

The Wayfarer **SKIMMER**

United States Wayfarer Association

Winter 2009-1

COMMODORE COMMENTS

Cruising, racing, cottage sailing and even a movie casting call; all activities well suited for the durable and well designed Wayfarer. While most Wayfarers were on the lakes, sounds or patiently resting at home for the next adventure, one of our west coast Wayfarers was used in a TV advertisement. In January, W613 was primped for the cameras and then sanded, renamed and sailed in support of an acting team.

Hermit Island, on the scenic coast of Maine was the site for the August 2008 International Cruising Rally. Wayfarer sailors came in from six countries to cruise among the islands, rocks, kelp and colorful lobster buoys. Sometimes the kelp or a buoy would jump into our path to hitch a short ride on our centerboards or rudders. When "Wayfarer" was spoken in the camp or on the docks, accents and language blended into sailing talk. Our boats seemed comfortable and at home in the Atlantic waters as they showed their salty UK heritage.

The eastern reaches of Chesapeake Bay were again the venue for a late May cruise by some US and Canadian Wayfarers. The area around Smith and Tangier Islands supplies moderate winds and somewhat protected waters that allow sailors who are new in the Wayfarer a chance to sail and navigate with confidence, especially in the company of old salts.

The Lake Eustis Sailing Club has a strong group of sailors in the Wayfarer and other one design fleets. Together, they put on a well run, three day mid-winter regatta that provides close racing and pleasant shore-side camaraderie. The Mid-winters continue to be a super enjoyable way to not only race with sailors of all abilities, but also to escape the grip of a northern winter.

Jim and Linda in W2458 on Lake Eustis.



In June, the Rock Hall Regatta is held on Maryland's Chester River. This beautiful river has a tidal environment that puts some challenge and added excitement into the racing for those who have competed mostly on inland lakes. Four times a day, as the tides turn, the river and its bays have changes in velocity and direction that can catch an unwary crew on the slow part of the course. This regatta has grown in participation during the past two years and has given us an excellent site for the US Nationals.

In the current economic times, the search for a North American builder for the Wayfarer has slowed. We continue to make some inquiries so that the UK builder will be better prepared when the US and world economies rebound.

With lower gas prices that now exist, I hope you will consider joining in for one of the 2009 cruising rallies or racing regattas. You would be heartily welcomed and I know you would enjoy the Wayfarer experience.

A recent article related to a healthy mental state for seniors stated that auto and sailboat racing were the top activities for maximizing brain power. Racing in a Wayfarer requires problem solving, concentration, tactical decision making and strategy similar to chess. Come out and race with a Wayfarer fleet or enter an open regatta in your area that uses the

THE WAYFARER SKIMMER		
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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.		

COMMODORE COMMENTS continued

Portsmouth Handicap system for class boats. You will increase your brain capability while demonstrating a great boat to other sailors.

Jim Heffernan, W2458

**The USWA will hold the
ANNUAL GENERAL MEETING
at Lake Eustis Yacht Club
on February 6, 2009 after the races.**

**2009 CHESAPEAKE BAY CRUISE
May 26-30
by Dick Harrington**

Up north, near the shores of the Great Lakes, dinghy sailing at the end of May can be a chilling experience...mostly suitable for the young, hardy, and desperate sailor. Late winter ‘lows’ keep rushing down from Canada, refusing to allow spring to arrive. This is not my cup of tea! But on the waters of Chesapeake Bay the story is different. There the sun is shining with great intensity and warm southerly breezes have chased away the winter woes. On the Bay’s remote and quiet *Eastern Shore* sailing is delightful. The insects are only beginning to stir and the Watermen will have begun catching sweet tasting Blue Crabs following their long winter hibernation in the mud. The waters of the Eastern Shore are too shallow and the season too early for big boats. It is a time and place when a small fleet of Wayfarers can practically own the waters and it is the perfect setting for a wonderful early summer cruise.

I have lost count, but it seems that I have been exploring this region in *Blue Mist* close to a dozen years. I never tire and each succeeding year has drawn me back again for another relaxing spring cruise. Over the past four years, since 2006 I believe, with the help of other regulars I have been leading a joint Wayfarer cruise starting out of *Crisfield*, Maryland. The highlights of the trip entail visits to the two famous historical Bay gems, *Smith Island* and *Tangier Island*. Recently we added a new and exciting side adventure to the agenda—a landing on picturesque *Watts Island*, a marvelous bird wildlife sanctuary.

One time, submerged below the surface of the ocean’s waters, the Eastern Shore is low, mostly only a few feet above sea level. It is a land of great marshes, which are vast national wildlife refuges and inundated by broad bays and wide meandering rivers. Wild, and thus far largely unspoiled, these wet lands teem with all kinds of wildlife. There is much beauty and fascination to behold. Captain John Smith was the first European to explore the Chesapeake. The year was 1608. Anchoring his ship, he headed out with a band of his sailors in a

Continued on page 10

WAYFARER 613 ENJOYS 30 SECONDS OF FAME

All Wayfarer owners know how photogenic their sailboats are, but few have the opportunity to capture the beauty and versatility of their Wayfarers on film because they are too busy sailing! Last January, Don Schaffner propelled Wayfarer 613 into national fame when he agreed to allow his boat to be used in a TV commercial for Advair. Here is his story of the whirlwind week within the world of producing commercials

In mid February, 2008 I was contacted by a film company to do a TV commercial using my Wayfarer. The TV commercial is about a man having breathing problems for which he uses Advair to clear his lungs. During the commercial, the man and son build and sail a small wood boat.



I had done a commercial for Virginia Slims a few years back with my wood Thistle and somehow my name got on a list in the film industry regarding nice small wood sailboats. They had contacted me regarding my Thistle but once I learned more about them wanting to sand a wood deck, I advised that my Wayfarer would be a better choice since it has a nice full deck, plus they didn't want a black boat and I wasn't going to repaint my Thistle. I sent photos of both boats and they argued about which to use and rightly chose the Wayfarer.

Since I've been through this commercial stuff before, I knew somewhat what to expect. They will spend and waste money for the simplest of things. The Advair commercial cost \$250 thousand per day (\$1.2 million total) for a 30 second TV ad. I got paid for my time, expenses, plus the boat lease. Incidentally, W613 made more money than did I!

Once all the contracts were signed and insurance covered, we began the filming. Here is the account of that expensive filming of the commercial.

Friday - In the afternoon, a team of prop builders showed up at my dry storage to make a pattern of my deck. They worked the weekend and by the following Monday there was a fake wood deck that covered W613's deck. The fake deck could be sanded without damage to W613.

Monday - I trailed W613 across Los Angeles to a movie filming location (the same one used for the X files). The filming was in a nice wood barn full of nautical props rented for this film. They had constructed an electric rotating platform with a cradle for W613 so they could rotate the boat full circle if needed. I talked them out of raising the mast since the barn was a bit small. The set crew of about ten people lifted W613 onto the cradle and spent all Monday preparing for a Tuesday filming. They had hired a painter for \$400, to paint the name "JOY" (gold flake) on the transom.



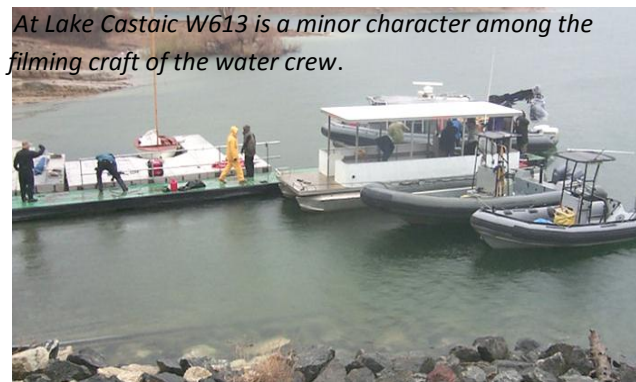
Tuesday - A catered breakfast plus filming preparations started at 6:00 AM and you best arrive on time. The first hours were spent with arguments among the director, set manager and lighting crew.

Everyone had his own opinion and I soon learned that mine was not wanted. Once they settled most arguments, filming began. They would shoot several cartridges then stop to review. There was a separate building with a direct line to the LA studio along with a line to the New York advertising agency where they all could jointly review the scene before moving on to the next. We often re-shot the scene due to someone's opinion. I was advised that before the commercial is final, a hundred people would be involved in the decisions.

They brought in several bags of sanding dust but hadn't realized that a plane develops shavings and not dust. A crew produced shavings and a crew member was responsible to drop shavings on the deck in front of the plane. The boat was rotated several times so to settle the argument between set managers that the boat was either being built in a garage or a barn.

They had built a fake door on the barn so it would appear as a boat shop. The fake door worked well since it poured down rain and they could make their own sunlight coming through the barn door. They had constructed a boat rack with nice wood canoes stacked in the rack. The director took one glance and had it all torn down.

After watching this sort of calamity, it gets to be funny. The crew doesn't care since it all pays the same. The full crew was about 60 people. In this industry they contract for these jobs separately but often work together. And they work until the filming is done regardless of how late at night it might be.



At Lake Castaic W613 is a minor character among the filming craft of the water crew.

Wednesday - This was an off day for me to trail my boat sixty miles to a lake. The lake scenes were

taken by the same film crew but were under the direction of the water people. The water crew was



the same that filmed "Pirates of the Caribbean." They had constructed a platform fitted around W613 by which they could tow it through the water and get close up shots. Also, a boom camera was mounted on the main filming boat so the cameramen could follow the boat under sail and take close in shots. They wouldn't use the jib because it blocked the view of skipper and crew. I was aboard a tender boat that stayed close by. Actors submit resumes when bidding for these roles and they often claim they can sail but can't. You usually can tell their skills by using the word "tacking" and see if they understand the procedure.

Thursday - We filmed in pouring rain and cold although the commercial shows a few white clouds and sunshine. I was surprised that we would film in such bad weather but the director explained that often insurance is taken out by the sponsor to ensure he gets his money's worth. However, no insurance was taken for this film and we were going to film even if the lake froze over! In the evening I trailed the boat back to the barn for the next day's shoot.

Friday - A different crew and director flew in from New York to do the still shots for magazine ads. I've not yet seen the ads and don't care to since this NY director had an even worse attitude and more ego than the LA director.

Anyway, I've covered the expense of my boat and shipping cost plus a nice profit on W613 and enjoy watching it on TV.

Don Schaffner W613.

What Works, and/or What Not To Do

by Richard Johnson, W10139

We all learn by example and then sometimes we are the example. Despair.com says it best, "It could be the purpose of your life is only to serve as a warning to others."



We had been travelling for several weekends prior and so I wanted to get out and sail. The forecast called for winds at 11 miles per hour, so no problem. I was single handed so raised the jib and manually furled it tight to the forestay. I also tensioned the jib halyard to ensure some mast bend. I used the full main. As I headed out of our cove into the main channel of the lake I noticed scattered white caps. It took me a few minutes to arrest the feeling of deep unease as I adjusted the vang and Cunningham but in general going to windward was ok aside from the occasional wave in the face. After about 30 minutes of going to windward very carefully, I noticed that there were a lot more white caps, in fact they were on at least 50% of the waves, and many left trails of foam. The unease returned. I bore off to a beam reach, and rose to a full gyrating plane. I eased the main to a near full luff, and continued to plane. Bearing off to a broad reach or jibing seemed like a really bad idea. I headed back to weather

With my options limited I dropped the main, figuring I could bare pole my way back. Once the sail was settled, and the situation calm, it became apparent bare poling was out. The wind was out of the north-east, on a north-south lake, and the club was on the east side. I needed to sail. I gingerly took a couple of wraps off the manually furled jib, which gave me about 10 square feet of sail area. I then set a comfortable if slow broad reach line to my cove.

This is where the dope slap needs to be applied. Things were going so swimmingly, so that as I approached the club I thought I would jibe back out into the lake, just to practice sailing under jib alone, which by the way is dead easy and doesn't need practicing. When I jibed back toward the club I found I was now below the club. Note to all: sailing with just the jib really only works on a broad reach or run. Beam reaching is not really an option.

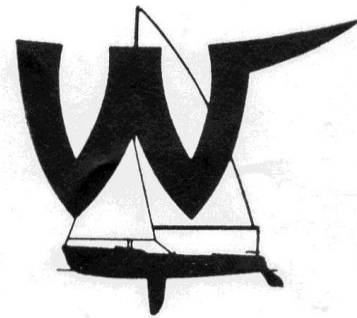
The next hour was spent paddling madly between puffs, to climb my way back up to the club. In summary, I got myself out of a bad spot, only to put myself into a worse spot, which required a paddle and a huge amount of effort to resolve. The lesson here is that if you are on a glide path to success no matter how slow or boring, just stay there.

PLAN TO ATTEND!!!

North American Championship Regatta

The 2009 North Americans will be held at the Canandaigua Yacht Club on August 15 and 16. We will race on one of the spectacular New York Finger Lakes, Lake Canandaigua, known for its good winds and clear water.

Lodging is available nearby at motels, quaint B&B's and campsites on the grounds of the yacht club. The complete Notice of Race will be in the April Skimmer and will also be available soon on the USWA and CWA websites. See the Consolidated Wayfarer Racing/Cruising Calendar link.







YES, IT WAS A VERY GOOD YEAR!!

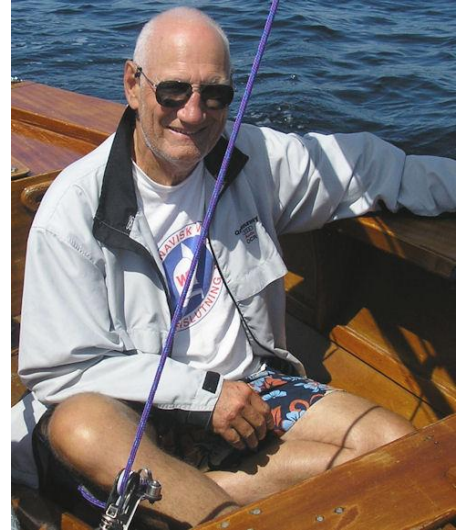
Photos page 6: Wayfarers at rest at Lake Eustis Yacht Club dock; Sign at Hermit Island Campground, note: “A Wayfarer is not a trailer!”

Four Cruisers in a Wayfarer, 2009 International Rally;
Andrew Haill and Giles Bruneau at Sequin Island, Maine;
A close start at the North Americans, Mississauga, Canada;

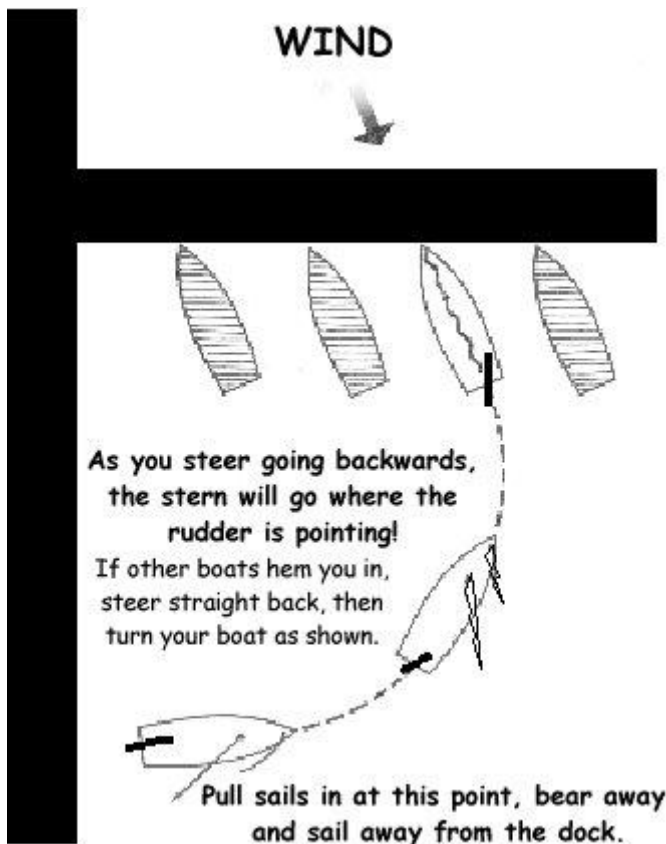
Photos page 7: Krystal and Lisa Nelson sail back from Sequin Island;
Gary Hirsch’s Wayfarer off Hermit Island campground;
Robert Mosher at Tim Dowling Memorial Regatta at Clark Lake;
Wayfarers competing at Lake Eustis, February 2008.



The following article is taken from the *Wayfarer Institute of Technology* managed online by CWA Class Coach Al Schonborn, W3854. These useful tips are just in time for the 2009 sailing season and USWA Nationals/10th Annual Mid-winters at Lake Eustis where many Wayfarers and committee boats share the same dock.



LEAVING A CROWDED DOCK



This topic was suggested to me by longtime Wayfarer, Carl Ridout. And a good one it is, too. We all owe it to ourselves and to our fellow sailors to do a good job of seamanship around the docks. Not least because we don't really want to be the "entertainment" for the sailors watching from the bar!!!

The illustration at left shows how one should leave a crowded dock:

1. Your sails should be luffing and in no danger of filling too soon
2. The board should be down at least part way
3. The helm should be prepared to steer with the boat going backwards. Remember that, when the boat is going backwards, the stern will go where you point the rudder **and not the tiller!!!** What you will normally want to do is back out such that your transom ends up facing the shore (*see left*)

4. On your signal, get your crew to give the boat a healthy shove **straight back** as she/he steps aboard from the dock. **The illustration above is actually a bit misleading** since you want to start with the rudder and tiller dead centre until your boat has cleared its neighbors.

5. Once you are confident that your bow won't hit any neighbours from the dock if you turn, gently

begin to aim your rudder blade towards the shore and allow the boat to turn. If your crew is as keen as some of mine, she/he can get ready to 'back' the jib. For the scenario above, that would mean holding it out to the port side of the boat to assist the turning effort.

6. As soon as your boat is parallel to the dock, your crew should sheet the jib in on the leeward side while the helm slowly starts to bring the main in. In case your crew and/or the wind has done an excessively good job of giving you backwards momentum and you're about to go aground or hit the shore, you must be very ready to sheet both sails in quickly to arrest your backwards momentum.

7. **Wait until the backwards momentum has been stopped, before trying to steer in the forwards mode.** Remember that if you are desperate to go forward, only your sails will do that for you. It's very easy to fall into the wishful thinking trap of steering as though you were already going forward while the backwards momentum is still with you, and in that case all you'll accomplish is to turn the boat head to wind and at the dock again.

8. Like everything else, this is a skill that improves with practice. Do it at an empty dock in gentle conditions a few times and you'll soon look like an expert - much to the joy of your dockmates, and to the grudging admiration of the critics nursing their beers on the club porch. I've been among the latter often enough and I can assure you it's really fun to watch someone screw up - as long as my boat isn't in the vicinity!!!!

**2008 WAYFARER YEARBOOK
ON DVD**

Uncle Al's 2008 Wayfarer Yearbook has captured the highlights of the Canadian and US sailing seasons from the extensive contributions to his Wayfarer Whiffle website.

**To order a copy, send \$10 to Michele Parish,
USWA Secretary/Treasurer
935 Trentle Court
Charlotte, NC 28211**

FLEET REPORTS

Fleet 2, Detroit, Michigan

Fleet 2 gathered at Hogan's Restaurant in Bloomfield Township in December for the annual awards banquet. In spite of heavy winds and cold weather dooming the first two race days, three race days and nine races were complete at Walled Lake. Once again, Joe DeBrincat won the fleet Championship and George Beaujon won second place.

New officers were elected for the 2009 season. They are Fleet Captain, Mike Anspach; Racing Captain, Al Fick; Treasurer, George Beaujon; Secretary, Harold Whitcomb; Measurer & Yearbook Editor, Bob Frick.

Mike Anspach, W4271

Fleet Reports continued on page 11

2009 CHESAPEAKE BAY CRUISE
Continued from page 2

small boat called a Shallop to chart and document the Bay. He spent a year, covering long distances sailing and rowing the Shallop, exploring the scores of fascinating bays and rivers.

Our cruise will retrace a tiny portion of Captain Smith's track. Surely, if you can fantasize just a little, the marshy islands and abundant wildlife will appear to our eyes much the same as it did to Smith. We will see diving pelicans, osprey, swans, bald eagles, and many more special bird species. Landing on the pristine, white sandy beach of uninhabited Watts Island will blow your mind. It is a scene of great beauty. You are almost guaranteed a good look at one or more of its resident bald eagles.

Visiting Smith Island, and especially the more remote and bustling Tangier Island, offers a wonderful glimpse into the life of the true Bay Watermen. These two island towns provide a rare window into a life style that is now almost extinct. A visit will give you a brief picture of what life may have been like living on the Bay during the nineteenth and early twentieth century heydays.



Wayfarers at rest at Smith Island Marina, May 2008

Presently there are six boats signed up for the trip. By boat, they are: Myself & Jane Korver; Uncle Al & Hans Gottschling; Tony & Mary Kraus; Richard Watterson and Brandon McClintock; Gary and his younger son, Brian; and Andre Girard. Additional boats are welcome. Also, it is possible that there could be space available in one of the above.

This is a five day cruise. Participants need to arrive in Crisfield on Tuesday, May 26th for launching and preparations. We will tie up that night at *Somers Cove Marina*, which is a first class facility. Autos and trailers will be parked at the marina for the duration of the cruise. First thing after breakfast Wednesday morning we plan to depart and not return until Saturday afternoon, May 30th. By that time we expect to sail a big triangle, either Crisfield – Tangier & Watts – Smith – Crisfield, or the reverse, depending on the first morning's wind direction.

All boats must be seaworthy, including meeting the class buoyancy requirement, and properly fitted out for open water cruising (meaning clothing, reefing, anchoring, bailing, extra lines, navigation, radio, oars/paddles, emergency food and water, etc.). This will be further delineated in the cruise guidelines that I will send out/post later. A boom tent and sleeping gear are required. Although some individuals may plan to stay at B&B's they do so at their own risk. This cruise is designed to be a "sleeping on board" event and all participants must be prepared to do so. Both the Smith Island and Tangier marinas where we will be staying have excellent facilities, and are safe and comfortable. The cost is very reasonable. Day to day schedules and destinations are **not** fixed and are subject to change as dictated by weather conditions or other unknowns. Safety will not be compromised.

To learn more about this cruise visit the Canadian web site www.wayfarer-canada.org and click on Uncle Al's previous Chesapeake cruise logs. To join the cruise contact Dick Harrington at rmharrington@sbcglobal.net, or phone 216-280-2421.

ADD TO YOUR FAVORITES

For USWA news, reports, photos, and some past issues of the *Wayfarer SKIMMER*

www.uswayfarer.org

www.wayfarer-canada.org

FLEET REPORTS continued from page 9

Fleet 3- Lake Eustis Sailing Club
Eustis, Florida

Greeting's from sunny Florida! Our sailing season begins on Labor Day weekend and has an active season ending on Memorial Day weekend. Regular club races are held twice a month on Saturday and Sunday with two races scheduled for each day.

Six Wayfarer's actively race most club races. It is a fun group, first & last finishers rotate regularly. We take on crew when available. Mike Murto is the only one to fly a spinnaker; this is his handicap as he usually makes a muck of it. We are fortunate to have Dave Williams, who will set a good course and keep things on course.

This year the 10th annual Wayfarer Midwinter's along with the US Wayfarer Nationals Championship is scheduled for February 6, 7& 8, 2009. If interested call Dotty Murto 352-357-8453 or snail mail 11404 Pheasant Trail, Leesburg, Florida 34788, email dottedot39@aol.com. RV camping is very limited, so be sure to register in advance and we will try to save you a space. There are no Wayfarer's available to loan this year, Sorry about that.

Scheduled club races are planned for the following weekend February 14 & 15 with an 11AM start and you are invited to join in with us. On Saturday and Sunday, February 21 & 22 Wayfarers are invited to sail in the George Washington Regatta.

For those who are interested in cruising, Lake Eustis is approximately 5 miles by 3 miles wide with a very low shoreline and offers many possibilities. There are three restaurants that make excellent destinations. Lake Harris, a larger lake, connects on the south west end and can be reached by sailing under the Dead River Bridge. Dave Hepting, W2945, has sailed his Wayfarer under the bridge to Lake Harris. Many under-used docks can be

found at Hickory Point. This would be an eleven mile cruise if we could find anyone game to try. Many stop's can be made along the way.

Mike Murto W2959

West Coast Wayfarer Fleet

The Western Canadian Wayfarers are a far flung group, especially since their Fleet Captain is determined to include every Wayfarer sailor north to the Yukon, south to California and east to Alberta. Notwithstanding the geography or the kilometers separating the group, several attempts were made to give the group the opportunity of getting together. Contact was made with the majority of Wayfarer owners inviting them to two events. The first was what was affectionately called "Club Jed," an informal cruise to Jedediah Island in the Strait of Georgia. Many were interested, but in the end only two Wayfarer boats made it to the Island, Gary Robinson's W10429 and Nick Parker's W982. Unfortunately, the winds did not co-operate and neither found the other, before the respective parties had to turn and paddle/sail for home!

The West Coast Wayfarers redeemed themselves by gathering at the South Okanagan Sailing Association in Summerland on the sunny shores of Lake Okanagan. Four Wayfarer boats and a CL16 gathered to participate in the first ever Western Rally. A great time was had by all and each participant swore they would be back next year.

All in all, the effort of finding and contacting Western Wayfarers over the 2007/08 winter was worth the effort and the humble beginnings of 2008 have paid off with interest in more events for the future. There will again be a SOSA Rally and another cruise in 2009. There is also a rumour of perhaps a foreign cruise (Port Townsend, Washington) so as to incorporate the Seattle "Group of Seven." In retrospect the best gift of the year, other than getting to sail the Wayfarer, were the new friends that were made along the way.

Nick Parker

ARE YOUR 2009 DUES PAID? IS YOUR BOAT NUMBER CORRECT?

The year in your mailing label tells the year for which your USWA dues are paid and the boat number we have on file for you.

2009 DUES: US Boat owners: one-year membership \$15; three-year membership, \$40.
Non-owner or member of other national Wayfarer association, \$10.

Send your check, payable to USWA, indicating your boat number on the memo line, to:

Michele Parish, Secretary/Treasurer
935 Trentle Court, Charlotte, NC 28211

COMING UP IN 2009!!!

<i>February 6-8</i>	USWA Nationals/10th Midwinters	Lake Eustis, Florida
<i>May 26-30</i>	Annual Chesapeake Bay Cruise	Crisfield, Smith Is., Tangier Is.
<i>June 19</i>	Chester River Race	Chester River Yacht & Country Club
<i>June 20-21</i>	Rock Hall Regatta	RHYC, Rock Hall, MD
<i>July 18-25</i>	NA Wayfarer Rally	Wellesley Island, St. Lawrence River
<i>August 2-9</i>	International Wayfarer Rally #15	Paimpol, Brittany, France
<i>August 8-9</i>	Canadian Nationals	Toronto Sail & Canoe Club
<i>August 15-16</i>	North Americans	Canandaigua YC, Lake Canandagua, NY
<i>August 21-23</i>	2 nd Annual Western Wayfarer Rally	South Okanagan, S.A., British Columbia
<i>September 26-27</i>	Tim Dowling Memorial Regatta	Clark Lake, Jackson, MI

For more North American races and cruising rallies, visit www.wayfarer-canada.org

USWA SKIMMER 2009-1

United States Wayfarer Association

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Chapel Hill, NC 27514