



# The Wayfarer **SKIMMER**

**United States Wayfarer Association**  
**Spring 2015-1**

## **PRESIDENT'S RACES** **CAP A WAYFARER FORTNIGHT**

*Dave Hepting, W10862*

It is an evolving tradition for some of the Wayfarer sailors who travel south to the Midwinter Regatta in Florida to stay on and expand the trip into a winter vacation. Two more weekends allows participation in a regular weekend of club racing and then a wrap-up with the George Washington Birthday Regatta, all at the Lake Eustis Sailing Club; combined with other weekday activities at the club and elsewhere.

## **GEORGE WASHINGTON BIRTHDAY REGATTA**

The regatta is an open regatta, but with enough Wayfarers registered to have our own set of trophies. Winds were near perfect the first day and three races were held. The second day, high winds were predicted and the fleet elected not to sail. This turned out to be a wise decision, as numerous other boats retired, some with damage. It also allowed the visiting sailors to pack up earlier and head home ahead of an advancing snow storm. Jim Heffernan was the clear winner of the regatta with three firsts in the three races. Eighty-three year old Jim Lingeman showed that enthusiasm is no substitute for experience, with two seconds and a third. An important part of the tactics on the course revolved around dodging the keelboats sharing the same course and start. Ken Butler showed how to help populate a regatta, being the senior of three generations of his family to race in different classes at the regatta.

## **BETWEEN THE REGATTAS**

Although February has typically good sailing winds, the weekend of club races was more typical of the rest of the year with light winds, with Heffernan "only" achieving two firsts and a second, the other places divided among the fleet. Perhaps more importantly, it was a good weekend for tryouts and practice. Jim

*Continued on page 9*

## **Buy a Wayfarer: Join a Family!**

*AnnMarie Covington, Epiphany W276*

At the end of the 2014 season, my wood Wayfarer, *Epiphany W 276*, had completed two full years of sailing/racing since her restoration by Jim Heffernan and me. By my calculations, we sailed an average of 6 days a month year round, mostly racing, but also wonderful lazy cruising on lakes, and a week on the Chesapeake Bay. She needed a major medical check-up. Initial findings...A hole in her port centerboard trunk just above the water line, as well as several other spots ... OK...OK, I mean AREAS of rotten wood that needed to be cleaned out and replaced with epoxy. Plus, the deck showed signs of missing bits of wood filler over nails and resultant water damage to the underlying wood.

I endeavored to spend December and January refurbishing her with my goal being to have her ready for the Lake Eustis Midwinter races at the end of January. As you might expect, it took many, many weeks to patch, epoxy, sand the deck and interior and apply 5 coats of varnish, and apply a non-skid coating to the floorboards. Plus, I needed to learn the proper techniques for each of these tasks...many thanks to Jim and others whom I consulted. I completed these repairs with two weeks to go before Midwinters and then scheduled to race with CSC (Carolina Sailing Club) in their winter series on Lake Jordan so that my crew Matthew Stalnaker and I could get in some pre-midwinter practice. Now, some readers may already know that Epiphany has a tendency to 'kiss' other boats. Most of the time, this does not have serious consequences. However, on the very first start of the first race after her refurbishment, a 420 put a hole in her starboard bow...fortunately above the water line. No, I was not on port tack!

*Continued on page 8*

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

**2015 Midwinters turn out to be  
the biggest and best yet**

*as reported by Uncle Al on CWA website*

A record entry of 22 boats picked the right year in which to attend on January 30th to February 1st as three days of mild weather and perfect sailing winds of 6 to 18 knots supplemented the unfailingly perfect hospitality and organization of the Lake Eustis Sailing Club. The competition was keen and exciting in the strongest fleet the Wayfarer Midwinters have seen since their inception 15 years ago when the club used a rented tent as its clubhouse.

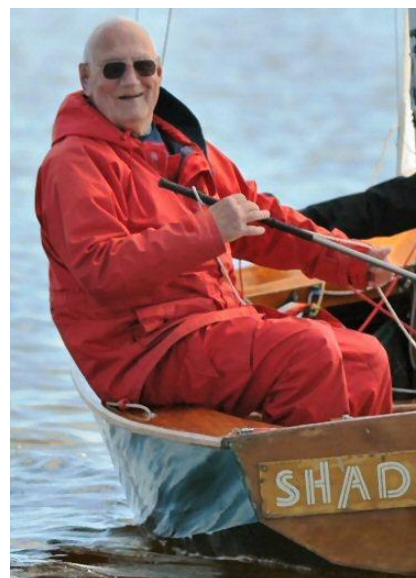
Midwinters organizers, Nick and Mary Seraphinoff, tirelessly promoted the event and even shuttled back

and forth between their Detroit and Eustis homes a few times to bring several boats to the warmer climes for those who had to fly in or are not (yet) Wayfarer owners. In the end, we had a hot fleet that was reminiscent of the competition level at the 2013 Wayfarer Worlds and did in fact include the current champion. Also competing were our two most recent North American champions, the reigning U.S. National title holder. Geographically and numerically speaking, Ontario, Michigan, North Carolina and Florida were best represented, not to forget Idaho, Massachusetts, Quebec and Tennessee. What a pleasure it was to also see perennial Midwinters organizers, Mike and Dotty Murto, who came by for a brief visit. Mike looks frail but cheerful at the thought that the chemo seems to be getting the better of his cancer.

Particular thanks to the many volunteers who served under the capable direction of Mary Seraphinoff and Monte Stamper (food), David Leather and Ray Laguna (RC), and of course our photographers - Disney's John Cole, Mari Johnson, Randall Moring et al - who contributed so many great shots that I have posted or will post on Flickr in the near future.

Our top-seeded World champions, Peter and Alex Rahn of Montreal, Quebec, lived up to their billing and had a clear edge in speed a number of times as they won the event for the fourth time in the past eight years. Peter and son, Alex, won the final two races in our nine-race series to pull away from a previously well matched fleet. The Rahns' four bullets included a pair of horizon jobs. Your web master has asked for a tell-all coaching article. Stay tuned.

*Enjoy Uncle Al's entire report of the 2015 Midwinters in racing regatta reports at [www.wayfarer-canada.org](http://www.wayfarer-canada.org).*



*Al Schonborn colorfully records the finishing places of all the competitors complete with photos! Not to be missed! Thanks, Al!*

## 2015 NA WAYFARER RALLY RETURNS TO THOUSAND ISLANDS

*Brian Laux, W1445, Pax*

The 2015 North American Wayfarer Summer Rally is set for July 18–25 at Wellesley Island State Park in northern New York State at the Thousand Islands. As always with the summer rallies, we are anticipating a week of great sailing and getting together with great friends, all with the greatest of all small sailboats – the Wayfarer. The rally will be unique this year since we were able to arrange a group campsite, right on the water, and close to the small boat docks. The Thousand Islands are one of the world’s great cruising grounds with much to do and see, from pristine park islands to explore, lots of different boats and ships to watch, and quaint waterside villages. There are 20 boats and crews signed up, and lots more campsites available for latecomers, although likely not right with the group. There are several groups coming with teenage kids, which is great to start off the next generation of sailors. Permission is in the works for the group to be allowed to visit Camelot Island, very well named – a magical place. Please come and join us! Contact Brian Laux (W1445) at [lauxbr@gmail.com](mailto:lauxbr@gmail.com) if you would like more information.

### “The Wind Blows Out of the South”

*Dick Harrington, W887, Blue Mist*

The first week of June is a wonderful time to be on the waters of Chesapeake Bay. The Bay is beginning to come alive. The crabs will be now starting to emerge from the mud of the Marshland Rivers - awakening from a deep winter’s slumber. Warm southerly breezes, gentle and fresh, stir the waters of Tangier Sound. Boating activity remains quiet; albeit a few watermen can be found out chasing the first of the elusive crabs. Joining them might be some hardy early season sports fishermen anxious to try their luck with stripers and sea trout. Meanwhile the yachting crowd remains occupied in boat yards scraping and painting hulls.

**2014:** The familiar pungent smell of the salt marsh greeted us upon arrival in Crisfield, awakening pleasant memories of prior cruises. The town was quiet and very little changed. Far enough off the beaten track to fall below most people’s horizon Crisfield has yet to become prey to ruthless big money developers. It continues as a blue collar town

surrounded by modest farmlands. Seafood, tourism, and summer residences provide some industry but it falls short of providing a thriving economy. Things move slowly and don’t pick up until summer is in full swing. That is how it is with this part of Maryland’s Eastern Shore and we like it that way. In a sense, though poor, Crisfield remains unspoiled. Our little group of Wayfarers on that early spring day was pretty much the main action in town.

A mostly cloudless blue sky and light breeze allowed the warmth of a brilliant spring sun to quickly drive away the last remnants of the winter’s chill in our bones. Donning shorts and a t-shirt had taken some conscious thought. We were still getting adjusted to the idea that summer had arrived in full force. Our skin was lily white and we would need to be careful.

By the time Tom and I had cleared Crisfield’s outer harbor our fleet was widely scattered. We were last except for Uncle Al and Hans bringing up the rear. Let’s count sails we decided. Yes, it seemed we had all six W’s in sight.

The crossing to the entrance of *Big Thorofare* on Smith Island is only five nm, but the land is so low the island wouldn’t be visible until we were more or less half way across. Even then the human eye finds the channel markers impossible to pick up until close in. With Tom on the tiller I worked up a temporary compass heading from the chart and played with sail trim. At the moment having a precise compass heading didn’t matter a whole lot as the weak southwest wind was forcing us to sail too low anyway. When I’d get the chance I would fire up the GPS to get a proper bearing; that’s assuming I had input the necessary waypoint. Meanwhile it didn’t take long for Uncle Al and Hans to put us behind them; adding to the irritation of how easily Kit and Mark had already bounded far ahead of the pack. But at least Tom and I weren’t the only ones being left behind.

It seemed that we were in for a slow passage that could include some unpleasant beating. I wondered how tedious it might become once inside the *Thorofare*. The prospect of getting mired in mud with just a light wind didn’t appeal to me. Being that it was already approaching noon when we departed Crisfield the thought we might have to resort to the emergency food rations for dinner the first day of the cruise was disturbing. We couldn’t afford to arrive late and find our one and only restaurant closed.



Thankfully, while these depressing thoughts were running through my head, making me think the unthinkable and wish Blue Mist had an outboard engine attached to her transom, the wind unexpectedly picked up. This also brought a favorable shift. Now able to make a beeline for the *Thorofare* entrance sailing was again a delight.

The low marshlands of both Smith and Tangier islands are crisscrossed by channels referred to as *Thorofares*. Though appearing to be broad they are in fact narrowly dug trenches, no more than ten or twenty yards wide with a depth of five or six feet. These are bordered by mud flats and tall marsh grass; the mud covered by only a few inches of water. Wander outside the navigable trench and you are immediately buried in mud or on sand. Catching the tide wrong or encountering a head wind can mean lots of trouble. Hung up on a sand bar on a breezy day a couple of years back Jane and I capsized. Obviously not hugely dangerous, Jane nevertheless was quite unhappy. Others have managed broken centerboards and rudders. Seldom does one navigate the Big Thorofare without having to get out the paddle or oars, or sometimes resorting to jumping overboard to push off.

Nevertheless, experiencing the beauty and thrill of exploring the wilderness marshlands of the Eastern Shore is a big reason for going there. So taking on the navigational challenges is well worth the effort and continually teaches us new skills.

The *Big Thorofare* that bisects Smith Island from east to west provides for two entrances to the interior. Ewell is on the west side. From the east the torturous channel leading to Ewell is about two nm long as the crow flies. But that doesn't account for the many twists and turns.

Pauli Eades and her husband Steve run the small Smith Island Marina and B&B in Ewell. We've been visiting Pauli for many years and she has become a dear friend of the Wayfarer gang. So it has become difficult to plan a Chesapeake Bay cruise without including a stop at Pauli and Steve's place. Existence on Smith Island is hard. This is especially so following the destruction caused by Hurricane Sandy two years ago. We have empathy for the Smith Island folks. They are very independent, hard working people who are determined to follow the traditions of their forefather Watermen. Pauli and Steve have always treated us like family.

With one hand permanently affixed to raise the centerboard and otherwise ready to tack or jibe on a moment's notice, we made our way to Ewell. Keeping an eye on the boat in front of us for signs of trouble we might occasionally get lucky and leapfrog that nearby friendly boat. But then again, they would soon return us the favor when we screwed up. Thus lighthearted competition amongst buddies made for much fun.

The prize at the finish line was the satisfaction of knowing we'd successfully completed a tricky passage. The newcomers had learned something new; that, along with a cold beer, some welcome snacks and camaraderie on the deck of Pauli and Steve's visitors' club house. Meanwhile, the tastiest crab cakes in all Maryland awaited us for dinner.



*Captain Harrington with Pauli Eades and their salty friend on the dock of the Smith Island Marina.*

**2015:** We will repeat the Tangier Sound Triangle cruise which includes visits to Smith Island, Tangier Island, and Watts Island. This is the same cruise planned last year. It is a five day cruise departing Crisfield Sunday, May 24<sup>th</sup> and returning Thursday, May 28<sup>th</sup>. A sixth day, returning Friday May 29<sup>th</sup> is optional if desired. Arrival and launching at Sumers Cove Marina in Crisfield will be Saturday, May 23<sup>rd</sup>. In 2014 we had twelve participants with Six Wayfarers attend. New participants are welcome.

For addition details contact Dick Harrington at [rmharrington@sbcglobal.net](mailto:rmharrington@sbcglobal.net).

## VICE COMMODORE'S WINTER TALE

*Chip Cunningham, W1321, Solje*

*Prologue: Because I (Nick Seraphinoff) had to leave Detroit right after five boats arrived from England, I assigned my man Chip to take the boats to the warehouse for storage. He had to take the boats one at a time on road bases which was a big job and I said to myself, "Thank goodness I have a guy like Chip to do this." UNTIL I GOT THIS E MAIL FROM HIM!*

Nick, my man,

First rule of sailing: Protect the Equipment.

Second rule of sailing: You Are the Most Important Equipment! I'll get back with you to find out how you're doing (*with your bruised ribs*). But this may take your mind off your injury.

The boats got moved OK today—only one thing. Kind of big thing actually, but it was so much fun (very nearly almost enough fun.) so I'm sure you will understand. Wednesday when I first came down to move the boats it was sunny and thirty-six degrees. The wind was about 12 knots and steady from the south south-east which means that sailing the river from Bayview Yacht Club was a reach both ways. Who could resist a situation like that?

When I got Tony's boat to BYC there was nobody around so I just pulled up under the hoist and rigged it. I couldn't find a tension gauge but I think I got it reasonably close. It's not like there was anybody to race with.

I improvised a sling, picked it up, swung it off the pier and lowered it onto the ice. That grey double stripe is really classy from underneath. The wind was blowing straight up Conner Creek and the boat doesn't point all that well on ice, so I pulled it out as far as I thought the ice would hold me. The river is frozen maybe three hundred feet out from the wall in front of the clubhouse. When I didn't want to trust the ice anymore I got in, trimmed the sails in a bit and started sailing (sort of) while hanging my feet out over the leeward side to hold her from making too much leeway across the ice. It wasn't what you'd call elegant, but it worked: it got me to open water.

The really amazing part is that there is a wide patch of water open in front of BYC. As I was sailing over to the main channel, I saw a boat coming out of Lake St. Clair, downbound. It didn't look like a freighter. In any case I didn't want to get caught in the channel ahead of it, so I waited. It was the Canadian Coast Guard Icebreaker *Hollyhock*! What luck!

I let her go by and headed down river a respectful distance behind her. I must have been doing four or five knots and she wasn't pulling away too fast. She was knocking me a pretty clear path. It's not like the river is frozen—it seems mostly like chunks floating down from upriver and they get all jammed up. The occasional big chunk that did float back into my path I could steer around—no trouble. There was a lot of small ice and mush though. *Hollyhock's* engines were really churning. She must have been grinding a lot of it up. I think maybe she was also trying to stir up warmer water from deeper in the river. Anyhow, sailing a Mark IV through it sounded like when you shake a box of marbles. I looked carefully over the side of the boat and the hull looked fine. So I kept going.

I made it about half way to the Ambassador Bridge before my nerve ran out. You know, I was thinking, "I bet this icebreaker is not out here just for fun. It must be breaking a path for boats. Besides me, I'm pretty sure the only other boats out here are...*freighters!*" The problem was if I met a freighter in the channel I wasn't sure how things were going to work out. The path was not wide enough to pass in at all. I mean I certainly expected that he wouldn't run over me and that I could sail ahead of him until I found a place to pull over and let him by. But I hadn't seen any places like that yet.

So I turned around and headed back upriver. It quickly became really clear to me that that was exactly where these freighters would probably be coming from: the die had been cast a while ago, so to speak. Well, that, and making headway going upriver against all the ice and mush was not as speedy as sailing down river. More big chunks had drifted back into the path also. Well, I thought, I can always turn around. Lake Ontario is open.

Besides, it was getting cold too. Thank god the wind kept me on a close reach! The boat was moving as well as could be expected. I had the genoa cracked off quite a bit to push through the ice the current was bringing toward me. Every minute that passed without seeing a freighter come around Belle Isle only made me more nervous. But as it usually is, all the worry was in my head! *No freighters—anywhere!* How's that for luck? I swear, I didn't have a beer until I turned out of the shipping channel headed back over to BYC. But then I had a few.

I could see there were five guys standing on the end of the pier watching me. When I got to the thin edge of the ice I asked them to come out on the ice and take a

*Continued on page 9*



2015 MIDWINTERS LAKE EUSTIS SAILING CLUB, FLORIDA

Photographer and LESC member John Cole captures the determination and intensity of Wayfarer Sailors as they approach the windward mark during Friday's races.







*Facing Page: photos by John Cole*

*Clockwise: Tom Erickson (Massachusetts) single handed the Wanderer; John Cadman (Florida) and Mike Sigmund (North Carolina), Donna Gallant and son John (Ontario) sailed a Mark IV borrowed from Nick; Sarah Pedersen (Idaho) and Nikos Damaskinos (Michigan); Doug Scheibner and Andrew Lockhart (Michigan) in Doug's new Mark IV; AnnMarie Covington and Matt Stalaker (North Carolina) in W276 Epiphany.*

*This page: Top photo by John Cole. Spinnaker and Non Spinnaker fleets shared the starts in all races.*

*Other photos by Al Schonborn: Dave Hepting (Florida and LESC) and Ali Kishbaugh (North Carolina) placed first in Non Spinnaker Fleet.*

*Bottom: Two reasons Wayfarers flock to LESC in February! Spenser Price, Trisha Junsch and Julie Seraphinoff enjoy Sunday's post race sun, and unbeatable sunsets set the end of day ambience!*



***Buy A Boat continued from page 1***

Rather, on seeing a potential port-starboard conflict *Epiphany* (starboard) and the 420 (port) both decided to fall off resulting in a very hard kiss...Ouch! This was only 10 days before her scheduled trip to Florida. *Epiphany* was admitted to the Village Lane Hospital for Wayward Wayfarers in Chapel Hill (aka the Heffernans' home) and quickly compensated for her error in judgment.

The Wayfarer Midwinter Regatta is held every year in late January-early February at Lake Eustis Sailing Club in Eustis, Florida. Last year, in 2014, I joined the North Carolina contingent of Jim and Linda Heffernan, Richard Johnson and Michele Parish and Ken Butler. The club members are very welcoming and hospitable, allowing camping on the premises. And the sunsets over the lake are spectacular! So, I put this year's event on my calendar early and invited Matthew Stalnaker (LTYC) to crew. We drove all day on Wednesday, January 28 to enjoy the warm weather and join the other 20 or so Wayfarer family members from Ontario, Quebec, Michigan, Massachusetts, Idaho, Tennessee and Florida in preparation for the long weekend. On Thursday, I launched my boat and paddled over to the catamaran beach to turn *Epiphany* on her side to reattach the brake on her centerboard. Several people were happy to assist. Many Wayfarers as well as MC Scows went sailing for fun on Thursday afternoon and we practiced with a set of Rabbit Start races for the Wayfarers late in the day. It was a glorious day!

On Friday morning, I needed a long handled screwdriver to adjust the centerboard brake. Several helpful Wayfarer skippers checked their tool boxes and very soon I had one in hand. Then the Regatta began. Two races were held in the morning, after which we returned to shore for lunch. Moorings just off shore were convenient with the mark boat ferrying skippers and crews to and from shore. Two more races were completed after lunch, all in excellent conditions. (*Epiphany* was smiling...she was in 2<sup>nd</sup> place in Non-Spin and 12<sup>th</sup> overall after the first 4 races.) That evening, all around the clubhouse, Wayfarer sailors were sharing sailing tips and stories, enjoying each others' company, teaching and encouraging newer sailors. Meanwhile I also went cruising by other woodies with an eye towards gaining boat repair techniques.

On Saturday, Matt and I were in the Piranha Prowl

during the starting sequence with the other 21 Wayfarers when *Epiphany's* jib halyard broke! The forestay kept the mast from falling, but we were out of the race. I called the race committee on the VHF radio to let them know my status. Matt and I limped off the course and headed to the beach. Nick Seraphinoff (on the hard mending his bruised ribs) and a few others were there to assist. I hurriedly replaced the halyard. By the end of the second race, my crew and I were heading back out to attempt the third race of the day. After the first tack in the race, the jib halyard broke again. This time, with the wind a bit stronger, I could barely make headway. We did our best to stay out of the way of the racers and were glad when a mark boat offered a tow. When the fleet returned to shore for lunch, several skippers offered assistance and replacement halyards. Wayfarer sailors are the best! While Matt crewed for a Wayfarer in the fourth race of the day, I calmly investigated why two halyards had broken. I discovered the thru block on the mast was jammed and had developed a sharp edge that was shredding the halyards. I was stumped with how to find a replacement block on a Saturday afternoon when *Epiphany* showed me the spinnaker block on her gunwale. Eureka! Later that afternoon, Jim helped me splice the loops on the ends of the halyard for the furling swivel and the tensioning system. By dinnertime, she was ready for tomorrow's race. Another superb sunset and great evening of camaraderie in the clubhouse capped an exhausting day.

Apparently, *Epiphany* did not feel that she had had enough attention. During the race Sunday morning, she was close hauled on starboard and another Wayfarer on port was unable to duck her. Another Kiss!? I received an opportunity to learn a new woodworking skill. This time on the port side rub rail. But I wasn't worried. I knew the Wayfarer family would be there to help. Tony Krauss, who did a lot of the original restoration on *Epiphany* before Jim and I took over, gave me tips on rub rail repair.

All in all, the long weekend in Florida was fun, exciting and emotionally exhausting.

*AnnMarie of Epiphany Boatworks*



***GWB Regatta continued from page 1***

Heffernan took out a potential Wayfarer sailor as crew, and several sailors practiced their single handing skills. Izak Kielmovitch sailed a Hartley Mark IV with Nick Seraphinoff as crew. Apparently the boat sailed well, as Izak had a best finish of Second and bought the boat, replacing his Mark I.

Activities were not limited to the weekends. A midweek lunch was the justification for a trip to Sinbad's Restaurant (by Wayfarer) with the fleet joined by a Flying Scot sailor in a borrowed woodie Wayfarer. Several impromptu "seminars" occurred during the week, with Nick Seraphinoff one day showing how to install the Hartley masthead flotation on several Wayfarer sails, and on another day showing fiberglass repair techniques. Dave Hepting displayed his new aluminum rub rails that he installed on his Mark IV, an apparent hit, as he assisted in installing them on one additional Mark IV so far, with two in progress.

In addition to the club-centered activities, visitors took advantage of other activities in the area. This year there were fewer trips to Disney World and the Daytona Beach and St. Petersburg beaches. There was a trip to Cedar Key, an as-yet undiscovered locale reminiscent of Key West in the 1930's. A trip to see the manatees (aka the endangered "sea cows") by kayak, turned out to be a trip for the manatees to see the kayaks, the National Commodore's kayak being nudged by one of the placid creatures.

In case you want to pencil it in on your calendar, next year's Wayfarer Midwinters are February 5-7, with club races the following weekend, and the George Washington Birthday Regatta on February 20-21.

***WINTER TALE continued from page 5***

line (you know—that black line I carry) and pull me up onto the good ice. They were yelling something back at me—I think they were arguing with me—but I told them my ears were bad and I couldn't hear. So finally one of them came out on the ice. I had made a few throws and the last one stretched the rope all the way out—about 75', I think. He was on good ice. He couldn't get me up by himself. Then he finally got a couple more guys to come down and help pull. The boat slipped up on the ice no problem. They pulled me onto the good ice and then they let me know they were pretty damn pissed at me.

"You're not even a member here, are you?" they asked. You know the elitist tone they can take.

I said, "No, I'm not, but I'm permanent crew for Nick Seraphinoff and he said I could come down and take his boats out anytime I wanted. Is the kitchen still open?"

So, Nick, you might have to answer a few questions about that when you get back. Otherwise, when I was lifting the boat out I had a good look at the bottom and it was fine. I mean absolutely fine. I had already decided that if it was damaged the slightest bit I would buy it and let Tony sail it until a replacement came in. But it's fine, so you don't even have to tell him if you'd rather not!

I planned to come back down Thursday to move the rest of the boats, but I needed a day of rest. I was shot. But I am *so satisfied!*

Say hi to Tony and his Mary and everybody else! (By the way, I checked the weather and didn't see any storm in Florida. It looks like you're going to have a fine race). And a special hello to your Mary too.

Tony's got a hot boat now! You remember what they used to say about hot rods in the 50's: "Break them in hard; break them in fast: they stay *hard and fast.*" I think they used semicolons in the 50's.

Cato

P.S. I wasn't asking to put the burger on your tab! I just needed your OK for them to serve me. Anyway, thanks! It was typically thoughtful of you and it really hit the spot. Next time it's my treat at the Whitehorse. Get better, man.



**Hans Gottschling**

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## COMMODORE COMMENTS

**Jim Heffernan, W1066. W2458**

As I sit here in late February, the snow is again falling in Chapel Hill for the third time in 10 days. I know you Northerners are saying that it's a lot worse up there. Thus, this was one of the reasons that a record number of sailors showed up for the Midwinters at Lake Eustis, FL. The weather was kind with four days of good winds and reasonable temperatures rewarding those that made the long trek. Keep it in mind for next year.

Uncle Al of the Canadian Wayfarer Association receives inquiries from all over the world regarding Wayfarer issues such as rigging, maintenance and boat handling. Over the years he has compiled his answers and those of other Wayfarer experts into a compendium called the Wayfarer Institute of Technology (WIT). This can be found online at [www.wayfarer-international.org](http://www.wayfarer-international.org). Besides the excellent articles on maintenance, repair and set up of the boat, there are valuable coaching tips along with the extensive pictorial guidelines to the Racing Rules. Browsing through the WIT can help you tack through the days before the water gets soft again. When I returned to the Wayfarer in 2005, these articles greatly assisted me in getting my boat ready and relearning the rules that I had not worked with in 25 years. From all of us, many thanks Al, for the wisdom you share with all sailors and especially the Wayfarer family.

**From Dave Hansman, CWA Honorary Commodore**

*In response to a request from Sue Pilling and Al Schonborn regarding a checklist for preseason boat maintenance, I submit the following.*

I am sitting on a vehicle heading to a tunnel project site near the Swiss border, so will use my Blackberry to put a few points down for you. It is not easy to type long answers on this keyboard but I will do my best.

### MAST

1. Look carefully at the sheaves top and bottom. These are usually worn, sometimes very badly. Will damage halyard and/or be hard to turn. Use silicone lubricant. Some sheaves may be nylon - okay with rope halyard but not for wire. Replace if necessary.
2. Inspect entire wire halyard for damage. Should run freely, lay straight (if it wants to curl up, this is a sign of internal damage) and be "clean" of dirt, corrosion,

etc. Look at the loops on each end to ensure they are okay, including the swaged sleeve. Make sure the rope connection is not frayed at the wire loop.

3. Inspect shrouds and look carefully at the turnbuckles, if so equipped. If they show signs of having been bent or damaged, replace and do not reuse.
4. Inspect all three halyards end to end for signs of damage. If all three run in the mast groove and are not running internally, make sure the loops at the end of the wire halyards are neat and small. If not, things will bind as you raise/lower sails. Using 1/8" or 3/16" lines help alleviate the problem (assuming wire halyards). If halyards are rope only, there should be no issue with 1/4" line as long as it has a smooth outer jacket.
5. While you are at it, check the wind indicator and mounting.
6. What is the condition of the mast pin? What size is it? When mast is erected, weight of mast (and therefore rig tension) should not be on the pin. The pin should be loose when the mast is erected and shrouds attached. (*Al's note: We just discussed this at Saturday's Round Table at the MSC: To take weight off the mast pin, you may need to add plastic (nylon??) of the type used for kitchen cutting boards at the foot of the mast step until the mast sits high enough to take weight off the pin. This may in turn require a rake re-check?*)
7. If there a rig tensioner (which there should be), then inspect, lubricate, and test.
8. The spreaders are of concern on older rigs. They are loose and sloppy compared to the fixed and quite rigid ones on modern rigs. I upgraded both my W's. Check the bolts and fittings to make sure they are not sloppy. Check the distance between shrouds at the spreaders as well as the "attitude" of the spreaders - they should go up slightly toward shrouds when mast is erected. The spreader bracket can sometimes be bent or can be loose and this affects spreader positioning.

### HULL (bottom)

Turn the boat over for inspection

1. Look all around the edges where the joint between the hull and the topside is made. In the W's, this may be the major source of leakage into forward and rear buoyancy tanks (it was on my W2178). The gaps are not obvious unless the W is upside down. Caulking can provide a temporary fix, but thickened epoxy is better.
2. What does the c/b slot look like? Cracks, chips existing? This is a good time to remove and refinish the c/b. Check the angle of the c/b in full down position. (*Al's note: board should be able to go down to near the 83° max. allowed by the Class Rules*)

3. Check the keel bands and make sure all screws are there and are tight. You may want to remove screws and reinstall, sealing with epoxy as you do so. Now is the time to install slot gaskets if you are so inclined.
4. Check pintle/gudgeon mountings on transom as well as the drain plugs. All should be sealed and tight. Pintle/gudgeons should be thru bolted and caulked on the inside, too.
5. Check condition of rub rail. Poor condition here can lead to leaks in buoyancy compartments through loose screws or rivets.
6. Repair any serious scratches or damage to gel coat.

#### **HULL** (topside)


1. Hatch covers, check the gaskets. Everything you need to fix them is available at Canadian Tire. Use dense, closed cell foam tape.
2. Make sure the hatch cover retainers can clamp the hatch lids tightly. Note that these bolts are another source of leakage into the front/rear compartments.
3. Check and lubricate all cleats and blocks. Use through bolting on all cleats, if possible. Check screws and bolts to ensure they are tight.
4. Check the bow plate. This is almost always loose on older Ws that haven't had good attention. This is a critical area as it absorbs 100% of the forward rig (jib luff) tension. You may need a small, strong person to go inside front compartment to get at bolts (and it should be thru bolted, not just screwed down - danger!). I have been able to get into the forward compartment when the W has been upside down but not when upright.
5. Check for cracks along inside of fore/aft compartment bulkheads where they meet both the floor and the top deck. Make sure all screws and fittings are sealed and tightly installed. Check drain plugs and replace if necessary.

6. General inspection of hiking straps, floor boards, seats, bailers and other cockpit items. Now is a good time to clean out last year's dirt and grime.
7. Check the bridle or traveler. I remember the traveler was a problem on one of those boats last year.
8. Check foredeck for cracks (usually caused by people walking on the old deck - to be discouraged).
9. Check mast step and pulpit for damage or wear.
10. Check where the c/b box joins the thwart. On some older GRP boats this was a real point of weakness. May need strengthening here as it has to be solid to counter the stress of the c/b and help stiffen the hull.
11. Floorboard supports are often also the stiffeners for the bottom of the boat. These can break loose from the bottom over time; hull loses stiffness. Epoxy repairs required. If installing new fasteners to secure the floorboards, be careful that the buoyancy compartment is not compromised (as happened on the W Mk2 "Mystic" under the mast step).


#### **RUDDER**

1. Check blade condition, repair. Will it meet measurement requirements?
2. Make sure of tight fit of tiller to rudder head.
3. Check and lubricate tiller extension. Is it firmly attached to the tiller?
4. Check that the rudder hold-down works, and can be loosened quickly but will keep the rudder down when you need it down.

That is all I can think of for now. I have Blackberry writer's cramp so I will concentrate on the Austrian scenery going by. As for the actual buoyancy testing, that is the last thing to worry about until the rest of the checks are done and required work completed. Have fun!



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*Boats U.S. For the dinghy sailor in all of us  
Home of the Mark IV Wayfarer*



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*2015 Calling All Wayfarers*

May (late)	Lake Lansing Wayfarer/CL Regatta	East Lansing, Michigan
May 24-29	Chesapeake Cruise	Crisfield, Maryland
May 29-31	Bayview One Design, Bayview Yacht Club	Detroit, MI
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	Chesterton, Maryland
<b>June 20-21</b>	<b>Rock Hall One Design/US National Championship</b>	<b>Rock Hall, Maryland</b>
	<i>Scenic Eastern Shore Location, Camping on site, Pool, Nearby Crab and Fish Restaurants</i>	
July 18-25	Cruising Rally at Wellesley Island State Park	Wellesley Island, NY
July 25-26	North American Championship, Coburg YC	Coburg, Ontario
Sept 6-13	International Rally	Lough Derg, Ireland

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*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. Additional events throughout North America can be found on the Racing Schedule on the USWA or CWA websites.*

**USWA SKIMMER 2015-1**

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