



The Wayfarer **SKIMMER**

**United States Wayfarer Association
Winter 2017-4**

WAYFARER CRUISING OPPORTUNITIES

2018 offers Wayfarer sailors some wonderful opportunities to gather with fellow sailors to revisit favorite venues as well as explore new waters.

August 4th-10th: East Meets West Wayfarers will gather near Bayfield, Wisconsin to explore the Apostles Islands in Lake Superior. Interested sailors should contact David and Lisa Nelson weski233@charter.net. Camping and/or lodging details will be determined by the group.

August 20th -27th The **North American Rally** will be held at **Hermit Island Campground** near Bath, Maine. Tom Graefe is coordinating the details with the private campground so if you are interested in joining this cruise in one of the premier sailing spots on the east coast connect yourself with Tom. tmgraefe@comcast.com.

September 7th-13th. The 24th International Wayfarer Rally will be held on the **Norfolk Broads** in the UK. This unusual cruise winds through a network of waterways in the northern part of England stopping for lunch and evening meals at riverside pubs and restaurants and returning each day to accommodations of bungalows, chalets, flats and a camping area.

The International Rally has gained in popularity each year, and 100 places have been booked at the Clippesby Hall, Norfolk site for the 2018 event with 50+ places reserved for overseas guests.

Please register your interest as early as possible if you wish to experience the great international camaraderie of these events. Contact: Ralph Roberts for more information. Telephone: + 441 508 538 522

To confirm interest, e-mail: wic-uk@wayfarer.org.uk
Essential any enquiry is followed up with a confirmation e-mail*

2018 MIDWINTERS and US NATIONALS February 2-4 at Lake Eustis, Florida

The Fortnight in Florida returns to Lake Eustis Sailing Club in February with three straight weekends of racing, Wednesday night Club racing, cruising days at Cedar Key (covered in a separate article) and pop up day cruises on Lake Eustis or Lake Dora. The kickoff will be the 2018 Midwinters Regatta which also will serve as the 2018 US Nationals. On Friday the Wayfarers will race on their own. On Saturday and Sunday the MC Scow Train Wreck Regatta will be held concurrently.

Early arrivers on Thursday can enjoy leisure boat setup and practice races in the afternoon with just enough time on the water to shake out the kinks and untangle the lines before the famous LESC sunset.

Fleet 3 is working hard to ensure a fun, competitive racing event for all participants. Advance registration before January 1st can save you \$10 and is strongly encouraged because it is very helpful for the meal planners. Go to Lake Eustis Sailing Club website, www.LESC.com, under fleets, choose Wayfarer.

February 10-11 Single Handed races will be encouraged but not required as crews will be allowed.

February 17-18 The George Washington Birthday Regatta. Monitor the LESC website for upcoming registration information.

**Annual General Meeting-
US Wayfarer Association
Thursday, February 1, 2018
Lake Eustis SC Clubhouse
Following sunset.**

A publication of the United States Wayfarer Association NATIONAL OFFICERS		
Jim Heffernan Commodore	114 Village Lane Chapel Hill, NC 27514	919.942.6862
Chip Cunningham Vice Commodore Cruising Secretary	2833 E. Davison Lake Rd. Oxford, MI 48371	248.628.0670
Gary Hirsch Treasurer	324 Winwood Ave St. Joseph, MI 49085	269.982.7030
Tony Krauss Measurer	429 Glen Park Drive Bay View, OH 44140	440.554.7820
Marc Bennett Race Cptn/WIC Rep	643 Cornell Ave E. Lansing, MI 48823	517.898.6617
Linda Heffernan Secretary	Skimmer Editor	919.942.6862
AREA REPRESENTATIVES		
Mike Anspach Michigan Area	555 S. Old Woodward Ave Birmingham, MI 48009	248.283.8700 248.877.6242
Thomas Graefe Northeast Area	69 Simon Kill Road Norwell, MA 02061	781.659.2441
Richard Johnson Southeast/WIC Rep	355 Winding Creek Dr Oriental, NC 28571	704.661.8135
Dave Hepting Florida Area	929 Royal Oak Blvd Leesburg, FL 34748	352.250.6773
 WEB SITE www.uswayfarer.org Robin Moseley, Webmaster		
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.		

**2017 Clark Lake Fall Regatta
September 23-24**

By Al Schonborn W3854

Despite forecasts of unseasonably hot, sunny weather, that little line that promised gusts up to 4 knots on Saturday, and a whopping maximum of 7 knots on Sunday, appears to have discouraged many sailors from taking part in the annual Clark Lake Fall Regatta, The Tim Dowling Memorial, hosted Sept. 23-24 by the Clark Lake YC in southern Michigan. The registration desk had been underwhelmed to the tune of eight Wayfarers, Rebels and Sunfish five each plus one each of Interlakes and Buccaneers.

After a postponement of just over an hour, a nice little breeze filled in, and by 2:30 PM we were out racing.

Two races later we - and the wind - were done, in plenty of time for the fine, catered supper at the club. The racing had been exciting, not to say nerve-racking. Rebel standings showed 4 of the 6 boats within two points at the top, while Marc Bennett and Sue Pilling were tied for the lead in Wayfarers (eight boats). Of the five registered Sunfish, only three actually raced, and the top two had been pretty dominant.

Sunday brought more warm sun and the promised slightly stronger wind and our fine RC wasted no time in getting us going - good thing, too, because by not much after noon, the wind was dying down as we completed the day's second race. So the RC wisely called it a weekend with four races - all to count - completed.

After losing a heart-breaker to both Marc Bennett and Sue Pilling on the final beat of the second of two drifters sailed on the Saturday, things looked hopeless for Team *SHADES* with a forecast of more light winds that would continue to make life tougher for the heavier Uncle Al. The race 2 result had left both Teams Bennett and Pilling with 1-2 scores in this no-drop series while Al sat at 3-3. And with no one from the rest of the fleet showing realistic signs of beating the top three W's in any race, there seemed to be very little hope for Team *SHADES aka Glory Days*. They would have to win the remaining two races on Sunday and hope that Marc and Sue each scored a 2-3. In that case, there would be a three-way tie at the top, and Shannon and Al with two firsts would win the tie-breaker.

Yet that is what happened. And not just two firsts but mini-horizon-jobs! Marc and Julie were running 2nd until the final beat of the last race and were therefore in line to grab their second straight Clark Lake Wayfarer win until the lightning-fast Team Pilling passed them near the finish and left the standings in a three-way tie for Gold. With the aforementioned tie-breaker that left us in the following order:

1. Uncle Al and Shannon (most firsts)
2. Sue Pilling/Steph Romaniuk (who beat Marc and Julie in the last race in which both sailed)
3. Marc Bennett and Julie Seraphinoff

Series 4th went to Joe DeBrincat of Walled Lake, MI who introduced Larry Lewis of the host club to Wayfarers. The two smokers held on to edge out fellow Michiganders, Ian Pouliot and Jake Wolny of Mt. Clemens by a single point. In fact boats 4 through 8 in our fleet were very evenly matched as each of them

Continued on page 10

HOT VI at LTYC
October 28-29, 2017

By Bart Streb

Halloween on the Townsend is always a favorite venue for Janet and me. It comes at the end of our sailing year, is attended by some great sailors and the host club, Lake Townsend Yacht Club puts on some of the best small course sailing we have attended. Also, it is a fund raising event for Earlier.org, which is involved in early detection of breast cancer.

We sail a Buccaneer 18 and you may ask why I am penning an article for the Wayfarer Newsletter? Because the Wayfarer sailors are some of the most enjoyable people I have met as a fleet and we really bond with the local and not so local members. They are some of my most stiff competition in open class sailing, always pushing me to make the boat perform at its best. Open class, or Portsmouth sailing is all about racing the clock. In one design, you get a lead; you sit on your competition and beat them by a few seconds. That is a win. In this venue, you are always pushing your boat till the finish signal as your finish time must be a percentage difference of the boat speed potential of different boats. Like golf, the boats are handicapped, but unlike golf, the skippers are not. Imagine in golf handicapping the clubs, that is how it is with Portsmouth! We sail a fair amount of Portsmouth and I have a rough idea how far ahead of Wayfarers, Flying Scotts, Lasers and Windmills we must be to win.

My goal for this weekend was to finish in the top 5 every race. There are several sailors with National titles and world championship participation on the line for their prospective classes so the lane to the finish line is pretty clogged. With 24 boats registered, we all start together, being the scratch boat (having the lowest Portsmouth number) *ADRENALIN* has to lead the pack around the course. That in itself forces Janet and me to really know the favored side of the course and course signals (more on that later). Getting on the line, near the favored end is a must. We spend the time before the race looking at wind velocity, wind angles and come up with a strategy. By the start signal, we have committed to a plan. Sometimes other boats get involved and you have to adjust the strategy. That is tactics. First two races we worked up the left side and did pretty well with a 1st and 2nd. The event was shaping up for us. Then catastrophe #1. The left side did not pay off. We were buried and floating so slowly the Race Committee thought we had run aground! The



Janet and Bart often lead the race in ADRENALIN, their Buccaneer 18

more we committed to that side, the worse it got. A 9th to finish the day.

Day 2, tied for second and the winds were up! First race felt good, we were leading at the second mark, extending our time, when catastrophe #2 showed up. I should know what a course change to starboard flag means, but my mind can only hold 3 things in it at one time (that is why my grocery list gets written down when there are 4) and guess what, with the leeward mark rounding prep, that little sign on the signal boat was number 4, not enough time to write my list. We proceeded to finish and lure one unlucky Flying Scott to follow while the rest of the fleet correctly rounded to head upwind to the new windward mark position. We dug back in and with a short race course, managed a 5th. We were toast, butter us up. 1,2,9,5 finishes were not going to put us on the podium. Last race of the day to save face at this point was uneventful. In these short courses, the fleet splits, you can't cover both sides, one side becomes favored and you just have to keep paying attention to who is doing better. We have to extend our time on every leg, and that is hard to do when the boats spread out.

A memory of the favored side visits me from time to time. Janet and I were over early in a club race, and I knew the right side was favored. Heading back, restarting two minutes later we noticed the whole fleet heading left with a large lead. I don't usually do this but we headed all the way out, banged the right corner, I tacked and crossed the fleet, first at the windward mark. Sometimes you have to stick to the plan and hope for the best.

The event closed with some close finishes. A tie on times with two boats produced interesting scores. Our third in the last race gave us a 1, 2,3,5,9 for the weekend, and .5 points out of second. Congrats to the Wayfarers who always make the podium a difficult climb during HOT. In our previous 4 years we have finished 1, 2 and 4 overall so you know what was missing in our finishes. Our third this year fit in well. I just hope our 5th year doesn't produce a....well....you do the math!

2017 Old Brown Dog Regatta Catawba Yacht Club, Charlotte, NC

By Jim Cook W7372

Fun was had by all at the 2017 Old Brown Dog Regatta, held at Catawba Yacht Club in Charlotte, NC from Nov 3 to Nov 5. The wind did not appear on Friday this year, so it wasn't possible to practice. Otherwise the weather was gorgeous, so everyone enjoyed socializing around the clubhouse and a dinner featuring make-your-own pizza cooked on the grill. It turns out that people really enjoy the pizza creation when they make it themselves.



Pizza Man Jim was Grill Master for Friday's unique dinner where everyone topped Nan with their own choice from a large variety of provided toppings.

On Saturday morning everyone enjoyed a fantastic hot breakfast with various quiches, baked grits, biscuits, and several other breakfast foods. With full bellies, 10 Wayfarers and 10 MC Scows headed out to the race course on Lake Wylie for a full day of racing. The morning started out with light but sailable winds. By lunch time, there was mostly drifting conditions with an occasional line of wind from a random direction.

After a short postponement on the water, the wind settled into a new direction and we were able to get in a few more races. At the end of the day we had completed 6 races.

The fleet of Wayfarers were closely matched resulting in a lot of close boat to boat sailing. The tight fleet combined with puffy and shifty conditions resulted in many position changes within each race. The boat out in front was never safe and frequently was passed by multiple boats. The boats further back in the fleet were never out of the race and had opportunities to get back up to the front.



As in past years our MC friends Ron Wright and Jim Higgins entertained us with their captivating strings and singing act, this year inviting vocalist Jenny Poole who had sung with Ron in his first group in high school!

On Saturday night everyone enjoyed another evening of perfect temperatures surrounded by fall leaves and great people. After the barbecue dinner, CYC's own Ron Wright and Jim Higgins, along with a guest singer, Jenny Poole, entertained us with live music that got everyone singing along and dancing.

After another hot breakfast, the first start on Sunday morning was just early enough to catch the light morning breeze before it died. We were able to get in one more race before it was clear that the wind was gone, and we should start packing for the long journey home.

Jim & Linda Heffernan managed to stay consistent in the fluky winds with only one finish above 3rd place. This led them clearly into 1st place for the regatta. Jim and Alicia Cook were leading in some races, but were never able to secure a bullet. Still, they were able to barely hold onto 2nd place, due to consistent finishes in the top 5. Uwe Heine and Nancy Collins followed close behind in 3rd place. It took some time for Al

Schonborn and his crew John Waller to find their mojo, but finished the regatta strong with three 1st place finishes. Al and John came in 4th, winning the tie breaker with Richard Johnson and Michele Parish who finished 5th.

Many thanks to Ali Kishbaugh and Ron Wright for pulling everything together for the regatta, and to Doug Conley who served as PRO along with providing great breakfast to start the day off right. Thank you to all the sailors who traveled here to make the regatta a huge success and a lot of fun..

WAYFARERS CRUISE NEUSE RIVER

October 30-November 2, 2017

By Nancy Collins W10864

I have heard of the various cruises and rallies that the Wayfarers do. It is an aspect of sailing that Wayfarers seem to do more than most other dinghy classes. For the past several years there has been an “in between the regattas cruise” during the week between the HOT regatta on Lake Townsend in Greensboro NC and the Old Brown Dog Regatta on Lake Wylie in Charlotte, NC. In prior years boaters would go to Atlantic Beach/Beaufort and sail around, enjoying the NC coast and low country. Richard Johnson really is the one that decided there should be some variety and have the cruise either at New Bern or Oriental on the Neuse River. There was some chattering back and forth as to the best course. One proposal was to sail from Blackbeard's Sailing Club to New Bern for lunch then on to a campground on the other side. Then back. The other option was to sail from Richard and Michele's house in Oriental to our nearby cabin. By land it is only 6.6 miles. By water, about 16, without tacking.



Our cabin sits on a body of water called “Broad Creek”. There are many creeks down east called Broad Creek. Creek used here is a real misnomer - it isn't the tiny little bit that you can jump across in the woods. It is larger than a lot of rivers and is about 400 feet across at our cabin. This Broad Creek feeds into the mouth of the Neuse which is at the base of the Pamlico Sound. The Neuse River is roughly 6 miles across at the mouth of Broad Creek. A couple of years ago we had found a distressed lot on Broad Creek and cleaned it up and put a little cabin on it and added a dock.

Weather always plays a big role in deciding directions and location of where to sail. (& critters - some of us have dog logistics to consider.) There is no lunar tide in the Pamlico Sound / Neuse River it is all wind driven tide. The Sound runs north and south. When the wind is straight down the length of the Sound the waves can be short and rough. Several years ago while travelling in San Francisco people that I talked to knew about the chop on the Neuse Sound. That is why when discussing the sailing area options, waiting on the weather was a deciding factor in deciding the course. For Tuesday's cruise it was decided to launch at the community marina in Richard and Michele's neighborhood and sail to our cabin on Broad Creek.

Three little boats set out on Tuesday morning. Jim and Linda Heffernan sailed *Morning Star*, their composite Wayfarer with the sails from their woodie, W1066. AnnMarie Covington and I sailed W10873 *Black Skimmer*, Richard and Michele's Wayfarer. Michele Parish, Al Schonborn and Richard Johnson were on a Core Sound 17 Mark III, a cat-ketch double masted

continued on page 8

Regattas and Cruises in Fall 2017



Left top, then clockwise. Meka II, out of Beaufort, NC, Neuse Cruise Group on Uwe and Nancy's Porch, Nancy and Iatepus, Wayfarers prepare to go under Neuse River Bridge, At Clark Lake Sue and Steph and Marc and Julie keep competition close but Al Schonborn and Shannon Donkin win in a fairyland finish!





Clockwise: Richard Johnson and Michele Parish dazzle the competition at HOT VI; Trish McDermott, Chair of HOT VI, Joleen Rasmussen and Nora Cook announce the lucky winners of auction items; Tom Bews, LTYC in house auctioneer, who also races a Flying Scot, called the Live Auction items; Jim and Linda Heffernan receive first place awards from Ali Kishbaugh, Co-Chair of the OBD Regatta; Spinnaker runs were close on both days of the OBD.

Thanks to photographers for photos on both pages: Al Schonborn, Keith Gunder, Uwe Heine, AnnMarie Covington, Doug Conley

Neuse Cruise continued from page 5

Core Sound 17 Mark III, a cat-ketch double masted home built craft named *Avocet* - named for a pretty wading bird. Michele and Richard built this pretty craft after moving to Oriental.

We drifted out a little ways from the dock in tow by the *Avocet* powered by a Torqeedo, a compact electric outboard. We weren't towed for long before we caught enough air to sail.

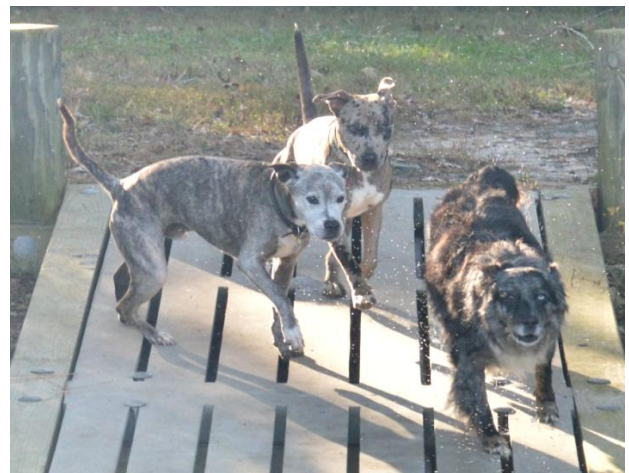
Drop biscuit clouds dotted the blue sky. Light winds prevailed but enough to sail and small chop was not enough to slow us down. A grand broad reach allowed us to sail along the mouth of the Neuse without a need for tacking except for fun. AnnMarie and I sailed out in broad tacks and watched the "snowbirds" heading south. There were large sailboats, large power cruisers and one errant shrimper heading down the ICW where it crosses the Neuse. The *Avocet* and *Morning Star* sailed along the sides to catch any land breezes that could speed them along as we approached the mouth of Broad Creek. This area of the mouth is familiar to me and I knew that we couldn't really run into trouble. In a larger boat there is a mark at the top of Gum Thicket shoals that has to be navigated around. There is shoaling around the land and one little spot of "hard" 4'. But nothing for a Wayfarer to worry about. But we had drifted far ahead so AnnMarie and I went out around the shoal marker. There were two really big power yachts heading down toward us both with HUGE wakes. The wind was dying down a bit, so I didn't want to tack back toward Broad Creek until their wakes had passed us. So we could at least keep moving. In doing all of this grand tour, Jim and Linda on *Morning Star* had sailed over by another shoal and were hove to enjoying the sun and down time.

This was my home turf so AnnMarie and I led the way into the creek. There are three marks at the beginning of the creek. They mark a narrow channel for larger boats to enter the creek. There is one side of the marks that is shallow but I didn't remember which one. So we tacked through the marks. Our cabin is three miles from the mouth of the creek with plenty of opportunity to view the large areas of Broad Creek that are natural marshes and woods.

While my husband Uwe was dog sitting our three dogs, he was slow cooking two large pork shoulders in the smoker for the cruisers to enjoy. We reached our dock around 3:30 to the greetings of three rambunctious dogs and the smell of slow cooking pork!



After docking and resting up on the porch, we waited for the pork shoulders to finish cooking and watched the sunset. Next the table was spread and we found chairs for all eight of us. Did I mention the birds? We have two birds little green and red velociraptors with dino-strike action and sharp beaks. At the cabin they are in a cage quite close to the kitchen table. During dinner time was spent chattering about upcoming sailing cruises. Al might have leaned back a little too close to the bird cage, but was saved when someone noticed that one of the birds was eyeballing his ear.



Need a guard dog? Uwe and Nancy's special pets, King, Addie, and Iapetus can do the job!

While everyone could have camped at our place, they opted to be car ferried back to Richard and Michele's to spend the night. What took five hours to sail, took fourteen minutes to drive.

I missed what time everyone was going to arrive back the following morning and took one of the dogs out on the paddle board. The dogs love being down there. When we first started going down we didn't think they would be excited by fish. So we named them "water mice". They LOVE water-mice. Iapetus (aka Yap-at-

us) (a dog that wants to GO! an Australian Shepherd) will NOT be left peacefully on shore. She runs and jumps on the board. She has to be held back from boats. Since she loves being out there so much if the weather isn't really cold I will take her out. She likes to look for the water mice. Everyone was at the dock when I paddled back in, with my on sale tights and not so matching socks.

Sailing back the wind had reversed. But there was more wind and the weather was again wonderful. Uwe and I sailed the *Black Skimmer*, AnnMarie and Jim sailed *Morning Star* and Al, Linda and Richard were on the *Avocet*. Dr. Michele had scheduled a half day of work.

The highlight in going back was catching up to and checking out the *Meka II*, a two masted "pirate ship" 54 foot brigantine, complete with 8 cannons and licensed as a privateer by the state of North Carolina. Check it out at <http://www.pirate-privateer.com/meka-ii/> And Jim Heffernan says he knows the skipper. Maybe Jim knows where Blackbeard's treasure is!

Once back in the neighborhood marina we hauled the boats and returned them to the Johnsons' driveway. The *Avocet* was put to bed and the two Wayfarers were prepared for their cross state drives to Charlotte, NC where they would compete in the Old Brown Dog Regatta on the following weekend. The Neuse Cruise was a wonderful way to explore the beautiful shoreline of eastern North Carolina.

FLEET 15 REPORT December 2017 Summary *Phil Leonard, W864, Fleet Captain*

As we close the 2017 season of sailing, Fleet 15 had an exciting first year of events, the most notably being the ten regattas that would lead to the victor of the first ever Fleet 15 trophy.

Add to this a fund raising regatta, *HOT VI*, headed up by Trish McDermott, a number of cruises, one of which was planned and executed by Richard Johnson and Michele Parish, which I unfortunately missed, (hope you do it again next year because I want to go), proves that this fleet is well rounded with not only activities, but depth of talent, and dedication to moving this fleet and the Wayfarer Association forward in a positive direction.

Now back to the exciting news:
There were 13 different Fleet 15 members who participated in the 2017 trophy race.

We had selected 10 regattas that would qualify for this trophy and out of the 10 regattas; we had four different sailors command a win, with some garnering several wins.

The top 4 finishers ended the season with an 8 point spread from 1st to 4th, with the top 3 being within 1 point and a tie for the top 2, which after several different tie breakers eventually lead to an overall winner.

The last two regattas of the year, the *HOT VI* and *Old Brown Dog*, (now dubbed the *Old Black Dog* regatta in honor of Zoe, the Heffernan's dog) each saw good numbers of Wayfarer sailors take part with 12 boats present for the *Hot VI* Regatta and 10 boats for the *OBD* Regatta. Going into the last two regattas the top three spots were separated by only 4 points and any of those 3 could have taken the overall trophy.

In *Old Brown Dog* the racing was fierce and the top contender for the trophy did not have their expected regatta so this drew the top three finishers to within 1 point of each other and established a tie between the 1st and 2nd finishers.

A review of the results from all the regattas showed that Richard Johnson and Michele Parish squeaked out a win and are the recipients of the first ever Fleet 15 trophy which I understand is going to be a real treat!!! Jim and Linda Heffernan are the close second place, Uwe Heine and Nancy Collins are third and AnnMarie Covington is fourth.



In between regattas Michele and Richard plan their racing tactics while cruising on Avocet, the 19 foot Core Sound Mark III double master they recently built.

This trophy will be awarded, along with other trophies, at the Lake Townsend Yacht Club Change of Watch and Awards Banquet on Sunday January 21, 2018..

As our first year as Fleet 15 draws to a close it has been my pleasure to have been chosen to be the Fleet 15 Captain, and I hope everyone has enjoyed a wonderful and exciting year.

I would personally like to thank the Lake Townsend Yacht Club for sponsoring our fleet. There were also a number of folks both in and out of the fleet who helped with organizing events, cruises, races, and trophies.

The Bloody Wayfarer sailors are a most enjoyable group to be around! Thank you!!

FLEET 2 REPORT December 2017

By Jeff DeBrincat

Hello to all my Wayfarer racing friends (a.k.a. best friends). This is Jeff DeBrincat with this year's end report on the Detroit area's "Fleet 2".

By all accounts this has been a very good year for the Fleet. If I were to use one word to describe the year, it would be "expansion". First our crew base has been expanded. Many thanks to Adrian Hill who has singlehandedly recruited three new persons to sail as crew, all of whom have the potential to become good racers/owners in the future.

One of the most exciting expansions is the addition of two new skippers, Ben Thorson and Rick Titsworth. Ben just started racing his newly purchased Wayfarer this year and is already beating guys who've been racing Wayfarers for decades. He won the prestigious Trans Walled Lake by edging out multi-time winner Joe DeBrincat. The second skipper expansion is Rick who is putting his boat together right now. He's a great guy, and very passionate about the sport if the yacht club in his backyard is any indication! I've seen him race Zuma's and it looks like he's going to be very hard to beat as soon as he figures out the Wayfarer.

We expanded the schedule too. We started earlier than usual and raced into mid October. I love this change. We raced every other weekend which ends the "are we racing this weekend" confusion that we suffered before. It also gave us far more races which I'm always in favor of.

In addition, we've added competitiveness to the racing. That finish line seems to get more crowded every year! As of this writing I have managed to eke out enough good races to sneak into first. Jim Burns, and Adrian Hill, are tied for second. Third place is occupied by Ben Thorson who is well within striking distance. With a good Sunday any one of these skippers can find themselves in second. The final race Sundays will determine the season's standings.

I want to thank: Adrian Hill, Treasurer, Mike Anspach, Secretary, and Shefali Bhavsar, Social Director, as well as Joe DeBrincat who would be a sure bet for "Yachtsman of the Decade" if we had such a trophy. Thanks to everybody's hard work the season was a great success.

We've had a ball this summer and would love for you to join us. Our guest racer program is absolutely free. Just give us a call and we'll take care of the rest.

Cedar Key, Florida is the Between Regattas' Destination after Midwinters.

After the Midwinters, interested sailors will trailer their Wayfarers to Cedar Key, about a 3 hour drive northwest of Eustis. There is camping at Shell Mound County Park, a laid back campground that does not take reservations but the rangers claim there is usually room and if necessary campers can double up on sites. There is a boat ramp at the campground and launch is favorable in the hours before and after high tides which are from 6-8 AM and 6-8 PM during this week. Of course the tides are an hour later each day. For those not wanting to camp, there are also many B&B's, condos and motels available.

We plan to spend the days exploring the nearby islands in Wayfarers. One possible destination will be Seahorse Key which closes after March 1 since it is a renowned bird sanctuary and nesting will begin. In town there are kayaks and bikes to rent and for entertainment there is a museum, tourist stores, a bakery and a wide choice of restaurants. If you are interested in joining this group email Pat Kuntz, patkuntz16@yahoo.com.

Clark Lake concluded from page 2

finished as high as 5th in a race at least once.

Two helms who had sailed the US Nationals as a team at Tawas Bay earlier in the month, ended tied for 6th: A fine 4th in the finale gave the team of Dave Wilpula and his Alpena crew, Gabbie Smith, the nod for 6th ahead of Dave McCreedy and crews, Vitaly Gonchard (Sat.) and Jorge Vivas (Sun.)

By placing series 6th, Dave and Gabbie became one of the event's three *Most Improved* teams

Congratulations to all eight teams as we all flew the spinnaker in each race often in very challenging conditions. We generally looked very capable out there and were a credit to the Wayfarer's image!

What We Learned The Hard Way

Or experience is what you get just after you need it

By Trish McDermott W1392

Scott Bogue and I own W1392, a 1967 Wayfarer that has survived all these years amazingly well. We bought it four years ago and Scott and I have often talked about doing a capsizing drill so we'd know what to do if the situation arose – but have never actually done it.

On August 26 we traveled to New Bern to the Blackbeard One-Design Regatta for our third time. Ali Kishbaugh and I race, while Scott acts as shore support. Sailing on the Neuse River is an enjoyable experience and like most places, there's either wind (occasionally a lot) or no wind (which happened in 2016). On Saturday we sailed in 13 to 20 mph winds through two races, then retired, exhausted, halfway through the third race. My first thought when I awoke on Sunday morning was that I'd give a million not to sail today, but Ali was determined to race and I went along because I had committed.

I don't know exactly what the wind was blowing on Sunday but it seemed like it was a lot more than on Saturday. I regretted that I had come out, but bucked up, grinned, and headed out with Ali. We had a pretty good start on the first race but couldn't catch the seasoned Wayfarers. As we reached the windward mark and sailed on around the offset, we turned to head to the leeward mark. Jibing in moderate wind is not bad, but this day it was anything but moderate. We jibed, the boom swung over, and the boat capsized in what seemed to be a slow-motion dream, spilling everything that wasn't fastened. Ali swam around to the centerboard and tried to right the boat. I was in a bit of a daze wondering what to do next – should I grab the mast and try to keep the boat from turtling? Should I help Ali? Chase the lost equipment? My indecision was the cause of the next problem – not being able to right the boat because by now it was full of water. Although I've capsized a Sunfish many times, this was different and I didn't know what to do.

A powerboat came along after a while and tried to lift the mast while we were both on the centerboard. With the sails still up, she promptly capsized again. Then they tried to tow the boat to get some of the water out, even though W1392 only has bailers and they were closed. Ali was with the boat, but I ended up in the middle of the river as I couldn't swim fast enough to catch up, and the powerboat driver left me behind. (Note to self: get a new and highly visible PFD.) I wasn't too concerned, but fellow racer Mike Sigmund and his crew Ellie Heywood, who know that a

swimmer is nearly invisible in the waves and that there were many power and sailboats in the area, sailed by and threw me a line. They stayed with me for a long time until another powerboat came along to pick me up.

The driver took me to the shallows near the river's edge, where the first powerboat had taken our boat along with Ali. The first powerboat's driver had jumped into the water and tied the boat to a soggy tree trunk, then got a 5 gallon bucket and Ali and I started bailing and pumping as the driver held W1392 up at the nearly submerged stern. It took a very long time, partly because (as we discovered) the large stern compartment, which we thought was well sealed, had filled with hundreds of pounds of water during the long time the boat was on its side. In addition, the older Wayfarers, like some other designs, have an open topped centerboard trunk that is much lower than the sides of the boat, and water floods in there. By the time the boat was dry enough to be towed in, the races had been called because there had been lots of capsizes.

OK, here's the point. If you've never done a capsizing drill with your boat, do it for your own safety and peace of mind. It will teach you so much about your boat's behavior in a capsizing situation that you otherwise wouldn't know. It will also teach you what to do and what modifications to make to your boat to make it easier to recover from a capsizing.

We learned that a 1967 Wayfarer lacks adequate flotation at the stern and under the floorboards, and that's one reason it was so difficult to get the water out of it. Thankfully we had help to hold our boat up while we bailed, along with someone to tow her to shallow water. I don't think we could have recovered from this capsizing by ourselves.

As a club, we often talk about learning about safety with our boats. A capsizing drill may seem unnecessary, but it's well worth the effort.


Hans Gottschling

**The Dinghy Boatcover
Specialist for 40 years**
905.277.3306

1655 Coram Crescent,
Mississauga, ON L4X1L1


www.gottschlingboatcovers.com





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

Nick at: nseraphinoff@comcast.net Many spare parts in Chandlery of npboatsus.com



Calling All Wayfarers 2018

February 2, 3, 4	US Nationals and MidWinters, LESC	Eustis, FL
February 5-9	Cedar Key, Florida Cruise Days	Cedar Key, FL
February 10-11	Single Handed Races, Optional Two Crew	Eustis, FL
February 17-18	George Washington Birthday Regatta, LESC	Eustis, FL
May 19	Lake Lansing Regatta <i>(provisionally confirmed)</i>	E. Lansing, Michigan
May 19-20	Pirates On The Pungo	Belhaven, NC
June 2-3	Mayor's Cup, Lake Townsend YC	Greensboro, NC
June 15	Chester River Race,	Chestertown, MD
June 16-17	Wayfarer North American Championship, RHYC	Rock Hall, MD
June 16-17	NC Governors Cup, Kerr Lake, NC	Henderson, NC
August 25-26	Blackbeard Sailing Club One Design Regatta	New Bern, NC

For more information contact Jim Heffernan, 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 2017-4

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!