effect March 1, 2021.

Election of nominated officers carried. Joe Schnur made the motion to accept, Bridgit Balint seconded.

Commodore: Richard Johnson

Vice Commodore: Dave McCreedy

Treasurer: Michele Parish

Secretary: Linda Heffernan

Chief Measurer: Tony Krauss

Racing Captain: Marc Bennett

Cruising Secretary: Robert Mosher

Newsletter Editor: Julie Seraphinoff

Communications Officer: Peggy Menzies

Honorary Commodore: Jim Heffernan

With no new business, the meeting was adjourned.

Linda Heffernan, Secretary

LET'S COMMUNICATE

US WAYFARER COMMUNICATION PORTAL

Want to join and be up to date on Wayfaring in the U.S.? – Email Peggy Menzies at 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

Canadian Wayfarer Association – www.wafarer-canada.org

Wayfarer International Committee –

www.wayfarer-international.org

UK Wayfarer Association – 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*)

Editors note – I want to thank all who contributed to the Spring 2021 Skimmer. The unique stories, unique perspectives are much appreciated. And a huge thank you to talented photographers like John Cole and Randall Moring of LESC for helping tell the visual stories of our Wayfarer sailing. I look forward to more of you telling your Wayfarer stories. If you have a story you want to tell, we want to read it. Send it my way. –Julie Seraphinoff (julieseraphinoffprice@gmail.com)