



The Wayfarer SKIMMER

United States Wayfarer Association
March 2018-1

WAYFARER SAILS INTO 60TH YEAR!

This summer marks the 60th anniversary for the Wayfarer sailboat. Ten years ago, Poul Ammentorp, of the Scandinavian Wayfarer Association, wrote the following tribute to celebrate 50 years of Wayfaring. They were shared at the 2008 North American Rally at Hermit Island, Maine. His words are still appropriate as we mark the 60th year of our “Fiery Lassie”.

A” Fiery Lassie” Is Rounding The 50 Year Mark

Poul Ammentorp, W239, August 2008

In the beginning was Ian Proctor, and he had a creative urge! He wanted to create a 16’ dinghy with the following qualities: Lots of room for you and me, even, overnighting on board. A dinghy with superior speed so it can gain ground against the tide. A dinghy suitable for racing with main sail, Genoa and spinnaker. A dinghy you can assemble yourself from a kit.

W-1 is 16’ but all other are 15’10”, due to Ian’s wish for keeping material costs at a minimum. By cutting 2” off the length there would be no “left over” plywood when building the hull and it was of great importance for Ian. In the beginning, all dinghies were built in plywood, but soon Ian was working on a cheaper and less maintenance demanding dinghy. The MK1 built in GRP was introduced, and now the Wayfarer class started to take off. In the 16 years from 1958 to 1974, 2000 Wayfarers were produced (250 dinghies a year, not too bad!). Ian then introduced the MK2, mainly to reduce production cost, due to fewer items in the assembly process. Development of the Wayfarer has never stopped; even though it is called a ONE-DESIGN dinghy. The SD, +S and Wayfarer World have been introduced, and around the millennium 10,000 dinghies had been produced. Ian’s idea had become a great success. Now we have the totally modern design of the MK4 from Hartley Laminates,

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2018 Wayfarer Mid Winters & US Nationals

By Doug Scheibner W11137

The 2018 US Nationals/Midwinters at Lake Eustis gave us Three Great Days of Sailing! Actually just coming to Florida from the “north country” in the middle of winter makes this event a ton of fun. Four skippers and crews traveled from Michigan and three teams came from Canada. One crew, Dodge Owen came from the UK to stand in for Ann Pugh who is recovering from a broken wrist.

My family friends Nick & Mary Seraphinoff have been the catalyst for myself and many others to join the fun sailing in the Wayfarer Class. The Class is always attracting new sailors – however the backbone consists of the Wayfarer sailors that have been sailing in the class for many decades. These members support local, regional and often long distance events, so you frequently will see many of the same faces from regatta to regatta. *Continued on page 2*



The Mayor of Eustis Robert Morin presents the US National Trophy to Doug Scheibner(right) and Andrew Lockhart .

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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.		

2018 US Nationals/Midwinters continued

Competitors began to arrive as early as Wednesday. Thursday was a pleasant, light wind day ideal for rigging the boats in the boat yard. In the afternoon a few “rabbit start” practice races were held on the lake. Thursday evening Greg Kassar, an MC Scow sailor and professional chef who was visiting from New Jersey, hosted a multi meat barbeque to kick off the midwinter event! What a welcome!

For the next three days 23 Wayfarers and 43 MC Scows that were competing in their own Train Wreck Regatta shared the lake, the ramps and the dock space. Separate race courses and staggered race starts helped alleviate the congestion.

Our Regatta Chair Pat Kuntz – had all the details in place for a smoothly organized regatta. Thank You Pat! Her PRO, Bob Armes, was on his game as he orchestrated 9 races over the weekend. Most every race course was 5 legs with an upwind finish. Yes, he started these races on time and I can attest to that having arrived at the starting line with just 3 minutes to go before the start of Saturday’s first race – we just made it!

Now I need to give my most sincere appreciation to my Team Mate – Andrew Lockhart. Andrew has sailed with me for many years now and I continue to realize how talented he is. He is a very accomplished skipper, so to have him sailing with me – well I’m lucky. He makes me work hard helming and trying to do the little things while constantly tweaking the trim and attitude of our boat. I think I know what flatter upwind means now! Or at least my legs do!

This year several of us were setting up our new MK 4 Wayfarers; Marc Bennett & Julie Seraphinoff, David and Ann Pugh, myself and Andrew. I will tell you that both David and Marc shared a good amount of time helping Andrew and myself with tuning and set up. This is what nurtures a class to succeed – freely giving your time to help others!

Andrew and I spent a good amount of time on shore marking our settings. With a nice gentle breeze on Thursday out of the west at 4-5 knots, we hoisted the sails while on the trailer and moved the trailer to tune the sails for upwind and downwind settings. This is how I would set up my radio-controlled sailboats that I have spent time sailing in the past. I find that it can work very well for many dinghies as well.

On the water, we really focused with our eyes out of the boat. Sailing upwind we worked real hard to sail as flat as possible. As the breeze picked up on Saturday and even more breeze Sunday the vang was on a lot!

On the downwind legs, we never felt special and just tried to sail in the lanes of pressure. We are always impressed with the tight, however very Corinthian sailing on the course. Many close crossings and tight mark roundings and as it should be! – Thanks to our competitors! Saturday was a tough one for our friends Jim & Linda Heffernan (Jim, USWA Commodore and Linda, USWA Secretary and SKIMMER Editor) as Linda took a fall getting into their boat and broke her ankle. She had to be in so much pain but you wouldn’t have known it as she kept a big smile on her face. They are a great Wayfarer team and always in the front row.

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A Rookie Goes Cruising at Cedar Key *Annette Grefe W276*

When I bought my Wayfarer, *Epiphany*, from AnnMarie Covington in August of 2016, one of the things that attracted me was the tale she told of the Wayfarer rallies and cruises. Last year I was still learning the basics of handling my boat, and my work schedule also interfered with longer trips. But after the Old Brown Dog Regatta last November, I was ready to go cruising! I was able to talk my husband, Dave, into tagging along. A bad back keeps him from sailing, but he is a great doggy daddy to our two babies, Jazz and Sienna, and very supportive of my new-found passion for sailing. I was very happy that AnnMarie, who has been my sailing mentor from the day she first introduced me to *Epiphany*, offered to be my crew.

Dave, the dogs and I stayed at the Cedar Inn, a dog-friendly motel just a block or two from the boat ramp. It's a bit run-down, but the folks there were very friendly and allowed us to park the trailer in their space. The other Fleet 15 members - AnnMarie Covington, Phil Leonard and Ken Butler - stayed at a nearby condo; Patty Kuntz, Lee Steelman, and John Cadman, at a different one right next door, and Al Schonborn at a motel further out of town.

On Monday night, we gathered for a nice dinner at 83 West Restaurant, drinking margaritas, reviewing the events at Lake Eustis and planning the next day's sail. AnnMarie showed us her nautical map app, iSailor. After ooh-ing and aah-ing over that for a while, we decided to plot a course for Seahorse Island, about 3 miles away.

The next morning brought mostly sunny skies, temperatures in the 60s and 70s, and steady winds ranging from 5-8 knots. *Epiphany* was the first to launch, followed by Ken and Phil in *Green Ninja*, and John and Patty in *Snowdrop*. Uncle Al and Lee joined in later. It was my first time on salt water, and my first time navigating channel markers. That wasn't too difficult, though my attention was often diverted by several groups of dolphins playing in the vicinity. Sometimes they were so close, we could hear them surfacing before we saw them. One pair swam so close to our port side, I could have touched them with my outstretched hand. We were flying along on a broad reach most of the way, while Anhinga and Pelicans decorated the channel markers, drying their wings in the breeze.



Close to Seahorse Island, the iSailor app told us that there would be too many sand banks to approach the island directly. So we veered off to the southwest, still following the channel markers. A cute little lighthouse and tempting beach came into view, but the map still indicated many

shallows. We decided to heave-to for lunch -- another new skill for me. I had no sooner started in on my sandwich, when we heard the crunch of centerboard against sand bank. AnnMarie's quick reaction and a few paddle strokes got us back into safer waters again. But there were lines of shore birds everywhere - and we couldn't quite tell if they were swimming or standing... So after a few conversations on the walkie-talkie with Snowdrop and Green Ninja, we decided to forego landing on Seahorse Island and try Atsena Otie Island instead. This island is right across from Cedar Key, so in case the wind should die down, as the forecast had threatened it might, we could always paddle across the channel. So we headed back, again on a broad reach for most of the trip.

As we drew closer, we could see that the dock that had looked so impressive and inviting from a distance was in quite a state of disrepair. We didn't let that bother us and decided on a beach landing - another first for me! Ken and Phil were already there, and the rest of the group arrived soon after. What a treat to stretch our sore backs in 70 degree weather, under blue skies with sand in our toes and palm trees all around, and four beautiful Wayfarers anchored on the shore! I found a huge whelk and then set out with AnnMarie, Phil and Ken in search of any remains of the pencil factory that was supposed to have been on the island. But all we found was a beautiful old cemetery, lots of live oak trees with abundant Spanish moss, and even more abundant mosquitos. So we beat a hasty retreat back to the beach.



Returning to Cedar Key, Ann Marie and I decided to anchor *Epiphany* by the condo - another first for me. Dave and the dogs had spent the day exploring the town and getting a few groceries. After a nap, we joined the other Fleet 15 folks for a wonderful dinner at their condo. Ken had made a yummy white chili, and we happily plotted our course for the next day.

That day - Wednesday -- promised winds ranging from 8 to 10 knots, so we decided to circumnavigate Seahorse from the north side. Once again we were greeted by groups of dolphins - one pair played in *Epiphany's* bow wave - crossing back and forth several times. What a thrill!

Uncle Al and Lee were in the lead. We headed to the northern side of Seahorse Island this time. At one point the course seemed to diverge from what AnnMarie had plotted out on the iSailor map, but we followed the group, again at a nice reach most of the way. A flock of white pelicans crossed in the distance just before we turned westward. Al and Lee took off in a southerly direction, while we followed *Snowdrop* further west to try to avoid the abundant sand banks our map indicated. Soon we seemed to be in the open Gulf, with nothing but water for 270 degrees around.

We realized then that we had actually sailed north of not only Seahorse but also North Island, and debated whether to continue on around or cut between North Island and Seahorse. *Green Ninja* decided to brave the shallows between the two islands; *Snowdrop* and *Epiphany* pressed on ... and on.. and on... It seemed like the sand banks radiating out from Seahorse would never end. I sure gained a tremendous appreciation for the pilots of old who had to map out new channels all the time in ever-shifting sands, without the benefit of internet and electronic depth sounders.

Those 8-10 knot winds never materialized, and just as we finally rounded the last long line of birds on the

water, the wind all but disappeared. We were on a run but had to paddle and skull to make any headway. Finally, seeing that *Green Ninja* had made it through the shallows just fine, we decided to take a bit of a short cut ourselves. Our gamble paid off - at times we could see the bottom, but we never touched it and eventually reached the channel again, just as the wind kicked back up, and we were able to follow *Snowdrop* and the dolphins back to harbor.

That night, after watching a glorious sunset on the west side of town, we ate at Tony's Seafood, famous for its (very rich!) clam chowder.

Thursday morning started out very foggy. We drove over to Cemetery Park, a cool board-walk park in the marsh, with a fitness trail, benches and lots of birds to watch, including a pair of nesting Ospreys. AnnMarie met us there on her bike. Once the fog lifted, we really did have stronger winds. John was sailing with his wife with a reef in the mainsail, and Phil and Ken decided to try some kayaking and biking instead of sailing. AnnMarie and I decided to try for Snake Island. But we had no sooner reached the first channel markers when the wind really kicked in. We thought it the better part of valor to turn back - a good thing, too, as AnnMarie later noticed that one of the rivets holding the spreader on *Epiphany's* mast had come out. With Phil's help that was quickly repaired. Dave, the dogs and I spent the rest of the day shopping the town's cute little gift shops and art galleries, reading, napping and watching the sunset again before heading back over to the condo for a final cookout. Ken's apple pie was a great way to top off a wonderful stay at Cedar Key!



Sienna and Jazz wait for their "Daddy" outside the shops of Cedar Key.

**Tawas Bay Yacht Club
Friday – Sunday July 6-9**

Looking for young sailors to participate in Junior Races or a Junior Cruise on Friday, July 6. This event will be before the Eastern Championships. Coordinator will consider the entrants and the weather and propose a sailing event that will get the youth on the water.

**Please show your interest by contacting
chris@awardsandsports.com**

**2018 CHESAPEAKE CRUISE IS A GO!
Sunday, May 27-Thursday, May 31**

Uncle Al Schonborn has volunteered to plan this year's Chesapeake Cruise which is patterned after the popular triangle route that begins in Crisfield, Maryland on Sunday, May 27 and visits Smith Island and Tangier Island. Plan to arrive around noon at the Somers Cove launch ramp across the Cove from the Somers Cove Marina where the boats can remain overnight. Cruisers can sleep aboard or find lodging in Crisfield.

Weather permitting Monday morning the group will sail to Smith Island and stay overnight at the Smith Island Marina or nearby B&B's. Tuesday's destination is Tangier Island which is 12 miles south. You can sleep aboard at Milton Park's Marina or find lodging at Hilda Crockett's Chesapeake House. Wednesday's sail is a picnic lunch on Watt's Island and a return to Tangier. Thursday's sail is the return to Crisfield.

This triangular cruise has been done before but each cruise is shaped with different weather and a different cast of sailors which keeps things fresh!

To examine the charts, find out who is planning to attend (Yes, Dick Harrington is on the list!) and get the details on the lodging, visit: http://wayfarer-canada.org/00coming.up/2018ChesCr/18ChesCr_plans.html. You can also contact Uncle Al directly and get on the distribution list for updates.

uncle-al3854@cogeco.ca

19th North America Rally—Hermit Island 2018

The 2018 NA Cruise Rally, set for August 18-24, returns to Hermit Island on the coast of Maine for the fifth time.

Hermit Island Campground at Small Point is a large privately run campground on the very tip of Cape Small. Hermit Island is about 25 minutes south of Bath and Bath is approximately 35 miles east of Portland. Cape Small marks the eastern boundary of Casco Bay. Casco Bay is beautiful, full of interesting islands, and perfect for Wayfarer cruising.

There are rally write-ups and photos from past years available on the CWA site. Visit www.canada-wayfarer.org and choose Cruising from left side menu. There is a full complement of 17 boats and crews signed up, the majority with campsites and a few Bed and Breakfast folks. As in past rallies the group will have campsites along the Reach near the Yardarm dock and ramp.

We'll be looking forward to the pleasure and challenge of Maine coastal sailing, with 10 foot tides and gorgeous granite coastline, revisiting the islands and stopping points such as:

- Cundy's Harbor—sail to great seafood restaurant on the New Meadow River or via Ridley Cove
- Elm Island landing mid-Casco Bay (south of Yarmouth Island)
- Seguin Island and Lighthouse
- The lobster dinner at the pavilion, along with the other familiar social events!

If you have questions contact Tom Graefe at tmgraefe@comcast.net, and refer to the above link that has a lot of details.

Hans Gottschling

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FLEET 3 AND LAKE EUSTIS SAILING CLUB HOST SUPERB 2018 REGATTAS



Top: Dave Hepting & Ali Kishbaugh trail Jim Burns & Eli McIntosh at windward mark in Race 3; Wayfarers vie for the pin end in Race 5. Middle: Race 3 leaders at the start of downwind leg; Dave McCreedy and Dave Wilpula recovering from capsize in Race 5 on Saturday. Bottom: Saturday's Race 4 saw yet another close windward mark rounding. Photos by John Cole positioned in Mark Boat



LESC AND CEDAR KEY CRUISE



The newest Wayfarers made their debuts at Lake Eustis, sailed by Marc Bennett and David Pugh. Photo by Linda Heffernan



Above: Movers and Shakers behind the Regatta, PRO Bob Armes, Hospitality Chair, Jane Hepting and Registration and Scorer, June Howells. Thanks Jane for all those delicious breakfasts, lunches and dinners!

Left: Youngest Competitors, Siblings Ruth and Sam Pearl who sailed Nick Seraphinoff's W11136. What spirit! These two kept coming back after several capsizes.

Photos by Al Schonborn

Below: Wayfarer Sailors beached their Wayfarers on Atsena Otie Key off Cedar Key, Florida.

Beautiful sunset viewed from the west side of Cedar Key.

Photos by Annette Grefe

To view the annotated photo summary of the 2018 US Nationals/Midwinters visit the link below. Uncle Al has definitely outdone himself in compiling this photo journal.

http://wayfarer-canada.org/nostalgia/events/event.nostalgia_M-Z/Mids/18Mids/18Mids_report4_AI.html



Wayfarer Fleet 15 First Quarter 2018

The "Cork Mic" Report

Phil Leonard W864 Fleet Captain

The New Year has started with a bang kicking off with the Mid-Winters/US Nationals in Eustis, Florida the first week of February.

Six Fleet 15 boats competed in the regatta, several other fleet members were crews and another member participated in the Cedar Key Cruise following the race weekend. A good contingent, all from the blessed state of North Carolina were on hand!

The top three finishers, from Fleet 15 were Richard Johnson/Michelle Parish, AnnMarie Covington/Bob Williams, and Uwe Heine/Nancy Collins taking 7th, 8th, and 9th out of 23 boats.

On Friday evening most of the Fleet 15 members gathered around a table in the clubhouse and an informal meeting followed to discuss the eligible regattas for the 2018 fleet championship. To keep the discussion organized the "talking stick" rule was introduced. In this case a wine cork was used and the Cork Mic was passed, or tossed around, at times, with great fervor, occasionally missing its target and creating some light hearted yet good discussion on which regattas we were to count towards the 2018 Fleet 15 trophy.

After about a half hour of great discussion, it was decided that the Fleet 15 trophy race would comprise the following regattas: *(I'm glad Linda took notes since we all know what a loose Cork means)*

Lake Eustis, FL Nationals February 2018

Pirates on the Pungo in Belhaven, NC, in May

Lake Townsend Yacht Club Mayors Cup in June

North Americans in Rock Hall, Maryland in June

NC Governors Cup Kerr Lake, NC in June

VA Governors Cup at Ware River, VA in August

Blackbeard's One Design in New Bern, NC in August

VISA (Virginia Inland Sailing Association) at Smith Mt. Lake, VA in October.

Pumpkin Regatta w/Carolina Sailing Club, Kerr Lake, NC, date undecided. This is a new idea in which the Wayfarers would piggy back onto one of the regular CSC summer series events.

Unfortunately, two great regattas which have been enjoyed and attended by many Wayfarer sailors, "Halloween on the Townsend", and "Old Brown Dog Regatta", may not happen this year. We are hoping someone will step up to organize these events. We may repurpose the HOT regatta to simplify its purpose since in the past it has been a fund-raising regatta, which

created an enormous amount of time and effort by the organizers to make it happen.

If so we will add them to the calendar. This will bring the total number of regattas to 10 or 12.

Many thanks to all who spoke to the Cork Mic!



Phil Leonard W864 was the only skipper to single hand in the 2018 US Nationals/Midwinters.

George Washington Birthday Regatta, Eustis, FL

Nearly sixty boats, sailing on three courses tried their best to complete races in very light central Florida zephyrs. The youth groups in Optis, Lasers and 420's hugged the shore where the wind cooperated on both days.

Out in the lake, the Wayfarers started the first and only race five minutes after the large fleet of Flying Scots and San Juans. The first two legs went fine and then a long upwind leg in the dying breeze allowed the Wayfarers to begin passing the earlier starters. The last downwind was shortened but not enough to finish any Wayfarers in the time limit. That was it for the day and since Sunday turned out calm and glassy, the regatta was a bit of a bust for the Wayfarer fleet.

First to finish was W1066 sailed by Jim Heffernan and new Wayfarer owner Ed Jones from Maine. Followed closely by Mark IV owners Pat Kuntz and Izak Kielmovitch. Two more new owners of Mark IV's, Jim Burns of LESC and Dave McCreedy from Detroit finished in 3rd and 4th. Eli McIntosh, fresh out of LESC sailing classes, and Dave Wilpula of Michigan were their respective crews.

Cruising Florida's Ten Thousand Islands

By Dan Roeder in *Truant*

Ever since moving to Florida, I've always wanted to cruise the Ten Thousand Islands on Florida's south west coast. The Ten Thousand Islands is a labyrinth of shallow water and mangrove passages about thirty miles long by five miles wide that runs south east from Marco Island along the Everglades. After imagining the cruise hundreds of times in my mind, I finally was able to make the trip a reality this year. I sail with the West Coast Trailer Sailor Squadron, a very active group of sailors that gets together for day sails and mini cruises throughout the year. I joined in 2015 after picking up my 1971 Wayfarer that I christened *Truant*.

I have outfitted *Truant* mostly for cruising. I built cockpit lockers for her, a sleeping platform, and a custom canvas tent. The WCTSS scheduled the Ten Thousand Islands cruise for Tuesday January 2 through Monday January 8. Sailors could join the group anytime. I was able to carve out Wednesday through Saturday. I made the usual preparations, replaced my trailer bearing and races to be on the safe side (it had been two years) and watched the weather reports in anticipation.



Dan Roeder has customized his Wayfarer cockpit to include lockers and a sleep platform.

The front that would eventually become the “bomb cyclone” that chilled the entire East Coast was scheduled to pass through our area about the time of trip. I did not want to be out when the front came through with winds forecast at over 35 miles per hour. Eventually the forecast settled on Wednesday for the front's arrival and I prudently decided to delay the start by a day. Several others gladly followed suit.

The extra day gave me plenty of time to pack up *Truant* and make final preparations. I woke up early



Thursday morning and was on the road by 5:30 am as planned. An uneventful three and a half hours later, I was in Goodland Boating Park. Soon I was joined by my friends Roger in his Core Sound 17, Michael in a lovely Canoe Yawl, Joe, also in a Core Sound, and Craig in his restored Lightning.

Eventually we got all boats launched and, after overcoming some group inertia, set off down Coon Key Pass just after lunch. The wind was North West, light but building when we launched. I had up the main only with the first reef tied in. The prediction was for around 15 but gusting to 25. As we went down the pass, the wind picked up greatly. I pulled over to Coon Key and tucked in my second reef, as had all the other boats by that time. We cleared the key, entered Gullivan Bay, and headed for Dismal Pass, about two and a half miles away on a heading of 115 degrees. The winds were now blowing in excess of 15 with gusts of 25+. We flew down Gullivan Bay surfing most of the way. I managed to shoot about thirty seconds of video during one of the more settled moments, but mostly had no time to take pictures. A mistake would be costly in these conditions.

We quickly made Gullivan Key and turned to port to enter the pass. Turning to a beam reach, *Truant* accelerated, hitting the trips maximum recorded speed of 7.9 knots. Soon we were in the lee and the sea flattened out considerably. I was grateful for the reprieve and was sure the others were as well. We rounded the tip of White Horse Key and headed south through a narrow gap along its south east shore. I had scouted out a nice sand beach there with deep water next to it as a potential anchorage. We stopped for a little break but there was too much wave action. We continued on to nearby Panther Key, rounded Gomez Point, and found a nice cove with good protection and some water in it to anchor.



After an afternoon launch on Thursday the cruisers stopped for a break at White Horse Key.

After a quick exploration of the beach, I got about the business of converting *Truant* from sailing to camping mode: sail furled, tent set up, sleeping platform/bench put in place. Once the boat was suitable for living, I met up with the other sailors for a fire and some socializing on the beach. Later using my butane stove, I made a nice dinner of pasta with Italian sausage, red pepper, and onion, served with some red wine. After dinner I washed the dishes, then washed my hair and took a sponge bath. I try to keep up this routine when cruising to maintain an air of civility. I inflated my air mattress, set out my sleeping bag, dressed warmly and turned in early around 9pm. The temperature dropped into the low forties during the night, but I was fairly comfortable until I discovered my air mattress had sprung a slow leak... ugh! I pumped it back up but woke up every two hours or so laying on the hard platform.

When I awoke early Friday, *Truant* was high and dry, as were all the boats. I made a hot breakfast, coffee and hash, and went out to check on the other sailors. After lunch we were able to float off and set off for the west side of Panther Key. The winds were switching to the north east and the water was much deeper there. After scouting out an anchorage, I organized a sailing excursion through the mangroves with Roger and Craig. The three of us set off on a lovely trip ghosting along the mangroves, often just 10 feet away, eventually circumnavigating Hog Key. We were back in time for more socializing on the beach. Several other boats soon arrived. There was plenty of firewood available due to the ravages of hurricane Irma and we enjoyed a large warm fire on the beach and good conversation once again. That night I used lifejackets to make a sleeping

mat which allowed a little better sleep. After breakfast it was still very cold so I joined a group around a beach fire until eleven. Craig joined me for another mangrove sail and after half an hour I headed off through the mangroves to join up with Turtle Key Pass. Once out in Gullivan Bay and clear of the shoal off Turtle Key, I set off on a close reach for Coon Key. Winds were north east around 15. I was double reefed and a little underpowered so I set the Genoa. I picked up a knot and a half and now was comfortably going along at five to six knots. I made Coon Key quickly, furled the jib and tacked back up the channel to Goodland. Soon I had *Truant* off the water and ready to go home- the end of a truly memorable trip.

New Weeknight Wayfarer Racing Opportunity in Metro Detroit

Weekends too full to race? Don't want to have to trailer and set up your boat every time you get on the water?

A trio of Detroit-area W racers have just the solution for you: Tuesday night races on Fonda Lake in Brighton, MI with boats already in the water and ready to go. Dave McCreedy *W10861*, Dave Wilpula *W453*, and Eric Zachmann *W8911* have started a weeknight, family-friendly racing club, and are inviting any and all other Wayfarers and CL16's to join us.

When: Tuesday nights, starting May 1 (show up when you can, leave when you have to)

Where: Fonda Lake in Brighton

What: As many races as we can fit in before dark; first boat out sets the marks, then we use rabbit starts and run continually, stopping only to pick up new arriving racers on shore.

Who: Anyone who wants to bring their own boat to race, or take turns on ours

Who else: Kids are welcome to crew, helm, or play with our kids on shore.

Contact: If interested, or want more info, email Dave M at dmccreed@webmail.us

“Fiery Lassie” continued from page 1

and with a competitive price the future of the Wayfarer looks bright. (Note: *There are now over 11,200 Wayfarers worldwide.*)

Thanks to Frank Dye, the Wayfarer has a reputation of being very seaworthy. He has sailed the Wayfarer to the very extreme, and the book, “Ocean Crossing Wayfarer”, where he writes about his “Summer Cruise” from Scotland to the Faroe Islands and then on to Norway, has extended the boundaries for what is possible in a 16’ open dinghy. It was Margaret and Frank Dye who, 40 years ago, supported the foundation of the Scandinavian Wayfarer Association, by sailing their Wayfarer W48, Wanderer, from England over the North Sea to the little Island Ven, in the middle of the sound between Sweden and Denmark. It was here that the SWS was founded. However, there is an often spoken warning in Scandinavia from Ken Jensen, a friend of Frank Dye and founding member of the Scandinavian Wayfarer Association: “Being an owner of a Wayfarer, doesn’t make you a Frank Dye.” Important parts of the Wayfarer fairytale, are the National Class Associations, where lots of enthusiastic Wayfarers put in many hours with much effort and hard work to create one of the best dinghy class association there is. Here in Scandinavia we have SWS, which has benefited from our “big brother” the UKWA and I guess CWA and USWA as well as NEDWA will nod in recognition. Even a Wayfarer dinghy with all its qualities, would not have been the same without the Associations. The Associations are the glue that keeps the Wayfarer sailors together. It creates social networks among people with the same interest: sailing, be it cruising or racing.

Racing needs rules for controlling the “One Design” and contacts to sailing clubs for organizing regattas and cruising needs organization of rallies and training camps for newcomers. Magazines and homepages bring the information of big value about upcoming events or travel descriptions, log books, not to forget all the pictures of sailing Wayfarers, Wayfarers events and just Wayfarer sailors having a good time enjoying each others company. There have been organized Wayfarer World Championships every three years since 1974, and the hosting changes between UK, North America and Scandinavia. It has been of great importance for the Wayfarer class to have a World Championship and it still is! In conjunction to the Wayfarer Worlds in Canada in 1995 the first International Wayfarer Rally took place. The venue was Killbear Park at Parry Sound, Georgian Bay, Lake Huron 250 Km north of Toronto, where cruising

Wayfarers met for sailing and a get-together for a week. There have been International Rallies every year since, in Holland, Ireland, Denmark, England, Norway, North Ireland, Sweden, and here in 2008 in Maine, USA. In my preparation for the International rally in Maine, I was reading Frank’s book “Sailing to the Edge of Fear”, and I realized Frank is very, conservative when sailing in troubled water (fog and tide). It was often wet, cold and lonely to be single handed cruising. I prefer the “luxury” of International Wayfarer Rallies with the fixed camp site with all facilities, good food, lobster etc., get-togethers in the evenings, bonfire, music, singing and good jokes, and I recommend it highly. The Wayfarer is now 50 years, and it is one of the most successful dinghy classes, thanks to its brilliant design as a multipurpose dinghy, and of course thanks to Ian Proctor for all the effort and love he had put into “the best of dinghies ever seen,” or as we say in Denmark, “Alle tides baad” (Directly translated: “The Dinghy of all times”). Even “the best of all dinghies ever seen” can’t make it alone! The boat needs enthusiastic sailors who love their boat and who are willing to put time, money and work into organizing the communication, events and the get-togethers, where the W-sailors meet and have a wonderful time together and with the passion for the Wayfarer as a common basis of understanding, often leading to friendships for life. We owe all this to the enthusiastic Wayfarer sailors! Many thanks for what they have done for the Wayfarer and our class through the 50 years. Let us bring a toast and 3 times HURRAY for our Wayfarer and the Wayfarer Class!

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There were a lot of memorable moments on the race course and I’d like to share a few. Yes Al, we will follow you, our leader, to the wrong mark, since you were leading the pack! Also I need to mention last year’s winners, Dave Moring and Ariel. We knew from last year that along with being very fast and smart on the course, they were also the most consistent in every race. We would expect the same this year and yes they were all of that! With the big breeze on Sunday - you didn’t have to look too far to see Big Dave Pugh hiked 6 foot out over the water and Marc Bennett matching his speed! These two were dialed in for sure!

In closing, I encourage everyone to share our great fun experiences of this Midwinters so we have others here next year and years after! After all – I heard that the Wayfarer World Championships may be coming to this venue in a few years! Pat – How much more campground space do you have at the club? This Club has and does it all!



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Calling All Wayfarers 2018

May 19	Lake Lansing Regatta <i>(provisionally confirmed)</i>	E. Lansing, Michigan
May 19-20	Pirates On The Pungo	Belhaven, NC
May 27-31	Chesapeake Dick Harrington Cruise	Crisfield, MD
June 1-3	Bayview One Design, Bayview Yacht Club	Detroit, Michigan
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
July 7-8	Eastern Championship, Tawas Bay Yacht Club	East Tawas, MI
Aug 4-10	East Meets West Rally, Apostles Islands	Bayfield, WI
Aug 18-24	NA Rally, Hermit Island Campground	Bath, ME
August 25-26	Blackbeard Sailing Club One Design Regatta	New Bern, NC
Sept -7-13	International Rally, Norfolk Broads	United Kingdom
September 22-23	Clark Lake Fall Regatta, Clark Lake	Jackson, Michigan

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 2018-1

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!