

The Wayfarer SKIMMER

United State Wayfarer Association – www.uswayfarer.org

Winter-Spring 2022



USWA shines as Internationals host

UK's Simon Townsend flies the spinnaker with skipper Michael MacNamara at the helm. Hot on their stern is the US's Dave Mooring with crew Ava Mooring. The two teams fought fiercely throughout the week with MacNamara-Townsend ultimately earning the championship title.



11-race series challenges sailors at all levels

By Tim Townsend
UK - sailing W11342

Forty two teams competed at the Wayfarer International Championships hosted by the US Wayfarer Association and Lake Eustis Sailing Club March 6-11. Sailors traveled from all points of North America, Canada, Ireland and the United Kingdom and met at Lake Eustis, located in Lake County about 40 miles north west of Orlando. The club holds racing for one design fleets including the MC Scow, Flying Scot, Laser and Wayfarer. It is well used to hosting large regattas with a 40-boat fleet competing in a Flying Scot series a few weeks before and hosting a 63 boat MC Scow fleet for their Midwinters during the third weekend of March.

Being a multipurpose boat, the Wayfarer fleet raced as one, but included both the gold fleet and a silver fleet for teams choosing not to use spinnakers. As it turned out, some of the silver fleet boats were very competitive. The USWA and the host club, led by Commodore Pat Kuntz, put in a huge amount of work to make the event a success. Collectively, they could not do more for their visitors. The original plan was for UK boat builders Hartley Boats to ship out a container of new boats destined for the North American market, but available for charter mainly by UK and Irish competitors. At the same time, another group of UK teams were proposing to ship out their own boats.



Canada's Sue Pilling and Steph Romaniuk (above) went on to win third place overall. They sailed the regatta with a large hole in the side of their beloved 397, patched with copious amounts of Gorilla Tape. Canada's David and Anne Pugh (above right) showcase the beauty of a shimmering Lake Eustis. The starts (right) were never boring with 42 boats on the line

Photos by John Cole



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Make some plans,
enjoy some
insights

And what a trip it was!!

By Julie Seraphinoff
Skimmer Editor
W11339

My initial thought for this (rather tardy) issue of The Skimmer was to steer clear of too much coverage of the Wayfarer International Championships at Lake Eustis, Fla. After all, there's been lots out there already on social media, the Canadian and US Wayfarer web sites and other international sites.

But how could I not give recognition in our association newsletter to the wonderful March 6-11 event?

The many people in the Carolinas, Florida, Michigan and other U.S. sailing locales deserve recognition for the hours and hours they put into making the regatta happen. And the sailors from the UK, Canada and US jumped innumerable hurdles to get to Eustis.

Plus, it was just a really cool regatta, a really cool experience.

For my skipper Marc Bennett and me, this was the first "Worlds" where we felt we were a team. It's only taken 15 years, a ratty Mark 1 and three beautiful Mark IVs to get there. We were excited to sail against some of the top Wayfarer sailors in the world to see where we fit in, push ourselves, be strong, have fun and build memories. All of this was coming after two years of very little sailing thanks to the pandemic.

We accomplished our goals, especially in the memory realm. I



Jim Heffernan, Julie Seraphinoff and master sailor Marc Bennett with one of the lovely championship trophies crafted by AnnMarie Covington. *Photo by John Cole*

will never forget Marc's giddiness on a windward leg when Michael MacNamara and Simon Townsend were just to our backs and we were pointing as high and going as fast as the UK super team. Or the moment we crossed the finish line in first place and looked at each other and said, "Wow, we just did that." And the moment Marc realized he is over 60 and was awarded the 2022 Internationals Sailing Master trophy for top finish in the age group. He's still not sure he's honored.

But best of all are the Wayfarer people. I am fortunate to have been a part of this world since the age of 8. Some of my best friends as a kid were Wayfarer kids. And now, some of our best friends are Wayfarer sailors from around the world.

Thank you to regatta organizers and staff. And thank you to everyone who made the trip.

What's ahead

CRUISES/RALLIES

Chesapeake Cruise – June 13-17, Crisfield, Smith, Watts, Tangier, Onancock

North American Rally – Aug. 6-13, Killbear Park, Parry Sound, Ontario

RACING

Lansing SC Regatta – May 22, Lake Lansing, Haslett, Mich.

Mayor's Cup Regatta – June 4-5, Lake Townsend YC, Greensboro, NC

Wayfarer Ontarios-Warm Water Regatta – June 11-12, Conestoga SC, Dorking, Ontario

Chester River Races – June 10, Rock Hall YC, Rock Hall, Md.

Rock Hall One-Design Regatta – Rock Hall YC, Rock Hall, Md.

NC Governor's Cup/Easterns – June 18-19, Carolina SC, Kerr Lake, N.C.

Canadian Nationals – July 23-24, Peterborough SC, Peterborough, Ontario

Bow to Stern Charity Regatta – Aug. 6-7, Oriental SC, Oriental, N.C.

National Long Distance Race – Killbear Park, Parry Sound, Ontario

Wayfarer North Americans – Aug. 27-28, Mimico Cruising Club, Toronto, Ontario

US Nationals – Sept. 3-4, venue TBA

Clark Lake Fall Regatta – Sept. 24-25, Jackson, Mich.

Pumpkin Regatta – Oct. 1-2, Fanshawe YC, London, Ontario

Indian Summer Regatta – Oct. 1-2, Waccamaw SC, Lake Waccamaw, N.C.

Old Brown Dog Regatta – Oct. 15-16, Catawba YC, Charlotte, N.C.

Wayfarers on Wamplers – Oct. 22-23, Wamplers Lake, Mich.

Wayfarer Midwinters – Feb. 3-5, Lake Eustis SC, Eustis, Fla.

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Have a story ideal? Julie Seraphinoff is always
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Youth hang with old pros, leave solid mark

Two LESC teams give personal perspectives on first Wayfarer racing experiences

Bea Newland (16) (Skipper - placed 14th)

To be honest, it was hard to figure out what I wanted to write, there were so many cool moments that happened during the regatta. I think that the thing I really loved the most though was being able to sail among so many experienced sailors. It was unlike any other regatta I've participated in.

My crew, Grace, and I were given advice even on the water. Tips on rig tensions, where the spinnaker pole should be and the ideal heel were just some of the things someone helped us with.

Every race was a learning experience that helped us improve not just our Wayfarer skills, but our sailing skills overall. It was an honor to sail with such phenomenal people. It was the best group of people I've had the pleasure of sailing with, and I am never going to forget it.

Grace Moring (15) (Crew - placed 14th)

One of the most memorable moments that occurred for me was during race number nine.

My skipper, Beatrice Newland, and I had only started sailing the boat a few months prior with minimal spinnaker experience. We had somehow pulled ahead and rounded the first upwind mark first and first around the reach mark.

As we went downwind, we did not check behind us and watched as the wind left our side and went to our fierce competitors barreling down on us from the left. We probably looked scared out of our minds because we had no idea how they were moving at such speed in such a hole.

As a few of our competitors passed by, specifically Peggy I believe, they began shouting out advice to lower our pole the smallest bit to help regain our spinnaker shape. They later told us they had wanted to say it the whole time but had to wait until they passed us.

This little moment was so important to me mainly because it proved the true comradery and sportsmanship that is unique to this fleet. This moment reflected many other little moments of support from the fleet throughout the week that proved the true spirit of the Wayfarer fleet.



Bea Newland, 16, and Grace Moring, 15, had only taken to Wayfarer sailing a few months prior to the championships.



The excited cheers of Ben Kelly, 17, and Mercedes Newland, 15, echoed across Lake Eustis as the two finished fourth in race 8. Photos by John Cole

Ben Kelly (17) (Skipper - 18th)

As I rounded the final leeward mark (in race 8, I saw the 14 or so boats in front of me immediately tack off and take the easy starboard tack up. I had a lot to lose, 15th was actually really good for me at that point in time in the regatta.

Yet, as my eyes scanned out the course, I thought I saw a right shift way out to the right. There was only one other boat going that way (Sue), so I thought I was going crazy. But I decided to take the gamble.

I remembered one of the first lessons I was taught about racing sailboats was you never gain anything if you never risk anything.

After my long beat to the right, I finally tacked on what I thought would be the lay line to the finish. My heart dropped as I saw so many boats who appeared ahead of me, off to my left.

But then it happened. I got that lift and that extra gust of wind and started flying, with only Sue directly in front of me. As I neared the finish, it looked as if I was ahead of most boats on the course, but that was so hard to believe.

Before this, a "good" finish would have been 20th. But I should have believed my eyes.

We crossed the finish line with only three boats ahead of us, and me and my crew Merce exploded with cheers and laughter. This proved to me that if you only trust your gut and decide to do what almost no one else is doing, it can pay off.

Mercedes Newland (15) (Crew - placed 18th)

My favorite moments of the Wayfarer International Regatta can be summed up by two specific memories:

The first was my second place for the ninth race of the regatta. The race before, we had our best race yet, placing fourth, so we were trying again for top 10 placement. During that second to last upwind leg, the wind died so the committee shortened the course. When the wind died, we were in second overall, so we pushed ourselves to go inch by inch, just barely faster than every other boat. The best part of that was crossing the finish line, celebrating and feeling so incredibly proud of ourselves and what we had accomplished. That race was definitely the best I've ever sailed.

My other favorite memory was just sitting in the club singing old sailing drinking songs with the band, just laughing and enjoying ourselves. I love sailing, not only for the racing, but the community itself is so open and welcoming. I'm so grateful to have been a part of that on a worldwide scale.



The stunning Wayfarer fleet spreads out across Lake Eustis. The championship series featured 11 Olympic course races (triangles), which meant those not accustomed to reach-to-reach spinnaker jibes got a lot of practice through the week. *Photo by John Cole*

Internationals

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As shipping costs increased tenfold during 2021, using our own boats became financially unviable and organisers found three MkIVs for visitors to use. When the container of new Hartley boats was delayed, the organisers found four more MkIVs for use by the intended charter parties. This involved one or two of the American entries lending their own MkIV race boats to the UK and Irish teams while they raced in older boats. Kindness indeed.

For those who arrived early, there was ample opportunity to practice and to join in club racing over the preceding weekend. The wind was at its strongest then, often in the 15-20 knot range. If it's possible to gauge a pecking order from such things it looked like the team of Michael McNamara and Simon Townsend (GBR), reigning International, UK and European Champions, would be strong along with local superstar Dave Moring and daughter Ava (USA). Dave is a three-time American Midwinters Wayfarer Champion (as well as a successful skipper in MC Scows and Flying Scots) and knows the lake as well as anyone. Others to watch out for, especially in lighter winds, would include Sue Pilling and Steph Romaniuk (CAN) who are seven time Canadian Wayfarer Champions and were third at the International Championships in 2013; Simon Strauss and Christa Bray/Jim Rotella (USA), former Canadian Wayfarer Champions and runners up at the International Championships in 2013; Jim Cook and Mike Taylor (USA) who are the reigning American Wayfarer Midwinter Champions. You could add Quentin Strauss and Sarah Burgess (GBR) into the mix too, runners up at the International Championships in 2007 and a top performer in Melges 24 and International Dragons.

Racing started March 7 with a practice race and two points races. The practice race is worth mentioning because it was sailed in the strongest winds of the week, perhaps 16 knots. Quentin and Sarah jumped into an early lead, but were chased down by Michael and Simon who took the win. Dave and Ava completed the podium, showing they would be competitive in windy conditions as well as light.

The fleet got down to business in race 1, which started in 14 knots of breeze, but the wind eased during the race to about 10 knots by the end. Sue and Steph were involved in a collision with a port tack boat at the start and retired ashore to tape up



Ireland skipper Nigel O'Donnel looks ahead while crew Belinda O'Donnel works to keep the spinnaker full in light winds. *Photo by Annette Grefe*



US team Dave Moring and daughter Ava Moring had not raced Wayfarers together much before the championships on their home Lake Eustis waters. *Photo by Annette Grefe*

a hole in the topsides of their boat. Michael and Simon and Dave and Ava led at the first windward mark followed by the other Townsends (myself and Jacqueline, GBR). As the race

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Matt Dailey and crew Nick Burtka from Michigan (left) worked to improve with each race of their first International Championships experience. *Photo by Annete Grefe Paul and Dawn Miller of Mystic, Conn. (above), Marc Bennett and Julie Seraphinoff of East Lansing, Mich., battle it out at the reaching mark along with Ireland's Nigel and Belinda O'Donnel and UK's Quentin Strauss and Sarah Burgess. Photo by John Cole*

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progressed, Michael and Simon and Dave and Ava consolidated their lead, while Jim and Mike pulled through to third place at the end of the final beat.

The wind eased still further for race 2. The early leaders were Sue and Steph, who had returned to the racecourse with the help of layers of gorilla tape patching the hole in their beautiful wooden Wayfarer, myself and Jacqueline, and Jim and Mike. A change in the wind conditions on the second beat caused a shakeup of the fleet with former North American Wayfarer Champions Marc Bennett and Julie Seraphinoff (USA) coming through to take a well-deserved win.

Runners-up were Dave and Ava who were buried at the first windward mark and made an excellent recovery while Sue and Steph lost some places but regained them on the final beat to complete the podium. Michael and Simon, who were also mid-fleet at the first windward mark, recovered to fourth place.

Overnight leaders were Dave and Ava with 4 points, followed by Michael and Simon with 5, and Jim and Mike on 10. Quietly going about their business also with 10 points were sisters Peggy Menzies and Kathy Sanville (USA). Marc and Julie lay fifth overall with 11 points having finished 10th in race 1.

Race 3 on Tuesday morning began in 8-10 knots of breeze, which slowly decreased as the race progressed. Early leaders were Dave and Ava and Michael and Simon, followed by Anne-Marie Covington and Gareth Ferguson (USA). By the end of the first lap, Michael and Simon had taken the lead and slowly increased it to win. Meanwhile, Peggy and Kathy, who had been well placed at the end of the first triangle, came through to take second place while Sue and Steph made a good recovery to complete the podium.

There followed what can best be described as a period of hot inactivity with 40 boats following a very light wind in circles as it boxed the compass. The wind did settle eventually to allow another race to take place, but the time lost meant only two races were completed on Tuesday rather than the scheduled three.

Race 4 followed in 8-10 knots of breeze. Leaders at the first windward mark were Michael and Simon, followed closely

by Marc and Julie. Michael and Simon extended their lead throughout the race to take a comfortable win while Marc and Julie finished second. Finishing third in this race were Paul and Dawn Miller (USA) in another wooden boat showing that these can compete with the Hartley built MkIVs if well maintained and sailed.

Leaders overnight were Michael and Simon with 7 points after a good day in the office. Dave and Ava were lying second with 14 points while Marc and Julie were now at third with 17.

Moving on to Wednesday, three races were scheduled, but the Race Officer threatened to run a fourth if conditions permitted.

Race 5 began in 10-12 knots of breeze. Early leaders were Michael and Simon, Jim and Mike, and Quentin and Sarah. Michael and Simon consolidated their lead throughout the race and Quentin and Sarah took advantage of Jim and Mike to finish as runners up.

Race 6 began in a slightly decreased wind of 7-10 knots. Once again, early leaders were Michael and Simon. Anne-Marie and Gareth led a pack which included Sue and Steph, Paul and Dawn, and David and Anne Pugh. The wind decreased during the race, but Michael and Simon maintained their lead and finished comfortably ahead of Sue and Steph, while Anne-Marie and Gareth completed the podium with their best result of the week. Dave and Ava recovered from a distinctly average first lap to keep the pressure on the overall leaders with a counter in fifth place.

Race 7 was sailed in a similar breeze. The leaders round the first lap were Dave and Ava closely followed by Jim and Mike and Michael and Simon. These three boats pulled away from the rest of the fleet throughout and finished in that order.

The Race Officer took pity on the competitors and called it a day after more than five hours on the water. Overnight, with one discard, the situation was looking positive for Michael and Simon who led with 8 points. Dave and Ava were placed second with 19 points. Sue and Steph were able to discard their first race disaster and now were in third place overall counting 25 points with Jim and Mike close behind them with 27 points.

Thursday turned out to be a pivotal day for many teams in the fleet. The visitors were aware Lake Eustis is a challeng-

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ing place to sail. But never more so than on this day with the geography of the lake in Central Florida between opposing influences of the Atlantic and Gulf of Mexico Coast weather systems.

Race 8 began in 7-9 knots of wind. The early leaders were Dave and Ava who went left followed by Marc and Julie, and Paul and Dawn (OCS once more, unfortunately). Dave and Ava went left all day and had a handy lead as they crossed the finish line. They were followed home by Sue and Steph who went right. Quentin and Sarah had also gone right of the race-track and finished third.

Finishing in fourth place were a delighted Ben Kelley and Mercedes Newlands, graduates of the hugely successful Lake Eustis Youth Sailing Foundation and one of two boats crewed entirely by graduates. They showed that if you keep your head out of the boat and watch the conditions you can do very well. A word here also for the other youth boat sailed by Bea Newlands and Grace Moring who had acquired an excellent set of results to that point and were placed well in the top half of the fleet overall.

Michael and Simon fared less well in this race and were at the back of a pack of boats, which finished virtually overlapped within seconds of each other covering places fifth to ninth. Was the comeback on?

By race 9, the weather conditions were ready to bowl a Doosra (look it up if you're from North America) to the fleet. This race provided the hardest conditions of the week cerebrally, and started in no more than 6 knots of wind with an overcast sky. Something was clearly going to happen to the conditions, which would confuse most of the fleet but not those who were able to play the Doosra.

Left seemed to pay again. This time the leaders at the first mark were the aforementioned Bea and Grace followed by Sue and Steph, Jim and Mike, and Michael and Simon. Dave and Ava were close behind, but Michael and Simon seemed to hold a good hand of cards at this point.

As they approached the leeward mark at the end of the

triangle, Quentin and Sarah were lying about 10th overall with young Ben and Mercedes just in front of them. By this time the wind was softening still further, perhaps to 3 knots or less, and it seemed clear that the race would either be shortened at the end of the second beat or abandoned.

The fleet split, some going hard left, some right and middle. Even though those who went left had very little wind, those who chose the middle and right of the track were caught squarely in the vacuum as the two weather systems collided.

After going farthest left, Dave and Ava eventually got the winners gun. Several minutes later, Ben and Mercedes trumped their result of the previous race and finished second. Their cheers and whoops of delight could be heard, no doubt, in nearby Mount Dora.

Sometime later Quentin and Sarah crossed the line in third followed by just a few more boats before the time ran out, leaving over 30 boats out of time including the early leaders Bea and Grace and Sue and Steph. Michael and Simon were the last boat to finish in tenth place. This, coupled with their ninth position from the previous race was going to put the cat among the pigeons in the overall standings.

Overnight, with two races to go but two discards now counting, Michael and Simon still led overall with 12 points. However, the lead was much reduced as Dave and Ava had 16 points and Sue and Steph were still lying in the third overall with 25 points. The difficulty for Michael and Simon going into the final day was that Dave and Ava's discards were significantly better than theirs. If Michael and Simon had a poor result on Friday, it could open the door to a win for the nearest competitors.

Originally, just one race was scheduled for Friday, but the Race Officer still had one to catch up, so the plan at the briefing was to try and run two races before the cut off.

Race 10 began in 8-10 knots of breeze. Dave and Ava won the pin with Michael and Simon just to windward. Michael and Simon tacked away while Dave and Ava stayed left again. When the boats met at the top of the beat, it was Michael and Simon who led from Dave and Ava with Jim and Mike a short distance behind. The leaders were close all the way round the

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Ava Moring (left) takes the plunge into the lake to join Ireland's Rachel Lawlor and Canada's Samantha Wierdsma during a period of, as Tim Townsend said, "hot inactivity" between race three and four. The three crews weren't afraid of gator potential; other sailors kept to their sweaty boats. *Photo by John Cole* Ireland's Margaret Hynes and her son Sean Hynes kick back during the first-day lull. Margaret, sailing in a boat borrowed from North Carolina's Jim Hefernan, was excited to have the chance to sail the event with her son. *Photo by Annette Grefe*



Michigan team Marc Bennett and Julie Seraphinoff (above) hike as they battle to stay ahead of North Carolina's AnnMarie Covington and crew Gareth Ferguson. Connecticut's Dawn Miller (right) stows the spinnaker while skipper Paul Miller pulls in the main for the beat. The Millers sailed their beautiful W971 to an overall 17th finish. Photos by John Cole



Crew Rachel Lawlor (above) stows the spinnaker pole while skipper Monica Schaefer prepares to round the mark. The team from Ireland went on to finish 13th overall. They were sailing W11137 graciously lent to them by Ali Kishbaugh after the container of Mark IVs from the UK did not arrive on time. US team Neil Smith and Craig Ambler (left) made the trip from North Carolina for the regatta. Photos by John Cole

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course, but at the finish it was Dave and Ava who got the nod (their fourth win in a row) from Sue and Steph who had made ground over the race. Michael and Simon finished third. Going into the last race, they still led the regatta but only by a couple of points. They could afford no slip-ups.

For the final race, the wind increased slightly and was about 10-12 knots at the finish. Early leaders were Jim and Mike, followed by Peggy and Kathy, and Simon and Christa. Michael and Simon were laying eighth or ninth down the first reach with Dave and Ava a couple of places ahead of them.

By the end of the second beat, Jim and Mike appeared to have a comfortable lead with Simon and Christa in second place. Michael and Simon were in sixth or seventh place, but were now a couple of places ahead of Dave and Ava.

Wind conditions on the run mixed things up a bit. Simon and Christa carried a streak of stronger pressure through to the lead and Michael and Simon made ground, too. As they approached the finish line, Simon and Christa held on to win (an excellent result as Simon had experienced a difficult week with several crew changes through illness or injury and Christa was yet another graduate of the LEYSF with little previous experience of flying a spinnaker).

Michael and Simon pulled through to second while Jim and Mike slipped to third. Peggy and Kathy consolidated their week's results by finishing fourth.

Surely, second place was enough to secure the championship for Michael and Simon and this was confirmed as Dave and Ava failed to make ground and finished eighth in the race, which was their worst result of the series, and became one of their discards.

In many ways, this was a most difficult championship to win. Michael commented several times Lake Eustis is one of the most challenging venues he has raced in. The teams in first and second overall had been outstanding, but any team that was able to place consistently in the top 10 in each race did well.

This report must not finish without mentioning the battle which raged in the Silver fleet. Two boats stood out here. The first was a beautifully restored wooden boat, W8705, sailed by Terry Cook (GBR) and Karlheinz Krueger (USA/GER). The second was a GRP MkII, W6066, sailed by Ali Kishbaugh and Mike Sigmund (USA). These two shared the top silver fleet results between them with Terry and Karlheinz usually finishing in the top half of the fleet in each race and finishing twenty fourth overall and top Silver Fleet boat.

Rumour has it that Terry is going to acquire a MkIV back in the UK and do some more racing.

This article originally ran on Yachts and Racing.com and was graciously shared with the Skimmer by GBR's Tim Townsend. Here's a QR code and URL to the article:



<https://www.yachtsandyachting.com/news/247349/Wayfarer-International-Championships-2022>

Sailing with the expert

USWA skippers share lessons learned from UK's Michael McNamara

By Peggy Menzies & Jim Cook
W11158 & W10873

At the recent Internationals, Michael McNamara graciously sailed with Jim Cook as a raffle winner and Peggy Menzies after the last race. Below, we've tried to capture his best tips and tricks for sailing fast. There is no way we could explain it as well as Michael and we apologize in advance if we got anything not exactly right or totally wrong.

In preparation for the windy day, many of us noticed Michael and Simon adjusted the standing rigging and spreader adjustments on W11149. Michael said this was to add more pre-bend to the mast. He really liked the settings for the first race that day, but as the wind dropped through the day, he said it was harder to manage in the later races. Making the spreaders longer or swept farther aft will make the mast bend (pre-bend) more when the jib halyard tension is applied. This can be used to flatten the sail without the use of cunningham/downhaul or excessive vang.

The mast is pulled further forward as more jib halyard tension is applied. Moving the shroud attachment point down (toward the deck) effectively reduces the length of the shrouds with the goal to keep the boom level when the jib halyard tension is applied. You can find tuning guides from McNamara Sails, Pin&Bax, and North, which are fairly consistent.

When sailing upwind, Michael tested how the luff of the jib would break just as the boat came up into the wind. On Peggy's 11158, the jib first luffed up high before luffing down lower - clearly, not evenly. Michael also mentioned imagining an extension of the jib sheet to the luff wire. The intersection of this imaginary line and the luff wire should be max half of the way up from the bottom of the sail as a starting point on where to position the jib fairleads. It was time to adjust the nominal placement of the jib fairleads on the track, in this case, two holes aft for 11158.

In addition to the jib fairlead position, the sheet tension is very important. Michael explained that a small amount of sheet movement is equal to large movement at the top of the leech. Small adjustments can have a big impact on whether the slot is open or closed. Michael says that Simon is adjusting the sheet tension frequently for changing conditions on each up-wind leg.

Anyone viewing the boat Michael and Simon borrowed would see lots of markings for proper tuning. One marking of interest for crews is a mark on the front combing, port and starboard, 18 inches from the edge of the mast step. These marks provide a quick and easy reference point relative to where the foot of the jib crosses the deck. Using the mark, it's easy to adjust the jib to be in or out a set amount as the wind strength changes or to adjust pointing ability.



US skipper Jim Cook (top), here with crew Mike Taylor, was the lucky raffle winner for a training sail with the U.K.'s Michael Macnamara. U.S.'s Peggy Menzies did a training sail with Michael after the final race of the regatta. Peggy sailed the regatta with her sister Kathy Sanville. Photos by John Cole

Continuing with upwind pointing ability, Michael insists that on a given upwind leg, Simon will play the vang in and out an inch or two, 30 thousand times. Wait - what???? This small action, when the main is properly trimmed and centerlined, raises and lowers the end of the boom an inch to change the leech tension on the main. Using the leech tell tails on the top battens to observe the flow from the main, allows tensioning the leech to point without over tensioning and stalling. Another way to determine the proper vang tension is to pull on the vang until the panel with the "W" stops luffing. The mainsheet can also have a large impact on the leech. When pulling the mainsheet tighter than the vang, one inch of sheet movement leads to eight inches of movement at the top leech.

The leech tell tail second down from the top is typically located at the same height as the top of the jib and typically does not fly. This is due to being at the transition between the lower portion of the main where flow is coming from the jib and the upper portion where the main is itself acting like a jib.

After talking to Michael, it is clear he is always thinking about how the sails are working together as a complete system.

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UK's Michael MacNamara and Simon Townsend hung on through the final race to win the International Championship title by one point. Michael said through the week that sailing on Lake Eustis presented special challenges. Photo by John Cole

MacNamara

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He's not just thinking about the direct effects of a particular adjustment, but other side effects and how other controls may also need to be adjusted to compensate. For example, when the jib halyard is tensioned, the top of the mast moves forward and the top of the jib along with it. That change in angle of the jib affects the sheeting angle and may require an adjustment to the jib lead position.

One of key items Jim learned from Michael was that having the luff tell tails break at the same time indicates the jib is working optimally across the entire height. I was looking at one set of tell tails when driving and rarely looked at the others. I understand now the other tell tails can indicate when sail adjustments need to be made. I will use one set when driving and the whole group when making adjustments. In the same way, it is important for the main to luff consistently and for the leech tell tails to fly properly, indicating the settings are working well together and every section of the sail is providing power optimally.

As for reaching and sailing downwind with the spinnaker, many of us only have shock cord for downhauls. This can allow the pole to sky on a windy day. Michael advises reworking the system for an adjustable downhaul in addition to the up haul for the pole. As a note - the nominal position for the pole is eight inches above horizontal.

Further spinnaker flying advice was to fly with the pole a little lower than the other clew. On a Wayfarer, it's not as important to have the two clews even. Michael suggested, especially when reaching, to fly more like an asymmetrical spinnaker and work to get the clew side as far from the boat as possible.

The Mark IV Spinnaker take down system - for the competition, Michael and Simon borrowed W11149 and immediately set to work fine tuning for speed. Their first action was to cover the spinnaker take-down port in the bow. When asked, Michael gave two reasons: 1) when rounding leeward marks, helms need to be much freer to have their head out of the boat for maneuvering and 2) the spinnaker sock system is very hard wearing on the spinnaker itself. It's better on the sail for the crew to take a spinnaker down as in a Mark 1.

In all, it was a great experience sailing with Michael. We learned a lot and had a great time participating in the Internationals.

Note: dimensions provided above are for a Mark IV and might not apply for other Marks.

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First place: 2022 Wayfarer International champions from the UK Simon Townsend (center) and Michael MacNamara with Jim Heffernan (left)

The 2022 Wayfarer Internationals champions

Awards photos by John Cole

~Gold fleet~



Second place: US team from LESC, proud dad Dave Moring and crew Ava Moring



Third place: Canada's Sue Pilling (left) and crew Steph Romaniuk with Jim Heffernan



Fourth place: US team Jim Cook (right) and Mike Taylor with Jim Heffernan



Fifth place: US duo Peggy Menzies (right) and sister crew Kathy Sanville with Jim Heffernan

~Silver fleet~



First place: UK skipper Terry Cook (center) with German/US crew Karlheinz Krueger and Jim Heffernan



Second place: US team skipper Ali Kishbaugh and crew Mike Sigmond



For a complete listing of results and further regatta coverage, scan the QR code with your phone's camera or go to www.uswayfarer.org or www.wayfarer-canada.org

Finisterre at Cedar Key 2022

Sun, relaxation, fun on the Gulf was a good follow-up to racing

By Jim Heffernan
USWA Past Commodore
W1066

Following an exciting and exhausting week of racing at Lake Eustis, an international group of Wayfarer sailors drove over to the Gulf of Mexico to sail, sun bathe, swim and tell tales. Some very cold temperatures and strong winds delayed most outside venturing, but not the socializing that began a week earlier.

Monday was perfect for rigging and launching five of the boats into the warm water around Cedar Key. With a high tide and favorable winds, the fleet reached off toward the offshore keys to explore ashore and look for dolphins in the channels.

The lovely breeze vanished later with one crew experiencing an outgoing tide in light air: next stop New Orleans? By working over to the shallower water they made some progress against the current especially after paddles were brought into play.

Sundowners were broken out at the historic Faraway Inn, while UK sailor Ansis Roskains stepped up to the grill to give the finishing touches to a large batch of pre-cooked chicken sent over from Lake Eustis by Dave Asaibene. We did stay up a bit past curfew to continue reliving the fantastic week at the Internationals and hear how UK sailor Terry Cook and local Eustis sailor Peter Krueger sailed so well to win the Silver Fleet honors.

The highlight of the week was a visit to nearby Crystal River where one can observe, photograph and even swim with an abundant pod of gentle Manatees attracted to the 72 degree water flowing from Crystal Spring.

Thunderstorms rolled through early Wednesday so sailing was delayed until after lunch, which worked well with the rising tide.

Departures to the UK, Ireland, Canada and ports in the US went on for the next few days with John and Mary Driver holding on until Sunday hoping for their ship to come in with their new Mark IV - still waiting!

With a good representation from Ireland, a St Patrick's Day party was hosted by the Irish with an authentic Leprechaun Hat, Tullamore Dew, short bread, stew and mash, some fine Irish Mist and then singing.

With limited cell coverage, the younger sailors helped us old salts to tie in with WhatsApp so we could communicate. Two weeks later we are still chatting about the time at Cedar Key and making plans for attending rallies in Europe.



Canada's Samantha Wierdsma does a selfie of some members of the rally group: Ireland's Rachel Lawlor, US's Pat Kuntz, Ireland's Henry O'Friel and Elaine Vogan, Canada's Rob Wierdsma, UK's Terry Cook and UK's Ralph Roberts.



Trusty Wayfarers line up on the Cedar Key beach (above). Ireland's Monica Schaefer (left) and other sailors got in some time in kayaks, exploring the area waters. And all good days in Florida should end (bottom left) with a beautiful sunset. Photos by Terry Cook



Fleet 15 gears up for busy '22 season

Since I was unable to attend both the Internationals at Lake Eustis, and the Cedar Key cruise this year, I am afraid I have little to say regarding those two events, other than I heard Fleet 15 had quite a number of folks attend the Internationals. This speaks to our growing active participation in our ranks, and that the events were well received by all.

Last year's top three sailors were: Jim Cook, 52 points; Uwe Heine and Nancy Collins, 43 points; Richard Johnson and Michele Parish, 39 points; and AnnMarie Covington and Jim and Linda Heffernan, both with 37 points.

This year we have 12 regattas on the calendar for the Fleet 15 annual trophy. It is going to be quite a busy year, with regattas spread out over eight months of the year and some months having two regattas to attend.

Add to that the Killbear, and Chesapeake cruises in June and August, the only months left without a planned formal event, other than the usual club races at our various yacht clubs, are July, November and December.

The Old Brown Dog regatta has been moved from the



By Phil Leonard
Fleet 15 Commodore
W864

usual first weekend of November to Oct. 15-16 to hopefully garner better winds and warmer temperatures. We've had sleet fall on us in the past, and camped in sub-freezing temperatures. For us, 25F is cold and, of course, we don't like to hear the word sleet down here.

The Wayfarer Eastern Championships will be at the NC Governors Cup regatta at Kerr Lake on June 17-19. We usually enjoy seeing a number of Wayfarers from other fleets attending this regatta.

New to Fleet 15 this year are some planned local cruises, which will be open to any Wayfarer sailors who wish to attend. The one that is planned right now is for Oct. 21-24 at Goose Creek Park in N.C., along the Pamlico River near the coast. Richard and Michele are organizing the cruise and many have already reserved their camp sites. If you are interested in attending, please contact Richard or me and we will send you the details. Reserve early down here, because camp grounds have been filling up months in advance.

There will likely be additional impromptu weekend cruises for individual fleet members who want to step up and organize an event.

I will be adding a cruising calendar soon to augment the racing calendar.

With this short report, I say fair winds to all, and we hope to see many of you throughout the year.

Phil Leonard leonard864@triad.rr.com

Planning some cruising? Here are ways to be safe

As Wayfarer sailors plan for cruising adventures, cruising secretary Robert Mosher wants to share some tips on safe cruising. Here are "recommendations" from the Dinghy Cruising Association (<https://www.dinghycruising.org.uk/>).

Over the years, our (DCA) checklist of Safety Recommendations has been widely respected as a clear and concise guide to safe cruising in small boats. It has been updated and presented here for discussion, after which it will appear on a single A4 page in each issue of Dinghy Cruising, and on this website. Remember that it is a list of suggestions, not rules, from which sailors can take what is appropriate to their boats and themselves. Safety is ultimately the responsibility of each individual.

1.0. The Boat

1.1. Sufficiently stable so the whole crew can sit on the gunwale without dipping it under the water. 1.2. With sufficient positive buoyancy to support stores and crew when flooded,



By Robert Mosher
USWA Cruising Secretary
W11341

and disposed so the crew can put the boat back into sailing condition unaided, after a capsizing or swamping. Capsizing in a seaway can be serious and life-threatening; in rough seas, recovery may become impossible. 1.3. Hull, mast and rigging strong enough to withstand cruising stresses, and properly maintained. 1.4. With a mainsail capable of being reefed whilst at sea. Jib furling is desirable. 1.5. Registered with the Coastguard on form CG 66 (link on page 12).

2.0. The crew

2.1. Sufficiently experienced for the conditions expected and the area to be sailed. 2.2. Aware of their responsibilities under SOLAS as well as local regulations, such as those issued by the MCA in the UK (see links). 2.3. Adequate for the dinghy: ideally one stone of crew weight for each foot of LWL (20kg/metre).

3.0. Equipment for cruising

3.1. Personal buoyancy for each member of the crew. 3.2. Waterproofs and plenty of dry warm clothing for each crew member, kept in waterproof bags. 3.3. Anchor, minimum 10lb (5kg). Anchor cable minimum 30 metres 8 mm non-floating material, with 2 metres of chain between it and the anchor, secured to a strongpoint inside the boat. 3.4. Strong bucket as well as a bailer, both with lanyards. A bilge pump is recommended. 3.5. Two oars and metal rowlocks secured by lanyards, plus one spare rowlock. Paddles are not an adequate substitute.

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Cruising

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3.6. Drinking water and emergency food rations, sufficient for everyone on board. 3.7. Orienteering compass and chart or large scale local map. 3.8. Fire blanket or fire extinguisher. 3.9. Waterproof VHF radio, preferably with DSC. 3.10. Mobile telephone in a waterproof pouch. 3.11. Powerful waterproof light and at least one spare torch. 3.12. First-aid kit. 3.13. Fog horn or whistle to give audible warning in thick weather.

4.0. Additional equipment for more extended cruises outside sheltered waters

4.1. Reliable steering compass, kept in one position and checked for deviation, preferably lit for night use. 4.2. Navigation equipment: charts covering the whole passage, pilot book, almanac, tidal atlas, leadline, handbearing compass, waterproof GPS or chartplotter. 4.3. Log book for passage planning notes and for recording the passage in progress. 4.4. Emergency radio beacon: EPIRB or PLB. 4.5. Repair kit and spare parts. 4.6. Effective radar reflector, if practicable. 4.7. Day and night flares in a waterproof pack. 4.8. For foreign waters the boat should be registered, display her number and carry registration documents.

Links

CG66: Register your boat with the Coastguard on Form CG66.

SOLAS: The International Convention for the Safety of Life at Sea is a large, complex, legal document covering many issues outside the scope of dinghy cruising activity. The full text can be found here. The sections relevant to 'pleasure craft' are summarized by the Maritime & Coastguard Agency - see below.

MCA: The Maritime and Coastguard Agency provides Information on the Regulations Applicable to Pleasure Vessels.

Hot or not drink a lot

By Michele Parish
USWA Treasurer
W11336

Being a Wayfarer sailor means adapting to many different weather situations when out sailing. In North Carolina, we sail year-round due to our relative temperate climate. Richard (Johnson) and I were out this spring in 45-degree F. We were very careful not to capsize, but we were in a creek with easy access to help if needed. Also, dressed with multiple layers.

Be safe out there

We have been at many regattas where temperatures were at the extremes. You are at risk even if you don't end up in the water. I remember attending the Governor's Cup in N.C. on Kerr Lake several years ago. There were about 100 boats. The temperatures were close to 100 but with a breeze. This can sort of fool you that you are cooler than what you are. We drink at least 32 oz of water each on the boat and have found in heat that taking a Gatorade (our beverage of choice) during racing and post racing helped us stay hydrated and recover well. I would avoid caffeinated drinks since they can be dehydrating. I would suggest some sort of electrolyte containing beverage. Dress with loose fitting clothes to keep you cool and use sunscreen. We also take the bailing bucket and pour water down our life vest. In addition, wetting the hat, feet, (Richard's ears) and using a neck gator or towel to wet down with has helped. At this particular regatta, the medic was called out several times for sailors with heat exhaustion. Fortunately, everyone was OK in the end. Post regatta, even though beer and wine are great after a hard day of racing ... continue to hydrate with water.

The other extreme is the very chilly, blustery and or rainy day. Layers, layers, layers... Cover your head and it important to stay as dry as possible. Spray jackets for crew are essential. Water proof boots or socks are good also. Try to have your outer layer as water proof as possible so you don't soak through the layers. If someone capsizes a boat in cold temperatures, get them back into the boat as soon as possible. Go to shore. Get out of wet clothes. Warm shower and drink can be helpful.

Even though it is cold, still drink plenty while racing. You lose a lot of fluids in the winter time also.

I hate to say this but not all of us are spring chickens any more. Some of us may have underlying health conditions and/or medication use. Please be informed about your conditions and if extreme heat/cold can affect your health while on the boat. We all want to be active but let's do it safely.

Below are some definitions to help you:

Heat exhaustion: cool moist skin with goose bumps, faintness, dizziness, weak, fatigue, rapid pulse, headache, nausea and muscle cramps

Treatment: stop activity, move to cool place and drink cool water and sports drinks

Further decline of individual please seek medical care

Cold water: Cold water robs the body's heat 32x faster than cold air. Wear your PFD.

We should all practice capsize drills in warm weather to make the process of self-rescue as smooth as possible. If you cannot get the boat righted, climb on top to get out of water.

I found the great Hypothermia chart (below) from www.paddle.com with clothing recommendations for paddling. I think it applies very easily to us also. During the winter, Richard also always says to me that if I am dressed a little too warm on shore, I'll most likely be just right in the boat.

These are just some thoughts to keep in mind while we have fun!!

Water Temp	Loss of dexterity*	Exhaustion	Expected Survival	Clothing
32.5 F	< 2 min	< 15 min	under 15-45 min	Dry suit w/fleece layers, neoprene booties, beanie, gloves
32.5-40F	< 3 min	15-30 min	30-90 min	Dry suit w/fleece layers, neoprene booties, beanie, gloves
40-50F	<5 min	30-60 min	1-3 hours	Dry suit w/ fleece or polypro, layers, neoprene booties, beanie, gloves
50-60F	10-15 min	1-2 hours	1-6 hours	Dry suit with polypro layers or wetsuit with dry top, neoprene booties, hat
60-70	30-40 min	2-7 hours	2-40 hours	wetsuit with jacket, shoes, hat
70-80	1-2 hours	2-12 hours	3 hours to indefinite	thin or shorty wetsuit
over 80 degrees	2-12 hours	NA	indefinite	swimsuit

Here are some water temp reference from March 28:

Lake Eustis, Fla. water temperature - 56-75F ; Lake Townsend, N.C. - 53F ; Pamlico Sound, N.C. - 59.5F

Sun is fun, but beware of dangers

By Robert Mosher
USWA Cruising Secretary
W11341

My doctor listened to me talk about strange pains in my face. She then scanned me with ultraviolet light and proclaimed me OK. It was not until I had a weeping **Be safe out there** spot that she sent me to the dermatologist.

They saw two nearby spots and something else on my chest. They immediately gave me a shot to deaden the pain. While the shots were extremely painful, taking of the samples was not. Turned out my dentist had the same dermatologist, and we commiserated on how hamfisted he was and unsympathetic.

The test came back showing pre-cancerous cells only on the surface. That was good. The liquid nitrogen blow freeze was not. I rolled off the table and into the plastic surgeons office in a whimpering mess. Mohamed the surgeons called himself the needle ninja and promised this would be mostly painless. He truly was a ninja, I never felt several big needles.

This was followed by two and half weeks of self-applied chemo cream. Thus the ugly face. While those weeks



"I've got an ugly face, but I have a lot of fun."
—The Proclaimers

were uncomfortable to painful, the following week was down right painful. I learned to stay on top of the steroid cream, righteously following a strict time schedule of every six hours. You bet I did the 2 a.m. application.

So what can you do to avoid this mess?

As a child, use a high SPF sun-

screen, sunglasses, hat, and clothing to reduce overall sun damage. You need to control your life time exposure to the sun. Problems begin when you're young and express themselves when you're older.

As an adult, if you didn't protect yourself as a child you're not totally screwed. You can minimize further skin damage. You'll need to develop your own routines of protection. Consider the following even in winter:

- Wide brim hats.
- 50 SPF sunscreen whenever outdoors.
- Long-sleeve shirts with a high SPF.
- Sunglasses

When sailing add the following based on your risk factors:

- Face covering, a scarf or balaclava.
- White zinc-based sunscreen.

Ask your doctor to see a dermatologist and get a more experienced review of your skin. Mine found a spot on my chest that was not sun related. It's gone and now can not spread. Read up on skin cancers to better understand your risk and best protective practices.

It's the sun brings us life, don't let it take it back.



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**Generous sponsor of the 2022
Wayfarer International Championships**

Nationals no longer at Tawas; new venue TBA soon

The USWA has a strong relationship with the folks at the Tawas Bay Yacht Club, stretching back to the 1970s. Each fall, members graciously welcome Wayfarer sailors to their beautiful bay in Northern Michigan on Lake Huron.

They team up to provide top-notch race committee, rescue crew, enthusiastic support of whatever level our fleet numbers are and an all-around great time. Part of the support includes shuffling around the club fleet of J/22s so we can rig our boats in convenient comfort.

But this year, there's bad

news for Wayfarers, but fantastic news for TBYC. The club has been given the honor of hosting the J/22 North Americans on Sept. 13-17. The event will take all hands-on-deck from club members and resources.

This conflict means the Wayfarer fleet will find an alternative venue for what will be our U.S. Nationals. USWA racing captain Marc Bennett is working to find an alternative venue. He will let everyone know when a new site has been chosen.

The J/22s are in for a fantastic time at a beautiful club.

Dave & Dave on Drummond

By Dave McCreedy
USWA Vice Commodore
W911

Driving up I-75 through the “middle finger” of Michigan on Aug. 26, Dave Wilpula and I kept our eye on the discouraging wind forecast for the St. Marys River and Sturgeon Bay on the north side of Drummond Island — our destination for the day. “Zero gusting two” was about the most promising prediction we got. Needless to say, virtual hi-fives were given (Dave was still driving) when we pulled into Detour Village and saw Old Glory at 90 degrees to the flag pole.

We quickly rigged W911 and set off at about 5 p.m. in a westerly breeze of 5-8 knots. Unlike last year’s cruise — 25 miles over open Lake Michigan water to Beaver Island — the landmass we were going to was not only easily visible, it could have been beached in half an hour. But we weren’t interested in the unattractive Dolomite Stone Loading Facility abeam of us, rather the pristine north side of the island and the archipelago of dozens of smaller islands in and around Sturgeon Bay.

Once we got out into the river, we averaged four knots on a broad reach, at times even flying the spinnaker. After an hour or so, we turned due east around the tip of land sheltering the west end of Sturgeon Bay. The wind was so steady, the evening so inviting, we cracked a couple All-Day IPAs and just took it all in.

On a map it looked easy to get where we were going, Yacht Haven, which by this point was only five nautical miles away. The problem was all the islands. On paper they were discrete dots; on the actual water they were indistinguishable from the main island. Being that the sun was going down, we may have resorted to using our cell phones for navigation. Nevertheless, just before dark, we pulled into our port and tied off.

Unbeknownst to us, we were being closely observed by another sailor, who had built the Schooner Huron Jewel, also docked at Yacht Haven. Dave and I were happy to learn the next day how impressed he was with our landing. “Those guys

N. Michigan destination is easy to get to, has a variety of attractions, small islands to explore



Dave Wilpula and Dave McCreedy with W911 at Drummond Island in the Upper Peninsula of Michigan. This was the second year the intrepid duo took on a cruising adventure.

know how to handle a boat,” he had apparently remarked to no one in particular. Fortunately, he caught us at a good moment.

Unfortunately, the promised directions to our campsite were not in the promised location. So we wandered around for an hour, until a random passerby told us we were way off the mark. A 15-minute walk later, toting all our gear, we finally set up for the night on a small rise just 50 yards from the lake. Dave is a hammock’er, while I set up my tent. Dinner was Mountain House Pad Thai with Chicken cooked on my new JetBoil stove.

And then it rained. For 24 hours. Suffice it to say that Friday consisted of touring the local land attractions in a 1985 Chevy Blazer that Yacht Haven rented to us (for \$12!), drying our soaking wet clothes in the laundry facility, and bartering for one of the Haven’s many cabins instead of our campsite.

Saturday pretty much made up for Friday. We set off in bright sunshine and light wind out of the west for Harbor Island National Wildlife Refuge, just two miles north. The horseshoe island has a wonderfully protected bay where we beached the boat, walked ashore and hiked inland, hoping to

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Drummond

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see something exotic (as long as it wasn't a bear). After about 10 minutes, we made the eastern shore and had a nice swim.

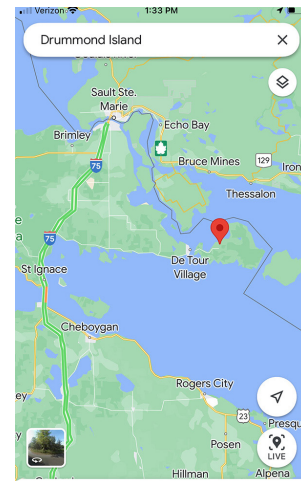
Once back to the boat — having seen no wildlife at all save one squirrel — we sailed out of the bay and eastward, trying to reach Fossil Ledges on the far northern tip of the Island. Eventually, the wind picked up and we had a glorious reach up and around half a dozen islands or more in Potagannissing Bay. Our reverie quickly ended,

however, upon hearing thunder and seeing an ominous front to the south. The radio said severe thunderstorms were coming. While they were probably going to miss us, we decided caution was the better part of valor. In an hour we were back in port.

Saturday night we eventually made a campfire out of water-logged wood, got a good night's rest, then packed up Sunday morning for the return trip. Of course, it was only then we got the best wind of the weekend — 15 knots steady out of the southeast. Not in any particular hurry, we sailed down into



Dave Wilpula steers in calm winds and gray skies near Drummond Island.



Getting to the entails crossing the Mackinac Bridge. *Graphic Google Maps*

Sturgeon Bay (we may have turned left a bit too soon) and got a look at Pigeon Cove and all the lakeside cottages. We then went around the corner into the river and a close reach back to the mainland. Fortunately, we did not run aground on some shallows off the shore of our landing spot while we were hauling along at 6 knots.

Our final thoughts about Drummond Island? It's pretty easy to get to, has a variety of attractions, and getting to sail around a few dozen smaller islands is really cool.

Satirical statement from 'Mycrew' perspective

Non-Helm DNA discovered in Wayfarer racing dinghy

In a shocking recent discovery, scientists have confirmed the presence of non-helm DNA — most likely from a second human being — on board a Wayfarer Racing Dinghy.

Said Dr. Leo Spaceman of the Close Dinghy Racing Observatory, "Upon testing samples of blood, sweat and tears collected from a Wayfarer recently used in a large international regatta, we were able to detect the presence of two separate sources of human DNA. If our results can be confirmed, it would suggest at least some of these boats are raced with two individuals aboard."

Unnamed officials within a prominent national Wayfarer association suggested such a second person—if they do exist—would probably be a fare-paying passenger. But Canadian Steph Romaniuk insisted he has been on a racing Wayfarer for free. "We left and came back to the same port. It was no real surprise to me actually. I wasn't looking to get anywhere else."

Julie Seraphinoff similarly maintained she has ridden along on a Wayfarer without stowing away. "Well, I did have to fly two of the three sails myself, but no money changed hands," she said.

Since the discovery, scores of individuals formerly known only as "Mycrew" have stepped forward, validating the new science. Anne Pugh, Nancy Collins, Joanne Van Kampen, Dawn Miller, Peter Krueger, and others released a statement

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Snarkiness thanks to often skipper, often crew Dave McCreedy



Canadian super crew Steph Romaniuk. *Photo by skipper Sue Pilling*

through a spokesperson yesterday indicating that, "Some say that if we existed, we would be listed as regatta competitors and there might even be a 'non-helm trophy' given out at the end; but our name on the titles to some of the winning boats is proof positive that we are real."

The statement went on to insist these individuals' actions and decisions actually "affect the outcome of the regatta," including the revelation they play a role in the boat not sinking. "We find our helms quite receptive when we tell them we are about to be t-boned by a starboard tacker."

Confronted with what in the past would have been considered outlandish claims, red-faced officials have acknowledged that, in rare cases, the presence of a second racer may indeed occur. "From time to time, helmsmen have found it advantageous to include another person on the boat for various non administrative functions," explained the association. "These can include menial tasks such as housekeeping of ropes, passing back the water bottle, and keeping the skipper dry." But in response to chatter that these "secondary racers" may unionize, officials are rumored to have formed a research committee to discuss the possibility of a task force to further study the issue. A final decision is expected by 2035.

This satirical take came about from observations at the Wayfarer International Championships. Seems to be a world-wide trend to primarily list skippers. We had some good fun discussing the practice. "Mycrews" are not bitter. Honest. -js