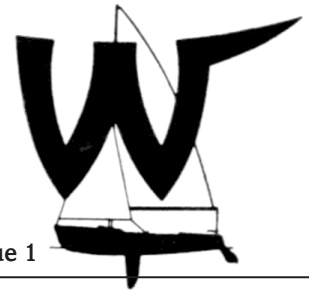


The Wayfarer SKIMMER

United State Wayfarer Association – www.uswayfarer.org

March 2019, Issue 1



Midwinters – All kinds of warm

An old boat and a new adventure

By Paul Miller
W971

“What the hell is that?!” That was the greeting we received shortly after arriving at Lake Eustis Sailing Club for the Midwinters, our first Wayfarer regatta.

Admittedly, the comment from Uncle Al (Schonborn) was justified. He was staring at our old jib, which is an '80s mylar thing that has fully delaminated and is heavily mildewed. Plus it's blown out and the leech is as floppy as a piece of string cheese in the Florida sun.

It is, frankly, an embarrassment and an eyesore.

A lot of people came by to laugh at it or pity us. Some even offered to loan us a jib so they wouldn't have to look at it. As a way to power the boat it was a disaster, but as an icebreaker it worked! Welcome to the Wayfarer Fleet!

Jim Heffernan asked us to write our impressions of our first Wayfarer regatta, so here goes. Secretly, we think he was hoping we could provide filler for the Skimmer and clearly he doesn't know us well. Dawn is a recovering scientist, I'm an introverted engineer and neither profession is known for their writing skills.

We'll do our best to make the other articles look professional.

A quick background about us: Dawn and Paul met sailing International Canoes on San Francisco Bay about 30 years ago. For those not familiar with ICs, they are 17 feet long, about as wide as a doormat, sloop rigged and sailed single handed. ICs have a seat that slides out seven feet to windward to keep the thing usually upright.

Sailing them is a blast. They are quick, exciting and, as a bonus, you get to practice your swimming skills. I recall one fellow commenting that he won a race simply because he only capsized three times. Good fun.

But now that we are older and wiser (or less agile and frighteningly clumsy), we decided we wanted something



Paul and Dawn Miller of Connecticut sail to the windward mark during their first Wwayfarer regatta appearance at the Midwinters. Photo by John Cole.

more sedate than Canoes but more exciting than our 28-foot ketch.

Our criteria for our next boat was: classic, trailerable behind our little car, doublehanded, had a spinnaker but no trapeze, built of wood (we're gluttons for punishment), and had a good class culture that would be interesting and fun to be part of. The Wayfarer checked all the boxes! (You can ask us sometime what our second choice was.)

While we were stewing our decision, Uncle Al decided to bring his boat to Annapolis for a wooden boat race. We offered him a room for a couple nights. By twisting his arm, plying him with beer and Dark and Stormies, and threatening bodily harm, we were able to coax him into talking about Wayfarers. Well actually, it didn't take much prodding. He talked more than a politician on the eve of an election, but we soaked it all up.

After that, the search for a boat was on.

It took almost two years, but we got word of one in Michigan that fit the bill. After a few emails with Wayne Loescher, we reached a deal and drove out last June to get W971.

We were smitten at first sight. Built in '64, she is in great shape and is a time capsule of when she was last restored in the early '80s.

A newbie's perspective of first Eustis trip

By Peggy Menzies
W11158

After having fun crewing for Dave McCreedy last summer, I took the plunge and bought a new Mark IV from Nick Seraphinoff late October with the Midwinters at Lake Eustis in mind for an inaugural regatta.

Winters in Detroit can be rough and who could resist the appeal from the website (I love the humor and used it to convince my daughter, Maggie, to crew):

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).

Late January, Maggie and I gladly left "Barney, the purple Polar Vortex" to seek warmth and competition in Florida.

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Musings on a raccoon, sailing and general meeting

Sitting in the shade of a Sea Grape tree at Fort Desoto County Park, FL, I am pondering the fate of the raccoon that showed up at dawn appearing to be ill.

As the critter fell over a few times, I assumed the worst: rabies. After the wildlife officer caught the little feller, he asked me to identify it. I asked that the mask be removed so I could get a good ID. Not sure he liked my humor since he would probably be signing the death warrant shortly as the critter had a bad case of distemper.

W1066 is ready to sail today on the Gulf of Mexico, but the fog and wind are not cooperating so hiking, biking and writing will be the order of the day.

Last week at Lake Eustis Sailing Club the USWA convened a General Meeting for Wayfarer Class members. We had a good attendance of new members along with visiting members of the Canadian Wayfarer Association. Recognition was given to new and retiring officers. Main items discussed were:

- Revision of SKIMMER format and new editor
- Change website host and server and add security
- USWA help to invigorate Fleet 2 in Southeast MI
- Examine a proposal for USWA to acquire CAD rudders and centerboards made in USA

- Discussion of USWA and Lake Eustis sailing Club hosting Worlds in Feb/Mar of 2022

For the past 10 years the USWA has been blessed to have a Skimmer Editor with the skills and personality that were needed to keep the SKIMMER Newsletter as a must read publication for Wayfarer owners here in North America and abroad. Linda Heffernan did a stint as Editor in the 1970s and then picked it up again after a 25-year hiatus. While the earlier SKIMMERS were the result of typing on a mechanical machine and doing paste up layouts, Linda quickly adapted to the computer age when she returned to the helm in 2008 producing a lovely publication suitable for printing and transmission as a PDF.

Many thanks from all of us for your years as SKIMMER Editor.

Julie Seraphinoff Price has volunteered to take over the helm and keep the SKIMMER alive and sailing upright. I look forward to collaborating with her.



By Jim Heffernan
USWA Commodore
W1066



Dave McCreedy and crew Angela Brazil have a lead over Patty Kuntz and crew Buffy Moring at the Midwinters on Lake Eustis. Photo by John Cole

So much for Ultimate

That's called the spinnaker - you'll never use that one." So began my immersion into the world of Wayfarers.

It was September 2011, and I knew nothing about sailboats except that I wanted one, had \$1,800 in my pocket, and that's what the guy was asking for W1389. I also knew he wasn't budging on the price, perhaps because it slipped that I had driven four hours to see her.

But now he was showing me how to rig my new purchase. That's when I had asked about that third sailbag sitting on the ground, obviously full of something.

Me being the risk taker that I am, I happily ignored the warning I had been given. And I only capsized a few times before discovering that, in addition to some common sense, what I lacked was a spinnaker pole. And I only capsized once more after deciding that a collapsible tent pole between the clews should do the trick ("once" being the useful life of that particular pole employed in that particular fashion).

After no one would sail with me anymore



By Dave McCreedy
USWA Vice Commodore
W10861

("If we want to swim we'll jump off the dock" was a common refrain), I decided it was time to learn how to actually fly that thing. That led me to the internet, to Nick Seraphinoff's name and to the Bayview Yacht Club's Adult Learn-to-Sail program. After a face-to-face encounter with Nick, I was invited to Nick and Mary's Lake Michigan home for his rigging help. Once the retrofit was complete, Nick told me I now had to race her the following weekend in

Tawas. By now it was September 2013.

Somehow Nick convinced Steph Romaniuk from Perry Sound, Ontario (W397) to crew for me. Somehow Steph and I managed to not only avoid killing ourselves or someone else, but to not finish dead last. Suffice it to say, I was hooked ... hooked to the point that, yes, I even gave up my career in Ultimate Frisbee.

And unlike what I had experienced in almost 30 years traveling the country playing Frisbee, I discovered an unnerving lack of

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USWA Annau Dues

Full membership - One year, \$20; Three years, \$15
Associate membership available for non-Wayfarer owners - One year, \$15
Dues may be paid through PayPal or by check to USWA and mailed to: Treasurer Michele Parish, 355 Winding Creek Drive, Oriental, NC 28571

SKIMMER is a publication of the United States Wayfarer Association

June is a month chock full of major racing events

I would like to welcome all of you to the 2019 race season. A special welcome to our two new racing Wayfarers, Paul and Dawn Miller in W971 and Peggy Menzies in her new Mark 4 W11158.

I would also like to give special thanks to Dave McCreedy for all his hard and dedicated work on the rebuilding of Fleet 2 in Michigan. And thank you, Dave, for stepping up to be the new vice commodore of the USWA. Congratulations.

The USWA fleet had a great start to 2019 at the Midwinters in Florida. And as we have come to expect, the Lake Eustis Sailing Club and Wayfarers put on an event which was above and beyond anything we could expect. Thank you to all involved.

Some of Northern teams and families were able to take advantage of the event and stay and sail in the wonderful Florida weather.

The weekend was a much needed reprieve from the cold and snow.

The sailing season up North is pretty well on hold until winter let's us out of her grip. The first regatta will be the Jim Fletcher Memorial May 18 at the Lansing Sailing on Lake Lansing in Haslett, MI.

The event is very laid back. We use the morning to help each other rig the winter blues out of the boats. The afternoon is on the water doing short races to get the winter blues out of the crews. The day ends with a fun prize giving and brats and beer.

All boats are welcome to stay over to Sunday and experience a small U.S. Big Ten university town at its best with the

Vice commodore

continued from page 3

ego when it came to the sailors at the top of the Wayfarer fleet. If I named them all I'd surely miss someone, but it's still hard for me to believe how much information and help people have shared with this beginner.

So when given the chance to contribute to this impressive group by serving as the 2019 USWA Vice Commodore, I could hardly say no.

In this role I hope to help out wherever I can, but specifically I want to restore some of the former glory to the Southeast Michigan fleet.

To that end, summer 2019 will see a new



By Marc Bennett
USWA Racing Captain
W11221

East Lansing Art Festival. If someone yells "Go Green" at you, the proper response is "Go White."

This is the start to a very front-end loaded regatta schedule with four of the five majors to be held in June. To me this is hard on the crews who have 9 to 5 jobs or kids in their families.

Because of the busy June, here are my suggestions for the two best regattas to attend in June:

The Eastern Championship May 15-16 at Kerr Lake in South Carolina. From all reports, Fleet 15 is planning a well-run event at a fun venue. This is also a chance for the rest of the fleet to support Fleet 15 for the hard work members have

done in building their fleet. The stronger the fleets, the better for the Wayfarer class.

The other event I would recommend is the Ontario's being sailed out of Royal Canadian Yacht Club

June 22-23. This is a great venue with good exposure for the Wayfarer. And, of course, Toronto is a wonderful town to visit. Just bring your best sailing and appetite.

The U.S. racing fleet then falls into the doldrums for July and August, which is a pity. But we hope to see as many of you as possible for the U.S. Nationals on Tawas Bay Sept. 7-8.

At this time I would like to extend my best wishes and thanks to the two U.S. teams heading to the Worlds in Ireland this summer, Heffernan - Jim and Mark and team Pat Kuntz and John Cadman

Looking forward to seeing you all on the water soon.

weeknight racing series on Baseline Lake, hosted by the University of Michigan Sailing Club. The Club has two Wayfarers already—with one more on the way—for Club members to use. And there are at least four skippers with boats, including Nick, who have committed to racing on Wednesday nights starting in April.

So thank you for the honor of being elected to leadership in the USWA. And if you live in or know anyone in the Detroit area who might like to race Wayfarers, please send them my way. I promise I'll even keep them dry on the spinnaker run!



Linda Heffernan is honored during the Midwinters prize giving for her years of service to the USWA. Photo by John Cole

Time to pass the pen and editor's cap

By Linda Heffernan
USWA Secretary
W1066

In June 2008 my husband Jim returned from the Rock Hall Yacht Club One Design Race with the news that would shape our sailing lives for the last decade. There would be a change in the leadership of the USWA.

Jim took over the role of Commodore, Michele Parish became Treasurer and I became SKIMMER Editor. I had experience from holding this same position in the 1970s, which was for me before the computer age.

Yes, I learned a lot after taking on this position. And our PC computer made the task possible for designing a more attractive newsletter that included more photos and a centerfold of colored photos.

Now after 10 years of rolling out quarterly publications covering the racing and cruising activities of the U.S. and Canadian Wayfarer sailors, I am handing over the editor responsibilities to Julie Seraphinoff, an enthusiastic Wayfarer sailor and racer who has been involved with Wayfarer sailing since her childhood. The Heffernan and the Seraphinoff families shared many camping/sailing events in Michigan in the 1970s.

It is a particular bonus for all of us that Julie brings to the Editor's position years of journalistic experience. With confidence I hand over the editor's pen to Julie!

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New adventure

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After getting her back to our new home in Connecticut, we started sailing her in our informal Wednesday night series. About 50-60 dinghies show up to race using Portsmouth Yardstick. The RC put us in the fastest of the six classes alongside the Highlanders, Flying Scots, Hobie Cats and Ideal 18s. Good company, but difficult to get clear air. We didn't have a spinnaker yet, which hurt our competitiveness. But we started updating the boat and had a ton of fun.

Our next goal was to have a reasonably competitive boat for the Midwinters that also retains its classic style. At the top of the to do list was a new jib and a spinnaker. At the Newport Boat Show we met a nice salesman from North who convinced us their UK loft had fast Wayfarer sails and they offered a boat show discount. We tried to play hard to get, but were clearly easy marks and the sale was clinched. The new sails arrived right after Christmas.

When the time finally arrived for the Midwinters, Dawn drove down while I had to work in Miami for a couple days before the regatta. That brings us back to, "What the hell is that?!"

After assuring Al that the hideous jib would be hidden away again soon, he introduced us to Marc Bennett, who took us under his wing and helped us bring the boat's tuning into the 21st century. Out came the drill, knife, file and saw. Wednesday afternoon plus all day Thursday was spent tweaking this, moving that, pinning something, and occasionally hopping up and down screaming. The last had nothing to do with the boat, but was when we met some unfriendly locals called fire ants.

Each time we thought we were done, Marc or Al would say something like, "if you did one more thing...".

One of the last steps was to figure out a way to keep the spin sheets from dropping over the bow. An epoxy glue brush seemed to fit the bill (bristles forward). Not elegant, but as someone commented, we could always claim that we didn't actually hit the other boat, but merely brushed them...

Eventually Jim Hefernan saved us from more boat work by calling us to the Wayfarer Annual General Meeting. We've been to a lot of sailing meetings, and this was one of the nicest. It was well organized, civil and they got stuff done. Awesome! The NC-machined rudder and centerboard concept interests us and the Worlds at Lake Eustis in 2022 is a must-do.

After a chilly 37-degree night in the tent (funny, that wasn't in the Florida brochure), we put the sails up and went out for the first race on Friday. On the way out, we put the spinnaker up for the first time and figured out it was the first time we were sailing together in a dinghy regatta since 1992. Time flies.

We had low expectations for ourselves and we met them admirably. The first two races we were out of phase in the shifts. I couldn't figure out how to tune the 1983 main and our crew work was as coordinated as the Keystone Kops. But we were still smiling and having a good time.

The last race on Friday was a stunner for us. Apparently most of the fleet decided to give us a break and we found ourselves in the top three.

The rest of the regatta was more of the same: At one leeward mark we managed to tangle the spinnaker, its sheets, the jib sheets and even the main sheet into a big ball that stopped all sail trim. That required special skills and was quite entertaining.

In another race, I gained notoriety as the only skipper to drive their boat over early in the entire regatta. When I commented it was because I underestimated the current sweeping us over the line, Dawn's reply was something related to being on a small lake with no rivers flowing in it. I'm not sure what she was getting at. At other times we were lucky and



New Wayfarer sailor Paul Miller (above) and infamous Wayfarer sailor Al Shonborn talk rigging, while Dawn Miller works in the boat after Friday's day of racing at the Midwinters. Dawn (left) relaxes with some reading outside their tent overlooking Lake Eustis at the sailing club. Photos by Shannon Donkin

found ourselves near the top. Very inconsistent but always entertained.

At one point, the RC abandoned a start with about 30 seconds to go due to a large wind shift. That good call plus the good line sets and square courses made us think that the race administration was among the best either of us had experienced. Similarly, the catering was simply phenomenal. We never went hungry and the food was tasty and inexpensive.

Of course, enjoying a regatta and a class really comes down to the people. Everyone in the class and the club were super friendly and very welcoming to us. We could list every competitor and say they were great, but that would take up too much space. We spent much of our time with the other woodies and newbies (the mother/daughter team Peg and Maggie were awesome) and enjoyed every minute.

Needless to say, we are happy to be back dinghy sailing and very happy to be Wayfarer sailors.

We have a list of another dozen things to improve W971 (and Dawn said something about us getting on "a program"?). And we are looking

forward to our next Wayfarer events, perhaps the Chesapeake cruise or the HOT regatta (Dawn stopped by Lake Townsend on her way home and was impressed), and the Midwinters in 2020 is already on the list.

In the meantime, if any Wayfarer sailors are in the Mystic, CT area, Dawn would be happy to show you around Mystic Seaport Museum, where she works in the Boathouse, or I can show you around the Coast Guard Academy, where I torture cadets.

If you have your boat with you, you are welcome to sail in our Wednesday night series and cruising in southern New England is excellent. Perhaps someday we might interest the fleet to come to our home waters and sail in the Newport Regatta (dinghies to 12 Meters) or cruise to Block Island, Narragansett Bay, Martha's Vineyard or even Nantucket.

“Of course, enjoying a regatta and a class really comes down to the people. Everyone in the class and the club were super friendly and very welcoming to us.”

Newbies

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Some of my best moments:

Snapchatting temperatures to celebrate weather above freezing as I drove through Georgia.

The moment I arrived, being greeted by Al with a smile and a beer to share (it was a very long drive to me).

Having no clue how to rig my new boat and getting lots of help from Anne Pugh followed by Dave's tips and tricks, and Marc Bennett's advice along with guidance from countless others.



Being included in evening plans and finding new friends in Dawn and Paul Miller, a fellow Naval Architect.

Sailing in fabulous winds for our practice day and being asked about my tattoo (I don't have one btw, but a little blood in the boat seems to be a necessary sacrifice to sailing fast).

Experiencing professionalism in Race Management from the first to the last. Despite challenging (shifty) winds, we had beautifully square courses, excellent racing, awesome judgment when to sail and when to not sail.

OMG, did I mention the food? I'm still in awe over the breakfast omelets. Everything was just perfect. Easy lunch options were available to take on the water and mouth-watering dinners followed.

Overwhelming sportsmanship of competitors - While I'm admiring Jim Hefernan's tactics right at the finish line, he was apologizing (don't know why - it was great strategy). Penalties were taken without contest. Sadly, they still beat me in the races after doing 720s :P

Al's Dark and Stormies - need I say more?

All sorts of extras, like the picturesque bird watching in the fog, the group trip to the Fish Camp restaurant, camping on the grounds and hearing all the alligator stories, fantastic facilities.

Even packing up, I was blown away by everyone's help, especially Dave helping us pack up the boat with covers and trailer help. Heck, John even offered to drive my daughter back to the airport (a two hour round trip for him) so I could get on the road easier. I'm so grateful.

Regattas are so much more than just the racing and competition. It's the host club's culture and fleet members that make the event.

Interested in scores?

The local favorite, Dave Moring and Ariel Harrington



Maggie and Peggy Menzies kick back between races during the Midwinters on Lake Eustis. The mother-daughter team was happy to escape the brutal Michigan winter in their first trip to the Florida regatta. Photo by John Cole

Results are final as of 7:26 on Feb. 3, 2019

Overall

Sailed: 7, Discards: 1, To count: 6, Entries: 20, Scoring system: Appendix A

Rank	Seed	Fleet	SailNo	Helm/Crew	R1	R2	R3	R4	R5	R6	R7	Total	Nett	Notes
1	2 (7)	S	10864	Dave Moring/Ariel Harrington	1	(2)	1	1	2	2	1	10	8	
2	5 (15)	S	11222	David & Anne Pugh	2	6	3	5	3	1	(8)	28	20	
3	1 (4)	S	3854	Al Schonborn/Shannon Donkin	(DNS)	4	5	2	1	4	5	42	21	
4	-	S	11158	Peggy & Maggie Menzies	5	1	(8)	7	4	3	2	30	22	
5	-	S	971	Paul & Dawn Miller	(10)	8	2	3	9	7	3	42	32	
6	7 (17)	S	7372	Jim Cook/Mike Taylor	(7)	3	7	4	5	6	7	39	32	
7	3 (13)	S	10866	Jim & Mark Heffernan	4	5	(10)	8	7	5	4	43	33	
8	4 (14)	S	10873	Richard Johnson/Michele Parish	8	7	6	6	6	8	(9)	50	41	
9	6 (16)	S	10978	Uwe Heine/Nancy Collins	3	10	(12)	9	8	10	6	58	46	
10	14* (66)	S	11149	John Cadman/Charles Child	6	11	4	11	12	(18)	16	78	60	Most Improved Spinnaker
11	11 (52)	S	10861	Dave McCreedy/Angela Brazil	(16)	9	9	12	11	14	14	85	69	
12	9 (47)	NS	3487	Craig Yates/Rob Krental	12	(16)	11	10	13	13	13	88	72	
13	15* (68)	NS	10963	Jim Burns/Ron Plank	13	(14)	14	14	14	9	10	88	74	Most Improved Non-Spinnaker
14	16* (71)	NS	449	Ken Butler/Gail Walters	9	15	13	13	(16)	15	11	92	76	Most Improved Non-Spinnaker
15	13 (208)	S	11135	Patty Kuntz/Linda Heffernan/Buffy Moring	11	13	16	(18)	10	12	18	98	80	
16	17 (76)	NS	10874	Izak Kielmovitch/Ron Normark	14	(19)	15	16	17	11	12	104	85	
17	8 (42)	NS	10862	Dave Hepling/Charlie Jensen	15	12	(17)	15	15	16	15	105	88	
18	12 (55)	S	10945	Evan Trudeau/Yukako Kayashima	18	17	19	17	18	17	(20)	126	106	
19	13 (63)	NS	8705	Karlheinz Krueger/Mike Tighe	17	18	18	(20)	20	19	17	129	109	
20	18 (91)	NS	276	Annette Grefer/Trish McDermott	19	(20)	20	19	19	20	19	136	116	

Scoring codes used

Code Description Points

DNS Came to the start area but did not start 21

Sailwave Scoring Software 1.94 Build 29
www.sailwave.com

Results format courtesy of <http://www.wayfarer-canada.org>

won by a landslide. You can tell who they are in all the pictures - dayglow green and lots of layers. As Floridians, they were cold while we were in shorts.

I'm undone by such a wonderful and welcoming group of sailors and the host club! I'm so glad to be part of the fun. Thank you for welcoming me to Wayfarers.

Lansing in May anyone???

“Regattas are so much more than just the racing competition.”



By Chip Cunningham
Cruising Secretary
W1321

March 2019

Solje under wraps, but Guinea memories not

Linda Heffernan has wrapped up her second great run as editor-in-everything of the SKIMMER. The SKIMMER has been a top notch publication under Linda's care for a total of 14 outstanding years. Heartfelt thanks for every issue, Linda. She has handed the privilege off to Julie Seraphinoff. Julie's journalism teaching puts her in good stead. Happy next challenge to both women!

There is a photograph of the cutest hippy girl with her fashion forward coiffed husband, and young family, hanging in the Heffernan's downstairs stairwell. Don't miss it if you're in the neighborhood. In a similar vein, a seraph is a celestial being with three pairs of wings. Most people don't know that.

• • •

The 24th of February I got an

email from Julie asking for a cruising article for this, her first issue. At the time, cruising was a bit far from my mind. We were in the middle of being blown off the map. The west wind was a steady 40 knots with long gusts over 60. I know some of you will shrug, but I trust you will admit dealing with that kind of weather does take some practice. It was snowing, too.

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Dave Moring and Ariel Harrington (right) kick back on W10864 during the doldrums of Saturday's racing at the Midwinters. Photo by John Cole LESC's Dave Hepting (below) and crew Charlie Nelson in W10862 during the George Washington Birthday Regatta on Lake Eustis. Photo by Randall Moring



Midwinters champs



First place: Dave Moring and crew Ariel Harrington, W10864



Second place: David Pugh and crew Anne Pugh, W11222



Gale Walters (above), who was sailing with North Carolina's Ken Butler in W449, on shore during Wednesday's cruising in Cedar Key in Florida. Photo by Al Schonborn Uwe Heine (above right) and Nancy Collins in W10978 down the spinnaker during the Lake Eustis Midwinters. Photo by John Cole Shannon Donkin (far right) traveled from Grand Rapids, Mich. to crew for Al Shonborn in her first Midwinters. Izak Kielmovitch's crew Ron Normark (right) flew in on his seaplane each day to sail the Midwinters on W10874. Photo by Shannon Donkin



The colorful Wayfarer fleet (top) sails the spinnaker leg on the lovely waters of Lake Eustis during the annual Midwinters Regatta. David and Anne Pugh (above) in W11222 showcase their spinnaker skills during racing on Lake Eustis. Photos by John Cole



Third place: Al Schonborn and crew Shannon Donkin, W3854



The fleet of Wayfarers (left) is beached on the sandy shores of Cedar Key during the Feb. 5-9 cruise. Along with good sailing was excellent, fresh seafood. Photos by Al Schonborn

Wayfarers return to Cedar Key, Fla.

Tricky sailing, great seafood make for wonderful cruise

By Jim Heffernan
W1066

The Cedar Key town docks and boat launch ramps get busy just before sunrise and stay active until the last of the sun's rays have disappeared behind Seahorse Key.

Five Wayfarers trailed there after the Lake Eustis Midwinters to spend time exploring the Keys and enjoying local seafood. We launched and recovered amidst working watermen heading off to fish, clam, shrimp and dive in the beautiful Gulf of Mexico water. Along the shore the water is more tannin colored since the Suwannee River empties into the Gulf about 15 miles northeast of Cedar Key. The mixture of fresh and sea water provides the perfect salinity for growing shellfish.

Sailing is tricky in these waters due to many shallow areas and the currents in the deep chan-

nels. The late morning sail plan had to wait until there was enough water under the anchored boats to allow easy passage to the old ship channel.

With a strong incoming tide and a headwind our plan to visit Seahorse Key was abandoned and we followed Pat Kuntz and Uncle Al into a protected white sand beach on Atsena Otie Key. On the Key we read the history of the early residents and visited the graveyard where the tombstones showed that folks did not live long lives there. Disease and hurricanes made life tough there as they worked to produce cedar blanks for the Faber Pencil Co.

John Cadman with crew Charles Child along with Jim and Linda Heffernan followed the distinctive call of an owl and were happy to see a Great Horned Owl taking up a lot of space on a pine branch. Dinner that night was with the locals in a restaurant finally opened after heavy damage from a hurricane 17 months earlier.

The Wednesday sail had Snake Key as a planned destination. After an hour of light air sailing, we opted to break for lunch and sail/paddled over to a poster perfect narrow beach with natural fallen tree benches thanks to erosion by recent

hurricanes. Some resident bald eagles gave us the wary eye and were happy to see us depart as a sea breeze filled in making Snake Key attainable.

We had heard from a local sailor that there was a narrow passage through the mangroves that was passable at high tide albeit a bit difficult to see until one ventured into the shadowy lagoon interior surrounded by marsh and mangroves.

Ken Butler with crew Gail Walters, let out a whoop as they discovered the channel and we all worked downwind through the narrow but navigable waterway. The moment brought up memories of the Parry Sound "Hole in the Wall" passage between granite walls but shorter, skinny and softer edges.

Most of us did not sail on the final day so we watched as Annette Grefe in Epiphany took her husband and dogs on a motor cruise to try her new Torqeedo electric motor while showing off her beautiful wooden W276 to the Cedar Key water watchers.

We will return next February and enjoy the local clam chowder.

No lack of wind at 49th GWBR

By Pat Kuntz
W11135

The Lake Eustis Sailing Club hosted the 49th annual George Washington's Birthday Regatta Feb. 16 and 17. This year's event included a Flying Scot Clinic on Feb. 14-15.

Two courses were set for the regatta: A "one design," or Course A, for fleets with six or more entrants. And a Course B for all others and youth.

Although there were six registered Wayfarers, that number was reduced when one entrant was unable to attend and two single-handed entrants decided to team up. The wind was approaching its' base of 15 mph from the S-SSW, with increases predicted throughout the morning.

And so, while 37 Flying Scots and seven Highlanders (San Juans noticeably absent this year) sailed out to the NW side of Lake Eustis, four Wayfarers found themselves on the windy SE end with seven Optimus Prams, 15 420s and five

Lasers. Oh, and of course, the multitudes of parent and club power boats from Lake Eustis, Halifax in Daytona Beach, St Augustine and the Florida Yacht Club.

David Leather from Lake Eustis officiated over seven great races. We got in four on Saturday and three on Sunday. He set a shorter course for Optis,, and provided four separate starts: Wayfarers, 420s, Lasers, then Optis. (OK, truth to tell, I was too busy with winds approaching 18-20 mph to notice who started after me.)

Jim and Linda Heffernan sailed strong, managing heavy



Pat Kuntz and crew Buff Moring sail a leg of the George Washington Birthday Regatta on Lake Eustis. Photo by Randall Moring

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Everybody's working for the Worlds

Well, Dad and I certainly are...(and apologies to Loverboy for stealing their lyrics)

By Mark Heffernan
W1066

In July, the Wayfarer International Championship will be held in Ireland at Greystones Sailing Club. Along with my skipper, Jim Heffernan (a.k.a. Dad), I plan to be there for the week-long regatta. As of this writing, I believe we are the only all-American team, so I feel some pressure being the only representatives of the USWA. (*editor's note: Pat Kuntz and crew John Cadman are also planning to make the voyage.*)

In late 2017, Dad and I were talking about sailing (translation....Dad was giving me a detailed accounting of a recent regatta) and the subject of the 2019 Worlds came up. He said they would be held in Ireland, most likely in late July. The possible venues were a reservoir along the River Shannon or the Irish Sea near Dublin.

A few days later I thought it would be cool to compete in the Worlds. But before this could happen, I had to secure a boat to sail in.

The logical choice was to crew for Dad, but he already had a very capable and talented regular crew (Mom, a.k.a. Linda Heffernan). I talked with Mom and asked if she would be willing to surrender her position for the Worlds.

After a few seconds of consideration, she said, "Yes, please take my crew position for this long and grueling regatta!" And Dad said he would be "honored" to have me as his crew.

I was relieved to have the important details of a boat and skipper sorted out. (These quotes of Mom and Dad may not be entirely accurate. Due to the tight deadline imposed on me by the SKIMMER editor, I didn't have time to fact check.)



Jim Heffernan and his son/crew Mark Heffernan teamed up for the Lake Eustis Midwinters. Mark will be crewing for his father at this summer's Worlds in Ireland. Photo by John Cole

The open water sailing in Ireland will be physically and mentally demanding, and I want us to bring our A game to the regatta. Dad has regularly been sailing at a high level, but I haven't.

I thought about what I must do to ready myself so we can compete well:

Sail in some regattas with Dad before the Worlds. The last time I did any racing was at the Rock Hall regatta in June 2015.

Get myself in better physical "sailing" shape. Dad had double knee replacement surgery to extend his sailing career, so he set the bar pretty high in this category!

Weekly sessions with a sports psychologist to help me stay mentally focused during the racing.

I started to take care of the first item by sailing in the Midwinter's Regatta at Lake Eustis, FL, in early February. This was my first time there, and I thoroughly enjoyed myself. The venue was awesome, and the club was an outstanding host. I also plan to sail in the Governor's Cup in June at Kerr Lake, NC, and maybe

squeeze in a weekend race at Lake Townsend, NC.

Although I won't be going to the lengths Dad did with his surgery, I have intensified my workout regimen and enlisted the help of a personal trainer (personal trainer = my brother-in-law who went to the gym with me a couple of times and taught me a few weight routines).

And if you believe the third item on my list then I have some Arizona swampland for sale!

Hopefully all this hard work and preparation will produce some good results in July. Stay tuned to the SKIMMER....I have a feeling a future edition will have a post-Worlds report.

upright and avoid injuring any precious youngsters.

Anyone who sailed last year's Midwinters, then subsequently the GWBR, remembers there was not a wisp of air left over from the Midwinters for the GWBR. It turned into a drifter where few boats made the weather mark or the finish line in allotted time.

This year was, thankfully and delightfully, different. Even if the experience only taught some of us it's not only how far we may have come, but to offer insight into how much more there is to learn.

Congratulations to Jim and Linda.
Sail on, y'all. Come back to Florida, soon.

Boat prep checklist

During down time at the Midwinters in Eustis, David Pugh (W11222) and Marc Bennett (W11221) had lots of questions from sailors about getting their glass boats ready for the 2019 season. Later, probably at the pub, it was decided David and Anne should put together a checklist. Here's what they came up with.

These ideas apply to most boats, not just Wayfarer Mark IVs. Older Wayfarers will need more checks.

Before the mast is stepped

- Check shrouds for any wire fraying especially at the hounds as you may not see them for the rest of the year!

- Check any split rings
- Lubricate and check the sheaves
- Check spreaders and tape pins

Mast in

- Check mast rake and settings
- End to end or adjust main and spinnaker halyards so they are not cleating at same point on rope as last year

- Check wire to rope connection on Genoa halyard

General boat checks

- Check all control lines and sheets for wear
- Check toe straps especially where they connect under the thwart
- Check foils especially leading edge and repair if necessary

- Silicone spray to mouth of spinnaker chute (Mike Mac recommendation)

- Check all shackles (including soft shackles (especially the bridle)
- Check cam cleats operate properly
- Vaseline any hatch covers

- Check and repair any minor holes in sails - anything big, send it to a sailmaker for repair

Before you go on the road

- Check trailer and dolly, especially bearings if you launch with the trailer

GWBR

continued from page 1

air on Saturday (gusts to 23) and shifty air on Sunday. They took five of seven first-place wins.

Jim Burns took second, with two first-place finishes. One win was a half-length lead where he described sailing faster in the downwind than he ever had before. In third was David Hepting and John Cadman.

And fourth place (in what felt like survival mode) went to myself and crew Buff Moring. We worked hard to stay

Cruising report

continued from page 5

I was lucky to notice Solje, W1321, was losing her tarp before it came completely off or it would have been well on its way to Ottawa. Solje's a woodie. The season I first started sailing her I sailed until her decks iced up. Then I started thinking about her 1966 vintage glue and the effect of ice in her joints. Along with getting my own creaky joints into port, so to speak, I have an interest in getting her's there, too. Now I don't take her out if it's going below freezing before I can be sure she's dry.

There is not a better boat for the kind of casual cruising I do than a Mark I Wayfarer, a wooden one in particular. I have looked. Wood is so warm and pretty. Modern cruising designs emphasize freeboard and weighted centerboards over the wet intimacy a Wayfarer offers. If the chart shows water, a Wayfarer can go there. These days I only capsize when I don't listen to that little voice that says things like, "Isn't that reefing line hanging kind of close to that mainsheet block? I bet it could get jammed in there." The biggest drawback of a Wayfarer for me is that I'm usually worn out when it's time to put up the tent. Gary Hirsch, Solje's former owner, taught me a ridiculously easy fix: stop an hour sooner. But sometimes I forget.

I'm trying to work my way around to a suggestion. The Wayfarer Worlds are coming to the US in 2022. There has been some talk about shipping boats over from the UK. I say it is a perfect opportunity to bring over some wood-epoxy Porter boats to fill the natural romantic desire for a good wooden Wayfarer well into the future. They're all Mark I's. I've seen W7700, the only one in North America, and she's a real beauty. There's a bunch of them in the UK. . . .

• • •

Since Solje is all wrapped up right now, I'll tell you about a completely different kind of cruise I once ventured into.

It turns out that Bobli was dangerous - well, anybody with half a brain would have known this whole thing was dangerous. At first he seemed merely impulsive, almost entertaining. He said he didn't drink but you'd swear he was drunk. It quickly became clear to most people that he was just not right in the head. He had a knack for promoting himself by sending others to ruin. I met Bobli in Conakry, Republic of Guinea, in West Africa, in 1997.

Conakry, Guinea's crowded capital city, is on a long peninsula jutting into the Atlantic. Its kaleidoscopic atmosphere kept me in perpetual culture shock. I took refuge in a fringe part of town called Kaporo on the northwest side overlooking the broad Baie de Sangaréya. Bobli said he lived downtown near La Palais, but I doubt it. I think he lived wherever he could talk people into letting him stay. He insinuated himself into the social scene. I would run across him at hot street dances in the evenings—hot in all senses. He zeroed in on "Westerners" like me. Like me and B and Claus.

B, just B, was twenty-something, a neo-hippy from Ohio with grommets in his earlobes. Claus was a conservative and intelligent middle-aged shop owner also from the Midwest, still sufficiently in touch with himself to take time off from work to "look for something" in Africa. Despite being members of the America tribe, we rarely saw each other. One hot night, though, the three of us were standing behind the drummers, watching dancers challenge each other in the light of one bare bulb strung over the street. Bobli zeroed in.

He had a plan for us to go canoeing. We listened a little too much. He said he could rent some fishing

pirogues—log dugouts about 18 feet long and two feet wide—for a très grande aventure! To the Îles de Los! — Islands of the Idols! Le phare fabuleux!—the fabulous lighthouse! Built on a gigantic rock! Énorme!—Huge! Inconnu à tout le monde!—unknown by all the world!

We left the shallow river Kipé south of Kaporo in three pirogues. Inexplicably, Claus had thought it safe to bring a date, a young woman from the north of Greece. She said she was on her way around the world. Passing the river's sandy delta island, she heard music starting up. Her good instincts kicked in and she climbed out. The best traditional celebrations in the city happened on that island, hidden in its scruffy papaya trees. "Westerners" were not exactly welcomed there, but it was worth the risk to see the forest spirit Kakilambe go wild.

The rest of us continued seaward into the bay, skirting outside the vast French-colonial breakwall surrounding the port area of Boulbinet. From there we were on our way into big water. We paddled toward Kassa the first rugged jungle island a couple miles off the end of the peninsula. Allons-y! On to the the outermost island! To le grand Phare Tamara! On top of a huge rock! Shining over the whole wide Atlantic!

It was August. Storms ripped down off the Sahara and out from the Guinea Coast into the Atlantic where they swirled into solid existence and headed for the New World. In the States you name some of those storms—names like Andrew and Katrina. Our weather this day was dead calm.

It wasn't long before Bobli complained of a courbaturé des bras: his arms hurt. He turned back in his own pirogue before we passed the first island. I paddled beside B and Claus in my own pirogue. It was obvious as hell it was crazy to go to the ocean side of Roume Island. None of us knew anything about what we were heading into. Maybe Bobli actually had, and he was gone. I argued with them that we were nuts to go on. But now for some reason, they had to see the lighthouse Bobli had hyped.

I stayed with them a while. The wind picked up a little and ripples started on the water. I grew frightened that there was nothing between me and the Caribbean except my paddle. Finally, thoughts of my children made me say, "Look guys, this is it for me. I'm going back."

The next day, about the same time I started to get worried about where B and Claus were, I began to hear stories of fishermen sometimes caught by the ocean's current. The lucky ones washed half dead into the Canaries. That evening I went to B's room. People in his compound and the parents of the girl he was to marry said they had not seen him. At Claus' I discovered his door had been ripped off. Inside, it was empty except for some trash scattered on the floor.

From time to time Bobli crosses my mind. I wonder what was he thinking? Then I remember how twisted he was, and I realize I don't really want to know. I do sometimes want to know what B and, especially Claus were thinking. What did they see in him? I do not beat myself up that I didn't go looking for them. Nobody else did. It was Africa, remember. Personal safety in Africa is just that. For weeks I stopped by the main fishing wharf to ask if anyone had any news. "No news," was the answer. Some mentioned that the lighthouse had been abandoned a while ago anyway.



By Julie Seraphinoff
SKIMMER editor
W11221

In third grade, I won a young writers contest and immediately stated my plans to be a journalist. In fourth grade, my dad, Nick, purchased our first Wayfarer, 1376.

Some 51 years later and the two paths are still intertwined. Both being a journalist and a Wayfarer sailor are integral parts of my being. Amazing.

I am honored to take over the SKIMMER editor task from Linda Heffernan. In her turning over of the editor's pen, she didn't communicate the hours of time it takes to produce a publication. Linda, you have done a stellar job. Thank you for your hard work and dedication.

And now the task is upon me. This is publication for all of us Wayfarer sailors. To truly be for all, I will need help from all of you. Coming up, I hope to put a poll out online to get an idea of what you would like to see more of in your SKIMMER.

Plans are to ultimately publish primarily online, whether it be in PDF form or another online format. My skipper, Marc Bennett, is in the process of working to update www.uswayfarer.org. Once that task is complete, we can finalize our direction.

Please do not hesitate to contact me with story ideas and SKIMMER suggestions. And be ready, I will be calling on you for help, as well.

I have grown up in the Wayfarer and in the world of journalism. And now my two worlds collide again. This is cool.

Productive AGM, finances presented

AGM January 31, 2019 Minutes

The Annual General Meeting of the USWA was held at Lake Eustis Sailing Club on Thursday, January 31, 2019. Officers in attendance were Commodore Jim Heffernan, Secretary Linda Heffernan, Treasurer Michele Parish, Racing Captain Marc Bennett and Vice Commodore nominee, Dave McCreedy.

The Commodore welcomed all Wayfarer sailors present. Special greeting was given to first timers, Paul and Dawn Miller W 971 (Connecticut) and Peggy Menzies W11158 (Michigan).

The minutes from the 2018 AGM were available and reviewed. Motion to approve was carried. Michele provided a Treasurer's Report. (see attached). Motion to approve was carried.

A slate of Officers was proposed. With no new nominations from the floor, the following slate was approved:

Commodore: Jim Heffernan

Vice Commodore: David McCreedy

Treasurer: Michelle Parish

Secretary/Skimmer Editor: Linda Heffernan

Chief Measurer: Tony Krauss

Racing Captain: Marc Bennett

Cruising Secretary: Chip Cunningham

WIC Reps: Marc Bennett, Richard Johnson

New Business:

1. Discussion of SKIMMER as a printed newsletter and a request for a new Editor:

Julie Seraphinoff Price has volunteered to take over the SKIMMER responsibilities. She will investigate the possibility of transitioning to a non-printed newsletter that will be delivered to members through their email. Those that want a printed version will have to do the printing themselves.

2. Discussion on changing the website:

Discussion on changes to the USWA website that will update the site and remove it from Robin Moseley's controlled website. Robin believes it is only a matter of time before we get hacked since his code technology is outdated. Marc Bennett will investigate a new host and server for USWA website. One possibility is WORDPRESS, a service that will set up and provide security monitoring for the site for a monthly fee.

3. Discussion of support for Fleet 2 in Southeast Michigan:

Dave McCreedy is working to find a sailing club where sailors can leave their boats on trailers. This would make weekday evening sailing possible. He also requested a Wayfarer loaner boat that could be used by interested new sailors. Marc Bennett will investigate the Wayfarer that is now at MSU sailing club as a possibility.

4. Discussion on replacement centerboards and rudders for Wayfarers:

Should USWA purchase centerboards and rudders for resale? Proposal from B and B Yacht designs in NC.

Richard Johnson writes: Please see the attached. The first two line items of the quote are fixed costs and one time charges. The last two line items are the variable charges that would be incurred each time. So you get 4 center boards for \$116 per unit or 3 centerboards and 3 rudders for \$77.50 per unit.

The boards will be cut on CNC, most important the leading and trailing edge will be the proper profile, like the boards on the new MarkIV. The board will need to have finish sanding and glassed with epoxy if desired.

So some work still needed from new owners. I know from my own experience that the result is very good.

UNITED STATES WAYFARER ASSOCIATION

Treasurer's Report Wednesday 1/16/2019

	2018		2017	
Cash Balance at January 1st		\$ 4,645.87		\$ 2,156.01
Dues received	\$ 1,215.00		\$ 1,825.00	
Sold Wayfarer #2238	-		2,000.00	
Advertising	100.00		200.00	
Sales of Wayfarer books	210.00		342.00	
Sales of Wayfarer patches	-		10.00	
Interest	1.47		1.83	
TOTAL INCOME	\$ 1,526.47	1,526.47	\$ 4,378.83	4,378.83
Newsletter printing (4 issues)	\$ 713.62		\$ 1,001.10	
Postage	163.55		196.70	
US Sailing Dues	-		190.00	
Wayfarer book purchases	271.05		180.00	
Calendars	-		100.00	
Engraving	77.40		125.78	
WIC Dues	-		70.00	
Internet	49.95			
Labels for mailing newsletters	32.20			
US Sailing Dues	200.00			
computer prog treasurer	206.03			
bank fees	10.00			
check order	27.42			
PayPal fees	7.88		25.39	
TOTAL EXPENSES	\$ 1,759.10	(1,759.10)	\$ 1,888.97	(1,888.97)
Cash Balance at December 31st		\$ 4,413.24		\$ 4,645.87
Association Assets				
Horizon Bank	\$ 3,894.42		\$ 3,495.66	
Paypal Account	1,091.28		1,150.21	
	\$ 4,985.70		\$ 4,645.87	
Wayfarer calendars (10) for awards	-		100.00	
Wayfarer books (@\$28) *see note	-		196.00	
Patches (@\$5)	5.00		5.00	
Due from Nick for books	-		70.00	
Wayfarer #2961	1,500.00		1,500.00	
Stored at Lake Lansing				
Maintained by MSU Sailing Club				
Wayfarer #3587	2,500.00		2,500.00	
Stored at Lake Townsend Sailing Club				
TOTAL ASSETS	\$ 8,990.70		\$ 9,016.87	
Prepaid Dues (@16.67 ea)			(1,316.93)	
TOTAL NET ASSETS	\$ 8,990.70		\$ 7,699.94	

Note *: 2017 - 5 books are in Chip's possession, 12 sold (2 are not paid for), 10 purchased.

One other thought. Would the USWA ever be interested in paying the upfront costs as a benefit to owners to help owners of older boats upgrade and get more competitive.

Richard Johnson will get more info from B and B Yachts and report back to the Officers for action.

5. Discussion on 2022 Worlds.

A letter has been sent to LESC regarding hosting the Worlds in 2022. A commitment of all the Fleets and volunteers at LESC will be necessary. Ann Pugh will report on how the GP14 class has shipped boats to World Competitions. John Cadman will investigate shipments from the UK. Jim Heffernan will contact the Danish association to determine their interest in shipping their boats.

Marc Bennett will put together a short brochure to advertise the event emphasizing the major attractions in the area. The brochure will be given to all the European participants at the 2019 Worlds in Ireland. A Worlds Regatta Committee will be formed after the 2019 Worlds. Ann Pugh has agreed to Co-Chair along with the USWA Commodore.

Linda Heffernan, Secretary



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Nick S: nseraphinoff@comcast.net

Uncle Al: uncle-al3854@cogeco.ca



Cruises

Chesapeake Cruise - May 26-31

North American Rally - Aug. 10-17, Killbear Provincial Park, Ontario

International Rally #25 - Aug. 17-18, Kragenaes, Denmark

Racing

Jim Fletcher Memorial Regatta - May 18, Lansing Sailing Club, Haslett, MI

Mayor's Cup Regatta - June 1-2, Lake Townsend, Greenboro, NC

Bayview One Design Regatta - June 1-2, Bayview Yacht Club, Detroit

Canadians - June 8-9, Conestoga Sailing Club, Dorking, Ontario, Canada

Eastern Championship - June 15-16, Kerr Lake, near Henderson, NC

Ontarios Championship - June 22-23, Royal Canadian Yacht Club, Toronto

Worlds - July 20-26, Greystones Sailing Club, County Wicklow, Ireland

North American Championship - Aug. 17-18, TSCC, Toronto

US Nationals Championship - Sept. 7-8, Tawas Bay Yacht Club, Tawas, MI

Tim Dowling Memorial Regatta - Sept. 21-22, Clark Lake YC, Jackson, MI

Wayfarers on Wamplers Regatta - Oct. 19-20, Wamplers Lake, MI

HOT VII - Oct. 25-27, Grennsboro, NC

Old Brown Dog Regatta #8 - Nov. 2-3, Catawba YC, Charlotte, NC

SKIMMER

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