

## The Wayfarer

# SKIMMER

## United States Wayfarer Association

Fall 2008-4

### COMMODORE COMMENTS

In the 1970's, Linda and I had the pleasure to serve the USWA and Fleet 2 in various offices. When we moved to North Carolina in 1980, an area where the Wayfarer was not known, we sold W611 our classic woodie. We then owned a series of fiberglass craft including a Laser, a Prindle 16 catamaran, a Sunfish, a windsurfer and a cruising ketch. I now find it hard to believe that we have returned to the Wayfarer after 25 years away from such a fine boat. We bought W2458, a 1971 composite in good condition and we have returned to racing at Rock Hall, Lake Eustis and Mississauga as well as going to the international cruising rally at Hermit Island, Maine.



*Kit Wallace, Linda Heffernan, George Blanchard and Jim Heffernan at the North American Championships at the Mississauga Yacht Club in September 2008.*



*The Heffernans maneuver Morning Star W2458 in the tight harbor at Sequin Island, Maine during the International Cruising Rally in August 2008.*

How truly wonderful it is to meet again with friends last seen at the 1980 Worlds. How encouraging and inspiring to see the Designer's Trophy still being presented at the US National Championship regattas. What a delight to see the emergence of large cruising rallies on both a national and international level with participants from five class associations.

Much has changed in our country and in the sailing community in the past 25 years. Yet the Wayfarer endures as a dinghy admired for smart, nimble and responsive qualities. Our two North American Wayfarer Associations have been excellent stewards for the class. Many thanks are due to those who have served as officers, editors, representatives and correspondents throughout these years. They have kept the Wayfarer Class active and vibrant as the Wayfarer passes the 50 year mark.

*Jim Heffernan, W2458*

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USWA ANNUAL DUES		
Full membership	One year	\$15.00
Full membership	Three years	\$40.00
Associate Membership		\$10.00
Associate Membership is available to non-Wayfarer owners, or a member of another National Wayfarer Association.		

**Your address label contains your boat number and the year through which dues are paid. If your boat number is missing, notify the Secretary via the contact page at [www.uswayfarer.org](http://www.uswayfarer.org).**

Clark Lake generally brings out some new participants, and this year it was more so than ever. Joining us at their first regatta were Mike Austerberry and his family, John Hopson, Gary and Stephanie Hirsch, and Robert Mosher. Mark and Lori Murton came down from Cadillac, Michigan, and I promptly pressed Mark into service as my crew. Robert sailed with John Kolstoe on a CL16, which raced with the Wayfarers.

At the skippers meeting it was announced that there would be two races, a break, and two more races afterward. Sunday there would be an additional two races. The wind was light and fluky, and we mostly paddled to the starting line, and with a new crew picked up at the last minute we were quite late, starting at least five minutes after the gun. Somehow W4271 came in third. As it turned out, this would be the one and only race sailed.

At the end of the race, it was announced that we would be taking a break and returning later. The day was beautifully sunny, but winds were light. Around 4 PM, it was announced that dinner would be served at 5 PM and we would have a race at 6 PM. Personally, I found that a strange decision, as there was a little wind, and the wind usually dies down later. To take advantage of the break, I went out with Mark and we practiced spinnaker flying, which Mark had not previously done.

**TIM DOWLING MEMORIAL REGATTA  
CLARK LAKE, SEPTEMBER 20-21**

A year of Wayfarer sailing just would not be the same without the annual Clark Lake Regatta, held each year the third weekend in September. This is racing in its most laid-back form, on a lake shaped something like a dumbbell. The prevailing wind is from the west, the east, the north, and the south, and usually all at the same time.

There are dangers here, for sure. I was seriously injured, with blood pouring out all over. Yes, I tripped on an unlighted step off the deck while going to the (free) keg to refill my beer for the third time and scraped my knee. The hazards of Wayfarer regattas!



*Newly retired USWA Commodore Mike Anspach receives 3<sup>rd</sup> place trophy from Mike Smith, Regatta Chair*

Dinner was good, as it always is at this regatta. Afterwards we began another race which was called off for light winds, which was disappointing to me, as I was in second place at the time.

The evening was filled with two entertaining singers and lots of beer, margaritas, and daiquiris. The next morning was quite foggy. The races were postponed and finally cancelled. By then, the fog had dissipated and there was a bit of wind. I went out with Gary Hirsh, from St. Joseph, Michigan, and again did spinnaker training. Gary caught on very fast. Gary had been on our USWA cruise with Dick Harrington this summer, and I expect will be a regular in our events.

If you want a fun time, be sure to come to this event next year.

Mike Anspach, W4271



Joe DeBrincat and crew Brian Johnson looking for a breeze at the light-air Clark Lake regatta.

For some great photos and a full report, go to the CWA web site at [http://www.wayfarer-canada.org/08CLYC/08CLYC\\_index.html](http://www.wayfarer-canada.org/08CLYC/08CLYC_index.html).

### WAYFARER RESULTS

1115 Joe DeBrincat/Brian Johnson	1
1321 Gary & Stephanie Hirsch	2
4271 Mike Anspach/Mark Murton	3
2951 Mike Austerberry/Todd Pascoe	4
CL1763 John Kolstoe/Robert Mosher	5

## My First Year with a Wayfarer

By Gary Hirsch, W1321

I had been interested in Wayfarers since the early 80's when I read a copy of Frank Dye's book, *Ocean Crossing Wayfarer*. Years ago, I looked longingly at a boat for sale in Ohio that a kit builder had almost completed but lost interest in and was selling. There are still emails of inquiry from the 90's resting on my computer hard drive. I even have a folder of magazine articles cut out and saved that were authored by Dick Harrington and published in *Sailing* magazine. I have spent the past 28 years with sailboats that owned me, starting with a 14' Laser and gradually progressing to a 34' Sea Sprite (Bill Luders design): My wife, Stephanie, and I have many memories of sailing our Sea Sprite, sailing all over Lake Michigan and finally cruising the North Channel and Georgian Bay for the entire summer of 1999. After that cruise, I was bored with day sailing on South Lake Michigan. So, I started going the other way – downsizing is the common term. Eventually, I bought a wood boat - a Blue Moon 23 by Thomas Gillmer - and loved it.

But, the maintenance was killing me, and a dock mate made me an offer that I couldn't refuse. I looked at a couple of other cruiser keelboats and decided that I really didn't want to start the process over, never mind the expense. It was time to buy a Wayfarer. When I happened upon Uncle Al's Canadian Wayfarer website, I was positive that it was going to be Wayfarer time. I sent emails on every boat that I could find for sale. I started corresponding with Uncle Al about the various model differences. Then, I went to check out the closest boat for sale, in Detroit. It was a woodie, W1321, and had been stored for a long time with best intentions for refurbishment. Considering its 40+ years, I couldn't believe what great shape it was in. Even Stephanie was impressed! They wanted \$3,500, but quickly came down to \$1,800. I offered \$1,500 to include the bilge full of raccoon scat and a very cozy nest in the stern locker. On August 31, 2007 we took her home and put her in storage. That winter I turned W1321 over in my garage, stripped the paint, epoxied the hull, reinforced the centerboard slot, glassed the centerboard and rudder, and painted her the original beige color. After turning her back over, I proceeded to strip the deck



of old varnish, added reefing lines on the boom and ordered a new set of sails with two sets of reef points. Kent Sails couldn't understand the need for the second set. I explained that I would be single-handing and wanted the extra safety margin. Meanwhile, I was desperately racing to get the boat ready for the Chesapeake Cruise, where I intended to get first-hand knowledge from the experts. I would be joining Uncle Al, world class racer in the W, and Dick Harrington, world class cruiser in the W. I had to get there somehow.



*Gary in Solje W1321 at the Chesapeake Rally*

All during my preparation, I kept checking my sanity. Does a 57-year-old non-swimmer belong in a boat that can capsize? I thought it was fun in my Laser, 28 years ago, but did I have the stamina today? Being a tax accountant, I don't have much free time prior to April 15th, and *Solje* didn't have a speck of varnish on the decks when I showed up in Crisfield, MD wondering if I should have come. When I explained this to Uncle Al, his response was: "I like your priorities. Let's go sailing! You can always varnish later."

Before we set sail for Tangier Island next morning, I explained that if my son (the "tell me what to do" inexperienced crew) and I weren't comfortable on the first day, we might turn back. If that happened, I told them, they should just keep going as we didn't want to spoil the trip for the others. That is when Uncle Al suggested that we split up and sail with more experienced W sailors the first day. It worked! After that, we were able to handle everything just fine with the help of Al, Dick, Hans Gottschling, Tony Krauss, and Mary Abel. The last day was

another thing. The forecast had my breakfast lingering somewhere between my esophagus and my stomach valve. The rest of the plumbing was not in much better shape. W1321 showed me her pedigree that day. Within minutes of leaving the harbor, we were wet from head to toe from the spray over the bow. But as we came around the top of Smith Island and started reaching and skimming over the water, I was yelling war cries! Maybe I was just letting my anxiety out. Anyway, if I had had time to look back, there were probably some rooster tails back there. It seemed as if we were barely in control. But, I never felt like we were going to capsize. The *Wayfarer* really is sea-kindly just like the web talk purports. As we ran into the harbor at Crisfield with the main reefed, I had to smirk a bit as I watched all of the big cruiser keelboats, safely in harbor, nervously checking to see if their anchors were holding in the blow that we had just sailed through. We ended this trip on an adrenaline rush that kept me pumped up for months!

Besides varnish, I knew that my boat needed more modifications and I set to work on them over the next few months, only sailing once on Lake Michigan before going to Maine for the International Rally. The International Rally! Wow! Sailing in Maine! Wow! Meeting more experienced *Wayfarer* sailors! Wow! This was a not to-be-missed event. If you weren't there, shame on you for not re-arranging your entire life for this event! We had sailors from the Netherlands, UK and France, not to mention the US and Canada. What a great and diverse group! We spent a week sailing among the islands along the coast of Maine and ended with a great Lobster Feast party with stories and singing.

I wanted to give back in some way and so had volunteered to host someone from Europe. I had no idea that I would benefit more than I would be giving back. Dick Harrington wisely set us up with Ralph Roberts from the UK, another highly skilled and experienced *Wayfarer* sailor. Each day we would go sailing, and later Ralph and I would be down at the boat improving the set-up by moving bits around. We increased jib halyard tension, got rid of cleats that catch jib sheets, replaced shackles with a simpler system (I think I owe a thank you to Ton Jaspers for that one as I had seen his posting on the WIC site).



*Gary and Ralph Roberts at the International Rally*

And we left Maine with more ideas to improve my boat – a cascade system for jib halyard tension will be implemented. Easier access to the back hatch is also needed. I thank Hans Gottschling for letting me copy his set-up. And so, as my first year of W ownership was drawing to a close, there were still a couple of things that I wanted to do with *Solje*: spend a night at anchor and sail her solo. No worries: on August 28th, I drove to Traverse City, Michigan to sail Grand Traverse Bay. My local West Marine store was closing and had many items on sale. I had been looking at the SPOT unit and now made the purchase. SPOT is a satellite locator that monitors your position and allows others to view the track of your progress on Google Maps. It was the perfect item that would let Stephanie monitor my progress and give her some reassurance that all was well. The button for a 911 call was also a welcome safety factor.

After launching at 3PM from a municipal marina on the west shore of the bay, I had a beat up to Marion Island where I anchored in 5 feet of water to wait until the North wind died and the party boats left for the evening. At about 7:30 I moved around to the east side of the island – the forecast being for light wind from the SW. Having set up my Gottschling boom tent, I settled in with a book. I spent a pleasant night with the occasional centerboard scrape as *Solje* was in a very shallow water and I had left the board down to let me know if I swung towards shore which would warn me of a change in wind direction.

The next morning I awoke to a forecast of SE wind changing to NE around mid-day. After coffee and breakfast, I decided to take a run up to Sutton's Bay, eat lunch and then sail back down the bay with the forecast North wind to end my trip at the start point.

Everything went as planned. The wind switched to the NE and kept building. I ended up surfing south during much of the afternoon's 16-mile run. Top speed recorded on my GPS was 7.8 mph. This trip was a great way to end the first year with my Wayfarer. Most of the sailing was running with the wind – very relaxing. I was able to use my Harken furling gear to douse the Genoa sail and the modification to the rear hatch made for much easier access.

Thank you to all the friends that I met this year. I have never bought a boat with so many added benefits before. Had I known that you all came with the boat, I surely would have offered more than I did. Active Wayfarer Sailors add much value to the Wayfarer brand, and those that I met made this past year special! This isn't a traditional log describing a specific trip or sailing area. It is more a journey that encompasses a first year of Wayfarer ownership. I never thought that buying a Wayfarer would bring me so much opportunity for friendship and sailing. It was fitting that I should spend the completion of my first year "on the hook". During this past year, I surely got "hooked" on Wayfarer sailing. I hope that this log will "hook" others to the pleasures of this design.



*Gary relaxing on a run to Sutton Bay.*



## DICK HARRINGTON LOOKS BACK ON INTERNATIONAL RALLY

Dear Wayfarer friends:

Jane and I were negotiating our way out of that tricky cove on far out Sequin Island on that gorgeous sparkling day, when a crew member on one of the several anchored cruising boat hailed us. "Wow, you guys are fantastic!" he said. "What class boat is that?" "We are the Wayfarer class," we replied. Then we were beyond earshot. Viewing the multitude of beautiful rally pictures posted on the web, and reading about our experiences this year as well as in the past, how can one not imagine anyone saying *Wow, you guys are fantastic!* Yes, we all should be proud to be part of the Wayfarer class.



It was in an exchange of e-mails, not long after the Friesland Rally in 2006, in which Ton Jaspers wondered aloud..."I've heard these great stories about cruising in America; do you think it would be possible to sponsor an International Rally over there?" Of course, the Canadians had already hosted outstanding International Rallies at Killbear Park on Georgian Bay in 1995 and 2004. But the USWA had never sponsored this event. I knew exactly where it should take place ... in Maine! I shared my thoughts and enthusiasm with Tom Graefe whose judgment on matters such as this is often more acute than mine. There were lots of obstacles to overcome, as well as many unknowns. So in the beginning, there was a great deal of speculation, along with more than a little trepidation on our part. Yet we had faith that others whom we trusted would be able to step forward and help out. That trust proved to be well founded.



Our European friends have been conducting rallies for many years. However, here in the US we didn't get started until 2000. The first gatherings were only long weekend get-togethers, with Lake Champlain being the favorite destination. Lake Champlain, nestled between the high peaks of New York's Adirondacks and Vermont's Green Mountains is an impressive body of water that enjoys a marvelously beautiful setting. It offers terrific sailing opportunities. However, after a couple of years, it became clear we needed to seek new locations. By this time, Tom and I were a team and we started to think about the prospect of expanding the rally to a week-long event. The first week-long rally was the Killbear International Rally in 2004.



From the beginning, the US cruising rallies had been blessed with strong Canadian participation. However, Killbear would be the first Canadian destination and a long drive for many US

*Continued on page 10*



*Wayfarer sailors in black tie attire gather on the beach at Hermit Island before Friday's Lobster Dinner.*

### **Impressions from the International Rally at Hermit Island**

*by Linda Heffernan W2458*

On 8-8-08, ten thousand enthusiastic athletes from 150 countries marched in the Olympic Opening Ceremony in Beijing and two days later thirty equally enthusiastic participants from 5 countries joined the welcoming circle at Dick Harrington's Hermit Island campsite for introductions and an overview of the week ahead. As a first timer, I was happy to associate faces and personalities with the participant list and learn about their involvement in Wayfarer cruising and racing.



*Wayfarers on the beach at Sequin Island*

From the UK there were veteran cruisers, Ralph Roberts, the UKWA Commodore, Ann Kell, experienced skipper and cruiser, and Ray and Jill Scragg the UK Newsletter Editors. Ton and Connie Jaspers hailed from the Netherlands and have frequently participated in international rallies. The Bruneau Family from France won everyone's

admiration and the undisputed award for "most difficult traveling circumstances." Before the rally Giles and Jill with 15 year old son, William arrived in Montreal by plane with bikes and panniers and cycled in the rain the 300 miles to the Hermit Island Campground!



*William and Jill Bruneau*

Many repeat cruising crews from Canada attended. From the Ottawa, Ontario area there were Alan and Mary Asselstine, Lori Beeler, Andy Duoma and Andre and Monique Girard. Andrew Haill came from Thunder Bay, while Al Schonborn, along with Kit and Patsy Wallace came in from Toronto. US participants hailed from seven different states: Dick Harrington and Jane Korver from Ohio, Tom and Nell Graefe, and Tom and Diane Erickson from Massachusetts, Tony Krauss and Mary Abel from Maryland, Bill and Margie Harkins from Virginia, Gary and Stephanie Hirsch from Michigan and Jim and Linda from North Carolina. The Nelsons, Lisa,



David and daughter, Krystal, from Maine were camping nearby and joined us for two days of cruising.

The cruises varied in length and destination. To reach the open waters of Casco Bay, each cruise started with the daily challenge of navigating the Branch, the narrow water which separated Hermit Island from the mainland. Dick and Tom planned the departures with the outgoing tide, but they couldn't control the winds or the numerous moored boats. The mid day departures from the Yardarm dock found skippers preparing their own boats and helping one another while Bill and Margie's canoe provided shuttle service to the moored boats. Clearly, cooperation was the theme as we launched and then rendezvoused at Buoy #4 outside the Branch.



*Margie and Bill Harkin in their shuttle-canoe.*

Most of the days were sunny and the Maine coast provided spectacular scenes of rocky shores meeting the ever-changing tidal water with pines, firs and spruces piercing the blue sky, all enhanced by the scattered white Wayfarer sails against the water. Constant attention was required to weave through the numerous colorful lobster pot buoys, always a hazard if snagged but also a sign of good water and no ledges.

Part of the challenge of the cruise is picking a destination and achieving it, while being ready to alter plans as the weather and seas changed. The unpredictable situation of landing or docking the boats for a lunch or social time could be thrilling. At Cundy's Harbor there was no room at the restaurant dock, so some of our boats were tied to an outlying floating dock and the passengers were shuttled in. At the Elm Islands landing site, we scrambled over

slippery kelp and rocky ledges to gather for lunch. At Sequin Island the beach in the anchoring cove was tiny and the water unsettled so some boats grabbed an empty mooring. On our second visit to the Cundy's Harbor area, we found a commercial harbor and got permission to tie up for 30 minutes while lobster boats weighed in their catch and refueled. All landings were managed with ingenuity, skill and cooperation.

Wednesday's cruise to Sequin Island was my favorite. Weather, a steady wind from the south, gentle swells and an offshore destination, were first class. An extra bonus was a stop at Seal Island where the seals were off feeding somewhere so we landed and gathered mussels.

As the week unfolded the growing friendships of the cruisers became very evident. One evening a spontaneous gathering at the Harkins' campsite evolved into a wonderful party. Ton interrupted the spirited conversation to inform us that a Wayfarer rally is not complete without singing. He passed out the lyrics to songs with nautical themes and we sang all of them, including the official Wayfarer song in four languages. This is a rousing international Wayfarer tradition that I hope takes hold this side of the Atlantic!

Wednesday evening we assembled at The Lobster House, for a dinner featuring lobster and seafood. Later a speaker from each country shared words and remembrances. As Ralph Roberts spoke for the UK, he reminded me of George Blanchard, the esteemed senior NA Wayfarer sailor, who never passed up an opportunity to promote Wayfarer sailing and the wonderful camaraderie it offers. Ton read a letter from Poul Ammentorp, of the Scandinavian Wayfarer Association which walked us through the remarkable 50 year history of the Wayfarer! Ton thanked Dick Harrington and Tom Graefe for organizing the cruise and presented them with hand crafted wood and canvas camp chairs (personalized with boat numbers) that can fold and stow in the aft compartment of a Wayfarer.



There wasn't a planned cruise on Friday but many couldn't pass up the excellent conditions for one more sail. Andy Duoma spent the week on shore due to his broken foot but when we asked him to join us for the last sail of the week, he left his crutches on the dock and boarded!

Friday evening we gathered at the pavilion in the campground for our lobster and steamer clam feast. As advertised, it was a Black tie event and the dress ranged from Tom Erickson's real tuxedo shirt and tie to Ton's T-shirt designed with a magic marker to look like a coat and tie. Lori led the entertainment asking folks to share experiences of the week. We gathered on the beach for a group photo. After our delicious meal, we linked arms in a circle around the campfire and enjoyed another round of sailing songs. In our lingering at the campfire I felt a regret that the event was coming to an end, somewhat like the scene at the closing of the Olympics: goodbyes, hugs, memories and promises to see each other at the next cruising activity in North America or Europe.

## ***FIFTY YEARS OF WAYFARING***



*In July, at the annual Danish cruising/camping week at Rantzausminde, WIC Secretary Poul Ammentorp gave Ton Jaspers a 50th Anniversary message to be read at the International Rally in Maine.*

### **A" Fiery lassie" Is Rounding The 50 Year Mark** *by Poul Ammentorp, W239 Woodie,*

In the beginning was Ian Proctor, and he had a creative urge! He wanted to create a 16' dinghy with the following qualities:

- Lots of room for you and me, even, overnighting on board.
- A dinghy with superior speed so it can gain ground against the tide.

- A dinghy suitable for racing with Main sail, Genoa and spinnaker.
- A dinghy you can assemble yourself from a kit.

W-1 is 16' but all other are 15'10", due to Ian's wish for keeping material costs at a minimum. By cutting 2" off the length there would be no "left over" plywood when building the hull and it was of great importance for Ian.

In the beginning, all dinghies were built in plywood, but soon Ian was working on a cheaper and less maintenance demanding dinghy. The MK1 built in GRP was introduced, and now the Wayfarer class started to take off. In the 16 years from 1958 to 1974, 2000 Wayfarers were produced (250 dinghies a year, not too bad!). Ian then introduced the MK2, mainly to reduce production cost, due to fewer items in the assembly process. Development of the Wayfarer has never stopped; even though it is called a ONE-DESIGN dinghy. The SD, +S and Wayfarer World have been introduced, and around the millennium 10,000 dinghies had been produced. Ian's idea had become a great success.

Now we have the totally modern design of the MK4 from Hartley Laminates, and with a competitive price the future of the Wayfarer looks bright.

Thanks to Frank Dye, the Wayfarer has a reputation of being very seaworthy. He has sailed the Wayfarer to the very extreme, and the book, "Ocean Crossing Wayfarer", where he writes about his "Summer Cruise" from Scotland to the Faroe Islands and then on to Norway, has extended the boundaries for what is possible in a 16' open dinghy.

It was Margaret and Frank Dye who, 40 years ago, supported the foundation of the Scandinavian Wayfarer Association, by sailing their Wayfarer W48, Wanderer, from England over the North Sea to the little Island Ven, in the middle of the sound between Sweden and Denmark. It was here that the SWS was founded. However, there is an often spoken warning in Scandinavia from Ken Jensen, a friend of Frank Dye and founding member of the Scandinavian Wayfarer Association: "Being an owner of a Wayfarer, doesn't make you a Frank Dye".

Important parts of the Wayfarer fairytale, are the National Class Associations, where lots of enthusiastic Wayfarers put in many hours, with much effort and hard work, to create one of the best dinghy class association there is. Here in Scandinavia we have SWS, which has benefited from our "big brother" the UKWA and I guess CWA and USWA as well as NEDWA will nod in recognition.

Even a Wayfarer dinghy with all its qualities, would not have been the same without the Associations. The Associations are the glue that keeps the Wayfarer sailors together. It creates social networks among people with the same interest: sailing, be it cruising or racing.

Racing needs rules for controlling the "One Design" and contacts to sailing clubs for organizing regattas and cruising needs organization of rallies and training camps for newcomers. Magazines and homepages bring the information of big value about upcoming events or travel descriptions, log books, not to forget all the pictures of sailing Wayfarers, Wayfarers events and just Wayfarer sailors having a good time enjoying each others company.

There have been organized Wayfarer World Championships every three years since 1974, and the hosting changes between UK, North America and Scandinavia. It has been of great importance for the Wayfarer class to have a World Championship and it still is! In conjunction to the Wayfarer Worlds in Canada in 1995 the first International Wayfarer Rally took place. The venue was Killbear Park at Parry Sound, Georgian Bay, Lake Huron 250 Km north of Toronto, where cruising Wayfarers met for sailing and a get-together for a week.

There have been International Rallies every year since, in Holland, Ireland, Denmark, England, Norway, North Ireland, Sweden, and here in 2008 in Maine, USA. In my preparation for the International rally in Maine, I was reading Frank's book "Sailing to the Edge of Fear", and I realized Frank is very, conservative when sailing in troubled water (fog and tide). It was often wet, cold and lonely to be single handed cruising. I prefer the "luxury" of International Wayfarer Rallies with the fixed camp site with all facilities, good food, lobster etc., get-togethers in the evenings, bonfire, music, singing and good jokes, and I recommend it highly.

The Wayfarer is now 50 years, and it is one of the most successful dinghy classes, thanks to its brilliant design as a multipurpose dinghy, and of course thanks to Ian Proctor for all the effort and love he had put into "the best of dinghies ever seen," or as we say in Denmark, "Alle tides baad" (Directly translated: "The Dinghy of all times".)

Even "the best of all dinghies ever seen" can't make it alone! The boat needs enthusiastic sailors who love their boat and who are willing to put time, money and work into organizing the communication, events and the get-togethers, where the W-sailors meet and have a wonderful time together and with the passion for the Wayfarer as a common basis of understanding, often leading to friendships for life.

We owe all this to the enthusiastic Wayfarer sailors! Many thanks for what they have done for the Wayfarer and our class through the 50 years.

Let us bring a toast and 3 times HURRAY for our Wayfarer and the Wayfarer Class!

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*HARRINGTON LOOKS BACK continued*

participants. So we weren't sure what kind of a US turn-out we would have. We needn't have worried because the turn-out from both sides of the border was phenomenal. From this experience, we learned that by going to a lengthier format, participants would be encouraged to travel longer distances; and although rally participation had been steadily increasing, once we went to a longer event, participation increased more dramatically. Each succeeding year we not only enjoyed seeing old familiar faces, but have had the opportunity to meet many new acquaintances. The interest level and participation at Hermit Island, this 2008, easily outshone all previous rallies. Tom and I are truly grateful to all of you for such a rewarding experience.

We thank everyone for all their support and help, without which a successful experience would be impossible. We offer special thanks to Kit & Patsy Wallace; Alan & Mary Asselstine; Bill & Margie Harkins; Tom & Nel Graefe; Gary & Stephanie Hirsch who volunteered to be "buddies" to overseas visitors.

Also we thank Frank Pedersen for loaning his Wayfarer to the overseas participants and driving it down to the rally. We thank all the overseas participants for taking a chance and coming over to the "American Rally". Hopefully, you've had the opportunity to make some new and lasting American and Canadian friends; and the sailing experience has given you a feel for why we love Maine so much. Finally, thank you, Ton Jaspers, for so eloquently delivering an inspiring message from Poul Ammentorp, the WIC International Secretary.

Sincerely, *DICK HARRINGTON, W887*

***Uncle Al says it best:***

*"Special thanks to Dick Harrington whose enthusiasm and meticulous preparation make these Rallies the success that they are each year. He and Tom Graefe are truly an example for anyone who does volunteer work to emulate. Thanks a million, Dick and Tom! See you at the 2009 North American Rally—wherever it may be."*



### Report from the Racing Captain

For those of you that may not know me, let me give you a brief history of my sailing misadventures. I bought my first Wayfarer in 1968 the same year as Joe DeBrincat, Hubert Dauch and Dick Rothery. This was a time when dinghy racing was growing in the USA and the Wayfarer class was literally exploding in South Eastern Michigan. There were two fleets in the area; one with 90 members and one with 35. I could say that for the next 18 years the Wayfarer was a big part of my family's life, but it wouldn't be true. For me and for many of the other Wayfarer families the boat and the racing programs *were our lives*. There was never a family vacation without the Wayfarer hooked to the back of the car and the trip usually incorporated some regatta. Yes, we skied in the winter but it was just to fill time until the ice went out. It was so bad that when my oldest daughter went to college, she roomed with Laura Rothery, another Wayfarer kid, and when my son moved out on his own, he also roomed with a Wayfarer kid. These were their closest friends. As if they had a choice! All three of my older kids own a Wayfarer although only my daughter, Julie, races her boat. I don't know where I went wrong.

*"For me and for many of the other Wayfarer families the boat and the racing programs were our lives."*

By 1987 I slid down to racing keel boats even though I kept my Wayfarer at my wife's urging (Thank goodness!). I am proud to say that last year I sold my last keel boat and today do not own a piece of lead and will stay in dinghies for the rest of my life. I hope to be like George Blanchard of Canadian Wayfarer fame. For his 80th birthday we all chipped in and gave him a set of sails with the sail number W 80 on them. He wore them out! For his 90th we wouldn't spring for another set even though he was still racing because we didn't think he would wear them out.

For 2009 we have confirmed that the Lake Eustis Sailing Club, which is about 45 minutes from Orlando,

home of the mouse, will host the US Nationals. If you have never been to the mid-winters there, I must tell you it is definitely a trip worth making. Eustis is an active, dinghy's-only club, whose members have always gone out of their way to make us feel welcome. This includes free oranges, free grapefruit and free beer. Some say I go there just for the freebies, but I really go there for the steady 12 to 15 mph winds and the flat waters of an inland lake. For the hardy campers there is plenty of space available on the LESC property with use of the club's toilets and showers. See you at the keg in February!

*Nick Seraphinoff, W 864*

**2009 US National Championship and 10<sup>th</sup> Annual Wayfarer Midwinters**  
**February 6, 7 & 8, 2009, Lake Eustis Sailing Club**

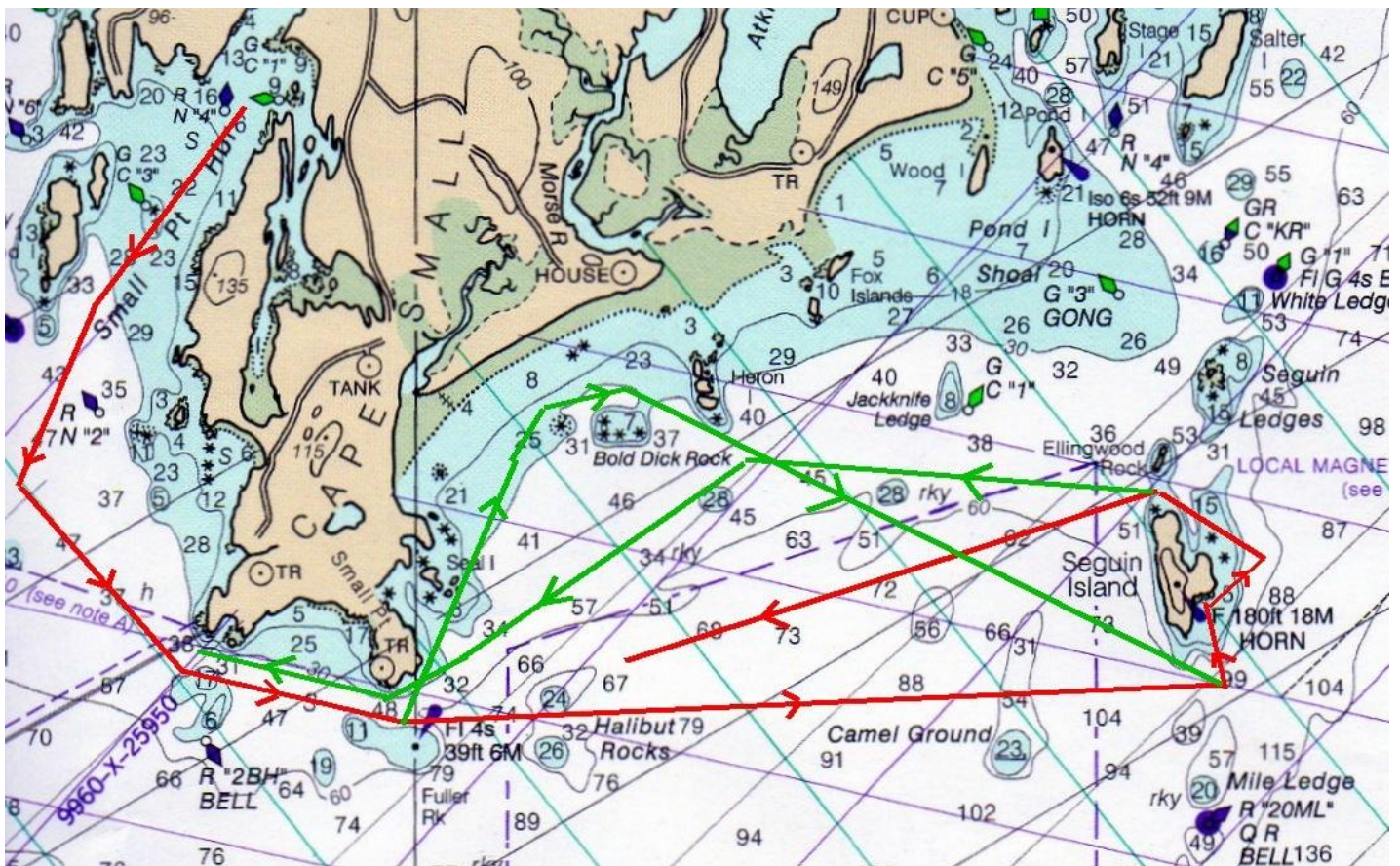
Skipper \_\_\_\_\_ Yacht or Sailing Club \_\_\_\_\_  
 Address \_\_\_\_\_ City/State \_\_\_\_\_  
 Email \_\_\_\_\_ Phone \_\_\_\_\_  
 Emergency Phone Number \_\_\_\_\_  
 Nationals \_\_\_\_\_ or Midwinters \_\_\_\_\_ (Please check one) Boat Number \_\_\_\_\_  
 Registration Fees: Postmark on or before January 1, 2009 \$70. \_\_\_\_\_ After Jan 1, 2009 \$80 \_\_\_\_\_  
 Friday Lunches Number \_\_\_\_\_ @ \$7.00 each = \_\_\_\_\_  
 Saturday Lunches Number \_\_\_\_\_ @ \$7.00 each = \_\_\_\_\_  
 Hamburger/Hot Dog for your guests \_\_\_\_\_ @ \$5.00 each = \_\_\_\_\_  
 Sunday lunches Number \_\_\_\_\_ @ \$7.00 each = \_\_\_\_\_  
 TOTAL = \$ \_\_\_\_\_

If you let Dotty Murto know before Jan 1 that you are coming, you can pay \$70 when you arrive.  
**However, please let me know if you want lunches and how many.**  
 Contact: Dotty Murto at 11404 Pheasant Trail, Leesburg, FL 34788  
 Or email [dottydot39@aol.com](mailto:dottydot39@aol.com) Or Phone 1-352-357-8453

United States Wayfarer Association

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Chapel Hill, NC 27514



*In this issue: the 2008 International Rally at Hermit Island, Maine*