



The Wayfarer **SKIMMER**

**United States Wayfarer Association
Winter 2016-2**

USWA Awards Charter to New Fleet

In late May 2016 the Officers of the USWA unanimously approved the request of Wayfarers sailors from Lake Townsend Yacht Club in Greensboro, NC to form Fleet 15. While LTYC will be the home base, the new fleet will include sailors in Maryland, Virginia, Tennessee, North Carolina, South Carolina and Georgia.

The Lake Townsend Yacht Club is a strong and active club that has been in existence since September 1977. The Wayfarer fleet at LTYC is one of the most active and fastest growing fleets in the club and members feel that forming a fleet charter under the USWA will only strengthen both the club and the USWA in the deep southeast.

This new fleet would be centrally located within the 6 state area listed above, and the majority of boats in the fleet would be located within 110 miles of our home base.



Cathy and Phil Leonard placed 2nd in this year's Mayor's Cup, at Lake Townsend Yacht Club. Phil has been elected Fleet Captain of USWA's newest fleet.

CHESAPEAKE CRUISE ATTRACTS 8 BOATS *Bill Harkins W2526*



Bill and Margie on a beach of remote Watts Island.

Interest in this year's Memorial Day Chesapeake cruise was high this year, with eight boats participating, and crews hailing from six states and Canada. Seasoned regulars such as Dick Harrington, Tom Goldsmith, AnneMarie Covington, and Ken Butler were prepared for a classic cruise, sleeping on board, and generally relying on their own resources. Others, (whose names, for reasons of modesty, will not be specifically listed here), may have been attracted **to the cruise this year by the possibility of more comfortable beds and showers in the B&B's on Smith and Tangier Islands.** Whatever the personal preference, the cruise was a great success in promoting the unique pleasures of exploring the Chesapeake Bay.

AnneMarie and Ken, and Uncle Al and Peter Thorn departed Crisfield in sunny weather on Saturday to attend the art show on Smith Island; the rest of the fleet sailed on Sunday, after resourceful Tom Goldsmith and Ken Butler got AnneMarie's car keys sent back via the mail boat, to provide Dick with some sails. What a team!

A publication of the United States Wayfarer Association NATIONAL OFFICERS		
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USWA ANNUAL DUES		
Full membership	One year	\$20.00
Full membership	Three years	\$50.00
Associate Membership		\$15.00
Associate Membership is available to non-Wayfarer owners.		

Chesapeake Cruise continued from page 1

We sailed on a reach out of the Little Annessex River 7 NM to the narrow entrance to Smith Island, called amusingly the “Big Thorofare”, a dredged winding passage barely wide enough to accommodate the daily mail boat and ferry. Bob Stevenson and Hazel Hewitt discovered just how narrow the channel is when they politely moved to the side to execute a 360 degree turn to allow the passage of the passenger ferry, but only managed 270 degrees and an introduction to Chesapeake mud. There are very few

rocks here. The clouds threatened rain as the day went on, and it finally arrived as we arrived in Ewell. We were warmly greeted by Pauli Eades, the longtime Smith Island artist friend of the Chesapeake regulars and by Uncle Al who had already set up shop making his famous Dark and Stormies, with truly authentic America’s Cup ingredients.

Fortunately, the Smith Island restaurant was still open and as we dried out we enjoyed cream crab soup and crab cake sandwiches. Just three hours later we all gathered again on the restaurant’s porch for a feast provided by Pauli, hamburgers and hot dogs, potato salad and all the fixings. The stars of the show were dozens of steamed crabs with Old Bay seasoning. There is a method and ritual for eating these beautiful swimmers, and it was fun introducing the newcomers to this leisurely but messy process. We retired happily to our boats (Brian’s new self-designed and sewn green tent leaked nary a drop!) and comfortable B&B’s after a great day’s experience.



Brian Laux reaped the benefits of his well designed and skillfully sewn boom tent.

Monday morning, Memorial Day, brought the rain in earnest. The effects of tropical depression Bonnie were more evident now. Strangely, just about one hundred miles to the west, remembrances in Washington, DC took place in bright sunshine. The first two boats, with Uncle Al and Pete, and AnneMarie and Ken, got an early start on the approximately 12 NM beat to windward down the Bay to Tangier Island. **Continued on page8**

2016 Mayor's Cup Regatta *Phil Leonard W864*

June 4th-5th 2016 brought the 39th annual Lake Townsend Yacht Club Mayor's Cup Regatta. Peter Hamilton for the Carolina Sailing Club was the PRO and we had great support from several folks from the Oak Hollow Yacht Club.

As the weekend approached the weather reports were calling for winds on Saturday between 4-7 knots mixed with heavy thunderstorms mid afternoon and evening, and 12-15 knots with winds building along mixed heavy thunderstorms for Sunday afternoon.

Fourteen Flying Scots made up the largest one design fleet, followed by 9 Wayfarers, of the newly formed USWA Charter of Fleet 15, and a host of 13 Open Class boats that included 3 Isotope catamarans, 2 Buccaneers, 3 Tanzer 16's, a Lightning, a Laser, a Sidewinder, and a Sunfish.

With the advantage of having the largest one design fleet the Scots won the Mayors Cup trophy and the Open Class fleet took the Bryan Cup trophy leaving the Wayfarers to garner the fun cup award. Maybe next year we can add a third trophy to replace the Kent Taylor trophy which has been repurposed for another event.

As we rigged our boats Saturday there were many a keen eye watching the skies and alert ears to the wind, and an occasional glance at our smart phones to see if and when the storms would arrive.

To our amazement, and liking, the storms never materialized and we had a great weekend of competitive racing. The winds held fairly steady from the SSW and started out light on Saturday in the 3-5 knot range in 90+ temperatures, and slowly built up to the 5-7 knot range by the last of the three races which were all Windward Leeward providing for downwind finishes.

Eight of the nine Wayfarers competed in the three races Saturday with Steve Freyaldenhoven crewing with Uncle Al who was sailing W 6066 that he delivered from Canada to Peter Thorn, our newest Wayfarer owner. Peter competed in his Tanzer because the Mayor's Cup was a District Race for that class. Also sailing were Ken Butler and his daughter Kelly Smith on W449, AnnMarie Covington and Susan Cole on W276 (the last regatta for 276 with AnneMarie's new Mark IV coming in soon!!), Jim and Linda Heffernan W1066, Uwe Heine and Nancy Collins on W10978, Ali Kishbaugh and Trish McDermott W1392,

Phil and Cathy Leonard W864, and Mike Sigmund and Ellen Heywood on W2458.

The racing was close and very competitive. We had a number of multi boat mark roundings with one leeward mark having five Wayfarers rounding at the same time and nobody making contact!!

On a downwind leg of the second race Al and Steve were hit by a sudden gust and capsized and since the rear hatch had not been clamped tight the boat swamped and they had to get it to shore and bail out the water. Al said, "*Fanfare* needed a good cleaning anyway since she had been cruising in the salt water of Chesapeake Bay the previous week."

At the end of Saturday's three races the standings were Jim and Linda Heffernan in first and Uwe and Nancy and Phil and Cathy tied for second with the tie breaker going to Uwe and Nancy.



In Sunday's two races of heavy winds Heffernans chased Leonards who scored a pair of bullets.

Since we were sailing Sunday putting the boats to bed was easy and we gathered in the picnic shelter for libations and a delicious meal of lasagna, chicken casserole, salad, bread, desserts, all prepared by our wonderful past Social Chair, Wanda Williams, and her helpers. Of course, Al had his Dark and Stormy table set up and flowing. Trish McDermott even made a rum and ginger beer run for us when we came up short!

Sunday rolled in with a blast of cooler weather and much higher winds starting out in the 10-15 knot range and building to 15-18 by the second race with gusts to 22 knots. The Wayfarers had 7 boats heading to the starting line. Steve Freyaldenhoven was sailing his newly refinished Wayfarer 3446 and at the start of the first race the rudder broke off right below the upper bracket cheeks. It was the original rudder for the boat.

Al, solo skippering *Fanfare* decided to sit out the heavy wind and offered his rudder to Steve but it would not fit so in the end neither of them raced this day.

Mike Sigmund and Ellen Heywood sailing Heffernan's *Morning Star* found the same gust of wind that Al found the prior day but it was blowing 3 times harder and they went into the drink as well. The three Isotopes, racing in top winds for solo sailing that boat, all capsized and only John Kuzmier managed to continue racing.

It was a very challenging day with the high gusty winds, plus white cap waves, which at times seemed like 2-3 feet, were crashing over the bow and into our faces. We were able on numerous occasions to get the boats up on a plane which made the day that much more fun. In this wind it seemed unnecessary to fly our spinnakers, and who needs them anyway when you're up on a plane without them!!

The first race was a Windward Leeward consisting of six legs and it took concentration to stay focused and energy to deal with the physical tension due to the winds and heavy waves. The waves however aided us in getting onto those nice planing runs!!!

The second race was a Modified Olympic course with a triangle and another windward with a downwind finish. The jibe mark location made for a fun broad reach and a wicked jibe to head to the leeward mark!!! This is one of my personal favorite courses since I come from the multihull history!!

We then had a nice sail back to the marina where we pulled our boats out of the water and headed up to the picnic shelter for the social where we feasted on fried chicken, pasta, and various deserts brought to us by the lovely and talented, Wanda our famous cook!!! And let's not forget the cold drinks to be had to refresh our dry mouths!!

After tallying the scores, the final results were announced and trophies awarded to Jim and Linda Heffernan, first place, Phil and Cathy Leonard, second place, and Uwe Heine and Nancy Collins, third place. The event was a great success and with the ever growing fleet of Wayfarers we hope to be the largest fleet next year and compete for the Mayor's Cup itself!!

Excitedly submitted!!

Phil Leonard

Captain, Fleet 15

BAYVIEW ONE DESIGN DETROIT RIVER

Julie Seraphinoff W10861

A small but mighty fleet of Wayfarer Mark IVs took on the Bayview One Design regatta June 4-5, with the Mississauga Sailing Club duo of Anne and David Pugh coming away with the first-place trophy. This was the first regatta in North American Wayfarer history where only Hartley Mark IVs showed up to compete.

While only six boats raced, the competition was fierce. Joining the Pughs in travelling to the BOD from Canada were Sue Pilling and Steph Romaniuk from Perry Sound, who were competing in a Mark IV for the first time ever, and the MSC team of Rob Wierdsma and son Daniel Wierdsma. Pilling/Romaniuk and the Wierdsmas are all in training for the upcoming Wayfarer Worlds in the Netherlands. Tony Krauss came in from Cleveland and was joined by crew Ed Barshaw of Detroit area. The Michigan contingents were Marc Bennett and myself, and the inimitable Nick Seraphinoff and crew Chip Cunningham.



Wayfarers enjoyed their own private set up area at the Bayview Junior Sailing Facility.

The tight competition shows in results from the five races sailed Saturday. The Pughs took the first race, with team Wierdsma finishing second. The second race was won by Bennett/Seraphinoff who had cleared out the cobwebs after a last-place finish in the first race. The Nick and Chip team came roaring to the forefront in the third race, taking advantage of a tactical move of sailing to the far side of the river rather than sticking to the shore. The move paid off for Tony and Ed as well, bringing them a second place. The Bennett/Seraphinoff team sailed Jamaica Blue to first place in the fourth race, while the Pughs in Reckless Abandon won the final race of the day.

End of the day had the Pughs first, Bennett/Seraphinoff second and the svelte, moving-their-boat-well Wierdmas in third. There was no room for mistakes in this group, making for some exhilarating beginning-of-the-season sailing.

Unfortunately, racing was cancelled Sunday as thunderstorms were tracking across Michigan. The entire Wayfarer fleet (OK, except for Nick who says he doesn't have to sail in the rain anymore if he doesn't want to) was keen to get out on the river. Everyone was in full heavy-weather sailing gear and ready to launch when the committee called a delay and, ultimately, cancelled.

Initially, the plan had been for the Wayfarers to sail out of Crescent Sail Club on courses on Lake St. Clair. But, after some organizational confusion, the fleet was moved back to courses on the Detroit River right off the Bayview Yacht Club. Launching issues from past regattas (limited hoists and steel beams) became non-issues when the fleet was moved to its own little bit of heaven at the BYC Junior Sailing facility. Sure it was across the canal from cheap beer, but easy ramp launching, ability to have access to our cars and our very own bathroom facilities made up for that one pitfall. Everyone agreed they would like to sail on the river again if we can launch from the junior facility.

And once again, Nick and Mary Seraphinoff were gracious hosts to the fleet. They opened their beautiful home to everyone, even though they were one week out from participating in the annual Indian Village Home Tour. Nick and Chip had been working hard throughout the week rigging boats from a container recently landed from England. The graciousness and hard work of Nick and Mary and Chip were appreciated.

A REPORT FROM THE SOUTH

*Dave Hepting W10862
Captain, Fleet 3*

With the Memorial Day Races behind us, Lake Eustis Wayfarer Fleet Number 3 has completed its official racing season.

Racing in Florida is best in the fall, winter, and spring; and many of the Lake Eustis members are either planning summer vacations, or are retirees who have returned north for the season. Formal club racing is from Labor Day to Memorial Day. The remaining Wayfarer sailors will again do informal races all summer with the Laser fleet.

Long-time Wayfarer sailor Jim Lingeman has announced that he is selling his home and boat and moving into a retirement home in Chicago with his sister Dot. Jim is our senior Wayfarer sailor both in terms of age and length of membership in the Florida fleet. As well as being our best sailor, he has been our unofficial sailing coach. It is hard to imagine the Club without him. He leaves in a blaze of glory, winning the Wayfarer club championship yet again this year. Plans are afoot already for the February Wayfarer Fortnight, with the Midwinters, followed the next weekend with the Wayfarer Singlehanded Regatta, and then the George Washington Regatta on the last weekend. In-between, we will again have kayaking, a cruise, and other activities.

In addition to our regular round-the-buoys races, the Lake Eustis Club has had several Round-the-Lake races this season. The Wayfarers are finally beginning to figure out the race, with one Wayfarer finally taking a 3rd on corrected time on Memorial Day.

A problem in building and maintaining the Florida fleet has been having used boats available at the club for sale. The price of a used Wayfarer is attractive; having to drive a thousand miles to look at one is not. Commodore Jim Heffernan made arrangements to have a donated cruising Wayfarer brought to Florida, and it slowly being converted to be suitable for club racing. Thanks to all those who have donated parts and labor.

2016 CHESAPEAKE CRUISE PHOTOS on page 6

Top: Wayfarers sailors gather at the Dock House on rainy Monday.

Dick Harrington enters the tent on Blue Mist.

Center: Sunshine returned on Tuesday for a lovely sail from Tangier Island to Watts Island and a picnic lunch.

Bottom: Wayfarers rest at anchor on the beach of Watts Island, a favorite destination of Chesapeake Cruises.

The Bay view Inn was a welcomed stop for the sailors after a wet sail from Smith Island on Monday. A hearty breakfast the next morning fortified the group for the day's sail.

Photos by Bruce Idleman



2016 MAYOR'S CUP and BAYVIEW ONE DESIGN



2016 MAYOR'S CUP/BOD PHOTOS ON Page7

Top: Wayfarers line the dock at LTYC.

Cathy and Phil put in some serious hiking during Sunday's heavy wind races

Center: Annemarie Covington and Susan Cole competed in Epiphany's last regatta as the beautiful wood boat is for sale.

Another female team, Trish McDermott and Ali Kishbaugh, sailed in Trish's boat as Ali's boat is in progress. They placed second in Race 1!

Photos by Linda Marsh

Bottom: Steph Romaniuk, Marc Bennett and Julie Seraphinoff are all smiles after Saturday races at Bayview One Design.

On Sunday Sailors watch the storm clouds from the BYC clubhouse.

Photos by Julie Seraphinoff

making boats disappear at times in the grey mist, but we were fortunate that both the Bay water and the rain were warm, and the winds were not too strong so no one got cold until just before arriving in Tangier Island at Milton Parks Marina.

Everything was soaking wet and even the stalwart regulars were open to the idea of finding a B&B. We were met at the dock by a stretch golf cart limo to transport ourselves and sea bags to the Bay View Inn, which treated us very well indeed. Later in the evening, after warm showers and wine and cheese, we trudged off to the only restaurant which remained open. Some of us enjoyed another Chesapeake specialty there, soft shell crab sandwiches, served legs hanging out and all, eaten in its entirety between two pieces of old fashioned white bread. Just ask Hazel for a review.

At sunset, one could see a line of clouds hugging the western horizon. Being on Tangier and Smith Islands does give the impression of being out to sea, and the line was evidence that Bonnie was moving on. Tuesday morning was bright and sunny, a perfect day to sail the 5NM to Watts Island, to the east of Tangier. The winds were light from the east at 5-10K, and it was both a challenge and a pleasure to tack down the dogleg channel through Tangier, past the crab sheds and the working waterfront. Kit and Patsy somehow managed to find themselves stuck in some Chesapeake mud next to a crab shack. What to do? You can't just jump out and push yourself off as you will go up to your knees in the stuff. A waterman in his skiff came to the rescue and pulled them down the channel, but Kit and Patsy reported that they didn't understand a word of the distinct accent for which Tangier and Smith Islanders are known. Hand signals are a universal language.

Our sail to Watts was a lovely reach in gentle winds. After rounding the north side of the island, we put ashore for a picnic, some swimming and more Dark and Stormies. Watts Island is a beautiful wildlife sanctuary and is fast eroding, like much of low lying land on the Chesapeake. The reach back to Tangier was equally enjoyable, until the wind died in the late afternoon. Unfortunately, the tidal current was again running against us in the entrance channel, and we were forced to break out the oars and paddles for some enthusiastic self propulsion back to the dock.

In the morning, the winds were light. Rather than fight the current again through the eastern exit from Tangier, several boat decided to go west and then around the top of the island, across the shallow flats, at Milton Parks' suggestion. This worked well until the wind died again, and we watched as it filled in for the boats having taken the other route. The wind speed continued to build and we all had a wild ride on a close reach back to Crisfield. Warm goodbyes were said at the Somer's Marina, and later in town after dinner, and the whole crew looks forward to next year.

Chesapeake Cruise continued from page 3



Peter Thorn demonstrates Smith Island's most popular mode of transport. Bicycles, the second choice, are in the background.

The second group left soon thereafter with Bob and Hazel, Dick and Tom, and Bruce and Katrina Idleman in their GP 14 (another post war British design that proved to be equal in speed and better pointing than our Wayfarers except in very light winds). Kit Wallace and Patsy Poulin and Bill Harkins and Margie McKelvey followed. For safety's sake, we sailed using the buddy system, and attempted to adhere to regular radio contacts. Brian Laux, who was sailing solo, decided to return to Crisfield and the comfort of his brother's home. It rained all the way to Tangier,

IN THE BEGINNING - CHESAPEAKE

By Dick Harrington W887



The first time I sailed my Wayfarer - *Blue Mist* - into the hamlet of Ewell on Smith Island I thought I was pretty hot stuff.

Further inflating my ego, I got a royal welcome from Pauli E at

Smith Island Marina. Never had she received a visit by such a small vessel. Low and remote, lying below the horizon, Smith Island is out of sight of the main land. At the time this seemed like quite a daring adventure. Yet, the open passage across Tangier Sound from Crisfield harbor to the entrance of the Thorofare bisecting Smith Island is only about six nautical miles. So it is quite an easy sail.

Following that and full of courage I was soon contemplating my next "off shore adventure". Along the road leading into Crisfield billboards advertise tour boat trips to historic and picturesque Tangier Island. It is obviously the ideal thing to do for visiting summer tourists. This fascinated me - an island way out in the middle of Chesapeake Bay. I envisioned this like some far off forbidden place. Was it too distant and dangerous to attempt in my 16-foot dinghy? Lying at the southern extremity of Tangier Sound, Tangier Island is about 12 nautical miles - as the crow flies - from Crisfield.

A complete town and independent community, it has a unique history and culture dating back to the early 17th century. There's no other place in the United States like it. Nevertheless, in spite of being much further out than Smith Island I decided I was ready to give it a try, yet being mindful of the potential dangers posed by the open waters of the Chesapeake. Just the year before I had capsized in Crisfield harbor during a nasty thunderstorm and needed to be rescued by a couple of wise watermen. They were nice guys but likely not overly impressed by my intelligence.

Arriving at Tangier Island I was again more in awe of my self-imagined seamanship prowess than appreciative of my God-given good fortune. Not appropriate, yet not totally unexpected either. Experiencing this vastly different and remote land of a nearly bygone era was like discovering a new world. Captain John Smith we admire you for discovering this marvelous region.

The busy harbor scene before me consisted of a large expanse of marshy waters - water over mud flats

deceptively thin and quite un-navigable - which contained a maze of rickety narrow jetties leading out to a multitude of shanties holding crab pens. You could hear the sound of the pumps and water tumbling through the pens. All around tall poles distributed a crisscrossing web of electrical wires feeding the pens. Most assuredly this made for a confusing picture to any stranger coming up the channel the first time. Like others before me I fell for the trap and soon discovered I was following a dead end alley instead of the main channel. But I was living a dream. My senses struggled to take in the sights and sounds harking back to nineteenth century times. Such a rich scene of nautical life and tradition is indeed rare.

I shall never forget that first arrival at Milton Park's Marina. A yachtsman snapped a marvelous picture of *Blue Mist* coming in. The sun was just dipping below the horizon, casting soft, glowing shades of red upon me and *Blue Mist's* sails. Ghosting slowly with the last few vespers of air before night fall, *Blue Mist* drifted ever so gracefully into her slip. This was a time when I experienced some of my very best cruising experiences.



Smith Island's prominent citizen, Pauli Eades, and local teen at Sunday's Art Fair

Photo by Uncle Al

The Perfect Cruise Venue

Where as the great rivers of the Eastern Shore, where I previously spent much time exploring were unimaginably remote - being largely surrounded by vast marshlands, mostly National Wildlife Refuges - there was little to be found in the way of landside amenities. No marinas where to tie up! No restaurants to drop into for a hot meal or cold beer! Living with nature was lovely, breath taking at times, and serene, but cruising requires total self-sufficiency, even for the barest necessities such as obtaining drinkable water. But these islands were a totally different story.

Right away it dawned upon me that my wife Margie, who was a good sailor, would really like Smith and Tangier islands. There were nice marinas with good facilities and there were fantastic seafood restaurants! There were B&B's too, though we wouldn't need such as we were perfectly happy rolling into our air mattresses and sleeping bags on the floor of *Blue Mist*. Maybe a little bit of wine

first would help. On top of it all what a fascinating place these island were to visit.

Sadly, Margie only lived long enough to make it one time with me to Smith Island. But I floated the idea around and it quickly caught hold with many of the Wayfarer cruising gang. Jane has now become my cruising companion. With time we added nuances to the venue, such as a must-do sail to little known picturesque Watts Island - a beautiful deserted nature preserve and home to several families of eagles. It is a wonderful spot for a picnic and swim off the pristine white sandy beach.

This year we have an especially large turn out of nine boats – 17 people who are making the trip. Many are staying in B&B's in spite of my disapproval, but that's their prerogative. I don't like the restrictions imposed by B&B's due to the need to adhere to a predetermined schedule - regardless of sea conditions. But I'm sure all will do well. We haven't run into significant problems in the past.



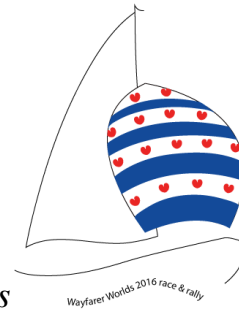
Jim and Linda Heffernan exhibited W1066 "Dawn Treader," on Front Street in Beaufort in May of this year.

**Beaufort, NC Wooden Boat Show 2016
Jim Heffernan, W1066, W2458**

Beaufort was and still is a fishing community with boating being a key element for the continued existence of the town. Commercial fishing has been replaced by pleasure fishing and a lot of tourism. There are still a few shrimp boats based around Beaufort but none near the picturesque waterfront.

At the east end of the creek passing in front of Beaufort is an island on which were built many of the sailing and power craft used by fishermen in past years. Two boats define the quality of design and versatility that the Harkers Island boat builders provided to the folks that made their

Good luck to Wayfarer North American



*competitors attending the
Wayfarer Worlds in Friesland! John
Cadman and Charles Childs, Jim, Linda,
and Sean Heffernan, Rob , Rose and
Daniel Wierdsma, Sue Pilling and Steph
Romaniuk. Leo and Joann VanKammen*

living on the shallow waters nearby. The Sprintsail Skiff was a long narrow hulled vessel with purposeful working sails.. The sprintsail skiff was able to sail in inches of water, empty or loaded, propelled by sail or poling oar. It was also quite fast allowing the fishermen to get their catch to town quickly and nail the best price from the buyers. A powerboat, the Core Sounder, was the workhorse in later years distinguished by the flared bow and gracefully curving lines. They could handle the shallow waters near behind Cape Lookout and were built in various configurations to suit the needs of the user.

How does the Wayfarer fit in? At the Wooden Boat Show, a 1965 Wayfarer was displayed on Front Street among various examples of Core Sounders and Sprintsail Skiffs with restored versions and newly built replicas of these classic workhorses. Other sailing craft were present such as the lapstrake sided Nutshell and the Core Sound 17 a cat ketch design from the other side of the Neuse River. This is the same boat that Wayfarer sailors Michelle Parish and Richard Johnson have been building in their garage all winter.

Throughout the show, judges wander about making cryptic notes about the various craft and then turning in their comments to the trophy presentation folks. The surprise winner for the best Classic Sailboat was the 1965 Wayfarer, Dawn Treader, W1066, and a Wayfarer that was rebuilt in 2010.

This boat was chosen for its age, versatility of use and the beautiful lines drawn by Ian Proctor. This was great recognition for a One Design boat that we love for racing, cruising in the Sound, and training future sailors. The Wayfarer tradition lives on!

1961 Wooden Wayfarer, W#276 “Epiphany”

Made from a kit by Wally Cavill in 1961. Hunter green with double pinstripe. Hull, deck and interior are in good shape, having been restored in 2012 and consistently maintained.

Gold Proctor mast with internal halyards.

Fully rigged for spinnaker use.

McNamara racing main, jib and spinnaker sails are 3 years old, and in good shape. Storm jib and cruising sail with 2 sets of reefing points are included.

Centerboard, rudder, tiller, tiller extension and all blocks, cleats, and running rigging in excellent condition.

Compass is mounted behind thwart.

Ratchet block for the main sheet and furling jib system

The Pamco tilt trailer has 12 inch wheels and spare tire. Has new wheel bearings, seals and bearing buddies. Gottschling Boat cover is 3 years old, in excellent shape for mast up or down storage. Epiphany is ready to race or cruise!

***\$4900 Contact AnnMarie Covington at
336-266-5919 or hobieone57@yahoo.com
for more pictures or information.***



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Thanks to Dick Harrington

After many years as the USWA Cruising Secretary, Dick Harrington is going to enjoy cruising without the worries of organizing the events. We thank him for his efforts on our behalf. He would check out potential cruising sites such as Hermit Island and the Chesapeake Bay area, and then organize cruises for the rest us to enjoy.

Chip Cunningham, our Vice Commodore will take on the additional duties of Cruising Secretary. Below is his greeting describing a new method of communicating information.

Greetings Wayfarer sailors!

We are planning cruises and rallies a new way! Go to the [**Cruising Arm of the US Wayfarer Association**](#). From there go to the related [**cruise event forums**](#). Have a look.

- **get on board** with your email address in 15 secs
- **find all the relevant information** in one place
- **add your comments – discuss issues** in a “conversational” way
- **include yourself** – “follow” an event to get notified of new activity

These forums present event planning discussions clearly and make sure that the information is getting to the people who want it. You can insert your comments where they make the most sense. The “new information” notices sent to you relate to only the events you choose and are limited and meaningful. They’re your events, your discussions, your plans – just like before with email, but I promise you, it’s easier and better than email. That’s the whole point.

The next time you communicate about Wayfarer cruising or a rally, use these forums.

*Chip Cunningham tending Solje W1321
Vice Commodore/Cruising Secretary*



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



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Calling All Wayfarers

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, Blackbeard SC	New Bern, North Carolina
September 10, 11	North Americans, Tawas Bay Yacht Club	Tawas Bay, Michigan
October 28-30	HOT V Charity Regatta, Lake Townsend YC	Greensboro, North Carolina
November 5-6	Old Brown Dog, Catawba Sailing Club	Charlotte, North Carolina

The Events Calendar on the USWA and CWA websites will have the details of racing and cruising events

USWA: www.uswayfarer.org and for CWA www.wayfarer-canada.org.

USWA SKIMMER 2016-2

United States Wayfarer Association

Gary Hirsch, Treasurer

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