



## VICE-COMMODORE COMMENTS

**Some Thoughts on Safety, Ironic as That May Be**  
*by Chip Cunningham, Vice Commodore and still crew on one of the Wayfarer Impulses*

Recently at the Bayview Yacht Club's 2015 One Design Regatta Nick and I gave another extemporaneous performance of our questionable Helm-Nick maneuver where, during a tack or gybe, the aft end of the stowed spinnaker pole threads its way into an item of Nick's clothing and when the boom comes over tries to fling him out of the boat. The sound track is pretty rousing, with Nick shouting, "CHIP! CHIP! CHIP!" as the boat goes out of control. It's a good way to capsize too, as once happened to Nick on a Flying Dutchman. The FD's turtle in a hurry. The spinnaker pole was through both shoulder straps of Nick's life vest and it was all he could do to struggle up for a breath and call for help. We can thank his neighbor who was crewing with him for her quick thinking—she cut him loose and gave us the years of Nick we have enjoyed since.

Now it has happened this year at the BOD. We were tacking back a half minute before the gun. All of a sudden Nick was shouting, "CHIP! CHIP! CHIP!" It's hard to respond effectively with the boat spinning. The far rail was under the water and Nick was hanging out over it. The boom was across his back and holding him face down. At some point the sails auto tacked and the boom came off Nick's back revealing the end of the spinnaker pole stuck through a hole in his "Safety Shirt." I pushed him off the pole. We reorganized, opened the bailers, and made it to the line only twenty seconds late. The fact is the Helm-Nick Maneuver is no fun anymore.

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## **CHESAPEAKE CRUISE PROVIDES EXCITING AND WINDY SAILING** *May 24-May 27, 2015*

*Three Wayfarers comprised the small fleet for this year's Chesapeake Cruise. Dick Harrington and Tom Goldsmith in Blue Mist, Al Schonborn sailed solo and Ken Butler and AnnMarie Covington sailed in Ken'sMark I, W7372. Here is Ken's report.*

AnnMarie Covington and I left North Carolina on Sunday, May 24 with my Wayfarer W7372 in tow. The trip started with the trailer making strange sounds, like the wheels were loose. We stopped in the Rest Area trailer parking area and found eight lug bolts loose. AnnMarie quickly fixed the problem that I had created when I put on two new tires. For me, after that experience, every noise was a potential failure. Since I am home writing this, you can be assured it was a fabulous cruise.

We arrived at Somers Cove Marina mid-afternoon, checked in at the office, paid dockage and got the code to all facilities. This big boat facility, operated by State of Maryland, is great and the Staff are so welcoming... and they allowed us "little boat" sailors to park our cars there, shower, dock our boats and sleep there the first night.

*Shades, Glory Days* was already tied up, so Uncle Al was in town. We rigged the boat, reefing the main and using a cruising jib. After launching, I sailed back to the Marina, found a slip and we begin moving gear from car to the boat. By the way, the reef never came out. Small craft warnings were in effect the entire cruise and winds seemed to increase the last day.

Dick Harrington and Tom Goldsmith arrived late in the evening when I was sound asleep. After a hardy breakfast at the Bay View restaurant Dick and Tom

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***Vice-Commodore continued from page 1***

The “Safety Shirt” was invented when something similar happened to us at the Worlds in 2013. The pole caught Nick’s vest during a gybe at the windward mark and we blew one of our most promising heats. Prior to the “Safety Shirt” Nick had simply worn his vest over everything else. We decided then that it would be a good idea to cover the catchy parts with a tight shirt. But the shirt has let us down.

Nick and I agree that the thought of simply drowning isn’t all *that* bad, but the thought of being tangled up and held under the water *is*. It reminds him of the

Flying Dutchman incident and he really, really doesn’t want to do that again.

Common methods for stowing the aft end of the spinnaker pole are the wire loop or PVC hoop, both of which leave the end of the pole exposed, and the fabric sock which doesn’t, assuming the sock is long enough to completely shroud the end of the pole. If the sock is closed at the aft end and set the proper distance from the mast, it will stop the pole in the right place when it is being stowed in the hurry of a race. On occasion the mainsheet running along the boom has gone over the protruding end of our pole and if the sheet is taut the pole can be hard to pull loose. A sock will prevent that too. Impulse has wire loops. I am now strongly advocating for the fabric sock.

The floor of a Mark IV is three inches higher than the other Marks and that’s three tough inches farther one has to duck to get under the boom. Maybe that’s it. We don’t know.

We have performed the Helm-Nick maneuver for you perhaps six times. If you haven’t seen it yet you may have missed your chance. We have never seen any other boat perform it. You certainly want to avoid it if you can.

***Chesapeake Cruise continued from page 1***

launched *Blue Mist*. We all watched the local watermen and volunteer fire department men put together grills, tents, deep fat fryers and bring in baskets of crabs for an annual soft shell crab cook off. Once out of Somers Cove Channel, our sail to Smith Island, became a port tack beam reach across to Big Thoroughfare channel. Uncle Al, the local knowledge guy, went a little lower and then close reached ahead of us and reached the channel first. Two sail boats on the water always invite a competition!

We stayed high in the channel, intending to stay away from any leeward sand bar and put on a good show for the people on the ferry. As the ferry passed to port we headed up into its wake and received the waves of the passengers as we moved behind the ferry

Then the local knowledge guy, Uncle Al, began to cut corners to avoid a beat, so we followed *Shades* across the flats on a rising tide. The rudder tie-down released and the center board showed we were in shallow water. With the wind behind, and deep water ahead, it was an OK track.

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**STORMS AND HEAVY WIND SHORTEN  
2015 BOD REGATTA**

*By Linda Heffernan, Editor*

For the third consecutive year the Wayfarers had a respectable showing of entrants at the Bayview One Design held on May 29-31 at Bayview Yacht Club in Detroit, Michigan. Nine Wayfarers registered for the regatta and they joined the Ultimate 20's and the Buccaneers on the Circle D course in the Detroit River.

Two races were completed on Saturday before a threatening line of squalls chased the boats back to the Bayview Club. Sunday's weather brought high winds, cold temperatures and rain, a combination too grim for any racing and the regatta was shortened to Saturday's results.

Consistency paid off and overall win went to Al Schonborn(Oakville, Ontario) and crew Roger Sheppard(Ontario) with two second places. This crew was also awarded first place among all the boats on the Circle D Course. Second place went to Marc Bennet and Julie Seraphinoff (East Lansing, Michigan) with finishes of 5 and 1. Tony Krauss (Bay Village, Ohio) and crew, Dave McCreedy (Canton, Michigan) placed third with finishes of 1 and 6. For Tony it was the initiation regatta in his new Mark IV, *W 11044*. When asked how he liked the performance of his new boat, Tony replied, "I think the other competitors were giving the Old Grey Guy in the *new grey boat* a free one! Either that or Nick Seraphinoff paid them off!"

A tie for fourth place went to Nick Seraphinoff(Detroit) and Chip Cunningham(Oxford, Michigan) and Sue Pilling and Steph Romaniuk (McDougall, Ontario). Kit Wallace, (Toronto, Ontario) and crew Jeff Hocking( Ontario) placed sixth. The final two teams, David and Ann Pugh, and Rob and Daniel Wierdsma, all from Oakville, Ontario, tied for seventh. Sarah Pedersen traveled from her home, Boise, Idaho but was sidelined when crew Nikos Damaskinos was called to a command attendance at his daughter's high school graduation on Saturday morning, the only time races were held.

On Friday evening Nick and Mary Seraphinoff hosted a welcome party at their home for guests and the fifteen Wayfarer sailors staying with them. Music was provided by a trio, banjo/guitar, bass and electric keyboard, all members of the River Boat Ramblers, who entertained the group with their toe tapping, easy going music.

The unpleasant weather forced a shortened regatta but in no way dampened the spirits and fun of the

Wayfarer participants as all the sailors were promising to return next year.

**2015 Mayor's Cup –  
Lake Townsend Yacht Club – Greensboro, NC**  
*Alan Taylor, Past Commodore, LTYC*

June 6-7 was the 38<sup>th</sup> Annual Mayor's Cup Regatta at Lake Townsend, Greensboro, NC. Thirty-five boats participated with fleets of Flying Scot, Tanzer 16, Wayfarer and Open. There were 6 Wayfarers, including a Mark 4, a Mark 2, a Mark 3, and 3 woodies.

Saturday's winds were in the 5 – 10 knot range, typical puffy shifty lake conditions. The Wayfarers were started with the Open division which consisted of Isotope Catamarans, Lightnings, a couple 21' keelboats, and a few other boats. It made for some interesting starts.

The first race was won by Kat Williams, a sailor from the Carolina Sailing Club. This was Kat's first time skippering a Wayfarer and perhaps her first time in a Wayfarer. She had a rock star crew in Mike Sigmund. Mike normally sails Buccaneer, but has sailed and crewed on Wayfarers on occasion. Second place by 30 seconds was Jim Heffernan in 1066 with Trish McDermott crewing. Trish and her husband Scott recently bought a Wayfarer but are still building their racing skills. I'm sure Trish learned a lot this weekend. Phil Leonard was third in his new to him woodie, W864. Ken Butler / Richard Johnson and AnnMarie Covington / Andy Naylor were a close 4 & 5 in their beautifully restored woodies. Alan Taylor and Gareth Ferguson were sailing the Wayfarer Class loaner boat. They would have done better if they hadn't had been over early at the start. AnnMarie beat them by 5 seconds.

The second race mixed things up a bit with Jim beating Kat and Phil and Ken swapping 3 & 4<sup>th</sup>. Gareth, a 13 year old, took the helm of the Class boat and showed that he is a natural. The third race of the day Ken chased the wind on the right side of the downwind leg and pulled a horizon job on the fleet. Kat was second with Jim, who got caught on the left side with no wind and to leeward of the San Juan 21, coming in third.

Sunday the wind had shifted to the south, which on Lake Townsend means 3-7 knot winds with 110 degree wind shifts. Alan helmed the first race and finished two seconds behind Jim. AnnMarie came in third followed closely by Ken.

The second race on Sunday, Gareth took the helm and again the Ferguson/Taylor team came within four seconds of catching Jim. It was a photo finish. Ken was third followed by Kat, Phil and AnnMarie.

Overall the racing was very close with an average of 4.5 minutes separating the fleet. Final standing found Jim & Trish in first, Kat & Mike in second, Ken & Richard third, Gareth & Alan fourth, AnnMarie & Andy fifth and Phil & Jeannie in sixth by one point. The Wayfarer fleet has been building at Lake Townsend over the past few years. Plan to come out next June for the Mayor's Cup. Also, a regatta not to be missed is the HOT Charity event October 31-November 1. Hope to see y'all On the Townsend.

## The Fine Art of Pinching

examined from stem to stern

*Uncle Al Schonborn W3854*

*This is a re-working of an article I wrote for the Rebel Newsletter and the CWA Yearbook in 1993*

On *SHADES*, Wayfarer 3854, we have spent much of 1993 outpointing the opposition. I tended to attribute this to being in tune with my sails and my boat, more than anything else, until the weekend of the Clark Lake Invitational Regatta in late September. There, we sailed Tim Dowling's Rebel #4069 with a very competitive fleet, and once again, people were commenting on how well we were pointing. This caused me to re-examine the whole matter.

As Wayfarer Class Coach, I am reporting my findings to you - for your perusal and possible comments and discussion.

As I see it, there are three aspects that can affect pointing:

1. boat and rigging set-up
2. sail and boat trim
3. helmsmanship

I now propose to briefly cover these three topics as they relate to pointing close to the wind to best effect.

**1.Set-up:** From stem to stern, the following are the essentials

**Jib Luff:** The entry should be pretty well as flat as you can get away with. This is of course a factor controlled by jib halyard tension - the tighter the halyard, the flatter the entry (this assumes a jib luff sleeve that is

not getting tensioned along with the halyard, i.e. that is not fastened to the luff wire at the tack).

Beware, however, of conditions such as waves, where it is easy to overflatten the entry to the point where the steering groove becomes too narrow for the conditions and the windward and leeward tickers on the luff indicate both stall and luff at virtually the same time. If this situation is allowed to continue, you are doomed (to poor everything). As they say: "When in doubt, let it out!" In this case, let the jib halyard off until the narrow groove problem is alleviated.

**Jib Leech:** Using a needle and some real wool, thread a 3 - 4 inch telltail through the folded sailcloth at the very aft edge of the leech, about  $\frac{3}{4}$  of the way up from the clew. Proper use of this essential tool will require a window in the mainsail positioned so that the crew can see this windtuft while sitting out to windward. Alternative: If you cannot see the jib leech telltail, then a good alternative is to have the helm steer according to the dictates of the lowest of your three luff telltail positioned at quarter, half and three-quarter height while the crew sheets in until the upper telltail matches the performance of the lower.

**Jib Sheet Lead Position:** Base position should be where a straight line from the halfway point on the luff through the clew would meet the jib track. Lead position on its track is not crucial - ours haven't been moved in 20+ years. If you must move your leads, a bit forward from this position gives a fuller foot when the jib is trimmed to best advantage, if you want extra power to punch through waves. And the reverse can be done in very flat water and lots of wind.

**Boom Vang/Kicker:** This must be powerful (ours is about 40:1, a lever supplemented by 6:1 purchase on the control lines) and easy to adjust at all times (ours leads to the helm on both sides of the boat).

**Bridle:** In my opinion, the crucial consideration is not to have a bridle that is too long and thus prevents you from putting the maximum tension that you can get away with on your leech. In my experience, main leech tension = pointing ability (But you must be careful not to overdo the main leech tension bit either, especially in light winds!)

**Mainsail Leech:** As on the jib leech, thread a telltail through the leech, about  $\frac{3}{4}$  of the way up from the clew.

**Mainsheet Swivel Block:** This should function smoothly. On *SHADES*, it is the single most frequently used piece of equipment, i.e. the mainsheet (3:1 purchase, ¼” softbraid) is cleated or uncleated every few seconds throughout the race. It must be designed and positioned such that it will not cleat itself accidentally!

**2. Trim:** After all the many items to be dealt with under item 1, Set-Up, the good news is that trim is very straightforward, as it must be. The adjustments are simple but do need constant attention:

**Boat Trim:** Under most circumstances, boat trim is simple: keep the boat flat in every direction. i.e. don't let it heel enough to cause helm, don't plow the bow or drag the transom (for the latter, check wake for excess turbulence which can be alleviated by moving crew weight forward).

For short periods of time, heeling the boat to leeward can help you point better. This can be useful to help you pinch up around a mark or escape someone's leebow.

**Jib Trim:** We simply sheet in until our leech telltail (= windtuft) starts to get sucked in to leeward of the leech. The further forward our leads are, the looser the sheet will be when this occurs (for any given wind strength).

**Main Trim:** We normally only use the mainsheet which we sheet in until the leech telltail starts to get sucked behind the leech. For reasons unknown, this ticker sometimes will not fly properly, in which case we revert to the time-tested method of keeping the top batten roughly parallel to the centreline of the boat. If we get overpowered, consistently or by a puff, we crank on the vang. Since the leech telltail will always fly aft in these conditions, try to use enough vang to keep the upper batten parallel to the boom.

**Effort:** I find that we gain more than at any other time in puffy conditions. I am convinced that this is because we make extra effort to maximize the benefits of a puff and minimize the damage from a lull. After numerous floggings, my crew is always ready to sheet the jib in a bit more when a puff is imminent, since the leech telltail will allow this. And, of course, the reverse is most definitely true when a lull hits. The faster the reaction to change, the greater your benefits.

For me, the effects are even more easily felt as I crank in the mainsheet in response to a puff until the leech telltail says 'stop'. The bow is pushed to windward a bit and we move out on any who are slower to take advantage while they bask in the rosy glow that goes with the knowledge that you got a good puff.

Even more dramatic is the way the competition can be positively devoured when you are faster than the boat beside you to adjust to the dreaded dead spot. Everything off: vang, main sheet, jib sheet - quite possibly to a close reach position to make sure you go even faster in order to further depress the over-vang'd guy beside you. Here you must make sure you do **not** pinch! And, of course, don't let the boat heel to windward in those lulls.

In fact, this is one time I let the boat heel a bit to leeward in order to give myself that illusion of better speed (on the premise that if I feel better, I'll sail better - my crews put up with this quirk).

**3. Helmsmanship:** Apart from the obvious requirement of being good at keeping the jib on the edge of a luff with attentive steering, helming brings with it more subtle requisites if you are to join the ranks of the successful "pinchers".

Up until not too long ago, I used to think of "pinching" as always sailing that little bit higher, but lately I am more than ever convinced that you cannot "pinch" successfully unless you first get optimum speed for the conditions. You can point higher before hitting optimum speed, of course, but that is a sure way to lose due to slower and slower speed through the water which brings with it the added "bonus" of increased leeway.

What needs to happen after a loss of speed (e.g. sitting on the start line, after a bad tack or wave, etc.) is that you need to start off in first gear (i.e. with sails not oversheeted and the jib not too close to luffing). Once your boat is up to speed, and if the waves are not too bad, you can oversheet the main (**but not the jib!**), and let the leech telltail disappear for some lengths of time. But you must be alert for any loss of speed and gear down at the first sign of a slow-down.

In the end, as is the case with most things, nothing helps like practice. See you out there. Happy sailing!



Uncle Al, Wayfarer Coach

## 2015 Chesapeake Cruise



*The Gang's All Here!, Tom Goldsmith, Uncle Al, Dick Harrington, AnnMarie Covington, Ken Butler.*

*AnnMarie and Dick approach docks on Smith Island on Monday.*

*Wayfarers tied to those tricky pilings on Tangier Island.*

*Photos mostly by Al Schonborn*



*Reefed Sails for Ken and AnnMarie on first and every day.  
AnnMarie and Tom enjoy a lunch break on leeward side of Watts Island on Wednesday.  
Breakfast on back porch of MiltonParks, owner of marina on Tangier Island.*



SKIMMER 2015-2

*Sue Pilling, Raewyn Perry and Steph Romaniuk put a cheerful face on unrigging in a cold, windy rain after Sunday's cancellations at the Bayview One Design.*

*Photo by Al Schonborn*



*Tony Krause, receiving the third place award from the Bayview Yacht Club Regatta Committee members. Crew Dave McCreedy was not on hand for the presentation*

*Photo by Mark Chumiecki*

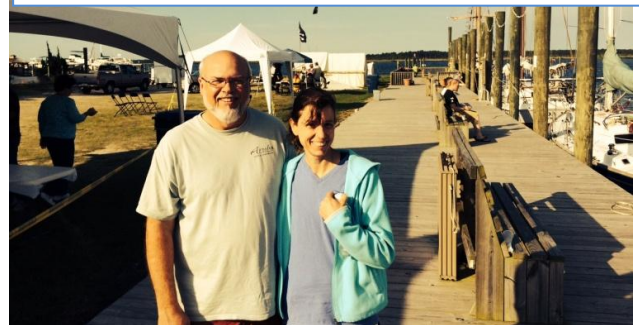


*Top, Wayfarers at the starting line in LTYC's Mayor's Cup.*

*Alan Taylor and Gareth Ferguson finished 4<sup>th</sup> in Mayor's Cup  
Photos by Kathy Holland*

*Bottom left, Richard Johnson and Michele Parish won the honors at the Prates on the Pungo Regatta in Belhaven, NC.*

*Bottom right, Phil and Cathy Leonard, long time LTYC members and new Wayfarer owners, spent their 25<sup>th</sup> Anniversary racing on the Pungo River.  
Bottom photos by Jim Heffernan*



***Chessie Cruise continued from page 2***

Smith Island Marina was just as we left it last year, only one more dog at Pauli's. At the marina, we met Hugh and Julie, a couple on a big sail boat heading back to Annapolis. They arrived after we had set up our little boom tent boats. Hugh was a great grill master and he cooked our dinner.

While there I meet a local waterman, Wes, and he gave me a tour of his soft shell crab facility. I got first-hand knowledge about Sooks, Jimmies, Busters, Doublers and saw one method the waterman uses to identify which crab is getting ready to shed the present hard shell and expose the new soft shell.

The other interesting local we meet was Tim Mitchell, who is a local guide for Native American artifacts. During the ice ages the islands were not islands and Tim has found some very old "points". As the islands erode, these are exposed. And he will take you to areas where he has found various spear points and arrow points.

Next day forecast was for winds increasing later in the day so we delayed our departure to be sure we got the benefit of beating into heavy seas and wind. After all we are Wayfarer sailors!

We departed Smith on the west side and following Al, took a long beat off-shore. You could see the western shore. We stuck together pretty well with all boats in sight. Most of the time we were close enough to Uncle Al to discuss business, ie "starboard". In the end local knowledge ruled and Uncle Al cut to the docks while we observed a more conservative route down the channel into Tangier.

We found a slip at Parks Marina and it was tricky getting in because the slips are for thirty footers and longer. All arrived safely and wet. We had 3 to 5 gallons of water on board from the crossing. Later in the day we walked over to the beach and watched the rough water due to weather.

Day three was a side trip to Watts Island. The wind was blowing right out of the slip so I decided we could back out of the 30 ft slip, past two pilings into the channel. It did not happen that way but we recovered. Those lines for the second reef point were always finding a piling to hook up with.

We had a wet beat to Watts Island and the reefed main sail really rocked. We were the first to arrive and didn't know where to go, so we looked for the point Uncle Al said he wanted to visit. We found a lee shore on the very North End. Uncle Al took some great pictures of whole trees becoming drift wood. We saw



a lot of debris from buildings or maybe it was the place where folks dumped their garbage.

Dick and Tom landed at a much better spot, a little south, so we walked down the beach and joined them for lunch.

On Day Four after an extended breakfast on Milton Park's back porch, the Wayfarer Tribe met and agreed we were all ready to head to Crisfield. It would be a run from Tangier Island but first we needed to pack up and get off the pilings.

After a bad showing yesterday, AnnMarie and I put together a plan and executed it so well we were hanging on the outer piling, all sails begging to go. With AnnMarie on the helm, I released and we headed upwind and then out the eastern side. With crabbing shacks to windward, we moved down the channel with lots of speed as we left Tangier Island. So beautiful! We stayed high in the channel, past the osprey nest and then turned north to Crisfield.

At first, we were protected by the shore leaving Tangier. We had wind, but no seas. Further off we got seas. AnnMarie really liked what she described as "Wayfarer surfing". Head up a little, catch the wave, then, let it go downwind. Later when we switched the helm and I found I liked it too. Similar to those rides in the surf.

It was a great cruise. I was very glad I had crew who was also a helmsman on board with me so we could always drive the boat efficiently. Over and over we saw that the Wayfarer is an amazing boat.

OBTW, I did a "thwart turtle". You really must try it, get everything wet and then fall backwards off the thwart. While tacking! It happened while I was crew. I am still laughing! *See you on the water! Ken*



### Fine Tuning Impulse III or IV

**(I have lost track which. It's easier just to think of it as the red one.)**

*by Chip Cunningham, crew and budding Boatwright. I also take my commission as your Vice Commodore very seriously. As Nick says, "You must lie awake at night thinking about it." Indeed.*

**Spring 2015** The ice has cleared here in Detroit, if you get my drift, and Nick and I are pumped to begin our northern sailing season. Along with checking Impulse III or IV's rig tension, rake, and prebend, I decided to surprise Nick with a little innovation of my own. I found an old Coca-Cola type wall-mount bottle opener and suddenly knew just what to do.

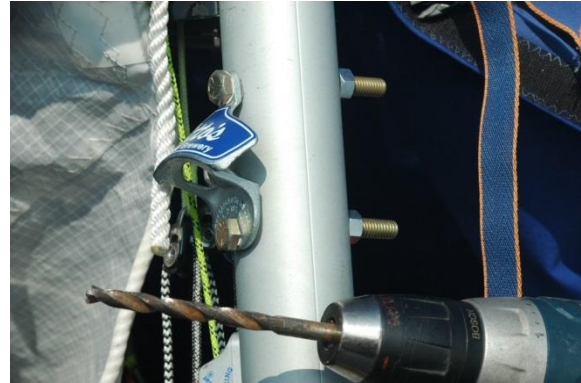
There is a tag on the Proctor mast we have that warns something about drilling additional holes—a caution I took to heart: I turned to the web for help. I posted my concerns in the technical section of an online sailing forum. The best answer I got was from a guy who said he had never had anything to do with boats, but that he had once attempted to build a gun cabinet in junior high shop class which turned out pretty well except that he gave up when he couldn't get the doors to fit. He didn't see why a few more holes in the mast would be any problem and that "they're making much better aluminum these days anyways." So I went with it.

I spent a good bit of time going over which side of the mast to put the opener on, and then it came to me: of course, the starboard side! This is mainly a safety consideration, the idea being that when sailing on starboard, not only is the opener most easily accessible, but the boat is also enjoying right-of-way privileges, thus providing both convenience and ease of mind.

Next was how high off the deck to mount the opener. At a nearby party store I bought the biggest bottle of beer they had. They called it a double magnum—"A Whole Six-Pack In One Bottle!" I placed it on the deck, held the opener slightly higher than the top and drilled the holes.

One thing I learned is that it is better to drill the mast from each side and not all the way through from one side: the internal halyards can wind up on the drill bit! What a mess!

When I paused for a congratulatory quaff I discovered that double magnums are screw-cap which makes sense when you think about it. Anyway, in case they ever start making them with a regular cap, they'll fit.



It took a little while to talk Nick down when I showed it to him. The way I look at it is that not having the lanyard on the hand-held opener we used to use getting wound around the mainsheet and/or our feet anymore is a good thing. He has suggested, and I agree, that we cut off the excess bolt lengths so they don't catch stuff.

Also, he said he wishes I had talked to him about it first. That I just did it without asking him is kind of my passive aggressive response to the name he gave our beautiful "Sunset Boat," i.e., the one we plan to sail into the sunset.



She's an International Tempest—another brilliant Ian Proctor design. "A dinghy with a keel," Nick says. "You know, one of these days we will be too old to right a Wayfarer—but not yet. Pass me a beer."

### Three times is the Charm?

*Ray Merrill, FS4322*

*Vice Commodore, Carolina Sailing Club*

*Pirates on the Pungo Regatta* in Belhaven, NC is one of those away regattas that draws me because of the good times promised by the one design classes that participate. In 2012, the Carolina District Flying Scots explored the possibility of adding the venue to their traveling series known as the Helmholtz-Singletary Series where the best sailors in the district travel to other clubs to compare skills and share stories. The venue attraction gets better for me

because I won the Flying Scott Class while sailing in 18 plus knots of wind with my son as crew. There are some memories and stories that you just can't replace and planing downwind with the rest of the fleet chasing us is one of them. In 2013, my sailing son was not available and I crewed on a Scot and we placed second.

This year's regatta, my third time at the Pungo, brings new and different memories. The question for me is "What's a 'big boat', retirement eligible Flying Scot sailor, doing crewing for the first time on a Wayfarer at a major regatta? Was it the Buccaneer Class ranting about the good times and gasping for air after their hearty "Arrrrgh!" every time you say Buccaneer? Well, maybe not for me. No, it was the kind offer from one of my sailing heroes, Jim Heffernan, who was without his favorite and best crew Linda. Jim has beaten me on corrected score so many times in local club races that I can't count, notwithstanding the favorable Wayfarer Portsmouth handicap! I sometimes wonder what is it about one design dingy sailors that knits and bonds them so closely to sail hard, compete with respect, and enjoy their time together trying to lift all boats and crews to a higher level of performance. So Jim goes out of his way to invite me to crew with him even though I have no experience on a Wayfarer, and what an experience it was.

I expected the races would be a shoe in win for Jim since I'd seen him sail and knew I had to up my game to perform at his level. However after the first race, a two hour WD course in 5 to 8 knot wind, we learned we had strong competition and had to sail his 800 series Wayfarer 'woody' to perfection to challenge Richard Johnson and Michele Parish in their the Mark IV *Black Skimmer* who won the first (and second, and third) race of the day. As Jim put it, "We are going to sail well to force them to beat us; we are not going to lose through poor boat handling." And that's how I got the bruises on my butt! I've never hiked out so far, for so long on a dingy with hiking straps. Why on earth did I think I could sail without my padded shorts just because there was a gunnel as wide as a Scot's on the Wayfarer? I keep telling myself the difference was the hiking straps that I can't have on my Scot.

That brings us to the fourth race on Saturday. New strategy from Jim, get a good start, stay between the competition and the next mark, and don't make any boat handling mistakes. What a plan and what a competition as we engaged in a tacking duel with *Black Skimmer*. Midway up the windward beat Jim said to me, you know what they're doing don't you?

They figure they can force the old guy to make mistakes on the tacks and beat us down. My reply was; "Not on my watch" as I fell onto the floor during the next tack. (*Editor's note, Twart Turtle?*) Did I tell you about the big bruise on my arm? After a quick recovery, we continued to stay in the lead around the upwind mark. Downwind, radial spinnaker up, and Jim said, 'Ray, look back we've got a 10 boat length lead, you've got to see this'. It was a setup and I did not bite. My reply," I'll look after we cross the finish line, let's finish strong, and we did."

I think I'll return to the Pungo for another regatta. The pirates were well behaved, the organizers were gracious, the competition was keen, but most of all, the friendship demonstrated by the Wayfarers is the magnet that will attract me back. I still prefer my Scot, but as a second hull, the Wayfarer was a bright, responsive, easy to handle one design and I had a great time with a great mentor, Jim Heffernan, who showed he really cared about the class and for his friends and for me.

#### A WAYFARER FORTNIGHT By Dave Hepting, LESC

All Wayfarer sailors are invited to two weeks of sailing and activities in Florida next February. While others are shoveling snow, you can be sailing on Florida's finest small boat waters and enjoying the sunshine.

The central location will be the Lake Eustis Sailing Club in mid-Florida; running from January 29 through February 14. The first weekend will be a three day regatta, the traditional Wayfarer Mid-winter Regatta [This year it will also be the U.S. National Championship?] The second weekend will be a new single-handed regatta, in recognition of the unique Florida tradition of single-handed Wayfarer racing. Those not choosing to try single-handed racing may participate in the regular Club Races that weekend. The third weekend will be the club's George Washington's Birthday Regatta, a multi-fleet regatta with a separate Wayfarer fleet and trophies.

During weekdays of the first week, various water related activities are planned. One day will be a sail to Sinbad's Restaurant, a rustic restaurant but one recently recognized by the Orlando Sentinel Newspaper as one of Central Florida's best. Another day will be an opportunity to kayak the Dora Canal, famous since the 1930's as "the most beautiful mile of waterway in the world" and an opportunity to see rare Florida wildlife up close. Kayaks will be provided. One day will be a tour by powerboat of Lake Eustis,

Lake Harris, Little Lake Harris, the Dead River, Lake Dora and other local waterways. One day will be devoted to "Make and Mend" (a traditional Navy term for a day devoted to repairs and maintenance) with seminars and assistance on boat repairs and upgrades. Preliminarily scheduled topics include: installing the new Wayfarer masthead flotation, installing rub rails on Hartley Mark IV's, repairing and fiberglassing plywood centerboards, installing roller furling and roller reefing, repairing woodies. There will also be opportunities to try out a traditional woodie and a new Hartley Mark IV, as well as several roller furling and reefing systems.

On weekdays of the second week Commodore Jim Heffernan is planning a multi-day cruise in the Gulf of Mexico coastal waters near Cayo Costa State Park.

Sailors may also spend time on their own, in addition to, or instead of, the other activities. Some possibilities within an easy drive include: Disney World, Daytona Beach, Cape Kennedy Space Center, Salvador Dali Art Museum/St. Petersburg Art Museum, Sea World, Tarpon Springs, Clearwater/Tampa/St. Pete Beaches, Homosassa Springs State Park/Blue Springs State Park (to see the Manatees), Merrit Island (bird watching), and Ocala National Forest.

Several local motels will give discounts to regatta participants and you can also camp or park a Recreational Vehicle at the Sailing Club.

Mark your calendars now: scheduled dates are Wayfarer Midwinters January 29-31, Singlehanded Regatta/Club Races February 6-7, and George Washington Regatta February 13-14.

### 2015 USWA NATIONALS

Rock Hall Yacht Club  
June 29, 21, 2015

Maryland's Rock Hall Yacht Club on the Chester River in the prestigious sailing waters of the Chesapeake Bay will once again host the US Nationals on June 20 and 21, during the club's annual One Design Regatta.

Defending Champion, Doug Schreiber and his 14 year old daughter, Christiana will be coming from Detroit. Skippers Tony Krause and Nick Seraphinoff, hailing from Bay Village, Ohio and Detroit, Michigan, respectively, are joining forces in Tony's new Mark IV. From East Lansing, Michigan the husband-wife team of Marc Bennett and Julie Seraphinoff will return to this favorite regatta after taking last year off for the wedding of Julie's daughter.

The three North Carolina skippers recently raced in Lake Townsend Yacht Club's Mayor's Cup in Greensboro, NC. However at the Nationals these skippers with all have different crews. Jim Heffernan and granddaughter, Claire Heffernan, New Providence, NJ, will defend their first place performance at this regatta last year. Ken Butler takes aboard Paul Heffernan, his returning crew from last year and Claire's father. AnnMarie Covington will sail with Matt Stalnaker a fellow LTYC member.

Three Canadian teams arrive well practiced after competing in the Bayview One Design in Detroit, Michigan and the Warm Water Regatta on Lake Conestoga, Dorking, ON in the past weeks. Husband-wife teams, David and Ann Pugh and Mike and Marg Duncan are members of Mississauga Sail Club, site of the 2013 Wayfarer Worlds. Al Schonborn, of Toronto Sail & Canoe Club, will take on crew, Mark Heffernan, Philadelphia, PA, who usually sails this Father's Day Weekend regatta with his Dad, Jim, unless pre-empted by his niece.

Check the USWA website, [www.uswayfarer.org](http://www.uswayfarer.org) for the results of this championship regatta.

#### **Wayfarer World Championship and International Rally- 2016**

*Hans de Bruijne, the Chairman of the Netherlands Wayfarer Association(NedWa), has invited Wayfarer sailors from North America to join the Europeans at the World Championship Regatta from July 16 to July 22, 2016 and at the International Rally beginning the day after the Worlds and ending July 29.*

*The races will be held at a lake adjacent to the town of Heeg (Friesland) like the Europeans in 2006, and this town will also be the departure and ending place for the Rally.*

*The organizers have already booked the Dutch motor barge "In Dubio" as a hotel for the Worlds participants and as the Mother vessel for the Rally.*

*This vessel, with a capacity for 23 sailors, has been used in previous rallies sailed on the lakes and scenic canals of Friesland. An option has also been made on a big sailing barge like in 2011 with a capacity of 26.*


*At this moment a provisional cost has been established to give you an idea of the rates. The early bird entry would be €200 for the races and €450 for the Rally with a late entry rate of €250 and €500. More information will come about chartering boats for the Worlds.*

*There are many pictures and narratives about the 2011 and 2006 Rallies at the following site:*

<http://www.wayfarer-international.org/WIC/International.Rallies>


*If you are thinking of attending these events, please let me know and I will pass your intentions on to the NedWa*

*Jim Heffernan, WIC Secretary, [jheffernan@nc.rr.com](mailto:jheffernan@nc.rr.com)*



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

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*2015 Calling All Wayfarers*

July 18-25	Cruising Rally at Wellesley Island State Park	Wellesley Island, NY
July 25-26	North Americans, Cobourg Yacht Club	Cobourg, Ontario
Sept 6-13	International Rally	Lough Derg, Ireland
Sept 19, 20	Tim Dowling Memorial Regatta, Clark Lake YC	Jackson, Michigan
Oct 31-Nov 1	HOT Regatta, Lake Townsend Yacht Club	Greensboro, NC
Nov 7-8	Old Brown Dog, Catawba Yacht Club	Charlotte, NC
Jan 29-31 2016	Wayfarer Nationals and Midwinters	Lake Eustis, FL
Feb 6-7	Singlehanded Regatta, Lake Eustis SC	Lake Eustis, FL
Feb 13-14	George Washington Birthday Regatta	Lake Eustis, FL

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 2015-1**

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