



# The Wayfarer **SKIMMER**

United States Wayfarer Association  
December 2018-4

## NORTH CAROLINA FALL REGATTAS OFFERED WAYFARERS KEEN COMPETITION

LAKE TOWNSEND YACHT CLUB  
HOSTED HOT VII OCTOBER 26, 27



Event Chair Trish McDermott is flanked by Race Officers Chip Till of Charleston, SC and Jerry Thompson our frequent PRO for major regattas. Chip needed inland lake experience for his US Sailing certifications and friend Jerry invited him to Lake Townsend, so different than offshore racing.

CATAWBA YACHT CLUB  
HOSTED OLD BROWN DOG NOVEMBER 3, 4



Nora Cook, 13 year old daughter of Jim and Alicia, designed the logo for the 2018 Old Brown Dog. If you look closely you can see a black sleeping dog. Nora has a future in graphic design!

*In this electronic issue of SKIMMER read about*

2019 MIDWINTERS XX, Eustis, Florida, February 1-3

2019 North American Rally, Killbear Provincial Park, Ontario,

Richard Johnson and Michele Parish repeat champs at 2018 HOT VII

Old Brown Dog success wins Al Schonborn 2018 CWA Storer Trophy

Uncle Al is one of three Wayfarer stalwarts recognized at Ian Proctor Centenary Celebration

Wayfarers Cruise to Shackleford Banks, NC: Fleet reports and more

*SKIMMER is a publication of the United States Wayfarer Association*

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**WEB SITES:**

United States Wayfarer Association	<a href="http://www.uswayfarer.org">www.uswayfarer.org</a>
Canadian Wayfarer Association	<a href="http://www.wayfarer-canada.org">www.wayfarer-canada.org</a>
Wayfarer International Committee	<a href="http://www.wayfarer-international.org">www.wayfarer-international.org</a>

**USWA ANNUAL DUES**

Full membership	One year \$20.00	Three years \$50
Associate membership available to non Wayfarer owners	One year	\$15.00

In January the Treasurer will send invoices for 2019 Dues to members' emails.

Dues may be paid through PayPal or by check to USWA and mailed to Treasurer Michele Parish, 355 Winding Creek Drive, Oriental, NC 28571

***MIDWINTERS XX***

***February in Florida***

***Lake Eustis Sailing Club, February 1-3, 2019***

Well, it's that time of year again.

The Wayfarer sailors at the Lake Eustis Sailing Club are gathering on Wednesday mornings, tinkering, fiddling, rigging, and asking that all important question, "What about you? Turned your air conditioning off yet?" "Nope".

Meanwhile a few inquiries have floated down from the north. "Any word on the Midwinters?" "Is there a NOR?" "Are we going to Cedar Key?" leaving us wondering why anyone would be thinking about February racing in the middle of Summer.

Then one of us will remember that we are in November, and one of us may have also seen the weather report from our Northern fleets, (tee-hee).

So here we go!

The Wayfarer Midwinters XX will take place at the Lake Eustis Sailing Club February 1-3, 2019. Sailors usually gather on Thursday to tune their boats and get in some afternoon practice races. The Annual General Meeting will take place in the clubhouse at sunset, about 5:30PM.

We invite you to join us for sailing, socializing and soaking up the Florida sunshine! Okay, there's more. Besides the beautiful beaches on our coasts, New Smyrna on the Atlantic and Clearwater on the Gulf, there are the manatees at Crystal River. There are the Theme Parks, Disney and Universal, and the museums in St. Petersburg. All of this within 2 hours. Closer to home, kayaking at the springs, as in Juniper, Wekiva, Rainbow or Alexander. And the juried Fine Arts Show in Mount Dora, about 15 minutes from the club. There are nature walks at Trout Lake and Kelly Park. We can't wait to see y'all!

QUESTIONS/INQUIRIES/PRE-REGISTRATION:

Regatta Co-Chairs: David Hepting [hepting.david@gmail.com](mailto:hepting.david@gmail.com)

Patricia Kuntz [patkuntz16@yahoo.com](mailto:patkuntz16@yahoo.com) 315-415-5828

The complete NOR is posted at <http://www.lakeeustissailingclub.org/Fleets/Wayfarer.aspx>

Early registration is \$80 if you notify us by January 1st, 2019. Include your name, boat number, camping request(if needed) and email address in your message. Entries after that date are \$90. Registration is available online at [www.RegattaRegistration.com](http://www.RegattaRegistration.com). Boat registration includes breakfast on all three days and dinner on Saturday evening for both skipper and crew. Lunches for skipper and crew for Friday and Saturday and for guests may be purchased at \$8 each, and guests may purchase Saturday dinner at \$15 if ordered before January 1 - after that date, additional lunches and dinners cannot be guaranteed. Payment is to be made in US funds only (LESC can now accept credit cards for payment). You can pay at LESC on arrival.

### **2019 NORTH AMERICAN RALLY KILLBEAR PROVINCIAL PARK, ONTARIO, AUGUST 10-17**

In 2019 the North American Rally returns to Killbear Provincial Park in Canada. Located adjacent to Georgian Bay on the waters of Parry Sound, this park is a favorite cruising venue of the Wayfarer family! The dates are set, August 10-17. A poll of past participants has shown interest in a Long Distance Race in connection with the Rally and this has been proposed for Sunday, August 11. In addition, after the Rally, the North American Championship will be held August 17, 18 at the Toronto Sail and Canoe Club.

Details and updates will be provided by Alan Asselstine who has coordinated this event in past years. Be sure to get on his email list for the latest developments. Some info may be on US and Canadian websites but to ensure the latest and any breaking news give Alan your email address. He can be reached at [majam41@gmail.com](mailto:majam41@gmail.com).

*It is important to know that you can reserve a campsite 5 months in advance of your first night's stay.* This is a popular park at that time of year and we do try to camp in the same campground which is Lighthouse Point.

There are also some cabins just outside the park that some of the non-campers have used in past years. Again, get on the email list at [majam41@gmail.com](mailto:majam41@gmail.com) for the most current info.

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## JAMMING SESSION KICKS OFF HOT VII

On a cold, rainy Friday evening before the HOT VII Regatta Chair Trish and Scott Bogue opened their home for a jamming session. Those attending met Chip Till who traveled from Charleston, SC to serve as PRO for the races.



*JC Aller provided the music for the singers and onlookers.*

*Mike Sigmund, Ali Kishbaugh, AnnMarie Covington and Andy Foreman.*



*Standing Trish McDermott, AnnMarie Covington, JC Aller, Gail Walters, Ken Butler, Iain Tulloch, Mike Sigmund, Chip Till, Seated Phil Leonard, Jim and Linda Heffernan, Andy Foreman, Scott Bogue, Lesley Tulloch, front seated, Ali Kishbaug. Missing from photo but not the party is Photographer Al Schonborn*

**Team *Black Skimmer* leads Wayfarer domination of HOT VII**  
*By Al Schonborn W3854*

On October 27-28 in HOT VII, Oriental (NC) Wayfarers, Richard Johnson and wife, Michele (*right*) became the first team to win the overall HOT title for two consecutive years. This year's HOT was, as always, a Lake Townsend YC-hosted pre-Halloween fund-raiser for [earlier.org](http://earlier.org), which raises money to fund research into earlier detection of breast cancer. Sailing-wise, the weather was perfect: not too cold and relatively steady medium-strength winds.



With ten boats participating, Wayfarers were again the largest fleet in the overall group of 21 boats which also included six Flying Scots, two Buccaneers plus solos of Tanzer 16, Isotope and Laser Vago. Wayfarers took the top four places overall on corrected time. Having been seeded 4th among Wayfarers, Richard Johnson and Michele Parish also took Wayfarer *Most Improved* honours with 4-1-4-1-3 finishes among Wayfarers.

5-3-1-2-4 placings were good enough to give Lake Townsend's Uwe Heine and wife, Nancy Collins (*left*) a solid series 2nd, two points back of the Johnsons and three points up on Jim Cook and his pick-up crew, Cathy Leonard ( who scored 18 points from 1-6-5-4-2 finishes.



Again making the long trip down to Greensboro from Canada, Oakville, Ontario's Al Schonborn teamed up with local sailing newcomer, David Stifler on the Saturday at considerable cost to the nerves of both. Nonetheless, they appeared to come out of the three Saturday races with 2-3-4 finishes among Wayfarers until they discovered they had been over early (OCS) in race 3. That evening David came down with the flu and had to bow out of Sunday's two races. Luckily for Uncle Al, Ali Kishbaugh, with considerably greater

crewing experience, was willing to step in for David, and this *SHADES a.k.a. Glory Days* team immediately sailed like a well oiled machine, placing 3-1 to complete their HOT regatta on a high note. Counting only the Wayfarers, Al and crews placed only one point back of Jim Cook , 4th overall, but counting the entire 21-boat HOT fleet, it was Jim and Linda Heffernan who placed 4th overall as Al's race 3 OCS became far more costly in the larger fleet, moving him down from first to 6th overall (34 points instead of 15 after his race 3 5th across the finish line).

Below par finishes for Jim's Lake Townsend clubmate, AnnMarie Covington, who teamed up with Kim Durack (Sat.) and Jason Reiner (Sun.) for 6-4-3-6-8 finishes in our strong, evenly matched fleet, ending series 6th, two points behind Jim and Linda.

Nova Scotia's Iain Tulloch and wife, Lesley, introduced us to W861, freshly and beautifully re-built by Iain. Things looked great as they started their series with a 3rd but as the winds picked up a bit they found that *Sawdust* really had trouble pointing with the other Wayfarers. An impromptu coaching session was therefore held dockside

after the day's racing, that the Tullochs said they found helpful. And they did end their series placing a most respectable 5th in the finale.

Series 8th went to the local team of Evan Trudeau and Yukako Tayashima who were the only other Wayfarer team to compete in all five races. Tied at 49 points were another two more or less local teams: Trish McDermott with Ali Kishbaugh who only raced as a team on the first day.

**Thanks a ton** to the Lake Townsend YC and its superbly hospitable members, many of whom were regatta volunteers. On the water, we got great racing courtesy PRO, Chip Till, and Jerry Thompson who relegated himself to being an observer after having been PRO for the first six HOT regattas to let Chip upgrade his race officer qualifications. And of course, our safety boats once again rose beautifully to every occasion. And lastly, Trish McDermott, our Regatta Chair, once more did it all or mother-henned volunteers as needed, and even hosted our Friday night jam session when intended host, Ken Butler, had to bow out when his home developed water issues?



*Jim Cook of Catawba YC and Cathy Leonard*



*AnnMarie Covington and Kim Durack*



*Yukako Tayashima and Evan Trudeau*



*Ken Butler rescued by Andy Foreman, Steve Morris*

More photos on [www.wayfarer-canada.org](http://www.wayfarer-canada.org) in Uncle Al's complete HOTVII Regatta report.

## Wayfarers Cruise to Shackleford Banks *Jim Heffernan W1066, W2458*

The Cruise plan for October 30 began to change an hour after the first boats launched. Three Wayfarers crewed by Uwe Heine/Nancy Collins, Al Schonborn/Gail Walters and Jim/Linda Heffernan got off to a late start from the Beaufort, NC waterfront on what was planned to be an offshore run in calm seas to the Cape Lookout Bight. With



*Wayfarers set out for Shackleford.*

a perfect wind from the North we could make good speed broad reaching. However there was one snag. The tide was at maximum flood speed and Beaufort Inlet would have some large standing waves with the wind against the current and our progress would be slow for the first hour.

With only seven hours to sunset we rendezvoused for a short gam and decided to stay inside the Banks and try to make a landing somewhere near the eastern end of Shackleford near the site of the abandoned Diamond City.

The Shackleford Banks was first acquired by a Virginia planter named John Shackleford in 1713 who was granted several large tracts of coastal NC land, which included the skinny barrier island. By the late 1800s, the island was home to a small community of permanent residents – a settlement known as “Diamond City” – which, at its largest point, had roughly 500 full-time locals. This island town, however, would not last for long, as an 1899 hurricane persuaded virtually all of the residents to abandon the town, with the last island dwellers leaving by 1902.

Another hurricane, the 1933 Outer Banks Hurricane, opened up an inlet on the eastern edge of the Shackleford Banks, separating it once and for all from the Core Banks and the Cape Lookout Lighthouse.

Sailing downwind in shallow water is a bit tricky since we were looking into the sun and could only see the shallows as we came upon them running with board and rudder partially up. As we approached the remote island, some ponies came into view and quickly were out of sight hidden by the scrub trees and sea grasses. Near the remnants of a pier we lowered sails and drifted toward the sandy shore with anchors ready.

With boats secure the exploration began. A path was found that led to the settlers’ livestock pens and a series of small fields where six ponies were grazing completely uninterested in our curiosity and clicking cameras. Uwe really wanted to do some shelling on the ocean beach and he was rewarded with some unique shells and a disc from a whale spine.

While standing on the high ocean-side dunes looking across the Bight toward the iconic Lookout Lighthouse, we



*Apparently accustomed to visitors, these feral horses paid little attention to our presence.*

realized that we never would have had the close up experience with feral horses had we tried to make the ocean run. We will get to the lighthouse next year if we leave earlier.



*Left: Nancy Collins, Gail Walters and Linda Heffernan are ready to explore eastern end of Shackelford Bank.*

*Left below, Uwe Heine holding a disc from a whale spine that he found on the beach.*

*Right below: Gail was in high spirits during the cruise as she took the helm on "Shades" and Uncle Al was free to photograph the excursion.*





## There and back again in a CL16 (*UpSpirits*) and Wayfarer 861 (*Sawdust*)

By Lesley and Iain Tulloch

After 30 years of sailing large keelboats, we decided, like many seniors, to downsize. It was time to find a smaller boat we could tow, cruise or race with relative ease. A Wayfarer dinghy, or its close relative the CL 16, seemed ideal, and although there were none in Nova Scotia, where we live, we found CL16 *UpSpirits*, in Mississauga, Ontario.

Once home, we realised that it's more fun to sail in company, and with the help of the Wayfarer website and input from Uncle Al Schonborn, we planned a mini North American tour, beginning with the Chesapeake Cruise in May, on to the Mayors Cup on Lake Townsend, NC, and thence to Ontario to the Warm Water Regatta on Lake Conestoga in June, first stopping in Mississauga, to pick up a boat cover from Hans Gottschling.

Hans was storing W861 – *Sawdust* - in his garage. He casually mentioned he had been doing some work on her and she might be for sale. There were very strong winds at the Warm Water Regatta, where we quickly realized the CL's rig had limitations, whereas the Wayfarer's rig was far superior. It didn't take a genius to realize we could combine the two to great advantage. So, we bought W861 and were now the proud owners of a "Woodie". A woodie in need of work, but still.... Quick trip home to Nova Scotia with *UpSpirits*, and quicker turn around back to Ontario to fetch *Sawdust* in July.

The combination of CL hull and Wayfarer rig was a great improvement, so much so that while W861 rested in our garage awaiting attention, we were inspired to join the Hermit Island Cruise in Maine in August. We like camping and we had cruised Maine in our keelboats, so already knew how gorgeous it is. Maine and Nova Scotia are neighbours (across the water) so the driving was minimal, compared to our earlier "tour". Cruising in company with other Wayfarers was a totally new experience and thoroughly enjoyable, except perhaps for the many tacks up and down the gut!



Back home in Nova Scotia, we decided to completely refurbish and outfit *Sawdust*. We then received an email from Trish McDermott, inviting us to take part in the Hot 7 Regatta on Lake Townsend at the end of October. How could we resist? *Sawdust* was almost ready. We had floated, but not sailed her since the repairs, but the temptation to enjoy the hospitality we had experienced earlier in the year was too great. We loaded up, and set off. Let me say at this point that NC weather is warm and welcoming. Driving through New England in late October, not so much, but we arrived and were very happy to be there. Once in North Carolina, we lingered to take part in the Old Brown Dog Regatta in Charlotte on November 7 the following weekend, but then travelled home, racing snow forecasts and finally, snow.

And...Did our sailing performance meet our expectations? There's good and bad news. Cruising and then picnicking on a beach in ideal weather is wonderful; sleeping under a boom tent with midges, less so. Racing? The boat is new to us, and while Iain was a competitive dinghy racer eons ago, it will take a while to get that edge back, particularly with his present crew, who is slow on the uptake! We have adjustments to make to be sure to do better, and *Sawdust* still needs some work. We kept her name, given by the previous owner, but she is living up to it because of the amount of sawdust generated in her repair which still continues. *UpSpirits* is tucked under her cover, awaiting spring.

We have driven 13,000 km (nearly 8000 miles) since May with a boat in tow. It sounds a lot, and it is, but travelling means extending our sailing season by several months. We have been delighted to meet other sailors who travel frequently to enjoy different sailing venues. We have learned that Wayfarer people are very special. We have been overwhelmed with kindness and hospitality everywhere we have sailed, and everyone has been so very generous to share their knowledge. Thank you all, so much.

## AL SCHONBORN AWARDED PROCTOR TROPHY



At the end of the Ian Proctor Centenary Celebration at the International Rally in the UK last summer, Roger Proctor gave awards to three of the stalwarts of the Wayfarer Class in recognition of their significant contributions over many years.

The Proctor family had decided to make 10 awards in this year of his father's centenary. Roger was thrilled to be presenting 3 of them to Wayfarer sailors that night, making sure we appreciated that there were only going to be 10 in the world, and of course his father designed many, many boats, not only the Wayfarer, but the Wayfarer had a special place in his heart.

The awards are unique and appropriate to celebrating the centenary of a designer, and with Roger himself being a designer, though not of boats, the awards were designed in-house. They have the unusual feature that the perspex 'waves' can be arranged to the awardee's own preference.

The award to Ralph Roberts was in recognition of his years of excellent service on the Wayfarer International Committee and for his energy and passion in making the international scene what it is today. The award to Sarah was for her support of the Class as UKWA Secretary for many years and for her positivity and encouragement in that pivotal role. The award for Al Schonborn was in recognition of Al's leadership and drive of the Wayfarer Class in North America as well as his work on behalf of the Wayfarer International Committee as Secretary and webmaster of the WIC site.

*Sarah Burgess,*

*Roger Proctor,*

*Ralph Roberts,*



## OLD BROWN DOG Catawba Yacht Club November 3, 4, 2018



*Jim & Alicia Cook and Richard Johnson, Co-founder with wife Michele, of Old Brown Dog Regatta.*

Does local knowledge pay off? Yes, if combined with excellent boat handling skills and a sharp crew. Jim Cook with crew/spouse Alicia used their many years of experience on Lake Wylie to capture second place in the Old Brown Dog Regatta. Taking first place was Canadian skipper, Al Schonborn using local Lake Wylie sailor, Keith Gunder, as crew. *(pictured below)* A lot of patience was needed to handle the shiftiness of a reservoir lake with the wind coming down the shore and sneaking out of the coves when least

expected. Another challenge on the first day was the very short start line which caused numerous over early situations and recalls. Ken Butler and Jeanne Allenby (W449) had one of those breakout moments we all love to have by finishing a close second behind Uncle Al in race three. He secured a perfect start, hit the gas pedal in the first few minutes and then nicely covered the fleet for the remainder of the race.

The top four boats were built prior to 1984 with two built in the 1960's, a testament to the

greatness of the original Ian Proctor design. The newer boats had very good speed but could not match the consistency shown by Al and Keith in W 3854 and Jim and Alicia Cook in W 7372. When not racing or working, Keith continues the restoration of W 439, a fine craft brought down from Canada and sailed and bailed by Keith and Al at the inaugural 2017 Eastern Championship. The late season OBD victory for Al made him the overall points leader for the Richard Storer Trophy awarded to the top skipper for best performance in major North American events.



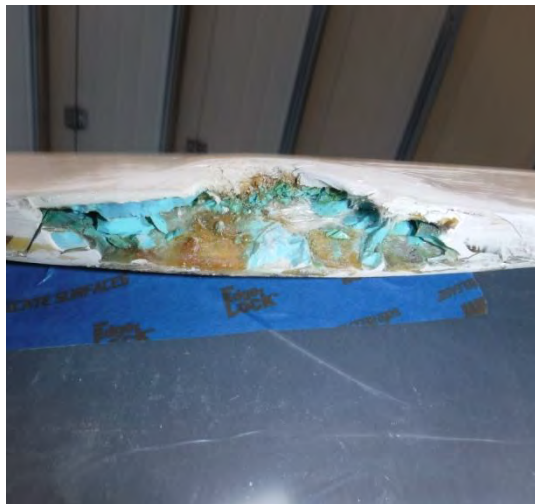
The OBD Regatta is becoming known for the rousing singing and even some dancing led by MC Scow sailor/singer/guitarist Jim Higgins. With assistance from Jim's wife and daughter, the entertainment on Saturday night could match that found at any fine pub. With many crews sleeping in tents and campers it was good to get the blood moving well before facing the 38F degree night.

**Mark IV Rail Repair**  
**Richard Johnson W10873 & Uwe Heine W10978**

Things can go wrong on the race course. The older glass boats and wooden boats can take a punch. Mk IV's tend to be a bit more sensitive. MK IV owners tend to be a bit more nervous at starts, marks, and any time another boat is within 50 yards, and for good reason. Mark IV rails don't just crack; they

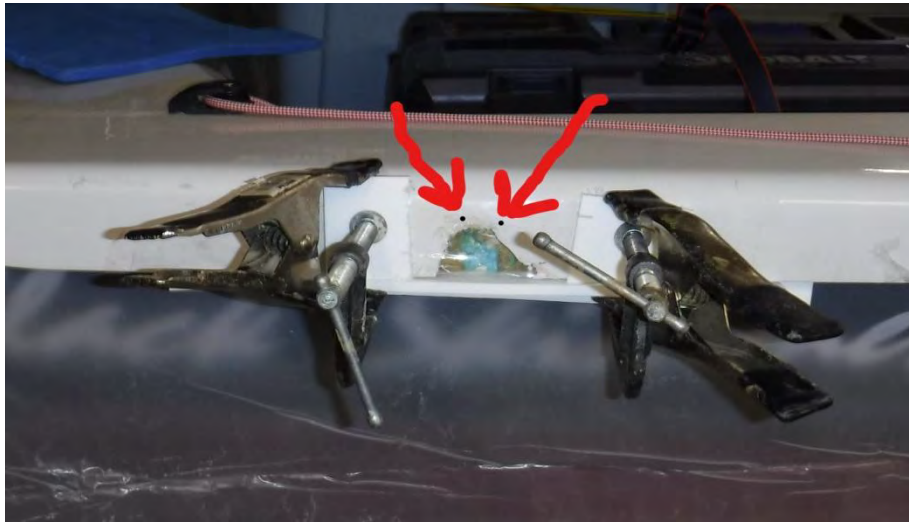


explode, sending blue foam everywhere.



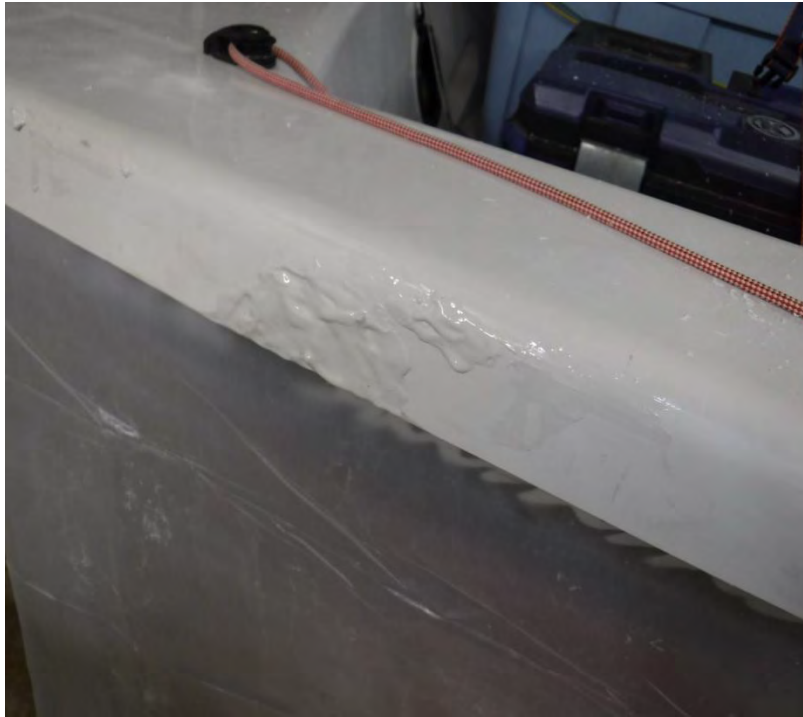
As with any wound, the first step is to excise the extraneous material. The photo above is taken from below the rail. The extent of the damage is visible.

Once it is clean it is a matter of repair. Uwe Heine gave me the idea of encapsulating the wound with polyethylene and then injecting the pouch with epoxy.



As you can see from the photo I held the polyethylene film in place with clamps and flat squares of Starboard. The two dots were holes I put in the polyethylene. One was for injection the other was a vent. I mixed a ketchup like epoxy glass fiber slurry. It inject easily with a syringe. I squeezed the bag to push any air bubbles out. It was not completely full to the top but it was full enough. After the epoxy has set, I set up a router to cut between 1/16" and 1/8" deep into the epoxy. As you can see an air

bubble was revealed which was easily filled. The purposed of cutting the epoxy down was to allow space to build up the gel coat without the epoxy showing through.



This is where the real work begins. Several layers, well, many, many layers, of gel coat must be applied and sanded. The first coats of gel coat are sanded to remove the high spots and reveal the low spots. Also the purpose is to generally shape the repair work to match the curvature of the rail. For each successive coat the filling and sanding is less aggressive. I started with 80 grit paper in the beginning and by the third to 4<sup>th</sup> coat I was using light sand of 120 then 320. Finally when I was satisfied with the gel coat coverage I sanded with 1000 or 1200 grit then followed with West Marine polishing compound.

So how were the results? In my estimation they were OK. The gel coat I was using was two to three years old and thicker than putty and hard to use, so that was very frustrating. There is one small area where the epoxy is barely visible, but the rest looks pretty good. All in all it was better than buying a new boat. Please come by and judge for yourself. It's not bad, or as they say, "That'll do pig, that'll do."

**FLEET 3**, Lake Eustis Sailing Club, *Dave Hepting W10862, Fleet Captain*

As we now get into what, in most parts of the country, is fall and winter, activities at Lake Eustis in Florida is in full swing.

Official club activities include races two weekends a month, as well as Regattas. But the Wayfarer Fleet has become the most active fleet in the Club, sailing each and every weekend and also on Wednesdays. We sometimes race with the Youth sailing program at the Club, giving the kids practice against more experienced sailors. Other times we will have informal races with Rabbit type starts, or sometimes we just sail.

Pat Kuntz has become the Club backup PRO, officiating when the Wayfarer Fleet has periodic Safety Boat duty, and also running a course at our various regattas and also for the Mount Dora Yacht Club.

Other Fleet members regularly help with safety and mark boats for the many Club Regattas.

The Fleet is trying a new experiment this season. A persistent problem is finding boats to grow the fleet. Wayfarers were not a popular boat in Florida, so there are few in the area other than those at the Club. Frank Dye's books are popular, however, as is the reputation of the Wayfarer. This means that a boat for sale at the club is often sold to a non-member and leaves the Club, never to return. Three members of the Fleet are going together and buying a former member's boat that needs some work. A potential Wayfarer owner is often scared off by a boat that needs a few minor repairs that have not been done by the current owner (who is often getting out of sailing or has moved away). A number of owners: reduces the investment amount and spreads out the number of people who can each do a minor repair or two. The boat will then be sold only to someone who agrees to join the Club.

A reminder--plans are already afoot for the February 1-3 Mid-Winters. If your spouse/significant other/roommate doesn't like sailing, remember we are only about an hour from Disneyworld, Daytona Beach, etc.

**FLEET 15**, Lake Townsend Yacht Club, *Phil Leonard W864, Fleet Captain*

2018 is fast approaching its end, and what a year it has been for Fleet 15.

With 10 regattas on the calendar for the fleet trophy race, and several wonderful cruises that were well attended, this year has witnessed excellent participation by the fleet 15 members.

The Fleet 15 trophy race, where we take the top five finishes out of the ten regattas that were chosen by a large percentage of the fleet when we met at Lake Eustis in February, saw a 10% increase in participation over last year.

The first place finish was not as hotly contested as last year where we had a 2 way tie for first place that took a triple tie breaker to establish the winner.

This year's winner although putting on a scare at the last regatta of the year, The Old Brown Dog Regatta, finished the year with a 7 point lead over the second place finisher who placed 1 point ahead of the third place finisher who placed only 3 points ahead of the 4th place finisher.

There were some in the fleet who did not want to know the winners of the Fleet 15 trophy so we will wait until the presentation of the awards at Lake Townsend Yacht Club Change of Watch banquet held in January. AnnMarie Covington is making some nice awards, thank you AnnMarie, and Cathy Leonard may have a couple of surprise awards to be handed out to certain individuals. (She doesn't know this yet by the way, so I might be in big trouble when she finds out.)

We had an average of 7.5 boats for the 10 regattas with a high of 13 at the Lake Townsend Yacht Club Mayors Cup Regatta held in June. Three of the regattas had 10 or more boats present.

Thanks to those who came from some distance to help support the Fleet in several of the regattas, and cruises.

The Fleet also grew by about 10% with the addition of some new boat owners, not stolen from other fleets, so we have also increased the membership of our hosting yacht club, the Lake Townsend Yacht Club in Greensboro NC. Fleet 15 is the fastest growing fleet in the yacht club.

The most recent addition to the Fleet 15 family is Frans van Zeeland who purchased a 1971 Wayfarer with fiberglass hull and wooden decks. The decks were completely replaced with new Okoume marine plywood by Jim Heffernan. Frans and Jim worked diligently on fixing her up, especially with updated rigging and sail control hardware. She is beautiful and we look forward to seeing Frans out on the water this next year.

Fleet 15 is well represented on the board of directors of our hosting club, the Lake Townsend Yacht Club. AnnMarie Covington was the vice Commodore in 2018 and will continue in that capacity for 2019. Scott Bogue does a tremendous job, of taking care of the club equipment; Trish McDermott has been handling the Newsletter, Publicity and the Social Sails, and will be the Commodore for 2019. Many other fleet members contribute to the success of the club and the fleet, so, I am proud to say that Wayfarer Fleet 15 is very healthy to say the least and a pleasure to be a part of.

Thank you Fleet 15 members for making this an awesome fleet!! *Phil Leonard*

	<h1>np-boats.com</h1> <p>* Your Wayfarer/CL spare parts source * free shipping on orders for five boats</p> <p>Nick S: <a href="mailto:nseraphinoff@comcast.net">nseraphinoff@comcast.net</a> Uncle Al: <a href="mailto:uncle-al3854@cogeco.ca">uncle-al3854@cogeco.ca</a></p>	
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**Calling All Wayfarers 2019**

May 18	Lake Lansing Regatta ( <i>provisionally confirmed</i> )	E. Lansing, Michigan
June 2-3	Mayor's Cup, Lake Townsend YC	Greensboro, NC
June 16-17	NC Governors Cup, Eastern Championship, Kerr Lake, NC	Henderson, NC
August 10-17	NA Rally, Killbear Provisional Park	Georgian Bay, ON
August 17-18	NA Championship, Toronto Sail & Canoe Club,	Toronto, ON
September	US Nationals, Tawas Bay Yacht Club	Tawas Bay, Michigan

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.