



## COMMODORE COMMENTS

*Jim Heffernan W1066, W2458*

The Wayfarer World Championship held in Friesland this summer gave me the chance to watch some top crews compete and demonstrate how to make a boat move well in a wide range of wind and water conditions. A series of qualifying races mixed up the rosters so that we could start with Olympic level sailors from Denmark and the past World Champion, Michael McNamara from the UK. A few seconds before the start, we are all on the line with the same chance to get going together. Then the gun goes and suddenly the top dogs are off in clean air, trimmed perfectly, moving at top speed and setting themselves up for the first tack to stay ahead. What happened in those last five seconds? Meanwhile the rest of us are foundering in dirty wind, ugly chop, doubts about our rig tension, sail adjustment and watching for tacking boats and the occasional spectator craft. While a bit humbling on the waters of the Heegermeer, this experience shows the complexity of the physical and cerebral aspects that Wayfarer racing can provide for those who have the opportunity to race in a local Wednesday night series, National events or even the Worlds.

While in Heeg, Friesland, I joined the Wayfarer International Committee (WIC) representatives from each National Class Assn. for the tri-annual meeting of the Committee. Here are some of the highlights with the full minutes to be published at the end of the month.

*Steph Romaniuk of Canada will take over as the Treasurer for the WIC.*

*Dues will increase to 50 cents CAD per member of each NCA*

*2019 Worlds in Ireland with 2022 possibly held in USA Intl. Rally scheduled for July15-22, 2017 at Wellesley Island SP, New York*

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## The Wayfarer

# SKIMMER

United States Wayfarer Association

Fall 2016-3

### WAYFARER WORLDS IRISH PERSPECTIVE

*Margaret Hynes, W10826*

*Cullaun Sailing Club, County Clare*

The word double Dutch takes on a new meaning after our recent trip to Holland.

In 2013, I sailed in the Wayfarer Internationals in Mississauga, Ontario and vowed I would make the next worlds. I made lots of friends and never forgot the generosity and welcome we received from our Canadian hosts. Though Holland is much nearer to our home, Limerick, in Mid West of Ireland, it is still a long journey over land and sea. It started on Thursday night, July 14th and ended when we reached Friesland the heart of sailing in Holland on Saturday afternoon. Tom, my husband, Sean my son and crew, and I weren't dampened by the rain in Ireland, as we knew the sunshine was ahead.



*To the NEDWA Worlds Margaret traveled with husband, Tom, daughter, Avelina and son and crew, Sean.*

*Photo by Connie Steennis*

We met club mates, Niamh and Michael Haig at Dublin port, before our crossing to Holyhead in Wales. We took separate courses across England, trying to avoid hold ups, road works etc, and we both had pleasant journeys through the English countryside to Harwich port, North East of London. After a welcome

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

rest on the eight hour ferry to Hook of Holland we went to Amsterdam airport to collect my daughter, Avelina who joined us for the trip.

Once in Holland we were greeted with sunshine and miles and miles of glass houses. Our new best friend the SAT NAV directed us through the "double Dutch" signs and we diverted to eat in a pretty Dutch village of Medemblik. We were fascinated that there were as many canals as roads and both equally busy. Small and big boats travelling along the canals, and road traffic stopped to allow bridges to open and let boats through. The town of Heeg is like Adare on the water, a beautiful picturesque village about 11 miles from our

home, and ancestral home to Jim Heffernan. Heeg is full of beautiful small houses, shops, restaurants and ice cream parlours, laced with canals and narrow streets, pickled with cyclists.

We settled into a local Pharoske chalet located very conveniently beside the sailing venue and then the serious side of the week began. All sails were measured, boats had to be weighed, stripped of spars, etc. I was gutted to discover my boat was 20kg overweight and Danish entrants advised me to turn my boat upside down and store it a warm room for a few weeks! Others had the opposite problem and had to get weights put on. Canadians, Leo van Kampen, and Daniel Wierdsma measured the sails. Leo had measured my sails in Mississauga too, and I told him how happy I was to have my family with me this time.

Fellow Irishwoman Monica Schaefer, the UKWA Hartley Boats marketing rep, distributed some nifty towlines to each boat as part of the Hartley Boats sponsorship. A few boats availed of the gift to be towed to shore in very light winds! The sailing area was very near, though to reach it we had to pass through a shipping lane, a very busy channel with both pleasure and commercial boats passing. Some launched from the marina, whilst others launched from the beach where small children were swimming and took absolutely no notice of us sailing by. They are so familiar with boats everywhere.

The practice race was Sunday and everyone eagerly headed out in strong winds that were too fresh for some. The three Canadian crews were destined to waiting ashore for the arrival of their boats, all new Mark IV's. Indeed in late afternoon Richard and Mark Hartley arrived towing a four boat trailer. Extra efforts were given to accomplish the weighing and measuring of these final boats.

There was a lot of talk around the way the fleets were to be divided. According to the NOR only 49 boats could be on each start line, so it was decided to divide the fleet in two. Boat placement would be determined after Monday's three races in which four randomly chosen fleets would sail in round robin fashion.

Sunday evening featured a barbeque night in the brand new clubhouse of Heeg Sailing Club. Again it gave me another memory of Mississauga and the lovely meals we had on the roof top there. Old and new acquaintances were kindled with people having an early night in anticipation of strong winds forecast for Monday. Hans de Bruyne, Chairman of the Dutch Wayfarer Association was our MC for the week.

*Continued on page 8*

## ***Social Highlights of Killbear Rally***

*by Patty Kuntz W3140*

The Wayfarer North American rallies have historically included lively social gatherings, and the 2016 rally at Killbear Provincial Park in Georgian Bay, Ontario, Canada, was no exception.

It was a case of intense “campsite envy,” on the part of Alan Asselstine, that launched the idea for the location of the first of these gatherings. A cycling trip with grandson Julian led them to what was undeniably the loveliest site in the Lighthouse Point campground. As he stepped off his bike, and gazed longingly at the site with the waterfront below, he took a slow deep breath and muttered the word, “party.” One instantly knew that to argue was pointless, and the plan was set.

This gathering was a meet and greet or tailgate party, and took place on Monday evening. It provided marvelous food and drink, and, as many at the rally had participated in “Sail Parry Sound” races, discussion about the very exciting regatta was lively and entertaining. Many of us had completed our first day of destination cruising and we were eager to share our experiences with each other. The evening set the stage for a week of wonderful sailing and sharing.



*Julia & Al Schonborn, Jim and Linda Heffernan  
At Monday's party Jim presented Al with this  
Appreciation Award given by the Wayfarer  
International Associations at the 2016 Worlds.*

*Photo by Patty Kuntz*

The next night we met at the restaurant at Killbear for the rally banquet. My fondest memory from that evening was of finally getting there, after not returning from a cruise with Alan to Regatta Bay until 7:30PM. We were met with applause, (being the almost last to arrive), and were happy to be back in the fold. Again, good food and drink and sharing stories of the day's cruising were the highlight of the evening. After dinner many spent time going over the nautical charts

framed along the walls of the dining room, chatting about the routes they had sailed that day.

On Thursday evening we met for our “Black Tie Event”, and although our numbers were somewhat diminished, the party was lively, with happy sailors again sharing their cruising stories. The contest for best “Black Tie” attire was really, no contest, won easily by AnnMarie Covington and Dave Coombs. Hats off to AnnMarie's fashion designer, Tom Goldsmith. Really did not know you had it in you.

Lastly, Friday evening the Asselstines hosted the farewell get together at their campsite. Leftovers were remixed, reheated, reimagined, and snacks and beer and wine offered. After enjoying perfect weather for the entirety of the rally, we were experiencing the start of a rain event, which helped put the inevitable end of the rally in perspective. We said our goodbyes with hopes of meeting at the International Rally next year at WISP, if not sooner.

## ***UK's O'Donnell's Experience First Worlds***

*Nigel and Belinda O'Donnell W10974*

Excitement, nervousness and apprehension were the initial feelings from newbies Nigel & Belinda O'Donnell. Their home club of Swarkestone UK (3 miles from Hartley Boats Derby) is a small 70 acre gravel pit with islands and only one other Wayfarer. The chance to sail on such vast water against a large fleet of the best Wayfarers in the world was very appealing.

Having started sailing in 2006 we bought a cruising Mark 2 W9144 with the intention of cruising. The problem with a water that has only 56 acres of actual sailing is there is not a lot of cruising to be done. We then spent time, effort and money converting the old girl into a racer. And so the fire was lit.

I'm not saying that our Mk2 was built heavy but when she went in to Hartley's, to have spinnaker rigging fitted, they told me that to lift one of their Mark IV's took three men, ours took six! Our Mark IV was ordered a year later! Still not sure if the boat was that heavy or if it was another one of the Hartleys' marketing techniques!

We had done a few circuit events in the UK and found the crowd to be inclusive and friendly. Two of the events Haversham and Bough Beech even included free beer! This is the class for us.

We signed up for the worlds the year before, kept looking at the people signing up, and the anticipation was immense. Seeing names like Mike McNamara, whose articles I had read so intently over the years, was like reading the name of a god to me. The first time we met him was at an event in Shoreham, I was so in awe that I mumbled something incoherent and I'm sure I curtsied. Like Captain Mainwaring to Pike he must have thought 'Stupid boy'

So we packed up and set off, whilst travelling we passed Monica and Miriam towing a double stacker very slowly on the A14 to Harwich. When we arrived at port there were two other Wayfarers in the queue, and so the start of new friendships were formed.

Heeg is a very beautiful place and the marina was walking distance to some lovely restaurants in this small country town. This made camping for 8 nights very pleasurable and so did the unexpected hot, sunny weather.



*Belinda and Nigel O'Donnell hold the Scottish Trophy awarded for their first place finish in Race 6. They placed 4<sup>th</sup> in the Silver Fleet. Photo by Ton Jaspers*

We asked around who were the ones to watch, there then follows a list of "The's", The Hartley's, The Townsends, The Coltarts, and The Danes. I wondered how long it would be before we were referred to as "The O'Donnells." and once the qualifiers started we realised it may be some time. This despite the best efforts of Margaret Hynes (The Hynes) from Ireland, indeed Irish Champion, referring to us as The O'Donnells.

Coming from club racing and the midlands we don't race many other Wayfarers. In fact, apart from a recent addition of a Wayfarer at our club and the odd circuit

race, none. When you're on a start line with 30 other Wayfarers the start is key. When you have 10 Wayfarers in front of you at the start they're there for the race, and not easy to pass. Couple that with 20 other Wayfarers wanting to pass you at the same time; it's not quite like picking off the odd Laser or Enterprise in club racing.

My god those boats are big, I now understand why boats at our club don't like me covering them or going windward. It's like someone's turned off the wind!

This lesson came too late for the qualifiers, but paid off in some of the main racing. Other lesson learnt.

*Make sure you read the racing instructions fully (missed a start after a general recall)*

*Old boats and Old helms are there to be battled with, isn't that right Jim? (The Heffernans)*

*Cover the boat behind on the last beat to the finish line (Margaret and Sean, The Hynes, pulled a master stroke in race 8); we learned more in that last beat than I did all week*

*The Danes are just machines*

*Don't allow the Irish girls to say 'are you coming back for a quick drink', it won't be*

*Don't allow the UK team anywhere near a Karaoke, especially Ruffles*

*Don't try and out drink Mark Hartley, you won't!*

The best part of this racing holiday apart from the sailing, were the friendly people that we met who made us feel welcome, We would like to thank all the competitors who took us under their wing, both the UK and from all round the world.

To anyone who has not taken part in an event like this and may be a little apprehensive, just do it. You will be made to feel most welcome. The advice you are given is invaluable, you realise the people you are in awe of are in fact just people with a wealth of experience and advice to impart. And finally we can say, yes we did the Worlds and we have the tee-shirt!

*Nigel and Belinda O'Donnell (The O'Donnells)*

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**COLORFUL WAYFARERS AT 2016 WORLDS**

*Clockwise starting right: beautiful spinnakers crowded the waters on every downwind leg. Denmark's Paul Ammentorp and Klavs Holtug in W239, UK's father son team, Tony and Nathan Geary in W11107, Ireland's Margaret and Sean Hynes in W10826, UK's Simon Ruffles and George Finch in W968, Denmark's Meike Fomsgaard and Jan Kjeldsen in W11124, UK's Mike McNamara and Simon Townsend in a top notch roll tack on W10648*  
*Photos by Soreen Svarre, sejlfoto.dk*



### *Irish Perspective continued from page 2*

Lous de Bruyne and Connie Steennis gave out hand-made bottle openers, numbered with our boats. Connie was in charge of social events while her husband Ton Jaspers took photos from his tender. Joke Peers was another local organiser who sailed with fellow Irishman, Dave Doran, in her boat.

Monday morning was windy but not as strong as forecast. Heats were run on Monday, with four fleets sailing against each other. As a result the Irish competitors sailed the rest of the races in different fleets. And the same was true for the competitors from the other countries.

After Monday's races a Karakoe night at the club gave us lots of laughs. Dave from Wexford was definitely the best singer in the Worlds, though not everyone agreed! Luckily it was not a singing competition as there were some bad recitals!! We went to bed praying for wind.

Tuesday dawned with very light winds and three races scheduled. In race 1, to our surprise, we came second, thanks to a great call by my crew to gybe on the windward mark, allowing us to pass almost everyone! Then Race Committee hoisted the postponement flag that had to be tied at both ends as there was so little wind! Boats were directed ashore and never returned for more racing.

Wednesday was a rest day. Despite calls from the racers to sail, as there was great wind, the OOD stuck to the plan, explaining that all volunteers had been given the day off and could not be mustered back. A number of cars, including ours, headed to Amsterdam. A beautiful city awaited us. Fabulous architecture, numerous museums and art galleries, as well as the famous Red light district, were among the areas visited. We parked at the AJAX stadium and took a train into the city which made life very easy for one and all. Others drove to the nearby town of Sneek or explored on bikes while others went out sailing in the lovely wind.

Four races were scheduled on Thursday, but again racing was abandoned midway through the first race, due to lack of wind. All boats headed back to shore. Luckily our accommodation was nearby so sunbathing was the task on hand. Two races were held in the afternoon and typically the wind picked up as we sailed back to the clubhouse.

Racing in the Gold fleet was tight, with the top two boats, Denmark's Mogen Just and Anders Friis and

England's Mike McNamara and Simon Townsend, battling for the lead. In the Silver Fleet, places changed every race with every inch of the legs being hard won. We were very pleased to be often lapping the Gold Fleet, but not too pleased to see that our Irish team mates weren't doing as well. Our friends, Robert and Daniel Wierdsma, sailing in the Gold, were keen to know how fellow Canadians, Leo and Joanne van Kampen, were doing, whereas we were keen to report that we were often in front of them! We kept crossing Jim and Sean Heffernan, and despite the Limerick connection and my love of the name Sean, I just wanted to be seeing their bow, but both boats beat me during the week! Leo and Joanne had a bad day on Friday after a great performance on Thursday when they were lying second in the Silver Fleet.

The farewell dinner was held on Thursday night as a lot of people were leaving on ferries on Friday night. This was a feast of locally caught fish, cooked on the balcony of the club house. The eel, a local specialty was delicious. Indeed the local ship that brought eels to England during the last century was parked in the middle of the town.



*Canada's Team Steph and Sue show their exuberance after a third place finish in Race 6! Sue won the Top Lady Skipper Award repeating the honor she also won in the 2013 Worlds. Photo by Linda Heffernan*

Three races were scheduled for Friday but again the AP flag had to be tied at both ends. The top seven boats in our fleet were lying close, so the game of watching, covering and passing was paramount. Margie and Robin, from East Down, were third in the second race, with Niamh and Michael not far behind. Sean and I were lying in second place in the last race, until I stalled the boat much to the consternation of my

crew. I ended up having to do a 720, which we feared would cost us our place on the podium. Again we didn't know our placing until the results were announced though we ended up on equal points with the second boat.

There was great competition in the Gold Fleet too as all races on the last day counted. First prize went to Danish team, Mogens Just and Ander Friis, second to UK team, Michael McNamara and Simon Townsend, third to Danes Peter and Samuel Boje, fourth to UK's Richard and Mark Hartley, fifth to Danes Christian and Jorgen Iversen.

First prize in the Silver Fleet, went to the Danish crew of Bjarne Lindquist and Jan Tantholt Nielsen, second to Jamie and Wendy Wheatly of Cambridge, third, Margaret and Sean Hynes, Cullaun SC, fourth, UK's Nigel and Belinda O' Donnell, and fifth, Jim and Sean Heffernan.

Three trophies were awarded in the Bronze Fleet. First went to Johannes Jacobs and Ruud Risseeuw of the Netherlands,, second to David and Eunice Siggins from the UK, third to the UK/US combo John Cadman and Charles Child.



*John and Charles win 3<sup>rd</sup> place, Bronze, Pic by Ton Jaspers*

The thousand kilometer drive home started again, but with silverware on display, it didn't seem quite so long, and we were happy to see Limerick. At least it didn't seem so long to Sean and me. Tom may have a different story. We have lots of memories and I am so happy that my family could get a taste of the wider Wayfarer family. The next worlds will be nearer home at an Irish venue and we will look forward to meeting our friends from America and Canada, as well as from Europe. I would encourage the extended family to come too. Do give yourselves a little time after the sailing to explore, relax and enjoy visiting a different

place we would never see without our precious Wayfarers.

### ***Rock Hall One Design continued from page 5***

*Frisian For Dummies?* After all, the Worlds would be in Friesland in a few short weeks. Try as I might, I couldn't find it on Amazon. I settled for the old standards of a bottle of Scotch and a water bottle made for outdoor use. But I realized I was giving him the best Father's Day of all by sharing a day on the water together. With stronger winds than the previous day, we set out to sail with high hopes.

Sailing at Rock Hall brings its challenges. In the upper reaches of the Chesapeake, the water is tidal, and with the course set where the Chester River nears the bay, there is current to consider as well. Throw in the shifty winds that come with sailing close to land, and the skipper has plenty to take into account. Marc and Julie displayed their sailing mastery again, crossing the line first in five of the six races. Dad and I had our moment of glory, however, winning the third race. We were rewarded for our decision to hug the land on the downwind run, avoiding the residual current of the Chester, more pronounced as the tide was beginning to turn. Captain Jim always has a few tricks up his sleeve.

Awards were in the air-conditioned clubhouse, a welcome spot after a day in the sun. Marc and Julie took top honors, having finished first in seven of the nine races. Second place went to AnnMarie and crew Nick, consistent throughout the two days. Jim and I brought home third place, a fine finish to our father-son effort, with Phil and Cathy in fourth place. All of us extended warm thanks to members of the yacht club who put it so much of their time to make this event happen. They had welcomed us to their club, manned the committee boat, and made us feel right at home.

A few weeks later, back in New Jersey, I went to lunch with work colleagues at a newly-opened restaurant. They featured a range of specialty cocktails, befitting of a place trying to be trendy. How excited I was to see the Dark & Stormy on the menu. Reading the description, however, I noticed that something wasn't right. They weren't using Gosling's Dark rum! If you're going to do something, I say, do it right. It's all part of living in the moment.