



# The Wayfarer **SKIMMER**

United States Wayfarer Association  
Spring 2017-2

## 2017 Wayfarer Eastern Championship *by Jim Heffernan W1066*



### **An Emphatic Win from AnnMarie Covington of LTYC and Bob Williams of CSC**

Eleven Wayfarers were on the starting line for the first ever Eastern Championship held on scenic Kerr Lake, NC. The lake straddles the Virginia/Carolina border with shorelines covered in pines and hardwoods without a building in sight. With a north/south orientation, the prevailing southerly winds were able to move up the lake without much interference from the shore. Of course there was shiftiness near the edges which was used by the most alert skippers to work upwind efficiently.

Wayfarers were among an eighty boat fleet racing in the 60<sup>th</sup> Anniversary NC Governors Cup Regatta. With superb organization and a sharp Race Committee four of five races were completed as thunderstorms and some light winds conspired to take us off the course. The racers were grouped into five starting groups each

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## Changes in Latitude, Changes in Attitude The 2017 Dick Harrington Chesapeake Cruise *By Pat Kuntz W3140*

Inclement weather necessitated a change in the planned timeline for this year's Chesapeake Cruise. I found out about the resultant 36 hour delay in launching after completing the near 700 mile drive to AnnMarie Covington's house. Fatigue, and worry over nonrefundable lodging, and, suffice to say, it was not my finest moment. After hearing the stress in Tom Goldsmith's voice, and taking a few deep breaths, I put my Wayfarer cruising hat back on and remembered that this is sailing. It's always about weather.

Of course, the delay only offered good things. A lovely day was spent with Jim & Linda Heffernan in the charming town of Hillsborough NC, packing at leisure, and then off early Monday, May 22, to Oxford MD.

Tom Goldsmith coordinated the details and activities for the entire cruise and provisions for our time in Slaughter Creek. There are not enough words of praise to describe extent of caring that was evidenced in every step of the journey. Bravo Tom, and Thank You! Triumph!



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

Tom sailed with Dick Harrington. I sailed with AnnMarie Covington, and Uncle Al Schonborn with Keith Gunder. Bruce and Katrina Idleman rounded out the group in their CL14.

After arriving at the Oxford Inn, we scouted out the boat ramp and then Campbell's, the rigging and launching marina. The evening found us at dinner in Cambridge, discussing the strategy for approaching and negotiating the draw bridge in Knapps Narrows on Tilghman Island MD. Dick and Al had much information to share on coordinating the tide, currents, wind, and bridge raising delays in getting through the narrows.

We left Tuesday morning, and sailed with a following wind toward Tilghman Island and the Knapps Narrows. The weather was cool and overcast, with a nice breeze creating a slow gentle chop coming from behind. Boat traffic was light, and we shared most of the time with the crabbing boats harvesting their crab pots.

AnnMarie had plotted the course on her ISAIL app, and even though we were not out of sight of land, it was open water and nice to have the GPS. We arrived at the Narrows, with wind and tide and current behind us and no activity from the bridge keeper to indicate that he had seen us and was going to raise the bridge. We came about into the wind and were able to grab a piling and hold on. Bruce and Katrina did the same closer to the bridge and gave us the phone number of the bridge keeper and we called and the bridge was raised. It was a short distance to the marina and inn, where we tied up for the night. The inn offered courtesy bikes and a jeep, which were used by Katrina and me to tour the island, and then drive to dinner at a nearby restaurant. Dick and AnnMarie spent the night under boom tents on their boats, the rest of us stayed at the inn.

Wednesday morning we sailed to Slaughter Creek, a longer ride with, again, a following wind and surf. Beautiful, peaceful, and quiet. We shared a trailer at the marina in Slaughter Creek, and enjoyed fabulous meals provided by Tom and prepared by Katrina and Tom. The setting was stunningly beautiful, and long walks over back roads and bridges filled the time not sailing. Thursday morning presented us with windy conditions. Uncle Al and Keith made the trip across the water to the boat ramp on the other side. It looked exciting (ok, scary and fun). They made it to the ramp and began their journeys home. The wind settled down a bit, and the remaining 3 boats went for a pleasure sail in the afternoon. I think it was our first time sailing close hauled that trip. After about an hour the weather threatened, and we hauled our boats in the moments before the sky opened and rain, wind and hail began. Katrina left to return to Pennsylvania, and a smaller, subdued group gathered for dinner.

Early breakfast Friday, and we were on the road home, in total agreement that we had shared a wonderful, almost magical journey along the eastern shore of the Chesapeake.

I can't wait to see what next year brings!

**2017 ONE DESIGN  
Bayview Yacht Club, Detroit, Michigan**

*By Dave McCreedy W1389*

Five times a bridesmaid, finally the bride was the story of the weekend for 2017 Bayview One Design (BOD) Regatta Wayfarer winners, Marc Bennett and Julie Seraphinoff from East Lansing, Michigan. After a handful of near misses in recent years, the *Jamaica Blue* sailors scratched out a narrow victory over second-place finishers David and Anne Pugh of Oakville, Ontario, in a remarkably evenly matched fleet. No fewer than five out of the eight entries won at least one race; all but two boats earned at least one second-place finish; and every entrant came in sixth or worse at some point in the series. Correspondingly, the top six finishers' average score over the weekend varied by only 1½ points. In the challenge of light winds on Saturday and a 3 mph river current, small mistakes equaled big consequences.



*Consistency in ten races paid off for winners Julie and Marc.*

Saturday's light winds—running with the current—posed a particular challenge. The BOD playbook in this circumstance calls for a starboard start directly over to the BYC sea wall, with a series of short tacks up the shoreline to the port lay line, a tricky 180° tack through the current back on to starboard around the windward mark, and then a short current-aided run back down the river. The dearth of tactical options, both up- and downwind, made the start especially important. But a mid-river starting line, with its corresponding one-two punch of light air and heavy current, made it imperative for every boat to elbow for position behind the committee boat pre-race, and then swing around it just in time for the horn to sound. For all intents and purposes, the race could be won before the gun went off, and those contestants who found

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**40th MAYORS CUP  
Lake Townsend, Greensboro, NC**

**June 3, 4, 2017**

*By Richard Johnson W 10873*

Michele and I take a deep breath when Lake Townsend is a topic of conversation. The wind patterns have always been a challenge. They seem more the result of a churlish Lake Goddess than hard atmospheric science. We are never certain if we are playing in the wind or being played with by the wind. Although we try to plan for each start it quickly devolves into knee jerk tacks and wind seeking jibes. It is both humbling and sobering, and for me there is nothing more humbling and sobering than the results from this week's regatta. By the results tabulated at the end, the numbers indicated that we had the low score. But here is the Irony, both the 2nd place boat, Ewe Heine & Nancy Collins, and the third place boat, Jim & Linda Heffernan beat us twice, whereas we only beat each of them once. Just as important was the closeness of the sailing throughout the fleet, which culminated in the closest sailing finish I have ever witnessed, which was the first race on Sunday. All three races were close, and I will do my best to convey what I remember.

On Saturday, we floated in the heat for a long time. But finally the wind filled in and a course was set which heavily favored a port start. It was so skewed that it was difficult to beat to the pin end. Our plan was to beat up the line and tack on to port with the horn. The idea was to clear the line of port tackers. As we approached the pin end there were a couple of boats schooling around on port. And little did we know, Impulse II (Uwe & Nancy) was lurking about. The horn sounded and we made our tack onto port. We seemed to be moving well, headed in the right direction without any traffic. But then we heard splashy bow sounds to leeward. According to Ewe, they had to jibe out of the way of Ali Kishbaugh & Trish McDermott just before the start which provided a sling shot effect and put them on the line at full speed. Ewe deftly maneuvered to our leeward side, gassed us, and took the lead. It was a very smart move, politely executed. The insult of a badly skewed course is that when you are passed, there is no value in tacking out for clear air. You simply have to try and survive while watching your good competitor sail away. Impulse II developed a solid lead by the first mark.

By the windward mark we had fallen significantly behind and Dawn Treader ( Jim & Linda) were at the mark. I am still not sure where they came from. I feel like they sail on a different cosmic plane from the rest

of us, because they just seem to appear. There was traffic at the mark in the form of a stalled Buccaneer and the turn to the offset mark was an awkward beat. We rounded behind AnnMarie Covington & Annette Grefe, put up our chute, and struggled to the leeward mark. The rest of the race was a blur. I do know that we finished with Phil and Cathy Leonard on our hip. Had the race been longer they would have passed us. It was a relief to finish. It was a very hot afternoon and by the time we got in both Michele and I need a couple of bottles of Gatorade to revive ourselves.

Sunday promised better wind; it was tardy, but sailable. The course was again skewed to port. We tried the same start as before but had company. We were the third boat back in starboard tack line and decided to tack out. As we tacked we immediately had to duck AnnMarie and Evan & Mary Trudeau. Once we broke free we had clear air and a nice lift. It was nice to be moving but we were low on the fleet. We caught a header, and tacked back which put us back in sync with the fleet. We tacked again on another 10 degree header and we were back in the race. I have no idea how this worked out, it was not planned. We simply tried to keep moving and manage the wind as it came to us.

We rounded the windward mark, got down the course, rounded the leeward mark, got back up the course, rounded the windward mark again, and then sailed into a hole. The wind was filling in from behind and the fleet was storming down on us. There is nothing more lonely and frustrating than sitting like a duck waiting to be overtaken by the fleet. At the last minute we caught the filled in wind and just barely made it across the line before Ali and Trish. We had no idea they were there and in fact felt that they had finished before us.

We then turned to watch the rest of the fleet finish. It was a wall of boats lined up in parallel. There was of course a lot of screaming and yelling. The most amazing part was two Flying Scotts which blew through the line despite the fact they were windward boats and had no rights. As far as we could tell everyone hit the finish line within a couple of feet. I am not sure how the finish was determined but I am glad I was on the course and not on the committee boat.

The wind had fully filled in by the last race on Sunday. The course was squared. I only remember only a couple of things from this race. We once again had to tack out to get clear air from the start. In addition we dueled with Impulse II all the way around the course. They seemed to always be where we wanted to go. I expect they felt we would not leave them alone. They

very capably kept us in our place. In the midst of all of this Dawn Treader escaped to the front.

I usually have a much better recollection of what happened in a race series. The racing was so intense and so complicated that I rarely looked around. Michele kept an eye out for me. I have never had to concentrate so hard during a race. In addition I chest planted on the side deck during one tack, but held the sheet and tiller like a drunk with his beer. I lost the tiller in the last run in the last race. Humbling and sobering. Michele and I plan to return for the HOT in the fall. At that time we plan to make an offering of a couple of shots of rum to Lake Goddess. But with our luck we will find out she's a mean drunk.

### ***NP Boats Announces....***

#### Most Unlikely Helm-Crew Pairing Perpetual Trophy



***Nick and Chip, aka Cato, uncontested winners of the new Helm-Crew trophy awarded by NP Boats.***

You all know how genuinely dedicated Nick Seraphinoff is to promoting the Wayfarer dinghy and the enjoyment of the people who sail it. His untiring effort this lovely weekend is yet one more proof of his commitment. Thank you, Nick, from all of us.

So it should come as no surprise that the Wayfarer importing enterprise Nick founded, **NP Boats**, is sponsoring a trophy to honor both the Wayfarer and the spirit of those who sail her.

Join with us now as **NP Boats** celebrates the unique and often overlooked intimate relationship that is the helm-crew experience.

It is with great pleasure that I announce this, the inaugural awarding of the **NP Boats Most Unlikely**

*Helm-Crew Pairing Perpetual Trophy*. Open to all Wayfarer crews sailing in North America, it will be awarded when, and as, deemed appropriate. It is also open to CL-16 sailors. The licensing trouble was not their fault.

Criteria for those chosen to win the **NP Boats Most Unlikely Helm-Crew Pairing Perpetual Trophy** are

- divergence of worldview
- fun enjoyed nevertheless
- maturity displayed
- durability
- and most importantly,
- sincerity

Going forward, nominations for this award with an outline of helm-crew pair's relevant qualifications should be brought to the attention of **NP Boats**. Judging will be conducted jointly by a representative from **NP Boats**, the Canadian Wayfarer Association, and The United States Wayfarer Association. Keenest competition is expected from among retirees and children.

Here with us today to present the **NP Boats Most Unlikely Helm-Crew Pairing Perpetual Trophy** is the founder and president of **NP Boats** himself, Nick Seraphinoff.

And now the moment you've all been waiting for.

The winners of this inaugural awarding of the **NP Boats Most Unlikely Helm-Crew Pairing Perpetual Trophy** are—may I have the envelope, please?—

“Gina Lolabrigida!” Oops, that's for a different contest. May I have that other envelope, please?

Oh, my god, “Nick Seraphinoff and Chip Cunningham!” That certainly sets a pretty high standard! Nick, I think we have a lock on this one!

Nick, please accept this lovely trophy from **NP Boats**. As helm, you also receive this eighty-seven dollar cash prize from **NP Boats**. And as crew I get this coupon for 10% off any one selected Wayfarer accessory in stock at **NP Boats**. How wonderful.

Nick, would you like to say a few words?

“While I am surprised at the details, why am I not surprised by another one of your schemes? This is kind of a nice trophy. How long do you think you are going to get away with this kind of thing? Do you have to do it in front of all these people? For your selected 10% off accessory—how does a set of dishes from K-Mart sound?”

Thank you, Nick.

I would be less than honest were I to feign speechlessness, as many of you must know by now. I have a story to tell, myself. A true one.

Nick and I savor our relationship as evidence of our largess. In our friendship we each see ourselves as a boy scout helping the other one—who we see like a little old lady of the opposite political party—cross the street.

Last year, back when the Republican nominee for president could no longer be denied, and talk on the right had returned to who was worse, Hitler or Obama or the Communists, Nick stopped by our house for coffee one afternoon.

By way of being polite, Nick confined his opening remarks to the communists. He began, “Now....” You might recognize that is the way he often starts when he's working an angle. He said, “Now, what do you think of Bill Ayres and Tom Hayden?”

For those of you not up on your Vietnam-era protest history these two were prominent protest leaders or criminals depending on your point of view. They were widely reviled as communist puppets. Back then the communists lived in the U.S.S.R... Just as a timely aside, the U.S.S.R. has since become Russia.

Nick's question reminded me of an exchange between a New Yorker and his long-estranged extended family in Alabama. Someone made a disparaging comment about the New Yorker's Yankee attitude toward the South.

The New Yorker responded, “Do you want to know what we in the North think about the South? Do you really want to know!? NOTHING! We don't think about the South! We won. It's over.”

So I took this fortunate opportunity to say to Nick, “Do you want to know what we think about the communists? Do you really want to know? NOTHING! It's 2016, Nick! It's over!”

Meanwhile, Sky had gone to her room and returned with three books, two by Bill Ayres and one by Tom Hayden. She handed them to Nick. While he was looking at them with a kind of stunned horror, she pulled another book off the kitchen counter behind Nick and opened it to the title page. She turned it to Nick. It was autographed, “With love, from Tom.”

We went on to enjoy a lovely afternoon together, like always.

2017 CHESAPEAKE CRUISE



*Delayed a day but not daunted are this year's Chessie Cruisers. Uncle Al, Bruce Idleman, Dick Harrington, Robert, owner of Tilghman Island Marina, Tom Goldsmith, AnnMarie Covington, Keith Gunder, Pat Kuntz, Katrina Idleman.*

*Below: Pat and AnnMarie arriving at Tilghman Island; Uncle Al and Keith preparing libations after a hard day's sail.*

*Photos by Bruce Idleman*



*Al Schonborn captures Dick Harrington in an iconic pose.*

*Matt Stalnaker puts ashore in Key Largo during 2017 Everglades Challenge.*





Richard Johnson and Michele Parish were on the top of their game at the NC Mayor's Cup placing first in a competitive fleet of Wayfarers.



Our fine report of the Bayview One Design was authored by Dave McCreedy pictured here racing with his daughter, Sarah, in the 2017 Midwinters at Lake Eustis.



Above: A dance of symmetry by Ken Butler and Jeanne Allamby on starboard tack and Mary and Evan Trudeau on port tack.  
Below: Fleet 15 Captain Phil Leonard and his crewing wife, Cathy relax while waiting for Saturday's wind to materialize.

Mayor's Cup photos by Michael Crouch

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***BOD continued from page 3***

themselves walled off from the line were resigned to bringing up the rear of the fleet. At the end of day one, the Pughs had won three of the five races, yet held only a one-point lead, with Marc and Julie in second. Uncle Al (Oakville), with Tony Krauss (Cleveland) crewing, was tied for third with Rob Wierdsma and son, Daniel Wierdsma, both teams four points back.

Everything, including the lead, changed on Sunday. The wind, first and foremost, switched directions and picked up considerably. Heavy-air specialists Mike Codd and Kirk Iredale of Toronto Sailing & Canoe Club took full advantage and lowered their series average by two full places, taking a second, two thirds, and two fourths. Kit Wallace and George Waller, also of Toronto Sailing & Canoe Club, benefited almost as much from the new conditions, winning the last race and finishing second and third in two others. Other contestants seemingly struggled however, with at least one, and sometimes several, boats over the line early, whether by failing to account for the current or just abusing the adage about not trying hard enough. The windward mark proved challenging too, at least for this unaccomplished sailor, with the starboard lay line bent by the current into a distinct curve. Overstand the mark? Only in four out of five races!

In the end, David and Anne's five bullets were not enough to counter Marc and Julie's slightly better consistency (2,5,2,2,2,4,6,1,1,2), and the latter couple walked away with their first BOD victory after many close calls. Congratulations! Final standings had the Pughs in second, the Wierdsmas in third, and Uncle Al and Tony in fourth, followed in order by Kit and George, Mike and Kirk, Nick Seraphinoff and Chip Cunningham (Detroit), and finally, yours truly (Canton, Michigan) and my crew (Kirk Moreland of Farmington Hills).

Of course, any report of the 2017 BOD would be incomplete without two final comments. First, congratulations are also in order to the winners of the newly minted *Unlikely Helm-Crew Pairing Award* sponsored by NP Boats. According to unofficial MC Chip Cunningham, the award recognizes disparities between helm and crew in terms of worldview, age, sex, sailing experience, and good looks (or something like that). Shockingly, the inaugural awardees turned out to be none other than Cunningham himself and NP Boats founder, Nick Seraphinoff. Discussion was had about engraving current and future winners' names on the trophy, but consensus was reached that it would probably have the same two names on it every year for

the foreseeable future. If that does end up being the case, ensuing years may see a time cap on the acceptance speeches

Second, the author of this account would like to acknowledge his gratitude to the Wayfarer bunch—every single sailor he has encountered in this group over the past few years—for being welcomed into the fellowship. Without fail, you all have answered my endless questions, put up with my mistakes, helped me get my boat in and out of the water when I'm single-handed, housed and fed me while on the road, and just generally made me and my family feel like we belong, despite my inexperience. I'm privileged to be part of this group – thank you all!!

**Lake Lansing Regatta May 2017**

*By Julie Seraphinoff W10861*

After a three year hiatus, Wayfarer sailors returned to Lake Lansing in Haslett, Michigan for a spring regatta. Eight boats competed in one day of racing May 20 in the aptly named Jim Fletcher Memorial Wayfarer Regatta.

My husband Marc Bennett and I were honored to take on coordination of the regatta at our home club, the Lansing Sailing Club. We were especially honored to carry on the tradition started by LSC's beloved Jim Fletcher back in 2010. During the run-up to the event and throughout the day of sailing, Jim, who died two years ago, was at the forefront of our thoughts.

The day began early with everyone gathering to work together rigging boats. After a long winter, it was nice to leisurely find all the pieces and put them together properly. The club Lightning sailors who graciously took on committee duties were heard saying over and over, "These Wayfarer sailors sure are easy going."

Racing began about 11 a.m. with winds of 4 knots to 12 knots. Race instructions said we would sail no more than seven races. After the first race, most of us were not sure we could survive seven. Yep, it had been a long winter.

Ended up we got in five races total with the last one shortened a bit because of a storm rolling in. There were no complaints from any of the sailors as we headed to shore ahead of the rain. Of course, knowing brats and a nice variety of Michigan craft beers awaited us was added incentive to wrap up the racing.

While the fleet was rather small, the competition was keen with the likes of Sue Pilling and Steph Romaniuk



of Perry Sound, Ontario, Canada and David and Anne Pugh of Oakville, Ontario, Canada making the trek for fun on our inland lake. We were also joined by Joe and Jeff DeBrincat from Walled Lake and a contingent of LSC sailors including Susanna Telschow teamed with Blaine Severen, John McEmhill sailing with Chip Cunningham and John Kolstone, a longtime LSC sailor in from Minnesota, sailing with Robert Mosher.

Sue and Steph and Marc and I ended up tied for first at the end of racing. But the Perry Sound duo grabbed top honors in the tie-breaker thanks to two firsts in the last two races. Each race we could see them shaking out the winter dust and getting faster and faster. In the fourth race, as we were duking it out with the Pughs on the spinnaker leg, I looked up to see this vision of pink on the horizon. It was Sue and Steph flying on their own line of wind to the mark. There was no catching them from there.

Lake Lansing is a perfect venue for a first northern regatta of the year. The water temperatures are bearable, unlike the bigger lakes (Lake Michigan was 52 degrees that same weekend) and the date is tied into the East Lansing Arts Festival. We sailed Saturday and meandered through the festival on Sunday. And we, of course, ended up at our favorite East Lansing neighborhood pub, The Peanut Barrel.

Thanks to all the sailors who went above and beyond joining us for the Jim Fletcher Memorial Regatta. Felt great to be out on the water and extremely hopeful that the sailing season is really here. Finally.

## 2017 EVERGLADES CHALLENGE

*By Matt Stalnak*

I washed up on a deserted beach on the northern end of Pine Island, and began to stomach all the food I could. At this point, I was a day and half into the Everglades Challenge and the two hours it had taken me to cross Charlotte Harbor dodging triple-reefed yachts in 25-knot headwinds had left me tattered and reevaluating my plan to make it another 70 miles to the 'Glades before stopping for sleep. I was prepared for the hallucinations that come with exhaustion – I had long ago convinced myself that the butterflies and towering oak trees couldn't be real – but the extra calories I was burning were making me concerned for my food supply. Moreover, were I to elect to stay in the lee of the mainland and avoid the worst of the winds, I knew the labyrinth of mangroves and shoals over the next 30 miles would afford few places to get out of my kayak.



*Matt is a member of LTYC, Greensboro, NC and frequent crew on a Wayfarer. He is pictured above in a selfie taken in the Everglades during this year's Challenge, Matt's 3<sup>rd</sup> participation year.*

The Everglades Challenge – now in its 17<sup>th</sup> year – had started two days prior with 100 boats lining beaches of Fort Desoto Park on Tampa Bay. One of several adventure races for small boats run by an organization called “Watertribe,” the Everglades Challenge bills itself as “encouraging the development of boats, equipment, skills, and human athletic performance for safe and efficient coastal cruising using minimal impact human and wind powered watercraft...” Challengers are guided by a few stipulations around the seaworthiness of craft and required safety gear, and are further required to abide by two main rules 1: All vessels must launch unassisted off the beach from above the high tide line, and 2: with the exception of checking in at designated checkpoints, all vessels are self-supported – free to choose their course in conversation with the elements. In the years since its inception, the EC has become an annual pilgrimage for a profoundly diverse community of sea lovers. Small sailboats, kayaks, decked canoes, home-built and one-design boats, chief designers for major manufacturers, Olympians, and weekend warriors come back year after year to honor the traditions of small craft travel in a celebratory scramble 300 miles south to Key Largo.

This year, the fleet was dispersed at the start by a new safety guideline put in place after 2015 saw several vessels capsize near the Tampa Bay shipping channels. We would no longer launch in small craft warning. Rather, the 7am ritual of creatively maneuvering 100 expedition-loaded sailboats off the beach was preempted by a report that we were under 24-hour weather hold. Though the weather advisory was forecast to continue for several days, challengers were

free to launch the following morning from points that would not put them in conflict with shipping lanes.

I elected to start as far north as I could – paddling into Anna Maria Sound as the sun crested. Shortly after, pushing into a confused and choppy Sarasota Bay, I was questioning my choice of craft – a narrow, 18-foot carbon fiber racing kayak. Sitting at water-level made the wind swell stand overhead and my effort at steadying the tender racing boat was leaving me more fatigued than I'd like. However, after encountering a few sailing craft in harbor at checkpoint one, I was reminded of the value of simplicity. A West Wight Potter 15 had shredded the anchor rode attempting to batten down in the calmest seas she could find. Next door, an EC 22 – a purpose-built 22-foot cat-ketch – was determined to carry on after dropping the main mast in weather, its crew busy shortening and re-rigging the mast to run the remaining 230 miles under reef. I whispered a prayer of gratefulness for the two tubes of epoxy and roll of gorilla tape that would get me and my kayak through most anything. More significantly however, I was reminded of why I have come back to this challenge for three years now. Regardless of the craft I choose, taking away the option to motor to safety opens me to uncertainty. And it is the vulnerability of this sort of small craft expeditioning that has pushed me to learn and grow. Every year, I've learned a little more about the elements, my boat, and myself; stretching my creativity to meet not only external challenges, but also internal.

As I pushed forward, I began to realize that this year's Everglades Challenge was helping me learn to better move in harmony with others. Famished and weather beaten on northern Pine Island, I was questioning my ambition when happened upon by another paddler. Bobby was in a similar boat with similar fitness, and owing to the severity of the weather we decided to proceed together. While my introvert's modus operandi is to push through solo, I began to find a delicate balance in paddling with a partner. Bobby and I made games out of threading through sunburned bathers on the coast of Naples. We steeled one another's nerves in a rough offshore night crossing from Marco Island into the wilderness of the Everglades. We eschewed the shortest and most sheltered route to realize Bobby's dream of paddling to Cape Sable and were rewarded with a striking sunset over the Gulf of Mexico. Jury rigging lost and broken gear 70 miles from civilization, we fell into sync with one another's strengths and weaknesses, battled and tended to one another's injuries, and ultimately found a humble appreciation for one another's ego.

We didn't see any more sailors on the course of our journey. Many of them had started south of us and took a deep water course across Florida Bay. However, sitting in Key Largo, I was struck by the resonance I felt with those around me. Some had made the entire distance aboard their boats, while others had to call for the trailers. All of us, however, found ourselves challenged in ways we had not anticipated when we set up on the shores of Tampa Bay. This year, I left the Everglades Challenge not only a stronger kayaker and better navigator, but also more aware of myself and the ways I move through the world in relationship to others. It is this sort of learning that brings me back to the vulnerability of small boats.

### *Eastern Championship continued from page 1*

day. For the Saturday starts, six Jet 14 boats joined the Wayfarers in the second group of starters with a zephyr of wind barely getting the boats across the line. Halfway up the first leg, the southerly wind began to fill and the racing became intense and close. With two long windward/leeward legs and the short beam reach to the offset finish line, there were multiple opportunities to recover from any starting or first leg errors by using the shifting winds from nearby storms and being careful at the mark roundings.

With the finish line off to the side of the course, RC started the Wayfarers and Jet 14's quickly after all had finished hoping to get another race in. Five minutes later the race was abandoned and all boats were told to get to shore immediately ahead of an incoming storm. Crews from all classes helped each other to quickly get boats secured with 10 minutes remaining before rain, wind and lightning sent us inside.

Day two was perfect with partly cloudy skies and winds in the 7-10 mph range. The order of starts was reversed so the Wayfarers got some windward schooling from the Thistles, Flying Scots and Buccaneers as they moved off the starting line and up the course.

So, who tied it all together to take home the first place trophies? It was a Lake Townsend sailor AnnMarie Covington also known as Mighty Mouse and her super spinnaker flying crew Bob Williams from the Carolina Sailing Club. She had her Mark IV W11134 dialed in and with two emphatic wins and two seconds she was well ahead of second place finishers Jim and Linda Heffernan at the end. Very close behind in third and fourth places were Richard Johnson and Michelle Parish and then Uwe Heine and Nancy Collins. Two Woodies, W864 and W429, tied for fifth and were sailed by Phil and Cathy Leonard and Uncle Al and Keith Gunder.

## FLEET REPORTS

### Fleet 3 Lake Eustis Sailing Club

*By Jane Hepting W10862*

With the passing of Memorial Day, the "official" sailing season in Florida at the Lake Eustis Sailing Club has ended and this becomes a good time for an end-of-season report.

The Wayfarer Fleet continues to grow. A few years ago the fleet was close to moribund, with often only two boats showing up for races. But in the last year alone, the Wayfarer fleet has increased from ten to fifteen boats. Since most skippers of our fleet singlehand their boat for Club Races, we also attract people who are already club members, but are tired of the hassle of trying to find crew. The new Mark IV boats are also a plus.

The fact that the fleet has become the most active in the club is also an attraction. Most of the one design boat fleet here sail only at our twice a month Club Races. Wayfarers sail every weekend and also Wednesday mornings, giving anyone who wants it much more on-the-water time, as well as company.

The racing this year has been very good. Many of the sailors are so evenly matched that it is common for the lead to change several times during a race. The amount of time one can spend on their boat now gives everyone plenty of time to improve their sailing. It also reflects favorably that many of our new Wayfarer sailors have come from other one-design sailboats. We look forward to a pleasant summer of informal sailing and to the commencement of formal club racing in September, when people in other parts of the country are thinking about putting their boat away for the season.

### Fleet 2 Southeast Michigan

*By Jeff DeBrincat, W1115 Racing Captain*

Walled Lake, 30 miles northwest of Detroit, Michigan continues to be the venue for Fleet 2 racing and socializing. This inland lake offers sailing conditions very suited to the Wayfarer and includes multiple launch points and various places to park.

Through the summer of 2017 there will be fleet racing every other Sunday. On alternate Sundays we hope to arrange "no point" racing, an excellent way to sharpen those starting skills! On Thursday evenings from 6PM until dusk Joe DeBrincat is always ready to host the "Sail Anything" races.

Our most popular event of the year is the "Trans Walled Lake" race that finds boats zig zagging from a southern point of the lake to Fleet Captain Adrian Hill's residence on the northern shore with an ingenious obstacle course along the way that slows down the first boats more than those following. Some would contend that the best part is at the finish where Adrian holds a BBQ Pot Luck.

Come out and join us!

Jeff DeBrincat, 248-697-1363, [jeff4444@usa.com](mailto:jeff4444@usa.com).  
Adrian Hill, [adrian.w.hill@gmail.com](mailto:adrian.w.hill@gmail.com)

### Fleet 15, Lake Townsend Yacht Club

Phil Leonard, W864, Fleet Captain

Fleet 15 is ever growing and now with 23 boats has become one of the larger fleets in the USA.

Fleet members participate in both racing regattas and cruising events and the camaraderie is outstanding.

We have completed three out of ten regattas towards the *first ever* Fleet 15 championship trophy, MidWinters in Lake Eustis FL, Mayors Cup in Greensboro NC, and NC Governors Cup at Kerr Lake NC.

North Americans Championships in Toronto, Ware River YC VA Governor's Cup in Gloucester, VA, Blackbeard One Design in New Bern NC, US Nationals at Tawas Bay, Michigan, VISA at Smith Mountain Lake VA, HOT in Greensboro NC, and The Old Brown Dog at Lake Wylie near Charlotte NC will round out the remaining regattas counted towards the trophy.

Each Fleet 15 member can count their best five regatta finishes, out of the ten regattas selected for 2017, with only one of the distance regattas, (Lake Eustis, Toronto and Tawas,) being counted towards one of those 5.

The scoring is simple; each Fleet 15 member is awarded one point for participating in the regatta and one point for each Wayfarer beaten in that regatta based on the final scores. Points are earned on all Wayfarers beaten, even if the beaten boat is not a Fleet 15 member.

The total scores after the first three regattas are:

Heffernan 33	Cook 12
Heine 33	Butler 12
Johnson 32	Kishbaugh 10
Covington 31	Durack 3
Leonard 24	Freyaldenhoven 1
Trudeau 16	

With seven regattas to go, the chase is underway for an exciting finish at year end!!



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Home of the Mark IV Wayfarer

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*2017 Calling All Wayfarers*

July 14-22	International Rally, Wellesley Island SP	Clayton, NY
July 22-23	North American Championship , TSCC	Toronto, Ontario
Aug 5, 6	VA Governor's Cup, Ware River	Gloucester, VA
Aug 26-27	Blackbeard One Design, BSC	New Bern, NC
Sept 9-10	US National Championship, TYC	Tawas Bay, MI
Oct 6-7	VISA at Smith Mountain Lake	Smith Mountain Lake, VA
Oct 28, 29	HOT, Lake Townsend Yacht Club	Greensboro, NC
Nov 4, 5	Old Brown Dog, Catawba Yacht Club	Charlotte, NC

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 2017-2**

**United States Wayfarer Association**  
**324 Winwood Avenue**  
**St. Joseph, MI 49085**

**CHECK LABEL!!! Please note your boat number and ensure that your dues are current.**  
**Thank you to our members for supporting the USWA!**