



# The Wayfarer **SKIMMER**

**United States Wayfarer Association  
Winter 2011-1**

## **COMMODORE COMMENTS**

*Jim Heffernan W2458 and W1066*

Hook up your boat and sail!

The geography of North America allows Wayfarer sailors to move easily with their boats from Canada to the southern tip of the US in search of balmy weather and perfect winds in the snowy months. Thus the February regattas held on the beautiful Florida waters of Lake Eustis are much anticipated by sailors from the "North." Last February it was quite a surprise to arrive in Florida and find thousands of fish dead from the cold and millions of oranges frostbitten. Hearty sailors who have travelled so far, still set sail with lots of fleece and warm footwear( for those who choose to don such), and brave the gusty winds and frigid air to compete in the Midwinters and Train Wreck Regattas.

Sailors can easily trailer their boats to the splendid waters of the Chesapeake where the weather in May and June is ideal for cruising and racing. For the Canadian crews, a brief stop at the border is required to enable the TSA to pat down the sides of the lovely Wayfarers so as to feel the beautiful lines and the turn of the chines.

There are regattas and Wayfarer cruises scheduled throughout North America. Some are close to your home sailing areas and should be easy to attend while others will take a little more effort. The bottom line is to get out with the family or friends and enjoy the beautiful waters that we have everywhere. Let's keep the TSA busy by trailering

Wayfarers back and forth as we cruise and race on both sides of the border.

## **RACING CAPTAIN REPORT**

*By Marc Bennett*

The 2010 season of racing and cruising events turned out to be most successful. Highlights of these events have been published by SKIMMER Editor Linda Heffernan. To all the clubs and Wayfarer members who arranged the hosting of our annual events, we extend our sincere thanks and look forward to enjoying their facilities in 2011.

Our USWA Committee is hoping the new season will be an enjoyable one for racers and cruisers alike. The US Nationals is the one regatta still in question, along with a Lake Michigan cruise that will be set up by Jim Fletcher.

We would like to ask the opinion of our membership of what will be the best time and place to hold the US Nationals.

Our three options for the US Nationals are listed below. Look them over and please e-mail me by March 13 with your ideas. My e-mail address is [marc27732b@gmail.com](mailto:marc27732b@gmail.com)

The options for the USWA Nationals:

- 1: June 11-12 at Rock Hall YC One Design Regatta, Rock Hall, Maryland
- 2: Sept 24-25 at Tim Dowling Memorial Regatta, Clark Lake Yacht Club, Michigan

*Continued on page 2*

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USWA ANNUAL DUES		
Full membership	One year	\$20.00
Full membership	Three years	\$50.00
Associate Membership		\$15.00
Associate Membership is available to non-Wayfarer owners,		

## 11<sup>th</sup> ANNUAL MID WINTERS

**Lake Eustis, Florida  
February 4-6, 2011**

Wayfarer sailors are hoping for warmer weather and more moderate winds this year at the 11<sup>th</sup> annual Wayfarer Mid-Winters at Lake Eustis, Florida on February 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup>. Once again the regatta will be held in conjunction with the local fleet of MC Scows also sailing on Saturday and Sunday.

Boats may be single or double handed in either a spinnaker or non-spinnaker class. Over the three days nine races are scheduled with no throw outs. One race will constitute a series.

Registration is Thursday from 1-5 PM and Friday 9-10 AM. The Skippers' Meeting is scheduled for 10 AM and racing will commence at 11 AM.

After January 1, 2011 registration for skipper and boat is \$85 and includes continental breakfast all three race days, and Hamburger/Hot Dog Social for skipper and crew with MC Scow sailors at LESC on Saturday evening.

Lunches for skipper, crew and guests are \$7 each and can be ordered by contacting Dotty Murto, 352-357-8453 or [dottydot39@aol.com](mailto:dottydot39@aol.com).

Join us for keen racing and superb socializing in the beautiful setting of the middle lakes of central Florida. The word on the "net" is that joining the Florida Fleet 3 Wayfarer sailors will be Wayfarer sailors from Canada, Michigan, North Carolina, and Kansas. To see the list of expected boats check out the consolidated racing/cruising schedule on [www.uswayfarer.org](http://www.uswayfarer.org).

### *Racing Captain Report continued*

3: Have a separate event for the USWA Nationals either in south Michigan or Indiana.

*If you chose option three, please let me know what you think will be the best venue and time of year.*

Best wishes and enjoyable sailing in the coming year. Special thanks to those dedicated Wayfarers who attend most of our events and thus help maintain an active class association.

**The USWA will hold the  
ANNUAL GENERAL MEETING  
Lake Eustis Yacht Club  
February 4, 2011 after the races.**

### Plans Underway for Wayfarer Cruising in 2011

The wide interest in Wayfarer cruising continues for the coming year. Last year, ten boats attended the Chesapeake Cruise while eighteen boats attended the Killbear Rally in Parry Sound. In addition Wayfarer sailors, like Gary Hirsch, have sought out adventurous race-cruises in Texas and Florida. This year he hopes to take part in the *Tip of the Mitt* event that has sailors starting in Oscoda, Michigan and rounding the northern tip of Lower Michigan to end up in Manistee. After last summer's Killbear Rally, Robert Mosher stayed in the area to experience a solo overnight cruise (his report of the adventure was included in the last issue of SKIMMER). This issue includes Tom Erickson's narration of his overnight solo cruise on the south shore of Cape Cod.

The dates are set for three major cruising events this year. The **Chesapeake Cruise, takes place May 29 until June 4**. This year we will depart from a different location and will explore a whole **new portion of the Maryland Eastern Shore**. This is a location that Dick has previously cruised single handed and is intimately familiar with. Details are being finalized and everyone will be informed in the very near future. As in the past, this is an advanced skills cruise and is intended for the experienced sailor with heavy weather boat handling skills. All boats must conform to the required cruise safety list and rules. Due to the nature of this cruise the total number of participants will be limited and accepted on a first come basis. Newcomers will be asked to describe their prior sailing experience. Contact Dick Harrington at [rmharrington@sbcglobal.net](mailto:rmharrington@sbcglobal.net).

The **17<sup>th</sup> International Wayfarer Rally will be held in the Netherlands from July 29<sup>th</sup> to August 5<sup>th</sup>**. It starts in Heeg, Friesland and finishes in Sneek in time for a popular open class racing event called *Sneekweek* involving thirty to forty classes.. Making a repeat appearance will be the mother ship *In Dubio* that will provide sleeping accommodations and two meals a day for some of the participants. Interest in this cruise has been so keen that a second lodging ship, *Atalanta*, a sailing clipper, has been employed. At this time, three North American couples have signed up for this unique cruising rally.

**The North American Cruise Rally, set for August 20-27, 2011 at Hermit Island, Maine**, is covered in a separate article in this issue.

CWA Cruising Secretary, Alan Asselstine, is offering to organize a cruise in the Apostles Islands in Lake Superior if enough participants are interested. Contact Alan at [majam41@gmail.com](mailto:majam41@gmail.com).



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### BORING HOLES IN THE WAVES

*Richard Watterson W10423*

In flying, we have a term for aimlessly flying around just for the fun of it; it's called 'boring holes in the sky'. I suppose the sailing equivalent might be 'boring holes in the waves'. Whatever you want to call it, often we go out and just putter around and the human mind being what it is we just sort of aimlessly go about without challenging ourselves. There is nothing wrong with an easy sail but to spice things up a bit perhaps these sails without purpose or destination could be used to make us better sailors. Learning to fly involves making a lot of take offs and landings perfecting technique and reactions and feel. Flying requires a structured program of training while sailing requires only as much as the individual wants to take on. There are no minimum standards or an authority to enforce them; it is up to each of us to challenge ourselves.

So on this year's Chesapeake cruise on a leisurely sail from Tangier Island to Watts Island I thought it would be a good opportunity to sharpen the skills of myself and crew, Wes Gabriel. The previous day on the beat from Smith Island to Tangier I had practiced just holding the tiller extension down against the

deck, fixing the rudder at approximately neutral and let the boat do what it, the wind and the water would have it do. It was a good place to try this because the near constant winds on the bay eliminated one variable, simplifying the exercise and allowing more learning and understanding. I noticed that the boat would start to bear away and heel then luff up only to bear away and repeat. It was comforting to know that the boat wants to stay on course all things being equal. On long cruises one could use this fixed rudder position to take it a little easy.

The other thing I learned was that this technique allows you to stay as close as you can to the wind at the same time maintaining speed. Compared to the other boats it appeared that we were pointing quite well (except for Uncle Al and Hans G, but whoever points better than them?). On the aforementioned sail from Tangier to Watts I again fixed the rudder at neutral and told Wes that he was now in charge of the boat, sans rudder control. So we heeled the boat, one way and the other to steer, used the main and Genoa sheets to try various points of sail including tacking reach to reach, and close hauled. I won't say specifically what the results of our experimentation was, how changing each variable affected the boat, I leave it as an exercise for all of you.

Since docking and leaving the dock is something we have to do almost every time out, our goal should be to develop our technique to the point where we hear grudging admiration from the peanut gallery standing around the dock as opposed to guffaws. Just as the student pilot perfects his landing technique by repetitive practice, the sailor should practice his approaches as well. Here is how I do it: I find a buoy on the water and using that as my practice dock, approach from close hauled, reach, run, etc. Each approach I try to end the same, with the bow almost kissing the buoy as the boat slides slowly up to it. Practice not only the perfect approach just described but also the uh-oh approach where you have to push the main out to put the brakes on just so you can see how effective this can be. I by no means consider myself anything more than a neophyte sailor so often I will conduct these practice landings when at an unfamiliar place before approaching the dock.



*Richard Watterson at 2010 Mid-Winters at Lake Eustis, Florida.*

Part of good docking is also being able to save a botched approach. A flight instructor emphasizes early on to a student to recognize a bad approach and instead of trying heroically to save it and maybe bend metal in the process he should go around and try again. In the same way if we approach the dock and we see that collision is imminent the skipper should bail out and go around, learn from the bad approach, reevaluate and try again. On the 2009 Chesapeake Cruise I made three slaloming approaches through the obstacle course of pilings to dock at Tangier going around when I sensed that we were in danger of a slamming conclusion. Gary Hirsch came up to me afterward and commented that he wished he had his camera to record the wild approaches and the go-arounds.

In this article I purposely left out any detailed description of what drills a sailor should do to make himself/herself sharper and more skilled. It is more fun and you will learn much more if you design your own drill and you will have a keener sense of feel for what the boat and you can do. Have fun on those aimless sails and remember to challenge yourself to become a better sailor!

## EXPLORING CAPE COD'S SOUTH SHORE

*Tom Erickson W275, Possum*

After finally getting a mooring near our cottage in Yarmouth, Massachusetts, I began many pleasant day sails out of Lewis Bay in W 275, *Possum*. Views of the Kennedy compound, Hyannisport, Ted Kennedy's 50 foot schooner, *Mya*, and beautiful seaside summer homes make Nantucket Sound a pleasant place to sail. Not to mention the almost daily 15-20 knot SW wind, that provides exhilarating sailing. Being a Wayfarer sailor, however, creates the wanderlust. I always want to go further and see what's around the next headland.

So I began planning an overnight to Falmouth's Waquoit Bay, an WSW sail of about 15 NM. Normally this would be a wet upwind tacking job but on this day, I was favored with a 15-20 knot NE wind giving me a downwind sleigh ride under single-reefed main. Surfing down the following 3-5 foot seas I raced along at 5-6 knots with occasional bursts of up to 9.9 Knots.

My course led me past Hyannisport, Craigville Beach, Wianno Yacht Club, home of the Wianno

Senior, a beautiful 25-foot wooden gaff-rigged sloop, one of which was owned by Jack Kennedy.

After several hours of thrilling sailing, the bluffs of Falmouth Heights came into view. Now a short run along the beach would bring me to the entrance to Waquoit Bay. I turned and beat up the narrow channel to meet a fleet of happy ten year-olds heading out in their Optimist Prams. Fortunately I made it in one tack as there is not room in the narrow channel to tack. Once inside the bay it was calm and I found a deserted beach to pull over and eat a late lunch of sardines and beer. Now the search for the perfect anchorage began. On a car drive through the area a few days previously, I had spotted a quiet cove at the north end of the bay. With only a few feet of water running over the entrance bar, I had to row in. I thought it looked lovely from a distance but it turned out to be swampy and promised a night of bugs. Upon the advice from a local fisherman, I headed over to Washburn Island, where I could anchor on the south side of a secluded sand spit. A gentle north wind would keep me gently rocking at anchor just offshore.

*Continued on page 8*



*Cape Cod showing Lewis Bay (1) and Waquoit Bay (4)*



2010 CRUISING MEMORIES Killbear Rally in Parry Sound:  
*Bill and Margie at Black Tie Social, 3 Wayfarers enter the Narrows, Sean and son Quinn enjoy a frisky beat, Wayfarers on the beach at campground, Sail gives way to power as Dick Harrington allows the tour boat Island Queen to slide through the Hole in the Wall. Photos by Rally participants.*



2010, September and October Regattas



**TIM DOWLING REGATTA at CLARK LAKE**

*Top: A close start for these Wayfarers in race 5, First place finisher, W854, Marc and Julie Bennett and 2<sup>nd</sup> place, W4105, Tony and Mary Krauss  
Center: 3<sup>rd</sup> place, W 1115, Joe DeBrincat and son Jeff.  
Photos by Steve Lantz*

**PUMKIN REGATTA at Fanshawe, Ontario**

*Three USWA Wayfarer boats competed in the season finale of the CWA. There were two days of rain and temperatures in the 40's, but steady 8-12 mph winds provided good racing and keen competition between the lead boats. After 6 races in which they equally shared firsts and seconds, W3854 Al Schonborn and Richard Watterson beat out W397 Sue Pilling and Steph Romaniuk in a tie breaker.  
Photos by Julia Schonborn*



*Cape Cod Cruise continued from page 5*

Following a pleasant dinner of seafood salad and some delicious goat cheese on crackers, I went exploring on an island trail. A pleasant 1.5 mile hike led me south to Vineyard Sound where I sat on the beach enjoying the view of Martha's Vineyard about 5 miles to the south. Back at the boat I soon fell asleep, but shortly awoke to the sound of youthful voices. A view out the tent window revealed a gaggle of kids running up and down the beach with headlamps chasing crabs. What fun to be a kid! Their families were camping on the island, a remote conservation preserve. A warm night with no bugs gave a restful sleep.



*Possum at anchor in shallows of Waquoit Bay.*

The forecast for Friday was W wind turning to SW growing to 15-20 knots with gust of up to 30 knots and potential thunderstorms in the afternoon. With that coming, I knew I should get an early start back. A quick breakfast of yogurt and fruit, and I was headed out on the ebbing tide. Contending with the narrow channel proved interesting. The channel between the jagged rock breakwaters was facing SW and there was a weak W wind. I knew I couldn't tack out, so rowing would have to do the job. Once safely out, I hoisted the full main, winged the jib and began the leisurely downwind ride home. As predicted, the wind gradually increased, and by the time I got close to home port, it was blowing 15-20 again when I raced into Lewis Bay, my home port. Where to next? Martha's Vineyard would be only a few more miles. East toward Chatham's Stage Harbor is another possibility. There's always another headland to see what's around.

## **2011 NA CRUISE RALLY RETURNS TO HERMIT ISLAND, MAINE**

The 2011 North American Cruising Rally will return to Hermit Island, Maine, Saturday, August 20<sup>th</sup> to Saturday, August 27<sup>th</sup>. Hermit Island, a remarkably beautiful, and unspoiled private campground, is located on the tip of Small Point which lies at the eastern extremity of scenic Casco Bay. As in previous years, cruising activities will take place on Casco Bay as well as other points of interest, such as Sequin Island just east of Small Point.

There are plans for all the fun activities that were enjoyed in 2008, evening campground get-togethers, great seafood dinners at local restaurants (via water and land), the fabulous lobster/clambake cookout on Sailboat Beach and much, much more!

Currently six couples have reserved campsites next to the Branch, the narrow strip of tidal water that serves as the entrance to the bay.

If you are interested in joining this group, contact Cruising Secretary, Dick Harrington, [rmharrington@sbcglobal.net](mailto:rmharrington@sbcglobal.net).

To learn more about the campground visit the website [www.hermitisland.com](http://www.hermitisland.com).

## **The WOOD Regatta (Wooden Open & One-Design)**

This regatta for wooden boats was established in 1991 and this year will be held May 20-22 at the Rock Hall Yacht Club in Maryland. This event is open to wooden-hulled dinghies or smaller keel boats which can be launched from a cartop or trailer, with maximum weight about 2,400 pounds and maximum LOA of 30 feet. The goal for this event has been to honor and inspire older one-design classes and modern custom boats and their owners, to compete in a fair and exciting series of races, with ratings under Portsmouth Yardstick.

A number of wooden Wayfarer owners are planning to participate so we hope to have a great showing of our beautiful boats. The Notice of Race and Application Form can be found at [www.woodenboat/woodregatta.php](http://www.woodenboat/woodregatta.php).



*Brandon McClintock's article appeared in the Winter issue of the UKWA News*

## BUYING A WAYFARER IN THE US

Someone recently asked how I first became interested in the Wayfarer sailing dinghy, and then become so hopelessly enthusiastic about it that I had been prepared to drive over 3000 miles in order to purchase a fairly old Abbott-built version, sight unseen.

Becoming interested in the Wayfarer was easy; the acquisition was fraught with disappointment and frustration. In the beginning, they say, was the Word. As a librarian I tend to take that literally so all of my quests begin with buying books. For years a friend of mine had been extolling the joys of gunkholing and dinghy sailing. And so, after reluctantly lowering myself to the level of boats without cabins and keels, I read a book he recommended by Frank Dye called *Ocean-Crossing Wayfarer*. I became a convert in one reading. I have read Frank and Margaret's books many times since, gleaning a bit more each time. My only previous dinghy sailing experience was with a very old Flying Junior I owned while attending college in Santa Barbara. That was over 45 years ago but the memories of those times seemed to reinforce themselves as I recalled them. I've owned a few "real" boats over the years but, frankly, the joys of sailing simply were never quite as forthcoming on the big boats as they were on the dinghy. The costs and complexities always seemed subtly to overshadow the overall experience, especially with all those mechanical and electronic systems continuously corroding themselves to extinction.

So, I thought to myself, I'll just find a decent used Wayfarer and give it a go - easier thought, than done. A few used Wayfarers were advertised for sale in the States to be sure, but not all of them decent. I then contacted Nick Parker, fleet captain for the Canadian Wayfarer Assn. in Vancouver, British Columbia. He was most helpful and did his very best to try locating one for me. He came close; we found one for sale in San Diego and I made an offer. But my offer was contingent on another buyer at the same club, and he got the first shot. Win some, lose many. Nick suggested that I contact Uncle

Al in Ontario. It was at that point that Wayfarer-buying options blossomed. With Uncle Al's help and that of other W-family members, I was finally guided to a decent used Wayfarer - in Ontario. Right boat - wrong coast. It's over 2,600 miles from Sacramento, California to Toronto, Canada. And even longer if you go there by way of Chesapeake Bay. Which I did. Uncle Al had encouraged me to join in the annual Chesapeake Bay Cruise and even found a willing skipper to take on a novice crew. Convincing my wife that I was not entirely mad was much like a repeat offender asking for early release from a parole board. I recall failing her personal polygraph at least six times. It was especially embarrassing when she would ask why I couldn't just buy a little dinghy in Sacramento, or San Francisco, or even all of California for godsakes!! Why do I have to go all the way to Ontario?

Given the miracle of today's epoxies, I might have even been tempted to build one from scratch or more preferably, a kit. I later learned that the Abbott Company in Ontario had a devastating fire some years back and the moulds for the Wayfarer were destroyed. I would have imagined that the company's insurance to have covered these losses but for some unknown reason, the moulds were never replaced. In any event, after numerous pleadings, negotiations, paybacks, and soul-selling to my beloved, I drove to Maryland to rendezvous with all the other Chesapeake Cruise participants, before casting off at Crisfield. I have so many marvelous memories of the cruise and fellow cruisers

that I now find myself completely addicted to the Wayfarer experience. Not only is it spontaneous sailing at its best, there is also the equally rewarding social component and mutual support made evident by all who gathered for the Cruise. This offered me my first hands-on Wayfarer sailing and it was love at first sail. I finally re-connected with what drew me to sailing so many long years ago. Afterwards, I drove up to New York where I took delivery of a used Wayfarer which came up on Uncle Al's website before I left for Maryland. From there I towed it to Toronto where I met Uncle Al & Hans Gottschling for a boom tent fitting and an introductory sailing lesson. The wind was practically absent that day and, as Uncle Al was recovering from recent surgery, it was just as well. Just being able to meet them was worth the trip.

I returned to California by way of Niagra Falls and a few other obligatory tourist attractions. The entire trip covered 6,135 miles and I had bugs on my windshield from 14 states and one province to prove it. Was it worth the 121 hours of driving just to buy a sailing dinghy? Was it worth cancelling all those appointments with my what's-the-meaning-of-life counsellor? Unequivocally Yes! Yes! And no regrets!

Since returning, I've managed to complete almost seven of the forty-three jobs I promised to do around the house before leaving. The addition of flying buttresses to the cathedral-ceiling parlor continues to be particularly tedious. Let's see... where did I put those tide tables... ?

Brandon McClintock



The following article is taken from the Wayfarer Institute of Technology managed online by CWA Class Coach Al Schonborn W3854. Al is pictured here at RHYC in June 2010. –Practicing these useful skills will increase your confidence on the water and make you a safer sailor.

### Miscellaneous Manoeuvres The Rest & Relaxation Position

In **emergencies** such as rudder loss or shroud breakage, we do two things immediately:

1. luff all sails completely and heel **slightly** to leeward

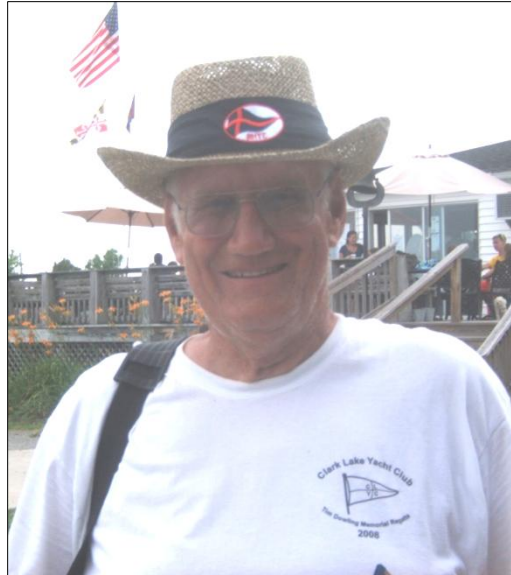
2. raise the centreboard all the way

This causes the boat to naturally lose way and assume a stabilized angle sideways to the wind. If, for example, you lose your rudder on a run, heel the boat gently to leeward and the boat will luff up and gradually stop moving forward. Once forward momentum is lost, the boat will become quite stable, provided the board is full up and the sails are left to luff. At this point, you can open a beer and consider how best to cope with your challenge. Which is why I call it the R & R position!

### Sailing without a rudder

Here is a skill that is fun to practice and that may really save you and your boat some day, especially if you are sailing in an area where no immediate rescue is to be expected. Remembering that you can kill forward momentum and relax even without a rudder by luffing your sails, heeling to leeward and raising your board, pick a light to medium air day and uncrowded surroundings in which to do your practicing as follows: come to "emergency trim" (R & R position) as indicated above. When forward momentum has been killed, remove your rudder and put the board down about half way. Slowly sheet in both main and jib while keeping the boat level. (I do this by standing in the boat while holding both sheets - for which I have both hands since none is now needed for the tiller!) On a Wayfarer especially, **the main turning effect comes from heel:**

If you want to **go straight**, sail flat.



If you want to **luff up**, heel slightly more to leeward.

If you want to **bear away**, heel more to windward - very slightly unless you're eager to gybe. If you feel you're losing control, be ready to **heel to leeward and raise the board** full up, so that you can start fresh.

**The sails too, can help to steer the boat.** Using one sail more efficiently than the other, causes the boat to pivot about its underwater centre of resistance. Jib in, main luffing, therefore causes the boat to bear away

(relatively slowly, compared to the effect of windward heel!) By luffing only the jib, you will make the boat luff up. Remember that, especially when the boat is moving at a good clip, heel has an instant and severe steering effect, while the sails are the things to use as a fine tuning device. **N.B. If things start to get hairy: sails out, board up, leeward heel = slow down. Collect your thoughts and start over again!** P.S. You *can* steer with a paddle but even then, the above considerations will make your job a lot easier!

**Heaving to** is a very useful procedure that allows you to relax even in fairly wild wind and waves so that you can have your hands free to have lunch, open the wine, light up, whatever. Heaving to is a step up from the "emergency position". It is easier on both your nerves and your sails (which do not flog nearly as much while you are hove to with some vang on as they do in the "emergency position".

### How?

1. start in the "emergency position" (sails ragging, board full up, little or no forward momentum)
2. sheet the main about half way in and then cleat the jib in to windward. Fix the tiller to leeward to be on the safe side. Vang on such that the main leech will not flog.
3. As the boat stabilizes in this position, you should be able to release the tiller which will stay to leeward due to the sideways motion of the boat which has no board down. To play it safe, we also heel the boat a bit (to leeward) to re-enforce the necessary tendency to luff up.

4. Leeward drift can be reduced by using about half the centreboard but then the tiller normally needs to be tied to leeward. Especially in puffy conditions, I feel safer with the board full up.

**N.B.** In very severe and very shifty wind (e.g. small lakes, rivers), I make sure I lounge near the mainsheet and the tiller, and the crew does likewise with the jib sheet - **just in case!!!**

**Approaching a pick-up point** such as a dock, another boat with beer, etc. is best done at reduced speed and close-hauled (where speed is easily controlled, and you can put the brakes on effectively by pushing the boom out and backwinding the main).

P.S. In my experience, a boat-to-boat pick-up in a breeze is best done by having the boats approach each other closehauled on opposite tacks, and then luff up head-to-wind side by side almost simultaneously. This has numerous benefits, not the least of which is both boats slowing down!

**Heavy weather tricks** that may come in handy are:

1. In addition to sitting well aft on a run, you can also reduce death roll potential by sailing with your board half down.

2. **Controlling your gybe:** Many beginners consider gybing the scariest maneuver, but it need not be. Many capsizes occur because the gybe is done too quickly, and the boat is allowed to turn too sharply. In that case, the boom flies over, hits the water, and the boat rolls over. A successful gybe is performed reasonably slowly and in a controlled fashion, preferably as follows:

- The crew and helm move near the centerline of the boat.
- The helm pulls in and cleats the main so that the boom is a few inches short of hitting the leeward shroud, and gently begins to bear away.
- The crew has a very important job: He faces the vang, grabs it with his windward hand and exerts reasonable pressure as he prepares to pull the boom over.
- The helm continues to bear away until the wind gets behind the main and starts to backwind it. At this point, most of the pressure will come off the mainsail. This tells the crew (who is still exerting reasonable aft pull!) that the gybe is now

possible and safe to do. Just before winging the boom over, he can warn the helm by saying "Gybe ho!" or words to that effect, to remind the helm to duck. Only the crew will know best when the moment is at hand.

- Now comes the part that can make **your** gybe much safer: After the boom crosses the centreline, the crew keeps holding onto the vang and tries to slow down the rapid swing of the boom by pulling against its momentum as if desperate to keep it from going all the way across and slamming against the far shroud (something it should not be allowed to do in any case since that kind of thing could break the boom). This manoeuvre buffers the gybe an amazing amount.
- Meanwhile, the helm very briefly steers as if to gybe a second time. This lets the boat come out of the gybe facing downwind instead of continuing to turn which causes heeling, a tendency to keep turning, and often, a dump.
- Once the boat has steadied away on its downwind course, get the board down part way and slowly head up as required.
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Doing your gybe in this way will allow you to survive most conditions. Of course, medium air practice would help here, too. During this maneuver, the boat's course is like a rather straight S, and this is therefore known as **the S-gybe**. If the boat should ever gybe accidentally, try at least to make into the S-gybe described above.

3. Another manoeuvre that is best practised in non-threatening conditions is what my Junior Sailors used to call the "chicken gybe": If you'd rather tack than do a wild gybe make sure you don't head up too fast but do trim your main to keep your boat moving through her tack. If you're feeling frisky in a good breeze, try heeling slightly to leeward, letting your tiller go, and just hauling the mainsheet in quickly. This will make the boat pivot under your main without the annoying and sometimes dangerous loss of speed that comes with trying a reach to reach tack without trimming the main. Of course, once you're past head to wind you need to make sure you re-establish quick contact with your tiller.

**CALLING ALL WAYFARERS - 2011 Events**

<i>February 4-6</i>	<i>Mid-Winters Lake Eustis Sailing Club, Eustis, Florida</i>
<i>May 20-22</i>	<i>Wood Boat Regatta, Rock Hall Yacht Club, Rock Hall, Maryland</i>
<i>May 29-June 4</i>	<i>Chesapeake Cruise, Crisfield, Maryland</i>
<i>June 10, 11&amp;12</i>	<i>Chester River Race, and RHYC One Design Regatta, Rock Hall, Maryland</i>
<i>Aug 20-27</i>	<i>North American Cruise Rally, Hermit Island, Maine</i>
<i>Sept 24-25</i>	<i>Tim Dowling Memorial Regatta, Clark Lake, Michigan</i>

*If you know about an Open event in your area, we can post the info here and on the website. For Wayfarer only racing/cruising events, visit [www.uswayfarer.org](http://www.uswayfarer.org) Consolidated Racing/Cruising Schedule or contact: [jheffernan@nc.rr.com](mailto:jheffernan@nc.rr.com).*

**USWA SKIMMER 2011-1**

**United States Wayfarer Association  
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