



The Wayfarer SKIMMER

United States Wayfarer Association
Summer 2009-3

COMMODORE COMMENTS

Last February, we decided to race our Wayfarer in the George Washington Regatta held on Lake Eustis, FL. Since we were the only Wayfarer, we were placed into the Open Monohull group using the Portsmouth Yardstick handicap system. The Portsmouth Yardstick for centerboard boats is used to allow boats of various classes to compete somewhat equally on an even field (on level water?). According to US Sailing, when a Portsmouth Number is assigned to a class, some assumptions are made:

That each boat placing first in each class was sailed to its true potential by a perfect crew according to flawless strategy;

That all boats sailed the same course, experienced the same wind/water conditions and degree of interference of clear air;

That all one-design boats conform to class specifications and rules, and use sails specified by the class; and

That boats with multiple sail inventories (genoas, spinnakers, etc.) utilize the proper sails for the wind conditions and legs of the course.

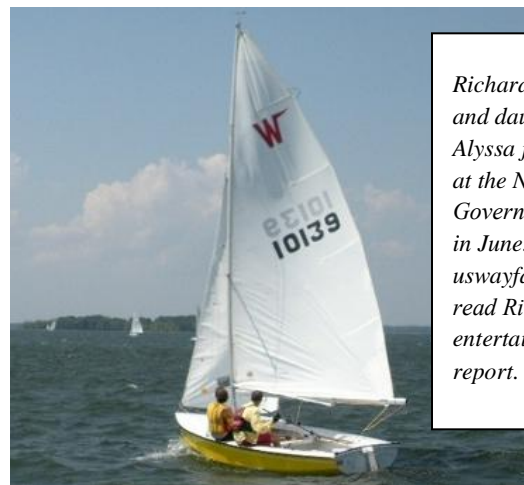
So, what happens in the real world? The wind/water have a few variables in speed and direction, some three crew boats sail with two and the perfect crews don't always have a flawless strategy. However, the handicapping system does work to allow multiple boats from a variety of centerboard classes to have a

fair competition when there aren't at least 3-5 boats from a class to race against each other.

In the last few months we have entered W-2458 into three regattas with open monohull groups. We have been surprised by the many positive comments and praise given to the Wayfarer. Sailors from the Flying Scots, Tanzers, Lightnings and Buccaneers have been free with their compliments on the beautiful lines of the boat and its speed. As we drifted near a Flying Scot in light air, one crewmember even commented: "You should get the award for the prettiest boat if they give one". Our performance against the Lightning and Buccaneer has been very sound in moderate to heavy wind.

If you are one of the lone Wayfarers in your area and still want to race, check out the open regattas that go on almost every weekend within a reasonable distance of home. Some are club sponsored as part of seasonal series and others are charity events like the Pirates on the Pungo in Belhaven, NC. Go out and show off your beautiful Wayfarer.

Jim Heffernan W2458



Richard Johnson and daughter Alyssa joined us at the NC Governor's Cup in June. Visit uswayfarer.org to read Richard's entertaining report.

THE WAYFARER SKIMMER
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|----------------------|-------------|---------|
| 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.

SPRING REGATTA II AT LMVYC



Sunday, May 17th was just another perfect day and Lake Mission Viejo's *Spring Regatta II* is now in the record books. The mountain you see in the background picture is called Saddleback and rises almost to 6,000 ft

and gets a nice dusting of snow every winter but it never reaches the lake which is at less than 1000 ft of elevation. Lake Mission Viejo is located in Mission Viejo, California which is about half way between Los Angeles and San Diego. Disneyland is half an hour north and we're about fifteen minutes inland from the famous Laguna Beach.

Three of our four Wayfarers were out for this race including Rod and Audrey Simenz W2502, Randy Tiffany W2300 with Frank Fournier as crew and me, Jack McCollum, single handing W2695. My wife couldn't make it at the last minute and rather than scratch I gave it a try without her. Our Wayfarer class had the second start along with Balboa 13s, Coronado 15s and International Finns.

The racing action was very close all day and in the first race, our RC boat recorded Randy W2300 and Rod W2502 as a tie but from my vantage point back ten yards, it looked like Randy crossing at the race committee boat first and then Rod crossing half way to the pin end a fraction later. Randy's number 2300 was after all, covering the RC boat with his sails. I (W2965) crossed the line nine seconds later. Fun Race!

Randy and Frank handily won the second race beating Rod and Audrey by six seconds and I followed up once again seven seconds later. The third race was another close one with Rod and Audrey edging out Randy and Frank to take first for the day in Wayfarer class. I don't know what happened to old W2965 but those other two boats horizoned me that race and I had to hear about the finish later!
Jack McCollum W2965

CHESAPEAKE CRUISE 2009,

Richard Waterson, W10135

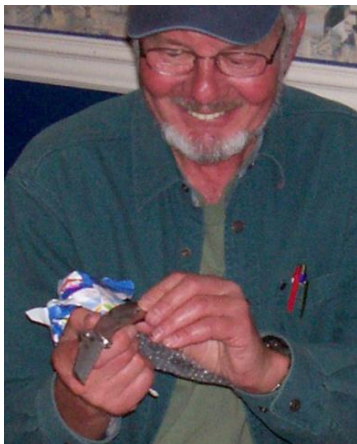
The water was like oil rolling around on a sheet of glass. Watts Island was visible to the east with a line of towering cumulus rising over it and reflecting in the water. The wayfarer fleet was adrift, Dick Harrington and Jane Korvac in *Blue Mist* to the north of us, Tony Krauss and Linda Heffernan in *Mary's Bain*, (I don't know if that is the official name or the spur of the moment handle Tony used on the radio only) sat idly 100 yards away, the rest of the fleet spread out between Tangier Island and Watts Island. This became the theme of the cruise, Wayfarers becalmed!

It didn't start out that way. We arrived at Crisfield, Maryland, the starting point of the cruise, to find very strong winds that I would estimate were 15-25 knots. We set the boats up and started launching for the short trip across the way to Somers Cove

Marina. I decided to try out my tri-sail even though I had no previous experience with it. Brandon McClintock and I had met the previous day at the home of Tony Krauss and Mary Abel in North East Maryland. Brandon had come east from The Sacramento, California area to purchase Wayfarer 3576 from its previous owner in Poughkeepsie, New York. He wanted to get some Wayfarer cruising under his belt and so he joined me for the cruise. Brandon was to receive a baptism of fire during the short ferry over to Somers Cove from the launch point. We managed to make it over after figuring out how to make the boat point with the tri-sail and then to get it into the slip, we had to abort and retry our approach numerous times. This was to be the theme for Brandon and me throughout the cruise. Andre Giraud made it over under "Iron Maiden" (his 2 horse Honda), Dick, alone, under double reefed main, Tony under genny alone. Steve Roney and Robert Mosher made it over with no problems in Steve's CL-16, as did Gary and Brian Hirsch in "Solje". Already present at the Marina were Jim and Linda Heffernan aboard their 36 foot ketch, "Osprey." They planned to accompany the fleet on the cruise, and serve the function of mothership.

After safely tied up the group gathered at "The Cove" restaurant. Unbeknownst to Dick, this was to be a dinner honoring his contributions to Wayfarer cruising. Beforehand Gary Hirsch had distributed to the group hats which he had designed to commemorate the Chesapeake Cruise. Each cruiser had a hat complete with a gold star affixed for each Chesapeake cruise they had taken. Dick's hat was presented to him at the restaurant along with a present Gary had chosen especially for him, a custom engraved rigging knife.

Andre delivered a stirring testimonial to Dick and then Dick reminisced about past cruising experiences.



The next morning met us with a nice easterly breeze that would suit a trip to Smith Island or Tangier Island. We raised sail, navigated out of the harbor and once in the bay, it was decided that our destination would

be Tangier. The fleet left without *OSPREY* as they had suffered some sail damage during a wild ride up the bay on the previous day and would need repairs before continuing. They had the good luck to locate someone who was able to do the work for them on a moment's notice. It was a nice reach to Tangier and the crossing was made in good time, all in all, a very enjoyable sail. In our case, Brandon and I re-enacted the multiple approach to dock scenario of the day before, and each time I had terrible visions of head on collisions with the dock. Finally I figured out just how to slalom the pilings at Milton Park's Marina and head up with Brandon on the bow nicely providing a shock absorbing foot. Gary Hirsch approached me after we tied up and requested that next time we delay our arrival to give him time to get out and get pictures of unorthodox docking. After everyone managed to get settled and get something to eat, it was party time aboard *OSPREY*. Jim, Linda and their dog, Zoe, greeted the group with Dark and Stormies aboard the mother ship and a great time was had by all. Jim and Linda proved to be quite able hosts, even supplying bug repellent when the no see ums attacked.



CL16 Skipper Steve Roney, Jane Korvac and Andre Giraud in the cockpit of OSPREY at Tangier Island.

The next day we were off to Watts Island for bird watching and a picnic on the beach. Jim and Linda left *OSPREY* behind; Linda crewing for Tony, and Jim crewing for Andre aboard "Mag". About halfway across the wind died completely, those with oars started rowing, while those with paddles started paddling. Brandon and I took turns rowing and row sailing. I found that I could sit on the tank, handle the tiller and help the little breeze that we had with

an oar on the side on which I was sitting. I used this technique to chase the little breezes that I could see visually on the water, but to no avail. We were making zero progress. As we languished we were pleased to hear in the distance the sound of the Honda 2 horse and before long Andre and Jim appeared to tow us to Watts. Steve and Robert in the CL-16, and Dick and Jane in their Wayfarer were able to row until they found wind and managed to complete the trip sans Honda. Jim and Linda provided a nice surprise for the picnic, -steamed crabs for picking! They had been approached the previous evening by a local young man who had crabs, a hankering for beer, and wanted to make a deal. Milton Parks described the gentleman as "...somebody who could be trouble, but wasn't in trouble although he had been to jail." Regardless he provided some delicious crabs and everyone feasted, supplemented with such delicacies as anchovy stuffed olives (don't knock it unless you've tried it!). After everyone had their fill, we hoisted sail and raced back on the strength of a nice 10-15 knot easterly breeze that popped up with some ominous overcast skies. Again we did the Tangier slalom to a near leg breaking conclusion which Brandon managed to survive intact.



Chesapeake Cruisers prepare to leave Parks Marina in Tangier Harbor.

The next day dawned beautifully just like all the others and after another great family style breakfast at Hilda Crockett's Restaurant ...ok wait, I must describe this before continuing... Hilda Crockett's has a large dining room of parallel tables where you sit down and they just start bringing you fresh food. There is no ordering, they just bring food. First some delicious homemade bread, toasted with cheese and butter and jelly. Then come the platters of scrambled eggs, piles of bacon and fried potatoes. If the food has been sitting too long, they take it

away and bring back fresh. Of course they provide freshly squeezed orange juice and unlimited cups of coffee as well.

Back to the story, Jim and Linda were setting out for North Carolina and the rest of us were heading out for Smith Island. It was a nice broad reach/run and we were proceeding nicely. So nicely in fact, that I decided it would be fun to go visit one of the strips of sand sticking out of the water. We proceeded off course to the east and beached on a barren strip of sand, 50 feet long and about 20 feet wide. I claimed this for the queen and named it in my honor and we proceeded on.



Richard Waterson claiming "Waterson Island" in the middle of the Chesapeake.

The wind kept decreasing and then we were becalmed again. Out came the oars and off we rowed. Once more we heard the lovely sound of the Honda and Andre came to pick us up. Brandon went over to his boat to help arrange tow lines and off we went to pick up Tony, Gary and Brian, and Dick and Jane. Steve and Robert seemed to be enjoying themselves as they ate lunch on the boat and politely declined the tow offer. After we had arrived at the Smith Island Marina and tied up, we sighted the CL-16 coming down the big thoroughfare triumphantly under sail.

Once again, as happens often in the Islands, finding an open restaurant is hit or miss. The restaurant next door to the marina was open, but only a few minutes longer. Some went there, and others decided to eat some of their stock. Some decided to drink their supper. Later several boaters came in to spend the night at the B&B next to the marina and a party was started. Dark and Stormies were the drink of choice and dark and stormy was the weather as well. A line of dark clouds rapidly approached and tents were hurriedly erected. A violent thunderstorm complete

with driving rain and hail ensued while the marina party carried on in full swing. After the rain stopped some went to view the damage in the boats, and others went for an impromptu swim.

The next day was bright and sunny without a cloud. Pauli, the Smith Island Marina and B&B owner, served us a nice breakfast and we set off down the big thoroughfare headed for Crisfield. It was an easy sail back to Crisfield where we loaded up the boats and headed home. Over all it was a great cruise. Yes, it was bad when the winds died, but as Steve and Robert proved; with a little patience you can still make it in.

WARM WATER REGATTA IS A FAMILY AFFAIR

On June 6th and 7th Wayfarers traveled to Lake Conestoga near Kitchener, Ontario for the annual Warm Water Regatta. A review of the standings revealed that 8 out of the 12 crews participating in the regatta were made up of family members.

Among the four husband –wife teams were Dwight and Pat Aplevich (2nd place), Marc Bennett and Julie Seraphinoff (5th place), John and Delores deBoer (7th place) and Leo and Joanne VanKampen (10th place).

The father/son team of Alastair and David Ryder-Turner placed third. Mike Codd and his 7 year old daughter, Lilly, came in fourth.



Mike Codd and daughter Lilly at the awards ceremony.

Rob and Daniel Wierdsma, was another father-son team. Kirk Iredale raced with his daughter, Virginia, and son, Stirling, alternating as crew.

The Wayfarer continues to be a great choice for families members who want to team up for racing competition..



Al Schonborn and Nick Seraphinoff, regatta winners, carefully fold SHADES' fast sails.



John deBoer, Julia Schonborn ,Delores deBoer relaxing on Friday before the races.

ARE YOUR 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.

Membership: 1 year, \$15; 3 year \$40

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**

WAYFARER, WAYFARER, FINEST DINGHY EVER SEEN



Competition is keen at the Warm Water Regatta on Conestoga Lake.



Marc Bennett and Julie Seraphinoff at WW Regatta



Richard Johnson and daughter Alyssa at NC Governor's Cup Regatta



Wayfarer crews concentrate on their colorful spinnakers at Lake Conestoga.

CHESAPEAKE BAY CRUISE 2009 –FIVE WAYFARERS, a CL16 AND a 36 FT KETCH



Wayfarers and OSPREY AT Somers Cove Marina.



Andre's 4HP Honda tows Wayfarers into Smith Island channel.



Watts Island: fleet anchored head to wind in a seamanlike fashion.



Dick relaxes while Jane helms.



Linda and Tony cavorting on foredeck of OSPREY.



*Center right: Dick relaxes while Jane helms.
Lower left: Linda and Tony cavorting on foredeck of OSPREY.
Bottom right: Time to relax on last morning of Chesapeake Cruise.*

REDUCING SAIL

Dick Harrington W887

I am not among the most accomplished dinghy sailors. On the other hand, I've been very lucky to enjoy more than my share of adventuresome cruising on some fantastic waters. These experiences have taught me a few tricks. No doubt others will not agree with everything I say, but my intent is to offer a balance of views where appropriate. Readers seriously considering cruising would be wise to seek other advice as well.

Too conservative? The summer of 2001 found me participating in a cruise on the Irish Sea in the company of a good friend and fine English gentleman. The skipper had asked me to join him on a two-boat, four-day adventure crossing the Irish Sea from Scotland to Northern Ireland, and then sailing south along the Belfast coast to Strangford Lough. There we would join the International Wayfarer Championships and Cruising Rally being hosted by East Down Yacht Club. While others, including our wives, would cross these normally choppy waters via car ferry, we would be in our 16-foot dinghies. I was nervous. Based upon what I had heard about the Irish Sea I expected tough sailing.

Thus, it was a wondrous relief to sail off the gently sloping, sandy beach at picturesque Port Logan, Scotland, under partly sunny skies, warm temperatures, and a gentle breeze. Soon, however, my mood changed. Beset by light and variable winds we were struggling to keep pace with the other Wayfarer--our progress in making the 19 nm crossing was going painfully slow, raising doubts in our minds. Meanwhile, the others had to luff sails, waiting for us to catch up. Frustrated, I began to take notice of a few things.

Though the skipper is a stout man (he likes to joke about how many "stone" he weighs), his wife is a tiny, diminutive lady. To please the missus they had installed a small 'mini' reef in the main. This remained permanently tied-in. Following some discussion and untying of hard knots the reef was out. But there was nothing I could do about the down-sized "cruising" genoa, nor the heavily laden condition of our boat. We had too much stuff.

Late in the afternoon we were still three to four miles from our destination, Donaghadee Harbor, on the Belfast coast. The wind had departed entirely

and the tide, having turned foul and running strong, was rapidly carrying us back out to sea toward a dangerously busy shipping lane. Luckily the skipper had an engine.

My opinion: In regions where winds often blow strong it is not a bad idea to employ a 'mini' reef (a small trimming reef) or cruising genoa. Unfortunately, my friend's boat was slow, and though he knew it he was content to be a conservative sailor. As a result neither of us was having much fun. Even when on a cruise the importance of boat speed should not be underestimated. Had we been able to keep up with our companions the need for the engine likely would not have occurred.

When to reef? *"I feel I will never need to reef for our usual cruising (or racing) sails of no more than four hours at one go for the following reasons:*

In overpowering winds (12 to perhaps 25 knots) I can reach or beat comfortably under full sail. Downwind, I go under jib (genoa) alone as soon as the winds get up enough to make me fear a "death roll" (say 15+ knots while cruising) – in an emergency, I know that I can sail the W upwind under genoa alone but would not want to do so for more than a few hundred meters (too much effort!).

In 20 knots or more, I would feel very comfortable using the trysail on all points of sail."

By Al Schonborn

My opinion: I have sailed enough times with Uncle Al to say that he isn't exaggerating regarding his abilities. Outstanding sailors of Al's ability can handle lots of wind without reefing. Many of us have learned a great deal in this respect from listening to Uncle Al. However, as Al points out, going without reefing is achievable for limited periods of time, in upwind conditions; downwind is a different story. Those engaged in the cruising game know there comes a time when even the best need to reef. Obviously, when and how much is dependent upon the individual skill and comfort levels of skipper and crew. Recently, for the annual Chesapeake Bay cruise Al has been bringing his trysail. I believe this is not just to please me!

Slab (Jiffy) Reefing. This is the most common, easiest, and fastest method for reefing. Most readers are familiar with the basic principles. There is good "how to do" information (photos and diagrams)

contained in “The Wayfarer Book”. Space limitations preclude me from including this kind of detail. A few additional sources are: www.wayfarer-canada.org; Tom Graefe, tmgraefe@comcast.net; Ralph Roberts, ralph.roberts1@btinternet.com; Ton Jaspers, wayfarer@home.nl; and Ken Jensen w1348@online.no.

When I feel *Blue Mist* is starting to become overpowered, meaning she is heeling excessively and wants to round-up, I take in a reef. If I’ve been working hard beating to windward it is tough giving up the ground resulting from heaving-to. With someone on the helm, or single handed in moderate conditions, a reef can be taken in quickly without heaving-to. Some whom are more conservative may not agree with this. I simply--luff both sails; let off the vang; put the tiller on the bungee at midships; then pull down the reef.

When reefing, or handling the jib, my routine is to work from the starboard side of the mast. This is a safe and secure spot when *Blue Mist* is bouncing around. I prefer rope halyards cleated at the mast. *Blue Mist* has to be brought on starboard tack, preferably a beam reach. A common practice used by many is to take up as much as possible on the reefing clew line, such that the boom becomes elevated high before lowering the main. Usually this means the vang has to be first disconnected. Following this sequence assures the end of the boom and sail do not hit the water, something that can result in dire consequences. If you would rather not disconnect the vang the mainsail can be eased down in a couple of steps, while keeping an eye on the end of the boom. It’s a bit riskier but saves time and hassle with the vange—more important if single handed. The mainsail should come down easily without undo tugging. Some skippers use a small line at the tack, similar to the Cunningham, to help pull the sail down. I’ve found this isn’t necessary, preferring the reefing hook instead. I don’t think it makes much difference.

With practice, a reef can be completed (less intermediate ties) in about a minute. Such quickness and ease is comforting and can be an important safety factor. If things at the time are a little dicey skip the intermediate ties until later. Making up these ties requires bring the boom inboard, which can be less safe and takes more time. The problem with loose sail hanging beneath the boom is restriction of the helmsman’s vision to leeward; it

has no affect on boat handling. With “quick ties” (see below) it is often possible to catch the first couple of intermediate reefing points without too much trouble. This will resolve most of the helmsman’s vision problem.

Intermediate quick ties. Cruising folks are always coming up with new and better methods. A recent innovation uses bungys with balls, or Tiger Ties, for doing up the intermediate reefing points. These are quick and easy to use and work like a charm. For details contact Ton Jaspers - wayfarer@home.nl.

One Reef vs. Two? - “Normal” Reef vs. “Deep”? These are the usual questions that arise. To my knowledge there are no standards. Location and number of reefs seems to vary depending upon individual skippers and the whims of sail makers. The following are my observations, as well as what I’ve gleaned from The Wayfarer Book and studying photos in the Wayfarer News.

The most common system, I shall term “normal” reefing: 1st reef running a few inches (maybe 4”-5”) below the first batten; 2nd reef at about an equal distance in height above the 1st reef, approximately half way between the first and second battens. When double reefed the head board of the main should be about even with the mast tang for the forestay. It is clear from these sources this is the most broadly used system.

A “deep” reef runs several inches above the 1st batten; possibly half way between the normal 1st and 2nd reefs. In northern latitudes where winds tend to be stronger, the added comfort and security of a deep reef can offset the speed penalty posed by the larger sail reduction. In The Netherlands, where untamed winds blow unobstructed off the North Sea I learned that even sailing on the canals can be challenging. My friend, Ton Jaspers, uses one deep reef, without a 2nd reef. Thus, economics can come into play too! The smaller mainsail area resulting from the deep reef, when combined with a full-size genoa, can very well pose a lee helm problem. Switching to a roll reefing genoa system (as Ton has), or smaller cruising genoa, would be worthwhile considering. For more details contact Ton Jaspers-wayfarer@home.nl.

Double reefed. Also illustrated in The Wayfarer News, the UK quarterly newsletter, are photos taken at UK rallies showing boats double reefed. I guess I

should be happy I don't have to sail in the UK too often. (I don't really mean that!) Usually for me going to the second reef is a last resort—I'm no longer having much fun! On the other hand, I wouldn't cruise without one. I've had to double reef during coastal cruises in Maine, but only on a handful of occasions and out of necessity. Never try to fly the genoa—the lee helm will be far too dangerous. I have found that even my small jib will exhibit lee helm tendencies. If you anticipate being out in conditions requiring a double reef the trysail is a better choice of sails. (See Trysail below.)

My opinion. For the waters I've enjoyed cruising in North America the combination of normal 1st and 2nd reefs seems to offer the best versatility. Casual weekend cruisers who occasionally participate in a cruising event, such as a rally, should be able to get by with a single reef. This is sufficient for the majority of situations encountered and reduces expense. When having reefing points installed don't assume the sail maker knows what's best. I have seen some disappointing mistakes made. He may not be familiar with Wayfarer style cruising; so be clear about what you want.

Roll Reefing. In August of '97, while cruising on the North Channel of Lake Huron with four Wayfarers and a CL-16, we awoke one morning to a breezy day that suggested putting in a reef. However, two of our boats were manned by newcomers and were not equipped for reefing. On *Blue Mist* with me was Englishman David Sleightholm, a very personable and experienced Wayfarer cruiser who had flown over to join our event. David, a member of the Royal London Mounted Police was a tall, good looking guy, with an impressive physique. So it was decided he should go on one of the less experienced boats. But David had an even better idea—he would teach us how to install a roll reef. This was something entirely new to me and I was surprised to find out how easy it was to accomplish.

Before ball bearing blocks and all that other fancy hi-tech gear, there was roll reefing. Early fishermen and watermen working their small inshore sailing craft efficiently reduced sail by rolling it around a mast or boom. A working vessel needed to have a simple rig, for practical as well as economic reasons, and a cockpit that was clear and open. Mainsail sheeting typically ran aft to the transom. This in

turn permitted the sail to be easily rolled around a boom.

As recently as 1957 Ian Proctor designed the Wayfarer to allow reefing by rolling the main onto the boom. Frank Dye employed boom end sheeting and roll reefing. In the film Frank made while crossing the North Sea from Scotland to Norway there is a sequence showing Frank and Bill Brockbank rolling in a reef. *Wanderer* rises and falls in humongous seas—it's a bit scary!

Roll reefing requires boom end sheeting, with the mainsheet jammer mounted on the transom traveler. Those of us who've grown up with modern center boom sheeting will find the 'feel' of transom sheeting strange at first. I've experienced it—you get used to it. Another great friend, renowned Norwegian adventure Ken Jensen--whom has many outstanding sailing exploits to his name, swears by boom end sheeting and roll reefing. With the mainsheet jammer on the transom the cockpit is roomier. Roll reefing allows customizing the size of a reef to better suit conditions. Over the years Ken has devised a few tricks making roll reefing faster and easier to perform. For details contact Ken Jensen - w1348@online.no.

W-Trysail. *“The W-trysail is a back up sail for safer cruising in gale-force winds. It has been used/tested in earnest during wind velocity of about 18-20 m/sec., but never close-hauled against heavy breaking seas (1 m+). It can be used on a reach/run together with the jib or genoa, the latter partly furled/rolled for reasons of balance.*



Ken Jensen's trysail using mast and spinnaker pole.

The standard W-genoa has an area of 4,27 sqm, a good size for a W-trysail hoisted on the mast as mainsail and with no foresail, and used in rough conditions, 30kts+, depending upon which way you are heading in relation to wind and waves/breakers. About eight years ago our Scandinavian Chairman, Poul Ammentorp had a 'Medium' genoa made by McNamara, UK, and this was a sail to my liking, so I had the same made for W1348 'Maitken' with a top that could slide into the slot/groove of the mast. This is now my permanent, 'ready to go', W-trysail stowed on a spinnaker-boom under the side-decks."
By Ken Jensen-W1348 'Maitken'

Ken Jensen has spent his life knocking around the marvelous fjords of Norway, as well as the rough waters of the Skagerrak and Kattegat seas. The fjords are notorious for spawning vicious, unpredictable winds coming off the mountain sides. To survive such heavy weather situations he has pioneered the adaptation of the trysail. See www.wayfarer-international.org/WIT/useful_skills_of_all_kinds/Wtrysail.

Genoa reefing. The Winter 2008 (issue 114), Wayfarer News, carries an extensive and comprehensive review of two popular European genoa reefing systems. So if you are thinking of upgrading an existing jib furling system, or purchasing new, this is required reading. See www.wayfarer.org.uk.

A much abbreviated synopsis of the two systems (as I understand it):

- *The Helyar system comes as a kit, the key item being a flexible luff spare. There appears to be some other associated bits and pieces—not sure what they are. This is designed to adapt to a standard furling drum, such as that sold by Harken. There are two types of spares. The first generation slides over an existing genoa luff, straddling the luff wire and sail. The second generation is an improvement, being more torsionally rigid, resulting in a better set of sail at all sizes. This second spare, however, fits inside the luff tube (sleeve) of the genoa, thus requiring modification to the sail.*

- *The Bartels system appears to be the Cadillac. The principal difference between the two is the reefing spare fitted at the luff. The Bartels consists of a more sophisticated, rigid, two piece extruded aluminum airfoil shape. Unlike the Helyar, both the genoa luff rope and the forestay are housed within the spare. (This appears pretty neat—but see my comments below.) Other features include a high quality furling drum and a superior top swivel design. In general the overall construction seems to be considered a step above anything else. The genoa needs to have a special size luff rope, designed to fit within the spare. An existing genoa can be modified, but purchasing a new sail from a sailmaker familiar with the Bartels system might be the wise way to go. If money is no object, well..! (Comment: In the event of a catastrophic equipment failure I'm not sure how the genoa can be taken down without dropping the mast—something to think about! With the Helyar system, with a hard forestay the genoa can be lowered.) For more about the Bartels contact Ton Jaspers - wayfarer@home.nl.*

Ray Scragg, UK newsletter editor, writes: “Why reef? Once the wind reaches force 4, the rig can be unnecessarily powerful for cruising; we are unlikely to want to be sitting hard out or plane flat out. The main and genoa will also be inappropriately large for maneuvering safely—tacking and gibing for example. A backed genoa is notorious for causing a capsize when a sheet gets caught.” and... “A reefed Wayfarer can often keep up to windward with an unreefed boat. Only once the windward mark is rounded will the unreefed boat storm away on a plane. So cruising is about nice, balance handling and navigation, rather than scary stuff—and there is no doubt about it—a reefed Wayfarer becomes a different animal—still fast-but instilling the feeling of confidence and enjoyment needed to enjoy a passage.”

Ray concludes--“There has been so much development in the more versatile genoa reefing systems recently that I thought it would be good to review them in this issue – I will move on to mainsail reefing in the spring edition. Genoa reefing development has been mirrored by considerable discussion on the Wayfarer forum too.”

CALLING ALL WAYFARERS!

Here is a listing of upcoming regattas that are open to Wayfarers. Some will have enough Wayfarers to be considered a class while others will put the Wayfarers into an open monohull class and use the Portsmouth Yardstick for handicapping.

August 15-16 North American Wayfarer Championship, Canandaigua YC, Lake Canandaigua, NY

August 21-23 2nd Annual Western Wayfarer Rally, South Okanagan, S.A., British Columbia

Sept. 1-2 Silva Bay Wayfarer Rendezvous, British Columbia

Sept. 19-20 Southern Maryland SC Smallboat Regatta, Solomons Island, Maryland

Sept. 26-27 Tim Dowling Memorial Regatta Clark Lake, Jackson, Michigan

October 3-4 Pumpkin Regatta, Fanshawe YC, London Ontario

October 10-11 Indian Summer Regatta, Waccamaw Sailing Club, near Whiteville, North Carolina

For more information visit www.uswayfarer.org or contact Jim Heffernan: jheffernan@nc.rr.com

SKIMMER

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