



The Wayfarer SKIMMER

United States Wayfarer Association

Spring 2009-2

Commodore Comments –

Last week I mentioned the word “recession” to LW-2458 as she waited quietly in the carport hoping for her trailer to be attached to the car. Like my dog, she didn’t understand any words related to an economic downturn. However, as a good and faithful Wayfarer, she just wanted to hit the water and work to windward on a freshening spring southwester followed with an exhilarating reach and run. Perhaps the best antidote for the slowdown blues is a sail on your favorite lake with your always willing and understanding Wayfarer.

For those of you that want to participate in a fun and well run regatta, I would recommend the Rock Hall Yacht Club (RHYC) regatta on June 20 and 21. The racing is done on a wide protected expanse of the Chester River which is located on the Eastern shore of the Chesapeake. We usually get 10-15 Wayfarers on a course with light to medium winds. This is a good event for novice racers to get some tips, free advice and a lot of experience.

On the day before this regatta, there is also a downriver race/cruise on the Chester River from Chestertown, MD to the Rock Hall Yacht Club. This is a unique race which has been taking place for nearly 70 years. In the late 1930’s, it was the tradition for the Chesapeake Bay sailing clubs to host weekend races and invite boats from all over to join in. Usually two weekend regattas at two different clubs were arranged with a cruise day in between to move the boats to the next regatta since they didn’t do much trailering in those days. Well,

the Chester River Yacht and CC and the RHYC have carried on the tradition and sponsor a race on Friday, June 19 for a wide variety of sailing craft using the Portsmouth Handicap system. There will be 50-70 boats including Lasers, Hamptons, Wayfarers, Windmills and even some Chesapeake Log Canoes. Just follow the river downstream and you will have loads of fun and will then have your boat in position for the RHYC Regatta. See you there!

Jim Heffernan W2458

ROCK HALL OPEN INVITATIONAL

June 20-21, 2009

Rock Hall Yacht Club, MD

**Check consolidated racing/cruising
schedule at**

uswayfarer.org

for registration information.



Morning Star between races at RHYC in June 2008

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.

2009 NORTH AMERICAN CHAMPIONSHIPS

The 2009 Wayfarer North Americans will be held on August 15 and 16 at the Canandaigua Yacht Club in the beautiful Finger Lakes region of New York. The championship will be part of the CYC Regatta that includes Vanguard 15's, Sunfish and club 420's. The entry fee is \$45 for members of USWA, CWA, and US Sailing, \$50 for non-members. Registration packets will be available at the club house from 6 PM on Friday, August 14th.

The entry fee includes coffee and continental breakfast the morning of the 2 race days provided by the USWA. For an additional charge lunch will be available at the club on Saturday for Wayfarer sailors, family members and friends. Dinners, with special menus, are planned at the club for all Wayfarer participants and guests. Reservations,

meal choices and payment can be made at the registration.



The Canandaigua Yacht Club is nestled among the trees.

Lodging is available nearby at motels, quaint B&B's and campsites are available on the grounds of the club. The CYC is a friendly sailing and social club and the USWA welcomes this opportunity to race alongside other one design small boats and to show other classes the excellent merits of the Wayfarer. The complete Notice of Race can be found on the USWA and CWA websites. See the Consolidated Wayfarer Racing/Cruising Calendar link.

Entries may be submitted via email to nseraphinoff@comcast.net.

NORTH AMERICAN RALLY WELLESLEY ISLAND S.P.

Thousand Islands, New York

July 18 – 25

By Dick Harrington

My first experience with the Thousand Islands was when, as a small child, my father took my brother and me to the town of Clayton on a fishing trip. That was a very long time ago. We stayed in a rustic cabin that was lit by kerosene lamps. The smell of burning lamp oil, a pleasant aroma to me, still reminds me of that happy time.

Everything about the St. Lawrence seemed huge and mystical to us boys. The fishing was good and we caught lots of big pike and bass. A few years later, when we were camping on the St. Lawrence and now a teenager, I got my first ride in a sailboat. My father, knowing my fascination for sailboats, asked a man with a small sailboat if he would take us for a sail. Of course the man was delighted. The breeze was good, but being used to a fishing boat the sailboat felt small, tippy and cramped, yet it was fast too. The experience was different from what I had

imagined it would be, yet it was exhilarating. I was hooked. Finally, in 2006, I was back. Except now it was with a whole bunch of Wayfarer sailors, as we spent a week of island exploration, port calling, and just plain fun sailing. We were at Cedar Point State

Park, which is only a few miles upstream from Wellesley Island State Park. Following are some words from Kit & Patsy Wallace about their experience in 2006 .

Impressions of the 2006 Wayfarer Rally at Cedar Point

by Kit & Patsy Wallace

Patsy and I kicked off the rally by picking up Ralph Roberts from Toronto airport on Friday and were entertained all the way to Cedar Point with his great stories of Wayfarer cruising in Europe and Nova Scotia. We stayed for five of the seven days and managed to get in four wonderful days of sailing, with conditions varying from a drifter to a reefed down stiff blow. We had a fantastic time at this year's rally.

Sunday: *By the time we crossed the St. Lawrence River shipping channel and slipped down the south shore of Wolf Island, past Hickory Island on the Canadian side, our first day of sailing had turned into a drifter under a baking hot sun.*

The planned destination of a beach at Potter's Bay on the west shore of Grindstone Island seemed impossible to achieve. The fleet had separated. We weren't going to catch up to the leaders and Tom Erickson was turning back. A little rocky island (later discovered to be Canadian) close to Arabella Island looked like an inviting place to swim, so we hailed Tony Krauss and Mary who were sailing with Lori Beehler, put down anchor and had a wonderfully refreshing dip in the warm waters of the St. Lawrence. We were joined a bit later by Bill Harkins and Margie. Concerns about landing on Canadian soil without contacting Customs, proved unfounded!

Tuesday: *The day was looking ominously blustery with the wind building from the west off Lake Ontario. Today was the day to head upstream to Cape Vincent. Not only were we battling the current, but also beating into the strongest winds of the week. I had promised Patsy that "it wasn't a race", before she tentatively agreed to head out onto the water. As usual once sailing, one feels more confident and Patsy handled the condition with aplomb, sheltering the helm from most of the spray. After an exhilarating sail of about five miles upriver, we hove-to in the lee of Carleton Island to put in a reef, as we were getting overwhelmed by the effort of trying to keep the boat level. This was an interesting sail, because despite the wind, the fleet maintained close contact, frequently crossing on alternating tacks. Another mile or so further on, we noticed André and Ralph putting into a sheltered cove and along with the others (except Dick Harrington who sailed on to Cape Vincent with Chuck Jordan), we discovered a perfect little harbor for six Wayfarers. Our hosts were amazed by the surprise visit, but were delighted to meet us, and tell us about the history of the St. Lawrence Seaway, and the ecological damage done by invading species (not us) brought in by the ocean-going ships. We set off back to Cedar Point under jib alone, for a fast ride home.*

(Ed. note: Kit and Patsy's complete log and photos can be found on the Canadian web site under Rally Report..

I hope that you've enjoyed reading this brief account by Kit and Patsy. Wellesley Island campground is a different location than where we were in 2006, but actually the campground is much nicer. We will still sail some of the same waters and stop at some of the same places, so I believe that Kit and Patsy's account gives a good idea of what to expect at this year's rally.

Kit and Patsy have graciously taken on the leadership role for this year's rally. They have done all of the planning, even going so far as to make a trip to Wellesley Island last fall to check things out first-hand. Presently there are 16 participants signed

up for the rally. (You can find a [roster](#) with participant names and campsite locations on the Canadian web site.) Anyone wishing to join the group is welcome. Campground reservations can be made by phone 315-482-2722, or by Internet <http://www.reserveamerica.com/>. Where possible, most people have reserved campsites in area 'E'. At last report sites were still available. For more information contact Kit kitwallace@hotmail.com or Dick rmharrington@sbcglobal.net.

See You there! Dick



Wayfarers are well spread out up and down the starting line at the US Nationals & Midwinters on Lake Eustis

2009 Wayfarer Midwinters & U.S. Nationals

report by Uncle Al in Weekly Whiffle
shortened here, for complete story
visit canada-wayfarer.org

Train Derailment Gets Wayfarers Back on Track

It's an ill wind - as they say - that blows no one good. The 10th annual Wayfarer Midwinters, which doubled this year as the U.S. Nationals, was about to be truncated to a disappointing four races by Sunday 8 February at noon when a rare train rolled past on the tracks which we cross to access the host Lake Eustis SC. As the train got about half-way past our crossing, it suddenly crunched to a halt. Word quickly spread that its three locomotives had been derailed and that we would be trapped inside the club grounds for a minimum of four hours. While this upset a couple of our teams who needed to start their long trip home as soon as possible, we made the best of a bad situation: Our super Race Committee, chaired by Dave and Joan Williams, quickly got us out onto the water for two more races in winds that were finally starting to pick up all over the three-by-five-mile expanse of Lake Eustis. By the time two Sunday heats had been completed, our 14 Wayfarer teams had enjoyed six very closely contested races in mostly light winds of four to eight knots. Our three-day series, running from Friday 6 Feb through Sunday, the 8th, was blessed with lovely sunshine and pleasant temperatures in the 60's and 70's F. Unfortunately, Saturday brought only enough wind for one race so that 35 MC Scows who had come in from all over the southern states ended

up with a disappointing one-race "series" because their NOR had stated a 12 noon cut-off time. However, all was not lost: Due to the fine efforts of MC stalwarts, Dave Moring and Scott Tillema, the Wayfarers and the MC's got to mingle in a very friendly manner, and everyone had a great time.

Our sincerely heartfelt thanks to the many willing, cheerful and oh so capable volunteers - mostly from the Lake Eustis SC!

- *Regatta Chair:* Dotty Murto
- *RC:* Dave and Joan Williams, Bob Armes
- *photography:* Randall Moring, Ed Kraft, Bob Williams, Peter Rahn, Andrew Hail
- *safety/mark laying boats:* Dennis Oldham, Joe Lobato, Bob Williams, Jack Bazner, Dave & Jay Asaibene & Greg Murphy
- Mike Boldacchino who used to tow airliners and thus found it supremely easy *to launch us with the golf cart*
- *provision of sustenance:* Dotty Murto, Dot Lingeman, Jane Hepting
- *beer flow:* Mike Murto ably assisted by Dotty
- *Wayfarer/MC Scow liaison and parties:* Dave Moring and Scott Tillema
-

As always, our Lake Eustis Sailing Club hosts had our social and sustenance needs well looked after with breakfast and lunch available in the beautiful clubhouse. Friday evening saw the Wayfarers gather at the Quarterdeck Restaurant where our regatta organizers, Dotty and Mike Murto, had made reservations. It was a pleasant outing, highlighted by Jim and Linda Heffernan's leading us in singing

the Wayfarer Song, lyrics to which they had preserved from last year's International Rally at Hermit Island. The text was available in the original Danish, in French, in English as well as in Dutch. My crew made an attempt at the Dutch in honour of our two Dutch skippers, who smiled a pained smile. To me, Nick's rendition sounded very much like the sounds he and I had made after getting food poisoning two nights before. The Quarterdeck dinner was in fact our first solid food in two days, and I am happy to report that it stayed down.



Dotty and Mike Murto, hosts and organizers at LESC

Saturday night saw a burgers and hot dogs BBQ at the club after which we lounged in warm early evening sunshine. After that, some of us joined the MC's around their RV village campfire behind the club but still made it an early night, being in bed at our hotel shortly after 10PM. Sunday ended up being one of the oddest days in North American Wayfarer racing history: Until noon, there was little sign of raceable wind, so the disappointed MC's packed it in and had their awards presentations, after which the free beer began to flow - some of it into Wayfarer sailors, as most of us were convinced that there would be no more racing. As lunch was being laid out, the aforementioned train derailment and a building breeze soon saw us being sent out for two more exciting races. And what a great series it ended up being! All 14 teams started together, with the six boats sailing solo or not using spinnakers racing for the Midwinters trophy, and the other eight being scored for the U.S. Nationals.

Thrilling U.S. Nationals Series Goes Right Down to the Wire

Going into the final race of this no-drop series, the leaders were tied. Ottawa's Frank Goulay had teamed up very successfully with Thunder Bay's Andrew Hail to score 4-1-1-2-1 in W864 borrowed from Nick Seraphinoff of Detroit, while the latter was again crewing for Oakville's Al Schonborn who took 2-2-2-1-2 placings into the finale. Both of these teams were well challenged by the other teams: three quarters of our Nationals fleet was seeded in the top quarter of the North American Wayfarer rankings and no fewer than five of our eight boats were past National champions! In addition to the highly skilled competition, the two leading crews also had other challenges to meet: Frank was sailing a borrowed boat with a pick-up crew, and he and Andrew had very kindly given up their planned Thursday of practice at the LESC to nurse Al and Nick through a Wednesday-Thursday bout with food poisoning in St. Petersburg. By Friday, the latter had recovered, but Nick was still feeling the effects of last summer's major back surgery, especially in winds that regularly required him to crouch down to leeward. Even in our 4th-race tacking duel of 20+ tacks on the final leg, Nick never even considered asking to slow the pace to ease the pain. Great work, Nick - and thanks!

In the decisive final race which, like all the others, was sailed on a windward-leeward course, Al and Nick took a slight lead early. Having still not discovered any predictable pattern to the westerly winds coming across Lake Eustis, Al and Nick were determined not to let Frank and Andrew go off on their own and come back with the lead. So, we matched tacks with grim determination, a strategy that paid off as we pushed each other to excellent speed and pointing, while slowly building an edge over the rest of the fleet. As we began the second run (which would prove to be the final leg of a shortened course), Al was leading Frank by perhaps four boat lengths. Both leaders gybed to a very broad port-tack reach almost immediately, and Al's lead evaporated quickly as Frank brought a puff from astern and sailed up into it until we were bow to bow. Now it had become

Continued on page 8



Page 6: Peter Rahn pursues Richard Johnson and Al Schonborn at the US Nationals on Lake Eustis.
 Michele Parish and Richard Johnson, 2009 USWA Champions
 Mike Boldacchino and Frank Goulay cook the burgers after Saturday's race.
 Crew Charley Jensen and Jim Lingeman, 2009 Midwinter Champions
 Wayfarers on downwind leg.





Page 7: The infamous Train that derailed and blocked the entrance to LESC Sunday afternoon.
Frank Goulay adjusts the spreaders on Nick Seraphinoff's boat.
Richard Waterson sails in his first US Nationals and first race with crew, Mark Nye.
Crew Nick Seraphinoff and Skipper Al Schonborn take first place in the 2009 US Nationals.
Oh those sunsets! A beloved tradition at Lake Eustis!



LESC Nationals and Midwinters continued from page 5

a nerve-wracking foot race to the finish about half a mile away. Al continued to take every opportunity to sail down with puffs while Frank kept edging up towards ripples that were oh so slowly edging closer from the left. Just to add a bit spice to the situation, Montreal's Peter Rahn and son, Alex, rode a puff of their own right up the middle between Frank and Al. With a hundred yards to go, Al and Nick were about one length clear of Frank and Andrew who were overlapped with Peter and Alex. And that's way it ended, as for once, no one got extra wind. Their clutch win allowed Nick and Al to defend the Nationals title that they had won - much more easily - last summer at Rock Hall. In retrospect, we were pretty proud of ourselves. We could so easily have lost this series.

Later in the report, Al writes: "So we did end up edging them out in the finale and in the series, but it was by the slimmest of margins. Congratulations to Frank and Andrew who sailed well enough to win most series, and would have won this one, if there had been a drop race."

Series 3rd went to the defending Midwinters and former Nationals champions, Peter and Alex Rahn from Montreal. They scored a very consistent 3-4-4-3-3 and were very much in the hunt at all times. In the end, their inability to beat Frank and Al more often killed their hopes of a repeat win.

The "blind chicken" team from Charlotte, NC, Richard Johnson and his wife, Michele, began the Nationals with a very impressive first-place finish. Putting a new jib to fine use, Team Chicken demonstrated a lethal combination of amazing pointing and superb speed, as they scored their first Nationals race win ever. Richard and Michele maintained their speed and pointing throughout Friday's three races, but like the rest of us, ultimately found it hard to stay in synch with wind and shifts. Saturday and Sunday found them less speedy - a puzzling phenomenon, since conditions were similar and they could not pinpoint anything that they were doing differently. Nonetheless, Richard and Michele had enough to take 4th overall and the beautiful Designer's Trophy as the top U.S. boat.

Local Crew Captures Midwinters Fleet Title in Tie-Breaker

Jim Lingeman and Charley Jensen of the host Lake Eustis SC roared back from a first-race 11th to win the Challengers Trophy as top finishers in the Midwinters Fleet (non-spinnaker), beating last year's non-spinnaker winner, Butch Minson (and his wife, Janice, in some races) on the tie-breaker rule in the segregated standings. It was a well-deserved win for Lingeman and Jensen, who

beat the Minsons by a couple of points in the overall standings. At the awards, Jim, a long-time pillar of the Windmill Class, ironically credited tips from Butch, Sailing Coach at the Maine Maritime Academy, as being instrumental in helping him and Charley to score their impressive come-back win.

Third place in the Midwinters Fleet went to LESC's James McIntyre with crew, Jim McIntyre (not related). The McIntyres were in the thick of their title hunt until the final race when the wheels fell off and they finished second to last in their fleet, a killer in this no drop series.

Midwinters West at Lake Mission Viejo Yacht Club *By Jack McCollum W 2965*

For this year's SCYA Midwinters races on Saturday February 21 at the Lake Mission Viejo YC outside of San Diego, CA, we had our own class with three out of our four Wayfarers participating. Wind and rain is our typical weather for this regatta, but this time we had partly cloudy conditions with almost no air.

How light was it? With three minutes until the start of the first race, I saw that I was ten meters from the RC boat so I pointed W2965 in that direction. By the time our class flag came down I had only covered nine meters! Needless to say light air skill ruled the day and Rod and Audrey Simenz showed us a thing or two! As luck would have it, the only time the wind came up was during the break between race one and two so Cecilia and I stayed out and sailed up to the dam and back just for fun.

By the third race my boat had filled with almost three inches of water for some reason so I retired. Cranking it up on to my Pamco trailer at the launch ramp was quite a task so I'll need to investigate that problem and I'm open to suggestions.



They way they finished the series: Rod and Audrey Simenz (2nd from right), Jack and Cecilia McCollum (W2965) and Randy Tiffany and Frank Fournier (left)

What Floats Your Boat?

Whether you join a cruise with other Wayfarers or enter a racing regatta for Wayfarers, it is the expectation of the organizers that your boat meets the buoyancy requirements as set out in the Wayfarer Class Rules. In most cases you will be asked to sign a declaration stating that your boat satisfies the buoyancy requirements. If your boat was measured by an official Wayfarer Association measurer, the buoyancy test was completed at that time. However, as time passes, boat hulls flex, the sun does its damage and pieces deteriorate. Thus, it is incumbent upon Wayfarer owners to ensure that their boats still meet the original buoyancy standards. When you are cruising your boat alone or using it as a cottage or training boat, you must, in the interest of safety, still ensure that the designed buoyancy has not been compromised over time.

Responsible owners will perform a buoyancy test on their boats and repair any leaky compartments or seams. Some of the obvious entries for water are around the hatch covers and the drain bungs. If the hatch seals need replacing, Tom Graefe, W-9668, suggests using Taco Weather Seal & Hatch Tape, described as “a heavy duty adhesive backing, specially formulated sponge rubber that withstands harsh marine environment.” Their website is tacomarine.com/cat or you can purchase through West Marine. You can smear Vaseline on bulkhead bungs to increase their airtight effectiveness. It is a good idea to ensure that the bungs are captive and to carry along some extra. If you have self bailers, you may want to seal the stern drain holes thus eliminating some troublesome bungs. Check the

adjustment of the hatch clips or dogs to ensure enough pressure is on the hatch and seal (*from “The Wayfarer Book”*). It is important that the front and rear buoyancy compartments are virtually watertight (some seepage is allowable) which should be tested before sailing. For other leaks on GRP boats, a repair using epoxy may be required. In the fifty year history of the Wayfarer, the aspect of the boat’s buoyancy has gone through many changes ranging from two airtight compartments for the wooden Wayfarers to a combination of air and foam in the two compartments of later GRP Wayfarers. The newest Wayfarer, the Mark IV, is constructed with no compartments and foam between the hull and flooring and self bailing from the transom.

There are two types of buoyancy tests for your Wayfarer, one performed in the water and the other on land. Both methods are described in Section IV of the Class Rules. Briefly, the wet test is performed by deliberately capsizing the boat on each side for five minutes and then measuring the amount of water in the compartments after the boat is righted. The dry test is performed by measuring “the rate of vacuum/pressure from each tank using a water filled U-tube.” (*The Wayfarer Book*). When you look at the procedure in the Class Rules or *The Wayfarer Book*, you may think you’ll need to hire an engineer to perform this test. Fortunately you can use the information contained in the following article written by the late Alan Phillips, an avid USWA Wayfarer cruiser and racer. This is a section from Alan’s excellent manual for camping and sailing in small open boats entitled “Dinghy Sailing with Phillips” (see www.wayfarer-international.org).

Buoyancy Testing **by Dr. Alan Phillips** *from “Dinghy Sailing with Phillips”*

The following applies to dinghies that rely in part on watertight compartments for buoyancy. Each watertight compartment should have a drain hole and inspection cover so as to be able to check that it is not full of water, and that it does not leak. Testing can be done either “wet” or “dry”. You should do a “wet” test before you go out on open water, but you will prefer to do it only once. This involves capsizing the boat and sitting on the upper gunwale for five minutes each side, and then keeping her upright and swamped (water level above the top of centreboard trunk) for ten minutes. The boat must still have some freeboard, and the buoyancy compartments should have taken in little water (less than 1 1/2 gallons in the Wayfarer). The wet test is a direct test of buoyancy. It should show you that your boat will neither sink nor float too low to allow you to self-rescue. But it is a cold

job early in the season, which is the time you have to do it; and if the compartments leak, it is almost impossible to find out where, and to seal the leaks..

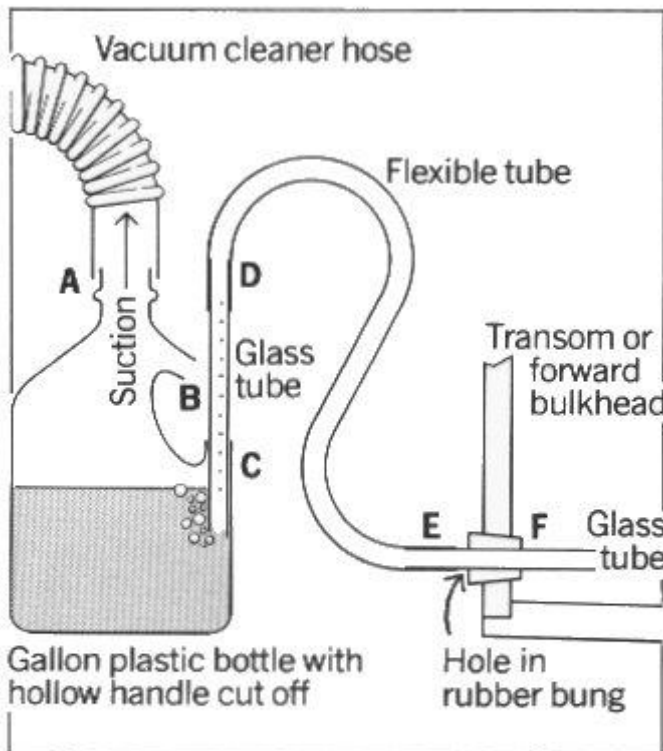
The "dry" test is carried out ashore, on trailer or dolly, and measures air-tightness. Here is a fairly simple method: times and pressure differences are taken from the Wayfarer Class Rules.

Take a 1-gallon translucent plastic bottle with a hollow handle. Cut off the handle leaving two short stubs. Fill the bottle with water (coloured if necessary to make it more visible) to just below the lower cut. Insert through the lower stub of the handle a vertical glass or clear plastic tube so that it dips well into the water, and extends upwards about ten inches. (Pack it with a strip of rag if the fit is too sloppy.)

The vertical tube is then connected by flexible tubing to another glass tube that is inserted through a bored rubber bung into the buoyancy compartment via one of the drain holes. Only these tubing connections and the bung need to be airtight. The others may be left open or loose. The principle is to reduce the pressure in the bottle only slightly.

Plug any other drain holes in the compartment with their regular bungs, secure the hatch cover and cautiously apply suction with a vacuum cleaner hose over the top opening of the bottle. A stream of bubbles from the bottom of the vertical tube shows that air is being sucked out of the boat's locker. After a time, turn off the suction, and if the compartment does not leak too badly, water will instantly rise in the vertical tube, and then fall again, fast or slowly depending upon the amount of leakage, to the original water level.

Set up a ruler beside the vertical tube, with its zero at the level of the water in the bottle. Suck for long enough so that the water rises well beyond the five-inch mark. Time it as it falls: to pass the Wayfarer rule it must take at least thirty seconds to fall from the five-inch mark to the two-inch mark.



Openings or joints A, B and C can remain open or loose. D, E and F should be airtight.

Beware of applying too much suction! You can suck water into the vacuum cleaner if you clap the hose on tight to the top of the bottle. You can cave in the compartment if it is watertight and you suck for too long. (That's why the top hole of the handle may remain open.) A vacuum cleaner has much more suction than you need, but it is easy to control by bringing the hose down to the bottle gradually, with the motor already switched on.

To find where the leaks are, paint joints and all suspect areas with soap solution, apply positive pressure (from lungs, bicycle pump, foot bellows, or whatever) and look for bubbles. Be careful not to apply more pressure than a few inches of water, or you may damage the compartment.

The Dry Test is a good deal more stringent than the Wet Test. If you manage to get the measured time up to ten or fifteen seconds, and cannot do better, the buoyancy may be good enough to pass the Wet Test.

TRASH CAN WOES,
by Nick Seraphinoff W864

Well as I record the things I have learned along the way, I am once again today, given another valuable lesson. You cannot depend on the engineering or manufacturing integrity of the garbage containers provided by the various garbage pickup services. The company we deal with at our house in Traverse City, Michigan rents us what appeared to be a really substantial unit. It must have a capacity of 40 gallons, stands about 5 feet tall and has two, deceptively sturdy looking wheels. Once a week you wheel it out to the street for pick up. Since our driveway is 1200 feet long I came up with a really neat idea to avoid that long walk out and back every week. I simply tied a rope through the handles and then every week I tip the container back and loop the rope over the ball on my trailer hitch, it then becomes its own little trailer behind my car. How clever! I am always careful to drive slowly and this little scheme has worked great for almost a year. Until today! When I left the house for Detroit this morning I of course hooked the container on for its 1200 foot trip. I didn't get more than 20 miles from the house and was driving a mere 65 MPH on the highway when I heard, bump, bump, bump. I pulled over to the shoulder, walked to the back of the car and you wouldn't believe what I saw. The



wheels had fallen off that garbage can! Here I am 20 miles from home with no wheels on my garbage can. I had no choice but to abandon it on the side of the road. I did notice that neither my address nor phone number was on the container but there was an 800 number as well as the name of the trash hauler on it. I of course wrote down the number, because as soon as I was a few miles away I intended to call

these people and discuss the quality of their wheels. When I called, it was very tempting to tell them someone had stolen my container. But then, even I wouldn't stoop that low. So I told the girl what happened and tactfully suggested they should put more substantial wheels on their containers. She then, also very tactfully, since I am the customer, suggested maybe I have some issues with my memory and that their wheels stand up very well when being used as they are intended to be.

"Ha", I said. This was so transparent. Here is yet another example of a corporation trying to dodge their responsibilities to the customer. "How do you know when one of your containers will decide to embark on a cross country trip?" She was speechless, and I rested my case, knowing the corporation could never argue with logic like mine.

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

The year on 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**



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