



## VICE-COMMODORE COMMENTS

**Some Thoughts on Safety, Ironic as That May Be**  
*by Chip Cunningham, Vice Commodore and still crew on one of the Wayfarer Impulses*

Recently at the Bayview Yacht Club's 2015 One Design Regatta Nick and I gave another extemporaneous performance of our questionable Helm-Nick maneuver where, during a tack or gybe, the aft end of the stowed spinnaker pole threads its way into an item of Nick's clothing and when the boom comes over tries to fling him out of the boat. The sound track is pretty rousing, with Nick shouting, "CHIP! CHIP! CHIP!" as the boat goes out of control. It's a good way to capsize too, as once happened to Nick on a Flying Dutchman. The FD's turtle in a hurry. The spinnaker pole was through both shoulder straps of Nick's life vest and it was all he could do to struggle up for a breath and call for help. We can thank his neighbor who was crewing with him for her quick thinking—she cut him loose and gave us the years of Nick we have enjoyed since.

Now it has happened this year at the BOD. We were tacking back a half minute before the gun. All of a sudden Nick was shouting, "CHIP! CHIP! CHIP!" It's hard to respond effectively with the boat spinning. The far rail was under the water and Nick was hanging out over it. The boom was across his back and holding him face down. At some point the sails auto tacked and the boom came off Nick's back revealing the end of the spinnaker pole stuck through a hole in his "Safety Shirt." I pushed him off the pole. We reorganized, opened the bailers, and made it to the line only twenty seconds late. The fact is the Helm-Nick Maneuver is no fun anymore.

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**CHESAPEAKE CRUISE PROVIDES  
EXCITING AND WINDY SAILING**  
*May 24-May 27, 2015*

*Three Wayfarers comprised the small fleet for this year's Chesapeake Cruise. Dick Harrington and Tom Goldsmith in Blue Mist, Al Schonborn sailed solo and Ken Butler and AnnMarie Covington sailed in Ken'sMark I, W7372. Here is Ken's report.*

AnnMarie Covington and I left North Carolina on Sunday, May 24 with my Wayfarer W7372 in tow. The trip started with the trailer making strange sounds, like the wheels were loose. We stopped in the Rest Area trailer parking area and found eight lug bolts loose. AnnMarie quickly fixed the problem that I had created when I put on two new tires. For me, after that experience, every noise was a potential failure. Since I am home writing this, you can be assured it was a fabulous cruise.

We arrived at Somers Cove Marina mid-afternoon, checked in at the office, paid dockage and got the code to all facilities. This big boat facility, operated by State of Maryland, is great and the Staff are so welcoming... and they allowed us "little boat" sailors to park our cars there, shower, dock our boats and sleep there the first night.

*Shades, Glory Days* was already tied up, so Uncle Al was in town. We rigged the boat, reefing the main and using a cruising jib. After launching, I sailed back to the Marina, found a slip and we begin moving gear from car to the boat. By the way, the reef never came out. Small craft warnings were in effect the entire cruise and winds seemed to increase the last day.

Dick Harrington and Tom Goldsmith arrived late in the evening when I was sound asleep. After a hardy breakfast at the Bay View restaurant Dick and Tom

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

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The “Safety Shirt” was invented when something similar happened to us at the Worlds in 2013. The pole caught Nick’s vest during a gybe at the windward mark and we blew one of our most promising heats. Prior to the “Safety Shirt” Nick had simply worn his vest over everything else. We decided then that it would be a good idea to cover the catchy parts with a tight shirt. But the shirt has let us down.

Nick and I agree that the thought of simply drowning isn’t all *that* bad, but the thought of being tangled up and held under the water *is*. It reminds him of the

Flying Dutchman incident and he really, really doesn’t want to do that again.

Common methods for stowing the aft end of the spinnaker pole are the wire loop or PVC hoop, both of which leave the end of the pole exposed, and the fabric sock which doesn’t, assuming the sock is long enough to completely shroud the end of the pole. If the sock is closed at the aft end and set the proper distance from the mast, it will stop the pole in the right place when it is being stowed in the hurry of a race. On occasion the mainsheet running along the boom has gone over the protruding end of our pole and if the sheet is taut the pole can be hard to pull loose. A sock will prevent that too. Impulse has wire loops. I am now strongly advocating for the fabric sock.

The floor of a Mark IV is three inches higher than the other Marks and that’s three tough inches farther one has to duck to get under the boom. Maybe that’s it. We don’t know.

We have performed the Helm-Nick maneuver for you perhaps six times. If you haven’t seen it yet you may have missed your chance. We have never seen any other boat perform it. You certainly want to avoid it if you can.

***Chesapeake Cruise continued from page 1***

launched *Blue Mist*. We all watched the local watermen and volunteer fire department men put together grills, tents, deep fat fryers and bring in baskets of crabs for an annual soft shell crab cook off. Once out of Somers Cove Channel, our sail to Smith Island, became a port tack beam reach across to Big Thoroughfare channel. Uncle Al, the local knowledge guy, went a little lower and then close reached ahead of us and reached the channel first. Two sail boats on the water always invite a competition!

We stayed high in the channel, intending to stay away from any leeward sand bar and put on a good show for the people on the ferry. As the ferry passed to port we headed up into its wake and received the waves of the passengers as we moved behind the ferry

Then the local knowledge guy, Uncle Al, began to cut corners to avoid a beat, so we followed *Shades* across the flats on a rising tide. The rudder tie-down released and the center board showed we were in shallow water. With the wind behind, and deep water ahead, it was an OK track.

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