



# The Wayfarer SKIMMER

United States Wayfarer Association  
Spring 2016-1

## **Pughs Shine at Midwinters** *By Al Schonborn W3458*

Oakville's David and Anne Pugh of the Mississauga SC topped a fleet of 21 boats in the 2016 U.S. Nationals, hosted Jan. 29-31 by the Lake Eustis SC as part of our annual Florida Midwinters. Even though the winds failed to co-operate on Saturday and Sunday, Friday's magnificent winds and weather enabled our fine RC to give us five races that day. The Pughs left no doubt as they scored four convincing firsts and one 2nd in the 5-race series in which the defending US champs usually had to overcome early deficits in the four-leg windward-leeward races sailed in medium airs.



*Ann and David Pugh hold the Ian Proctor trophy awarded to them as winners of the US Nationals held at the Midwinters at Lake Eustis Sailing Club January 31-February 2, 2016.*

The seasoned, top-seeded Detroit Bayview YC team of Doug Scheibner and Andrew Lockhart were the only ones to beat the #3-seeded Team Pugh in any race and ended up scoring 3-2-2-1-(4) and 8 points to place a fine series second while Charlotte's Richard Johnson and wife, Michele Parish in *Black Skimmer* seeded 5th -rounded out the top three, scoring 12 points from 4-3-(9)-3-2 finishes.

Sailing in their first US Nationals, the Johnsons' Catawba YC club mates, Jim Cook and Mike Taylor won a close three-way North Carolina battle over series 4th as they placed 2-6-6-(9)-3 for 17 points and beat out a pair of teams from the fast-growing Lake Townsend YC fleet by a mere one point.

That points tie was broken in favour of Jim and Linda Heffernan who placed 5-4-3-(7)-6 for their 18 points and beat out veteran Flying Scot sailors, Uwe Heine and Nancy Collins, in their new Wayfarer who scored (12)-5-4-4-5. Jim thus won the tie-breaker under the "Most firsts > most 2nds > most 3rds etc." provision of the tie-breaker. *Continued on page2*

## **Midwinters – Our First Event** *Kevin and Denise O'Sullivan, W8215*

Months before the January 2016 Wayfarer Midwinters, we talked about the experience of joining the fun and learning about our 1986 MK III SD GRP from others with a love for the Wayfarer design. We read from prior SKIMMER newsletters the sense of community and friendly competitiveness shared by members, but we had a lingering doubt that we could actually pull it off, from trailering the boat to Florida, sailing close to other boats, and camping for more than our usual couple of nights. In December, we had preventative maintenance done on the trailer and started laying out the things we would need for the 7-day trip. *Continued on page 8*

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Full membership	One year	\$20.00
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***Pughs Shine at Midwinters continued***

Finishing in series 7th was LTYC's AnnMarie Covington with her Detroit crew, Nick Seraphinoff. The 14th-seeded Ann Marie was a model of consistency with 6-(7)-5-6-6 finishes and easily our *Most Improved* helm of the series. Another recent addition to the Lake Townsend Wayfarer fleet, Phil Leonard and wife, Cathy, were next in 8th overall and beat their 12th seed by an impressive four places.

**Dave Hepting and Ali Kishbaugh repeat as Non-Spinnaker champions**

Tops among host club entries was Dave Hepting who again teamed up successfully with Catawba's Ali

Kishbaugh to win in the 10-entry white-sail group. Even without a spinnaker, Dave and Ali placed well into the top half of the overall fleet. Well done, Dave and Ali.

Things were in fact very close at the top of the NS fleet as both the Lake Eustis team of Jim Lingeman and Pat Kuntz and Wayfarer newcomers from NC's Blackbeard SC, Pete Thorn and Arch Altman, ended up a mere point in back of Dave and Ali, with Jim and Patty taking the tie-breaker ahead of Peter and Arch.

That tie was in fact a three-way one with the team of Al Schonborn of Oakville with Tom Goldsmith of Pleasantville, NY winning the tie-breaker and taking series 10th, also with 42 points like Jim and Peter. Al and Tom gave up on race 1 to return to shore to get their normal spinnaker pole when Al's auto-launch creation turned out to be unworkable. Also, this duo missed race five because Al, thinking the races were done, rushed ashore to fetch his best camera to "cover" the ceremony of the scattering of the ashes of the Lake Eustis Wayfarers' founding father, Mike Murto, which was scheduled immediately after the final Friday race. Al's loss was the fleet's gain, however, as all those nice Friday Wayfarer action shots - the only ones of the weekend - were made possible as a result

Bayview's Cynthia and Jim Best gave us a visual progress report on the re-birth of W911, their classic wooden Wayfarer. For the first time in their Midwinters career, nothing broke on 911 and Cynthia put in a solid performance, placing 13th overall, just three points out of 9th overall.



Beating their 18th seed by a fine four places were Lake Eustis SC's John Cadman and Charles Child who continue to improve on their racing front at a nice, steady pace. John has acquired a Wayfarer in England,

***Continued on page 11***

## Man Overboard!

By Joshua A. Loory

As sailors, we spend hours upon hours practicing. We work on our tacking and jibing, sail trimming and steering. Yet there is one drill most sailors rarely practice, and it is one of the most important drills on the water -- the Man Overboard Drill. At a recent Safety at Sea Seminar, mandatory for skippers and crews of the Bermuda Race, a crewmember asked an instructor what would happen if they could not recover the victim from the water. "Madam," the instructor said, "That victim is your husband, your son or daughter, your friend. If you can't make the recovery your victim dies. Failure is not an option!"

You may ask how I can draw a parallel between ocean sailing and sailing Wayfarers on inland lakes and rivers, but a man overboard event can be just as deadly on a small lake as the open ocean. At the Wayfarer Mid-Winters, held this past January at the Lake Eustis Sailing Club in Eustis, FL, I was the MOB victim when a hiking strap broke and I went head over heels into 50 degree water with an 18 to 20 knot wind.

"It's critical that both skipper and crew are well versed in how to handle a man overboard," said Adam Loory, an instructor for the Storm Trysail Club Safety at Sea seminar (full disclosure, Adam is General Manager of UK Sailmakers International and my younger brother). "The first thing you need to do is make a quick stop and throw an extra flotation device to the victim, also yell MAN OVERBOARD to alert other boats in the area," he said. "This will allow the other boats to heave to and help out if needed," Loory said.

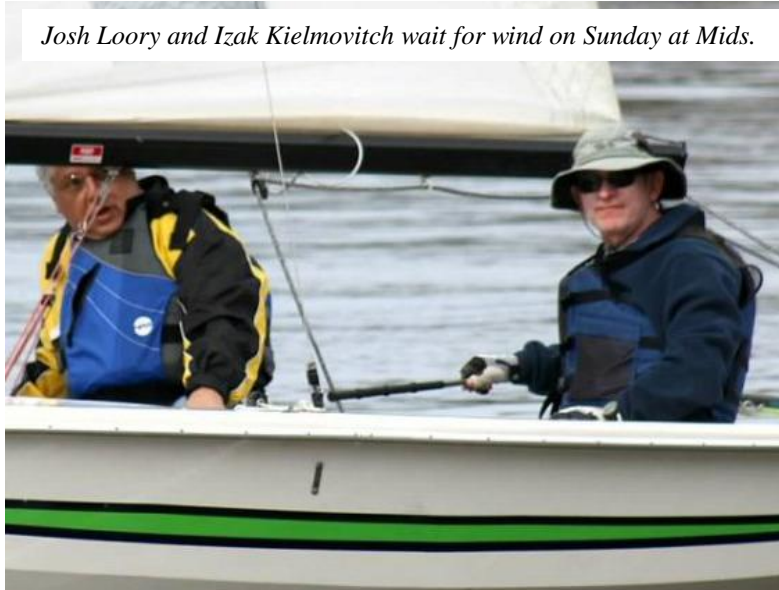
I have seen a boat make a quick stop so fast that the crewmember was recovered before anyone else in the fleet realized what happened. To perform the quick stop turn your boat quickly into the wind and luff your sails," he said. "Make sure you keep control of your boat as you return to the victim through a series of tight

tacks and jibes. The closer you stay to the victim, the quicker you can make the recovery," Loory added.

The next step is to return to the victim, you need to approach him like you would approach a mooring ball or dock on a close reach with your sails luffing. This is important because you can control your speed. If you miss judge and stop before you get to the victim, just trim your main some. If you make your approach dead into the wind and stop short of the victim, you'll have to fall off and make a whole new approach. Remember to be at a complete stop with your victim on the leeward side. It is never a good idea to drop your sails because you will lose all chance to maneuver your boat," Loory adds.

If your boat has positive buoyancy, heel the boat to leeward to dip the rail into the water making it easier

for the victim to slide right into the boat. You may need to hand him a line attached to the windward side of the thwart to help him get back aboard. In my case I had been in the water for more than ten minutes as my skipper made several attempts to get back to me, I was weak and shivering, finally I got the stern where my skipper held me until the crash boat arrived. The rule of thumb is to get the victim out of the water as much as



Josh Loory and Izak Kielmovitch wait for wind on Sunday at Mids.

possible to prevent quicker heat loss. If other boats are in the area ask for help, even in a race, boats have a responsibility to lend a hand. Three boats passed me by while I was still in the water; a full crew of two can rescue a victim faster than a single crewmember or skipper.

So, how should you practice for Man Overboard? "It's really a two step drill," Loory says. You can start with a flotation device and a drogue. The drogue will keep the flotation device stationary instead of being carried across the water by the wind. Both the skipper and the crew member should practice the drill, "because you never know who might go over," Loory said. This is

*Continued on page 10*

### **Broken centerboard?**

#### **No problem for Wayfarer cruisers in Florida**

*By Charles Child*

Thirteen Wayfarer sailors enjoyed a healthy dose of the real Florida -- sun, sand and wind -- on a two-day cruise to undeveloped Cayo Costa State Park on the Gulf coast in early February.

We wrestled with a few difficulties -- a broken centerboard, 30 mph winds forecast for our final day and sand fleas. But no matter. The beaches, energetic sailing, camaraderie and superb stargazing created an outstanding trip.

### **Our destination**

Cayo Costa State Park occupies a barrier island about 30 miles west of Fort Myers. The island itself is about eight miles from the mainland. It's far enough south to feel part of the Caribbean -- long sandy beaches, scrubby trees and bright skies.

The only way to get to the park is by boat. So the island has only a handful of vehicles used by state park staffers. The park is quiet and natural. Birds create more noise than cars.

Pelicans were the stars of the show. At the Pineland Marina, where we departed from the mainland, about two dozen pelicans begged for scraps from the fish-cleaning table. At the state park's small marina, they dove for fish as boats came and went.

A pair of osprey were nesting on the roof of the Pineland Marina. I enjoyed a bird-watching first for me: seeing an osprey and a bald eagle at the same time. The osprey was clearly not enjoying the experience.

### **Lodging at the state park**

Let's tell it like it is: The lodging was basic -- huts with bunk beds and mattresses. But when you are roughing it, what more do you need? Also, the bathroom huts had flush toilets, sinks with running water and cold showers. Luxury!

The huts were about a 20-minute walk from the marina. Fortunately, state park volunteers operated a tram back and forth from the marina and the huts. The tram hauled us and our camping gear to the huts. More luxury!

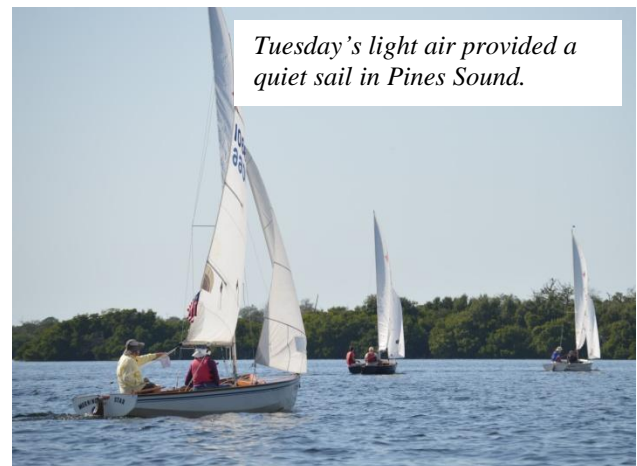
We gathered for potluck dinners at the Heffernans' cabin. After dinner, stargazing free of urban lights was a rare treat for most of us. The only annoyance: hungry sand fleas that attacked our ankles.

### **The sailing**

Our group of six Wayfarers and a safety boat arrived late morning on Tuesday, Feb. 2, after a four-hour drive from Lake Eustis, Fla, the site of the U.S. national races during the previous weekend.

The cruise organizers, Jim and Linda, sailed together. Al Schonborn singlehanded his boat and I sailed with John Cadman. The other pairs were Phil and Cathy Leonard, Ken Butler and Patty Kuntz, and AnnMarie Covington and Tom Goldsmith. Dave and Jane Hepting kindly joined us in a motorboat for safety.

We launched after lunch and enjoyed a quiet sail in light winds out to Cayo Costa. Navigation was straightforward. The marked channel from the marina pointed us in the right direction. And after two miles or so between small islands, we picked up the channel into the park's marina. The only tricky part was shallow water. Our centerboard bumped sandy bottom a couple of times.



*Tuesday's light air provided a quiet sail in Pines Sound.*

The marina had slips available for four Wayfarers and the safety boat. We hauled two boats onto a sandy beach adjacent to the marina.

On Wednesday, we got out on the water mid-morning with a plan to sail about five miles to the town of Bokeelia for lunch. But the wind picked up more than we expected, gusting to about 20 mph. So to stay comfortable, we tacked back and forth in a protected area outside the marina. We knocked off for the day at lunchtime for an afternoon of napping, beachcombing, hiking and swimming.

On Thursday, we wanted again to sail to Bokeelia for lunch but the weatherman intervened. We had planned to leave Cayo Costa on Friday to go home. But on Thursday morning, the Friday forecast called for 25 mph winds with gusts to 30. We decided that was too much. So we agreed to leave Thursday instead.

The sail back was glorious -- mostly close and beam reaches in steady 18-20 mph winds. We docked at the marina shortly after lunchtime.



*John Cadman and Charles Child and Phil and Cathy Leonard reef sails for Thursday's sail to mainland.*

### **The broken centerboard**

Ken Butler won the cruise's seamanship award. Early in the final day's five-mile sail back to the starting marina, the centerboard on Patty Kuntz's Wayfarer, Green Side Up, broke cleanly in two. Little if any board remained below the waterline. See picture.

Actually, the centerboard was the day's second equipment snafu. After leaving the dock, Ken noticed that the starboard shroud had come off the deck plate. "I tacked back to port and Pat secured the shroud," Ken said later. "The turnbuckle was still there. Reattaching the turnbuckle, Pat used the hook on a bungee through the eye of the turnbuckle to torque down the turnbuckle. A great job by Pat. Had she not been able to secure the turnbuckle, plan B may have been the spinnaker halyard. But I sure am glad we did not need plan B."

With the shroud reattached, but with a broken centerboard, Ken helmed the boat the five miles back to the starting marina, mainly to windward, in 20 mph breeze with gusts to 25.

"Ken noted that we needed some jib shortly into the sail," said Patty. "I went onto the deck and unfurled about half of it, and we seemed to be OK, but then when we steered to the channel we had difficulty completing our tacks. I had to lean over to the leeward side to help the boat around. Ken was just terrific as things got worse."

Added Ken: "What I recall on helm was having zero ability to do a normal tack. The boat would head up

and stop, in irons. So I let her back up in the direction needed to complete the tack.

For Ken, the last 10 feet to the dock at the marina was particularly thorny. Those of us on shore could see Ken approach the dock and sweep the tiller to leeward -- to no avail. He just kept sliding sideways.

"As we approached the marina there were yells, 'Put the board down.'" Patty said later. "We yelled back, 'It is down!' At one point we slid into the mangroves, made it back to the marina but still could not land a slip."

Finally, Ken was able to slide the boat into the shallow end of the launch ramp, where he jumped out to stop the boat -- and to high-five folks waiting to lend a hand.

Later, preparing the boat for the trailer, Patty could see that most of the centerboard was gone.

"I was very happy to be tied up at the dock when I saw that," she said.



*Safely back at LESC the new centerboard is installed in Pat's boat. Ken holds what remains of the broken board and Pat holds the new carbon board that she already owned!*

### **Our favorite parts of the cruise**

**Cathy Leonard**, Greensboro, North Carolina:

"Lows in the 60's, highs in the 80's, in February! New friends, new recipes, new scenery. Birds that swim underwater only showing their heads. Moss in trees. A glimpse into the world of retirees."

**Jane Hepting**, Leesburg, Florida:

“I was amazed at Ken being able to sail to windward back to the dock at the launch ramp, after the centerboard broke off on Pat's boat, which he was helming.”



*John Cadman and Charles Child on Thursday in protected waters off Cayo Costa.*

**Charles Child**, Ann Arbor, Michigan:

“The final sail back to the mainland. The winds were brisk at 18-20 mph but very steady. I sail on a small lake in southeast Michigan plagued by shifty winds. So a steady sea breeze is a glorious thing. My skipper, John Cadman, was unruffled by the gusts to 25 mph, and we blasted back to the marina, soaked by the spray but very happy.”

Honorable mention: “The stars. After the potluck dinners, my companions joked that I was snoozing on a bench near the campfire. But I really was star-gazing -- well, most of the time anyway.”



*Cayo Costa Marina*

**Patty Kuntz**, Mt. Dora, Florida

“When Ken pointed out the porpoises on the bow wave of Green Side Up, and then to have one submerge and come up on the port side of the boat. Enchanting.”

*Pictured below are Jane and Dave Hepting in their power boats that served as a safety boat on the Cayo Costa Cruise. Dave created the Fortnight in February schedule that had Wayfarer sailors racing and cruising for 17 days at Lake Eustis and in the Gulf.*



*Dave Hepting, Pat Kuntz and Ken Butler admire the Wayfarers docked in a row after a lunch time sail across Lake Eustis on Monday after the Midwinters. Photo: Al Schonborn*



*Dave Hepting leading the Wayfarers, mostly solo handed, in Race 1 of the George Washington Birthday Regatta. Photo: Randall Moring*

**2016 Midwinters-US Nationals attracted a large contingent from North Carolina**



*Back Row: Cathy and Phil Leonard, Ali Kishbaugh, Richard Johnson, Jim Cook,, Pete Thorn, Arch Altman, Nancy Collins, Uwe Heine, Ken Butler,  
Front: Robert Kelly, Jim Heffernan, Kelly Smith, AnneMarie Covington, Linda Heffernan, Michele Parish  
Photo by John Cole*



*Left: AnneMarie Covington and Tom Goldsmith timed their return from the Sinbad's lunch cruise on Monday after the Midwinters to coincide with sunset! Photo by Linda Heffernan  
Below: Peter Krueger, Cynthia and Jim Best and Ken Butler on the rainy Thursday before the Midwinters. Photo by Uncle Al*



*Left: Wayfarers in pursuit of David and Ann Pugh in Race 1 of the MIDS.*

*Right: Team Pugh show their top form!*

*Photos by Uncle Al*

**2016 GWBR**  
*By Pat Kuntz W3814*

Lake Eustis Sailing Club hosted its 46th George Washington's Birthday Regatta on February 13th and 14th, 2016. The race, a scheduled event for the Flying Scott fleet, opened its venue to Wayfarers and a Portsmouth race, and provided a smaller course for youth, who sailed Optis, 420s, and Lasers. The dates signaled the closing of the "Wayfarer Fortnight", 17 days of Wayfarers that began with the Midwinters/US Nationals.

Very strong winds during the week prior to the race settled down to 10-12 mph, with frequent gust to 16 mph, on Saturday, and 8-10 mph with occasional gust to 15 mph on Sunday.

Forty-one Flying Scotts, 21 from LESC, populated a 1000 foot starting line, a remarkably beautiful site. Also visible on the lake, on a smaller course to the south and east, were the Lasers, Optis and 420s. Waiting to start after and on the same course as the Flying Scotts provided an almost 360 degree view of sails. Stunning!



*Optis, 420s and Lasers prepare for racing on the Sam Chapin Beach at LESC.*

Seven Wayfarers raced in the GWBR sharing the course with 1 Hunter 23, 3 San Juan 2'1s, and 3 Mutineers. Three races were held on Saturday, and 2 on Sunday.

Two Wayfarers from Lake Townsend Sailing Club in Greensboro, North Carolina, placed in the top 3. Jim Heffernan achieved a first place win and Ken Butler took 3rd place. Jim Lingeman from the Lake Eustis Sailing Club took 2nd place. The other results were Dave Hepting in 4th, Pat Kuntz 5th, Jim Burns 6th and Peter Krueger in 7th.

All racers and the exceptional hosts from LESC shared a delicious dinner of barbecue Saturday evening and Sunday afternoon.

***Our First Event, continued from page 1***



*Kevin and Denise O'Sullivan are all smiles as they meet and sail with Wayfarer sailors during the 2016 Midwinters at Lake Eustis.*

As we shoveled the 30 inches of snow that fell a few days before our Wednesday afternoon departure, our minds were signaling We Are A Go for Florida and Ahoy New Friends! As it turns out, the drive was uneventful and we had a great time playing loudly the song "Riding with the King" by BB King and E Clapton as we crossed the GA-FL border. We didn't know it then but that was an omen of things to come.

With a heavy rain falling we opened the doors of Lake Eustis Sailing Club (LESC) on Thursday afternoon and saw a group of smiling faces sitting in chairs around tables with muffled sounds of conversation. To our left, the registration desk was open so we started the process with help from Jane Hepting, Mary Seraphinoff, and Linda Heffernan. Commodore Jim Heffernan greeted us and made us feel part of the group. Dave Hepting, the race Commodore, helped us unhook the trailer from our van, in the rain, and park it for raising the mast the next morning. We stayed at a local hotel this first night not wanting to set up camp in the rain, and prepared to get back around 8 am the next morning to get the boat ready for launch and watch the experience of the first races before getting into the fray. That was the plan. Go slow. Be careful. Be cool.

About 14 months earlier, we purchased our Wayfarer and trailer from a wonderful person in Chicago. All of May and most of June were spent on the driveway trying to "put it together" with help from neighbors passing by walking their dogs. We were able to use a nearby ramp to get the boat into the water and paddled to a mooring ball near our community dock. We "sailed" it as newcomers about ten times in 2015 in local creek, small river and small bay conditions in the



Annapolis area. Our preferred wind conditions were 3-6 knots with no gusts. The Wayfarer seemed to be the perfect boat for us and our cruising interests, but we needed experience and knowledge. The Midwinters seemed to provide that venue.

In a matter of minutes that first morning in Eustis, regatta members were offering assistance, showing us better ways to set the rigging, and encouraging us to get into the first race. We were the last Wayfarer in the water that morning. The 12 knot wind was stronger than what we were used to. We didn't make the start in time for this first race, and were Did Not Start (DNS) for all five races held that day. We approached the races staying along the edges, out of the way, and learned a little as we saw the starts, races and finishes

We came in with the other boats and were able to participate in the Wayfarer memorial service for Mike Murto with about 20 Wayfarers slowly circling the pontoon that Mike's wife Dotty and others were on, with Dotty releasing Mike's ashes and Wayfarers strewing flowers into Lake Eustis.



*After Friday's races the RC boat fetched Dotty Murto from shore for the ceremony in which she placed Mike's ashes into the lake that he loved.*

Friday night was pizza and refreshments, including a Dark and Stormy compliments of Uncle Al and others. We had read of Al and were floored that evening when he offered to sail with us on the cruise Monday to Sinbad's across the lake. Are you kidding me? We would be Riding with the King?

Saturday morning the RC hoisted delay flags hourly due to calm conditions. With people milling about, this presented a great opportunity for us to get some advice so we rode with Pirate Dave out to our moored Wayfarer and we paddled it 50 yards to the beach, and started to fool around with our rigging holding like a dead fish an unconnected boom-vang. Oh so quickly Richard Johnson, David Pugh, and Uncle Al took command of this effort, performed major surgery on



*PRO Ray Laguna hoists the postponement flag Saturday morning as sailors waited for wind that never came.*

the vang by cutting, tying, shackeling, and cleating, while verbalizing instructions for use of the sheets to adjust the height of the boom to de-power the boat. That beats our previous strategy of When In Doubt Let it Out, which we will still continue to use as needed! Others stopped by and gave all kinds of helpful suggestions and lessons.

Saturday night dinner was shared with the MC Scow sailors. What a lively group of people we were. We listened to conversations at our table about the Nationals competition, a reported foul during one of the races that afternoon, and the pros and cons of different dinghy designs. In our tent that night, we planned our strategy to start the race and to finish.

Around 10 am Sunday morning we were out there near the starting line in our oblong path keeping away from trouble but also ready to go on the posted W-3 course. The blasts from the starting horn sounded. We were excited as it looked like we were actually going to be in the race! We discussed a start strategy and did pretty well, getting to the leeward orange buoy at around the start time. Winds were calm and we were comfortable, attentive, and confident that we might finish with good form. Oh well, it was not in the cards this time as the race was cancelled due to a 90 degree shift in wind direction. OK, fine, we'll wait for our next regatta to get a finish number.

Sunday lunch of lasagna followed by the award ceremonies was also entertaining and educational for us. Everyone showed great sportsmanship, provided hearty applause and support for the winners and participants. Sunday night was a frolicking time for

the remaining Wayfarer sailors at Mary and Nick Seraphinoff's home in Eustis.

We had a most enjoyable and memorable time with Uncle Al on our sail across the lake to Sinbad's, arriving within minutes of the other 6 Wayfarers. Dennis from the LESG came over in a power boat and towed all but one of the Wayfarers from about the middle of the lake back to the Club due to slack wind. One boat made it all the way, skippered by Anne Marie Covington and crewed by Tom Goldsmith, with spectacular timing back to the Club at sunset. We looked at each other and wondered *How Did They Do That?*



*Dave Hepting and Ali Kishbaugh hold their trophies for first place in Non spinnaker fleet. Trophies presented by Nick Seraphinoff (left), Regatta Chair, and Jim Heffernan, USWA Commodore.*

At the Midwinters we made new friends, learned a ton about our boat and proper sailing technique, and had a great time each of the days on the trip. We are making incremental progress and have homework assignments to complete. We bought Al's book "Kiss Your Dinghy" and followed Mike Sigmund's suggestion to use the app on <http://game.finckh.net/quiz/aq1e.htm> to improve our understanding of the rules. Phil and Cathy Leonard, one of 7 teams from North Carolina, were very helpful to us. We appreciate that learning sailing fundamentals can come quickly on a Wayfarer since it functions and responds so well with the immediate environment. We like the idea of feeling the wind, watching for nature signs in the water and looking at the clouds and the land for other indicators. Safety First was mentioned to us several times by many of the people at the event. We now know that if we are confident in our training and experience, and have done adequate preparation prior to going out, that we can experience nature and aspects of our own heretofore hidden personal characteristics on the water with our Wayfarer. That MK III SD GRP is a family member now, as are the friends we met in Eustis. Fair winds!!!

**ROCK HALL ONE DESIGN REGATTA  
And DOWNRIVER RACE**

On June 17-19, Rock Hall and the Chester River on the eastern shore of the Chesapeake Bay again beckon Wayfarer sailors from near and far for the unique Downriver Race/Cruise from Chestertown, MD to the Rock Hall YC followed by a weekend of around the buoys racing. These are good events for new racers being held in protected waters with experienced support boats nearby.

See [www.rockhallyachtclub.org](http://www.rockhallyachtclub.org) for regatta info, NOR and Registration

***MOB continued from page 3***

so important that the Cruising Club of America runs a training program called Suddenly Alone aimed at sailing couples. But returning to the victim is just half of the exercise. As the instructor at the Safety at Sea Seminar said failure to retrieve your crewmember is not an option and can be deadly. The side benefit of MOB drills is that you'll develop better boat handling skills and will reduce your chance of hitting the dock.

You need to practice recovering your crew. Do this on a warm summer day when you practice both the return and recovery of your victim. Do it over and over until both you and your crew feel comfortable in all aspects of the man overboard drill. Make sure that you have an extra PFD that you can throw and one last thing, make sure that all your PFDs have a whistle attached to it. "You can't scream if you have swallowed a lot of water but you can blow the whistle," Loory said. In racing practice wins races. With MOB drills practice could save your life.

**Hans Gottschling**

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A logo for Hans Gottschling featuring a stylized sailboat with a single mast and a small cabin, positioned to the right of the text.

*Pughs Shine at Midwinters from page 2*

one which he and Charles plan to sail in this summer's Worlds in the Netherlands. And as if that were not enough, John has moved from Michigan to Florida where he can get lots of sailing in between now and then.

And we also extend a warm welcome to Karlheinz Krüger, a.k.a. Peter, who has taken up where Mike Murto left off in W2959 at the LESC. With LESC Junior Instructor, Craig Yates, as his helm, W2959 won a 15th-place tie-breaker with Idaho's Sarah Pedersen. The latter teamed up with Nick Damaskinos of Detroit to sail W8705, the last of the North American wooden kit boats that was lovingly and painstakingly completed by Sarah's late father, Frank

Lake Townsend's Ken Butler again sailed with his budding spinnaker prodigy of a daughter, Kelly, in Wayfarer 449, a wooden W from the earliest days which was finely restored a couple of years back by Ken. Nice to have a fearless daughter, eager to fly the spinnaker in all weather, is it not, Ken?

Just starting his racing career and the sole solo sailor in this year's event was Jim Burns who has taken over W3492 from Izak Kielmovitch who has stepped up to a Mark IV. Jim did not look out of place in the US Nats field and continues to enthusiastically explore ways to improve his and W3492's performance.

Also representing Lake Eustis very nicely were Mike Tighe and his wife, Mary, who placed 19<sup>th</sup> overall. Congratulations and commiseration to Mike who sailed solo and had a glorious time on Sunday morning as he ghosted along into a solid lead around the windward mark only to have the race abandoned when the wind dwindled. Well sailed, Mike and Mary.

Annapolis, Maryland new Wayfarer additions, Kevin and Denise O'Sullivan took a cautious approach to this their first contact with racing, sailing along with us but staying out of the way and observing. The no-wind stretches gave us veterans a fine chance to help Kevin and Denise to tweak their boat.

Our latest Lake Eustis Mark IV owner, Izak Kielmovitch, and crew, Joshua Lorry, were finally ready to go for it by Saturday morning, but unbeknownst to us all, the racing had already been completed. Still, we had fun refreshing ourselves and talking rigging and racing.

Sincerest thanks to all of our beloved and appreciated hosts at the Lake Eustis Sailing Club. It was wonderful times as always.

**UPCOMING EVENTS.**

**Chesapeake Bay Cruise**

At the end of May Wayfarer sailors will gather in Crisfield, Maryland to begin another challenging Chesapeake cruise. The cruisers will again follow the classic triangle route that visits Smith Island and Tangiers Island and returns to the eastern shore.

This year's cruise has attracted several newcomers, perhaps because accommodations have been arranged ashore. Don't worry, some hardy sailors are still packing their boom tents and opting to sleep aboard!

**WORLDS in the Netherlands**

In July several racing teams from Canada and USA will represent North America at the 2016 Wayfarer World Championship . As of now, 48 teams have signed up to compete in the gold, silver and bronze divisions. This premier regatta is hosted for the first time by the Netherlands Wayfarer Association and will be sailed on a beautiful inland sea in the heart of Friesland.

Some of the teams will stay on for another week to cruise with 50 other Wayfarer cruisers through the lakes and canals of this low lying country. The Europeans will share boats and space on their craft for those coming from North America. Sleeping and dining is done aboard two large mother ships that will accompany the Wayfarer fleet from site to site. This year is totally booked with a waiting list.



**NA Cruising Rally**

August 8-14, 2016 Killbear Provincial Park in Ontario will provide the camping sites and Georgian Bay the cruising waters for this year's annual North American Cruising Rally. There are plenty of campsites at this large park along with some cabins located near the park.

If you want to attend, send an email to Alan Asselstine, [majam@gmail.com](mailto:majam@gmail.com) and he will put you on the info distribution list along with other attendees. The 5 month window for reservations is already open so hope to see you there.

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	<b>npboatsus.com</b> <i>For the dinghy sailor in all of us</i> <i>Home of the Mark IV Wayfarer</i>	
Nick Seraphinoff: <a href="mailto:nseraphinoff@comcast.net">nseraphinoff@comcast.net</a>		Marc Bennett <a href="mailto:marc27732b@gmail.com">marc27732b@gmail.com</a>

June 4,5	Mayor's Cup, Lake Townsend YC	Greensboro, NC
June 17	Downriver Race, Chester River	Chestertown, Maryland
June 18, 19	Rock Hall One Design, RHYC	Rock Hall, Maryland
July 16-22	World Championships in Netherlands	Heeg, Friesland
July 23-29	International Rally in Netherlands	Heeg, Friesland
Aug 6-7	Ontario Championship, Sail Parry Sound	Parry Sound, Ontario
Aug 6-13	NA Wayfarer Rally, Killbear Provincial Park	Parry Sound, Ontario
August 20-21	Blackbeard Invitational	New Bern, North Carolina
September 10, 11	North Americans, Tawas Bay Yacht Club	Tawas Bay, Michigan

The Events Calendar on the USWA and CWA websites will have the details of racing and cruising events  
USWA: [www.uswayfarer.org](http://www.uswayfarer.org) and for CWA [www.wayfarer-canada.org](http://www.wayfarer-canada.org).

**BREAKING NEWS!** A new Facebook group has been created by Anne Pugh, the CWA Chair. This page is designed to improve communication about cruising, social and racing events and boost attendance by interested Wayfarer sailors. The Facebook page is entitled **Wayfarer North America**. Jump on Facebook and ask Anne to make you a friend

**USWA SKIMMER 2016-1**

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