

# The Wayfarer SKIMMER

United State Wayfarer Association – [www.uswayfarer.org](http://www.uswayfarer.org)

Spring 2020



## SAILING in the time of SOCIAL DISTANCING

### COVID-19 scare leads to lessons applicable to life on the water

Robert Mosher  
USWA Cruising Secretary  
W3445

Early March 2020, I drove from Haslett, Mich. to Belmont, Mass. via the great Canadian shortcut.

Once there with my daughter and family, the Great Lockdown began. The second weekend, I fell off my bike onto a three-inch pipe sticking four inches out of the ground. One or two of my lower left side ribs were fractured. The pain was intense.

A week and half later, my temperature went up, but doctors did not want to talk to me or test me. And I did not want to go to a crowded emergency room.

My daughter suspected me of having COVID-19 and locked me away in my grandson Meng Fei's bedroom. It took over a week to get a COVID-19 test, which was negative. Over the phone, the doctor said, "If the test was positive, it was correct 99 percent of the time. But your negative result is only 70 percent accurate, meaning there's still a 30 percent possibility you have COVID-19. Please go back into isolation for a total of 14 days from the first signs."

At least the food was good. Every evening I played Minecraft on my iPhone with Meng Fei who was in another room on his iPad. Also, I read to him while he sat on the stairs outside my room. Our favorite was "The Scotch Twins," a 100-year-old book by Perkins.

I was glad when I could lower the quarantine flag and come ashore.

By the end of April, it was time past time for me to come home. I could no longer return back through Canada, which added two hours to the trip. Meng Fei loaded me up with food, toys and

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For Paul & Dawn Miller's take on East Coast adventures, see page 7

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continued on page 8



North Carolina's Richard Johnson and Michele Parish lead the day sail on Pamlico Sound in Wayfarer 10873. Uwe Heine and Nancy Collins are sailing their lightweight Weta.

### Pamlico Sound perfect place for keeping some distance on the water

By Uwe Heine & Nancy Collins  
W10978

If you've never seen the southeastern coast of the United States, it is a flat reedy place punctuated by marshes, creeks and sandy shallows.

North Carolina has a row of barrier islands that are called the Outer Banks. Inside that, is the Pamlico Sound, a largely shallow body of water that is fed by multiple rivers. The river at the very bottom of Pamlico Sound is the Neuse.

There's a little town there called Oriental that is very popular with sailors. Indeed, there are more sail-

boats than people living there.

We have kept a boat in Oriental for many years and now have a cabin on one of the creeks. Richard and Michele Johnson now live there on another one of the creeks.

We took a pleasant day and decided to put some small dinghies onto our creek. With many parks and public facilities being closed due to the pandemic, we had to get creative to get the boats in the water and maintain "social distancing."

The Johnsons put their Wayfarer 10873 in at a local private fishing ramp with permission. Since we didn't have a hitch on our car, we

continued on page 8

# Page 2

Make some plans, enjoy some insights

## What's ahead

### CRUISES

**Unofficial Rally** – July 25-Aug. 1, Wellesley Island State Park, Wellesley Island, N.Y. - For those interested

### RACING

**U.S. Nationals/Governor's Clup** – June 26-28, Carolina SC, Kerr Lake, N.C. - CANCELED New date and site to be determined

**Wayfarer Ontarios** – Aug. 1-2, Lac Deschenes SC, Nepean, ON

**Candian Wayfarer Nationals** – Aug. 15-16, TS&CC, Toronto, ON

**CL/Wayfarer Regatta** – Aug. 22-23, Mississauga SC, Mississauga, ON

**Moe Fraser Distance Race** – Aug. 29, Mississauga SC, Mississauga, ON

**North Americans** – Sept. 12-13, Tawas Bay YC, East Tawas, Mich.

**Clark Lake Fall Regatta** – Sept. 19-20, Clark Lake YC, Jackson, Mich.

**The Mayor's Cup Regatta** – Sept. 26-27, Lake Townsend YC, Greensboro, N.C.

**Down the Chester River Race** – Sept. 25, Rock Hall, Md.

**Rock Hall One-Design Regatta** – Sept. 26-27, Rock Hall, Md.

**Pumpkin Regatta** – Oct. 3-4, Fanshawe YC, London, ON

**WoW Regatta** – Oct. 17-18, Wamplers Lake, Mich.

**Halloween Regatta** – Oct. 24-25, Lake Townsend YC, Greensboro, N.C.

**Old Brown Dog Regatta** – Oct. 31-Nov. 1, Catawba YC, Charlotte, N.C.

### CHECK IN REGULARLY WITH

**www.uswayfarer.org as many events are being canceled because of COVID**

## New Corona norm means initiating new approaches to life

While shopping with my Wayfarer neck buff pulled over my mouth and nose, I wandered into the beer cooler and spotted a 12 pack of Corona Extra. Perhaps this will keep the virus away I mused. So far so good, as the pile of empty Corona cans continues to grow. Maybe we can get them to help as a sponsor in 2022!



By Jim Heffernan  
USWA Commodore  
W1066

others to stay strong and be kind. When we get on the water, let's not forget kindness on the starting line as we try to force a windward boat up with threats and shouting even as one forgets that the leeward boat has to give the newly burdened windward boat sufficient room and time to react to the new

overlap. More shouting will not hasten the physics of wind, water and vessel inertia.

A shout out to the Wayfarer sailors in Southeastern Michigan who are working at restoring the vibrant character of the once strong Fleet 2 that formerly had 25 plus boats on the starting line for fleet racing and turned out good numbers at cruising and racing events on Higgins Lake and Lake Margrethe in the center of Michigan. Fleet 2 may expand its scope to represent all Wayfarer sailors in the Great Lakes region. Bravo Zulu!

The new norm is the video conferencing or virtual meetings via electronic methods. Our next USWA Officers meetings will be done that way as are many of the meetings and events that each of you have to deal with in your personal and business lives. I just hope everyone stays safe and it will be very soon that we can cruise and race as a group.

Many acts of kindness have been reported in the media as we all adjust to lockdowns and constant washing of our hands. We can't see all the smiles behind the masks but know they are there to encourage

#### National officers

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#### USWA Annual Dues

Full membership – One year, \$20; Three years, \$15 per year

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. Have a story idea, a tale to tell? Julie Seraphinoff is always looking for Skimmer content. Email her at julieseraphinoffprice@gmail.com

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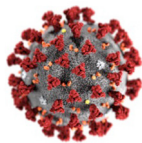
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# We are **ZOOMing** into new era

## Board member works to enhance communication

Virus much? Who knew this little spikey ball could be such a disruption to our lives. Not to dismiss the



bad, because for some this has truly been a devastating time, but let's look to a happier future full of sailing and camaraderie.

A sign of hope and connection in a time of trouble...

### We're ZOOMing

- Even before the virus held us hostage in our own homes, a group of us started connecting with Wayfarer Virtual sessions. It's been quite the experience as folks learned how to use Zoom for the first time. I'd even say we're pros at this virtual connection now. Hey, be impressed, we even managed a session with breakout rooms!



- We shared some laughs - anyone remember the Shower Virtual Sailing video? Too bad the winch is wound backwards - not sailing too fast huh... But more importantly, we connected with each other. This started with a bias favoring the Michigan/Detroit area as most people I had on the email list are relatively close by. But we morphed into something much

more.

- We only had a fraction of all the Wayfarer enthusiasts in the U.S. involved, so I challenged us to think more broadly - yes, we even tried using a brainstorming technique called a Creative Matrix to make sure we weren't leaving people behind. Well, at least it was full of good intentions. It was a challenge.

- We've taken a break for now as it's time to go sailing - even in the cold, snowy North. But we learned from the experience and I sincerely want to thank all who participated.

We really are a great group of people who put up with a lot of my crazy zeal to make something of our time in quarantine. We'll pick up again when life seems less hectic.

What did we learn, you ask?

- We found we all shared a common interest in building a sense of community.

- We learned we want to revive more regional focused events.

- We questioned how to find all the Wayfarer boat owners.

- And overwhelmingly, we listened as many desired mentor-ing days or as they have been called in the past Sailing Savvy



By Peggy Menzies  
USWA Communications  
& Outreach Chair  
W11158

Days.

As we Zoomed, we learned much is already in place. For example, we heard from Marc Bennett about all the efforts to make the Lansing Regatta more accessible - it starts later in the day as the morning is for rigging help, it's a one-day event to ensure people have enough time for travel, and it's tied to a local event for options to see more of the community. As this background was news to me, I uncovered an opportunity to improve our communication channels. ( Ut oh, find an opportunity to make a difference and you'll find yourself owning the solution... )

### Communication opportunity needed a volunteer

Hello, let me introduce myself. I'm now your Communications and Outreach Chair on the USWA Board. My first action in this role is to enable an email signup list to start our communications flowing. It is a little sketchy at the moment and I promise to improve with age and a little patience.

If you want to stay in the know about Wayfaring in the U.S. - I'll be sending a URL to folks in my list and sharing it on our North American Facebook site. You'll be asked to share a little information about yourself and your interests in Wayfaring. Based on your interest areas, I hope to be able to share content on what's happening - that's relevant to you! Since this is a more formal email subscription than our previous email alias lists, you'll always have the option to adjust your interest areas and even unsubscribe.

I'm calling this the US Wayfarer Communication Portal. First communications will be by email subscription, next I'll work to add social media (think Facebook, Twitter, others?). What we hope to fix is the lack of privacy on long email chains currently getting routed, folks missing out on key information, and that sense of a support community to share knowledge. My alma mater's motto: Ex Scientia Tridens (Through Knowledge Sea Power) and I hope you'll find the added knowledge helpful.

Have suggestions? Have events to share? Please connect with me - my email's listed on the signup sheets.

### What's next for sailing?

Now this is a very strange year and we don't know what the rules will be tomorrow - no, not the sailing rules, but when and where can we get together to sail kind of rules... but we did come up with some things to come. These are all proposed ideas and need a bit of tuning to ensure they can be done safely and within local guidelines... But here's a go at some previously unscheduled events you may be interested in joining:

**27 June** - Haslett, Mich. at the Lansing Sailing Club on Lake Lansing - a "get together" to sail and hopefully Barbeque on the Beach. We even proposed having a skill portion to see how we might like team racing. Yes, I know, not everyone wants to race, but team racing is really unique and above all FUN, and the skills portion will make everyone safer on the water.

**27 June** - Boston, Mass. in the harbour - Boston Harbour Sail to tour the harbour. We're not sure if this will be open or

continued on page 11

# Fair winds for a thriving Fleet 15

The top three finishers for the 2019 Fleet 15 annual trophy were: First place Uwe Heine and Nancy Collins with 50 points; second place Jim and Linda Heffernan with 49 points; third place Jim Cook with 40 points.



**By Phil Leonard**  
**Fleet 15 Commodore**  
W864

AnnMarie Covington made some very nice wood boxes with split hinged lids for the top three finishers. AnnMarie does beautiful wood work. Thank you!!

We had 12 different regattas on the agenda and had 15 different Fleet 15 boats compete across the 12 regattas with several of the regattas with nine or 10 boats from Fleet 15 competing.

We had a number of non-Fleet 15 Wayfarers attend several of what we call the "local" regattas. Thank you to those who trekked to North Carolina and South Carolina to attend.

2020 got off to a cold start this year

with our first regatta at the Midwinters at Lake Eustis, Fla. with seven Fleet 15 teams competing, five in spinnaker division and two in non-spinnaker. One new member, Frans vanZealand, raced in his first Midwinters at Lake Eustis.

The temperatures were cold and the winds excellent after the first day. This is always a fun and engaging regatta with great competition and fellowship.

Three fleet 15 boats went on from the Midwinters to cruise the barrier islands off the south Gulf side of the state, and rented cabins at Cayo Costa State Park. See Jim Heffernan's article (page 10) for the finer details of the wonderful cruise.

As a group, Fleet 15 has decided to count the regattas in the revised list towards the annual Fleet 15 trophy for 2020. On the list are:

- Feb. 2020 Midwinters, Lake Eustis, Fla., completed.
- May 2, Cinco De Mayo, Blackbeard Sailing Club, New Bern, N.C., canceled.
- May 15-17, Pirates on Pungo, Belhaven, N.C., canceled.
- June 6-7, NC Governors/Wayfarer Eastern Championship, CSC, Kerr Lake, Henderson, N.C., canceled. Likely to be moved to October.

- July 11, LTYC July Club Races, LTYC Greensboro, N.C. May be moved to Aug 8 if our July club series is not held.

- Aug. 20-23, Union Bank One Design, Blackbeard Sailing Club, New Bern, N.C.

- Sept. 5-6, Labor Day Regatta, Lake Norman YC, Mooresville, N.C.

- Oct. 5-6, VISA John Bernard Invitational, Virginia Inland Sailing Association, Smith Mountain Lake, Va.

- Oct. 10-11, Indian Summer, Waccamaw Sailing Club, Lake Waccamaw, N.C.

- Nov. 7-8, Old Brown Dog Regatta, Catawba Yacht Club, Lake Wylie, S.C.

Two new regattas added this year are, one at one of the Lake Townsend club race weekends, and the other a new venue at Lake Waccamaw, N.C.

We certainly welcome any Wayfarer sailors who want to attend any of the regattas to get in touch with me or Jim Heffernan. For the regattas in Greensboro, we can find housing for you.

We certainly hope this year eventually brings great weather and good winds and excellent sailing!!

Fair Winds!

## Numbers give insight into how to build fleet

As your USWA race captain, I would like to extend my gratitude to all involved in trying to build the Wayfarer fleet. Special thanks go out to Peggy Menzies, David McCreedy, Robert Mosher and, of course, Nick Seraphinoff for all his hard work in the background. Sorry, let's not forget the very hard-working Phil Leonard, commodore of Fleet 15.



**By Marc Bennett**  
**USWA Racing Captain**  
W11221

Here is a little North American Wayfarer history. In Canada, the fleet built from the '60s and had great numbers up to the late '80s. The US fleet started building a few years after the Canadian fleet and had its hey days into the late

'70s. It was not uncommon in these years to see high 20s to the mid-40s in fleet size. The decline of most dinghy fleets in North America started with affordable keel boat options. Some classes, however, have managed to keep their numbers up. The Lightning fleet and the Flying Scot both come to mind.

So how do we join their ranks to build our fleet?

Let's start by analyzing the decline of the fleet that I think had already begun when I started sailing with Tom Warton in the late '80s, then with Al in the early '90s. Back then it was still not uncommon to always have 20-plus boats on the line. As the years went by, the numbers slowly dropped to a real low in 2010 to 2011. There are

many reasons for this decline. Some of it was natural attrition, with older sailors not wanting to travel and the younger sailors starting families. But saying this, there are many more reasons that we did not hold onto numbers like the Lightning and the Scots.

The reasons I will lay out here are my opinion. I do not mean any offense to any of my Wayfarer friends. But here they are.

Reason one for the decline is we were unwilling to get out of our comfort zone as our numbers were declining. And many of our venues were small lakes with great camping, which allowed us to party and have great sailing at a low cost. Unfortunately, these venues were not good to show off the Wayfarer to other fleets and sailors. One of the best

continued on page 15

# Stable Wayfarer is BEST in world

Hartley Boats chairman proud to be builder of special 16-ft dinghy

By Richard Hartley  
Chairman  
Hartley Boats Ltd.

**W**hy does Hartley Boats believe that the Wayfarer is the best 16-foot dinghy in the world? Simply because this is the most STABLE sailing dinghy of its size ever built.

The Wayfarer is the only dinghy you can stand two adults on the side deck and the boat will still not capsize, this is due to the best dinghy Naval Architect in the world at the time, Ian Proctor. His vision, to build the hull in a chimed style method and to incorporate stability characteristics that would be unique and set this boat apart from all the other dinghies at the time of build and for many years to come. With a proven track record of over 60 years, the Wayfarer is successfully sailed in 18 countries throughout the world, used by over 1,700 sailing schools, training centres and by many holiday sailing schools. Nearly 12,000 boats have been sold throughout the world. The only sailing dinghy to sail from the UK waters to Denmark, with numerous channel crossings and just last year three Wayfarers circumnavigated completely round the UK. This is a very special boat and we at Hartley Boats are very proud to be the builder.

In 1995 when Hartley Boats was founded, the first boat we started to build was the Kestrel Race dinghy. This was a safe and quick boat but, with a rounded hull it was easy to capsize. Several months later we were fortunate to be offered the Wayfarer Copyright, patterns and the tooling. This was an opportunity we jumped at, with a massive investment but we were determined to buy. An opportunity like this could not be missed.

As the deal would take several months to complete, we decided we should buy a new Wayfarer from Moore's, the existing builder and we should sail and test the boat to ensure we understood thoroughly all the qualities and benefits of the boat. The first sail was at a Wayfarer open race meeting in the Solent, big seas and strong winds; this was a good opportunity to test the boat. On the first jibe mark, as novice sailors we capsized and we were too slow and allowed the boat to invert. We took a long time getting the boat back up and once righted we got the shock of our lives when we found it full of water, just like a bath. Trying to sail a bath in big waves with strong winds was horrifying for two novice sailors. This was the end of our race. I could only think, "I have made a mistake and



Dave Mooring with crew Ariel Harrington in their Mark IV lead Peggy Menzies with crew Maddy Helmen and Marc Bennett and crew Julie Seraphinoff, also in Mark IVs, to the downwind mark during the 2020 Wayfarer Midwinters at Lake Eustice Sailing Club. Twelve Mark IVs were part of the 22-boat fleet. *Photo by John Cole*

bought a bad boat." Was I right with my views? With over 1,700 sailing schools and thousands of sailors, not just in the UK, using the boat, who was Hartley Boats to criticize the number one cruising dinghy in the world?

Hartley Boats' second sail was to sail the boat in medium winds. The boat was a joy to sail, light on the tiller, fabulous response and well balanced. We felt we could sail across the channel. The next step was to capsize the boat. So I asked my crew who was 6-foot, 5-inches and weighing 14.5 stone to stand on the side-deck, lean back on the shrouds and pull the boat over. The boat dipped then stopped! I was 6-foot, 2-inches and weighed 14.5 stone, so I stood on the side-deck with my crew and we went a little farther down into the water and then stopped again. My crew and I had to swing off the shrouds to force the Wayfarer over. I was shocked and amazed how STABLE the boat was and I now knew why the boat was so successful. My joy, my whole view of the boat changed. This is the number one cruising dinghy in the world. If I could improve its bad points and weaknesses, I would have a world leader.

This special boat would need the best Naval Architect to achieve the very best results. This was an easy decision as we had previously worked with Phil Morrison. Having had time to compile a list of improvements and benefits we would like to see implemented to the old boat, we would meet Phil and convince him of the changes required and get him cracking with the list of changes.

The changes were: Do not change the hull as this gives the

continued on page 11

# TIME TO TAKE A SAIL

## With regattas canceled, Millers have some Northeastern routes for exploration

By Paul & Dawn Miller  
W971

**W**ayfarers are a great way to distance yourself from others while enjoying your time on the water and New England has hundreds of interesting places to sail and explore.

Here are three suggestions we came up with for a summer adventure. We will go from south to north following the warming water over the summer. In general, water temperatures south of Cape Cod are somewhat swimmable, but to the north require a bit more of a polar bear plunge!

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Be sure to contact respective communities to confirm sites are open and what restrictions may be in effect

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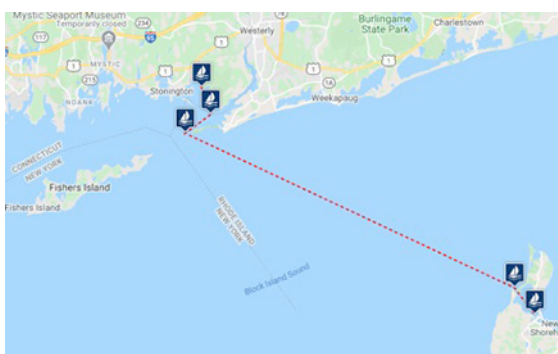
### Barn Island, Conn. to Block Island, R.I.

**Launch Site:** Barn Island State Boat Launch, Stonington, Conn. Open 24/7. Free!

**Suggested Itinerary:** If the tide is high go around the eastern side of Sandy Point (island), otherwise the west side is deeper. Once clear of Napatree Point, sail southeast 17 NM to Block Island's Great Salt Pond. Find any one of the shallow water anchorages to settle in or go to the far end where there is a small boat marina. Block Island currently has a 14-day quarantine for going into town. This is best done as a three-day trip so you have a day to explore Block Island.

**Highlights:** Much of Barn Island, Sandy Point Island, Napatree Point and Block Island are wildlife refuges. Block Island Sound has another name, the Atlantic Ocean. This trip will literally take you out into the ocean and you can spend the day imagining what Frank Dye experienced during his trip in July 1989. But you have the advantage of better weather forecasting and can avoid rough days! On most summer days you will see 0-10 knots. During the summer, the wind is usually SSW to SW, which makes it a pleasant close reach over and a broad reach back. For more info go to: <http://www.blockislandinfo.com/getting-here/harbors-and-boating>

**Alternate:** If Block Island Sound doesn't look like fun, take the west side of Sandy Point Island and stay inside Fisher's Island Sound. Explore historic Stonington Harbor, the Mystic River and even the Thames River and New London.



Sails and spinnakers of a past Block Island Race week. Because of COVID directives, Race Week has been canceled for this summer. But the beautiful waters could make for an exciting Wayfarer adventure. *Courtesy photo Block Island Tourism Council* The route proposed by Paul and Dawn Miller will take sailors from Connecticut into Rhode Island.

If you make it up the Mystic River as far as Mystic Seaport Museum, give us a holler as we have a guest room.

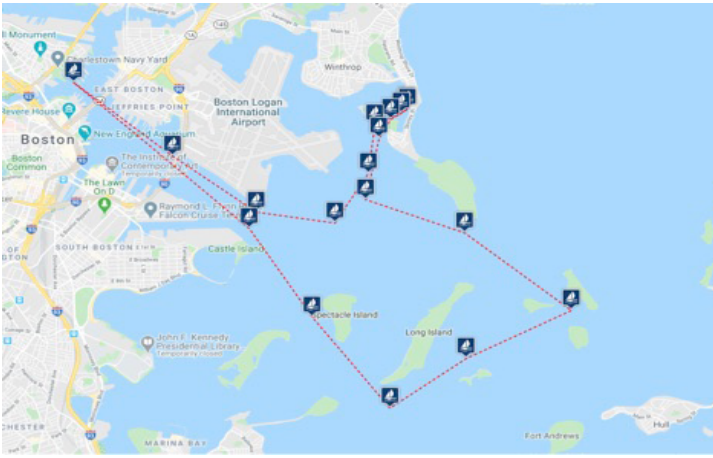
### Boston Harbor and the Islands

**Launch Site:** Winthrop Boat Ramp, Winthrop, Mass. There's a \$5 fee for 18 hours. If you wish to stay longer, you can get a permit from the Harbormaster for an additional \$10 and park on the street instead of the lot.

**Suggested Itinerary:** Heading south from Winthrop you can take a 17 NM tour of Boston and its islands. I would suggest going counterclockwise, although the other way is fine, too. Typically the summer winds are from the SE and build through the day. Camping on the islands is currently suspended but may be available later this summer.

**Highlights:** Tour historic Boston Harbor and the Islands, seeing forts, the USS Constitution, planes taking off and landing at Logan International, a city skyline, light houses and unpopulated islands. You can land at many of the islands as they are state or national park land. See <https://www.bostonharborislands.org/boating/> for more information. Fort Warren on Georges Island (the easternmost point of the trip) is particularly interesting and they have guest moorings.

continued on page 7



If you're looking to tour historic areas in a unique way, sailing a Wayfarer around **Boston Harbor** and its many islands fits the bill. The Millers suggest sailing counterclockwise.

## Take a sail

continued from page 6

### Maine Island Trail Association (MITA)/Frank Dye pilgrimage

This water adventure takes a bit of work on your part to plan the trip. But there is nothing like a little daydreaming to keep away the stay-at-home blues!

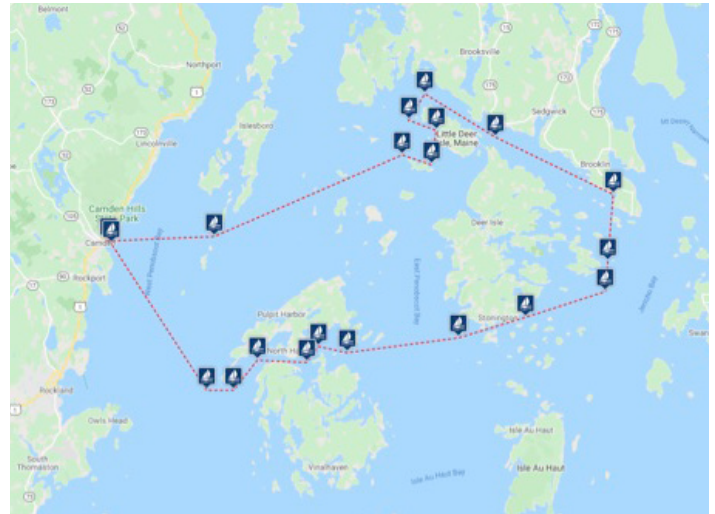
Founded in 1988, MITA is a collaboration of public and private island owners along the coast of Maine providing coastal access to paddle, power and sailboats through responsible use of the islands. It is 375 miles and encompasses about 200 islands. There is no specific path to take between the campsites.

Because the trail depends on agreements and good stewardship, the available islands may change from year to year. To cover the costs of ongoing stewardship projects and to communicate the latest island access information through the guidebook and app, the Association requires membership (a modest \$45 for a single member and camping on the islands is free). There are additional benefits to the membership, which can be found here - <https://mita.org/benefits/>

#### Launch Site:

There are launch sites all along the Maine Coast with access to the islands. Where you launch will depend on the islands you want to see and how much time you have.

In addition to Frank Dye's infamous adventures in the North Atlantic ("Ocean Going Wayfarer" - [https://www.youtube.com/watch?v=U0yh\\_btINik](https://www.youtube.com/watch?v=U0yh_btINik)), he also sailed the North



For those looking to tackle a route once sailed by Frank Dye, the Millers suggest the **Maine Islands**. The highlight of this sail? Why the Maine Islands, of course.

American East Coast from Florida to the Great Lakes, which is documented in his book "Sailing to the Edge of Fear." You might consider retracing some of his track through Maine. One that looks particularly appealing is to launch at Steamboat Landing in Camden Maine (near the corner of Sea Street and yes, Wayfarer Drive) which is a great jumping off point to many islands and peninsulas including Brooklin, Maine, home to Wooden Boat. (You can even visit if you have a non-wooden boat!) Arrange parking at, (yes-again!) Wayfarer Marine.

#### Suggested Itinerary:

Camden Maine - sail to Pickering island stopping at islands along the way

Pickering Island

Swains Cove on Little Deer Isle (where Frank holed up during the remnants of hurricane Hugo)

Then up Eggmoggin Reach to Brooklin and back around the outside if the weather is nice. The rough route shown is 60 NM, but to Swain's Cove and back is only half that.

Alternate:

Launch in Southwest Harbor and explore Somes Sound while drooling over the Hinckley and Morris yachts. Duck around the corner to visit Brooklin. The launch ramp in Southwest Harbor has trailer parking.

#### Highlights:

Sailing through the Maine Islands - what else can we say?!

# Pamlico

continued from page 1

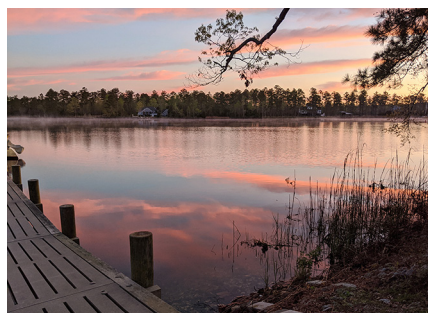
elected to put our Weta in over the side of our lot into the creek.

The Weta is a lightweight trimaran that launches easily from a beach with a dolly. Our “beach” is a bit steep and awkward to launch from. But with some really, really long lines and pulleys tied to a tree (and a little Benny Hill-like with “Yakety Sax” playing in our heads), it was doable (dodging the trees and the pilings and not hitting any submerged bricks.).

It turned out to be a light air day, but with enough breeze to move us around and, of course, it was a race. The shoal marker outside the creek was the “windward” mark (about 11 miles round trip). With farm oyster beds, birds, and clouds as distractions and light air not helping us in our multihull, Richard beat us. Not that we were “racing.”

There was just enough breeze to fill the spinnakers and blow back to our dock.

We celebrated the day of sailing by sitting on our dock cross breeze in our isolation groups happily drinking beer and chattering about sailing. Sailors know the virus has trouble going to windward since it has no centerboard!



Uwe Heine (above) and Nancy Collins in their Weta on Pamlico Sound. Photo by the Johnsons. And the day of social distance sailing came to an end with the Heines and Johnsons sharing a beer and, of course, talking about the day.

# COVID-19 scare

continued from page 1

a stuffy. I had two homemade masks, gloves, hand sanitizer, bleach wipes and several Toilet-To-Go bags.

On the way, home I had no human contact in 900 miles and at least a 40-foot separation at all times. I found latex gloves cumbersome to use at the gas pump. A sock was quicker and just as isolating as I only needed to grab the top to slide my hand in or out. I used the bleach wipes at the pump to sanitize things, they just took a little time and effort.

The RESTOP2 Toilet-To-Go from National River Supply requires some visual isolation to use. The bags quickly gel up the urine and seal up nicely avoiding the risk of leaks. The gel agent also starts the break down of the contents and, from my



experience, will not stink for over a week.

I would recommend learning to use them at home. The bags are straight-forward, we are not. I have used them in the boat where the extra room makes them much easier to use than in a car. They allow you to stay out of the confined and/or crowded restrooms, in addition to being handy when cruising in sensitive or restricted areas.

So, as things loosen up or re-tighten, let's still go cruising. It's just that now the cruise parts start at home. The planning now includes crowd control (social distancing). If the gas station or boat ramps are extra crowded, have patience and wait for a break. The same goes for park bathrooms. They have lots of slow times, and you'll have the Toilet-To-Go for relief when

they're not. When I cruise I look for isolated nooks and crannies. If I do have to use a marina, there are the facemasks and soap or hand sanitizer.

Much of the business end of a cruise can be taken care of by phone and credit card right from the boat. I have a boat tent, so I can keep away from other people if someone is on a boat next to me.

The weekend of May 9-10, Sean Ring and I had planned to cruise in the Kelley Island area. It would have been minimum risk with two unrelated people meeting up, each with their own boat. We could keep six feet apart, most of the time or unless we had trouble.

The deciding factor for cancelling our cruise was Ohio Parks were closed. The 30-degree temps and 20-knot winds would have been normal for our annually planned and seldom executed cruise.

The parks and ramps are opening up. And here is a good resource to start your search for what is allowed.

<https://www.discoverboating.com/resources/boating-during-coronavirus-covid-19#>

So let's assess the current risks and limitations and work safely within them. That means we need to prepare better and more thoroughly, including the road there and back. Remember: If you get into trouble, it will be the most exposed people who come to help and you could be adding another strain on the system. That includes reduced access to medical care, as I found out. So whether I understand or agree with the restrictions or recommendations, I plan to follow them.

I have watched a helicopter haul a dead body off the Grand Teton. Then I climbed the same peak the next morning by a different route. However, I would never want to be the person who gave you COVID-19.

-Robert Sea Mosher





LESC's Dave Moring and crew Ariel Harrington (left) hike hard during Sunday's racing. The team in Impulse went on to win the regatta. Photo by Randall Moring Ontario's Al Schonborn and crew Frank Goulay of Ottawa (below) in Glory Days and the much-appreciated Florida sun. Photo by Tom Dove



East Lansing, Mich's Marc Bennett is set to launch Ras Green for another day of sailing. Oakville, ON's David Pugh is in the background



The 2020 Midwinters was well represented with sailors coming south to Lake Eustice from Canada, Wisconsin, Michigan, and up and down the East Coast. Photo by Tom Dove



The Heffernans: Jim, Linda and Mike. This was Mike's first Midwinters appearance. Photo by Randall Moring

# Midwinters a hotly contested event

By Julie Seraphinoff  
SKIMMER Editor  
W11221

For those of us in the frigid north, there is nothing more appreciated than the annual trip south to the Lake Eustice Sailing Club for the Wayfarer Midwinters. And this year's 21st edition Jan. 31-Feb. 2 was an exciting, hotly contested event.



Doug Scheibner and Dave Moring. Photo by Randall Moring

OK, so the weather wasn't exactly hot. But it was certainly warmer than what I had left back in Michigan.

The fleet of 22 Wayfarers included two newbies to the regatta. Leo and JoAnne Van Kampen made their first trip south from Conestoga, Ontario, as did North Carolina's Frans van Zeeland with crew Annette Grefe of Lake Townsend Yacht Club. It is always fun to see first-time attendees discover the wonders of LESC and the gracious people who host the regatta.

After a seven-race series, defending champions LESC's Dave Moring and crew Ariel Harrington earned first place with

2020 Wayfarer Midwinters & Easterns  
Lake Eustice SC  
Results are official as of 2:54 on Feb 2, 2020

Overall  
Sailed: 7, Discards: 1, To count: 6, Entries: 22, Scoring system: Appendix A

Rank	Seed	Fleet	SailNo	Helin/Crew	R1	R2	R3	R4	R5	R6	R7	Total	Nett	Notes
1	3	S	10664	Dave Moring/Ariel Harrington	1	(6)	6	1	3	1	1	19	13	
2	1	S	11137	Doug Scheibner/Andrew Lockhart	2	2	4	2	2	4	(SCP 5)	21	16	* see A's tweaked version
3	2	S	11221	Marc Bennett/Julie Seraphinoff	(11)	1	2	3	7	7	2	33	22	
4	7	S	971	Paul & Dawn Miller	6	4	1	(8)	5	6	6	36	28	
5	4	S	11158	Peggy Menzies/Maggie Heimen	3	(8)	5	5	6	2	8	37	29	
6	6	S	11222	David & Anne Pugh	13	3	(16)	6	1	8	3	51	35	
7	8	S	10873	Richard Johnson/Michele Parish	5	9	7	9	4	(10)	4	49	39	
8	9	S	7372	Jim Cook/Mike Taylor	7	(11)	3	11	9	5	10	56	45	
9	10	S	3854	Al Schonborn/Frank Goulay	4	5	17	10	(DNF)	3	7	69	46	
10	5	S	11149	Leo & Joanne Van Kampen	10	(12)	8	4	10	9	9	62	50	
11	12	S	2458	Jim & Mike Heffernan	8	7	9	7	8	(14)	11	64	50	
12	11	S	10978	Uwe Heine/Nancy Collins	9	10	13	12	11	11	(DNC)	89	66	
13	19*	S	6066	Pete Thorn/John Norton	(19)	14	15	14	13	13	12	100	81	Most Improved
14	17	NS	10962	Dave Hepting/Al Kishbaugh	(20)	18	10	17	17	12	16	110	90	
15	18	NS	10963	Jim Burns/Mike Tighe	15	(19)	12	18	16	15	14	109	90	
16	15	S	3487	Craig Yates/Rob Krentel	18	16	20	(DNF)	14	17	13	121	98	
17	13	NS	864	Phl Leonard/Jeanne Allamby	17	17	19	16	12	16	(DNF)	120	97	
18	16	S	11135	Patty Kuntz/John Cadman	16	13	22	13	(BFD)	20	15	122	99	
19	14	S	4116	Dennis Gamble/John Kruse	(21)	20	14	15	15	18	18	121	100	
20	20	S	10874	Izak Kelmovitch/Nick Seraphinoff	14	15	18	(19)	18	19	17	120	101	
21	21	NS	3991	Charlie & Kaitlyn Jensen	12	21	11	(DNC)	(DNC)	(DNC)	(DNC)	136	113	
22	22	NS	2435	Frans Van Zeeland/Annette Grefe	22	22	21	20	19	21	(DNF)	148	125	

1-(6)-6-1-3-1-1 for 13 points. Second went to Bayview Yacht Club's Doug Scheibner with Andrew Lockhart who finished with 16 points after 2-2-4-2-2-4-(scp5). The final top-two places

continued on page 14

# 3 boats cruise history-rich Gulf waters

By Jim Heffernan  
USWA Commadore  
W1066

The lesser-known island of Florida's La Costa pushes out into the Gulf of Mexico just north of the touristy islands of Captiva and Sanibel. The extensive sandy shoals in the Gulf create a challenging navigation opportunity for those who venture through Boca Grande Pass to or from the expansive waters of Gasparilla Sound.

Three Lake Townsend, N.C. boats set out from Pine Island to spend a few nights at Cayo Costa State Park and do some day sailing in the adjacent history rich waters of the Sounds and Bays. Our group of Fleet 15 sailors, Frans van Zeeland, Phil Leonard, and Jeanne Allenby with Fleet 3 sailor Patty Kuntz, led by myself and wife Linda Heffernan, as we had traversed these waters six times previously.

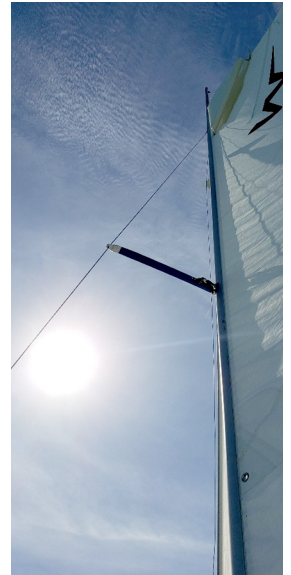
This trip, we were blessed with a frisky following wind for the 7-mile journey. We sailed close to Useppa Island to admire the magnificent island homes set just off the palm ringed beach and then rounded the shoals south of Useppa before sailing near the mangrove protected resort island of Cabbage Key.

Many years ago these islands were inhabited by native Cayusa fishermen since there was high ground above sea level and far enough from the mainland for safety. Florida Unionists fled to Useppa in 1861 and built crude shacks to house their families. They were supported by the US Navy Gulf Coast Blockading Squadron based in Key West during the Civil War.

After a short time of reaching back and forth near the State Park docks, a few slips freed up as the day trippers departed. We caught the truck-trailer shuttle to our primitive cabins and settled in before sunset. Solid roofs overhead are great but offset by cold water showers and no electricity. Real camping.

The next day, with a steady 10-12 wind from the south, we beam reached to and from Bookelia for some lunch at Captain Con's Fish House. On the return trip, Franz and Patty took a route through Boca Grande Pass and into the Gulf where they sighted a large Loggerhead turtle swimming near the surface. As we put the boats to bed, we added extra lines and ensured enough slack for the tide change while keeping snug enough for the predicted strong winds ahead of a cold front.

Day 3 started sunny with warm gusty winds, a perfect day for beach combing and reading under a tree. A lot of the land and beautiful half crescent beach area have been scrubbed clean



Jeanne Allenby of North Carolina's Fleet 15 (top left) skippers during a day of cruising the sounds and bays off Cayo Costa State Park. Nothing is more beautiful than the sun peeking through the shrouds of a classic Wayfarer (top right). The group of six sailors in three boats were blessed with frisky winds (above left) during their days of sailing in the history rich waters. Patty Kuntz, Jeane Allenby, Frans van Zeeland, Linda Heffernan and Jim Heffernan (above right) take in a beautiful Gulf sunset after a day of sailing. Phil Leonard is behind the camera. The post-Midwinters cruise has become a tradition for Wayfarer sailors.

by the past two years of hurricanes on that coast.

With strong winds and rain due to come just after 11 p.m., Patty abandoned her tent and grabbed a dry spot in a cabin. Good call! Just after we turned into our sleeping bags, the front hit with 28-38 mph winds and lashing rain. Palm fronds lashed our sheet metal roof while the Gumbo Limbo trees strained to hold their roots in the sandy soil. We worried about the boats even though they were docked in the lee of the island.

As we arrived at the docks on the 9 a.m. shuttle, we were happy to see three Proctor masts standing tall and true. We stowed our gear, reefed our mains and set off with a strong following wind to scoot through the shallows. Our boards were most of the way up and weight forward kept rudders from hitting bottom. With a downwind arrival at Pinelands Marina some doused all sails and coasted in to end a successful cruise.

Next year? Yes!

# New era

continued from page 3

not at this point... please stay tuned

**14-16 Aug.** - Mystic, Connecticut, Mystic Seaport Museum - The Wooden Boat Show for all you woody owners out there with something for everyone at the boat show.

Keep in mind, these are just proposals for now - we have some organizing to do. So, subscribe to the US Wayfarer Communication Portal (the email signup list) and we'll share the details when we know them.

## In the meantime....

What can you do?

- If you're not a member already, join the USWA and read fantastic articles like this one in the Skimmer.
- If you're willing to use Facebook, connect to the many Wayfarer groups and start connecting. You'll be surprised what you learn and what you can share.
- If you want to know what's happening, subscribe to the US Communications Portal from the link I share in upcoming emails.
- If you know something, say something - as in, send me information on any news, sailing or social event and I'll get it shared with the email lists, on Facebook, and anywhere else to get the word out.

Now let's go sailing!

I'm getting ready with my Covid hairdo and facemask - how about you?

# Hartley

continued from page 5

Wayfarer a terrific advantage over any other sailing dinghy of its size, it is so STABLE and so forgiving. Reduce the buoyancy in the side tanks; as with many other dinghies, they float too high with too much air in the tank. You have to push under the water to right the boat, this is hard work. Reducing the capacity would give a great benefit, being stable but not difficult to be righted and, in-turn, a much safer boat to sail. Remove the bath of water in the boat when it comes up; a couple inches of water that can be easily drained would be great. Make sure you can still sit the Wayfarer on a mooring; we did not want to lose that key benefit.

We want a stunning boat with style that sailors would want to buy and own, flatten the foredeck, fit an easy to launch and retrieve spinnaker system, make the boat able to have an asymmetric or symmetric spinnaker system, make more room for the crew. Move the thwart farther aft in the boat, drop the inner skin nearer to the outer hull skin giving more depth to, in-turn, provide more leg room and make the boat more comfort-

able, put the bailers out of the way under the thwart, fit rear draining tubes would be another benefit. Ensure it's a self-draining floor with the minimum of boat maintenance needed.

Yes, get rid of that bulbus foredeck, make the boat stylish, sleeker and if we could incorporate the list of requirements and benefits, that would be great.

At this point in the meeting, Phil turned to address my whole team and said, "My name is Phil Morrison not Jesus Christ."

Phil Morrison's respect for the original designer Ian Proctor came through loud and clear. He had decided with our team that the changes had to be right for the long-term success of this special boat. And all the changes and benefits have transformed and improved the boat beyond the dreams of Hartley Boats. We now have the most STABLE and safest 16-foot sailing dinghy money can buy, the very best sailing dinghy of its size. It is designed to carry up to six adults. Or, with fitting modification, it can be sailed easily and safely by just one person by leading the kicker, cunningham and centreboard controls to the centre of the boat so the helm can fully control the boat without having to move from his seat.

## LET'S COMMUNICATE

### US WAYFARER COMMUNICATION PORTAL

Want to join and be up to date on Wayfaring in the U.S.? – Email Peggy Menzies at [pmenzies10@aim.com](mailto:pmenzies10@aim.com) and she will send you the link to the portal. The link has also been posted on the Wayfarer North America Facebook page.

### WEB SITES

United States Wayfarer Association –  
[www.uswayfarer.org](http://www.uswayfarer.org)

Canadian Wayfarer Association –  
[www.wafarer-canada.org](http://www.wafarer-canada.org)

Wayfarer International Committee –  
[www.wayfarer-international.org](http://www.wayfarer-international.org)

UK Wayfarer Association –  
[www.wayfarer.org.uk](http://www.wayfarer.org.uk)

### SOCIAL MEDIA

**Facebook – Wayfarer North America, Wayfarer Sailors of the World, Wayfarer Dinghy Group** (*editor's note: These are all closed groups*)

Are you a reader? Ask to join the closed Facebook group - **Wayfarer Sailors Read** (group came about while sitting around at a regatta and talking about books!) We need book suggestions!

With an option of slab reefing main and a reefable genoa system, the boat can be de-powered within 25 seconds following big wind changes. This makes the boat easy to handle, whatever the wind conditions. There is also the option to fit either an asymmetric or symmetric spinnaker system and give the customer the choice of which option is the best for them. Additional options are back seats, a rear storage box to carry an outboard engine, dry clothes and, of course, the essential cheese and wine. We can also fit oars to give that real flexibility for the sailor.

The new boat can be built to your specifications, be it to a limited budget or with all the bells and whistles. You decide your requirements with the knowledge that the Hartley Boats Team will give you sound advice to ensure you get the fit-out right for your needs.

We offer the choice of colour for the foredeck, cockpit and non-slip floor as well as the hull colour. The boat weighs 183kgs and is a doddle to transport and tow.

We at Hartley Boats are very proud of our standards and build quality. To demonstrate that statement we are the only manufacturer to offer a 4-year guarantee.

# What exactly do those flags mean?

By Peggy Menzies  
Communications & Outreach Chair  
W11159

Have you ever wondered what that flag and signal combination on the Race Committee boat really means? What is the Race Committee trying to communicate? Why is a race proceeding, just when you think maybe it shouldn't?

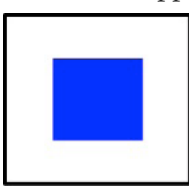
I recently trekked down to Indianapolis Sailing Club for US Sailing's one day Race Official Seminar to try and find out. I certainly don't know the answers, but I did gain a huge insight into how US Sailing instructs races to be run. Yes, how much fun can you have on a snowy Saturday in Indiana. But hey - what else do we do when we're done with Midwinters and we're not retired so we can't stay for the cruise, club racing and George Washington Regatta in Florida (but I hear the weather is much better now so maybe next year).

As for the seminar, I was most pleasantly surprised. The seminar was excellent. My overwhelming takeaway - the race committee is a group of highly NON-PAID VOLUNTEERS. Yes, that's right, they are doing this for fun. Doing what you ask? Trying to make our racing venue as miserable as possible? Heck no, they are trying to, as much as humanly possible and with whatever mother nature dishes out to us, provide us with a Fair and Enjoyable racing event. That's right, the main message - Fair and Enjoyable. To work with the class and local sailing representatives to provide an event competitors will enjoy. Since after all, unless we're racing in "the big stuff" as professionals, we're out here doing it for fun too.

While this was humbling, my next takeaways will certainly make me a better competitor. Here are some examples to share:

My takeaways on course changes -

**Shorten Course** - two major regattas I attended recently, attempted to use the Sierra "S" flag to shorten course as the wind dropped. Both times surprised me and I could

 have placed better if I had known what to expect. The main takeaway - if the wind starts dropping and you see a motor boat race towards a mark of the course, be prepared - this very well could be the finish of the race. The last paragraph of rule 32.2

implies the two sounds and the "S" flag are signalled just before the first boat will cross the new finish line.

The first time, the shortened course was to be done at a Gate. Did you know in this situation that the finish line is between the two gate marks? This is a special case. Accord-



The race committee out of the Lake Eustice Sailing Club flies the postponement flag during Saturday's racing at the 2020 Wayfarer Midwinters. Photo by Al Schonborn

ing to rule 32.2 (c) the finish line is NOT between the staff flying the "S" flag and the nearest mark. Finish between the gate marks instead.

My second experience, the shortened course was to be done at the windward mark with an offset mark. The mark boat, flying the "S" flag, retrieved the offset mark and anchored near the offset mark's previous location (on the left side of the windward mark). The lead boats approaching the mark, started asking how to finish because all course marks were to round to Port and crossing most directly would have them pass the windward mark to Starboard. The mark boat quickly realized the error, replaced the offset mark, and the race was NOT shortened after all. According to rule 32.2 (a), the finish line is between the rounding mark and the staff displaying the "S" flag. But this implies it must be located on the course side of the mark so as to finish properly, according to rule 28.2, Sailing the Course.

**Course Changes** - Unlike shorten course, Changing the Course signalling begins at the rounding mark or gate BEFORE the boats begin the leg. The signal is displaying the Charlie "C" Flag and making repetitive sounds (four or more) along with an indication of the direction and if the leg is longer or shorter. According to rule 33, this indication can be either (or both) a compass bearing or a green triangle

for a change to starboard / red rectangle for a change to port coupled with a + or a - if the length is changing. Did you know, after this first change, the rest of the course can be subsequently changed without any more signaling? Yep, that's what rule 33 (c) says as long as it is done to maintain the course shape.

And Starts?

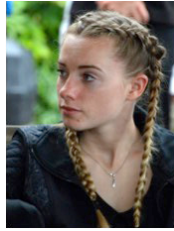
**Postponement** - If at any time before the start signal, the Race Committee feels something is unfair about the start, they can choose to postpone the start. Postponement is signalled with the Answering Pennant "AP" and two

continued on page 13

# Teen's take on drawing in young sailors

Hey Guys,

My name is Maggie Helmen...you probably know me by my mom, Peggy Menzies, or from one of the many regattas I've been to including the one at Tawas



Maggie Helmen

Bay where I made a deal with my mom. If we won she would pay for me to get my hair done for homecoming the following weekend. (I think there's a picture floating around in the last Skimmer of the hair doo). For those who don't know me, I am 17 and a senior this year at South Lyon East or rather what's left of the year seeing as how senioritis has long past set in and school closed early.



thank you Michigan, it snowed.

On the way to MSC we got to talking about how to get younger people excited about sailing and to get a new generation interested. My grandfather who is a whopping 85-year-old high-school sailing coach has been asking

Anyways, while stuck in quarantine, my mom decided to get our wayfarer out to MSC on Baseline Lake since it had warmed up. Except the next day,

me the same questions for his fleet of Interlakes. As a high school student I had a lot to say and lots of ideas.

Here are my ideas as a 17-year-old kid:

- High school, college and even 20-30 year olds are all into social media. Apps like Instagram, Twitter, Snapchat, we're into excitement, anything and everything that looks or seems fun we want to take part in to get "clout" (aka credit for being cool). I've talked to people at my school about how I race sailboats with my mom and they just look at me like "whaaa?"

To counter that we could expand where and what we post beyond just Facebook. We could branch out into a

continued on page 14

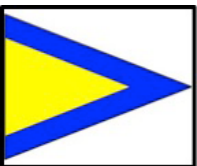
## Those flags

continued from page 12

sounds. Incidentally, the Race Committee may postpone for any reason, but some of the most likely reasons to postpone are large, persistent changes in the wind (shifts or changes in strength), errors in the start procedure, or possibly Race Committee equipment failure. However, once the start signal should have occurred, the race can only be recalled (if done immediately) or abandoned (rule 27.3).

**General recall** - A General Recall is signalled by displaying the First Substitute flag with two sounds. Typically, a start is recalled when the Race Committee is unable to fairly identify all the boats on the course side of the starting line. Remember, it can also be due to an error in the start procedure when postponement is no longer an option. A massive wind shift, an antsy fleet or anything just not quite fair about the start are all reasons for a General Recall. But too many recalls can make things worse not better for the Race Committee as everyone is eager to get the race started. Note, once the First Substitute flag is removed (with one sound), the regular start sequence will begin again one minute later (rule 29.2).

**Individual recalls** - News flash: It is up to the individual racer, not the Race Committee, to ensure a proper start. For a normal start sequence (one without any penalty flags applied), if a boat has any part of her hull on the course side of the line at the moment the start signal is lowered, she is OCS (On Course Side) - better known as Over Early. As soon as possible (should be within 5 seconds), the Race Committee should fly the X-ray "X" Flag with one sound. Ideally that sound



will be different than the starting sound. Once hoisted, the "X" flag will remain up as long as there are still boats considered OCS or until 4 minutes after the start signal, whichever is first. Special note here - there is no obligation for the Race Committee to tell you if you are the one over early or if, after you return, you have cleared. It's nice when they do, but don't expect it. When you see a DNS on the scoreboard, you'll know you didn't start correctly. (Just say - sight lines!)

And if you hit a mark???

**Touching a Mark** - By rule 31, a boat shall not touch a mark from before starting until after finishing while racing. This rule applies to starting marks, course marks and finishing marks. According to the definitions, a boat is racing from the prep signal (4 minutes before start in a normal start sequence) until the boat finishes by clearing the finish line (with a few other caveats). Should a boat hit a mark and a member of the Race Committee witnesses it, the Race Committee may protest the boat under rule 60.2. It's important to note, if this happens, the Race Committee typically will not provide any notice during the race but they can protest you after the race. Ideally, fellow competitors should report to the offending boat in order that she has a chance to make corrections to any errors.

**Post seminar**, I headed home for a quick study, then took the online test of the material. Step one towards certification, complete. Next up, SafeSport Training... let's just say it was very eye opening. Many more steps to go.

In the meantime, I hope I will be a better and more appreciative competitor as a result of attending. I'll keep working on certification through US Sailing. Likely, I'll need to attend many more seminars to get it right.



# Young sailors

continued from page 13

bunch of different apps...how hard is it to start a Twitter account or an Instagram page and send out funny little sailing jokes or pictures from races? We already have photographers out there so lets show off the pictures.

• Another thing is money. Boats cost so much money. My age group has none. Can we make boats more accessible to kids? We don't have the money to go out and buy a whole new boat. I know my mom has been talking to someone who said they had like three boats. If you have extra, we NEED to use them. We could send emails offering them up for regattas or the weekly club races. I realize that's scary, they're your precious boats and you don't want anything to happen to them. That's totally understandable. But if no one uses them then what's the point of having the boat? That's like buying a really nice car but then never driving it because you're too worried about getting a door ding... it's a really nice car though, don't you want to show off a little?

• Also, during regattas after being out on the water all day typically everyone gathers around just sitting and talking for hours. That's always nice to do if you're not an antsy teenager. Is there a way we could bring some backyard games for when we're on shore and just want gab for a while? I think it could be pretty fun and a nice way for the



fleet to get closer to each other while not out racing.

• Lastly, could we offer scholarships as rewards at regattas? Like I said, younger people typically have no money. College is a HUGE cost and the reward doesn't need to be a massive grant, even like a \$25 gift card works. I mean I'll take it, I'd work a little harder for a nice prize. Just a little added incentive to get into it. Put it out on Facebook, Twitter, Instagram all of it. Advertise the reward. I know that sounds shallow, but everyone would like a bit of cash right? Young people aren't going to show up to a regatta, especially if they have other things to do, if there isn't something in it for them

other than excitement. We can even fundraise the money if that's an issue.

For me this is my last year really sailing with my mom. I'm moving out to Arizona for college at the end of the summer. I don't want to be the only young person in the fleet and have to leave. Get your sons and daughters to sail. It's great bonding time. I know from sailing with my mom, while yes we have some moments of disagreement, we've gotten really close through working together. We need to get the word out there to the new generation that our regattas are the thing to do and that they are exciting.

Anyways, I really hope you guys think about some of these ideas.

# Midwinters

continued from page 9

were decided after Moring protested Scheibner for a foul at the windward mark in race seven. Third place went to Marc Bennett and myself with (11)-1-2-3-7-7-2 for 22 points (yes, moments of brilliance and moments of not brilliance).

In the non-spinnaker fleet, regatta co-chair Dave Hepting with crew Ali Kishbaugh took first place. A fifth-place in the final race of the day, left them tied with Jim Burns and Mike Tighe. But Hepting-Kishbaugh earned top honors based on the tie-breaker on best finishes.

Friday dawned with nice sunshine and little to no wind. After a long postponement, a puff of breeze came up and we were sent out to race. While a race was started, by the final leg of the course the wind had almost completely died. Thankfully, the race committee abandoned for the day. And I say thankfully because team Bennett-Searaphinoff get downright crabby in light winds.

A night of rain helped bring in more, although varied, wind for Saturday. Ultimately, we got in four races, thus allowing for a drop-race. Scheibner-Lockhart sat strongly in first, with Moring-Harrington in second at day's end.

Team Bennett-Seraphinoff in W11221 redeemed themselves Saturday, although that redemption was marred in race two. As we were on our way to a first-place finish in annoyingly light winds, I struggled to keep the spinnaker full. Nonetheless, the finish was looming. That's when I looked behind and watched Mystic, Conn.'s Paul and Dawn Miller in their classic wooden W971 riding their own personal wind to overtake us and finish first. Dawn had that spinnaker full to capacity. Arghhh.

Temperature's Sunday were below Caribbean-born Marc Bennett's 58 degree cold limit, but he piled on the layers to participate in two races run in healthy

winds. Personally, I was excited to get to wear my Christmas present - a new wetsuit. Ah, the life of a sailor.

The winds really were fantastic and set us up for an exciting regatta finish. In race six, Moring-Harrington crossed the finish line first, while Scheibner-Lockhart placed fourth. This meant both teams were tied at 12 points and race seven would be decisive. While team Scheibner crossed first and team Moring crossed second, the ensuing protest decision gave the win to Dave and Ariel.

Lake Eustis is a wonderful venue for mid-winter Wayfarer sailing. There is nothing better after a late-night arrival than waking up in your mini-van bed, sitting up and looking out through the Live Oaks to the beautiful lake. Next year's Midwinters will be the lead-up to LESC and the USWA hosting the 2022 Wayfarer Worlds. Our international visitors are in for a special treat.

# Numbers give insight

continued from page 4

new events for the fleet is the Kerr Lake regatta in the Carolinas, which gives us great exposure to other sailors. Saying that, I will say the Midwinters at Lake Eustice in Florida has been a great success and I give many thanks to Bob Brown, Mike Murto and Gale Shoemaker for their very hard work. May all of them RIP and always be in our thoughts.

Reason two started with reason one: As the fleet numbers went down, the fleet was even more inclined not to travel. Venues that we had done for years started to drop off the schedule. Windsor ON, Harbor Beach, Mich. and Grand Bend, ON were some of the first to disappear. Even the wonderful fleet in Ottawa felt the effects. The attitude of the Canadian fleet was why travel when we have a great venue right here in Toronto with a top end race committee and larger fleet sizes with better cooperation? This was all true and the local boats did have a great time. The downside for the class was the fleets outside of Toronto, those all over Ontario and Michigan, started to disappear.

I do find the local fleet builds encouraging and Florida and North Carolina are success stories. Unfortunately, we do not seem to be able to get Michigan back on track. Dave McCreedy has put in great efforts, but he needs help. We still need to encourage boats to travel not only for exposure, but to help support small fleets that are trying to start. For instance, Wisconsin has three or four really enthusiastic boats. It may be very worthwhile to put an event up on one of their lakes. I hear it's beautiful sailing up there.

Reason three is the age of the boats in the fleet. The last Wayfarer built in North America is 14 years old and there are at most three of them. The builder Abbott Boats in Sarnia, ON was in its last years of existence and only building a small number of Wayfarers due to the decline in the fleet. So, at best we have maybe 30 Mark 3s that are 14 to 20 years old. An Abbott Mark 1 is 39 to 50 years old. All other Wayfarer Mark 1s and Mark 2s will be 31 to 53 years old. 29 years ago, Porter Boats built its first Plus S Wayfarer in the UK, which was considered to be the first glass hull to be as stiff as a wood Wayfarer. To my knowledge, there are none of these boats in North America. The newest and only Porter built wood Wayfarer in North America is Roger Shepherd's Invasion W7700; she is the sister ship to Ian Porter's boat in which he had great success. These were the first boats to have their rockers flattened within the rules, taking advantage of the pluses and minuses of the measurements that let the boat be built from a kit. The most changed boat of all was Mike McNamara's Cordon Rouge W8868, which is where most of the outside hull dimensions of the current Mark 4s come from. These boats are over 30 years old.

OK, where am I coming from with all these silly numbers? It's my opinion the age of these boats is one of the biggest stumbling blocks to getting people into the Wayfarer fleet.

Let's say I have a good Lightning sailor looking to change class because he wants a two-man boat that is easier to launch. Fine and dandy, the Wayfarer is a good match! Now I put

John Doe and his daughter into a 35-year-old Mark 1 that is badly rigged and gone soft with age and wear. John Doe, who is a competent racer, struggles for three or four regattas and never wants to see a Wayfarer again due to frustration.

In scenario two, we have a young sailor out of a sailing school all hyped up on sailing dinghies. Are they going to pick an old non-self-bailing Wayfarer over a shiny, well laid out RS or Laser? I do not think so. This also goes for adults coming out of the sailing schools. What are their options, be

comfortable on the rail of a yacht with their buddies or go for a modern clean easy to self-rescue dinghy?

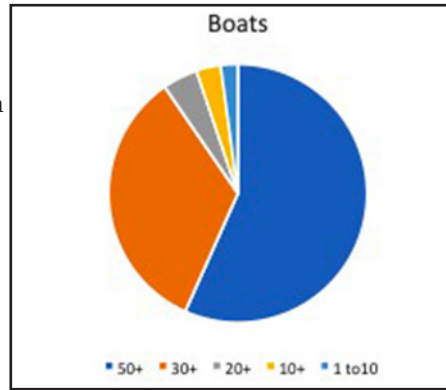
With saying all of this, the older glass boats do have a space in my world. They make fine club boats and sailing school boats for teaching. They can take a licking and keep on ticking. But this can also be a setback. Jim Fletcher found this out when he was trying to build the Wayfarer fleet at the Lansing Sailing Club in Haslett, Mich. He held a race on a Saturday with six or seven Wayfarers made up of his woody and two CL 16s and the rest of them a hodgepodge of older Mark 1s. Long and short of it, when the wind came in with a lot of bite, all but the woody had to be towed in due to lack of buoyancy and inability to self-rescue.

This was not only detrimental to Jim trying to build the fleet, but affects the whole perception of the boat. The next spring, when I was still working for West Marine, I had to run our booth at the Quite Water Symposium at Michigan State University. On my break, I went over to the MSU Sailing Center manger whom I new from West Marine to put in a word for the Wayfarer Mark 4. The first thing Ken said to me when I mentioned that the Wayfarer and Wanderer were great training and club boats was, "From what I have seen those boats do a good job at sinking." I must say, this left me with a sad feeling.

So, no matter what we promote these older boats for -- training, racing or cruising -- we need to encourage that one of the first priorities is to do a bouncy test. Most will only need a new gasket and I have never seen a boat that could not be made safe with just a little effort.

Now to my main point. We need fleet members to invest in the fleet, we need decent older boats in the marketplace to encourage people to buy Wayfarers, we need decent used sails for people buying older boats so they can upgrade to be more competitive. There is also a need for aluminum spars for the older boats. These are things I get asked about all the time. The boats are the key. I put a newer Mark 3 up for sale on the USWA web site the other Sunday and it was sold Monday. There are four or five buyers looking at W10861 Jamaica Blue. Need I say more. My last word is that the last surge in fleet growth started when Nick brought in the first five Mark 4s in 2011 and continued to after the worlds in 2013.

Stay safe and we will see you all on the water soon, I hope.



# 2022 Wayfarer Worlds

February 26-March 4  
Lake Eustis Sailing Club  
Eustis, Florida, USA

The amazing  
sunsets on Lake  
Eustis never get old!

photo by Anne Pugh, W11222

## The Club and The Lake

Home to four one-design fleets, **LESC is the most active racing and sailing club in**



**Central Florida.** Plays host to five regional sailing events each year, including the Wayfarer Mid-Winters the end of January. Large boat storage area and dual launching ramps on 10-acres of property. Large clubhouse, perfect for pre- and post-sailing social gatherings. Bathrooms and shower facilities, and kitchen.

**Lake Eustis** is the center lake in the Harris Chain. Approximately 4 miles long and 3 miles wide, covering 7,833 acres of water. Lake averages 10-feet deep. Is large enough to handle a large fleet, with a racing area close to the clubhouse.

## The Weather

**Ideal!!** Temperatures in the mid-70s during the day, low-50s at night

## The Eustis Area

City of Eustis is part of Lake County, which features rolling hills and 1,000 lakes and rivers ideal for kayaking and swimming. Centrally located to both the Gulf and Atlantic coasts.

## Accommodations

- Eight spaces for RVs
- Tent camping on the club grounds
- Numerous hotels, resorts, quaint bed and breakfasts and inns, and other camping facilities within easy drive to sailing club

## Airports

- Orlando Int. Airport - 50 miles
- Orlando Sanford Int. Airport - 32 miles
- Daytona Beach Int. Airport - 50 miles

## Lots of Things To Do

**City of Eustis** features a historic downtown on the banks of Lake Eustis and is walkable from the sailing club. There is unique shopping and restaurants. A favorite stop is the Oyster Trough, just up the street from the club.

**Alligators?** Take a boat tour of the Dora Canal, a one-and-a-quarter mile waterway connecting Lake Eustis and Lake Dora. You will also see abundant flora and birds, turtles, snakes and fish.

5.6 miles from Eustis is the quaint town of **Mount Dora**, featuring Old Florida country living, lakes, quaint inns and shops.

Distance to **Walt Disney World Resort and Universal Studios** in Orlando - 44 miles

**St. Augustine**, Atlantic side - 89 miles

**Cape Canaveral Space Center & Cocoa Beach**, Atlantic side - 99 miles

**Clearwater Beach**, Gulf of Mexico side - 120 miles

**Cedar Key**, Gulf of Mexico side - 107 miles

**Florida Panhandle**, Gulf of Mexico side - 270 miles

**Key West** - 423 miles