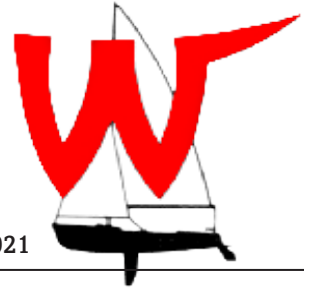


# The Wayfarer SKIMMER

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

Fall 2021



The fleet of Wayfarers (left) maneuver through the Branch near Hermit Island during the annual North American Rally held Aug. 14-21. Taking a break on the rocks of Elm Island (below) are Tom and Nell Graefe, Nathan Heffernan and Katrina Idleman. *Photos by Annette Grefe*



## Maine rally offers vast adventures

### Sunfish on a cloudy day

By Nathan Heffernan  
W971

It was a cold and windy day, when few boats dared to escape the clutches of the Branch. The leader of the pack, naturally, was the adventurous Captain Jim, accompanied by his youthful yet rebellious crew: grandsons Nathan and Sean Heffernan.

The Dawn Treader set out without waiting to see which boats would follow, eager to spot some aquatic creatures before the winds blew too strong. As it was late in the week of the Aug. 14-21 North American Rally at Hermit Island in Phillisburg, Maine, the trio's ability to zig-zag maneuver out of the harbor was lightning quick. The tide had only gone down a mere six feet by the time we were out.

Sailing directly to the vast Atlantic, The Dawn Treader had no accomplices at first. Captain Jim peered back to spot a white sail in the distance, and wondered "is that a Wayfarer" before ordering his crew to unfurl the jib. The wind was blowing hard and the gray skies did little to soothe the frigid



A Wayfarer at rest during a day of cruising beneath brilliant blue skies and fair winds near Hermit Island. *Photo by Annette Grefe* The sailors encountered (above right) an Ocean Sunfish, or mola mola. *Photo by Uwe Heine*

waters of Maine. The waves were swelling higher than ever before that week, and the grandchildren were wondering if their Christmas gifts were really worth all this trouble. But they trekked on, remembering the promise of an aquatic creature sighting.

Captain Jim had a clear goal for the day: sail out as far as we could, spot a whale, and make it back before the tide was unfavorable. We could settle for a dolphin, he told his grandsons. I secretly had a harpoon hidden under the beautiful wooden benches, ready for the chance to bring home dinner. Now that's a feature you won't find on a Mark IV.

Early on in our expedition, we saw a suspicious buoy a few dozen feet away. The buoy was a shiny gray color with

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### CRUISES/RALLIES

- \***Cedar Key International Rally** – March 12-17, Cedar Key, Fla. (see page 7 for details)
- \***Chesapeake Cruise** – June 20-23 (or 24), Crisfield, Smith, Watts, Tangier, Onancock
- 2022 North American Rally** – Aug. 6-13, Wellesley Island State Park, N.Y.

### RACING

- \***Wayfarer International Championships No. 18** – March 6-11, 2022, Lake Eustis SC, Eustis, Fla. (see page 7 for details)
  - \*\***Bayview One-Design Regatta** – June 4-5, Bayview YC, Detroit, Mich.
  - \***Warm Water Regatta** – June 11-12, Conestoga SC, Dorking, Ontario
  - \***N.C. Governor's Cup** – June 18-19, Carolina SC, Kerr Lake, N.C.
  - \*\***Chester River Race, Rock Hall One-Design Regatta**, – June 17-19 or June 24-26, Rock Hall YC, Rock Hall, Md.
  - \*\***Canadian Nationals** – July 16-17, Peterborough SC, Peterborough, Ontario
  - \*\***Wayfarer Ontarios** – Aug. 6-7, Parry Sound, Ontario
  - \*\***National Long Distance Race** – Aug. 8, Killbear Park, Parry Sound, Ontario
  - Wayfarer North Americans** – Aug. 20-21, TSSC, Toronto, Ontario
  - \*\***Tawas Bay Regatta** – Sept. 10-11, Tawas Bay YC, East Tawas, Mich.
  - Clark Lake Fall Regatta** – Sept. 24-25, Jackson, Mich.
  - Pumpkin Regatta** – Oct. 1-2, Fanshawe YC, London, Ontario
  - Old Brown Dog Regatta** – Nov. 5-6, Catawba YC, Charlotte, N.C.
- \* = Confirmed Dates \*\* = provisionally confirmed

## COVID won't stop Internationals

It has been decades since a Wayfarer International Regatta was held in the United States and a century since the last Global Pandemic ravaged the world. The 2022 Wayfarer International Regatta in Lake Eustis was on the calendar long before the present pandemic seared continents, sending citizens of every country into retreat. It's an unfortunate coincidence.

In the two years since the pandemic emerged, we have learned to live with it: Soap and water, sanitizer, social distancing, masks, vaccination; hygiene and high tech, they work. The data suggests we are much better off than we were two years ago, and if we are smart and careful, we cannot only get back to work, but back to sailing.

By the end of the year, my wife (a physician) and I will have attended eight regattas. Races are scheduled, boats are rolling, and it feels fairly normal. If there is any awkwardness, it is that no one is quite sure how strict or casual the COVID protocols will be at a particular event. It is a little like going to a formal dinner, spying the third fork, and watching to see how everyone else uses it, only to discover they don't know either. The 2022



By Richard Johnson  
USWA Commodore  
W11336

Wayfarer International Regatta in Lake Eustis will happen in accordance with what we have learned in the past two years, not in spite of it. Out of respect, courtesy, and an abundance of caution for all competitors who will have traveled hundreds to thousands of miles to compete, masks

must be worn on the docks and in buildings, and it is requested they be worn while on site. Vaccination status does not matter. Vaccination does not prevent infection. It is intended to mitigate symptoms. But masks can help prevent you from potentially spreading virus to competitors, friends, and loved ones.

Please see the Notice of Race for the regatta (viewable via link on front page of [www.uswayfarer.org](http://www.uswayfarer.org)). We are proud to hold the event and intend to make it an excellent regatta in all aspects. Our primary concern is to make competitors feel comfortable in attending the regatta understanding the commitment they have to make to get there. Please read section 4 carefully and section 14 in reference to COVID.

I look forward to meeting everyone in Florida, while enjoying the warmth of early Spring and the challenge of International Competition.

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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  
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# Hermit Island

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whiskers, and it bobbed up and down playfully in the distance. When spotted, its beady black eyes locked with mine, and like a frightened dog caught eating the couch sofa, it plunged back into the water.

The crew carried on towards the emptiness of the ocean, passing inhabited islands and dodging rocky outcroppings. The white sail Captain Jim had once seen was now a full boat, resembling the likes of the famed Skipper Patti Kuntz and her crew. The Dawn Treader paid them no mind, and continued venturing out into the ocean. While on a starboard tack, the crew spotted a flat object in the distance. Sean shouted “woah!” and I peered over the side, ignoring his responsibilities as crew.

“Is that a kayak” “A capsized boat” “A dead dolphin?”

What we passed by was none of these inanimate objects, but rather a living, flapping creature known as the Ocean Sunfish, or mola mola. Almost a yard in circumference (a meter for the Canadians who were not able to attend), this fish was floating horizontally on the surface, seemingly gasping for air. But really it was lounging, attempting to soak up the few specs of the sun that peered through the gray sky. The crew was stunned and elated, so stunned we slowed down enough for the Patti Express to catch up to them.

The two boats headed back to shore together, not racing, but being efficient. When we got close to the Branch, they caught a race of local dinghys, and cheered on the exhilarating start. Patti was kind enough to give the Dawn Treader a



Tom Graefe and Bruce Idleman look north toward the mainland from Elm Island. Photo by Annette Grefe

luxurious tow into the branch, as the tide was now pushing in the opposite direction.

While no whales were spotted that day, the headstrong Heffernans still spotted aquatic creatures worth writing home about. It was the final sail of that week, but certainly not any of our last. We learned a valuable lesson watching that sunfish flap around on the turbulent ocean surface, underneath a blanket of dreary, gray skies. When you swim up to the surface, looking for a sun that does not shine, you have two options: you can give up and sink, or just enjoy the view.

*Nathan Heffernan is the grandson of Jim and Linda Heffernan and is grateful for the Wayfarer community and all the fond memories they have given to him.*

## Rally is family affair for Moshers

Robert Mosher  
USWA Cruising Secretary  
W11341

The sailors keep getting younger every year. Zephaniah (the Z Man) lowered the bar to 18 months. He called out every mooring ball as we sailed up the Branch. While the grand kids enjoyed the ride, the parents and I were sailing on a knives edge against the current and a weak wind.

On another day, Meng Fei helmed my brand new MK IV Wayfarer down the Branch and around Wood Island.

The adults had fun doing the usual cruises. S Island was rounded and landed upon. Whales were spotted at least twice as was a sunfish. Unfortunately, the Canadians had to stay home.



Jackie Mosher (above) holds 1-year-old son Zephy while an always smiling 3-year-old Tirzah takes in the cruising adventure while sailing up the Branch. Robert Mosher's bright yellow (left) Mark IV Fei Fei (meaning little flier) is skippered by her name sake, Meng Fei Cordis, 9. Photos by Robert Mosher

## Beware of lobster pots

By Uwe Heine & Nancy Collins  
W11338 & 10978

This was our first Wayfarer rally in Maine. There were many wonderful things to write about, the campground, the rocks to drink coffee on, the critters. The fog in the trees, the harbour bell.

But one thing we learned about was the difference between running over a crab pot and a lobster pot with our boat.

There are crab pots scattered all over the creeks by Oriental N.C. They are foam floats that lay in shallow water with lines that drift float up from the pot and lay in the creek. While drifting, paddling down the creek I had thought I had cleared the float but didn't take the line into account - our forward momentum was suddenly a gentle curving around in swing. We were freed when we pulled the board and rudder up.

Now the Maine lobster pots floats are much bigger. The pots are in deeper water, the float more aggressive and stands up out of the water looking like a top. I swear we had missed that one too, but the thunk thunk thunk under the boat proved otherwise.... glad we missed that line.

# Newbies No More

## Refurbishing 'Opal' becomes labor of love and adventures

By Bob & Josette Blais  
W3920

Just before Covid shut down the U.S. in February 2020, we bought Wayfarer 3920. Bob had taken a basic keelboat class a long time ago, but was really just a beginner. Josette had an old boyfriend who was captain of his college sailing team. Her experiences included being dunked into the Pacific with no PFD while wearing a heavy sweatshirt and jeans, so she was a beginner too.

We had been on the lookout for a small, stable, easy-to-learn-on boat, and the Wayfarer was on the top of the list. Why? Well, Frank Dye of course! If he could sail to Iceland in this cruising dinghy, we could probably survive the waters of the Northeast.

We found 3920 for sale on the Wayfarer Facebook group page. The problem was that it was in Detroit, and we live in Vermont. So, one February Saturday after Bob conducted his youth orchestra, he drove to Rochester, New York, where he was met by Tom Sanderson, who graciously met him halfway between our homes. Bob was hoping for good, non-snowy weather, and all went smoothly. After a trade-off of the Wayfarer, a stack of books and some gear, for a check and some Vermont maple syrup, W3920 was headed to her new home.

At that point, COVID hit, and everyone was stuck at home. It was a great time to learn how to refurbish and upgrade a boat. Bob is a professional musician, with absolutely no skills in carpentry and no mechanical aptitude. He had never even painted. However, one of Bob's cello student's husband is a wooden boat builder. Steve Sirch taught Bob everything he needed to know and, when Bob got stuck, he came over instantly to help out.

Bob actually got stuck a lot and Steve definitely did more to the boat than Bob did. Bob would send Steve a text with pictures of what was vexing and Steve would send very detailed directions, which Bob barely understood. Eventually, Steve would come over and show Bob how to do it. Over time Bob learned how to sand and varnish, paint floorboards, drill holes to add cleats and oarlocks, send the sails out to have reefing points installed, and bought a reefing furler.

We have to also say that, in addition to Steve's help, the Facebook group members were hugely helpful. It's a very welcoming and knowledgeable community. One of the most wonderful things about Wayfarers is how kind, generous and helpful Wayfarer sailors are.

After we had things mostly ship-shape, we went for our



Josette Blais puts a finishing touch on their newly named Wayfarer 3920 - Opal - before heading out to the North American Rally at Hermit Island, Maine. Josette and Bob Blais of Vermont jumped in full force to refurbish the boat purchased from its previous Michigan owner, Tom Sanderson. The COVID pandemic provided time to learn the intricacies of boat repairs. And then Josette and Bob set out on their sailing adventures, with voyages on Lake Champlain and other Northeastern sites. It doesn't get more beautiful than Opal framed by a stunning rainbow (left).  
*Photos by Josette and Bob Blais*

maiden voyage on Lake Champlain, the sixth largest body of water in the U.S. The lake borders both Vermont and New York as well as Canada. It was a wonderful day! We started out with very little wind, but enough to go, and ended with a bit more. Nothing went wrong. That might have been the last time without drama, though.

Our second sail was also very calm. We learned then that if it's too calm, you can't steer. Fortunately, Josette wielded our purple kayak paddle to fend off from a really nice little Herreshoff that Bob almost ran us into.

While we were sailing, we noticed that water was coming

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Fall 2021



The rookie sailors felt like grand explorers as they sailed their Wayfarer (at left) to remote and beautiful spots on Lake Champlain in Vermont and waters in Maine. Growing ever more confident, Josette and Bob joined the North American Rally (above) on Aug. 14-21 at Hermit Island, Maine. Photos by Josette and Bob Bias

## Newbies

continued from page 4

into the bilge, and that made us nervous. We were sinking!! Well, we were sinking very, very slowly, but we were still anxious about it. After some consultations with the Facebook group, it was suggested that we clean and grease up the auto-bailers. So we did that, and it seemed to remedy the situation. But we wanted to test it. We reserved an overnight slip at a marina in Burlington where we could tie her up for the night, go home, and return in the morning to see if she was still floating. It was a good plan.

Before parking her for the night, we spent the day sailing. We went out to Juniper Island, about a mile away from shore. That was the farthest we'd ever gone. It went very well, and we were heading towards the marina to tuck our trusty boat friend in for the night. That's when, suddenly, the wind stopped entirely. A nice group of sailors on a motorized catamaran towed us in. Another first.

We successfully tied up at the marina and when we returned the next day, she was still afloat. We high-fived and let out celebratory hoots.

Now it was time to get her to the boat ramp about a hundred feet away. Easy, right?? Well, it was a really windy day... whitecaps on the harbor side of the Burlington breakwater and everything. We pondered and discussed strategies for getting our motor-less Wayfarer upwind to the ramp. We knew we couldn't sail it, so we tried to paddle with one kayak

and one canoe paddle. Alas, we were overpowered by the wind and went backwards! The boat launch was getting farther and farther away.

We tried to raise the sails and reef, but Bob had put the reefing lines on wrong, so now we were going backwards quite quickly. By some crazy stroke of luck, we happened to be floating toward an empty mooring ball. Since we were rapidly approaching a very rocky shore, we were thankful to successfully (though barely) catch the mooring.

At this point, gusts were dramatic and we were quite panicky. So, here we were, now 1/4 mile downwind from the boat launch, and quite stressed out, discussing our options. We happened to be right in front of the Coast Guard station, so Bob called them and told them where we were. They looked out the window and Josette waved at them. But they said since we were in no imminent danger they couldn't help. Bob suggested that if we unmoored we would be, but they didn't care for that idea, so we didn't do that. Instead, we called a towboat, which made it twice in 24 hours that we were towed. We were getting good at that.

A couple of weeks later, we had our next sailing adventure. After much research and deliberation, we had reserved an AirBnb house on the coast in Stonington, Maine. The house was owned by a lobstering family and they had a mooring and dinghy we could use. It was great.

So, we got the boat to the mooring, and our first day we went out to explore Merchant's Row, an archipelago of islands between Stonington and Isle au

Haut. We landed on the lovely beach of Russ Island, composed of many little pebbles and spent a few hours exploring the beach and forest trails. We had lunch and marveled at our good fortune to take our boat to this beautiful remote island. We were brave explorers.

We successfully launched the boat from the beach, but quickly realized we couldn't steer. Oh! We forgot to put down the centerboard. Wait, it's stuck. It. Will. Not. Budge! So, back to the beach we went.

A couple of friendly canoeists arrived who were planning to camp on Russ. They offered to help us as we tipped the boat over using the halyard, trying to dislodge any rocks that were preventing all motion of the CB, but to no avail. That board was completely stuck. There was very little cell service, but we hiked to the highest point, and sheepishly called our AirBnb hosts. They came out with a lobster boat, perhaps a little grumpily, and towed us back in. As we were waiting, the fog came in, and by the time we were being towed in, we could barely see the lobster boat that was towing us.

They brought us back to the mooring and we arranged with the local boat yard to retrieve the boat, tow it, and fix it. Our little Wayfarer seemed to be as experienced getting towed as it was sailing. After a rather expensive rock removal (hey, this boat was supposed to be low cost, but tows and freeing the center board were adding up), we sailed several more times in Merchants Row, set up a clothesline anchoring system

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# Newbies

continued from page 5

for visiting islands, had a lobster boat do a hockey stop astern of us causing us to be pooped, started to learn how to use nautical charts, saw a few seals, and learned a lot.

The summer of 2021 brought us new and different experiences. First, Steve and Bob repainted the boat: Bob rolling and Steve tipping. It looked super nice. In June, Josette and Bob went sail camping. In northern Lake Champlain on the eastern side, there are several islands that are Vermont State Parks. Two of them offer remote campsites. So, we loaded up the boat with way too much stuff, and headed out to Knight Island. Our campsite, Stony Point, was one-quarter mile or so from the next site, so it felt very solitary. We had purchased a small inflatable kayak, with which we got all of our things (can you say screen house and two burner stove??) from the boat to shore.

We stayed for a couple nights, during which the wind got quite high, perhaps 25-30 knots. This was scary, because it was the first time we've anchored overnight. The lake bottom where we anchored was carpeted with 6-inch rounded stones and the wind was coming directly onshore. There were times that the boat was actually airborne, bouncing in the waves. But our fisherman anchor (which Bob read was best for rocks) held just fine.

A few weeks later, we went even farther north on Lake Champlain, near the border of Canada. This was a tricky day, with 15-knot winds and 3-foot waves. Josette learned that if the helmsperson lets go of the mainsheet in order to snack upon grapes, a gust can come up quickly and lean the boat over quite a bit. In the kerfuffle that follows, it is also possible that the jib will wrap around the furler. One can also discover under these circumstances that the jib sheet track is not bolted down, but just held on with glue and can pop off with a large bang. Trying to reef afterwards, we learned, is very difficult without loosening the boom vang. So, we pulled everything down, and were pushed back to the launch site under bare poles and boom dragging in the water. All in all, a

big mess. Once again, we learned a lot.

Our next trip was to Hermit Island, Maine, for the North American Wayfarer Rally. Before we went, we realized we needed to name our boat. So, W3920 became Opal, matching Josette's engagement ring. As novices at Hermit Island, we were definitely a little worried about being in over our heads. But everyone was super nice and supportive.

On the first day, our buddy boat (Bill Harkins and Margie McKelvey) stayed in local waters with us because we had trouble reefing in order to make the (for us) big crossing that the more experienced Wayfarer folks were planning. We enjoyed a lovely lunch on a beach with them, and then they helped when our centerboard got stuck down (again!!). We felt very cared for.

The second day was more successful. First, Bob rowed out of the Branch to Small Point Bay. The Branch, for those who don't know Hermit Island, is a narrow, roughly one-mile stretch of water between Hermit Island and the mainland, which dries out significantly at low tide. It was the biggest challenge of the week because the current and the wind had to line up in order to be successful in navigating it. And there were many obstacles (other people's boats, generally) as well. It was calm and the tide was fair, so rowing was just fine.

We sailed out and around Wood Island, and came in for lunch at the same beach that our centerboard had gotten stuck the day before. This time we used an anchor though. We came in on a run, Bob dropped the anchor, and we spun around and had a nice lunch on the boat.

After lunch, the wind was picking up and coming out of the Branch. This was definitely a challenge. Josette helmed us in, slaloming around all the obstacle boats. It was a totally nerve-wracking experience for her and our 19-year-old daughter who covered her head every time the boom swung around. Josette learned you have to keep up some speed in order to maintain steering capabilities, but not too much speed as there are many nice boats you may crash into. Bob, a bit panicky, yelled at some kids in kayaks to get out of the way, more for their safety than anything else. Thankfully, there were some folks at the dock to help with landing. Josette took a

big sigh of relief and felt exhilarated from all the intense concentration.

Our next day, Bob was a little under the weather, so he stayed behind. Josette went out with Bill and Margie, while Bob did some boat cleaning and organizing. He had some questions about rigging. Both Jim Heffernan and Bruce Idleman were very helpful, spending a bunch of time helping improve Opal's set-up.

Our final sail of the Rally was the best. Folks were going out in small groups, since it was somewhat calm. As we got out, the winds picked up a bit and we had a lovely time. We went out around the red bell; such a lovely sound. And we experienced the ocean swell for the first time. It was quite different from Lake Champlain.

After that final sail, everyone worked together to get all the boats on trailers. Bob zoomed off to get the trailer and lost the mast cradle somewhere along the trip back to the launch. Sean Ring and Josette drove around the campground until they found it.

All in all, the Hermit Island Rally was an extraordinary experience, and reinforced the impression that we had of Wayfarer sailors being terrific folks. Thanks so much to Tom Graefe for his organization, daily route planning and reassurances.

We had one more sail before wrapping up the season, heading out on Lake Champlain again on Labor Day weekend. We left from King's Bay in North Hero, sailed past Butler Island and anchored at Knight Island again. We had reserved a campsite for the weekend, but it was supposed to be 30 knots and torrential rains for the following two days. So, we brought some snacks and our chairs, went to our campsite and read for a couple of hours looking out over the lake. We eventually packed up and sailed halfway back when the wind died. Out came the oars and we ended the night with a two-mile row, taking turns, sometimes rowing together, as the sun went down. We prefer to put away Opal before dark, but sometimes it doesn't work out that way...

So, it's been a busy year and a half, but we have come a long way, and we really feel a part of an extraordinary community. We're very grateful!

# We're a GO!!!

By Richard Johnson  
USWA Commodore  
W11336

According to section 4.4 of the NOR, we were to make a Go/No Go decision on Nov. 20, 2021. I am pleased to say the decision was made for us by the registration numbers which exceeded 40 boats. More important, we felt that we needed to see a strong response from Europe and Canada in order for this regatta to be considered a truly International Regatta. That response has been strong, so the decision is, "Go."

Invoices were mailed out recently. As an incentive for early payment, there will be a drawing for a travel cover, a bottom cover and a rudder cover, provided by Richard Hartley. We initially stated the early payment date as Nov. 27 in order to qualify for the drawing on Nov. 28. We opted to postpone that date by one week. The qualification date is this Saturday (Dec. 4), with the drawing on Dec. 5. The reason for the delay was poor planning on my part. The 28th was the last day of the Thanksgiving Holiday and many people in the U.S. may still have been traveling. A delay of one week made more sense.

We continue to monitor the COVID situation globally. If it turns out that travel in March is not possible, entrance fees can be refunded. Unfortunately, we cannot refund international transactions fees, which would be associated with sending payment for the regatta. So please, don't delay payment of the invoice based on COVID uncertainty.

Finally, I would strongly suggest that if you plan to attend, please begin looking for housing for the regatta now. We look forward to seeing you at Lake Eustis.



| The week's schedule |  |   |
|---------------------|--|---|
| Saturday, March 5   | Club open for arrivals   | 9 AM - 6 PM   |
| Sunday, March 6     | Check in and Measurement   | 9 AM - 6 PM   |
| Monday, March 7     | Competitors' Meeting<br>Practice Race<br>Races 1 and 2<br>Welcome Italian Supper | 9 AM<br>Warning Signal 10:30 AM<br>Warning signal 12 PM<br>6 PM |
| Tuesday, March 8    | Races 3,4 and 5<br>CWA After Sail Social   | Warning signal 10 AM<br>After boats are in.                     |
| Wednesday, March 9  | Races 6,7 and 8<br>Southern Barbeque Night                                       | Warning signal 10 AM<br>6 PM                                    |
| Thursday, March 10  | Races 9 and 10   | Warning signal 10 AM  |
| Friday, March 11    | Race 11<br>Prize Giving / Reception  | Warning Signal 10 AM<br>5 PM                                    |

## International rally set for Cedar Key

By Jim Heffernan  
USWA Past Commodore  
W1066

The week of racing will be followed by the Cedar Key International Rally March 12 - 17.

**Venue:** Cedar Key is a place where time stands still and allows you to enjoy the unique qualities of a coastal environment. Cedar Key is a quiet island community nestled among many tiny keys on the Gulf Coast of Florida. Long admired for its natural beauty and abundant supply of seafood, it is a tranquil village, rich with the almost forgotten history of old Florida. It sits three miles out into the Gulf of Mexico with only one road crossing over the salt marshes and channels on four small, low bridges.

Cedar Key is a haven for artists,  
Fall 2021

writers and "adventure" tourists, who find the unspoiled environment their inspiration. The island provides a place for excellent fishing, bird watching, nature trails, kayaking and coastal guided tours. Federally protected sanctuaries, the Cedar Keys form a chain of barrier islands ideally suited to a vast range of migratory and shore birds, including the elusive white pelican, roseate spoonbill and bald eagle. The variety of natural habitats, from salt marshes to Indian shell mounds, makes this truly a nature lover's paradise. The small town feeling is absolute - transportation is by car, but the road is shared with bicycles and golf-carts. Drivers and pedestrians wave to locals and visitors alike greeting each other with a warm welcome to the island

**Accommodations;** There are many lodging options such as condos, motels

and elegant B&Bs as well as a primitive campground managed by the County about 15 minutes outside of town. In the past, we have stayed at Old Fennimore Mill Condos and at the Cedar Cove Hotel, with both quite satisfactory. Boats can be pulled up on the sandy shore for the night with the caution that when the tide goes out the sand/mud bottom is exposed and it may be 50 feet to a floatable water level. Bring one or two anchors so you can moor in deeper water and walk ashore in front of the condos. A large boat roller is very helpful. I do recommend a VHF if you have one and a paddle or two. Some of our boats will have motors.

Some of us will stay at the farawayinn.com, which has a great sunset view over the water. The shore is a little

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# Rally

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rocky at low tide, but high tide provides access to a lovely sand beach. There is boat parking at the municipal lot adjacent to the boat ramps. 24 hours of boat parking with mast up or down is \$16. I will get one of the waterside units at

Faraway so it can be a base for sunset gatherings and the grilling nights.

“Not everyone will want to sail every day since kayaking, birding, sun bathing and fishing may be of more interest.”

It is a small town so a short ride or walk to everywhere.

**Cost and Boats:** We will all chip in for the cost of grilling supplies and the side dishes. Plan to supply some snacks for all to share for the sunset gatherings. BYOB. There is a small but well stocked store close to all lodging. Local clams and oysters are abundant. There are usually enough boats with three sailors in each. Not everyone will want to sail every day since kayaking, birding, sun bathing and fishing may be of more interest.

See the following link for pictures from Feb 2021 Cedar Key Rally.

[http://wayfarer-canada.org/nostalgia/events/event.nostalgia\\_M-Z/Rally.reports/2021CedarKey/21Cedar.Key.Rally\\_index.html](http://wayfarer-canada.org/nostalgia/events/event.nostalgia_M-Z/Rally.reports/2021CedarKey/21Cedar.Key.Rally_index.html)

Links to local websites: <https://www.visitflorida.com/places-to-go/north-central/cedar-key/>

[https://www.tripadvisor.com/Attractions-g34126-Activities-Cedar\\_Key\\_Florida.html](https://www.tripadvisor.com/Attractions-g34126-Activities-Cedar_Key_Florida.html)

Let me know if you are interested in attending so I can list you and provide updates. Pass this on to other possible attendees Happy Wayfaring, jheffernan@nc.rr.com



565 Farrington Road, Apex, NC 27523-8063  
 phone 919-387-7011  
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**Generous sponsor of the 2022  
 Wayfarer International Championships**

# Heine/Collins are Easterns champs



The 2021 Blackbeard S.C. One-Design Regatta/Wayfarer Eastern Championships was held Aug. 28-29 in New Bern, N.C. AnnMarie Covington and John MacAdam (above) handle the light winds, which dominated the event. Jim Cook and crew Mike Taylor (left) went on to a second-place finish. Ali Kishbaugh (bottom left) focuses on the windward leg. Ali and crew Mike Sigmund earned most improved with their fifth-place finish. Nancy Collins and Uwe Heine (below) went on to finish first in the five-race series. Presenting the award is Arch Altman, commodore of the Blackbeard Sailing Club. Photos by Judy Hills & Nancy Collins



| Rank | Seed    | SailNo | Helm/Crew                       | R1 | R2 | R3 | R4  | R5  | Total | Notes           |
|------|---------|--------|---------------------------------|----|----|----|-----|-----|-------|-----------------|
| 1    | 3 (22)  | 11338  | Uwe Heine/Nancy Collins         | 2  | 1  | 1  | 3   | 2   | 9     |                 |
| 2    | 1 (9)   | 10873  | Jim Cook/Mike Taylor            | 1  | 5  | 2  | 2   | 1   | 11    |                 |
| 3    | 4 (26)  | 11134  | AnnMarie Covington/John MacAdam | 3  | 4  | 3  | 1   | 4   | 15    |                 |
| 4    | 2 (18)  | 1066   | Jim & Linda Heffernan           | 4  | 2  | 6  | 5   | 3   | 20    |                 |
| 5    | 8* (87) | 11137  | Ali Kishbaugh/Mike Sigmund      | 6  | 8  | 4  | 6   | 5   | 29    | * Most Improved |
| 6    | 5 (46)  | 11336  | Andy Forman/Michele Parish      | 7  | 3  | 7  | 7   | 6   | 30    |                 |
| 7    | 7 (55)  | 10978  | Pete Thorn/Gareth Ferguson      | 8  | 6  | 5  | 4   | RET | 32    |                 |
| 8    | 6 (50)  | 449    | Neil & Adele Smith              | 5  | 7  | 8  | OCS | RET | 38    |                 |





# another **WoW** regatta



Sailors at this year's Oct. 23-24 Wayfarers On Wampers regatta, hosted by Dave McCreedy and family at their lovely cottage, had steady winds for Saturday's sailing. In fact, the winds built to exciting levels before settling back down. Six races were held on Saturday. Alas, lack of wind cancelled Sunday's racing. As the boats came into shore after racing (above), the brilliant fall sun silhouetted sailors as they de-rigged. Dave McCreedy (above right) handles the trailer crank while Matt Dailey guides his W1028 onto the trailer for her night on the McCreedy beach. Dave McCreedy put his creative skills to good use, creating a perpetual WoW trophy (right) for the increasingly popular fall regatta. This year's event was won by Peggy Menzies (far right) and crew Carol Shield in W11158. The team sailed to six first-place finishes. Second place went to Dave McCreedy and Dave Wilpula in W911, followed by Robert Mosher and crew Charles Randell in W11341. Other finishes were: Marc Mayer and Dan Shock, fourth; Matt Dailey, fifth; Sam Durbin and Michael Durbin, sixth; Deric Jaques and Joe Lease, seventh; and Michael Austerberry and David Nelson, eighth.



*Photos by Julie Seraphinoff*

## Mayor's Cup '21: Don't get shifted!

By Uwe Heine & Nancy Collins  
W11338 & W10978

The Mayor's Cup Regatta is an annual event hosted by Lake Townsend Yacht Club in Greensboro, N.C. Most years, this event is held in early June. But with COVID-related scheduling challenges, it was changed to the fall. This year it was held on Sept. 25-26, two beautiful fall days with temperatures in the high 70s and low 80s.

The event has two major awards, the Mayor's Cup and the Bryan Cup, plus awards for individual fleets. The Mayor's Cup is awarded to the winner of the largest fleet, which was the Flying Scots this year with 14 boats. Wayfarers were the second largest fleet with nine boats. There were also six 420s and a Sidewinder. The Bryan Cup is awarded to the boat that beats the most boats, but is not in the Mayor's Cup winning fleet. This usually goes to the winner of the second largest fleet or

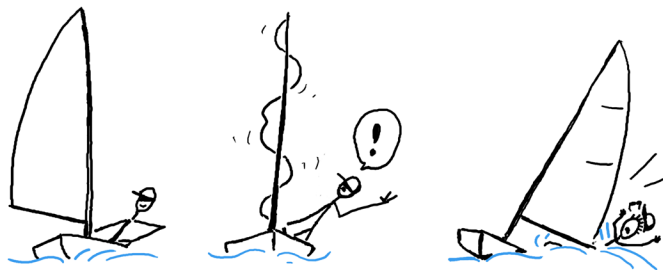


Fig.1 Lake Townsend autotack

the mixed open fleet.

While the forecast was for two beautiful mild sunny days, the wind forecast was not great. Saturday was expected to be 2-5 knots out of the west. Sunday was supposed to have better wind but out of the north, which is the shortest dimension of the

lake and makes for short courses and turbulence coming out of the coves.

Saturday proved to be windier than forecast but very shifty and patchy, which made for challenging sailing working the shifts and finding the best wind. Lake sailing is known for shifty winds, but this day was even shifter than usual. This meant we had to be wary of the dreaded "auto-tack" (see figure 1). Local knowledge suggests that on west or south breezes, the south bank of the lake is a good place to go for a lift coming

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# Great to be back at Clark Lake

## McCreedy-Wilpula team take top honors in Wayfarer fleet

By Marc Meyer  
CL16 2148

The Wayfarers had five boats competing in the 60th Clark Lake Regatta over the weekend of Sept. 18-19. Clark Lake Yacht Club once again put on a wonderful event with great food, an excellent race committee and the opportunity to socialize with many other great sailors.

Both days were near 80 degrees, which was great weather for the last weekend of Summer. Saturday's winds were 4-7 mph with frequent shifts of up to 90 degrees throughout the day. Sunday was much better with steady east winds at 9-11 mph.

The Clark Lake race committee ran three-leg windward-leeward race courses for most of the weekend, but managed to throw in a fun figure eight on Saturday afternoon.

The racing was close all weekend with all of the boats managing to get into one of the top three positions in at least one race sometime during the weekend. Even during each of the individual races, boats that were behind were frequently able to find just the right wind on the lake to move up into the front positions. The frequent lead changes made the weekend a lot of fun!

The first place trophy went to Dave Wilpula and Dave McCreedy, with second place going to Marc Meyer and Dan Shock (who won on a tie breaker), and Robert Mosher and Mike Austerberry taking 3rd place.

Dave McCreedy supplemented Saturday night's dinner with a portable pizza oven where each person was able to make a custom pizza while we were enjoying the evening with food, drink and discussions.

The Canadian boats were sorely missed at this year's event and hope they will be allowed to cross the border in time for next year's 61th Clark Lake regatta.



Dave Wilpula and Dave McCreedy (above) sail the downwind leg in picture-perfect, end-of-summer weather on Clark Lake near Brooklyn, Mich. The duo went on to finish first in the Wayfarer fleet. Robert Mosher (left), who teamed up with Dr. Michael Asterberry, ended up third after tying with Marc Meyer and Dan Shock (below left), who finished second after the tie breaker. Both boats had 12 points. Photos by Rick Belcher of [www.clarklakespirit.com](http://www.clarklakespirit.com)

## Mayor's Cup

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from the golf course where there are fewer trees.

The Flying Scots got the first start, so the Wayfarers had the benefit of watching the Scots sail up the course to see where the best sailing was. Nancy and I guessed right most of the time on Saturday and did well (one of the Scot sailors had a T-shirt "Blind Squirrel Sailing," which may apply here). In the third race, most of the fleet went towards the golf course and we saw that the Scots had also gone that way, having started

six minutes earlier. It looked like the wind was shutting down in that direction so we sailed along the edge of a patch of wind on the north edge of the lake. This took us a bit in the wrong direction, but at least got us in the vicinity of the windward mark. The wind held and we rounded the windward mark having caught up with the Flying Scot fleet and well ahead of the rest of the Wayfarer fleet. Sailing the long route in wind is better than sailing the short route with no wind.

We finished the day one point ahead of the second place boat, Jim Cook and Ellee Orlovetz. The pressure was on for Sunday!

Sunday the wind had clocked around north as forecast, but still very shifty. It was a challenge for RC to adjust the course. But under the direction of PRO Jerry Thompson, they did great and got off two good six-leg races. The first race we won, so for the last race we just had to stay near Jim Cook to hold onto the series, which we barely did, finishing one spot behind him in the last race. Whew! It was a nail biter to the end.

Having won in the Wayfarer fleet, Nancy and I have the honor of having our names immortalized on the Bryan Cup perpetual trophy along with some of the best sailors in the North Carolina region. Come join us next year!



Ali Kishbaugh and Mike Sigmund (left) are furling and hunkered down dealing with the howling winds before Saturday's racing. After Peggy Menzie's and crew Maggie Helman's spectacular capsizing in South Carolina, racing was canceled for the day. All was not lost as regatta participants (above) reveled in a beautiful sunset and an evening of camaraderie and entertainment that evening. *Photos by Annette Grefe*

# The border crossing

## Was landing in South Carolina illegal? No, but exciting

By Peggy Menzies  
USWA Communications & Outreach Chair  
W11158

Feeling the need to sail my Wayfarer just one more time before bitter winter truly sets in up north, I started thinking of heading south to attend the Old Brown Dog at Catawba Yacht Club the first weekend of November.

With the Charlotte airport close by, my daughter and regular crew Maggie Helmen could take the red-eye from Flagstaff, Az. to meet me there for the regatta. We'd camp out at the club and have a nice wind to gently break in my new sails. What could possibly go wrong with this thinking?

Here's how it starts to unravel: Maggie gets to the airport and finds she had left her debit card at her brother's house and texted me.

The next texts start mentioning a flight delay. Now mind you, there's a three-hour time difference involved and she's texting me at 1:30-2 in the morning. By 3 a.m. the flight is cancelled. Many more texts, a 4 a.m. phone call, and new flights through Chicago that came into Charlotte at 3:30 p.m. instead of the morning. Fingers crossed, we could still get our practice sail in, but we'd miss the practice race.

Traffic was light, a beautiful evening, a rigged boat and off we went for a lovely evening sail. Whew! All our troubles now behind us, we hopped over to the Lake Wylie Brewery to meet up with the rest of the incoming Wayfarer gang. We had a merry evening of live music.

Given that it was snowing (albeit not much) when I left the Detroit area, I expected warmer temperatures in the south. Ha. It was a right chilly 34-degrees F in the morning as we started to gather for coffee and doughnuts before the skippers meeting.

The forecast called for the most gentle of north winds with gusts to 20+ something. Wait - what kind of gusts???? I think we never really saw the gentle winds except in the cove, but

we dutifully headed for the first race of the day. We hunkered down with sail controls and I cringed every time we tacked and I flogged my new sails a bit. We tried some upwind briefly to be sure we'd be ready, then decided to stay near the start line. We were doing conservative tacks back and forth while waiting for everyone to make it out of the harbor.

Surprisingly, in all that cold wind, bass fishermen were out in all their glory racing up and down the lake. Keep in mind, the lake is very long and narrow, so with that north wind, we were crossing the lake in short order. It's also interesting that the far side of the lake is actually South Carolina.

As we were crossing the lake, we saw a bass boat headed our way and decided to delay tacking until we cleared the boat. Then I saw a mega puff and decided to wait just a few more moments. That's when I realized just a little too late that the buoy ahead wasn't a "no wake" buoy but a shallow water marker. We ran aground HARD. The centerboard popped way up and my rudder started dragging. While trying to tack in all the wind with no centerboard and the rudder grounded, we got caught in irons, all as I'm



Peggy Menzies from Michigan flew daughter/super crew Maggie Helman in from Arizona. *Photo by Annette Grefe*

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# Old Brown Dog

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trying to untie my rudder so it would pop up. Now there was nothing stopping our sliding and we were heading to shore to be bashed on the rocks.

It became a matter of picking where to capsize to cause the least damage to the hull. We got close enough to shore to jump out, maneuver the boat between trees and managed to even save the windex at the top of the mast. We started getting sails down and set about trying to figure how we were going to get off our point of land. We were well and truly stuck on a lee shore and it was too shallow for rescue.

Maggie's holding the boat now as I wade out to find deep water on the other side of the point. I have a plan, but the safety crew beats me to it and comes in to rescue despite the shallows. We launched a tow and, after much pushing, shoving, and a lot of groaning (I think that was me), we managed to get back to North Carolina and the Yacht Club. Thank you, safety boat crew!!!! With our spectacular capsize, the race committee postponed racing until the winds died down and everyone came to shore.

Shamefaced, I spent the next hour with a sponge clearing the sand and shells from my boat. As it turned out, the wind kept building through the day and day-one racing was eventually abandoned. This left us all plenty of time to warm up our singing voices for a fireside sing along and build your own pizza and beer night. Highlights of the evening were: Jim Higgins on the guitar, the Allen Brothers Trio (Phil Leonard, Uwe Heine and Andy Foreman), Annette Grefe's tribute to bearded men, Ali Kishbaugh's daughter and friend's ode, some of the yacht club favorites on outboards, and Uwe's special Wayfarer tribute.

In the midst of our evening of song, there was an intermission as we all had to gawk at the beautiful sunset over the South Carolina shore. As I stood to snap a picture, I was asked if I was recording the location of my landing on the far shore. I rather felt like a pilgrim or someone who had tried to make an illegal border crossing. Yes, that now innocent looking far shore was the scene of my embarrassment earlier in the day.

The next day dawned bright and crisp and, yes, the answer was still "blowing in the wind." We all hovered near the docks until near start time. The course was a windward-leeward, once around with the starting line closed except for starting and finishing so the MC Scows could have a clear start after Wayfarers.

There was much excitement on the line as the wind was very gusty on the course. But with maneuvering, you could duck into the cove for a brief respite to check time, gear or just catch your breath. I knew I wanted a boat-end start just to be sure I could see where everyone was to avoid any chance of a collision. I stayed near the cove the last two minutes, then poked out into the wind to round the committee boat about five seconds after the gun. Jim Cook and Mike Taylor were about three boat lengths to leeward on the line at the gun and driving hard.

Midway up the leg, a big puff came down and it was decision time. Jim and I talked about our thoughts after the race - "Should I stay or do I go?" I decided to go early. I



USWA Commodore Richard Johnson of Oriental, N.C. reads the race instructions. Cool temperatures had all of the sailors well bundled up. Photo by Annette Grefe

was farthest right. The edge of the puff on shifty lakes can sometimes have the biggest curvature (lift) and by tacking to the right side of the course, I'd come into the mark with starboard advantage. Jim, with local knowledge, held back thinking the lift wouldn't be there and it might actually be a header. I recall thinking he was going to be right when I tacked. But the puff favored the right side and Maggie and I flew to the mark in first place.

As we approach the mark, Maggie asks if we're going to fly the spinnaker. I looked at her like she's crazy. I didn't want a repeat of the boat sanding and shell collecting from the day before and I certainly didn't want to go swimming again or risk tearing my new spinnaker - so we rounded like the little wimpy chickens we were. Jim and Mike were hot on our tail and, of course, launched their chute. The rest of the way down the leg, all I could see was the red, white, and black spinnaker getting closer and closer. Of note, no one else was quite as brave and many of the rest of the fleet had reefed their mains.

By the luck of the old brown dog watching over us, Maggie and I kept our lead, though greatly diminished, to the leeward mark, rounded and headed for the upwind finish. It was a fast-paced race that could have gone in many different ways.

We all hung around watching the MC Scows finish their race, but by then two Wayfarers were over and turtled with the rescue craft assisting. The race committee abandoned racing for the rest of the day as the wind was continuing to build.

I, for one, was VERY relieved.

With boats put away, we gathered to share more stories and some special awards. There was an award for the most successful high wind gybe (on Saturday) and least successful high wind gybe (on Sunday) to Peter Thorn and Sid Hale, and the best looking hull (as we saw her clearly) to Marie-Lynn Lavoie and Franz van Zeeland. For top three finishers, Jim Cook's mom learned a new skill during COVID and created beautiful stained glass Wayfarer Ws that were awarded to the top three finishers: Ali and Mike Sigmund in third place, Jim and Mike in second, Maggie and me in first.

# Old Brown Dog: Another perspective

By Ann-Marie Covington  
W11134

The Old Brown Dog Regatta was held Nov. 6-7 at Catawba Yacht Club on Lake Wylie near Charlotte, N.C. It is a one-design event for MC Scows and Wayfarers, who compete separately on the same course.

On Saturday, the Wayfarers and the MC Scows sailed from the protected docks of Catawba Yacht Club into heavy wind. Before the first gun went off for the first race, the wind picked up even more, with blasting gusts. The MC Scows headed to shore, with the Wayfarers following close behind. No races were run on Saturday.

Saturday night brought the much anticipated karaoke and sing along. This year, because of COVID, it was held outdoors with a campfire. We all enjoyed singing our favorites, with Jim Higgins providing the music and words on a screen. The "Three Tenors of LTYC" (Uwe Heine, Phil Leonard and Andy Forman) made their debut singing "Sweet Caroline," with everyone joining in on the chorus. Annette Grefe, complete with beard, played the ukulele and shared her childhood German song about men with beards. Great times!

On Sunday, the wind appeared to be much calmer. I switched out my reefing bedsheet type sail for my more competitive racing sail around 8 a.m., even though Jim Heffernan advised that once the sun broke through the cloud cover, the wind would return to nearly the same as the previous day. Of course, Jim was correct. By the time the first gun sounded for the first race at 9 a.m., the wind was almost as strong as Saturday. The gusts were more manageable than on Saturday.

I had a good start and proceeded up the port side of the course. However, I went too far. This caused me to attempt to enter the layline on port with a parade of fast moving boats to dodge. I chose to tack away and go above the mark to avoid collisions. My third place rounding turned into sixth place. Otherwise, I sailed well and confidently without a reef in the heavy air, which was an achievement for me.

The Wayfarers rounded the first mark one right after the next, but on the downwind leg, both Marie-Lyne Lavoie and Pete Thorn capsized. Their Mark IV boats quickly turtled. RC, with the help of Jim Cook and crew Mike Taylor, and Andy Forman, spent much time righting them. Jim and Mike sailed to shore, docked the Wayfarer and returned to assist the capsized boats with a motor boat. Andy sailed over to Pete's boat and traded places with Sid Hale. Sid skippered the Catawba Yacht Club Wayfarer with David DeMiranda while Andy assisted RC in helping Pete right his boat. When it became apparent no more races would be held, the rest of the fleet returned to shore.

The 2021 OBD was decided on the basis of one race.

Awards were given for most beautiful boat and boat name: Marie-Lyne, and greatest number of almost and full capsizes: Pete, and for most original OBD Minstrel: Annette.

As usual, it was an extremely wonderful weekend. A great reason to buy a Wayfarer - just so you can participate in the OBD!



Ann-Marie Covington and crew John MacAdam (top) are reefed down for the howling winds Saturday of the Old Brown Dog Regatta. Photo by Annette Grefe  
After a one-race series, awards were presented to (above) third place/most improved Mike Sigmund crewing for Ali Kishbaugh, second place Jim Cook, and first place to Peggy Menzies and her crew/daughter Maggie Helmen. The lovely stained glass Ws were created by Jim Cook's mother. Courtesy photo



Fleet 15's Nancy Collins and Uwe Heine in the beautiful fall sun. Photo by Annette Grefe

| Rank | Seed     | SailNo | Helm/Crew                           | R1  | Total | Notes         |
|------|----------|--------|-------------------------------------|-----|-------|---------------|
| 1    | 2 (4)    | 11158  | Peggy Menzies/Maggie Helmen         | 1   | 1     |               |
| 2    | 1 (2)    | 10873  | Jim Cook/Mike Taylor                | 2   | 2     |               |
| 3    | 11* (75) | 11137  | Ali Kishbaugh/Mike Sigmund          | 3   | 3     | Most Improved |
| 4    | 4 (16)   | 11336  | Richard Johnson/Michele Parish      | 4   | 4     |               |
| 5    | 6 (19)   | 11     | Andy Forman/David DeMiranda         | 5   | 5     |               |
| 6    | 9 (48)   | 11134  | AnnMarie Covington/John MacAdam     | 6   | 6     |               |
| 7    | 8 (41)   | 3500   | Phil & Cathy Leonard                | 7   | 7     |               |
| 8    | 5 (17)   | 1066   | Jim & Linda Heffernan               | 8   | 8     |               |
| 9    | 3 (10)   | 11338  | Uwe Heine/Nancy Collins             | DNS | 13    |               |
| 9    | 10 (72)  | 11340  | Marie-Lyne Lavoie/Franz van Zeeland | DNF | 13    |               |
| 9    | 12 (102) | 276    | Annette Grefe                       | DNS | 13    |               |
| 9    | 7 (38)   | 10978  | Pete Thorn/Sid Hale                 | DNF | 13    |               |



Peggy Menzies and crew Kathy Sanville in W11158 hold on to edge out Richard Johnson and Michele Parrish in W1136. Downwind finishes in the relatively light winds added excitement to Sunday's racing. Photo by Nick Seraphinoff



Crew Julie Seraphinoff with skipper Marc Bennett (far left) cross the finish line in W11339 during Sunday's racing. The East Lansing, Mich. team took first place honors in the four-race series. Robert Mosher (above) of Lansing Sailing Club, Haslett, Mich. works with new Wayfarer owner Lisa Billis to rig his Mark IV, W11341. The Michigan sailors were thrilled to have Richard Johnson and Michele Parrish (left) make the trip from Oriental, N.C. to sail the beautiful waters of Tawas Bay on Lake Huron. Photos by Nick Seraphinoff

## Back at it on beautiful Tawas Bay

By Julie Seraphinoff  
Skimmer Editor  
W11339

With the border still closed between the U.S. and Canada, the Wayfarer North Americans scheduled for Sept. 11-12 at the Tawas Bay Yacht Club were cancelled. Yep, COVID19 beat us again.

That cancellation didn't stop six American boats from travelling to one of the loveliest Michigan bays around for a weekend of casual racing. In attendance were five Michigan boats and USWA Commodore Richard Johnson and Michele Parrish from North Carolina. As usual, members of TBYC were gracious hosts and provided a top-notch race committee, led by Matt Princing and Chris Princing.

Saturday's forecast for big winds, unfortunately, held true throughout the day. Because TBYC was working with a skeleton crew of the race committee boat and only one rescue boat because of COVID, it was decided the day's racing would be cancelled.

Before the official cancellation, Richard led a meeting of USWA

board members in attendance to discuss plans for the Wayfarer Internationals, as well as other association business. After the meeting, it was onto a day of leisurely hanging out around the beautiful TBYC grounds. Richard put a positive spin on the races being cancelled, saying, "How often do we get a chance at home to just sit around and do nothing."

The evening was spent with everybody gathered at the club with their dinner fixings for what Wayfarer sailors do so well - socializing.

Sunday's winds, while light, were delightfully sailable.

My skipper Marc Bennett and I showed our enthusiasm about being back on the water by taking firsts in all four races. Peggy Menzies and her sister/crew Kathy Sanville were second, followed by Richard and Michele in third, Dave McCreedy and Dave Wilpula in fourth, Robert Mosher and Lisa Billis in fifth, and Matt Dailey and Nick Burtka in sixth.

All-in-all, it was a beautiful weekend in one of our favorite Michigan venues. But enough is enough of the border being closed. We want our Canadian friends!!!!

# Midwest's Fleet 2 begins to regroup

Following up on forever-Wayfarer-sailor Nick Seraphinoff's gracious offer to lead the charge of rejuvenating and reorganizing Fleet 2 in the Midwest, a virtual meeting was held Sept. 13 to discuss and brainstorm how to make this happen. Nick came to the Google Meet with a slate of plans, while Peggy Menzies (W11158) added insights gathered from poll responses from sailors in Wisconsin, Traverse City, Bay City, Lansing and Metro Detroit.

Here's what came up:

**Fleet 2 history** – Nick shared that back in the '70s in the Detroit Metro Area, Fleet 2 had 80 active members. There were so many active sailors that the organization opted not to allow additional members. That led to the formation of Fleet 9 with 40 active members. Fleet 9 eventually disbanded and Fleet 2 evolved into a small contingent of boats sailing on Walled Lake in southwestern Michigan. The fleet has not been active in a number of years as sailors moved on or retired from Wayfarer sailing.

**Fleet and USWA membership** – Was discussion about fee structure and whether if you join Fleet 2 do you also need to be a USWA member.

**Fleet racing series** – From the 19 responses Peggy received to the poll, 17 said they were interested in racing. This led to a discussion of possible venues for fleet races.

Nick said venues should have public launch facilities.

Potential venues for fleet races include these Michigan sites:

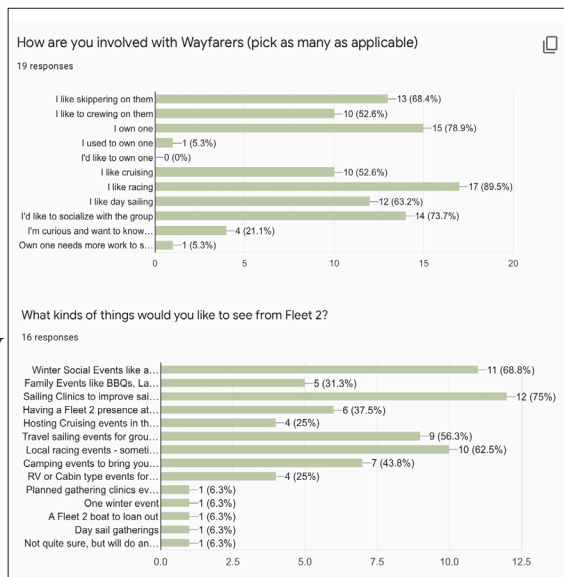
- Kent Lake in South Lyon
- Stoney Creek
- Lake Fenton
- Walled Lake (if can find available launch facility)

Nick proposes fleet races be held on Sundays and include a social and family element to the day.

With the race series, Nick suggests that sailors who wish to contend for the fleet trophy can participate in a slate of 10 events and drop five. Ideas for potential events to count toward the trophy include:

- Wayfarer Internationals
- Bayview One Design Regatta
- Jim Fletcher Memorial Regatta on Lake Lansing
- Event in Traverse City
- Clark Lake
- Annual regatta at Tawas Bay Yacht Club
- WoW - Wayfarers on Wampler
- Fleet races held at various venues during May, June, July, Aug., Sept.

**Committee for fleet races** – Nick has reacquired W2960 and will be setting the boat up to serve as the committee boat. He has also volunteered to be race committee for the fleet



rages. There will not be a rescue boat during the fleet regattas and it will be stated in the bylaws that any sailor who sees another boat capsize should drop out of the race to go assist in rescue.

**Seaworthy boats** – Nick stressed the importance of participating boats being sound. He would like to stress to sailors with older boats that, for safety reasons, they switch out their old plywood centerboards and rudders.

**Non-racing events and activities** – There was lively discussion about the importance of Fleet 2 offering up other activities to build and rebuild enthusiasm in Wayfarers and dinghy sailing.

Adrian Hill of Walled Lake stressed the importance of having events to draw young people into sailing. He would like to see the fleet hold activities for the kids that maybe don't involve sailing a Wayfarer. He has a small fleet of Optis on Walled Lake that he is using to teach his own children how to sail. He has offered to host an Opti event in the spring for kids ages 5-13.

Dave Ferris of Traverse City said the Wayfarer sailors in his area are primarily interested in day sail cruising and would like to see the fleet come to his gorgeous Northern Michigan area. He mentioned, of course, Grand Traverse Bay, along with Torch Lake and Lake Leelanau.

Nick added that, for many sailors, cruising is now a primary interest and will certainly be part of the Fleet 2 slate of events.

There was talk of also hosting training type events where avid racers like Peggy and USWA racing captain Marc (W11339) could help coach. Areas to focus on might include rigging, tuning and practicing starts.

And everyone agreed it would be fun to have off-the-water gatherings throughout the year. A first gathering is proposed for sometime in February 2022, possibly at Crescent Sailing Club, Grosse Pointe Farms, where Nick is a member. This would be an opportunity to talk before many of the sailors head south to Florida for the International Championships as well as socialize. The Internationals are being held at Lake Eustis Sailing Club, Eustis, Fla. for the March 6-11 International Championships. Peggy will be sending out a poll to find out interest in a gathering.

The Google Meet came to an end with a proposed optional second virtual meeting early in January.

Attendees: Nick and Mary Seraphinoff, Julie Seraphinoff and Marc Bennett, Peggy Menzies, Mike Anspach, Dave McCreedy, Adrian Hill, Dave Ferris

*Report compiled by Julie Seraphinoff, Skimmer editor*

# Let's go cruising!!

We have had several single boat cruises this year. There were also several cruises after regattas in the Carolinas, Florida and the annual Chesapeake cruise. There are many more locations that can support small weekend informal cruises. All it takes to do a cruise is an itinerary with places to launch, anchor, camp and sleep aboard.

Some requirements for cruising include that each person and boat must be self-sufficient and reliable. There needs to be basic suggestions for double reefing, anchoring and navigation equipment. And the individual captains must be responsible for assuring they and their boat are ready.

I will publish modified suggestions from the Dinghy Cruising Association, which have been developed over the years. The DCA has multiple small cruises a year, some where only one person shows up and others involving a dozen boats. Some plans are simple: We will eat at this pub Friday night, anchor off the pontoon or sand bar, then this pub on Saturday night. People launch and sail from wherever they want.



**By Robert Mosher**  
**USWA Cruising Secretary**  
W11341

A good example of an event is our annual Kelly's Island Cruise, which take places each fall or spring. We agree on where we launch, anchor and camp. One of us grabs a camp site so we can legally use the State Park's rest rooms and water. Some sleep on their boats and others on the land. We try to sail close together with no requirement that we do so. People have also crewed for each other. The weather has been almost dead calm requiring a tow, to predicted 50-knot winds. In the latter situation, we all agreed to run away back home before the wind increased.

I have also done a short cruise after several rallies and will try to make those open to anyone willing to stay an extra day or two.

Hopefully, someone will be inclined to lay out a week-long cruise open to one or more boats. In the '70s, there were three husband and wife teams that cruised Georgian Bay, the North Channel, and from Thunder Bay area to Isle Royale and back. They also did many other sailing adventures.

So, if you would like to cruise, lay out an idea and see if anyone else would like to come along. With each Wayfarer being self-sufficient it's not too hard to plan. I will certainly give any help I can.



Robert's Alt Bad anchored off a Michigan island.

## An all around great season

Fleet 15 had 11 regattas on the regatta list for 2021 and we were able to compete in all but one of the scheduled events. As the date grew closer for the regatta, we chose, by consensus, not to attend.

We averaged 7.3 boats per regatta with the lowest being one at the North Americans and highest being 13 at the U.S. Nationals at the NC Governor's Cup regatta. We had non-fleet Wayfarers attend several of the regattas bringing the total number of competing boats to 16 at the Mid-Winters at Lake Eustis in Eustis, Fla. and the Nationals in North Carolina.

We always enjoy seeing our friends from other states and countries join us for these regattas.

The top five finishers for the year were as follows: Jim Cook, 52 points; Uwe Heine and Nancy Collins, 43 points; Richard Johnson and Michele



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

Parish, 39 points; AnnMarie Covington and Jim and Linda Heffernan both with 37 points.

We had two new skippers for 2021, Mari-Lyne Lavoie and Neal Smith who both attended over half of the regattas.

In other fleet news, The Old Brown Dog Regatta, held Nov. 6-7 at the Catawba Yacht Club on Lake Wylie, is always one of the best all-around regattas we attend. If you couldn't make it this year, put it on your schedule for next year.

We have picked up a new Fleet 15 member, Mark Green, who lives in Greensboro, N.C. He owns House of Fire that specializes in early period swords and sea axes. Mark is an iron smelter and maker. He purchased Geoffrey Ryan's Mark IV W10943.

Fleet 15 was awarded the Bryan Cup trophy at the Lake Townsend Yacht Club Mayor's Cup Regatta. Uwe and Nancy finished first, followed closely by Jim Cook with crew Ellee Orlovetz, and Richard Johnson and crew Michelle Parish. Nine boats competed, only being surpassed in number by the Flying Scots who rolled in with 13 competing boats.

We won the Mayor's Cup the last time the regatta was held in 2019, so next year we'll take the trophy when we show up in larger numbers. (The largest fleet present always wins the Mayor's Cup trophy.)

I will not cover some of the other regattas, since others have written reports for them in this edition of the Skimmer.

The Lake Townsend Yacht Club, our home port for Fleet 15, has decided to purchase a Wayfarer to be owned by the club, for non-boat-owner members to use during club events and sailing classes.

We already have one Wayfarer on loan to LTYC from the U.S. Wayfarer Association, so this now makes two Wayfarers at the club. The boats sit mast up and are ready to launch and sail.

This has proven to be very effective in getting folks to commit to purchasing a boat of their own, and that being a Wayfarer.

Wayfarer Fleet 15 has the most boats in attendance at the LTYC monthly races series, followed closely by the Flying Scots.

It was overall a very good year for Fleet 15, and next year looks even more promising!!