



The Wayfarer **SKIMMER**

**United States Wayfarer Association
Winter/Spring 2010-1**

COMMODORE COMMENTS

Jim Heffernan W2458

As we begin the year 2010, I would like to thank some of the folks that made 2009 a super year for the Wayfarer Class in the USA. In February, the members of the Lake Eustis SC in Florida again used their regatta expertise to simultaneously host the Wayfarer National Championship, the Mid-winters and a MC scow invitational. Well done for Dotty and Mike Murto who have spearheaded the Lake Eustis efforts for the last ten years.

In August, we had a memorable and successful North American championship at the Lake Canandaigua YC in the Finger Lakes region of New York. Numerous club members, a splendid race committee and a very helpful club staff put in the kind of effort for the regatta that left us all saying we hope to be back someday for another series of races. Flying Dutchman sailors, Jonathon and Anna Gorbold, hosted the Canadian and US Wayfarer sailors and deserve special tribute for making us all feel so welcome and for explaining the wind drainage phenomenon.

My crew on W2458, the current Skimmer editor Linda Heffernan, deserves a bouquet of tribute for her efforts to find writers, articles and photographs for each edition of the USWA newsletter. We have enjoyed a year of colorful and insightful editions of the Skimmer that makes good reading for Wayfarer sailors from Port Washington to Brooklin, ME.

I continue to be thankful for the internet and email. As Commodore in the 1970's, my means of communication were limited to the telephone, snail mail, meetings and get-togethers at the cruising and

racing regattas. Now we are instantly in contact with all the Wayfarer Associations, our own governing committee and our members. Al Schonborn has led the way for Wayfarer communications, information sharing and public relations with the Weekly Whiffle found on the Canadian website. His Whiffle reports keep us informed while providing a portal into the wonderful world of Wayfaring. Thanks Al.

The cruising activities in the USA have improved over the years thanks to the leadership of Dick Harrington our Cruising Secretary. We are trying to emulate that model by encouraging our members who like to race to enter handicap scored races in areas where there are not enough Wayfarers for separate starts. This is a good way to introduce the Wayfarer to other sailors who are thinking of buying a used boat that is perfect for cruising or racing.

Enjoy the water and wind along with the friendship.
See you on the water!

Canadian Wayfarer Association honors US sailors

The 2009 *Don Davis Memorial Trophy* (recognizing exceptional, long-time service to the class over the years) was earned by the USWA's Dick Harrington for his exemplary support of cruising sailors on both sides of the border. Dick has organized numerous cruising events and coached many new cruisers through their initial open water experiences.

The 2010 *Don Davis Memorial Trophy* was awarded (at the Mid-Winters) to the USWA's **Jim and Linda Heffernan** who are breathing new life into the USWA, much to everyone's delight. Jim is the USWA Commodore while Linda is editor of the fine USWA newsletter, *The Skimmer*. The Heffernans held these same USWA posts in the late 1970s.

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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.		

WAYFARER WORLD CHAMPIONSHIPS 2010 SAT JULY 17th to FRI JULY 23rd

The Wayfarer “Worlds” will be hosted by the British and held at the Weymouth and Portland National Sailing Academy (WPNSA) near Weymouth, in southern England. The WPNSA is the facility that has been selected as the sailing venue for the 2012 Summer Olympics. This event is open to all USWA and CWA members.

The waters of Weymouth Bay offer very fine sailing conditions with good winds and relatively calm waters because of the protection afforded by the Chesil Bank (a long 7 mile spit of shingle). The other prominent geographical feature affecting Weymouth Bay is Portland Bill which is a very high chunk of Portland Stone coming straight out of the sea! Both these physical features protect Weymouth Bay from the prevailing south-westerlies and allow magnificent sailing. When the weather is really bad, sailing can take place in an inner harbour near the WPNSA.

From the photographs posted on the website <http://www.wayfarer.org.uk/worlds/> one can see that this is a first rate facility with easy launching, loads of parking, along with a restaurant and bar. In fact the facilities are so cavernous that an early decision was made by the UKWA Committee not to restrict entries at all. The principle is “the more the merrier”. We would really like the UK hosted World Championships to be one of the largest, in terms of numbers of Wayfarers, ever held. There will be Gold, Silver and Bronze fleets with prizes available in each category.

This “Worlds Website” gives more information on accommodation and the history of the Wayfarer Worlds and also provides competitors with the ability, at this stage, to notify their “intention” to take part ‘on-line’. If you intend to enter please complete the [Worlds Pre-registration](#) as a “statement of intent”. You will then be listed on the “Who’s Going”. An “Online Entry” system including a payment process is in place with a March 8, 2010 deadline for discounted entry fees. Another important web address is the WPNSA’s own website which gives further information on their facilities and details of sailing courses and other ‘family friendly’ facilities. WPNSA: <http://www.wpnsa.org.uk/>

For **Overseas Entrants** there will be a “Borrowed Boat Scheme” for those who will need it. There will be a list of “boats” that can be loaned and they will all have valid buoyancy and measurement certificates. It is hoped that there will be some of the new Hartley Mark IVs available to borrow as well.

There will also be a ‘buddy system’ developed so that all overseas entrants will have a link to a UK

entrant who will have the responsibility of looking after and hosting ‘their’ buddy from abroad. Overseas entrants will be matched with their buddy from as early a stage as possible so that the “buddy” can help the overseas entrant with any problems that they encounter in the UK. Overseas entrants will be made as welcome as possible, particularly those from the US and Canada.

2010 International Rally/ Isle of Wight

Sun 25th - Sat 31st July

Planned to link up with the ‘World’ championships at Weymouth, the event will be based at the Royal Victoria YC at Fishbourne, on the Isle of Wight. The Royal Victoria YC is situated immediately adjacent to the Portsmouth – Fishbourne car ferry terminal. Accommodation will be at a nearby Camping Site, though it may be possible to find B & B accommodation (if preferred) if an early booking is made for this. Planning for the daily cruising activity has not been finalised, and it is not yet known whether there will have to be a limit on numbers. There is however the prospect of many varied cruises from this base, including Portsmouth, Hayling Island, Bembridge, Cowes, Beaulieu, and Calshot

Anyone interested in attending would therefore be advised to register their interest as soon as possible to: Ralph Roberts Tel: 01 508 538 522 or e-mail: commodore(at)btinternet.com (address modified from @ to (at) to prevent it being picked up for Spam mail, should this notice go on the internet).

North American Wayfarer Rally Wellesley Island SP, NY July 18-25, 2009 By Steph Romaniuk/Sue Pilling W397

The 14 boats, including one CL-16, in attendance experienced fair weather and light to heavy winds for most of the week-long rally. Rain did not fall during the day until Thursday and Friday, the last 2 days of the rally. David and Lisa Nelson and family (Kristal and Josh) from New Hampshire hosed the first of several evening campfires to socialize. As first time attendees, we had a lot to learn about cruising, especially sleeping aboard and boom tents, reefing systems, oars and where to store



Steph shares his smile and his engaging account of last summer’s North American Rally.

them, motors, storm jibs, hatches/storage and other modifications. Dennis Figley had a VHF radio, antenna, and a switch panel for other electrical devices. Dick Harrington told us a lot about wooden boat repairs and wear prevention techniques.

Our campsite was right next to the boat launch so we dry-sailed all week. We were teased: “Don’t think of it as a piece of furniture, put a good scratch on it and get over it!”

Sunday, July 19th At the first 9am skippers meeting, we went around for introductions and found that we had sailors from New Hampshire, Massachusetts, Maryland, Ontario, Michigan and several from Ohio, including Dick Harrington. Gary Hirsch handed out the memento cup holders he had made for rally participants – there were plenty to go around – when not holding a beer, they seconded nicely for padding the end of a boom for travelling – just one though, Gary. Most boats headed out in the 15-20+ knot winds for Canoe Point, a 4.5NM beat to the west. Due to arriving late, we set out over an hour later with the Goulay/Bergevin family from Ottawa. While they patiently waited for our launch, the police came by and started questioning Frank Goulay about boat registration, reporting entry into Canadian waters, etc. Several boats were hassled in the first couple days – but it was ridiculous about Canadian waters because they lie only 100m from Wellesley Island. Note: you do not have to pay at picnic spots and other state parks if you are staying at any NY State Park. We headed out without a reef and were quite overpowered, but arrived in just over

an hour at the lunch spot on the NE corner of Grindstone Island. It was quite a downwind ride back in the afternoon and we were all glad that the boat launch and the lunch stop were sheltered from the high winds.

That evening's social was on a picturesque point hosted by Bill and Margie Harkins. We were dazzled by a beautiful sunset, which unfortunately was also the starting gun for the mosquitoes.



Skipper Sue relaxes at the helm of her newly restored wooden Wayfarer W397.

Monday, July 20th We had figured out a reefing system that would work for our 1961 original mainsail and left it in as we headed out in a light 5-8 knot southwesterly for Clayton, NY – a 14NM round trip to the small mainland town. We shook it out shortly thereafter. We were “trying” not to have racing tendencies, but is that possible?

It was a beautiful sail, skirting the shallow Eel Bay. We worked our way through the channel and saw some neat architecture before hitting the main channel on our approach to Clayton. Shoals were nicely marked (fishing boats gave them away, too).

It was a hairy upwind approach to the public harbour. Don Palac prefers to switch his self-proclaimed inadequate (we disagree) docking skills for his electric motor. Meanwhile, Sean did a beautiful pirouette gybe to avoid a collision in the narrow harbour. Alternatively, Andy Douma paddled his glass boat upwind from the bow with sails down, and tried not to end up in the drink for the 3rd time in one day.

Tony Krauss and Mary graciously saved the inner harbour berths for the woodies, but after seeing their boat getting battered by waves on the windward side, we paddled *Chich* around shortly thereafter to the leeward side where we gratefully accepted several helping hands to get us all tied up safely.

Most of us lunched at a local eatery *Bella's* on an outdoor balcony overlooking the main channel and our sheltered boats. Sue and I hit the hardware store to try to find a replacement bolt for our jib cleat which was stripped and had loosened off. No luck; but a helpful employee was encouraged to hack-saw a deeper slot in stripped screw-head so we could re-use it.

The downwind return took an hour less than the three-hour sail to get there. The Eagle area campsites do **not** have electricity - we don't know where we got the idea that it had - which resulted in us bringing a laptop with DVDs, a blender, a toaster oven, and a lamp. But luckily Tony and Mary had [a cabin with electricity](#) and kindly hosted an event where we could use our blender to make margaritas, and our laptop to entertain (or bore some) with the sequence of photos showing the restoration of *Chich* (W397). This will be published on line soon.

Tuesday, July 21st On the third day, there was a light northeasterly which provided an opportunity to stay close to the campground, but also explore downstream towards the border-crossing bridge with the wind countering the current.

The highlight of that sail was all 11 of us nice and close, beating up a narrow channel, at the same time dodging a couple of fair-sized ferries. We must have put on quite the show for the tourists. It was possible for short spells to put the boat head to wind and still make headway downstream close to the sides of the channel. This was handy for staying to one side while the ferries were passing before tacking back out into the channel. There was a neat 3-foot whirlpool at the far end. Note: the name of the island north of the channel was different on the Canadian vs. the American charts.

Frank Goulay had the whole family out for a good sail and several yelps of pleasure. A welcomed change for the kids from the hairy first day out to



Frank Goulay and Kim and the Bergevin Kids delight in Tuesday's leisure sail.

Canoe point. We stopped at another great spot for lunch about 2 miles east on Wellesley Island called Watterson Point State Park. Don Palac has photos of this long dock lined with Wayfarers on both sides and the “carry-in carry-out” picnic spot. We all laughed because there was nowhere for the police boat to dock!

We had a nice campfire at the Fox area that night, tossed around a football, and visited until the rain started. Don Palac had to re-peg his kitchen tent in the dark; since it was pouring, he put on his bathing suit and pounded away. Our site and the others beside us dealt with a lot of runoff when it rained. The good thing about the rain was that it drowned out the sound of the bullfrogs for a change!

Wednesday, July 22nd The weather forecast that morning wasn't promising, so many decided to take in other sights in the region. There is a wonderful antique boat museum in Clayton which some attended, and others went to see the famous Boldt Castle. Some sailors also decided to pack it in since the next few days' weather looked grim. Three of us decided to chance it and go for a sail. In the end, it was a beautiful, sunny, light air, 4-hour, kick your legs up, serve crackers and cheese to other boats on a paddle, kind of day.

Thursday, July 23rd We started the morning with a few holes of golf at a nearby 9-hole course near Fineview. The up-and-coming golf pro aka Kameron Bergevin and Frank had scouted out the

scene the previous day but unfortunately were unable to join us amateurs as they slept in (actually, they just knew it would be wet – the fair-weather golf pros, they are). We golfed a combination of holes that we're sure no other golfer has ever done – i.e. 1,7,8,9, what happened? 2 is too far, 3,4, 5, no time for 6. Sue ditched sailing for basket weaving afterwards. They had shows and courses all week at the nature centre which also has nature trails that we didn't have time for. Those of us that did go out sailing got caught in a torrential but brief downpour. Afterwards, several families were heading out and we were glad to finally host something impromptu at our somewhat muddy site.

We finally made it to the boat museum that afternoon – never considered that there was a water speed record; their display of the progression of these records, as technology advanced, was very well done – from 25mph in 1874 to the current 317mph record made in 1978. If you have time, you can even sign out a rowboat for a spin - which happens for sure if you are an amateur rower!

Friday, July 24th We packed up and left for Ottawa for the Ontarios and that's another story. For those who haven't been, you should go; it is great!

2010 NORTH AMERICAN RALLY
August 7-14 at Killbear Provincial Park
Parry Sound, Ontario

Join the Wayfarers for a week of sailing and camaraderie at southern Ontario's premier park that features a beautiful forest setting, large campsites, superb comfort facilities, and numerous picturesque and exciting sailing opportunities.

Killbear is very popular, so you need to plan now to register in March. Reservations can be made on the phone or by internet on or after March 7, 2010

Details are available at

http://www.ontarioparks.com/english/internet_rules.html .

Interested sailors should contact one of the following to get into the information loop.

Alan Asselstine at majam41@gmail.com,

Tom Graefe at tmgraefe@comcast.net,

Dick Harrington at rmharrington@sbcglobal.net .

A smiling Crew is a welcome mate on any boat! Pictured here are Jane Korver, Nel Graefe, Carol Hansman, Mary Abel, all crews at the NA Rally this past August.



Wayfarers line the dock during a lunch break at the NA Rally at Wellesley State Park.



Saturday's winds at the 2010 Mid-Winters at LESC were over 20 mph with higher gusts. Some Wayfarers stayed ashore, but not the MC Scows.



Mid-Winter's 2010 at LESC - Fearless foursome, Alex and Peter Rahn, Al Schonborn and Nick Seraphinoff, sailed Saturday's blowout race until it was abandoned. And stayed afloat!



It's not always windy at Lake Eustis. New Wayfarer owner, Rick Nelson, of Indiana, uses oars to return to the docks on a becalmed February afternoon.



Wayfarers crowd the starting line for Sunday's first race at the 2010 Mid-Winters.at Lake Eustis.

A Blustery 2010 Mid-Winters at Lake Eustis

Richard Johnson W10139, Free Range Chickn'

The whole idea of Mid-Winters is to take a ride down to Florida and warm one's bones for a few days. In between the bone warming and the beers a few races are scheduled. At the end we congratulate the winners, make a pledge to return, load the boats and head north. When my wife, Michele, and I rolled up to our first Mid-Winters 10 years ago it was warm and humid. The Friday of racing was in the 80's and windless. We rolled out our boat cover and took a nap in the shade during the postponement. It was heaven and unique as every mid-winters since has been. There was the Mud& Rain Mid-Winters, the Tornado Mid-Winters, and the Train-Wreck/ Too Cold to Camp Mid-Winters. Finally this year was the *OMG, It's Blowin' Mid-Winters!* The important thing to remember though is this, as a rule, there is always one warm afternoon in the sun, sailing or otherwise, and it makes all the difference.



Richard and Michele survived two rigging failures and crew overboard in the abandoned race.

As stated this was a blustery Mid-Winters, just a 3 ½ race series with one race Friday, the half on Saturday and two on Sunday. So how windy was it? Well the forecast on Friday was for 15 to 20 and without a doubt it hit that. Saturday, well, Alex Rahn said he had white caps in his beer. Not much fetch in a plastic cup, so you can imagine the gusts which were 30 when they called the race. Sunday was a lamb: 5-15 in the morning early, then 2-3 by lunch.

The races, though scarce, were exactly the reason one races, and more specifically why we race Wayfarers. It's the combination of wild conditions,



Competition was keen between the lead boats. The Rahns on port tack dip behind the A&N team.

measured control, and close competition. On Friday, conditions were iffy but we had plenty of crash boats and crew so the decision was made to race. We didn't have a watch on-board so we were trying to key off the other boats. Our race was for all practical purposes over at the start. But the real race was between Peter and Alex Rahn, Uncle Al & Nick Seraphinoff (A&N), and Jim and Linda Heffernan. The crux of this race was the leeward gate, the lack there-of, mark colors and the string theory.



The Rahns had to re-round the leeward mark after misreading it as a gate. In pursuit are the Heffernans, A&N and the Johnsons.

The SI's mentioned the possibility of a leeward gate; however the marks had to be orange. As the fleet approached the leeward mark, it looked as if there was a gate set up with one orange mark and one yellow mark. The Rahns assumed it was a gate, (and I did as well) and went between the two and rounded to starboard. A&N recognized the set up, rounded the orange mark to port, and notified the Rahns of their error. The Rahns in disbelief returned, but

basically retraced their earlier route which did not have them round the mark to port and un-wound their original course, thus the string theory. Sailing is a gentleman's sport and this kerfuffle was handled accordingly. The Heffernans remained close to A&N and the Rahns, but were never able to close the gap. The leeward legs of this race were flat out planes. My recollection is of one hand on the tiller, one on the gunwale, feeling the boat surging forward and wondering how long it would remain stable.

On Saturday we were joined by the MC Scows. The weather report called for gusts to 30 mph. We were all keen to race so when the committee boat sounded the one hour horn, the two fleets headed out. (*Editors note: 4 of the registered 12 Wayfarers started the race.*) Conditions were manageable at first but began to deteriorate. Michele and I had the out-haul snap before the race. We sailed in and with assistance were able to make the repair and return to the line in time to start. We had a tremendous amount of tension on the rig between jib halyard and vang. We were making good progress to windward though not in line with A&N and Rahns. Three quarters of the way up the first beat, the jib cunningham snapped, and the jib rode up the forestay 1.5 feet. We couldn't point and I didn't think trying to fix it on the water made sense. Michele held the opposite opinion and was out on the foredeck in a second and was washed off as quickly. There wasn't much to do except make one Hail Mary grab for the back of her life vest. She did the tuna slide to leeward; we dropped the main and loped in on the jib. The fascinating part of this race was watching A&N and the Rahns continue around the course match racing. They remained very close and fast. But with a purported 17 capsizes on the lake, the race committee called it quits.

Sunday was grey, less aggressive but cool. We headed out. After a couple of heavy weather days it is difficult to change gears back to lighter air. The starts were competitive but I made a number of errors. We hit a mark and were over early in the second race. The Rahns were also over early but were able to capitalize on clean air. The Heffernans raced consistently and smart both races which kept them on the Rahns' transom and well away from our grasp. A&N decided to take a rain check.

The Rahns took first, with the Heffernans just behind them, and the *Free Range Chickn'* clucked in for third. The dearth of races was offset by the intensity of the conditions. And despite my narrative this was not just a 4 boat race. I was very impressed with Rick Nelson single handing his Wayfarer in Friday's race. His *QE II (Queen Ester)* is a time piece that looks like it just rolled out of Abbott's shop. Richard Watterson and crew, Doug Terrier, took a hard capsize on Saturday but came back on Sunday and for a second in Non-Spinnaker. Ted Benedict sailing with Andy Douma was not only most improved but also first in Non-Spinnaker. Mike Murto and crew, Izak Kielmovitch, finished fourth in Spinnaker and was most improved as well.

The hardest part of Mid-Winters is going home and this year has been particularly tough. But come next January I'll be greasing bearings, and heading south to see what kind of Mid-Winters we'll be participating in. I'm hoping for the, "It's kind of like Key West" Mid-Winters, but we'll see.

Observations From The Dock

Mary Abel Krauss, W 4501

I wimped. I wasn't comfortable crewing in the high winds and cold temperatures, so I watched this year's Mid-winter races instead. I saw that once Wayfarers are CAPSIZED and full of water, they can be difficult to right and bail. Most needed assistance from the safety power boats and many were towed in. Here are my observations on SAFETY for racing (and cruising) in small sailboats.

DRESS APPROPRIATELY (being cold saps one's strength and energy quickly)

- hypothermia is a concern when the air and/or water is cold
- if you're shivering, you've already lost the battle to conserve existing body heat!
- foul weather gear protects from cold splashes and cold wind (especially for crew!!!)
- PFD's provide warmth in addition to safety
- wear layers under foul weather gear, footwear w/ socks, and a hat (heads lose lots of body heat);
- wet suits are also appropriate
- when layering, wool holds warmth even when wet (although it takes forever to dry),

- some synthetics dry quickly and wick moisture, and fleece is my personal comfort clothing favorite.
- sunscreen (even when overcast) & lip balm

PROVISION THE BOAT APPROPRIATELY

- make sure boat flotation is adequate
- PFDs with a whistle tied to it
- a bailing bucket tied to the boat, sponge, hand pump (Wayfarers hold LOTS of water!!!)
- a PAINTER long enough to tow the boat if necessary
- paddles or oars
- a throwable device (for man-overboard, or for under mast head if capsized boat starting to turtle)
- mast head flotation
- have drinking water on board - if you're thirsty, you're already dehydrated!

BEFORE LEAVING THE DOCK

- make sure BOTH SAILS CAN BE LOWERED EASILY & QUICKLY
- main halyard, jib halyard, spinnaker lines secured and readily available but NOT under foot
- PAINTER left ON bow (if winds are high or seas heavy, it's unsafe for crew to be on bow in open waters!)
- flotation tank and other hatches well secured
- all gear stowed or tied to the boat

KNOW WHAT TO DO!!!

- if overpowered and there is need to spill wind quickly, let out BOTH main and jib

- (high winds can use a tight jib to knock boat over)
- tack instead of jibe, or if racing use an S-jibe

- CAN EVERYONE CLIMB BACK INTO THE BOAT? If the boat floats too high, some type of ladder or rope with foot loops may be needed so all can get back in boat easily (energy and strength are sapped quickly when one is cold and wet!)

IF BOAT GOES OVER (thanks to the LESC safety officer for his tips)

- is everyone OK?
- a whistle is useful for signaling for assistance from a distance (turtled boats can be hard to spot)
- release both main sheet and jib sheet
- bow to the wind before attempting to raise boat
- painter on bow
- lower sails (safety tow boat may request this)
- safety committee may insist on rescuing all people first, then going back later to rescue boats.
- anchor capsized boat if wind pushing it into unsafe waters
- get out of cold water and wind, into a hot shower (if necessary), and into dry clothes ASAP!
- leave car/trailer keys with someone at dock while changing into dry clothes

Thanks, Mary, for these safety tips! For a photo illustrated explanation on how to self rescue after a capsize we invite you to visit the Wayfarer Institute at www.wayfarer-international.org Uncle Al shares his experiences with many capsizes over the years.

2010 DUES: US boat owners, one-year membership \$15; three year membership, \$40
 Non-owner or member of other national Wayfarer association, \$10

Commodore Jim and Secretary/Treasurer Michele are checking their lists to see if you are a current member of USWA! Your SKIMMER label tells the year for which your dues are paid.

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

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



Jib Rope Halyard Tensioning System

By Dick Harrington W887

In the spring of 2006 I was cruising Chesapeake Bay's Eastern Shore in Maryland when my wire jib halyard broke. The wire snapped just above ferrule that formed the loop for the hook on the Magic Box. I believe it was a stress corrosion cracking failure, which is invisible to the naked eye. Outwardly, everything looked fine.

I should have had a spare, but I didn't, and the nearest chandlery that might have been able to make a new halyard was a two to three hour drive away – there was no assurance of being able of getting what I needed. (In the State of Maryland wire riggers have to be certified.) It was still an hour drive just to find a store with a length of suitable rope substitute. A whole day was lost by the time I had the new rope halyard installed.

Being by myself, try as I would, without a halyard tensioning system I wasn't able to get the excessive sag out jib's luff. This really irritated me. However, in my spare parts box were several small bullet blocks and a hand

full of shackles. From these I was able to cobble together a tensioning system. I was so pleased with the result, that outside of some minor refinements, I have stuck with this system ever since. The biggest reason being that the jib can be doused quickly by simply uncleating the halyard at the horn cleat on the mast. There is no longer any need to be lifting a wire loop off of a hook. But there are other advantages too.

With my old wire halyard, my wife didn't have the strength to lift the wire off the hook; and if the wind picked up it could be a struggle for me also. (Even though the halyard had been fully unloaded, if the jib was flogging, the load on the halyard was great.) In my opinion, for a cruiser, the rope halyard system is safer. In addition, since I employ dual jibs, i.e., a genoa and a smaller working jib, changing jibs has become easier. Another good thing is that I no longer have to deal with a rope tail on the wire halyard, which over time became frayed at the wire loop and had to be replaced. Splicing on a new piece of double braided line tight enough to pass through the block at the foot of the mast was always a headache. Finally, with a rope halyard it no longer matters if the length of the jib luff wire varies, as is the case with my genoa and working jibs. The length of the halyard can be simply sized to satisfy the shortest luff wire.



How it works. Focusing on the mast, fig. 1 (left) and fig. 2 (below) - the blue line cleated at the starboard mast horn cleat is the mainsail halyard; and the white line to port is the jib halyard. At the time of this photo both halyards were ¼" dia., 'Sta-Set', but any low stretch durable double braided line is acceptable. Because of the number of blocks packed into a limited space, a 3/16" dia. line is better for the jib halyard. Also, good abrasion resistance is needed. The mast is an Abbott, but the same principles will apply to most any mast, i.e., a Proctor mast, for example. Both Halyards exit the mast near the base through flush blocks. The jib halyard then passes through two more blocks, one connected to the ram on the Magic Box, mounted vertically on the mast, and the other fixed near the base of the mast (in this case the bail for the vang). The jib is raised and cleated with the Magic Box totally relaxed, i.e., fully extended. When the Magic Box is activated, i.e., the ram is retracted, the jib halyard becomes tensioned. To release the jib all that is required is to uncleat the halyard.

Below the gooseneck you'll see a small dia. pink line with a 2" Wichard snap hook tied to it. This is the free end of the Magic Box activation line, which is reeved through the sheaves in the box and then passed through a turning block above the Magic Box. Behind this line and snap hook is the Magic Box. Captured in the snap hook is the becket of a mini bullet block which contains the double-ended cockpit control line – leading to the crew.



Fig. 2 shows the set up at the base of the mast. The lines on top, from right to left are: Purple/blue – spinnaker halyard; Blue/white fleck – main halyard; white – electric wire to masthead light. On the bottom is the jib halyard, which is cleated. All bullet blocks are Harken ¼" ball bearing blocks. The Harken Magic Box is shown fully extended (relaxed position). The ring serves no specific purpose.



Fig. 3 provides a better view of the arrangement of blocks and shackles at the base of the mast. Full color photos can be viewed in the SKIMMER posted on the USWA website, www.uswayfarer.org.

2010 US NATIONALS RETURN TO ROCK HALL YACHT CLUB

June 14, 15 US NATIONALS, Rock Hall, Maryland

Friday, June 13 –Chester River Race, Chestertown, Maryland

The complete Notice of Race will be available soon on the USWA and CWA websites. See the Consolidated Wayfarer Racing/Cruising Calendar link.

www.uswayfarer.org

www.wayfarer-canada.org

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 mono-hull class and use the Portsmouth Yardstick for handicapping.

- May 22-23 Pirates on the Pungo Regatta, Belhaven, NC
- June 5-6 Mayor's Cup, Lake Townsend, Greensboro, NC
- June 13-15 Down River Race and US Nationals, Rock Hall, MD
- June 19-20 Governor's Cup, Kerr Lake, Henderson, NC
- June 19-20 Canadian Nationals and Warm Water Regatta, Kitchener, Ontario
- July 1-4 North Bay and Trout Lake racing events, Callander Ontario
- August 7-14 North American Cruising Rally, Killbear Park, Parry Sound, Ontario

If you know about an Open event in your area, we can post the info here and on the website. For more information visit www.uswayfarer.org Consolidated Racing/Cruising Schedule or contact: jheffernan@nc.rr.com.

USWA SKIMMER 2010-1

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