

	<p style="text-align: center;"><b>The Wayfarer</b> <b>SKIMMER</b> <b>United States Wayfarer Association</b> <b>Fall 2014-4</b></p>
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**As Few Words As Possible  
From Your Vice Commodore**  
*Chip Cunningham, W1321, Solje*

“Are we going to keep sailing together?” Nick asked.  
“Of course,” I answered without giving it much thought.  
“You know, as helm I decide what you do, right?”  
“What are you getting at, Nick?”  
“You are going to take over from me as Vice Commodore.” And so began another day of sailing with Nick.



*Chip contemplates new duties as Vice Commodore.*

I’m not sure who to thank for the honor. I guess Jim Heffernan, who is not only Our Commodore but the entire World’s Commodore, had something to say about it. Jim assured me that there would be no dress white uniforms. “Publicity,” he said was the Vice Commodore’s main concern. I immediately thought of a few good stunts. That may not be quite what he meant, but it’s not like he doesn’t know me. He must have run it by some others—Linda, at least.

So, thank you all. I accept, reassured in the knowledge that bad publicity is better than no publicity at all.

What can go wrong? Right off the bat I’ve felt comfortable with the Wayfarer community, but I’m still on the steep part of the learning curve for Wayfarer boats and sailing. I hope my perspective is an interesting way to promote the U.S. Wayfarer Association because sailing these boats is such a good reason for us to keep getting together.

**COMMODORE COMMENTS**  
*Jim Heffernan, W1066, W2458*

An organization such as the USWA is made up of volunteers who take on projects and events and those that serve as officers or committee members. The Wayfarer Class and the USWA have been very fortunate since the mid sixties to have Nick Seraphinoff involved in both areas as a skipper of numerous Wayfarers, organizer of regattas, importer of new Wayfarers, Class promoter and until recently, Vice-Commodore. The Class continues to grow throughout North America due to his efforts over the past seven years. As he hands over the sword of office and the tri-cornered chapeau to Chip Cunningham, we send him many thanks for a task well done.

Welcome aboard Chip. When not writing interesting articles, Chip sails the beautiful wooden W1321 and often crews on a Mark IV.

Check out the cold weather sailing article submitted by guys that have spent time racing, training and cruising in chilly waters. Even I have bought some poly under layers and now leave the cotton on shore. Love the warmth!

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<p><b>WEB SITE</b> <a href="http://www.uswayfarer.org">www.uswayfarer.org</a> Robin Moseley, Webmaster</p> <p><b>USWA ANNUAL DUES</b></p> <table> <tr> <td>Full membership</td> <td>One year</td> <td>\$20.00</td> </tr> <tr> <td>Full membership</td> <td>Three years</td> <td>\$50.00</td> </tr> <tr> <td>Associate Membership</td> <td></td> <td>\$15.00</td> </tr> </table> <p>Associate Membership is available to non-Wayfarer owners.</p>			Full membership	One year	\$20.00	Full membership	Three years	\$50.00	Associate Membership		\$15.00
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**2015 MIDWINTERS Eustis, Florida**  
January 30-February 1

The Lake Eustis Sailing Club and Wayfarer Fleet 3 have again warmly invited all Wayfarer sailors to join them for four days of racing, tuning, rigging assistance, Old Salt’s advice, a mug or two of the foamy stuff, and a lot of great Wayfarer family time.

*Jan. 29:2015: Practice starts and short course races.  
Jan 30-Feb1, 2015: 3 days of races*

Racing open to all USWA members. There will be two fleets, Spinnaker, which will require two crew and non-spinnaker which can be single or double handed.

Co Chairs Nick and Mary Seraphinoff are asking for early registration to help plan the meals.

Boat registration is \$80 if postmarked by January 1st, 2015. Entries postmarked after January 1st, 2015 are \$90. Boat registration includes breakfast on all three days and dinner on Saturday evening for both skipper and crew. Payment is to be made in US funds only; also please note that LESC cannot accept credit cards for payment.

The honor system continues: If you let Nick or Mary know before Jan. 1, 2015 that you are coming plus what your meal requirements will be, you can pay \$80 (plus meals) when you get here.

Lunches for skipper and crew and for guests may be purchased at \$8 each, and guests may purchase dinner at \$15 if ordered before January 1st – after that date additional lunches and dinners cannot be guaranteed

As of mid-December, nearly 25 boats may be attending and having fun in sunny Florida. Weather might be chilly sometimes, but no snow. See the Notice of Race posted now on the Wayfarer Events Calendar at [www.uswayfarer.org](http://www.uswayfarer.org).

**2015 Wayfarer Cruising Events**

An exciting summer of cruising events is in store for cruisers in North America. Besides the annual Chesapeake Cruise, cruisers will return to the marvelous beauty of the Thousand Islands area of the St. Laurence River and there is also an invite from the Irish Wayfarers to attend a Rally on Lough Derge, a lake formed by a dam on Ireland’s famous Shannon River.

**Chesapeake Cruise:** Preliminary info from Dick Harrington, USWA Cruising Secretary, is to cruise May 23-29 from Crisfield, Maryland out to the intriguing islands of Tangier, Watts and Smith and other possible destinations depending on wind and

water conditions. This cruise has long stretches of open water, possible strong winds, and current swirling among the islands not to mention the buzzing insects that can keep you clothed and sprayed. Contact Dick Harrington to indicate interest and be added to the email list: [rmharrington@sbcglobal.net](mailto:rmharrington@sbcglobal.net)

**North American Rally:** This year's rally will be held July 18-25 at the Wellesley Island State Park. WISP is centrally located in the most attractive part of the Thousand Islands. This location offers numerous fantastic cruising opportunities in both US and Canadian waters along with excellent dockage. Those that participated in the 2009 or 2012 rally will remember some of the fine sailing we had. Rally dates are: Arrival - Saturday, July 18th; Departure - Friday or Saturday, July 25. The mid-July dates were chosen to avoid the Alexandria Bay "Pirate Days" event held in early August at which time it is virtually impossible to reserve campsites. The North American Championship Regatta occurs at the end of the week at the Cobourg Yacht Club on Northeastern Lake Ontario, just two hours away. Those participants interested in racing will find it convenient to attend both great events.

*Reservations:* Brian Laux, ([lauxbr@gmail.com](mailto:lauxbr@gmail.com)), the Rally coordinator, was able to reserve and prepay for a block of sites (60-80) in the Eagle (E) area. At least sixteen of the 20 sites have been spoken for. Check with Brian to get on the email list and see if any reserved sites in the Eagle Area are still available. Otherwise you have to make your own reservation at [www.reserveamerica.com](http://www.reserveamerica.com). *NOTE: In the reservation system you can look at clusters in Area E, and then look at other sites nearby.* There are two areas of boat slips - the main marina and the dock area next to 'Area E' sites. The reservations for boat slips open in the spring. More about that later via participant email list. We are also recommending that participants consider obtaining a Nexus card. This is designed for frequent travelers between the US and Canada, replacing the need for a passport - in effect it's a pre-screening that speeds up border crossings. The Nexus card would allow us to visit Mulcaster Island - part of the Canadian Thousand Islands National Park - or the mainland across from Wellesley Island (where there are some interesting watering holes) and check in with a cell phone call. Having a Nexus card won't be a requirement for Rally participants, but if you're interested see the following for further information: <http://www.cbp.gov>

**Irish Rally.** Monica Schaffer, *W 10952, Anamcara*, has sent us this invite to an International Rally in Ireland September 6th-13th. Her email reads: "No doubt you have heard that we are having the international rally over here in the emerald isle next year, I've just finished the initial invitation and attach the same just in case you win the lottery and decide a trip over the pond next fall would be in order. Be lovely if you can come but no pressure if you can't. Location is very close to lots of the scenic west coast of Ireland so if you do come it would be worthwhile thinking about doing a bit of touring before or after the rally too. All the best, Monica  
PS No bears, snakes or raccoons to worry about here:"

Accommodations are available in luxury Waterside cottages, excellent off season rates. Open Camping at LDYC also available, lovely local pub. Regatta at Cullaun Sail Club, County Clare 5th/6th Sept (34km drive). Closing Regatta at LDYC 12th /13th in company of 420 & Fireball classes

Scenic day sailing to places of interest and cozy village hostelries, Woodland walks, bike trails, fly fishing & quiet back rivers with abundant wildlife to explore - Bikes & Kayaks on site for participants. There will be some local boats available for those coming long distance and we will have the use of 2 new Hartley cruising wayfarers for visitors, these new boats will be available for purchase at a reduced rate after the event. The full rally brochure with tourist information links can be seen on the 2015 Wayfarer Events Calendar.

The report from the rally which was held here in 1997 can be read at [www.wayfarer-international.org-InternationalRallies-1997LoughDerg](http://www.wayfarer-international.org-InternationalRallies-1997LoughDerg)

## **ARE YOU PREPARED FOR COLD WEATHER SAILING?**

*Two experienced sailors from Lake Townsend Yacht Club in Greensboro, North Carolina weigh in on proper clothing for sailing in cold temperatures and cold waters.*

### **From Alan Taylor, LTYC Commodore**

Number One for cold weather sailing is a good wetsuit or drysuit. Laser sailors tend to use drysuits these days. Personally, I have a full wetsuit and a shortie for warmer days.

*continued on page 6*

**RACING RULES: "BARGING"**  
*Eric Rasmussen, US SAILING Certified Judge*  
*Lake Townsend Yacht Club*

The term "barging" isn't in the racing rules at all. Nevertheless, the hail "you're barging" is often heard at the starting line, and commonly used in later discussions.

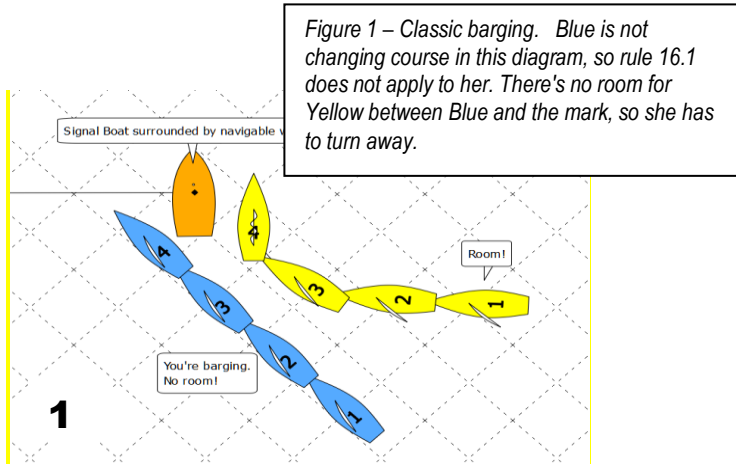
So, what exactly is "barging"? A boat "barges" when she tries to claim room to which she is not entitled at a starting mark. The origin of the term refers to a boat trying to force her way in at the "signal burge".

The rules surrounding barging may seem complicated at first, but they're really quite simple. This is one of the instances where RRS 18 "Mark-Room" does not apply. Take a look at the preamble to Part 2, Section C "At marks and obstructions". It says "Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them".

Provided that:

1. the mark is surrounded by navigable water (which is almost always the case), and
2. boats are approaching the line to start, then rule 18 (and 19 and 20) does not apply.

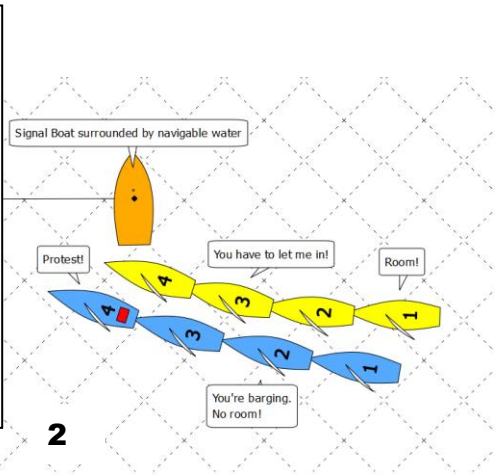
Therefore, an outside boat is not obligated to give an inside boat mark-room at the start. When boats overlapped on the same tack approach a signal boat to start, they are governed by RRS 11 "On the same tack, overlapped", not rule 18. As long as a leeward boat complies with her other obligations under the rules, she may pinch a windward boat off at the mark, forcing that boat to drop behind or peel away.



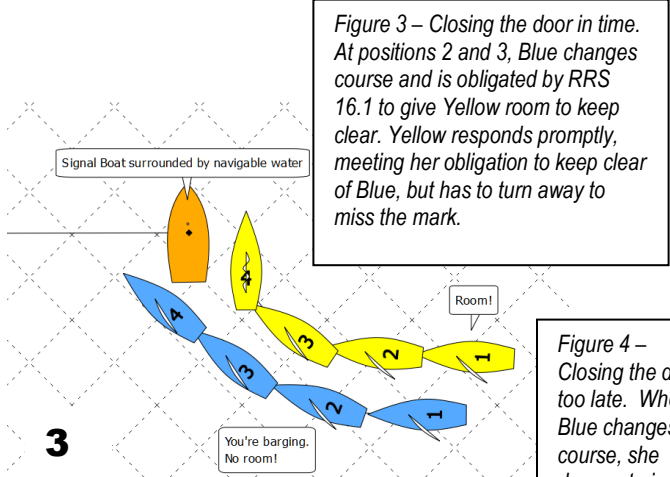
*Figure 1 – Classic barging. Blue is not changing course in this diagram, so rule 16.1 does not apply to her. There's no room for Yellow between Blue and the mark, so she has to turn away.*

There are a couple of caveats. First, the leeward boat (L) has to "close the door" on the windward boat (W) in time. If she leaves a gap open, the other boat may take advantage of it. If L changes course to shut W out, then (in accordance with RRS 16.1) she must give W room to keep clear. L cannot force W into the mark. L must head up early enough that W can turn away and avoid the mark in a seamanlike way. If L waits until W's bow is under the mark (or so close that she can't tack), then L may not luff up.

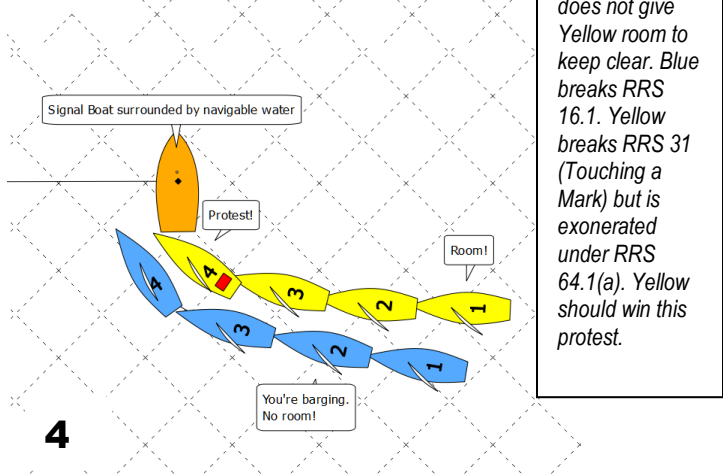
*Figure 2 – Leaving the door open. In this scenario, Blue does not act to "close the door" on Yellow. She holds her course and Yellow takes of the room given. Neither boat breaks a rule. Blue should lose this protest.*



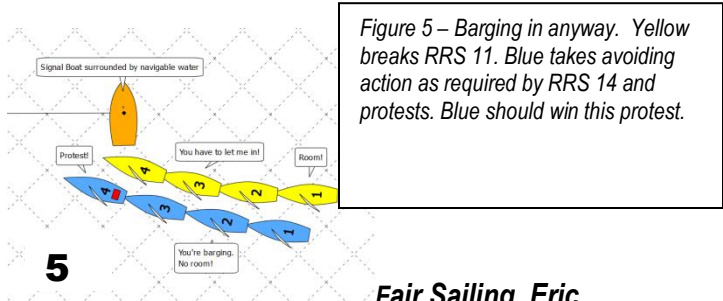
*Figure 3 – Closing the door in time. At positions 2 and 3, Blue changes course and is obligated by RRS 16.1 to give Yellow room to keep clear. Yellow responds promptly, meeting her obligation to keep clear of Blue, but has to turn away to miss the mark.*



*Figure 4 – Closing the door too late. When Blue changes course, she does not give Yellow room to keep clear. Blue breaks RRS 16.1. Yellow breaks RRS 31 (Touching a Mark) but is exonerated under RRS 64.1(a). Yellow should win this protest.*



Secondly, if L has closed the door in time and W "barges in" anyway, L must attempt to avoid contact per RRS 14. L must bear away and let W in. Her only recourse is to protest.



*Figure 5 – Barging in anyway. Yellow breaks RRS 11. Blue takes avoiding action as required by RRS 14 and protests. Blue should win this protest.*

## AUTUMN REGATTAS IN NORTH CAROLINA

*Jim Heffernan, W1066, W2458*

In late October, against a background of brilliant autumn colors, Wayfarer sailors competed in the annual Halloween On Townsend open regatta which is held to raise funds for earlier.org. This Greensboro, North Carolina based organization is supporting efforts to find an early marker for the detection of breast cancer. Thirty boats, mostly Wayfarers, Flying Scots, Windmills, Lightnings and some Isotope catamarans, competed in light air conditions on Saturday and lovely moderate winds on Sunday. There were two starts, with the Wayfarers and Windmills sharing the line for the second start and all others placed in the first starting group. With close Portsmouth ratings, the Windmills and Wayfarers were always competing closely, sharing the tight mark roundings and duking it out downwind. With many calm wind pockets popping up, the W & W fleet could learn from the earlier starters as they picked their way upwind and through the thin shafts of wind on the downwind legs.

When the five races for the combined fleet were tallied, Wayfarers had placed in four of the top six spots.

1. Ralph and Sandy Sponar, Windmill 5586, who race at the Rock Hall Yacht Club in MD
1. Jim and Linda Heffernan, Wayfarer 1066, Lake Townsend Yacht Club, NC
2. Al Schonborn and Tom Erickson, Wayfarer 3854, from Ontario and Massachusetts
3. Richard Johnson and Michelle Parish, Wayfarer 10873, Catawba YC, NC
4. Allen and Christina Chauvenet, Windmill 5586, who compete at the Rock Hall YC
5. Andy Forman and Chip Cunningham, Wayfarer 10978, from NC and Michigan

A week later, nine Wayfarers and a small fleet of MC Scows competed in the Old Brown Dog Regatta held on Lake Wylie just south of Charlotte, NC. The first day of racing was cancelled as very high winds whipped cold raindrops into the faces of the brave race committee as they measured the wind velocity. Sailors were happy to sit near a stone fireplace, filled with dancing warmth, while a racing and handling seminar was chaired by Uncle Al.

Four races were completed early on Sunday before the winds again blasted the lake. As in the past two years the regatta ended with sunshine warming the competitors on the deck of the clubhouse during the bountiful send off lunch and awards ceremony.

Complete results for both regattas can be found on the CWA website.



*Top, HOT Regatta, Saturday, Center, Heffernans, at HOT on Sunday, photos by Kathy Holland. Bottom, Jim Cook, Ali Kisbaugh, OBD regatta, photo by Al*

Other options include a 'farmer john' style suit (sleeveless) which can be more comfortable on warmer days and provides the option of adding a spray jacket or shortie if it's cold.

I have been in cold water for an extended period wearing a farmer john and I found that I lost a lot of body heat from unprotected armpits.

Unfortunately there aren't many good places around the North Carolina triangle to shop for wetsuits. If you are going to the beach you may find a surf shop with some you can look at.

Folks with larger more 'stable' boats tend not to wear wetsuits, however, if you have ever flipped a Scot you know you will be in the water a LONG time.

I usually wear synthetic long sleeve and long leg 'under-armor'.

Also I find that nylon pants and spray jacket help to keep warm. Neoprene works great when you are in the water, but it not so well on deck on a cold windy day.

The nylon pants also protect the neoprene from snags on cleats, etc.

Even though neoprene is buoyant, you still need to wear your PFD!

If you don't wear a wetsuit, I recommend layers of synthetic or wool. **COTTON IS BAD** when wet!

Be sure to have a windbreak shell, pants and jacket. Be aware that if you do go swimming, bulky clothes can be problematic.

One thought might be to go to the local indoor pool and jump in, fully dressed as you would be for sailing, and see how well you can swim and climb back out. (By the way, try that sometime with your inflatable PFD. You may be surprised. Note: manually inflate the pfd, if you use the CO2 you may damage the bladder.)

Hypothermia is not to be trifled with.  
*Stay warm and keep sailing! Alan*

#### **From Nicholas Hufffelt, LTYC member**

I've done quite a bit of cold weather sailing, as well as other cold water activities. Below is only a suggestion for possible gear for cold weather. Proper gear is dependent on air temperature, water temperature, wind speed, and type of boat (is it a dry or a wet ride? What are your chances of ending up in the water?). If the air temperature is above freezing (I'm assuming the water is above or just around freezing, unless you're going ice boating), then I'll have a base layer of wool long underwear, and possibly a wool sweater. In my list below, wool can be substituted with synthetic. Wool tends to smell less than synthetics after prolonged wear, such as a few months on a deserted island without showering or a few weeks shoved in a sailing bag. However, synthetics tend to weigh less.



For dry rides and keel boats I'll have a set of foul-weather/rain gear over layers (this probably includes most boats at LTYC).

The following list is for **tippy dinghies, other wet rides**, or if I'm skippering a Flying Scot...

*These are only my suggestions, and what I use. Top end gear is expensive, but there are plenty of low cost, non-sailing branded, options out there. Be creative.*

- a proper life jacket is recommended for all temps *from 50 to 38 degrees F*

- Wetsuit, full or shorty, depending on water temperature and wind speed.

- spray top, sailing gloves, warm hat

- hiking boots, possibly with neoprene socks

or- Dry suit-

Wool base layer (even a thin base layer will help from sticking to the inside of a dry suit)

- maybe a mid layer (e.g., wool sweater) if you're on an active boat you'll produce a lot of body heat and moisture that will get trapped in a dry suit

- sailing gloves, warm hat

- hiking boots, possibly with neoprene socks

*From 35 to 30 degrees F*

- 5 mm wetsuit with full finger neoprene sailing gloves and neoprene socks and hood (you'll feel like you're in an oven)

- alternative to full finger sailing gloves is rubber dishwashing gloves

or alternatively,

- Dry suit

- Wool base layer, including sock, wool sweaters

- Full finger neoprene gloves; dishwashing gloves

- neoprene hood (if wet ride); wool beanie if drier ride

- neoprene hiking boots

*For temps < 30F- ICE SKATES!!!*

Cold water is not something you joke around with, and should be taken seriously. I would recommend that if you go out in cold temperatures and/or when the water temperature is really low, that you sail with another boat or chase boat that can react quickly if a problem arises.

With that said, you shouldn't be discouraged from getting on the water in cold weather. Some of the best sailing is (especially in our area) during the winter.

*See ya'll for LTYC Winter Series! Cheers! Nicholas*

## WAYFARER FEVER

*Ali Kisbaugh, Catawba Sail Club*

In college I raced dinghies, mostly 470's and Flying Juniors. I left dinghies for keelboats and have sailed Ensigns and larger boats in Charity regattas, always in the sea not many on lakes. The Ensigns have beautiful lines but a heavy keel so one can let go of the main sheet without fear of capsizing but the boat is not easily trail able.

Three years ago I was the PRO for the Old Brown Dog Regatta at my home club, Catawba Sail Club. I was delighted to see a fleet of beautiful boats with graceful lines zipping around the lake. The people in this Wayfarer group were all so friendly and kind to each other that the job of the race committee was pleasurable. Yes they were competitive, but there was a "gentleman's" tone set that carried through to the evening's festivities. In fact, they kindly invited the Race Committee to join their socializing. The Wayfarer people were from all walks of life and all of them were welcoming and appreciated CSC's hospitality.

The next year when Richard Johnson and Michele Parish talked about organizing the OBD I remembered how much fun I had the year before and how I had been thinking about investing in a dinghy. I had tried a Thistle, Flying Scott, MC Scow and others. I wanted a classic boat, one that was quick but not so new that it had lost its gracefulness. In the 2013 OBD I was paired up with Ann Marie Covington who had recently acquired a beautiful wooden Wayfarer. We sailed well, didn't win but had fun and we both learned about the boat and its capabilities. Also I believe it is always good to have a female boat on the course! Once again the evening was good and the stories better. With Uncle Al's Ginger Beer from Canada and some Dark and Stormy's all was well. The "want to get a dinghy" urge was still there and I knew I had to narrow down my options. So then I approached things from a different angle. What group of people did I want to travel with? My answer: people who were good sailors, happy to share their knowledge but could also leave their competitiveness on the water.


This past October I went to the HOT Regatta at Lake Townsend in Greensboro, NC to sail with a man I didn't know, on a boat I didn't know and to stay at a man's house that I didn't know. If that doesn't say enough about the Wayfarer Class I don't know what will! Their hospitality is endless! Sailing was good in Saturday's light air and the boat handled really well and the spinnaker was easily manageable. When the wind picked up on Sunday I was quickly reminded that I was used to keel boats and that I didn't want to capsize so I happily

relinquished the helm to my crew, Mike Sigmund, a more experienced dinghy sailor. It's the keel boat mentality. We didn't go over even though we broached at the finish line as the lake winds shifted, *once again*.

The following weekend was the OBD at my home club and I decided to compete in a boat borrowed from Jim Heffernan. Another CYC sailor, Jim Cook, had arranged to sail a Wayfarer Mark IV through Nick Seraphinoff. Friday's winds were very light and I rigged but didn't go out. Saturday's winds were howling as was the cold air. The Race Committee wisely decided to postpone and later to cancel the day's races. The weather didn't let up Saturday until about 2:30 and I was itching to get out on the water so decided to take out the Ensign. WOW what a sail! There was another keel boat person on board as well as two dinghy sailors. In heavy wind and cold temperatures we sailed to the far bridge and on the return just outside the cove all hell broke loose! The gusts picked up and the Ensign was heeling so water was coming over the sides. I wasn't worried about going over, there's that keel boat mentality again, but the dinghy guys were pretty white knuckled. We came in safely, tore the main, but for a 50 year old boat she handled well.


Sunday the winds had lain down a little bit and four races were held. Since both Jim Cook's and my crew had abandoned ship we decided to sail together in the Mark IV. It was fantastic! Jim, a very good skipper, had us running the line, tweaking this and that and I was getting tangled in the jib sheets! I think I like the older boats that have less technical stuff on board. Boy did the boat move. We debated raising the chute and sailed it once but decided that it wasn't to our advantage on the other legs of the races. I don't remember how many races we did, but I had the time of my life, hiking until it hurt, couldn't get down the roll tacking, but the experience had me remembering why I love dinghies. As a bonus when we got in I wasn't as beaten up as I had been racing other dinghies. WHAT A BLAST.

Now I have decided, the Wayfarer is on the top of the list. All I have to do is convince my husband that I need two boats! This way no matter what the wind is we can sail. In February I hope to go to the Midwinters in Eustis to experience more Wayfarer sailing. The Commodore has paired me with a fellow who sails in the non-spinnaker division so that should make life a little less hectic. I look forward to my next time on a Wayfarer. If and when I'm ready to commit to ownership, my Wayfarer friends will help me find a used boat. Who knows, maybe in next year's OBD I will be helming my own Wayfarer!



**npboatsus.com**  
*For the dinghy sailor in all of us*  
*Home of the Mark IV Wayfarer*

Nick Seraphinoff [nseraphinoff@comcast.net](mailto:nseraphinoff@comcast.net) Marc Bennett: [marc27732b@gmail.com](mailto:marc27732b@gmail.com)



**2015 Calling All Wayfarers**

Jan 30-Feb 1	Wayfarer MidWinters, Lake Eustis Sail Club	Eustis, Florida
Feb 14-15	George Washington Birthday Regatta	Eustis, Florida
May (late)	Lake Lansing Wayfarer/CL Regatta	East Lansing, Michigan
May 23-29	Chesapeake Cruise	Crisfield, Maryland
June 6-7	Mayor's Cup, Lake Townsend Yacht Club	Greensboro, NC
June 13-14	NC Governor's Cup, Carolina Sailing club	Kerr Lake, NC
June 19	Chester River Race	Chesteron, Maryland
June 20-21	Rock Hall One Design/US Nationals	Rock Hall, Maryland
July 18-25	Cruising Rally at Wellesley Island State Park	Wellesley Island, NY

For more information contact Jim Heffernan, [jheffernan@nc.rr.com](mailto:jheffernan@nc.rr.com)

*If you know of an Open Handicap event in your area where Wayfarers can participate, we can post the info here and on the Racing Schedule.*

**USWA SKIMMER 2014-4**

**United States Wayfarer Association**  
**Gary Hirsch, Treasurer**  
**1014 State Street**  
**St. Joseph, Michigan 49085**

**NEW LABEL!!!** Please note your boat number and check if your dues are current.  
**Thank you to our members for supporting the USWA!**